

PLANNING STATEMENT

Unit 1, Elystan Business Centre

Springfield Road

Hayes

UB4 0UP

Applicant	GNK Trading Limited
Proposal	Subdivision and refurbishment of the existing commercial building to provide four self-contained warehouse/commercial units with associated internal and external alterations
Prepared by	WAMM Consulting Limited
Project	2628
Date	September 2026

WAMM

Architecture & Building Consultants

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PURPOSE OF THIS STATEMENT

This statement assesses the planning merits of the proposed subdivision and refurbishment against the current national, London-wide and local planning policy framework. It should be read alongside the Design & Access Statement, architectural drawings and Transport Statement submitted with the application.

1.0 Introduction

1.1 PURPOSE AND SCOPE

This Planning Statement has been prepared by WAMM Consulting Limited on behalf of GNK Trading Limited in support of a planning application at Unit 1, Elystan Business Centre, Springfield Road, Hayes, UB4 0UP. The proposal comprises the subdivision and refurbishment of the existing commercial/warehouse building to create four self-contained units, together with associated internal alterations, mezzanine accommodation, individual pedestrian entrances, loading doors, external alterations, parking, servicing and associated works. The purpose of this statement is to describe the site and proposal, identify the relevant planning policy framework and assess the principal planning considerations arising from the development. The statement is intended to be read alongside the submitted Design & Access Statement, architectural drawings and Transport Statement.

1.2 APPLICATION DOCUMENTS

The application package includes the following principal documents:

- Architectural drawing package prepared by WAMM Consulting Limited (Project 2628);
- Design & Access Statement;
- Transport Statement prepared by Pulsar Transport Planning;
- Car parking layout and vehicle swept-path analysis drawings; and
- Other application forms and supporting information submitted to the Local Planning Authority.

1.3 EXECUTIVE SUMMARY

The site is an established employment premises within the Springfield Road section of the wider Hayes Industrial Area Strategic Industrial Location. The proposal retains the employment function of the site and adapts the existing building to provide four smaller and independently functioning units.

The scheme does not depend upon a material increase in the external scale of the building. Instead, it makes more efficient use of the existing envelope and internal volume, improves the legibility and appearance of the principal frontage, and retains the established rear servicing function. This approach is consistent with strategic and local policy support for industrial capacity, flexible business accommodation and the efficient use of designated employment land.

2.0 Site and Surroundings

2.1 SITE LOCATION

The application site comprises Unit 1, Elystan Business Centre, Springfield Road, Hayes, UB4 0UP. The submitted Site Location Plan identifies the building and its associated access, parking and servicing areas within the application boundary.

The site forms part of an established commercial and industrial area. Recent Hillingdon planning material identifies the Springfield Road area as forming part of the Hayes Industrial Area Strategic Industrial Location (SIL). The wider area contains a mix of industrial, storage, manufacturing and other commercial operations.

2.2 EXISTING BUILDING AND OPERATION

The existing premises comprise a substantial commercial/warehouse building with warehouse and storage accommodation together with ancillary office, reception, display and welfare areas. Existing upper-floor and mezzanine accommodation is present within parts of the building, while other areas remain open to the warehouse below.

Vehicular access is obtained from Springfield Road via the established estate access. Hardstanding around the building provides parking and circulation, while the rear/western side of the premises performs the principal loading and servicing function.

2.3 EXISTING ARCHITECTURAL CHARACTER

The building has a functional industrial character. Existing elevations combine brickwork at lower level with profiled/corrugated metal cladding and regular window openings. The rear elevation is more operational in character and accommodates loading and service functions. The surrounding townscape is similarly commercial and industrial in character.

3.0 The Proposed Development

3.1 DEVELOPMENT DESCRIPTION

The proposal seeks to retain and refurbish the existing building and subdivide it into four self-contained warehouse/commercial units. The principal works comprise:

- internal subdivision of the existing premises into four units;
- individual entrance and reception areas to each unit;
- first-floor/mezzanine accommodation within the existing building volume;
- dedicated internal stairs and platform lifts serving the upper accommodation;
- new service/loading doors to support independent operation of each unit;
- coordinated external alterations to the principal and rear elevations; and
- retention and rationalisation of the established parking, circulation and servicing arrangements.

3.2 SCHEDULE OF ACCOMMODATION

Unit	Ground Floor	First / Mezzanine	Total
Unit 1	290 m ²	244 m ²	534 m ²
Unit 2	232 m ²	193 m ²	425 m ²
Unit 3	222 m ²	181 m ²	403 m ²
Unit 4	312 m ²	262 m ²	574 m ²
Total	1,056 m²	880 m²	1,936 m²

The arrangement provides a range of unit sizes between approximately 403 m² and 574 m², allowing the existing premises to accommodate smaller occupiers while retaining the overall employment function of the site.

3.3 DESIGN AND OPERATIONAL STRATEGY

Each unit extends through the depth of the building, creating a clear relationship between the principal entrance/reception areas and the operational warehouse and servicing areas. Pedestrian arrival is focused towards the principal frontage, while loading and servicing remain focused on the established rear service yard.

The overall scale, height and massing of the existing building are substantially retained. The proposed upper-level accommodation is contained within the existing building volume, and the external works are directed principally towards improving functionality, legibility and appearance.

4.0 Planning Policy Framework

4.1 DEVELOPMENT PLAN AND MATERIAL CONSIDERATIONS

The statutory development plan relevant to the application comprises the London Plan (2021), the Hillingdon Local Plan Part 1: Strategic Policies (2012) and the Hillingdon Local Plan Part 2: Development Management Policies (2020). The National Planning Policy Framework (NPPF), revised in August 2026, is a material consideration.

4.2 NATIONAL PLANNING POLICY FRAMEWORK

The current NPPF sets out national planning policy for England and continues to place strong emphasis on supporting economic growth and enabling businesses to invest, expand and adapt. This is relevant to a proposal that retains an existing employment building and reconfigures it into smaller, flexible commercial accommodation.

4.3 LONDON PLAN 2021

The following London Plan policies are particularly relevant:

Policy GG5 - Growing a Good Economy: seeks sufficient employment and industrial space in appropriate locations to support economic development and regeneration.

Policy E4 - Land for Industry, Logistics and Services: requires sufficient industrial land and premises to meet current and future needs and supports a range of industrial, logistics and related functions, including flexible space and accommodation for small and medium-sized enterprises.

Policy E5 - Strategic Industrial Locations: requires SILs to be proactively managed to sustain their role as London's largest concentrations of industrial, logistics and related capacity, and supports development proposals for appropriate industrial-type activities.

Policy E7 - Industrial Intensification, Co-location and Substitution: encourages more intensive and efficient use of industrial land, expressly including the introduction of small units and more efficient use of land, subject to operational requirements.

Policies D3 and D4 - Design: promote a design-led approach and high-quality development responsive to context.

Transport policies: seek safe and efficient movement, appropriate parking and support for walking and cycling.

4.4 HILLINGDON LOCAL PLAN

The following local policies are of particular relevance:

Part 1 Policy E1 - Managing the Supply of Employment Land: protects Strategic Industrial Locations and the Borough's designated employment land.

Part 1 Policy E2 - Location of Employment Growth: directs employment growth towards appropriate employment locations, including designated industrial areas.

Part 1 Policy E6 - Small and Medium-Sized Enterprises: supports the provision of accommodation for small and medium-sized businesses in appropriate sustainable locations.

Part 1 Policy BE1 - Built Environment: requires development to respond appropriately to local identity and context and make a positive contribution through layout, form, scale and materials.

Part 2 Policy DME1 - Employment Uses on Designated Employment Sites: supports employment proposals in SILs in accordance with relevant London Plan policies. The supporting text also encourages provision of a range of unit sizes capable of accommodating different uses.

Part 2 Policy DMHB11 - Design of New Development: requires high standards of design responsive to scale, context, streetscape and amenity.

Part 2 Policies DMT1, DMT2, DMT5, DMT6 and DMT7: address transport impacts, highway safety, pedestrian and cycle access, parking and freight respectively.

POLICY POSITION

The site is within a designated Strategic Industrial Location. The proposal retains the employment/warehouse function of the premises and creates smaller flexible units within the existing building, directly engaging the policy objectives of London Plan E4, E5 and E7 and Hillingdon Policy DME1.

5.0 Planning Assessment

5.1 PRINCIPLE OF DEVELOPMENT AND EMPLOYMENT LAND

The principle of retaining and adapting the premises for continued employment use is strongly supported by the policy framework. The proposal does not involve the release of designated industrial land to a non-employment use; instead, it retains the site in productive commercial/warehouse use and reorganises the accommodation to create four smaller units.

This approach is consistent with London Plan Policy E5, which seeks to sustain the industrial, logistics and related capacity of SILs, and Policy E7, which encourages intensification and more efficient use of industrial land, including through the introduction of small units. It is also consistent with Hillingdon Policy DME1 and the Local Plan objective of maintaining and improving accommodation for small and medium-sized enterprises.

The proposed range of unit sizes provides flexibility for different occupiers and enables the existing building to respond to changing commercial requirements. The development therefore supports the continued economic function of the Springfield Road SIL rather than compromising it.

5.2 EFFICIENT USE OF THE EXISTING BUILDING

The scheme makes efficient use of an existing commercial building. The principal structure, roof form and overall envelope are retained, while the internal volume is reorganised through subdivision and upper-level/mezzanine accommodation. This increases the practical utility of the premises without requiring substantial additional external bulk.

The proposal therefore represents a proportionate form of industrial intensification: it improves the usability and flexibility of existing employment floorspace while preserving the operational characteristics required of an industrial location, including servicing and loading space.

5.3 DESIGN, SCALE AND APPEARANCE

The development retains the established overall height, scale and massing of the building. The external alterations are focused on creating a coherent four-unit frontage, improving entrance legibility and rationalising service/loading access.

The principal elevation is organised so that each unit has a recognisable entrance and identity while the building continues to read as a single coordinated commercial premises. The rear elevation remains deliberately functional, reflecting its relationship with the service yard. This is appropriate to the character and function of the surrounding industrial estate.

The proposal is therefore considered consistent with the design objectives of Local Plan Part 1 Policy BE1, Part 2 Policy DMHB11 and the London Plan's design-led approach.

5.4 NEIGHBOURING AMENITY AND INDUSTRIAL COMPATIBILITY

The proposal retains an established commercial/warehouse use within an established industrial location. The overall external scale of the building is substantially unchanged and servicing remains focused on the existing operational side of the premises. The development does not introduce a new sensitive land use into the SIL. On this basis, the proposal is not expected to give rise to a materially different relationship with neighbouring industrial and commercial occupiers than the existing premises. Detailed operational matters can, where necessary, be controlled through appropriately worded planning conditions.

6.0 Transport, Access and Parking

6.1 EXISTING AND PROPOSED ACCESS

The proposal retains the established vehicular access from Springfield Road and the existing circulation structure around the building. The rear service yard remains the principal area for loading and deliveries, while individual pedestrian entrances are provided to the four units.

The Transport Statement prepared by Pulsar Transport Planning records that Springfield Road is predominantly industrial and has been designed to cater for larger vehicles servicing industrial units.

6.2 DEVELOPMENT IMPACT

The Transport Statement concludes that the overall floorspace is proposed to remain the same and that the number of trips generated by the development is therefore expected to remain broadly similar. It considers the transport impact of the subdivision to be low and concludes that the proposal should not be prevented on transport or highway grounds.

The Transport Statement also confirms that car parking provision and access arrangements are proposed to remain as existing, with covered, secure and safely accessible cycle parking to be provided in accordance with the relevant standards.

6.3 SERVICING AND VEHICLE MANOEUVRING

Each proposed unit is provided with dedicated loading access associated with the established service yard. Separate swept-path drawings have been prepared to demonstrate vehicle manoeuvring within the site. These should be read alongside the Transport Statement and proposed site layout.

The retention of the existing servicing function, together with the dedicated loading arrangements for the four units, provides a practical operational basis for the subdivision and avoids transferring routine servicing activity to the public highway.

6.4 SUSTAINABLE TRAVEL

The Transport Statement identifies bus stops on Uxbridge Road within approximately 250-270 metres of the site, served by routes including the 207, 427 and N207. It also assesses walking, cycling and rail accessibility. These existing travel opportunities, together with cycle parking provision, provide alternatives to travel by private car.

Overall, the transport evidence indicates that the proposal can be accommodated using the established access and parking arrangements without an unacceptable impact on highway safety or operation.

7.0 Sustainability and Adaptability

7.1 RETENTION AND REUSE

The sustainability strategy begins with the retention and adaptation of the existing building. The proposal avoids wholesale redevelopment and instead reuses the principal structure, envelope and existing site infrastructure.

This approach limits the extent of new construction required to provide the proposed accommodation and extends the useful commercial life of the premises.

7.2 FLEXIBLE COMMERCIAL ACCOMMODATION

The four-unit arrangement creates a range of flexible unit sizes within the retained building. Each unit is capable of independent occupation and is provided with its own entrance, internal circulation and servicing relationship. This adaptability supports the long-term resilience of the premises by enabling the building to respond to changing occupier requirements.

7.3 INCLUSIVE ACCESS

Each unit incorporates a dedicated entrance/reception area and independent vertical circulation. The submitted plans identify a platform lift within each unit serving the upper accommodation. Detailed accessibility provisions will be developed through the detailed design and Building Regulations process.

8.0 Planning Balance and Conclusion

8.1 PLANNING BALANCE

The proposal retains an established employment building within the Springfield Road Strategic Industrial Location and maintains its commercial/warehouse function. It does not involve the loss of industrial land or the introduction of a sensitive non-industrial use.

The subdivision into four smaller units is aligned with strategic policy objectives to make efficient use of industrial land and provide flexible accommodation for a range of businesses. The scheme achieves this principally through adaptation of the existing building envelope, while retaining established access, parking and servicing infrastructure.

The architectural interventions are proportionate to the nature of the development. The principal frontage is improved and made more legible, the overall scale and massing remain substantially unchanged, and the rear of the building continues to perform its established operational role.

The accompanying Transport Statement concludes that the proposal is expected to have a minimal impact on the highway network, with overall floorspace, access arrangements and parking provision remaining broadly as existing. Dedicated loading access and swept-path evidence support the practical operation of the four-unit arrangement.

8.2 CONCLUSION

Taken as a whole, the proposal represents an appropriate and policy-supported adaptation of an existing employment premises. It protects the industrial function of the site, provides smaller and more flexible commercial accommodation, makes efficient use of the existing building and improves its appearance and functionality.

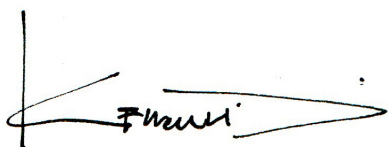
The development is considered to accord with the objectives of the National Planning Policy Framework, London Plan Policies E4, E5 and E7, and the relevant employment, design and transport policies of the Hillingdon Local Plan. Planning permission should therefore be granted, subject to any necessary and reasonable planning conditions.

Policy and Evidence References

National Planning Policy Framework	Ministry of Housing, Communities and Local Government, revised August 2026.
The London Plan	Greater London Authority, March 2021, including Policies GG5, E4, E5, E7 and relevant design and transport policies.
Hillingdon Local Plan Part 1: Strategic Policies	London Borough of Hillingdon, adopted November 2012, including Policies E1, E2, E6 and BE1.
Hillingdon Local Plan Part 2: Development Management Policies	London Borough of Hillingdon, adopted January 2020, including Policies DME1, DMHB11 and DMT1-DMT7 as relevant.
Transport Statement	Pulsar Transport Planning, Unit 1 Elystan Business Centre, Hayes, draft for client team review dated 25 September 2026.
Architectural Drawings	WAMM Consulting Limited, Project 2628, drawings PL1 01 to PL1 12.

Yours sincerely,

Mark Maurizi

A handwritten signature in black ink, appearing to read 'Mark Maurizi', with a stylized flourish extending to the right.

for and on behalf of WAMM Consulting Limited