

Alan Allison
Woodland
West Walberton Lane, Walberton,
Arundel, West Sussex BN18 0QS



November 8 2017

Dear Sir/Madam

Planning Application WA/73/17/OUT Land East of Wandleys Lane Fontwell

I object to the above and outline my concerns below.

Matters of both surface and subsurface water movement and drainage both piped and open have been repeatedly brought to the attention of the relevant Authorities since I moved to the area in 1992, including the blockages in the West Walberton Lane Sewer and the pollution of the stream running between the rear of properties on the south of West Walberton Lane and the proposed development.

Under Flooding from Groundwater pages 2-4 to 2-5 of Arun District Council SFRA (February 2008) it recognised "Groundwater can often emerge over a large or diffuse area but can also emerge from a single point. The location of the emergence points cannot be accurately located."

Arun District Council SFRA Maps indicate High to Medium Groundwater Flood Risk in the Fontwell area and surface water flooding from the ditch at the rear of the properties on the south side of West Walberton Lane.

In the Introduction to Arun and Western Streams CFMP 2009 Report the EA Regional Director also stated that "coverage of surface and groundwater is however limited due to lack of available information".

Any development in Fontwell may therefore be at risk from flooding but more importantly development may have significant effects on the subsurface and surface drainage of the environs and possibly land instability.

Although effects on groundwater due to infiltration may not come to light for some years to come money needs to be set aside to deal with it. Traps to prevent pollution of the aquifer need to be in place at an early stage of construction. Retaining/balancing ponds will also need to be in place at a similar stage to cope with increased volumes of surface water and alleviate flooding in and around the development and further downstream.

Consideration also needs to be given to the effects of climate change on both groundwater and surface water flooding.

Southern Water at a meeting with the Parish Council in June 2001 agreed at that time that during the last ten years they had been concerned about their drainage system in West Walberton Lane and much of the additional flow at that time had been caused by the natural groundwater getting into the system. In June this year 16 years later the Company say that the proposed development would increase flows and existing properties and land may be subject to a greater risk of flooding as a result adding that unfortunately it may be several years before adequate infrastructure is provided via a prioritised capital expenditure.

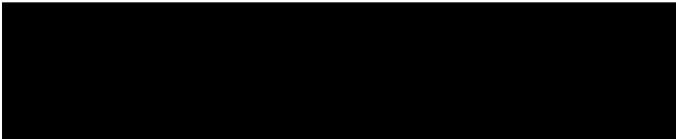
On the matter of road use it should be pointed out that neither West Walberton Lane nor Wandleys Lane have footpaths apart from a short section on the west side of West Walberton Lane from the junction with Wandleys Lane to the mini roundabout at the junction of West Walberton Lane with the Old Arundel Road. At that junction there is a notice stating that south of the junction it is unsuitable for use by HGVs. Both West Walberton Lane and Wandleys Lane are used not only by pedestrians but by horses and riders. Cyclists are encouraged by WSCC to use West Walberton Lane as part of the cycle route from the coast to Slindon and beyond.

The proposals would appear to change Wandleys Lane from a rural lane to a 2 lane highway. In addition there will be further cutting back of much of the foliage on both sides to allow for site lines for traffic entering and exiting the development to avoid collisions. Such proposals in themselves will have a considerable effect on present and future road use. Just as important is that there has to be in place suitable arrangements to allow for the many HGV and other vehicles during the construction stage. Both Arun and WSCC are aware of the break up of the road surface in the Lanes due to present traffic movement and sub surface and surface water effects during the winter months. Increase in both numbers and weight of vehicles during and post construction will exacerbate the situation. Presence of such vehicles will also have effects on local traffic movement and air pollution.

On the matter of the health of the community further investigation with NHS is needed at this stage to assess the adequacy of local GP practices and Care facilities.

Similarly further investigation is needed to assess adequacy of local schools

I note the comments made by Liz Rogers on Environmental Strategy. I can remember not long ago a notice in Wandleys Lane "Slow Down Toads Crossing".



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