

In recent weeks I have surveyed public opinion from local residents, hosting street surgeries, surveys and leafleting, these roads include Romsey Road, Ashmead Road, Compass House site, Lancaster Rd, Colby Street, Mercator Close, Wilroy Gardens, informing them of the planning proposals for Compass House. The feedback has been conclusive.

Many residents have major concerns with regards to the overspill of parking this development will create and the reduction of residential amenities in the neighbouring roads, due to the over development proposed to this site.

Recent communication with the senior planning officer I was told "The case history is rather complicated in terms of parking spaces".

Many residents have reported back to me saying they have experienced difficulties accessing the planning application online, this is due to the amount of continual planning applications for this site which has been extremely confusing and has therefore had an add on effect of reducing community involvement.

The planning submission was validated on the 13th January and the consultation came during the height of the winter lockdown so community engagement was limited by both timing and how complicated multiple applications regarding two sites have been.

Since the original applications, roads that were in the original parking survey have now been allocated as permit parking.

The developer states that the site is close to local and frequent public transport provision and is considered a low car strategy, which is simply not the case when we know the area is infrequently served by the lack of public transport which needs to be improved.

Consideration must also be made to Romsey Road as is it used as the major diversion route if there are any problems on the M271. The height of the building has also raised concerns in terms of blocking the light to households opposite in Romsey Rd, so it should be a consideration to reduce the height of the build.

Reducing the number of parking spaces in comparison to the number of residential units, including the hotel development will result to less than 1 parking space on site, (this equates to half a parking space) which is simply not adequate in relation to 241 flats, the amount of people living in each flat, their visitors, plus the hotel and the non guest visitors using the bar/café in the hotel. Where will overnight guests park, and business customers? It is clear that the original parking survey is very out of date and should be reviewed.

If this proposal is approved, and parking reduced, it will become a free for all in the surrounding roads for parking and will therefore place an intolerable burden on the neighbouring residential area and roads.

To conclude, consideration should be made to reduce the number of apartments, with adequate parking facilities on site to combat the overspill in neighbouring residential roads.

Regards

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