DESIGN AND ACCESS STATEMENT

Proposal: Installation of 3 No. Covered and Partially Enclosed Padel Courts with Associated Mitigation Measures
Site: Hayling Yacht Company, Hayling Island, Havant Borough
Applicant: Hayling Padel Limited
LPA: Havant Borough Council
Date: 30 May 2026
Status: For Submission

Executive Summary

This Design and Access Statement accompanies a full planning application for three covered and partially enclosed padel courts at the Hayling Yacht Company site, Hayling Island. The design has been radically amended following pre-application engagement with Havant Borough Council, the Chichester Harbour Conservancy and other stakeholders.

The site (Ref: APP/13/00981) is previously developed land within an established marine and industrial complex. The previous occupier served notice to leave in May 2025; active marketing since that date has not identified a viable B-class tenant. There are no dedicated padel facilities on Hayling Island or within Havant Borough. Other island sites were assessed but none offered equivalent management of residential amenity

Planning Consideration	Assessment / Response
Economic Sustainability	Commercial diversification essential to viability of HYC; creates new employment; productive reuse of previously developed land.
Health & Wellbeing	All-weather, all-ages facility addressing unmet need; reduces social isolation; delivers measurable public health benefit.
Design & Character	Portal-frame structure; profiled metal cladding; 9.2m height; consistent with established utilitarian site character.
National Landscape	Previously developed land within setting of Chichester Harbour National Landscape; no encroachment; zero upward light spill
Residential Amenity	Over 200m separation; 3.8m fencing; insulated roof (Rw 30 dB); contained LED lighting; no unacceptable harm.
Ecology & Habitats	Existing hardstanding; no protected species or habitats; zero upward light spill; no adverse effect on SPA integrity.
Highways & Access	Vehicle movements reduced by over 50%; internalises island demand; sufficient car parking; 8 cycle spaces; no highway safety concerns.
Drainage & Risk	No change to existing drainage; activity area outside flood zone; Flood Risk Assessment & Evacuation Plan submit.
Planning Balance	Clear public benefits; impacts negligible and fully mitigated; accords with the Development Plan read as a whole.

There are no adverse impacts that would significantly and demonstrably outweigh the clear public benefits of this proposal. Planning permission should be granted in accordance with the presumption in favour of sustainable development (NPPF, Para. 11).

1.0 Introduction

This Design and Access Statement has been prepared in support of a full planning application to Havant Borough Council for three covered and partially enclosed padel courts at the Hayling Yacht Company site, Hayling Island, in accordance with the Town and Country Planning (Development Management Procedure) Order 2015, the NPPF (2024) and accompanying Planning Practice Guidance.

It should be read alongside the submitted Application Drawings (Appendix A), Environmental Noise Impact Assessment (Appendix B), Ecological Impact Assessment for Small Scale Developments (Appendix C), Construction Environment Management Plan (Appendix D), Transport Statement (Appendix E) Business Case (Appendix F) and Flood Risk Assessment and Evacuation Procedure (Appendix G)

2.0 Health, Wellbeing and Community Benefit

NPPF Para. 96/97 / Policy CS1	Planning policies and decisions should aim to achieve healthy, inclusive and safe places which enable and support healthy lives, through promoting good health and preventing ill-health, especially where this addresses identified local health and wellbeing needs and reduces health inequalities. Planning decisions should plan positively for the provision and use of sports venues and community facilities to enhance the sustainability of communities."
There are no padel facilities on Hayling Island or in Havant Borough. This proposal delivers all-weather sporting infrastructure addressing an identified, unmet need accessible to residents of all ages and abilities.	

2.1 Accessibility: Why Padel Reaches Inactive Residents

Padel converts inactive residents into regular participants more effectively than other racket sports. The barrier is not motivation but early frustration - the gap between a beginner's experience and an enjoyable game. Padel eliminates that gap structurally:

Planning Consideration	Assessment / Response
Enclosed court with walls	Ball stays in play off glass and mesh walls — beginners sustain rallies immediately without technique. No equivalent feature exists in tennis, squash or badminton.
Solid racket / slower ball	A forgiving stringless racket and depressurised ball reduce the skill gap between new and experienced players. Mis-hits remain playable.
Compact court (10m x 20m)	Smaller than a tennis court, reducing physical demand and making the game accessible to older players and those with mobility limitations.
Mandatory doubles	Every game requires four players by rule — social arrangement, communication and cooperation are inherent to every session.
No specialist serve	The underarm serve is learnable in minutes. No coaching is needed before play becomes genuinely enjoyable.

2.2 Social, Intergenerational and Physical Health Benefits

The doubles format generates social benefit as a by-product of normal play: regular participation builds relationships and community connections without structured programming. This matters particularly on

Hayling Island, where an older demographic and island geography create elevated risk of social isolation.

Padel is also one of very few sports genuinely playable by a teenager, parent and grandparent simultaneously - the walls and slower ball compensate for differences in fitness and mobility. Published research (Journal of Sports Sciences; International Journal of Environmental Research and Public Health) confirms improvements in cardiovascular health, body composition and musculoskeletal function, with strong outcomes in older adult cohorts.

On Hayling Island's exposed coastal location, open courts would be unusable for a material proportion of the year. Covered, all-weather provision is a functional prerequisite for the sustained, habitual participation that - as confirmed by the NHS Long Term Plan and Sport England's Uniting the Movement strategy - drives measurable public health improvement.

The demonstrable health, wellbeing and community benefits of this proposal directly support the objectives of NPPF Para. 96 & 97 and Policy CS1 and should be afforded significant weight in the planning balance.

3.0 Site Context and Character

The application site forms part of an established marine, industrial and storage complex on previously developed land. It is characterised by steel portal-frame buildings, profiled metal cladding, open hardstanding, boat storage and industrial infrastructure. The prevailing character is functional and utilitarian.

Figure 1: *Aerial satellite photograph identifying the Hayling Yacht Company site in its coastal and settlement context. Source: Google Earth*

The nearest residential properties are over 200 metres from the proposed courts. The site is not within, but is functionally linked to, the Solent Special Protection Areas (SPA) and Ramsar sites - addressed in Section 7. Pre-application engagement with HBC, the Chichester Harbour Conservancy and other stakeholders has resulted in the design being radically amended to reflect the functional character of the site and address concerns on scale and appearance.

4.0 Design, Scale and Appearance

Policy CS16 High Quality Design	*Development must demonstrate a high quality of design that responds positively to the character and distinctiveness of the local area.*
The structure is proportionate in scale, utilitarian in form and consistent in material palette with the surrounding industrial and marine character. It would not appear incongruous in its context.	

The design is guided by three principles: functional simplicity, reflecting the utilitarian industrial character of the site; technical performance, delivering the acoustic, thermal and lighting requirements of the proposal; and proportionality, with scale commensurate with the surrounding built form.

The standard arched canopy considered at pre-application stage has been discarded in favour of a clean portal-frame structure following pre-application engagement with HBC and the Chichester Harbour Conservancy, directly responding to feedback on scale and appearance.

Planning Consideration	Assessment / Response
Maximum Height	9.2 metres
Form	Single portal-frame structure, shallow pitched roof enclosing 3 courts
Design Evolution	Standard arched canopy discarded following pre-application engagement with HBC and Chichester Harbour Conservancy. Portal-frame structure adopted in direct response to feedback on design, scale and appearance
Cladding	Profiled metal panels consistent with surrounding buildings
Roof	40mm insulated composite panels (Rw 30 dB) - acoustic and thermal
Glazing	Toughened glass to court elevations; neoprene gaskets prevent vibration transmission
Fencing	Existing 3.8m high perimeter fencing retained
Lighting	LED fittings below roof level; asymmetric beam control; zero upward spill

The structure is proportionate in scale, consistent in material palette with the surrounding industrial and marine character and would not appear incongruous in its context. The design, scale and appearance of the proposed development proactively address Policy CS16 and the scheme should be supported on design grounds.

5.0 Chichester Harbour National Landscape

Chichester Harbour Management Plan (2025–2030) / NPPF Para. 182	*The Conservancy's statutory function includes the maintenance and improvement of the harbour and National Landscape for recreation and leisure, nature conservation and natural beauty. Recreation is not an objective of designation, but the demand for recreation should be met insofar as it is consistent with the conservation of natural beauty. Regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment.*
The site lies within the setting of the National Landscape on previously developed land within an established utilitarian complex. The proposal meets identified recreational demand in a manner consistent with the conservation of natural beauty, directly supporting the Conservancy's statutory leisure and recreation function. The covered design, zero upward light spill and acoustic mitigation ensure no adverse effect on tranquillity, dark skies or SPA interests. There would be no material visual harm to the National Landscape.	

The site does not form part of the undeveloped harbour landscape. Its scale, form and materials — portal frame, profiled cladding and colour palette are consistent with the utilitarian character of the site. The proposal does not extend built form into the open harbour setting, introduces no incongruous element, and the existing baseline disturbance from heavy marine and industrial machinery is materially higher than the incremental contribution of the courts subject to mitigation.

The design has been developed through pre-application engagement with the Chichester Harbour Conservancy, whose feedback directly informed the evolution from the original arched canopy to the current portal-frame structure. The Conservancy's statutory function expressly supports leisure and recreation provision consistent with the conservation of natural beauty - which this proposal directly delivers. The proposal accords with the Chichester Harbour Management Plan 2025–2030

6.0 Impact on Residential Amenity

Policy DM10	*Development will be permitted where it does not result in unacceptable harm to the amenities of existing or future occupiers, including with regard to noise, disturbance and light pollution.*
The proposal complies with national planning guidance and Havant Borough Local Plan Policy DM10, demonstrating 'Low Impact' (as assessed in the Environmental Noise Assessment (Appendix B) on all local residential and ecological receptors, fully safeguarding residential amenity.	

6.1 Noise Pollution Mitigation

The site operates year-round heavy industrial and marine machinery. Against this active baseline, the incremental sound contribution of the proposed padel courts, with integrated mitigation in place, is assessed as immaterial. The Environmental Noise Impact Assessment (Appendix B) calculates facade noise levels at the nearest residential properties, located at a separation distance of over 200m, are 21.8 dB, compared to an ambient background level of 41 dB. Furthermore, noise levels within the adjacent Brent Geese habitat remain well within safe thresholds, indicating minimal risk of disturbance. Construction impacts are addressed in the Construction Environment Management Plan (Appendix D), ensuring no unacceptable harm to amenity during the build phase

Consequently, the development requires no further mitigation measures beyond the built-in design features outlined below:

Planning Consideration	Assessment / Response
Over 200m Separation	Materially reduces noise propagation over the physical distance to the nearest housing, ensuring minimal impact at nearby residential receptors
Fencing (3.8m high)	Utilises the established site perimeter fencing to effectively attenuate ball and play noise at source
Insulated Roof (Rw 30 dB)	Prevents upward noise transmission and reflects sound downward into the partially enclosed structure
Partial Enclosure	Significantly restricts lateral noise breakout compared to standard open-air courts
Structural Isolation	Uses specialised neoprene gaskets between glass panels and the frame to prevent vibration-borne noise transmission

6.2 Light Pollution Mitigation

The proposal complies with Havant Borough Local Plan Policy DM10 and national planning guidance, incorporating a targeted lighting design that eliminates upward light spill to safeguard the dark-sky character of the wider area and protect local residential amenity.

The existing site features unrestricted artificial lighting mounted on the perimeter fencing at 3.6m high. The proposed court illumination complies fully with the ILP Guidance Note GN01:2021*, The Reduction of Obtrusive Light*, utilising energy-efficient LED fittings mounted securely below roof level. These luminaires use precision asymmetric optics to direct light strictly downward onto the playing surface.

By mounting the lights beneath a solid roof with upper cladding, the design creates a physical shield that achieves a 0% Upward Light Ratio (ULR). This eliminates sky glow and light spill, which are the primary targets of national lighting regulations. Furthermore, the integration of the existing 3.8m high perimeter fencing with the building's wall cladding provides a continuous physical barrier that prevents ground-level lateral light leakage or glare.

This robust containment design ensures that no material light intrusion (trespass) will be experienced at nearby residential properties or within the surrounding natural environment. The scheme fully addresses the feedback of the Environmental Officer by proactively designing out adverse impacts to both human and ecological receptors through physical containment measures.

7.0 Ecology and the Habitats Regulations

Conservation of Habitats and Species Regulations 2017 (as amended) / NPPF Para. 180 / Policy CS11 / Policy DM8	*Development likely to have a significant effect on internationally designated sites will only be permitted where adverse effects on site integrity can be avoided or mitigated.*
Site of negligible ecological value on existing hardstanding; no protected species or important habitats on site. Incremental impact against established baseline of heavy industrial machinery, clay pigeon shooting and unrestricted lighting is negligible; No adverse effect on SPA integrity anticipated.	

The Ecological Impact Assessment for Small Scale Developments (Appendix C) confirms the development occupies existing hardstanding within an industrial site of negligible ecological value, with no protected species or important habitats on site. Against an established baseline of year-round heavy industrial machinery, clay pigeon shooting and unrestricted lighting, the incremental impact of the courts is negligible.

Key design mitigation measures ensure no adverse effects on the Special Protection Area: utilisation of existing groundworks; solid upper cladding and insulated roof panels preventing light breakout; zero upward light spill; minimal boundary lux levels; structural isolation alongside the existing 3.8m high perimeter fencing to limit noise transmission. Bird boxes are incorporated as a positive ecological enhancement.

The EcIA recommends avoiding construction during the Brent Geese overwintering period. The construction method adopted, utilising the existing concrete slab on which the building is erected, does

not require heavy machinery - means this trigger does not arise. The Construction Environment Management Plan (Appendix D) confirms the approach.

The EcIA concludes no further surveys or mitigation are required and Biodiversity Net Gain is exempt at this scale. The scheme presents no ecological constraints, fully complies with all relevant legislation and should be supported on ecological grounds.

8.0 Highways, Access and Sustainable Travel

NPPF (2024) Para. 115 / Policy CS20 / Policy DM11	*Development should only be refused on transport grounds where the residual cumulative impacts on the road network are severe. Development should reduce reliance on the private car and promote sustainable and active modes of transport*
The proposal complies with National and Local Policies by internalising existing local demand on-island, eliminating return trips across Langstone Bridge, and delivering a significant net reduction in daily vehicle movements with no inherent highway safety concerns.	

The proposal internalises existing local demand: Hayling Island residents currently travelling off-island to access padel facilities will instead use an on-island facility, eliminating return trips across Langstone Bridge and reducing pressure on the A3023 Havant Road corridor.

The Transport Statement (Appendix E) confirms previous site operations generated 120 vehicle movements per day. The proposed use reduces this by over 50% to 56 movements. Including the landowner's plans for the remainder of the site, the cumulative total of 86 remains significantly below the established baseline.

A review of collision reports confirms no safety risks to the local road network. Sustainable and active travel is supported through eight secure cycle spaces, pedestrian and cycle access from residential areas of Hayling Island, a 12-player occupancy limit, staggered booking intervals to prevent peak vehicle accumulation, adequate existing parking and level access for all users.

The proposal presents a net benefit to the safe and efficient functioning of the highway network and fully accords with NPPF Para. 115, Policy CS20 and Policy DM11.

9.0 Economic Sustainability and Commercial Diversification

The Hayling Yacht Company faces structural pressures common across the UK leisure marine sector: declining boat ownership, rising energy, insurance and labour costs, increased employer National Insurance contributions, and reduced discretionary leisure spend.

The previous tenant of the site known as the ‘top yard’ gave notice in May 2025 and vacated the site in November 2025. Following pre-planning consultation, the Business Case (Appendix F) clearly demonstrates that, not only is commercial diversification essential to the long-term viability of the Hayling Yacht Company and the protection of its existing employees, it is fully compliant with National and Local Policies to support change of use.

NPPF Para. 85 / Policy CS2 (Employment)	*Planning decisions should help create conditions in which businesses can invest, expand and adapt.* HBC will support the retention and expansion of existing businesses and the creation of new employment within the borough.

The proposal enables the Hayling Yacht Company to generate a sustainable new income stream, reduce dependence on a contracting sector and retain its existing workforce — no employment land is lost. The padel facility will generate 2.5–3.5 direct FTE roles at launch, growing to 4–5 FTE as programmes develop, and will stimulate indirect local economic activity through player spend on Hayling Island.

Policy DM3	*Change of use will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for B-class use. An active and exhaustive marketing process must be evidenced."*
Multi-channel marketing effort from May 2025; no viable B-class tenant has been identified	

This proposal, as evidenced in the Business Case (Appendix F), responsibly redevelops a demonstrably underused industrial yard to close a genuine local leisure gap and creates new employment opportunities of 2.5–3.5 direct FTE roles at launch (growing to 4–5 FTE as coaching programmes, junior sessions and tournament activity develop). It also protects existing jobs at HYC by offsetting a £70,000 p.a. income shortfall critical to the viability of the wider marine operation and secures the long-term future of a 90-year-old marine business.

It complies with HBC Policy CS2 and fully satisfies the tests of Policy DM3, supported by an evidenced record of active and exhaustive marketing since May 2025. The economic sustainability case is a material consideration carrying significant weight in the planning balance and this proposal should be supported on economic sustainability grounds.

10.0 Drainage and Flood Risk

Policy CS15/ NPPF Para. 167	*Development must incorporate Sustainable Drainage Strategy to manage surface water, reduce flood risk and improve water quality.*
The drainage strategy ensures no net increase in surface water runoff. The activity area sits outside the Flood Risk area (2025 Flood Map). No overnight occupation: Flood Risk Assessment and Evacuation Procedure EA flood alert sign-up and booking management will be adopted.	

The drainage strategy ensures no net increase in surface water runoff. Drainage measures comprise surface water channels from court roof areas, existing underground attenuation crates and controlled discharge to existing infrastructure - no material change to the current drainage system.

The activity area sits outside the Flood Risk area (2025 Flood Map). The access route to the site falls within a Zone 3 flood risk area, with seasonal risk of tidal flooding during high tides combined with adverse weather. No overnight occupation is proposed. Environment Agency flood alert sign-up and booking management will be adopted.

The live Flood Risk Assessment and Evacuation Procedure (Appendix G) will be maintained and reviewed regularly incorporating updates to contact lists, details and website links, changes to the site that may affect the plan including layout changes and lessons arising from exercises or flood events.

11.0 Planning Balance and Conclusion

The proposal delivers the following clear and demonstrable public benefits:

- First dedicated padel facility on Hayling Island - an accessible, all-weather, all-ages sport addressing unmet demand and delivering measurable health, wellbeing and social benefits to residents of all age groups
- Demonstrable compliance with Policy DM3 - active and exhaustive marketing since May 2025 has failed to identify a viable B-class tenant; the site is financially unviable for continued B-class use
- Commercial diversification securing the long-term viability of a 90-year-old marine business under structural sector pressure, protects existing employment and is fully consistent with Policy CS2
- 2.5–3.5 direct FTE jobs at launch, growing to 4–5 FTE as coaching programmes and tournament activity develop
- Effective reuse of previously developed land that is currently vacant
- No loss of residential or ecological amenity; no protected species or habitats present
- No material visual harm to the Chichester Harbour National Landscape - design developed through pre-application engagement with the Conservancy, whose statutory function expressly supports leisure provision consistent with conservation of natural beauty
- Significant net reduction in vehicle movements - internalising existing off-island demand and reducing pressure on Langstone Bridge and the A3023 corridor

Planning Consideration	Assessment / Response
Noise (Policy DM10)	3.8m high fencing, Rw 30 dB roof, neoprene isolation, partial enclosure and over 200m separation. Environmental Noise Impact Assessment submitted.
Lighting (Policy DM10)	LED below roof level; asymmetric optics; zero upward spill; negligible lux at boundaries.
Ecology / SPA (Habitats Regs/CS11/DM8)	Existing Hardstanding; no protected species or habitats; enclosed design; zero upward light; No adverse effect on SPA integrity anticipated. EcIA submitted.
National Landscape (CS12 / NPPF Para. 182)	PDL site; existing utilitarian character; no extension into open harbour landscape; zero light spill. No material visual harm.
Highways (CS20 / DM11 / NPPF Para. 115)	Reduced vehicle movements; 12 players max; staggered bookings; adequate parking; 8 cycle spaces. Transport Statement submitted
Economic Sustainability (CS2 / DM3)	Responsibly develops an unused industrial yard; creates new employment; protects existing jobs; secures the long-term future of HYC, a 90-year-old marine business. Business Case submitted
Drainage & Flood Risk (CS15)	No increase in runoff; activity area outside flood risk zone. Flood Risk Assessment and Evacuation Plan submitted
Health & Wellbeing (NPPF Para.96 &97 / CS1)	All-weather, all-ages provision; addresses social isolation; delivers measurable public health benefit.

There are no adverse impacts that would significantly and demonstrably outweigh the identified public benefits, nor is there a strong reason for refusal. The proposal accords with the Development Plan read as a whole and should be granted planning permission in accordance with the presumption in favour of sustainable development (NPPF, Para. 11).

Appendices (Submitted Separately)

- Appendix A: Application Drawings (Site Plan, Elevations, Floor Plan, Sections)
- Appendix B: Environmental Noise Impact Assessment April 2026
- Appendix C: Ecological Impact Assessment (Small Scale Development), April 2026
- Appendix D: Construction Environnent Management Plan (CEMP), May 2026
- Appendix E: Transport Statement, April 2026
- Appendix F: Business Case, May 2026
- Appendix G: Flood Risk Assessment and Evacuation Procedure, May 2026