

DESIGN & ACCESS STATEMENT

SEPTEMBER 2026



PROJECT:

**Unit 1, Elystan Business Centre
Springfield Road
Hayes UB4 0UP**

CLIENT:

GNK TRADING LIMITED

WAMM
Architecture & Building Consultants

1.1 INTRODUCTION



Aerial photograph showing the site location

This Design and Access Statement has been prepared by WAMM Consulting Limited on behalf of GNK Trading Limited in support of a planning application relating to Unit 1, Elystan Business Centre, Springfield Road, Hayes, UB4 0UP. The submitted site location plan identifies the application site and its relationship with Springfield Road and the surrounding commercial premises.

The application seeks planning permission for the subdivision and refurbishment of the existing commercial building to create four self-contained commercial units, together with associated internal alterations, mezzanine accommodation, new pedestrian entrances and loading doors, external alterations, parking, servicing and associated works.

The proposals have been developed around the retention and effective reuse of the existing building. The overall building envelope and established commercial character of the site are substantially retained, with the principal interventions focused upon the internal subdivision of the premises and the creation of clearly identifiable and independently accessible commercial units.

Each proposed unit will benefit from its own entrance and reception arrangement, warehouse/commercial accommodation, first-floor/mezzanine accommodation and independent rear loading access. The proposed plans identify four units ranging from approximately 403 m² to 574 m² in total floorspace.

The architectural approach seeks to improve the appearance and legibility of the existing premises whilst respecting its established industrial character. In particular, the Springfield Road frontage is rationalised to provide a coordinated identity to the four units, while the rear elevation continues to perform the principal servicing and loading function of the building.

This Design and Access Statement explains the site context, existing building and the design principles that have informed the proposed layout, appearance, access and servicing arrangements.

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Project

Unit 1, Elystan Business Centre
Springfield Road
Hayes UB4 0UP

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Document

Design & Access Statement

Prepared by

WAMM Consulting Limited
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Status

Planning

Date

September 2026

2.1 THE SITE - LOCATION



1

Existing Block Plan

Scale: 1:450

2.1 Site Location

The application site comprises Unit 1, Elystan Business Centre, situated on the western side of Springfield Road in Hayes.

The site forms part of an established commercial and industrial area characterised by warehouse, industrial and business premises of varying sizes. The immediate surroundings are predominantly employment in character, with commercial buildings, service yards, access roads and associated parking forming the prevailing townscape.

The existing building occupies the central and eastern portion of the application site. Vehicular access is provided from Springfield Road, with parking and circulation areas arranged around the building and a substantial service yard located to the rear.

The arrangement reflects the established commercial function of the premises, providing a distinction between the more formal frontage and pedestrian access areas associated with Springfield Road and the operational loading and servicing areas to the rear.

The existing block plan illustrates the building within the wider business centre and shows the substantial hardstanding and servicing areas associated with the premises. 2628 PL1 02-Existing Block Plan

2.2 Surrounding Character

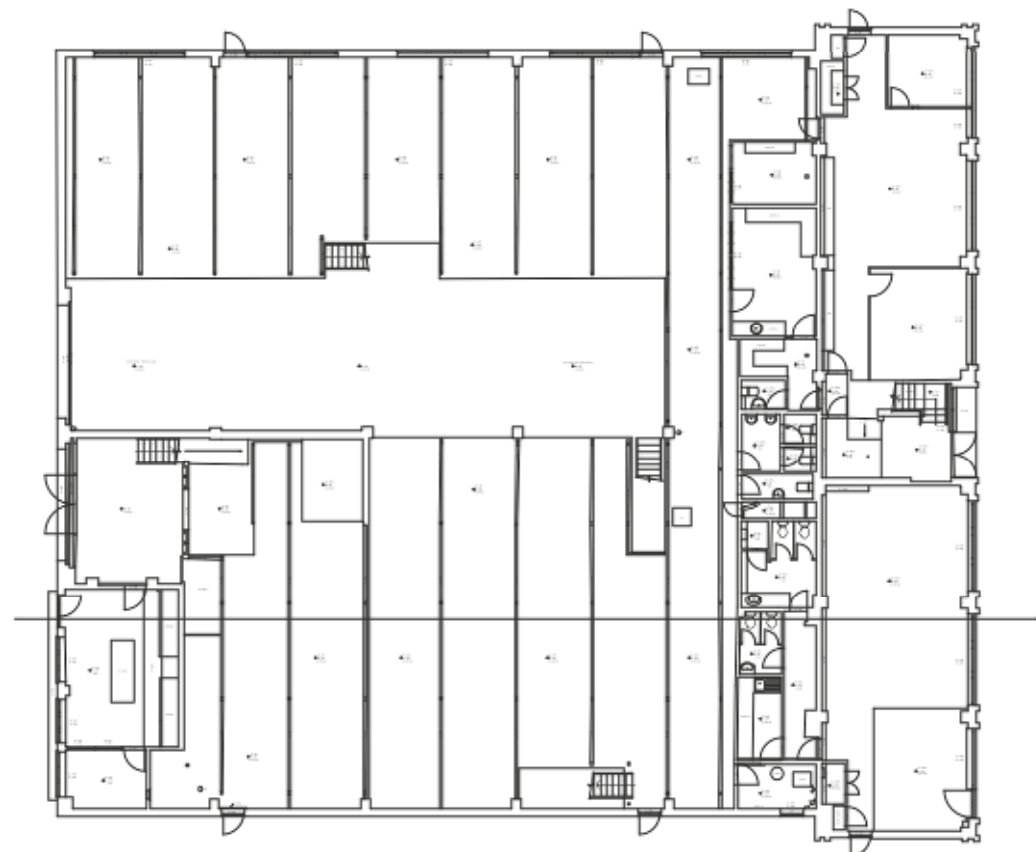
The architectural character of the surrounding area is functional and commercial in nature. Buildings are generally of relatively large footprint and employ a simple palette of brickwork, profiled metal cladding, glazing and industrial loading doors.

The application building reflects this character and is well established within its commercial surroundings. The proposed development therefore seeks to work with the existing building and its context rather than fundamentally change its scale or established employment character.

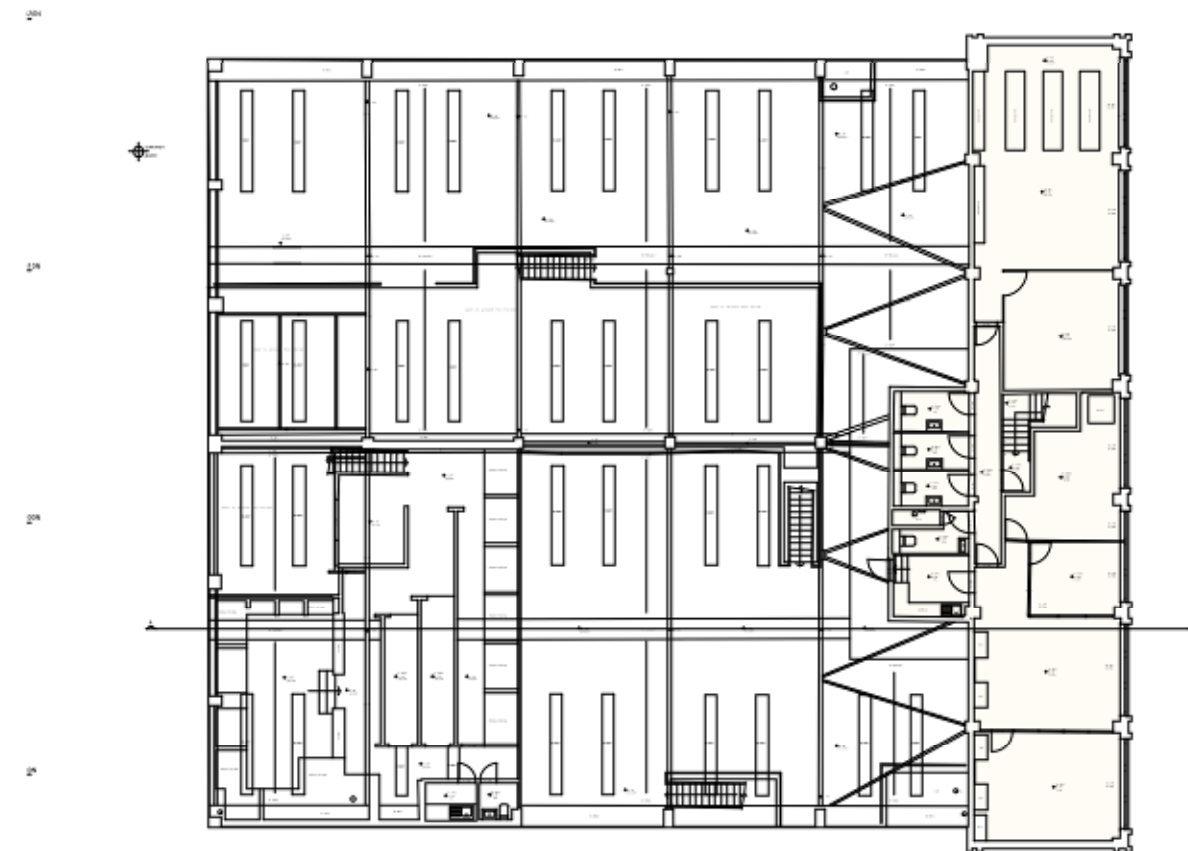
3.1 EXISTING SITE & BUILDING

The application site contains an established commercial/industrial building comprising warehouse and storage accommodation together with ancillary office, reception, display and welfare areas. The building is arranged with a more formal two-storey frontage addressing Springfield Road and a larger warehouse volume extending to the rear. The Springfield Road elevation is predominantly brick faced and incorporates regular horizontal bands of windows serving the existing office accommodation. To the rear, the building adopts a more utilitarian industrial character, incorporating profiled metal cladding and loading/service access associated with the warehouse accommodation. Internally, the building comprises a combination of open warehouse areas and cellular accommodation, with existing upper-floor and mezzanine areas occupying substantial parts of the building. Other areas remain open to the warehouse below, reflecting the original volume and industrial function of the premises. The existing first-floor survey clearly identifies both storage/display accommodation and areas open to the ground floor below.

The existing building is structurally and spatially capable of adaptation. Its regular structural form, substantial internal volume and existing arrangement of front and rear access provide the opportunity to subdivide the premises into a series of smaller, independently functioning commercial units while retaining the principal building fabric.



1 Existing Ground Floor Plan
Scale: 1:300



2 Existing First Floor Plan
Scale: 1:300

3.2 EXISTING SITE & BUILDING

3.2 Existing Appearance

The existing building has a straightforward and functional architectural character typical of an established industrial and commercial estate.

The principal south-east elevation facing Springfield Road is articulated by a regular structural rhythm, brickwork and horizontal window openings. The existing building therefore already possesses a strong repetitive façade composition which provides an appropriate framework for the proposed four-unit subdivision.

The rear north-west elevation has a more operational character and incorporates the existing loading and servicing elements. The upper warehouse elevations are predominantly finished in corrugated/profiled metal cladding, with brickwork and service openings at lower level.

The proposal seeks to retain these fundamental characteristics, whilst rationalising the elevations to provide a clearer identity and dedicated access and servicing arrangements for each of the four proposed units.

3.3 Existing Access & Servicing

The site benefits from established vehicular access from Springfield Road, together with parking and circulation areas surrounding the building.

The principal operational service yard is located to the rear of the premises and currently accommodates loading, deliveries and commercial servicing. This established separation between the principal frontage and the rear operational area is an important characteristic of the site and has informed the proposed subdivision strategy.

The development seeks to retain this established access hierarchy, with customer/staff entrances focused towards the principal frontage and loading and servicing principally accommodated from the rear.



View of existing rear facade and service yard



View of side of existing building along the access road



View of existing building frontage

4.0 DESIGN APPROACH

4.1 Development Concept

The design approach is based upon the retention, adaptation and more efficient use of the existing commercial building, rather than its redevelopment or significant extension.

The existing premises comprise a relatively large commercial unit with a regular structural form, substantial warehouse volume and established access from both the principal frontage and rear service yard. These characteristics provide a logical opportunity to subdivide the building into a series of smaller, independently functioning commercial units.

The proposal therefore divides the existing building into four self-contained units, each extending through the depth of the building and benefiting from its own identifiable entrance, reception area, commercial/warehouse accommodation, upper-floor/mezzanine accommodation and dedicated rear loading access.

The subdivision has been developed to respond to the existing structural rhythm and built form wherever practicable, allowing the principal building fabric, roof form and overall massing to be retained.

The resulting arrangement provides four flexible commercial units capable of operating independently whilst continuing to form part of a single coherent commercial building.

4.2 Key Design Principles

01 — RETAIN

Retain and reuse the principal structure, envelope and established commercial character of the existing building.

02 — SUBDIVIDE

Create four appropriately scaled and independently functioning commercial units within the existing building.

03 — IDENTIFY

Provide each unit with a clear individual identity and dedicated pedestrian entrance from the principal frontage.

04 — MAXIMISE

Make efficient use of the existing internal volume through first-floor/mezzanine accommodation contained substantially within the existing building envelope.

05 — SERVICE

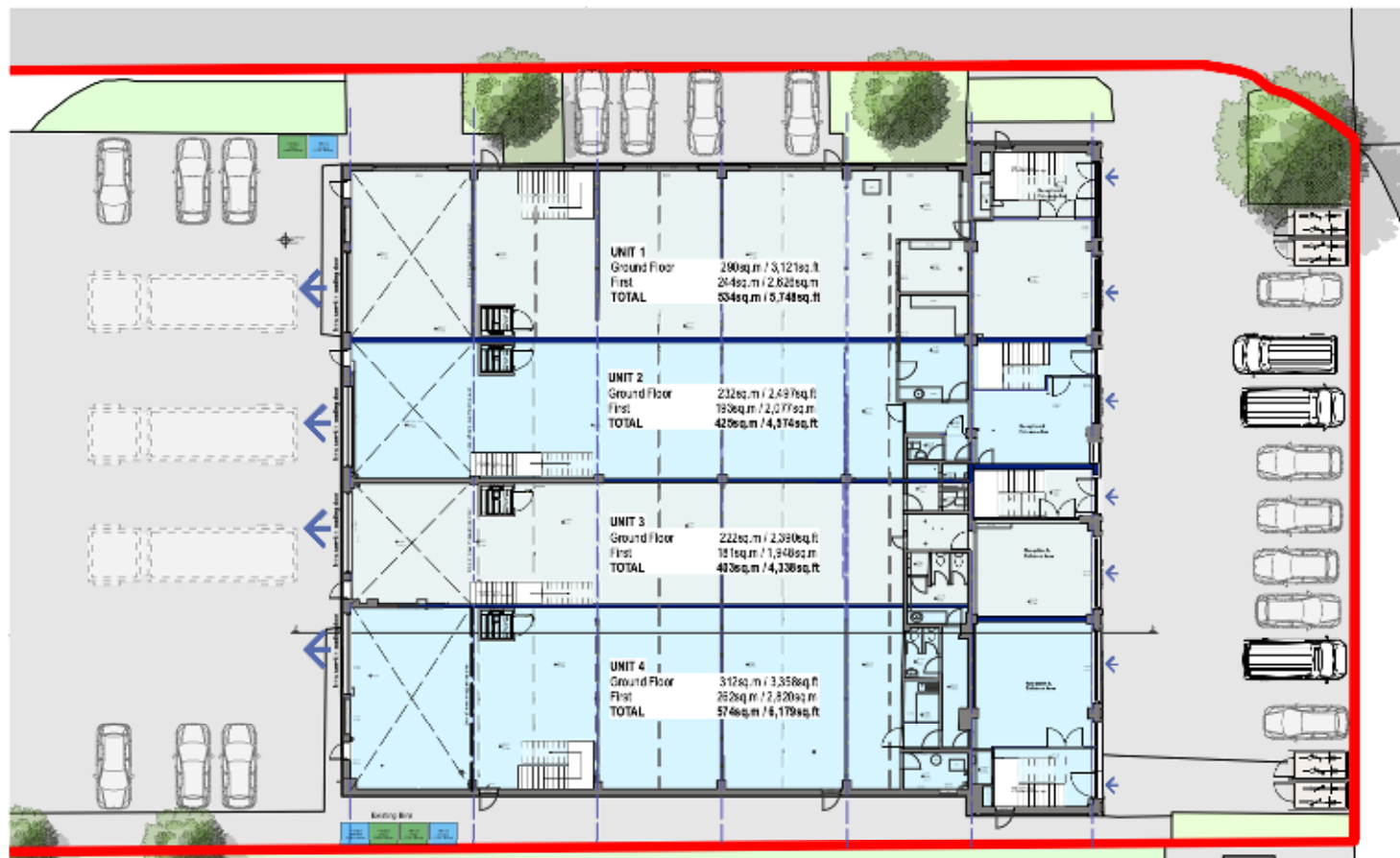
Provide each unit with independent loading access from the established rear service yard, maintaining separation between pedestrian and servicing functions.

06 — ENHANCE

Rationalise and improve the external appearance of the building through a coordinated architectural treatment across all four units.



5.0 Proposed Development



5.1 Proposed Layout

The proposed development subdivides the existing building into four self-contained commercial units, arranged to make efficient use of the existing structure, building volume and established access and servicing arrangements.

Each unit extends through the principal depth of the building, providing a logical relationship between the more formal entrance and reception accommodation to the front and the operational warehouse and loading areas associated with the rear service yard.

At ground-floor level, each unit is provided with its own entrance and reception area, principal commercial/warehouse accommodation and independent servicing arrangements. New internal separating walls establish the four individual units while working with the existing structural grid wherever practicable.

The proposed arrangement allows each unit to operate independently while retaining the overall coherence and functionality of the existing commercial building.

5.2 Upper Floor & Mezzanine Accommodation

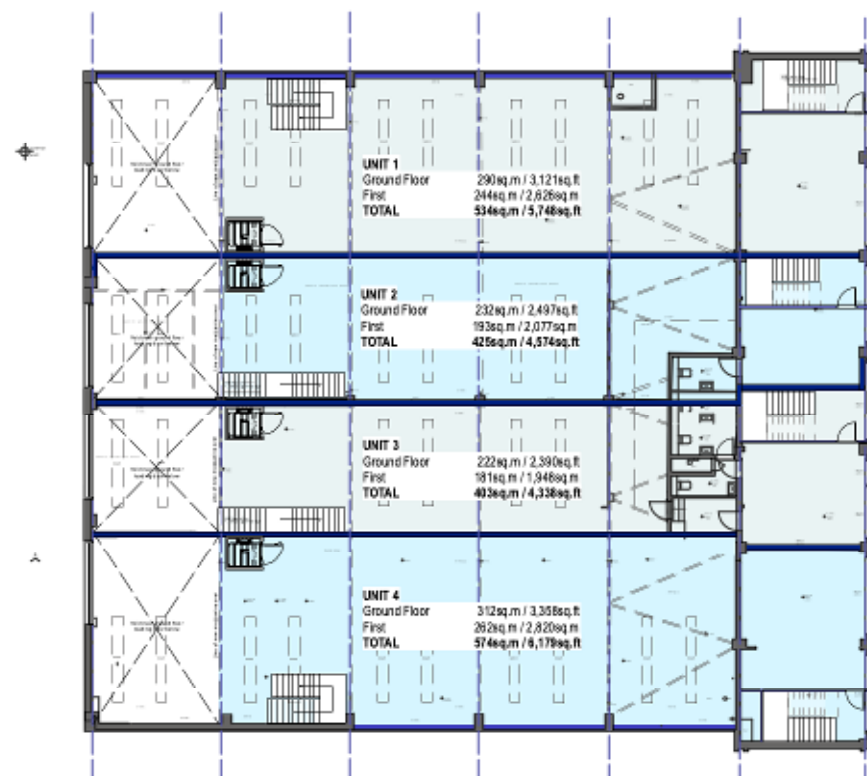
First-floor and mezzanine accommodation is incorporated within each of the four units, making effective use of the substantial internal volume of the existing building.

The upper accommodation provides flexible ancillary floorspace capable of supporting the operation of the principal commercial accommodation below, while areas of double-height volume are retained within each unit.

Independent internal circulation is provided within each unit, including dedicated stairs and platform lift access between levels. The proposed first-floor plan shows the four individual upper-floor areas together with the areas remaining open to the ground-floor accommodation below.

Importantly, this additional accommodation is contained substantially within the existing building envelope, allowing the building to be used more efficiently without materially increasing its established external scale or massing.

1 Proposed Ground Floor Plan
Scale: 1:350



2 Proposed First Floor Plan
Scale: 1:350

6.0 ACCESS, PARKING AND SERVICING

6.1 Access Strategy

The proposed development retains the established vehicular access arrangements serving the site from Springfield Road. No fundamental alteration to the site's relationship with the surrounding highway network is required as a consequence of the proposed subdivision.

The design establishes a clear hierarchy between the principal entrances to the four units and the operational servicing areas associated with the building.

Each unit is provided with an identifiable pedestrian entrance and reception area, allowing the four premises to function independently while continuing to share the established site access and circulation infrastructure.

The subdivision therefore works with the existing access arrangements rather than introducing unnecessary new points of vehicular access.



1

Proposed Ground Floor Plan

Scale: 1:350

6.2 Car Parking

The existing hardstanding surrounding the building continues to provide parking and vehicle circulation associated with the commercial premises.

The proposed layout rationalises these areas to serve the four individual units while maintaining clear access around the building and to the rear service yard.

The detailed assessment of parking provision and its relationship to the anticipated operation of the proposed development is provided within the accompanying Transport Statement.

6.3 Servicing & Deliveries

An important principle of the design is the retention of the established rear service yard as the principal loading and servicing area.

Each of the four proposed units is provided with dedicated loading access from the rear, enabling the premises to operate independently and providing a direct relationship between the commercial/warehouse accommodation and the service yard.

The proposed rear elevation reflects this arrangement, identifying Units 1–4 and their associated loading/service access while retaining the established industrial character of this side of the building.

The separation of servicing activity from the principal pedestrian entrances assists in creating a clear and practical operational arrangement.

The detailed vehicle manoeuvring and swept-path assessment is provided within the accompanying Transport Statement and associated transport drawings.

6.4 Independent Operation

The access and servicing strategy has been developed to ensure that the proposed subdivision results in four genuinely self-contained and independently functioning commercial units.

Each unit benefits from:

- a dedicated principal entrance and reception area;
- independent internal circulation;
- direct access to its commercial/warehouse accommodation;
- dedicated rear loading access; and
- access to the shared external parking, circulation and servicing infrastructure.

The proposed ground-floor plan clearly establishes the four individual reception areas, roller shutter doors and new service loading arrangements.

This arrangement provides flexibility for individual occupation and future ownership while maintaining the efficient operation of the site as a whole.

7.0 SCALE, MASSING & APPEARANCE

7.1 Scale & Massing

The proposed development retains the established overall scale, height and massing of the existing commercial building. The principal building envelope and roof form are retained, with the proposed works focused primarily upon the internal subdivision and refurbishment of the premises.

The proposed first-floor/mezzanine accommodation is contained within the existing building volume, making more efficient use of the available internal height without materially increasing the external bulk of the building. The proposed section illustrates the relationship between the mezzanine accommodation, the existing building envelope, Springfield Road and the rear service yard.

As a result, the building continues to read as a single coherent commercial/industrial building within Elystan Business Centre, notwithstanding its subdivision into four independently functioning units.

7.2 Architectural Approach

The external alterations have been designed to provide the four proposed units with a clear individual identity while maintaining a consistent architectural language across the building as a whole.

The principal south-east elevation is rationalised to reflect the four-unit subdivision through a regular arrangement of entrances, openings, glazing and signage areas. The repetitive treatment establishes a clear rhythm across the façade and allows each occupier to be readily identified without fragmenting the overall composition.

The proposed elevation expressly identifies the four premises as Units 1–4, reinforcing the legibility of the subdivision across the principal frontage.

The design retains the essentially functional character appropriate to the commercial setting while providing a cleaner and more coordinated appearance than the existing building.

7.3 Principal Frontage

The principal elevation forms the most visible public face of the development and is therefore the primary focus of the external refurbishment.

The proposed treatment creates a consistent frontage to the four units, with individual entrances and associated architectural elements arranged within a unified elevation. Existing proportions and the regular upper-level fenestration provide the underlying framework for the new composition.

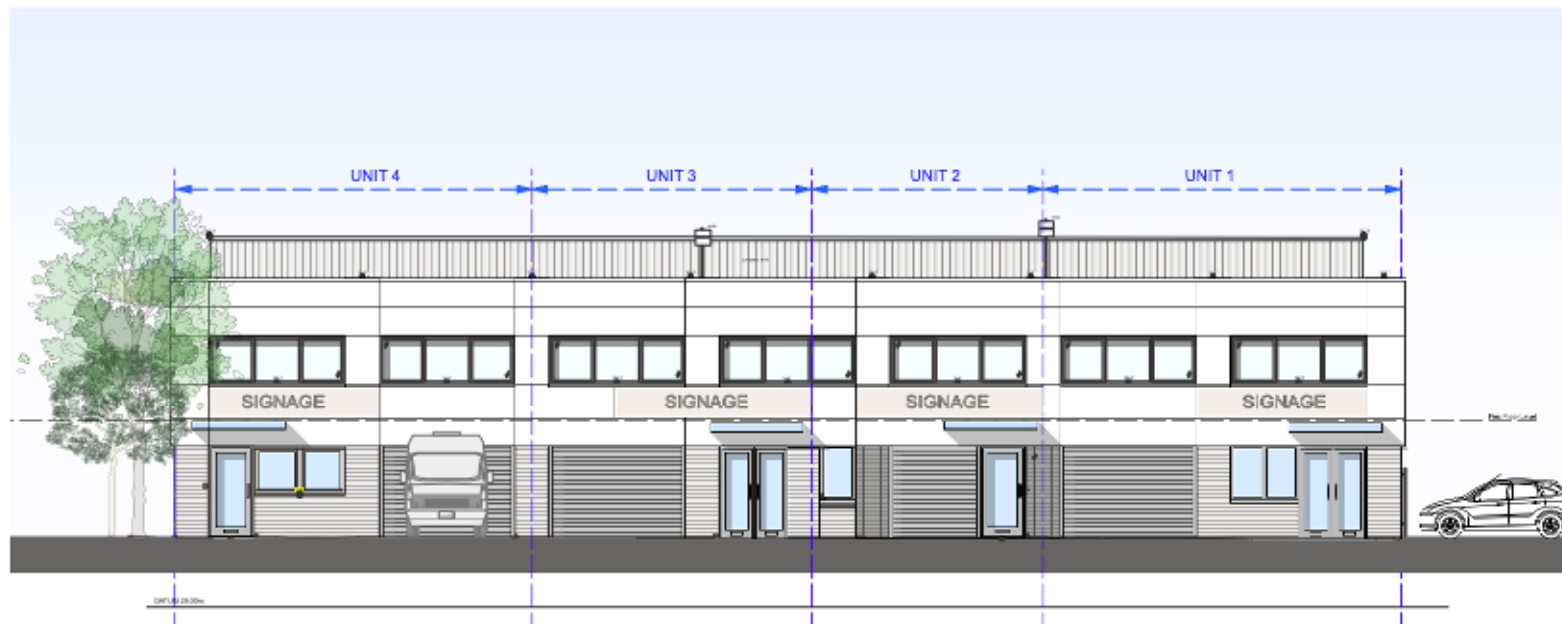
The result is intended to provide a more ordered, contemporary and identifiable commercial frontage, while remaining appropriate to the established industrial and employment character of the surrounding area.

7.4 Rear Elevation

The rear elevation remains deliberately more functional in character, reflecting its relationship with the established service yard.

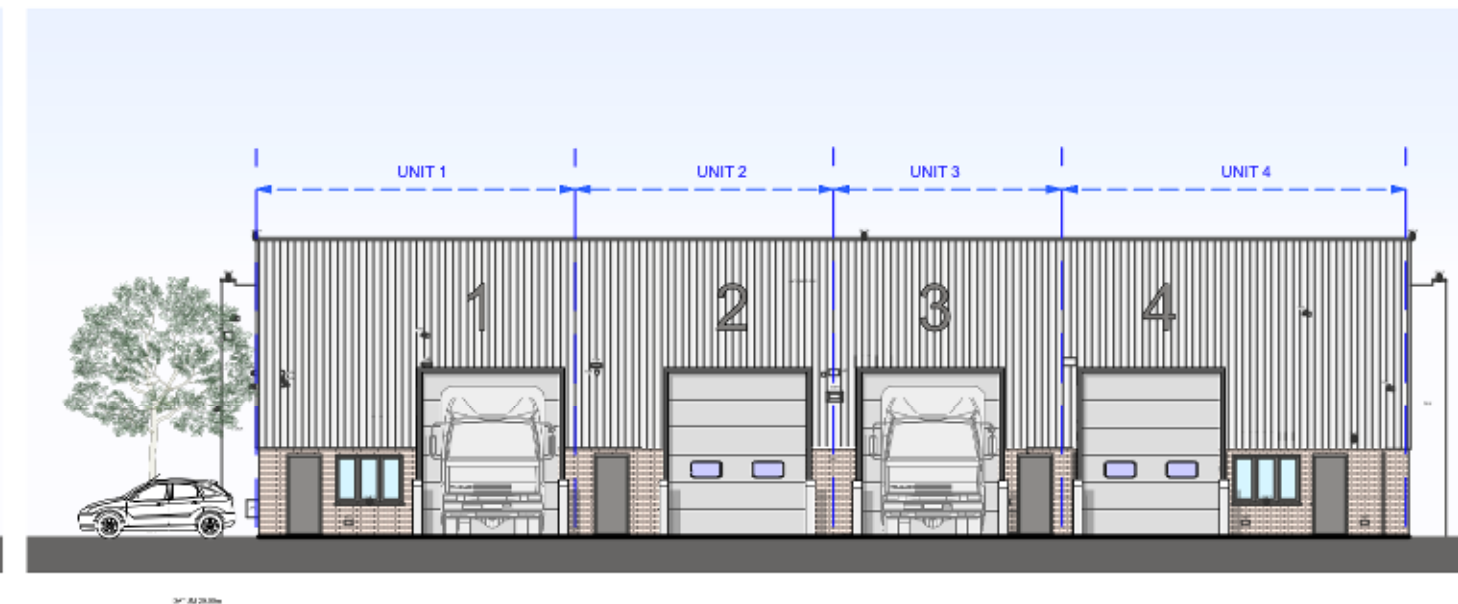
The proposed subdivision is expressed through the provision of individual loading/service access associated with each of the four units. This provides each occupier with a direct operational relationship with the rear yard while retaining a consistent treatment across the building.

This distinction between the principal frontage and operational rear elevation is an important element of the overall design strategy.



1

Proposed South East Elevation (Front)
Scale: 1:200



2

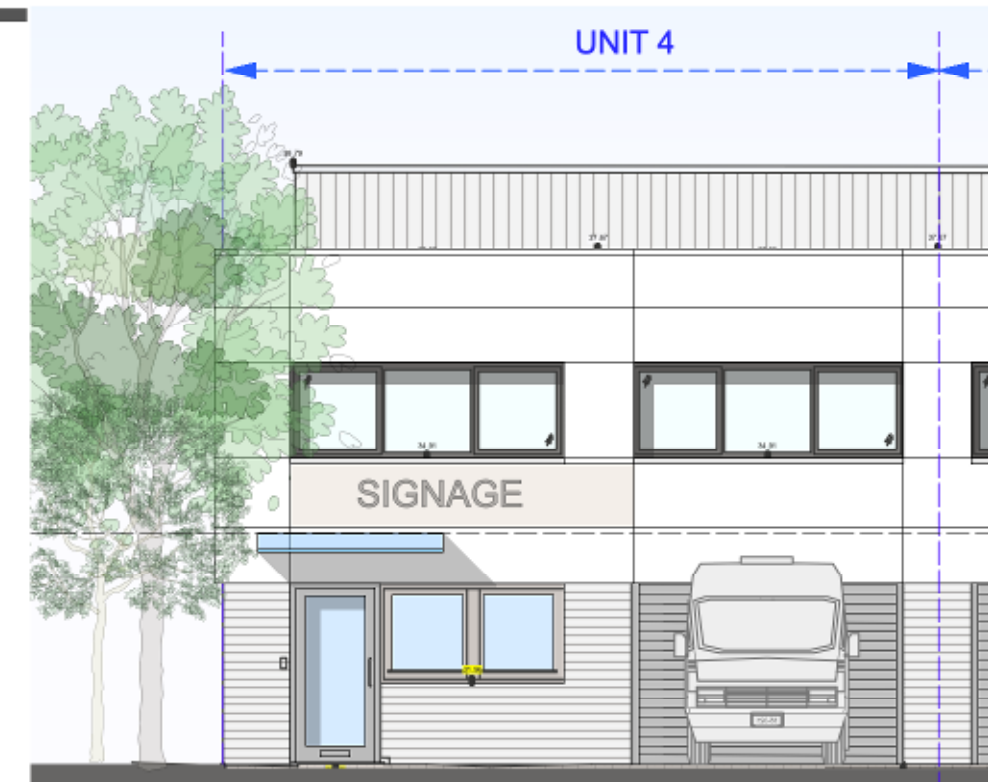
Proposed North West Elevation (Rear)
Scale: 1:200

7.0 SCALE, MASSING & APPEARANCE

7.5 Materials

The proposed material palette has been selected to complement the existing industrial character of the building whilst providing a cleaner and more contemporary appearance. Existing brickwork and profiled metal cladding are retained or refurbished where appropriate, with new doors, entrance elements, signage zones and associated detailing coordinated across the four units.

The restrained palette ensures that the refurbishment reads as a coherent intervention rather than four unrelated alterations to the existing building.

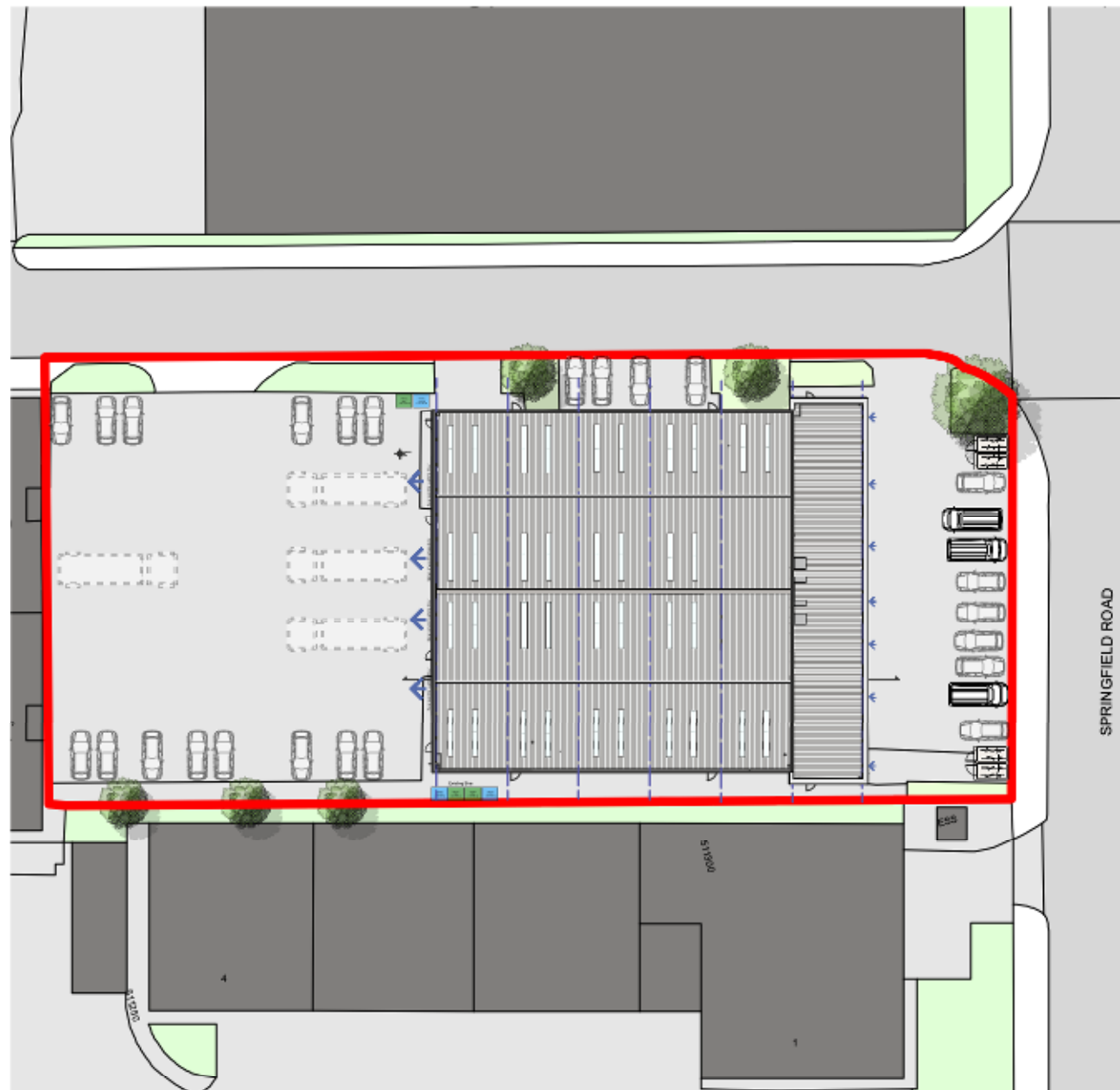


1 Proposed South East Elevation (Front) - Unit 4
Scale: 1:100



Proposed CGI of Frontage

8.0 LANDSCAPE & EXTERNAL AREAS



2

Proposed Block Plan

Scale: 1:550

8.1 External Areas

The proposed development retains the established external arrangement of the site, with hardstanding surrounding the building providing access, parking, circulation and servicing.

The subdivision of the building has been designed to work within this established arrangement, avoiding the need for significant changes to the overall site layout. The principal frontage continues to provide the arrival point to the premises, while the operational service yard is retained to the rear.

This approach allows the existing site infrastructure to be reused efficiently alongside the refurbishment and subdivision of the building.

8.2 Principal Frontage

Particular consideration has been given to the appearance and legibility of the principal frontage.

The proposed arrangement provides each of the four units with a clearly identifiable entrance and reception area, creating a more ordered relationship between the building and the external arrival space. The entrances are coordinated as part of the overall architectural treatment, providing individual unit identity while maintaining a consistent appearance across the development.

The proposed site and ground-floor plans show the individual reception and entrance areas associated with each unit.

The frontage therefore performs both a functional and visual role, providing a clear point of arrival for staff and visitors while contributing to the improved presentation of the refurbished premises.

8.3 Hard Landscape & Circulation

The existing areas of hardstanding are retained principally for their established commercial functions, including vehicular circulation, parking and access to the servicing areas.

The external layout has been considered alongside the proposed subdivision to maintain practical circulation around the premises and access to the individual units.

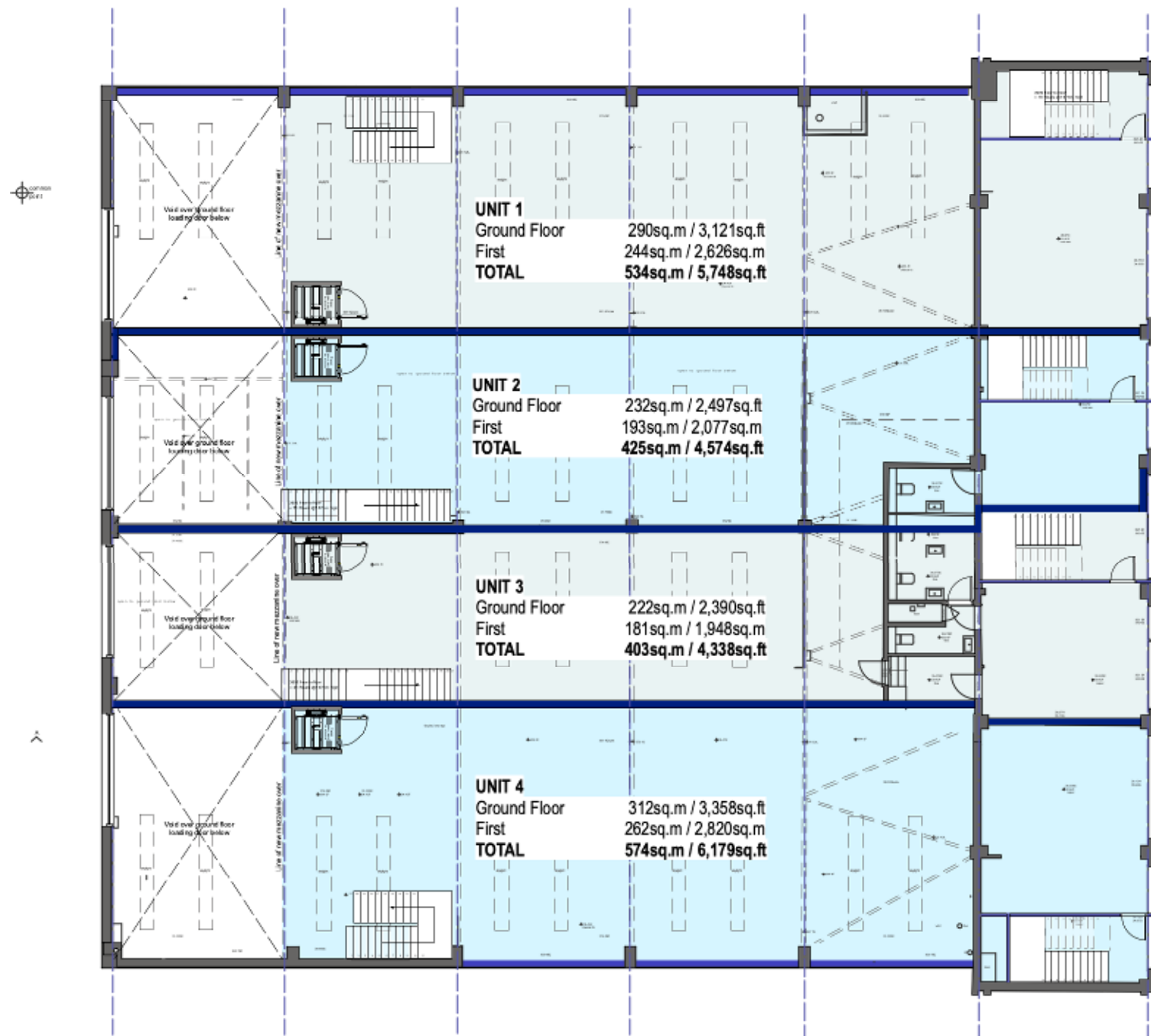
The use of the existing hardstanding also limits the extent of unnecessary intervention to the site and supports the wider approach of retaining and adapting the existing premises wherever practicable.

8.4 Soft Landscape

Existing areas of soft landscaping associated with the site frontage and boundaries contribute to the setting of the commercial premises and provide visual relief from the predominantly hard-surfaced character of the site.

The landscape approach is therefore intended to complement the refurbishment of the building and maintain an appropriate relationship between the development, its boundaries and Springfield Road.

9.0 INCLUSIVE ACCESS



2 **Proposed First Floor Plan**
Scale: 1:200

9.1 Inclusive Design Approach

The proposed development has been designed to provide a clear and convenient means of access to each of the four commercial units.

Each unit is provided with an identifiable principal entrance leading directly into its own reception/entrance area. This arrangement creates a straightforward point of arrival for staff and visitors and allows each unit to operate independently.

Internal layouts have been arranged to provide logical circulation between the entrance, principal ground-floor accommodation and upper-level areas.

9.2 Vertical Circulation

Independent vertical circulation is provided within each of the four units.

Each unit incorporates a dedicated internal staircase together with a Stannah CL 1100 × 1400 platform lift, with a stated capacity of 385 kg, providing lift access between the ground and upper-level accommodation. These elements are identified on the proposed floor plans.

The incorporation of lift access has been considered as an integral part of the proposed subdivision rather than as a later addition, allowing the upper accommodation to be conveniently connected with the principal ground-floor areas.

9.3 Detailed Accessibility

Detailed accessibility provisions, including entrance thresholds, door widths, internal circulation, sanitary accommodation, guarding and associated features, will be developed as part of the detailed design and Building Regulations process.

The design intent is to provide an inclusive and practical environment appropriate to the proposed commercial accommodation, while working within the constraints and existing fabric of the retained building.

10.0 SUSTAINABILITY & ADAPTABILITY

10.1 Retention & Reuse

A fundamental principle of the proposed development is the retention and continued use of the existing commercial building.

Rather than demolishing and replacing the premises, the proposal adapts the existing structure and building envelope to provide four independently functioning commercial units.

The principal external form, roof and overall building volume are retained, with the majority of the proposed works concentrated on internal subdivision, mezzanine accommodation and targeted alterations to entrances, loading arrangements and elevations.

This approach makes effective use of the existing built resource and reduces the extent of new construction required to deliver the proposed accommodation.

10.2 Efficient Use of Existing Space

The proposed subdivision has been developed to make more effective use of the substantial internal volume of the existing building.

First-floor and mezzanine accommodation is incorporated within the retained building envelope, increasing the usability of the existing internal volume without requiring a significant increase in the external scale or massing of the premises.

The proposed section demonstrates the mezzanine accommodation contained within the existing building form.

This represents an efficient approach to accommodating the operational requirements of the four proposed units while maintaining the established form of the building.

10.3 Adaptability

The subdivision creates a range of commercial unit sizes, providing accommodation capable of responding to the requirements of different occupiers.

The proposed units range from approximately 403 m² to 574 m², with a combined floorspace of approximately 1,936 m².

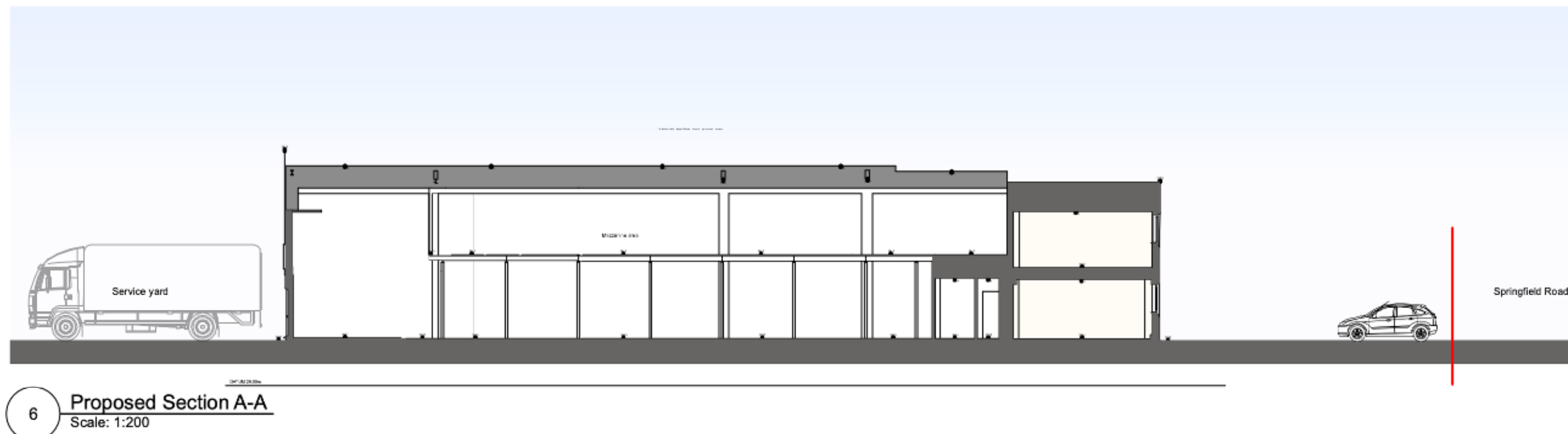
Each unit follows a consistent organisational approach, incorporating ground-floor commercial/warehouse accommodation, upper-level accommodation, independent access and servicing.

This flexible arrangement supports the continued commercial use of the premises and allows the existing building to respond to changing occupational requirements over time.

10.4 Long-Term Approach

The proposal seeks to extend the useful life of the existing building through a considered programme of adaptation and refurbishment.

The design prioritises the reuse of existing built fabric, efficient use of the available internal volume and the creation of flexible accommodation capable of supporting continued commercial occupation. Future detailed design of building services and new construction elements will provide further opportunities to incorporate energy-efficient specifications where appropriate.



11.0 Conclusion

The proposed development provides for the refurbishment and subdivision of the existing commercial building at Unit 1, Elystan Business Centre to create four self-contained commercial units.

The design has been developed around the retention and effective reuse of the existing premises. The established building envelope, overall scale and commercial character are maintained, while targeted internal and external alterations allow the building to accommodate four independently functioning units.

Each unit is provided with its own entrance and reception area, ground-floor commercial accommodation, upper-floor/mezzanine accommodation and independent loading access. The proposed accommodation ranges from approximately 403 m² to 574 m² per unit, providing a flexible range of commercial floorspace within the retained building.

The principal frontage is rationalised to provide a clearer and more coordinated architectural identity, allowing the four units to be individually legible while maintaining the appearance of a coherent commercial building. The rear elevation retains its more functional role, with loading and servicing associated with the established rear service yard.

The overall approach represents a considered adaptation of the existing premises, balancing the operational requirements of the proposed units with the established character and physical constraints of the site.

