

BUSINESS CASE STUDY

Proposed Class 4 & Class 7 MOT Facility

The Hayling Yacht Company Ltd

Mill Rythe Lane, Hayling Island, Hampshire PO11 0QQ

1. Executive Summary

This Business Case supports a proposal by **The Hayling Yacht Company Ltd** to construct a 10m x 15m industrial building within its established boatyard at Mill Rythe Lane, Hayling Island.

The proposed building would accommodate a modern Class 4 and Class 7 MOT testing centre with ancillary works and associated parking.

The site is located within a designated industrial area and lies adjacent to nationally protected landscapes associated with **Chichester Harbour**, which carries both:

- Area of Outstanding Natural Beauty (AONB) designation
- Site of Special Scientific Interest (SSSI) status

The proposal:

- Reuses previously developed land within an established industrial yard
- Does not extend toward the harbour frontage
- Retains all marine-related activities
- Introduces no significant visual, ecological or noise impacts
- Provides 5 new jobs
- Secures long-term viability of a 90-year-old working boatyard

The development is considered environmentally responsible, economically necessary and operationally compatible with both the surrounding industrial context and adjacent protected landscapes.

2. Background and Site History

2.1 Site Acquisition and Former Use

In 2013, **The Hayling Yacht Company Ltd** acquired the parcel of land identified within the blue line on the submitted plan (commonly referred to as the “Top Yard”).

The land was previously owned and developed by Howards Scrap Yard, a long-established vehicle recycling and dismantling operation on Mill Rythe Lane. The yard buildings and hardstanding were constructed and occupied by its owner, Frank Howard, between approximately 2006 and 2010, operating as a car recycling centre.

Following Mr Howard’s death after 2010, the business was taken over by a family member but subsequently experienced financial difficulties. In 2012, the company entered administration following foreclosure proceedings by the bank. The site was thereafter marketed and sold by the administrators.

In 2013, the land was purchased jointly by The Hayling Yacht Company Ltd and a separate company, Brenchley. On the same day as completion, the landholding was formally divided between the two parties.

The lawful planning status of the land at that time (Ref: App/13/00981) was recorded as:

“Mixed storage with associated portacabin office and lighting.”

It is therefore important to note that the site has historically accommodated vehicle-related and general storage uses and has never been designated exclusively for marine use.

2.2 Commercial Use Following Acquisition

Following acquisition, the intention was to integrate the land into the wider boatyard operation and increase marine-related storage capacity.

However, despite extensive marketing efforts from 2013 onwards, it became clear by 2014 that the Top Yard could not be sustainably filled with boat storage, even during peak winter demand. Its position within the wider yard layout and customer preference for waterside or more accessible storage areas limited take-up.

In response to this commercial reality, Kindertons Accident Management approached The Hayling Yacht Company Ltd seeking to lease part of the yard for vehicle storage while vehicles were not deployed on contract.

This arrangement provided a lawful and commercially viable interim use of the land.

The scale of occupation increased over time:

- By 2016, approximately 50% of the yard area was leased to Kindertons.
- By 2019, this had expanded to approximately two-thirds of the total yard.
- At peak capacity, between 100 and 120 vehicles were stored on site.

This vehicle storage use continued successfully for several years and became a significant contributor to the overall financial stability of the wider yard operation.

Below I have shown several photos of the site over the years.

Picture 1: Blue area shows extent of land we own in top yard. Red area shows proposed MOT area.

Picture 2: This is the site in 2007 when occupied by Howards Car Spares.

Picture 3: The area leased by Kindertons in 2015 and the boats stored in the area. Please note area by sea is empty and where these boats would normally have been stored.

Picture 4: This a zoomed in picture of picture 3.

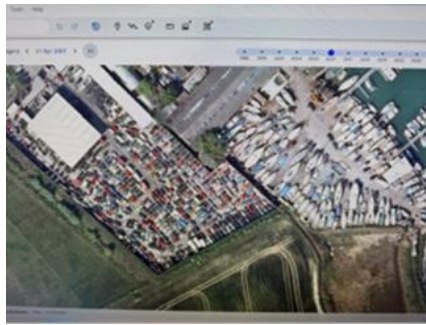
Picture 5: This shows the site in 2019 where Kindertons occupied 2/3 of the site.

Picture 6: This is a zoomed in picture of picture 5.

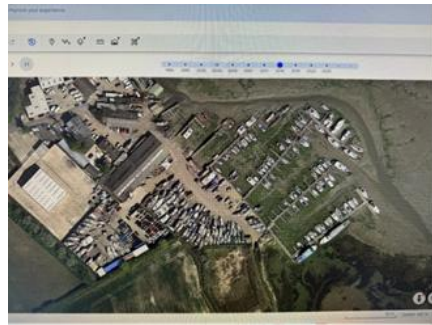
Pic 1



Pic 2



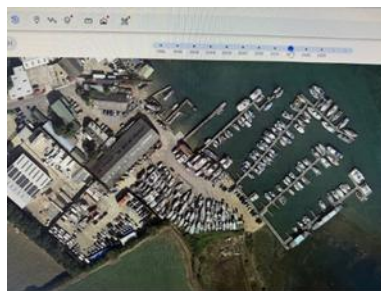
Pic 3



Pic 4



Pic 5



Pic 6



3. Strategic Context: AONB and SSSI Proximity

The wider setting includes land associated with **Chichester Harbour**, which is nationally designated for its landscape and ecological value.

It is important to note:

- The proposal site is within an existing industrial allocation.
- The development is positioned at the rear of the yard.
- It is screened by 4m-high fencing, mature hedging and established trees.
- It is not visible from the harbour.
- It does not encroach into undeveloped land.

The proposal therefore represents **intensification within an established industrial envelope**, not expansion into protected landscapes.

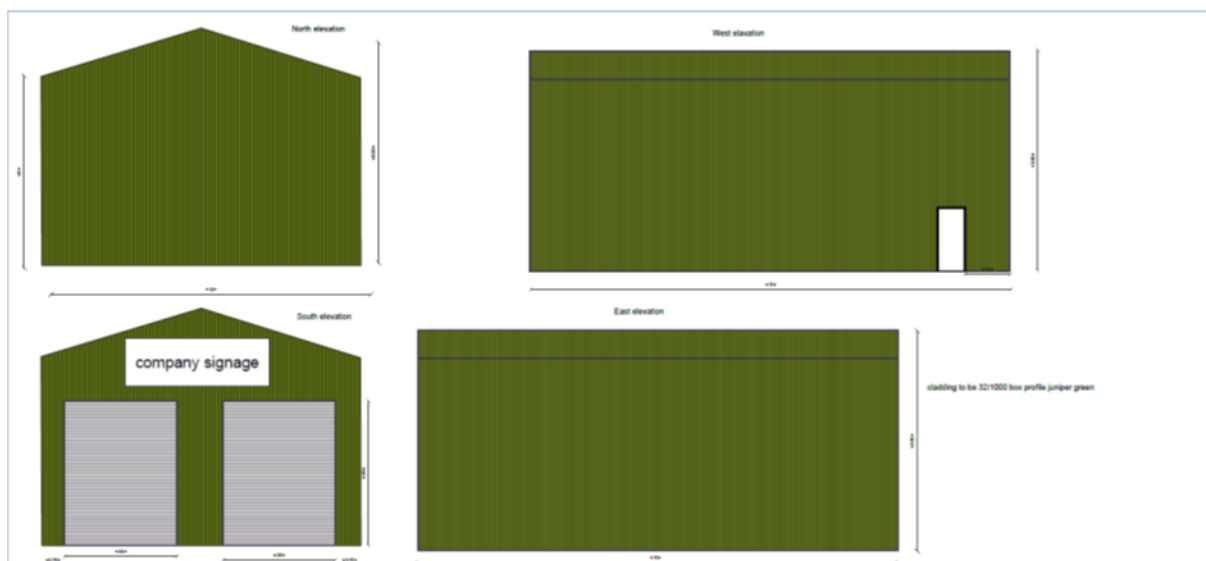
No operations are proposed outside the building that would generate additional disturbance to adjacent ecological areas.

4. The Proposal

4.1 Description

Construction of:

- 10m x 15m industrial-style building
- Shallow pitched roof
- Juniper green cladding
- Scale and appearance consistent with existing structures



Use:

- Class 4 MOT testing
- Class 7 MOT testing
- Ancillary mechanical works
- Associated parking

4.2 Operational Characteristics

- All works conducted internally
- No external valeting operations
- No outdoor repair bays
- No increase in operational hours beyond standard business practice
- Vehicle throughput significantly lower than previous vehicle storage use

Noise levels are expected to be lower than the previous external valeting and vehicle movement associated with former tenants.

5. Environmental Considerations

5.1 Visual Impact

- Located at rear of site
- Substantially screened
- Limited seasonal visibility from Havant Road
- No visibility from harbour vantage points
- Industrial character consistent with Mill Rythe Lane

The proposal preserves the character and setting of the adjacent AONB.

5.2 Ecological Impact

The proposal:

- Occurs entirely on hardstanding
- Involves no habitat loss
- Does not remove established hedging
- Does not increase lighting spill toward the harbour
- Contains all operational activity within a building

Given its containment within an existing industrial yard, no adverse impact on the adjacent SSSI is anticipated.

5.3 Noise and Disturbance

All mechanical testing activity would be internal.

Compared to historic vehicle storage use (100–120 vehicles and external valeting), the proposal is expected to:

- Reduce external activity
- Reduce vehicle movements
- Reduce outdoor noise generation

The nearest residential property is approximately 180m away.
Mill Rythe Junior School is approximately 350m away.

Given these distances and the contained nature of the operations, no material amenity impact is anticipated.

6. Economic Case

6.1 Employment

The development would create:

- Approximately 5 direct jobs
- Indirect local supply chain benefits (motor factors, servicing, parts suppliers)

6.2 Service Provision Gap

Hayling Island currently lacks a dedicated Class 7 MOT facility.

Local businesses, including campervan operators, have indicated:

- Difficulty securing MOT slots locally
- Reliance on off-island facilities
- Strong intention to use the proposed centre

The development addresses a demonstrable local need.

6.3 Business Sustainability

The Hayling Yacht Company has operated as a working boatyard for approximately 90 years.

The proposal would:

- Secure a formal 20-year lease
- Offset the £70,000 income shortfall
- Protect marine trade operations
- Safeguard existing jobs

Without a viable commercial replacement use, long-term staffing reductions may become unavoidable.

7. Marine Protection and Compatibility

The proposal:

- Does not reduce waterside marine activity
- Does not displace boat storage from the harbour frontage
- Does not alter slipway or marine servicing functions

It strengthens the overall viability of the boatyard, ensuring that marine trades remain financially sustainable in the long term.

8. Risk Assessment

Risk	Mitigation
Visual impact	Rear location and screening
Ecological disturbance	Development on hardstanding only
Noise	Fully internal operations
Policy conflict (AONB/SSSI)	No encroachment, no habitat loss, no landscape intrusion
Financial instability	20-year lease structure

Overall risk to the adjacent protected landscapes is assessed as low.

9. Conclusion

The proposal represents:

- Responsible redevelopment of previously developed industrial land
- No physical or operational encroachment into AONB or SSSI areas
- Contained, low-impact built form
- Employment creation
- Provision of essential local infrastructure
- Long-term safeguarding of a historic marine business

In planning and environmental terms, this is a contained, sustainable intensification of an established industrial site that supports — rather than threatens — the continued stewardship of land adjoining nationally protected landscapes.