

Business Case

Hayling Padel Limited

Executive Summary

Hayling Padel Ltd seeks full planning permission for three covered and partially enclosed padel courts at the Hayling Yacht Company (HYC) site - a 90-year-old working boatyard on previously developed industrial land.

The 'Top Yard', last used for B8 vehicle storage under a lease to Kindertons Accident Management, has been vacant since Kindertons served notice in May 2025 and vacated the site in November 2025. Despite an active and exhaustive remarketing campaign across multiple channels, no viable B-class tenant has been secured. The site has been demonstrated to be financially unviable for continued B-class use, satisfying the evidential tests of HBC Policy DM3.

The proposal directly addresses a demonstrable gap in local leisure provision - Hayling Island and Havant Borough has no padel facility, while protecting current HYC employment, creating 2.5–3.5 direct FTE roles at launch (growing to 4–5 FTE as coaching programmes, junior sessions and tournament activity develop), and offsetting a £70,000 p.a. income shortfall critical to the viability of the wider marine operation. The proposal is consistent with HBC Policy CS2 and DM3 and introduces no encroachment into the adjacent Chichester Harbour National Landscape or SSSI.

The Proposal

- Three covered and partially enclosed padel courts within the existing top yard footprint
- Previously developed hardstanding - no encroachment into undeveloped or protected areas
- Positioned within the yard and screened by 3.8m fencing, mature hedging and established trees
- All marine activities fully retained - slipway, boat storage and marine servicing unaffected

Site History — The 'top yard' at Hayling Yacht Company

The top yard, acquired by HYC in 2013, formerly operated as a car breaker by Howards Scrap Yard. Its lawful planning status at acquisition was recorded as 'mixed storage, portacabin office and lighting' - it has never been exclusively designated for marine use.

In 2013, part of the yard was leased to Kindertons Accident Management for B8 vehicle storage, expanding to two-thirds of the site by 2019 with up to 120 vehicles at peak. Kindertons served notice in May 2025 and vacated in November 2025, leaving the yard vacant and the business with a £70,000 p.a. income shortfall.



Figure A: Aerial view of the top yard at HYC, Mill Rythe Lane, Hayling Island.

Economic Case

Local Service Gap

Hayling Island and Havant Borough currently have no padel court provision, forcing players to travel off the island to access facilities. Demand from local enthusiasts is strong and evidenced by an unsuccessful application made by the local tennis club (APP/23/00415). Hayling Padel Limited's proposal directly addresses that need.

Employment

The padel facility will generate 2.5–3.5 direct FTE roles at launch, growing to 4–5 FTE as coaching programmes, junior sessions and tournament activity develop:

- Club operations & administration (website development & maintenance, bookings, scheduling, member enquiries, renewals, finance and communications): 0.5 - 0.75 FTE
- Marketing & social media coordinator (Instagram/TikTok, leagues, tournaments and social events promotion): 0.25 - 0.5 FTE
- Coaching (group lessons, individual coaching, junior sessions, beginner clinics): 1.0 - 1.5 FTE, with a lead coach full-time and associate support as the programme grows
- Tournament & events coordinator (round-robins, leagues, corporate days and open tournaments; combined with marketing initially, growing into a standalone role as demand increases): 0 - 0.25 FTE
- Court maintenance (turf, nets, lighting, cleaning and general upkeep): 0.25–0.5 FTE

In addition, the facility will stimulate indirect local economic activity through player spend on Hayling Island — equipment, food and drink, travel and tourism — benefiting existing island businesses.

Business Sustainability

- Offsets the £70,000 p.a. income shortfall left by the departure of Kindertons
- Diversifies the boatyard into a fast-growing sport with strong and evidenced local demand
- Protects existing marine employment and generates additional jobs on Hayling Island
- All marine operations, slipway, boat storage and servicing, fully retained

Evidence of Active and Exhaustive Marketing

Policy DM3 Compliance

Policy DM3 — Protection of Existing Employment and Tourism Sites

"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."

Following Kindertons serving notice in May 2025, Hayling Yacht Company immediately undertook a multi-channel marketing campaign to secure a new B-class tenant. The following activities were carried out and are evidenced below.

1. Website Listing — www.haylingyacht.co.uk

The top yard was listed under a dedicated Rentals section on the company website from May 2025, advertising 10,500 sq ft of industrial outside storage yard, suitable for light commercial and industrial use, available immediately at price on application. (Figure 1)

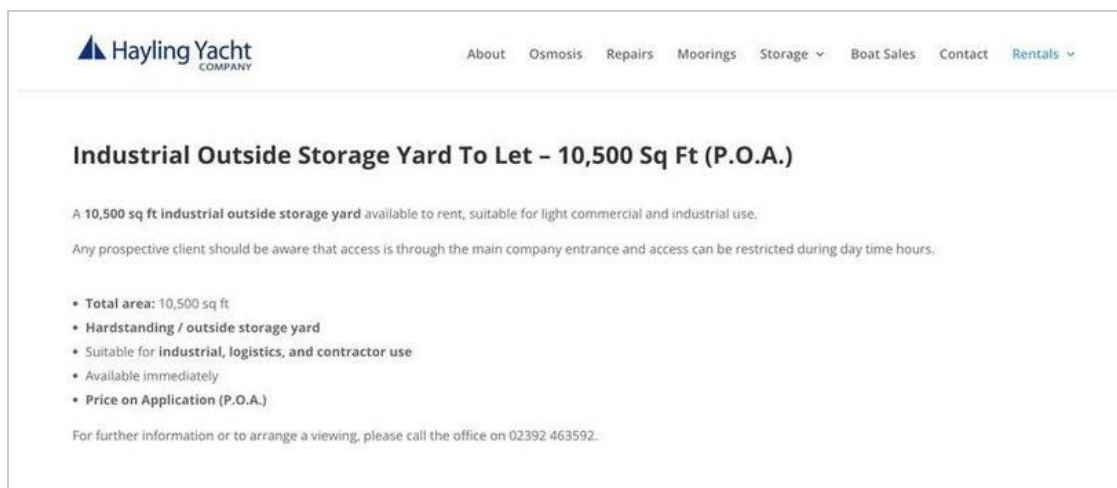


Figure 1: HYC website listing advertising the yard to let at www.haylingyacht.co.uk, visible from May 2025.

2. Site Entrance Signage

A prominent 'For Rent' board (Figure 2) was erected at the yard entrance on Mill Rythe Lane, advertising open storage space and directing enquiries to the HYC office. The sign was visible to all visitors, passing trade and businesses operating on the lane.



Figure 2: Site entrance signage erected at the yard gate during the marketing period.

3. Agent Marketing

The site was marketed through a commercial property agent and offered to prospective B-class occupiers at a realistic market rent. No viable tenant came forward.

4. Local Business Networks

HYC actively used its established networks across Hayling Island and the wider Havant area to seek occupiers, including direct approaches to known industrial and logistics operators.

Outcome

Despite this sustained, multi-channel effort, no viable B-class tenant has been identified. The site's restricted access through the main boatyard entrance and its position away from the waterfront have been consistently identified as barriers to take-up. This mirrors the experience between 2013 and 2015, when boat storage demand for the top yard proved unsustainable for the same reasons.

The marketing evidence demonstrates conclusively that the land is financially unviable for continued B-class use and that the process has been both active and exhaustive, fully satisfying Policy DM3.

Planning Policy — HBC Policies CS2 and DM3

NPPF Para. 85 / Policy CS2 — Employment

"Planning decisions should help create conditions in which businesses can invest, expand and adapt. The Council will support the retention and expansion of existing businesses and the creation of new employment within the borough. Seeks to protect and encourage employment in the borough, supporting economic growth and the creation of new jobs."

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 — Protection of Existing Employment and Tourism Sites

"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."

The remarketing evidence set out above demonstrates that every reasonable step has been taken since May 2025. The campaign has been active, exhaustive and multi-channel. No viable B-class use has come forward. This proposal delivers employment, leisure provision and long-term economic sustainability without removing any marine or commercial function from the wider boatyard.

Conclusion

This proposal responsibly redevelops a demonstrably underused industrial yard to close a genuine local leisure gap, create employment, and secure the long-term future of a 90-year-old marine business. It is consistent 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. It introduces no encroachment into the adjacent Chichester Harbour National Landscape.

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).