

Universal Services
The Castle
Winchester, Hampshire SO23 8UD

Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Enquiries to	Matt Grantham	My reference	059778
Direct Line	N/A	Your reference	F/26/100816
Date	16 March 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Chapman

Dear Sirs

**Re: F/26/100816 At MACKOY STADIUM, VT SPORTS GROUND,
PORTSMOUTH ROAD, BURSLEDON, SO19 9PW**

**6 no. covered Padel courts, Padel centre (including Studio, changing
areas and refreshments) and associated parking**

In regard to application F/26/100816, having reviewed the information contained within the application pack, there would be no objection in principle to the proposals from a highway perspective.

However, it is requested that clarification is sought as to what the existing area of the site is utilised for, given that application F/25/98865 was applying for retrospective use of the land for car parking associated with the existing on-site uses, and that this current planning application utilises approximately half of the area.

Whilst this application was subsequently withdrawn, it raises the issue that if the area was indeed used regularly for car parking, where are those spaces going to be relocated to on-site, to ensure that overspill parking onto the A3025 Portsmouth Road, or indeed residential areas to the west do not occur.

Assuming the parking area is no longer required, then the proposals would be acceptable with adequate parking for its own use with 19 vehicle parking spaces proposed, and no change in access from the highway proposed as shown on drawing 837 D101A – Proposed Site Plan.

Director of Universal Services
Patrick Blogg

It is however recommended that a provision of cycle parking is provided, in accordance to the EBC Parking Standards, in order to ensure that sustainable modes of travel to and from the site are fully promoted.

Additionally, whilst it is noted that the proposed courts will be provided with lighting to enable evening use, supporting documents outline how the associated court canopies will reduce light spill to an extent that there will be no spill over the adjacent highway and as such minimal impact on passing highway users.

Finally, a CEMP has also been submitted and this outlines how the construction process will be mitigated to an extent that it will have minimal effects upon the highway. The document covers elements such as on-site contractor parking; delivery arrangements; and wheel wash and road sweep facilities.

Given the above, as outlined there would be no objection in principle to the application, however confirmation of existing parking arrangements are required to ensure that required parking is not lost from the site that could result in overspill parking taking place.

If this information can be provided, a reassessment of the application can be undertaken accordingly.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services