

Objection to DM/25/2661

Land at Coombe Farm, Sayers Common

This site lies outside the building boundary of Sayers Common and is part of the open gap between the village and Albourne Village. It also forms part of a wider group of un-coordinated developments amounting to 2,000 plus dwellings. This proposal of 210 dwellings at the southern edge of Sayers Common together with a similar sized proposed development at the northern edge of the village (LVS site) gives the impression of two enclaves being constructed and the whole being very disjointed.

In 2022 Sayers Common consisted of some 240 dwellings, but in the short time since there have been developments at Goldcrest (120), Wintergreen Way (9), Reeds Lane clay pit (38) and a further development in Reeds Lane (20) a total of 427. If you add to that the Coombe Farm proposal (210) and the LVS proposal (210) that total becomes 847. **An increase of over 250%.**

THERE IS NO INDICATION OF ANY CHANGES TO THE LOCAL INFRASTRUCTURE TO DEAL WITH THIS INFLUX. Where do the new residents access doctors, dentists, schools, shops and leisure activities?

There will also be a further 200+ dwellings on the Albourne Retirement Village and 2,000+ dwellings on the development at the west end of Reeds Lane.

All these extra dwellings will put extreme pressure on utility services, transport and travel. Sayers Common Village has only recently managed to resolve surface water and sewage issues after Southern Water spent some £1.2m on upgrading various pipework.

Traffic levels have more than doubled in the last four years along the London Road (B2118) and all the current applications are proposing to feed even more traffic onto this road. There are no traffic lights on this stretch of road and the only crossing point (near Dunlop Close) is neither use nor ornament as it can take up to 8 minutes to get across. Being involved with the local Speed Watch Group I am aware that in the 17 months to 31st August 2024 882,630 vehicles have travelled north through the village towards the A23. Data collected shows that 59.67% of these were travelling at speeds more than 30mph and 20.66% of these were travelling at speeds more than 40mph. This is very concerning with the potential increase in volume of traffic from these developments.

I hereby request that the application be refused until meaningful community consultation is undertaken and a transparent masterplan created together with the reassessment of environmental and highways impacts.


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