



THE DEPARTMENT
OF TRANSPORT

South East Regional Office

**LONDON-BRIGHTON TRUNK ROAD
A23 PEASE POTTAGE TO HANDCROSS**

ENVIRONMENTAL STATEMENT

March 1989

acer/FREEMAN FOX
25 Victoria Street
London SW1H 0EX

LONDON-BRIGHTON TRUNK ROAD

A23 PEASE POTTAGE TO HANDCROSS

ENVIRONMENTAL STATEMENT

Department of Transport
Director (Transport)
South East Regional Office
Federated House
London Road
Dorking
Surrey RH4 1SZ

Acer Freeman Fox Ltd
Consulting Engineers
25 Victoria Street
(South Block)
London SW1H 0EX

March 1989

A23 PEASE POTTAGE TO HANDCROSS
ENVIRONMENTAL STATEMENT

<u>CONTENTS</u>	<u>PAGE</u>
0.0 INTRODUCTION	1
1.0 DESCRIPTION OF THE SITE	2
1.1 General	2
1.2 Topography	2
1.3 The Existing Landscape	2
2.0 THE PUBLISHED SCHEME	4
2.1 General	4
2.2 Description of the Site	4
2.3 Road Standards	5
2.4 Traffic	5
3.0 EFFECTS ON THE ENVIRONMENT	6
3.1 Measures Proposed to Mitigate Adverse Environmental Effects	6
3.2 Effects of the Published Scheme on the Environment	6
4.0 THE MAIN ALTERNATIVE SCHEMES	8
4.1 General	8
4.2 The Brown Route	8
4.3 The Green Route	9
4.4 The Blue Route	9
4.5 The Red Route	9
5.0 REASONS FOR CHOOSING THE PUBLISHED SCHEME	10
6.0 NON-TECHNICAL SUMMARY	11
 <u>APPENDIX</u>	
Appendix 1 - Appraisal Framework	

0.0 INTRODUCTION

This document summarises the environmental effect of the Published Scheme announced in August 1988 for the improvement of the A23 between Pease Pottage and Handcross in accordance with subsection 105A(2) of the Highways Act.

1.0 DESCRIPTION OF THE SITE

1.1 General

1.1.1 The existing A23 Trunk Road between the southern end of the M23 Motorway at Pease Pottage and Handcross is a dual two-lane carriageway over a distance of approximately 3.5 kilometres with both carriageways being lit. Both villages of Pease Pottage and Handcross are situated either side of the trunk road and being linked in each instance by an overbridge are not directly affected by the road. A number of residential properties and accesses have direct frontage access on to the highway. The location of the scheme is shown on Figure 1.

1.2 Topography

1.2.1 The topography of the area immediately along and either side of the trunk road is generally flat or gently undulating with the land between Pease Pottage and Handcross varying in level between 130 and 150 metres AOD. The ground falls steeply away south of Handcross and beyond the length of route to be improved in to a series of relatively steep sided valleys or "gills". A similar wooded valley is located south of Hoadlands Farm on the west side of the road. There are no major streams or water courses within the immediate area.

1.3 The Existing Landscape

1.3.1 The area is located on the central Weald plateau and falls within the High Weald Area of Outstanding Natural Beauty. The gently undulating landscape is characterised by large tracts of woodland divided by small pastures. The woodland edges along the A23 continually restrict views from the road and provide a strong sense of enclosure. Only on the west side do views or the 'visual envelope' occasionally extend further into the surrounding landscape within the study area.

1.3.2 Woodlands and farmland form the basic land uses in the area. The agricultural land is predominantly pasture and is classified as Grade 3 and 4. The fields either side of the trunk road are improved grassland and are not of particular ecological interest.

1.3.3 Wooded areas are essentially secondary woodlands and do not appear to be older than 150 years. Most are old oak plantations (Hoadlands Wood) or sweet chestnut plantations (Home Wood). More recent conifer plantations (Coopers Wood) and ornamental woodlands are within the grounds of the British Airports Training Centre and Handcross Park School. The storm of October 1987 severely damaged much of the woodland in the area.

1.3.4 There are other mature trees of particular significance lying close to the existing road carriageway. These are predominantly oak, beech and lime with a mixture in addition of sycamore, horse chestnut, sweet chestnut, maple, ash and pine. The majority of these trees are in a belt along the eastern side of the southbound carriageway especially in the vicinity of the Handcross Park School and associated woodland edges.

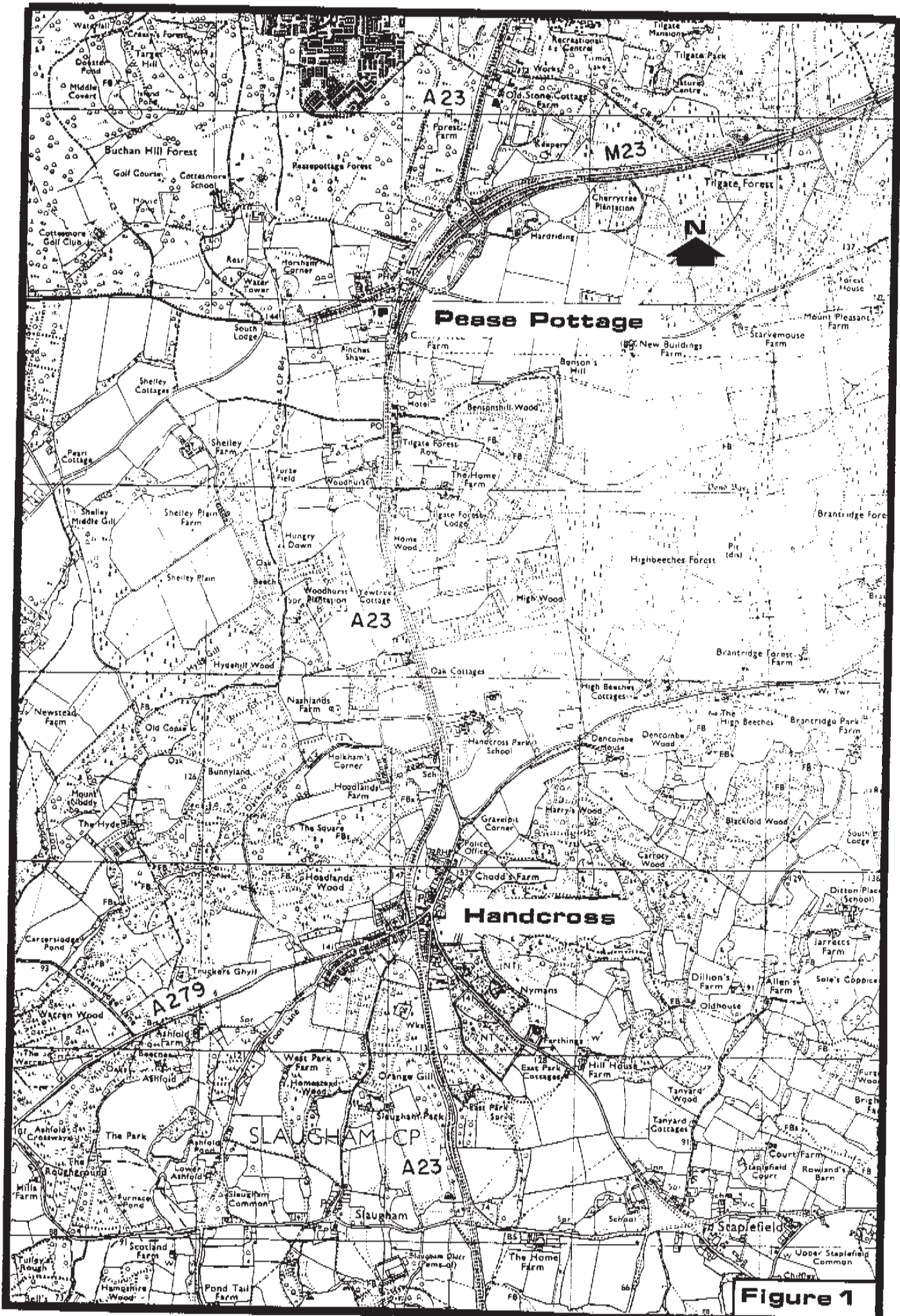


Figure 1

- 1.3.5 There are some major trees including some large Wellingtonias in the central reserve of the existing carriageways. All of these are important landscape features since they are visually prominent and are rather over-mature remnants of the boundary planting of historical parkland.
- 1.3.6 Woodlands within the area are not of major ecological significance. The nearest site of Special Scientific Interest is at Cow Wood, east of Handcross and some distance from the length of road to be improved.
- 1.3.7 Many of the trees along and to the east of the existing road corridor are protected by Tree Preservation Orders. In particular a belt of trees 20 metres in width and adjacent to the south bound carriageway is identified in the detailed condition of these Orders.

2.0 THE PUBLISHED SCHEME

2.1 General

- 2.1.1 The Published Scheme will provide a high standard dual three lane carriageway between Pease Pottage interchange and Handcross Bridge. The scheme will also provide for a continuous two way service road between the villages of Pease Pottage and Handcross.
- 2.1.2 The proposals are based on the Preferred Route announced in 1988 and will form part of the upgrading of the route from Pease Pottage to Brighton.

2.2 Description of the Scheme

- 2.2.1 The scheme commences just north of Pease Pottage Bridge and generally follows the line of the existing A23 as far as Woodhurst Hospital with the provision of 2-way service roads on both sides of the A23.
- 2.2.2 Just south of Woodhurst Hospital the alignment diverges to the west of the existing carriageway to cross pasture and woodland of the Hyde Estate. Initially it is on embankment across side long ground and then into cutting 700 metres long emerging just south of Hoadlands Farm before rejoining the A23 just north of Handcross Bridge.
- 2.2.3 The on-line section of the scheme will remain lit as at present while the off-line section will not be lit. Continuous safety fencing will be provided in the central reserve.
- 2.2.4 For local traffic the two-way service road adjacent to Tilgate Forest Row will be extended south to link in with the existing northbound carriageway which will become two-way and provide access to and from Handcross. An exit slip from the new southbound carriageway will also link into this road to Handcross, particularly for traffic wishing to join the A279. The service road at Tilgate Forest Row will become a two-way local road extended north to Pease Pottage Bridge.
- 2.2.5 The present exit slip from the northbound carriageway to Pease Pottage will be closed and traffic wishing to go to the village from the A23 will do so via the M23 Interchange. Properties near Woodhurst Hospital will be provided with a separate two-way access to Pease Pottage.
- 2.2.6 The road junction with the A279 near the two schools at Handcross will be re-modelled to provide two-way operation linking across to the existing northbound carriageway whilst a roundabout will be constructed at the junction of the A279 and B2110.
- 2.2.7 Access provision will be made off the trunk road for traffic wishing to use the service station in Handcross.

2.3 Road Standards

2.3.1 The standard of each new road involved with the scheme is shown in Table 1.

TABLE 1

ROAD	DESIGN SPEED (KPH)	DESCRIPTION
A23	120	Dual three lane carriageways 11m wide plus 1m hard strips. The central reserve and verge will each have a minimum width of 2.5m
Slip Roads	70	Single lane 6m wide plus 1m wide hard strip. Minimum verge width of 2m.
Service Roads	50	Two way 7.3m wide carriageway with footways or verges as required.

2.4 Traffic

2.4.1 The main objective of the scheme is to upgrade the standard of the existing trunk road and to provide a two-way local service road between Pease Pottage and Handcross. These objectives are clearly met by the scheme proposals. The effects of the scheme on traffic flows can be seen in figure 2.

TRAFFIC FLOWS (AADT)

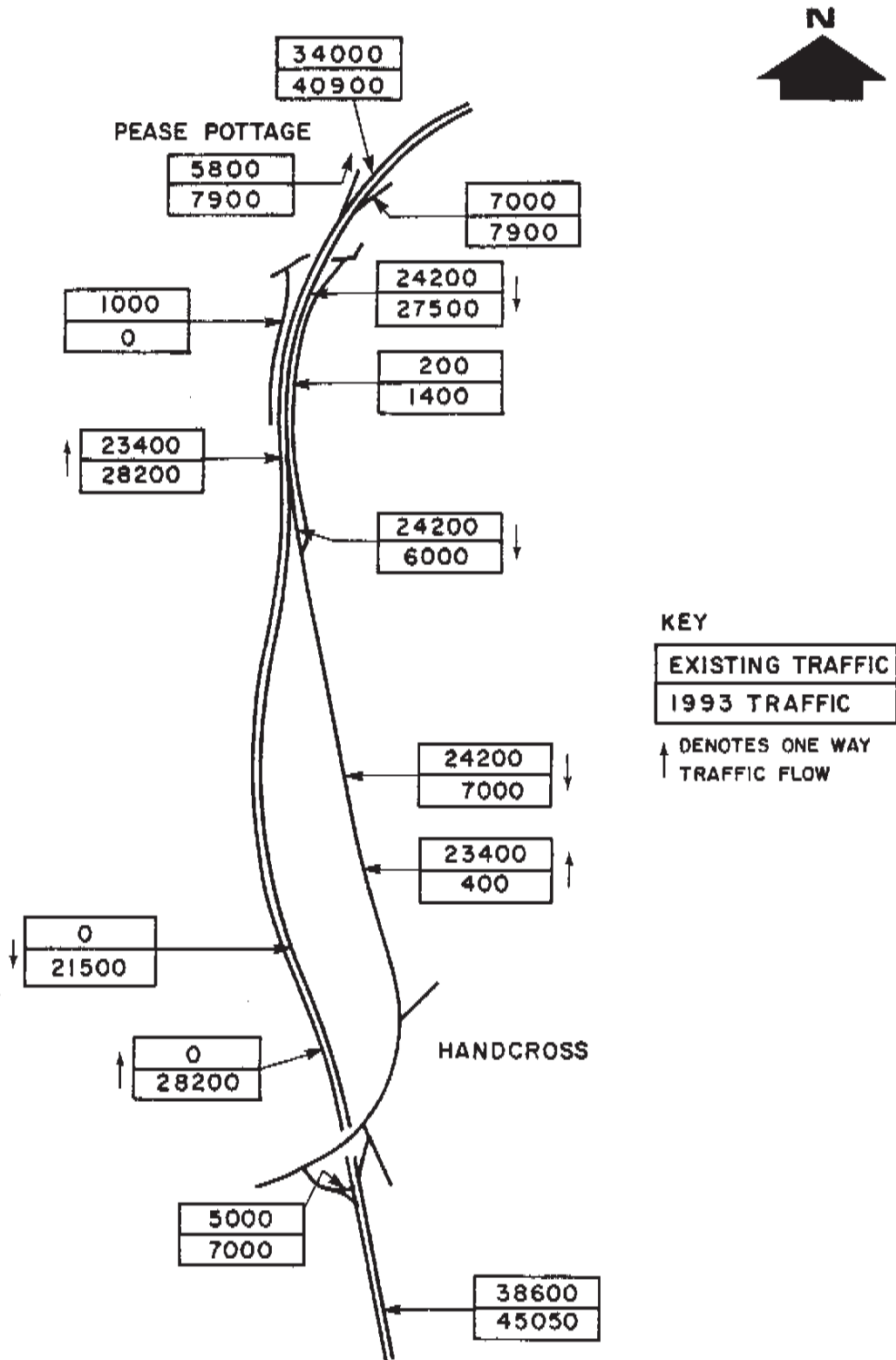


Figure 2

3.0 EFFECTS ON THE ENVIRONMENT

3.1 Measures Proposed to Mitigate Adverse Environmental Effects

- 3.1.1 The scheme has been designed to minimise the adverse effect on the countryside and properties. Extensive landscaping measures including planting are proposed to help blend the road into its surroundings, particularly through the Hyde Estate (Figure 4).
- 3.1.2 The level of the route through the Hyde Estate has been lowered as much as practical to minimise the visual intrusion of the scheme.
- 3.1.3 Extensive landscaping measures form an integral part of the scheme. On all embankment slopes and on cut slopes there will be tree and shrub planting. Subject to landowners' agreement areas of off-site tree planting will be implemented to screen views of the road from properties and integrate the road into the existing landscape.
- 3.1.4 Amenity bunds or noise barriers will be provided in the vicinity of Hoadlands to reduce the effect of traffic noise.
- 3.1.5 Noise barriers will be provided in the vicinity of Tilgate Forest Row and Woodhurst Hospital.
- 3.1.6 Parcels of severed land that are too small for farming use will be utilised for landscaping measures whilst all redundant carriageways will also be broken out and landscaped.

3.2 Effects of the Published Scheme on the Environment

- 3.2.1 The effects of the Published Scheme on the environment are shown by means of an "Appraisal Framework" as specified in the "Manual of Environmental Appraisal". The appraisal framework for the Published Scheme is included in Appendix 1.
- 3.2.2 In summary the environmental impact of the Published Route is as follows:
 - a. The route includes both 'on line' and 'off line' sections. The on-line section utilises the existing route corridor between Pease Pottage and Woodhurst Hospital. A proposed barrier between the service road on the east side of the A23 and the trunk road will mitigate traffic noise for properties fronting on to the service road. At Woodhurst Hospital a proportion of mature trees adjacent to the existing carriageway would be lost due to the road widening but to offset this a barrier would be erected to mitigate traffic noise. An additional service access road on the west side of the carriageway requires land from an area scheduled to be Public Open Space south of Pease Pottage village.

- b. South of Woodhurst Hospital the new alignment diverges from the existing A23 and cuts across the pastures and woodlands of the Hyde Estate to the west creating an adverse impact on the landscape of the AONB. However the presence of existing woodland blocks and the proposed cutting for the road would minimise the visibility of the alignment in this section. Although Hoadlands Farm and Cottages would experience increased noise and visual intrusion (at least until screen planting was established between the properties and the road), properties fronting the existing trunk road and Handcross County Primary School would benefit from reduced noise and views of traffic.
- c. The proposed alignment would require the demolition of the Hyde Estate sawmill located east of Hoadlands Farm. The route also would give rise to severance of estate land throughout the off-line section. An overbridge would be provided on each of the existing private accesses south of Nashlands Wood.
- d. The route would require the loss of parts of Nashlands, Cooper and Hoadlands Woods. Although important landscape features the secondary woodlands are all intensively managed for game and have a relatively poor flora of no particular ecological significance. In addition to the new dense tree planting which would link the existing woodlands blocks along the new alignment, further tree planting would be included where feasible on cutting slopes. At Hoadlands Wood woodland management agreements would be sought on off-site areas to reinstate the woodland edges.
- e. Redundant parts of the southbound carriageway between Tilgate Forest Row and Handcross Bridge will be broken out and landscaped. The carriageway adjacent to Handcross Sports Ground could if requested be given to the village as an extension of the sports ground.

4.0 THE MAIN ALTERNATIVE SCHEMES

4.1 General

4.1.1 The route of the alternative scheme which was considered along with the Published Route is illustrated in Figure 3. These were designated Brown and Orange Routes respectively and were presented at the Public Consultation. Three other routes namely Green, Blue and Red Routes were developed as a result of comments made by the Landscape Advisory Committee. These latter schemes were however not considered to have sufficient merit either economically or environmentally and were not pursued at the Public Consultation.

4.1.2 Each scheme is considered to satisfy the engineering and traffic standards required for the route network. A brief description of the main characteristics of the alternative routes considered follows below.

4.2 Brown Route

4.2.1 This route commences just north of Pease Pottage Bridge and generally follows the line of the existing A23 as far as Woodhurst Hospital, allowing for the newly constructed service road at Tilgate Forest Row. The route then moves to the eastern side of the existing A23 with a new southbound carriageway being constructed alongside the existing one, which would become part of the northbound carriageway. This would allow the existing northbound carriageway to become a two-way service road with access to the A23 northbound.

4.2.2 At Handcross Primary School the route is aligned further eastwards to provide access to the service road fronting the School and to ease the existing right hand bend. This will involve demolition of the Lodge to Handcross Park School and intrusion into the School frontage in order to include a new southbound exit slip road to Handcross and the A279.

4.2.3 South of the two schools the route rejoins the existing A23 with two curves to absolute minimum standard to terminate at Handcross Bridge.

4.2.4 Just south of Woodhurst Hospital an underbridge with provision for pedestrians would link the Hospital and adjacent properties west of the A23 with the service road at Tilgate Forest Row. This road would become two-way and be extended northwards as a local road to a point just east of Pease Pottage Bridge. An exit slip from the underbridge would give access to A23 southbound and there would be a two-way connection with the proposed local road towards Handcross Primary School along the existing A23 northbound carriageway.

4.2.5 The whole of the existing route is lit along both verges and the new scheme would provide central reserve lighting where the existing lighting could not be retained and continuous safety fencing in the central reserve.

4.3 Green Route

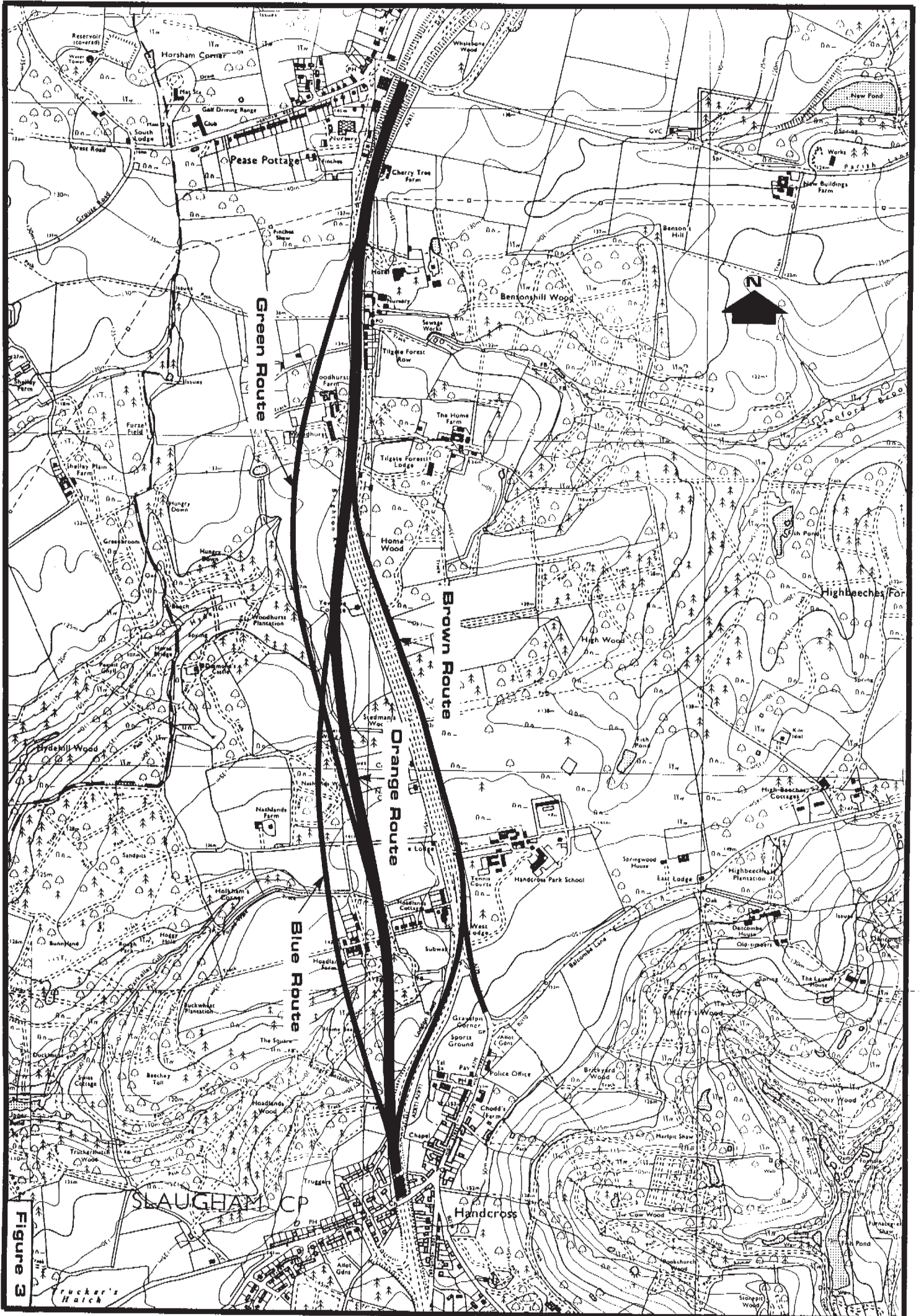
- 4.3.1 This route provided a better alignment from the southern end of the existing M23 carrying the road clear of Tilgate Forest Row to pass between Woodhurst Hospital and two large houses in cutting before gradually turning south to rejoin the Orange Route. At Woodhurst this would have necessitated a bridge across the cutting to provide access to the two houses and to land to the west owned by Woodhurst Farm which is adjacent to the Hospital. A southbound exit slip from the A23 south of the hospital would give access to Handcross and the A279 via the existing northbound carriageway of the A23.

4.4 Blue Route

- 4.4.1 From just south of Woodhurst Hospital it follows the Orange Route west of the existing A23. Approaching Nashlands Wood it would deviate further westwards than the Orange Route and pass through the Wood about 100 metres east of Nashlands Farm in 7 metre cutting. The road would then pass west of Hoadlands Farm and some 70 metres from a group of four semi-detached houses to the west of the Orange Route. It would then pass through Hoadlands Wood on embankment before rejoining the existing A23 just north of Handcross Bridge.

4.5 Red Route

- 4.5.1 This route (not shown on Figure 3 for clarity) was similar to the Green Route between the southern end of the M23 and Woodhurst Hospital and similar to the Blue Route between Nashlands Wood and Handcross Bridge. The section between Woodhurst Hospital and Nashlands Wood would, apart from a relatively short embankment, be in cutting.



5.0 REASONS FOR CHOOSING THE PUBLISHED ROUTE

- 5.1 At the Public Consultation held in October 1987 the Brown and Orange Routes were exhibited from which the latter emerged marginally more favourably than the Brown Route. The Orange Route forms a more direct route between Handcross Bridge and the M23 at Pease Pottage resulting in lower scheme cost and a better economic return. The off-line section of the route however creates an adverse impact on the landscape of the Area of Outstanding Natural Beauty. By comparison the Brown Route provides for the absolute minimum horizontal curvature as it retains most of the existing alignment. The Brown Route necessitates the demolition of Handcross Park School Lodge whilst no residential properties are affected by the Orange Route.
- 5.2 The respondents to the Public Consultation questionnaire indicated a high priority to the improvement of the A23. However public opinion was fairly evenly divided between the two routes with slightly more in favour of the Orange Route.
- 5.3 The reasons given in support of the Orange Route generally related to improving the alignment of the trunk road and improving the environment for properties fronting onto the existing A23.
- 5.4 Of the official bodies consulted West Sussex County Council and Mid-Sussex District Council supported the Orange Route while Slaugham Parish Council, MAFF, Countryside Commission and Nature Conservancy Council preferred the Brown Route.
- 5.5 As a result of the Public Consultation the route selected was the Orange Route and this route was announced as the Preferred Route in 1988.

6.0 NON-TECHNICAL SUMMARY

- 6.1 The scheme will provide a high standard dual three-lane carriageway between the M23 motorway interchange at Pease Pottage and Handcross Bridge some 3.5 kilometres south. The scheme will also provide for a continuous two-way service road between Pease Pottage and Handcross thus segregating through traffic from local traffic.
- 6.2 The scheme will eliminate direct frontage access on to the trunk road thus achieving a safer environment for residential properties currently fronting the A23.
- 6.3 Between Pease Pottage interchange and Woodhurst Hospital utilisation of the existing A23 alignment is made whilst south of the Hospital the route runs through an Area of Outstanding Natural Beauty.
- 6.4 The scheme has been designed to minimise the adverse effects on the landscape and properties. Visual intrusion to properties is reduced by placing parts of the road in cutting and by extensive screen planting. Where the road is close to properties, noise barriers will reduce the noise impact. Tree planting as well as woodland management along severed woodland edge will all contribute to integrating the road into the existing landscape.

APPENDIX 1
APPRAISAL FRAMEWORK

FRAMEWORK FOR ENVIRONMENTAL APPRAISAL

GROUP 1: TRAVELLERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE HIGH	PREFERRED ROUTE LOW	DO MINIMUM	COMMENTS
All vehicle travellers	Time savings	£m (PVB)	2.473	1.206	-	
	Vehicle operating cost savings	£m (PVB)	-0.256	-0.265	-	
	Value of accident savings	£m (PVB)	1.885	1.187	-	
Pedestrians	Reduction in casualties					
	Fatal	Nos.	21	17		
	Serious	Nos.	209	168		
	Slight	Nos.	529	425		
	Traffic delays during construction		Moderate		-	
	Change in amenity		Moderate improve- ment in pedestrian safety			Pedestrian/ traffic conflict will increase with traffic growth

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Residential	Properties demolished	Number	0	0	
	Noise effects adjacent to New Road	No. of houses within given distance of			
		0 - 50m	29	45	
		50 - 100m	31	25	
		100 - 200m	97	103	
		200 - 300m	77	58	
	Noise effects adjacent to existing road	No. of houses experiencing at least a halving of the present traffic flow	18	0	
	Visual obstructions		Moderate for 20 houses at Tilgate Forest Row	No change	Proposed anti dazzle fence/ noise barrier.
	Visual intrusions		Slight intrusion for Cherry Tree Farm, Tilgate Forest Row (20), Woodhurst House, Yew Tree Cottages (2), Oak Cottages (2), Mashland Cottages (2), Truggers (5). Moderate intrusion for Hoadlands Cottages (10).	No change	

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Commercial Premises					
a) Office Accommodation	Noise effects adjacent to New Road	Number within 300m of centre line	1	(1)	British Airports Training Centre. Daily occupancy unknown. "Do Minimum" shows number of offices fronting existing route
	Noise effects adjacent to existing roads	Number experiencing halving of traffic flow	0	0	
	Visual obstruction		None	No change	
	Disruption during construction		Slight	None	
	Severance		Slight	No change	
b) Shops	Noise effects adjacent to New Road	Number within 300m of centre line	11	(1)	Do Minimum shows number fronting existing route
	Noise effects adjacent to existing roads	Number experiencing halving of traffic flow	0	0	
	Visual obstruction		Moderate for one shop at Tilgate Row Forest	No change	

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
	Noise effects adjacent to New Road	Number of premises within 300m of centre line	13	13	
	Noise effects adjacent to existing road	Number experiencing halving of traffic flow	0	0	
	Visual obstruction		None	No change	
	Severance		Moderate for one business	No change	Car Breaker's Yard, Tilgate Forest Row
	Disruption during construction		Slight for Sawmill during relocation	None	

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Residential	Severance		Slight increase in community severance of Tilgate Forest Row from dwellings opposite on west side of A23	Increased traffic volumes will cause greater difficulties in movement of occupiers along the A23 between Pease Pottage and Handcross	
			Moderate increase in community severance of Hyde Estate		
			Moderate reduction in community severance of houses along existing corridor from Yew Tree Cottages to A23/A279 inter-section from Handcross. Slight reduction in community severance of Tilgate Forest Row from both Pease Pottage and Handcross		
	Disruption during construction		Likely disruption to thirteen houses	None	
Industrial Premises	Properties demolished	Number		0	Sawmill on Hyde Estate

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Farming	Landtake	Properties affected	Tilgate Forest Estate, Cherry Tree Farm, Mrs Simpson, Argyle, Hyde Estate, Mid Sussex District Council.		
		Nos. of Farms effected	5		
		Area (HA)			
		Grade 3	8.35		
		Grade 5	4.1		

Based on MAFF land classification.
Compensation included in Group 6.

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
c) Handcross County Primary School	Landtake	Area (HA)	0	0	Compensation is included in Group 6
	Noise change		Moderate reduction	Noise will increase as traffic flow increases	
	Visual intrusion		Slight reduction	No change	
	Severance		Slight improvement	No change	
	Disruption during construction		Slight	None	

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
	Severance		Severe for one shop at Tilgate Forest Row	No change	
	Disruption during construction		None	None	
c) Nurseries	Noise effects adjacent to New Road	Number within 300m of centre line	2	(1)	Do minimum shows number fronting existing route
	Noise effects adjacent to existing roads	Number experiencing halving of traffic flow	0	0	

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Commercial Premises					
c) Nurseries Cont'd	Visual Obstruction		None	No change	
	Severance		Slight for one nursery Severe for one nursery	No change	
	Disruption during construction		None	None	
d) Public Houses	Noise effects adjacent to New Road	Number within 300m of centre line	4	(0)	Do minimum shows number fronting existing route
	Noise effects adjacent to existing roads	Number experiencing halving of traffic flow	0	0	
	Visual Obstruction		None	No change	
	Severance		Slight for one public house Severe for one public house	No change	
	Disruption during construction		None	None	

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
e) Service Station	Noise effects adjacent to New Road	Number within 300m of centre line	1	(1)	Do minimum shows number fronting existing route
	Noise effects adjacent to existing roads	Number experiencing halving of traffic flow	0	0	
	Visual Obstruction		None	No change	
	Severance		Slight	No change	
	Disruption during construction		Severe during construction of access	No change	

GROUP 2: OCCUPIERS

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Schools and Hospitals					
a) Woodhurst Hospital	Noise change		Slight increase	Noise will increase as traffic flow increases	Residential (long stay) hospital
	Visual intrusion		Severe	No change	Loss of tree screen
	Severance		Moderate	No change	
	Disruption during construction		Slight	None	
	Landtake	Area (HA)	0.1	0	Compensation is included in Group 6
b) Handcross Park School	Noise change		Moderate reduction	Noise will increase as traffic flow increases	
	Visual obstruction		None	No change	
	Visual intrusion		None	No change	
	Severance		Slight improvement	No change	
	Disruption during construction		Slight during construction of access	None	

GROUP 3: USERS OF FACILITIES

SUB GROUP	EFFECT	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
a) Tilgate Forest Row shoppers	Reduction of vehicle/pedestrian conflict, severance		Through traffic separated from shop frontage. Access from Pease Pottage improved	No traffic relief. Traffic increase with time, shop will not lose passing trade	Under the preferred scheme shop will lose passing trade. Number of local shoppers not known
b) Handcross Shoppers	Reduction of vehicle/pedestrian conflict		Slight reduction	No change	
	Severance		Moderate improvement	No change	
c) Church of the Ascension Pease Pottage	Severance, noise, amenity		Access from local areas slightly improved	No change	Number of users not known
d) Handcross Church	Severance, noise, amenity		Access from local areas improved	No change	Number of users not known
e) Zoar Chapel Handcross	Severance, noise, amenity		Access from local areas improved	No change	Number of users not known
f) Cottesmore Golf Club	Severance		None	None	Number of users not known
g) Pease Pottage Golf Club & Driving Range	Severance		None	None	Number of users not known
h) Sports Field, Handcross	Improvement in amenity		Reduction in noise and visual intrusion	None	

GROUP 4: POLICIES FOR CONSERVING AND ENHANCING THE AREA

POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
To protect the High Weald area of outstanding natural beauty	West Sussex County Council	Improvement of the environmental quality of the area	Significant intrusion	No change	Policies stated in West Sussex County Council Structure Plan 1980
To protect listed building	Department of Environment West Sussex County Council	Effect on Mashlands Farm, a grade II listed building	Road in 5m cutting 250m from farmhouse	No effect	

GROUP 5: TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES

TRANSPORT

To improve trunk road	Department of Transport	Ease of access between London and Brighton	Improved	Increase in delays expected	
-----------------------	-------------------------	--	----------	-----------------------------	--

GROUP 6: FINANCIAL EFFECTS

SUB GROUP	INTEREST	UNITS	PREFERRED ROUTE	DO MINIMUM	COMMENTS
Department of Transport	Construction & Land Costs	£m (PVC)	2.205	-	Costs discounted to 1979 at 1979 prices
	Maintenance Costs		-0.208	-	Costs in excess of Do-Minimum
Total quantified monetary benefit	Total Costs	£m (PVC)	1.997	-	
		£m (PVB)	Low 1.998 High 4.058	-	PVC = present value of costs PVB = present value of benefits NPV = net present value
Net present value compared to Do-Minimum		£m (NPV)	0.001 2.061	-	

GROUP 5: TRANSPORT DEVELOPMENT AND ECONOMIC POLICIES

POLICY	AUTHORITY	INTEREST	PREFERRED ROUTE	DO MINIMUM	COMMENTS
<u>DEVELOPMENT AND ECONOMIC</u>					
Development of Gatwick Airport	British Airports Authority West Sussex County Council	Removal of delays	Improves access	Increase in delays expected	Policies stated in West Sussex County Council Structure Plan 1980
Development of coastal ports at Shoreham and Littlehampton	Port Authority West Sussex County Council	Route for commercial vehicles	Improvement	Increase in delays expected	
Development of shopping facilities at Crawley	West Sussex County Council	Development of regional shopping centre Commercial liability	Improves access	No change	
To limit growth of residential development in strategic gaps between villages	West Sussex County Council	Effect on area of natural beauty	Increases development potential	Development not possible due to access restrictions	



UNCLASSIFIED

TOLLGATE HOUSE

HA 044/027/000149 1

ENVIRONMENT & LANDSCAPE
Environmental Statement

11/03/2001 16:07:22

A23 PEASE POTTAGE TO HANDCROSS – ENVIRONMENTAL STATEMENT 03/89



MHA 44/27/149# 1#

