

Landscape and Visual Appraisal (LVA) Support Document

Hayling Padel at Mill Rythe Lane

Planning application APP/26/00391

14 September 2026

Prepared for: Hayling Padel Ltd

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Executive Summary

Project: Covered Padel Courts, Mill Rythe Lane (Planning Application: APP/26/00391)

Site Location: Top Yard, Hayling Yacht Company, Hayling Island

Prepared by: Ian Murray BA (Hons) Architecture MCIAT, I J Murray Associates Ltd

Date: 14 September 2026

Purpose

This Landscape and Visual Appraisal (LVA) Support Document responds to the 7 September 2026 representation by Havant Borough Council's Landscape Officer, Harry Mitchell CMLI, who requested a full Landscape and Visual Impact Assessment (LVIA) given the proposed structure's 9.2 metre ridge height and its location within the Chichester Harbour National Landscape. This document provides an evidence-based appraisal, informed by GLVIA3 principles, and suggests that it offers the Council a proportionate basis to determine the landscape and visual effects of this development.

The Site and Proposal

The application seeks permission for three covered padel courts within a single pitched portal-frame structure, finished in a dark colour palette to reflect surrounding buildings. The site sits entirely on existing commercial hardstanding within the operational Top Yard of the Hayling Yacht Company. The immediate context is utilitarian and marine-industrial, characterised by large commercial sheds, boat storage, active working surfaces, high masts and marina infrastructure.

Key Findings

- Landscape character: The site is contained within an active, developed pocket of the National Landscape. The proposal would be experienced as an additional boatyard building rather than an encroachment on open or undeveloped coastline. Landscape effects are localised and not significant.
- Visual effects: Evaluation from key receptors, including Mill Rythe Lane and Havant Road, across two seasons (March and September), confirms that the site is well contained by mature vegetation to the north, south and west. While the 9.2 metre ridge would have minor visibility through the tree line during winter months, the structure would be seen against the established backdrop of existing commercial sheds and boat masts. Visual effects range from negligible (summer) to minor adverse (winter), and are not significant to the wider special qualities of the National Landscape.

Conclusion

The appraisal demonstrates that the visual and landscape effects of the proposed padel courts would be localised, with no significant harm to the special qualities of the Chichester Harbour National Landscape. This accords with Chichester Harbour Conservancy's own consultee response dated 20 July 2026, which concluded that, provided a suitably dark and muted finish is used, significant harm to the natural beauty of the National Landscape is not anticipated. Given that the proposal involves a single structure on existing commercial hardstanding, the applicant respectfully suggests that this appraisal provides the Council with a proportionate basis to determine the landscape and visual effects of the scheme.

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This support document provides a focused assessment using photographs from four ground-level viewpoint locations, an aerial context image and the directional visual studies submitted with the application. It should be read with the Landscape Response dated 22 August 2026 and Drawings A101, A103 and A104. Its purpose is to make the landscape and visual evidence explicit and readily assessable.

1 Purpose and scope

This support document has been prepared by Ian Murray BA (Hons) Architecture MCIAT of I J Murray Associates Ltd at the request of Hayling Padel Ltd, drawing on over 30 years of experience working on development projects, including input to LVIA's. It sets out a design-led review of the proposal's landscape and visual context, structured around the relevant principles of GLVIA3, and suggests that this appraisal provides the Council with a proportionate basis to determine the landscape and visual effects of the scheme.

The Council's Landscape Officer, Harry Mitchell CMLI, requested a full Landscape and Visual Impact Assessment in his representation dated 7 September 2026, on the basis that the submitted elevations alone are not an adequate substitute for a formal assessment, given the height of the proposal and its proximity to the National Landscape.

The applicant acknowledges the importance of ensuring that landscape character and public views are properly evaluated, in line with the Landscape Officer's professional guidance. This appraisal is intended to fulfil that purpose through a targeted, evidence-based review, informed by the principles of GLVIA3 and supported by ground-level photographs taken in two seasons, scaled directional elevations and an aerial context image.

Proportionality of the evidence

The application site is existing hardstanding within the operational Top Yard, entirely surrounded by established commercial sheds, boat storage, working surfaces and marina infrastructure. The proposed development is contained within this active commercial envelope and does not involve the loss of valued landscape fabric or encroachment into the adjoining fields, shoreline or intertidal landscape. The accompanying photographic baseline, captured in both less-screened March conditions and the September growing season, provides an objective basis for assessing the scheme's landscape and visual implications across seasons.

The scale of the development supports a proportionate approach: three covered padel courts within a single, partially enclosed portal-frame structure on an already developed plot. While developments of a wider residential or commercial scale routinely necessitate a standard, comprehensive LVIA, the contained nature of this infrastructure suggests that a more focused assessment is appropriate here.

This approach reflects national planning policy. Policies DM1(2) and DM2(2) of the National Planning Policy Framework (August 2026) confirm that supporting information should be limited to what is minimally necessary and proportionate to the scale and likely effects of a development, and policy DM3(1)(b) confirms that local planning authorities should take a proportionate approach to planning matters that reflects a proposal's scale, complexity and potential impact. This appraisal is intended to meet that standard.

2 The proposal

The development comprises three covered and partially enclosed padel courts within a single shallow-pitched portal-frame structure. The maximum height is 9.2 metres. The structure uses profiled metal cladding and is finished in juniper green. Associated lighting has been designed with zero upward light spill.

The current form is the product of design development following pre-application comments from Havant Borough Council and Chichester Harbour Conservancy. The original triple-arched canopy was replaced with

a simple pitched portal-frame form, which the Conservancy’s July 2026 response described as more reflective of the existing buildings on site.

3 Landscape context and sensitivity

The site lies within Chichester Harbour National Landscape, in the Top Yard on existing hardstanding within Hayling Yacht Company. The immediate character is utilitarian and marine-industrial, situated within an active, developed pocket of the wider National Landscape defined by existing sheds, storage, working surfaces, boats, vehicles, masts, fencing, pontoons, and harbour activity. Mature vegetation provides containment to the north, south and west.

The Conservancy records that the site is relatively well screened from Mill Rythe Lane and Havant Road by existing buildings, boundary enclosures and mature trees. It also recognises that the 9.2 metre ridge would be visible through the tree lines in winter from Havant Road, but would be seen within the existing industrial site and in the context of commercial sheds, boats and masts. This appraisal assesses that winter visibility directly.

The Chichester Harbour National Landscape designation gives the wider landscape a high level of sensitivity. However, sensitivity does not by itself determine the effect. The magnitude of change depends on the developed baseline, visibility, distance, intervening features, design and mitigation. In this location, the proposal would be experienced as an additional boatyard building rather than development extending into an open coastal landscape.

4 Assessment method

The viewpoint locations were chosen to represent the most visible or sensitive receptors, based on a preliminary desk-based analysis of the site's visibility using mapping and 3D modelling tools, followed by a site visit to confirm the key views on the ground. They provide a representative sample of the views available to different receptor groups around the site.

The following qualitative framework has been used consistently for the four ground-level viewpoint locations.

Factor	Approach
Receptors	People who may experience the proposal from the boatyard, local roads, harbour-side locations or more distant public areas.
Sensitivity	Higher where views are associated with enjoyment of the National Landscape; lower for transient or operational boatyard views.
Magnitude of change	Judged from visibility, scale in the view, distance, duration, screening and the extent to which the proposal contrasts with the existing scene.
Overall effect	A balanced qualitative judgement, recognising both the sensitivity of the designation and the contained, developed character of the site.

Mitigation embedded in the design

- Simple shallow-pitched portal-frame form reflecting existing boatyard buildings.
- Juniper-green profiled metal cladding matching existing buildings and creating a dark, muted and recessive appearance.
- Retention of mature boundary vegetation to the north, south and west.
- Lighting design with zero upward light spill and operational controls addressed elsewhere in the application.

Additional perimeter planting is not relied upon to make the proposal acceptable. On the south-west side, retained external storage and hardstanding occupy the interface. On the north-east side, planting would

conflict with boat storage, access and the operational harbour edge. The primary mitigation is therefore appropriate siting, form, colour, lighting control and retention of existing boundary vegetation.

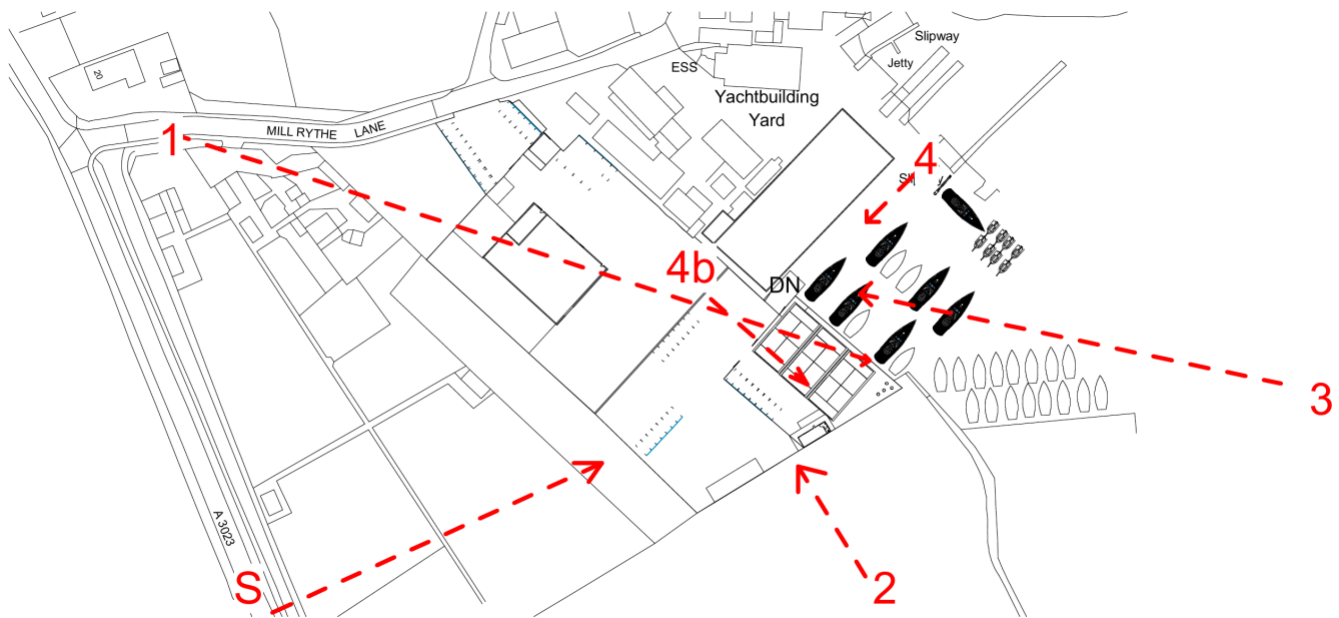


Figure 1 Viewpoint location plan, based on Drawing A101 (Location Plan). Red dashed arrows and labels (1, S, 2, 3 and 4) indicate the approximate viewing direction of each formal viewpoint; 4B marks a supplementary photograph within the Top Yard rather than a separate formal viewpoint.

Viewpoint locations

- View S: Havant Road (A3023) - Supplementary public highway views, evaluating seasonal visibility through perimeter vegetation towards the western boundary of the site.
- View 1: Mill Rythe Lane - Oblique public approach views along the lane, evaluating the proposal in the context of the roadside boundary, existing structures, and mature tree lines.
- View 2: Open field - Representative views from the adjacent landscape looking north towards the southern boundary, assessing seasonal screening and containment.
- View 3: Harbour - Public views from the far side of the water, assessing the proposal against the established commercial baseline and operational marine character of the yard.
- View 4: Access ramp - Internal operational views looking up the access route, demonstrating the direct spatial relationship between the proposal and adjacent marine infrastructure.
- Supplementary 4B: Top Yard (Supplementary) - Internal context photograph within the heart of the private working yard, providing complete spatial clarity of the immediate developed setting.

5 Photographs and proposed elevations

Each viewpoint page brings the existing photographic baseline together with the relevant directional elevations of the proposal. Drawing A103 shows the wider setting; Drawing A104 shows the nearer building faces. The elevations are orthographic design views, reproduced at reduced size, rather than camera-matched photomontages. Direction names follow the original drawings. The photographs and elevations should be read together to assess the relationship between the roof, existing structures and vegetation.

View 1 Mill Rythe Lane

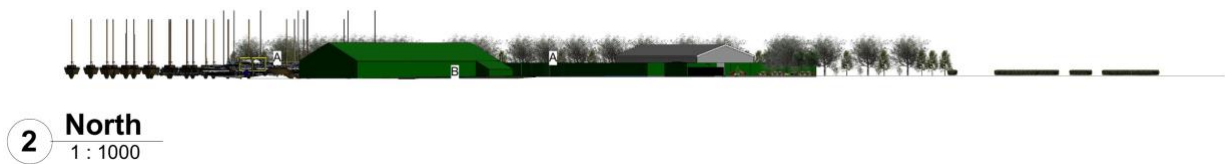


Photograph 1A Mill Rythe Lane
2 March 2026

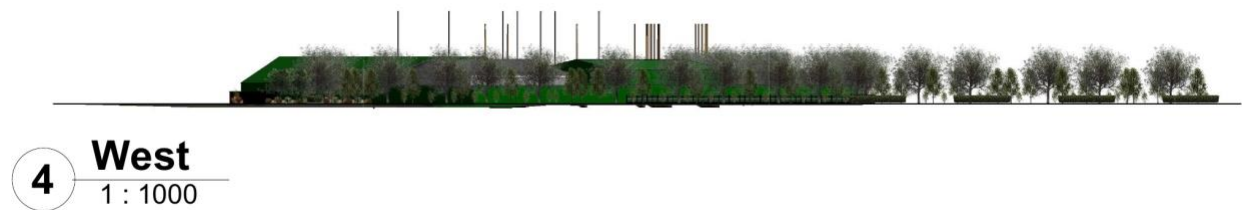


Photograph 1B Mill Rythe Lane
14 September 2026

Seasonal views along the lane from different camera positions.



A103 North elevation showing the wider northern approach



A103 West elevation showing the complementary western relationship

Read together

The photographs record the roadside fencing, commercial activity and intervening trees, including the existing Solent Marine building, which stands between Mill Rythe Lane and the proposal. The north and west elevations confirm that upper parts of the roof may be visible above these features in March, while lower parts remain filtered by enclosures and vegetation.

Supplementary view from Havant Road

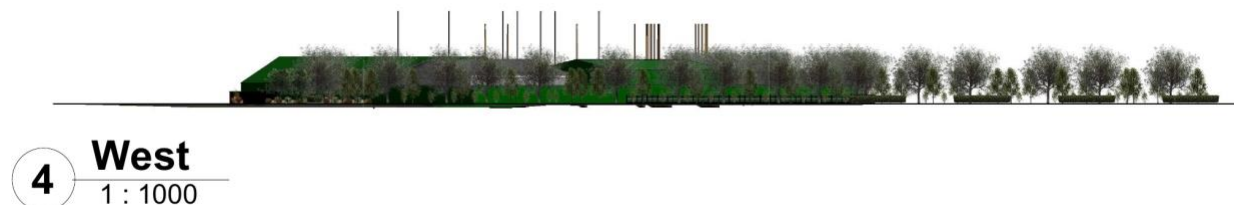


Photograph S1 Havant Road
2 March 2026



Photograph S2 Havant Road
14 September 2026

Nearby viewpoints with different framing: March 35mm equivalent; September 14mm equivalent. Compare seasonal vegetation, not apparent building size.



A103 West elevation showing the western landscape relationship

Read together

The March photograph records less-screened conditions; September records fuller leaf cover. A103 shows the proposed building within the wider western group of sheds and trees. CHC acknowledges winter visibility of the 9.2 metre ridge within this industrial setting; the assessment allows for that visibility and does not depend on complete screening.

View 2 Open field – view towards the southern boundary



Photograph 2A Open field, southern boundary, 2 March 2026



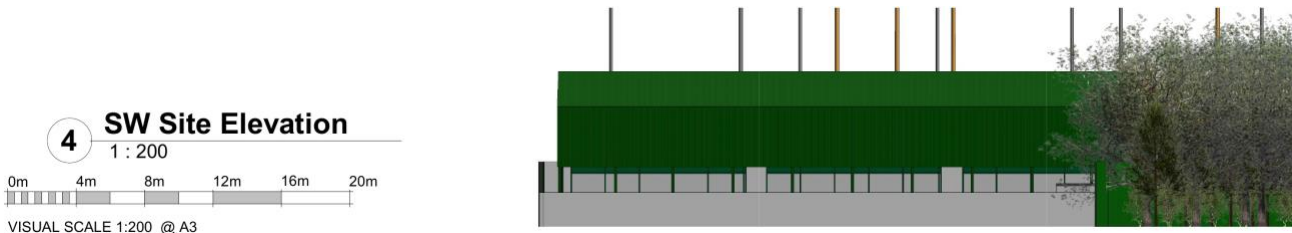
Photograph 2B Open field, southern boundary, 11 September 2026



A103 South elevation showing the wider field and tree-line relationship



A104 South east site elevation showing the nearer end and vegetation



A104 South west site elevation showing the long side and boundary enclosure

Read together

The field photographs record the southern boundary in March and September. A103 shows the proposed roof within the wider building and mast group; the A104 faces explain the form behind that boundary. Visual permeability is greatest in March and reduces once in leaf, with roof and cladding visible through gaps and above lower vegetation. The dark finish reduces contrast but does not make the building invisible.

View 3 Water boundary



Photograph 3A Water boundary, 2 March 2026



Photograph 3B Water boundary, 11 September 2026

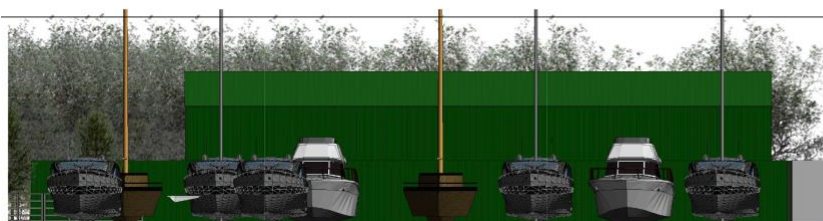


A103 East elevation showing the wider harbour relationship

A = Existing Industrial Buildings

B = Existing Fence (3.8m)

C = Proposed Padel Courts



A104 North east site elevation showing the long face behind boat storage

Drawing key

A103 identifies A as existing industrial buildings, B as the existing 3.8 metre fence and C as the proposed padel courts.

Read together

The photographs are captured from the far side of the water, representing a key visual receptor group within the harbour setting. The images record the intertidal foreground and the existing baseline context of the site, which is already characterised by industrial sheds, commercial structures, a 3.8-metre boundary fence, and highly visible dry-docked boats and masts.

Drawing A103 places the proposal within this wider, developed cluster, while Drawing A104 shows its nearer long elevation positioned behind the existing boat storage lines. The building would introduce additional built mass into the view. However, because it is viewed against a highly altered commercial backdrop rather than an undeveloped natural shoreline, it would read as a functional continuation of the boatyard.

While boats and masts provide a shifting marine context rather than a static screen, the proposal's simple portal-frame form, dark roof, muted green elevations, and the retention of established perimeter vegetation serve as the primary embedded mitigation features to ensure the building recedes into the developed baseline.

View 4 Access ramp

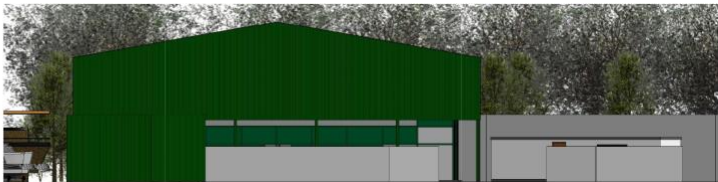


Photograph 4A Access route between existing buildings
11 September 2026



Photograph 4B Additional view within the Top Yard
11 September 2026

2 NW Site Elevation
1 : 200



A104 North west site elevation showing the proposed gable and enclosure



A104 North east site elevation showing the adjacent long face

1 NE Site Elevation
1 : 200

Read together

The photograph from the access ramp establishes the close operational setting of hardstanding, sheds and stored vessels; the A104 elevations show the proposed gable and long face at this nearer scale. The proposal would be noticeable and locally prominent within the yard, though its portal-frame form and dark finish relate to the existing commercial buildings. A supplementary photograph taken from within the Top Yard (4B) provides further operational context but is not a separate formal viewpoint.

6 Viewpoint assessment summary

View	Receptor and Baseline	Likely Change and Effect (GLVIA3 terms)
1. Mill Rythe Lane	Road users and pedestrians; road-side fencing, commercial activity, and trees.	Sensitivity: Low–medium. Magnitude of change: Minor (upper built form may be

visible above intervening features).
Significance of effect: Not significant; the proposal will be experienced entirely within the existing commercial group and the effect will be strictly localised.

S. Havant Road	Public road users looking through roadside and site vegetation.	Sensitivity: Medium. Magnitude of change: Minor to moderate, seasonally variable (winter roof visibility acknowledged, but reduced in leaf-on conditions). Significance of effect: Not significant; the western elevation shows the built group well beyond the foreground filtering.
2. Open field – southern boundary	People in the open landscape beyond the boundary; greater sensitivity where enjoying open landscape views.	Sensitivity: Medium–high. Magnitude of change: Minor to moderate, seasonally variable (greatest in leaf-off March conditions, significantly reduced by September screening). Significance of effect: Minor adverse in the less-screened March condition, reducing to negligible once in leaf; not significant to the wider National Landscape given the established boatyard backdrop.
3. Water Boundary	Public views from the far side of the water; intertidal foreground with prominent marine development directly beyond.	Sensitivity: Medium. Magnitude of change: Moderate (additional building mass within the established boatyard group). Significance of effect: Minor adverse, strictly localised to the immediate boatyard setting; not significant to the wider special qualities of the National Landscape. The receptor experiences a heavily modified, marine-industrial baseline (sheds, masts, vessel storage), and the dark-finished structure sits entirely within this developed footprint, reading as a natural operational addition rather than an encroachment on open coastal views.
4. Access ramp	Close operational views within the private working yard.	Sensitivity: Low (operational, private working-yard views). Magnitude of change: Moderate (noticeable, locally prominent built form). Significance of effect: Not significant, given the low sensitivity of the receptor.

Aerial context



Aerial context of the Top Yard and adjoining fields

The aerial image explains the arrangement of hardstanding, existing buildings, storage and vegetated boundaries. It is spatial context rather than a ground-level receptor viewpoint.

7 Landscape effects

No wider boundary vegetation is removed and the development is placed on an existing operational hardstanding. The principal landscape change is therefore the introduction of a new building into an already developed commercial boatyard. It would increase built mass within the Top Yard, but would not alter the shoreline, harbour pattern, open water, intertidal landscape or the broader relationship between land and harbour.

The proposal would retain the established use and perceptual character of this part of the site as a working marine and commercial environment. The magnitude of change to the immediate Top Yard is moderate, but the change to the wider landscape character and the special qualities of the National Landscape is low.

8 Overall conclusion

The proposal has a maximum height of 9.2 metres, but height alone does not establish landscape harm. The relevant test is how the building would be experienced within the existing view, accounting for the developed baseline, distance, screening, form, colour and retained surrounding uses.

The four ground-level viewpoints and supporting directional studies confirm this context:

- From Mill Rythe Lane (View 1) and the open field (View 2), photographs confirm that while upper parts of the structure are visible through or above intervening features in leaf-off winter conditions, they are always viewed against a background already formed by existing sheds, boats and masts.
- From the far side of the water (View 3), the proposal would be seen across the water, layered among boats, masts, fencing and sheds.
- From the access ramp (View 4), the development would be experienced directly within the active, established commercial pocket of the Top Yard.

The effect on the immediate Top Yard would be noticeable but consistent with its established marine-industrial character. Effects on wider public views would be limited and localised, consistent with Chichester Harbour Conservancy's July 2026 conclusion that significant harm to the National Landscape is not

anticipated; on this basis, the landscape and visual effects of the proposed development would not amount to significant harm to the special qualities of the Chichester Harbour National Landscape (AONB).

In light of this localised context and the modest scale of the proposal — three covered padel courts within a single structure rather than a substantial residential or commercial development — it is respectfully requested that the Council considers whether the comprehensive information provided within this LVA Support Document is sufficient to assess the scheme, and that a full LVIA might be set aside as disproportionate to the scale of the works.

Should the Council have any outstanding concerns or require further detail on any aspect of this appraisal, I would be happy to provide additional information or clarification as necessary.

Documents considered

- Planning application APP/26/00391 and submitted design information.
- Drawing A103 Distant Elevations.
- Drawing A104 Site Elevations.
- Drawing A101 Location Plan, annotated with approximate viewpoint locations using applicant-supplied location records and clarification.
- Applicant-supplied existing-view photographs of Mill Rythe Lane, the open field (southern boundary), the water boundary, the access ramp and the Top Yard, taken in March and September 2026, together with supplementary Havant Road photographs dated 2 March and 14 September 2026.
- Chichester Harbour Conservancy consultee response dated 20 July 2026.
- Landscape Response dated 22 August 2026.
- Havant Borough Council Landscape Team representation dated 7 September 2026.
- Guidelines for Landscape and Visual Impact Assessment Third Edition.

Signed:

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14 September 2026