

Waverley Local Plan

**Dunsfold Park
Supplementary
Planning Document
(SPD)**

**Report on the determination of the need
for Environmental Assessment under
Regulation 9 of the Environmental
Assessment of Plans & Programmes
Regulations 2004 (Statutory Instrument
2004 No.1633)**

October 2021 (v.3 – Revised 13-10-21)

Statement of Purpose

This screening report has been prepared by Surrey County Council's Principal Environmental Assessment Officer, who is part of the Planning Development Group of the Environment & Infrastructure Directorate. Waverley Borough Council has commissioned the preparation of the screening report.

The screening report is prepared in response to the requirements set out in Regulation 9 of the Environmental Assessment of Plans & Programmes Regulations 2004 (Statutory Instrument 2004 No.1633).

Statement of Limitations

This report has been prepared for the sole use of Waverley Borough Council ("Client"). No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by the County Council's environmental assessment service.

The preparation of this report was undertaken during September and October 2021 and is based on the information available to the County Council during that period of time. The scope of this report is accordingly factually limited by these circumstances.

Contents

	Page	
Part 1	Introduction & Legal Context	1
Part 2	Overview of the Dunsfold Park SPD	4
Part 3	Determining the need for Environmental Assessment of the Dunsfold Park SPD	7

Acronyms & Abbreviations

AGLV	Area of Great Landscape Value
AHAP	Area of High Archaeological Potential
AONB	Area of Outstanding Natural Beauty
BC	Borough Council
EIA	Environmental Impact Assessment
EPS	European Protected Species
EU	European Union
HRA	Habitat Regulations Assessment
LNR	Local Nature Reserve
NNR	National Nature Reserve
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SNCI	Site of Nature Conservation Importance
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest

This page is left intentionally blank

Part 1: Introduction & Legal Context

- 1.1 The Environmental Assessment of Plans & Programmes Regulations 2004 (the SEA Regulations) implement the requirements of EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment. Under the terms of the Regulations certain types of plans and programmes, which as defined in Regulation 2 includes those prepared and adopted by any authority at national, regional, or local level, and required by legislative, regulatory, or administrative provisions, must be subject to an assessment of their likely implications for the environment. The environmental assessment must be undertaken during the preparation of the plan or programme in order to inform its development and must be completed and reported on prior to the adoption of the plan or programme.
- 1.2 The SEA Regulations make provision under Regulation 9 (determinations of the responsible authority) for public authorities to decide whether a particular plan or programme requires environmental assessment. Where implementation of the plan or programme would not result in significant impacts on the environment SEA is not required. When making a determination under Regulation 9 the responsible authority must establish whether the plan or programme is one:
- For which the first formal preparatory act was carried out after 21 July 2004 (Regulation 5(1)(a) and (4)(a)).
 - Concerned with activities in one of the following sectors – agriculture; forestry; fisheries; energy; industry; transport; waste management; water management; telecommunications; tourism; or town and country planning or land use (Regulation 5(2)(a)).
 - That sets the framework for future development consent of projects¹ listed in Annex I or II to Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment (the Environmental Impact Assessment (EIA) Directive), as amended by Council Directive 97/11/EC (Regulation 5(2)(b) and (4)(b)).
 - That requires assessment under Article 6 or 7 of the Habitats Directive (Directive 91/43/EC) in that it would give rise to adverse impacts on the integrity of sites of European importance for nature conservation (Regulation 5(3)).

¹ Article 1(2) of the EIA Directive defines ‘projects’ as “the execution of construction works or of other installations or schemes,” or as “other interventions in the natural surroundings and landscape including those involving the extraction of minerals”.

- 1.3 Regulation 5(6) sets out the circumstances in which an environmental assessment may not be required for a plan or programme that otherwise falls within the scope of the Regulations, so long as there would be no significant environmental effects. Exceptions can be made for a plan or programme that determines the use of a small area at the local level, or for minor modifications to a plan or programme.
- 1.4 When making a determination under Regulation 9 the responsible authority must take account of the criteria (see below) set out in Schedule 1 to the SEA Regulations (Regulation 9(2)(a)). They must also consult Natural England, the Environment Agency and Historic England – the ‘consultation bodies’ specified in Regulation 4(1) of the SEA Regulations.

Paragraph 1: The characteristics of the plan or programme, having regard, in particular to –

- (a) The degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size & operating conditions or by allocating resources;
- (b) The degree to which the plan or programme influences other plans & programmes including those in a hierarchy;
- (c) The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
- (d) Environmental problems relevant to the plan or programme; &
- (e) The relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans or programmes linked to waste management or water protection).

Paragraph 2: Characteristics of the effects and of the area likely to be affected having regard, in particular, to –

- (a) The probability, duration, frequency & reversibility of the effects;
- (b) The cumulative nature of the effects;
- (c) The transboundary nature of the effects;
- (d) The risks to human health or the environment (for example, due to accidents);
- (e) The magnitude & spatial extent of the effects (geographical area & size of the population likely to be affected);
- (f) The value & vulnerability of the area likely to be affected due to – (i) Special natural characteristics or cultural heritage; (ii) Exceeded environmental quality standards or limit values; or (iii) Intensive land-use; &
- (g) The effects on areas or landscapes which have recognised national, Community or international protection status.

- 1.5 A statement of reasons must be prepared, and published, where the responsible authority, having taken account of the available evidence and the views of the consultation bodies, determines that a plan or programme does not require environmental assessment (i.e. that it is unlikely to have significant environmental effects) (Regulation 9(3) and Regulation 11).
- 1.6 The responsible authority's determination on the need for environmental assessment of a given plan or programme, and the statement of their reasons for that decision, must be published within 28 days of the determination having been made. Regulation 11 of the SEA Regulations sets out the following requirements with respect to the publication of determinations made under Regulation 9.
- A copy of the determination (and statement of reasons where environmental assessment is not required) must be sent to each of the consultation bodies (i.e. Natural England, the Environment Agency, and Historic England) (Regulation 11(1)(a) and 1(b)).
 - The determination (and statement of reasons where environmental assessment is not required) must be available for inspection by the public at the responsible authority's principal office, at all reasonable times and free of charge (Regulation 11(2)(a)).
 - The responsible authority must take appropriate steps to bring to the attention of the public the title of the plan to which the determination relates, the fact that it has been determined that environmental assessment is not required, and the address (including websites) at which the determination and any accompanying statement of reasons may be inspected or from which a copy may be obtained (Regulation 11(2)(b)).

Part 2: The proposed Dunsfold Park Supplementary Planning Document

2.1 Context for the Dunsfold Park Supplementary Planning Document (SPD)

2.1 The Waverley Local Plan Part 1: Strategic Policies and Sites was adopted by Waverley Borough Council in July 2019. The Local Plan sets out the spatial strategy for the development of the borough for the period up to 2032. The Plan addresses the borough's objectively assessed need for additional housing and employment space and supporting infrastructure including accessible greenspace. The Plan allocates nine strategic sites for development, including five strategic housing sites, a new settlement at the Dunsfold Aerodrome site, two strategic mixed use sites and one strategic employment site.

2.2 The redevelopment of the Dunsfold Aerodrome site is provided for by policies SS7 (New settlement at Dunsfold Aerodrome) and SS7A (Dunsfold Aerodrome Design Strategy). The number of houses that could be delivered at the site is also referenced in policy ALH1 (The amount and location of housing). The maximum number of houses to be delivered at the Dunsfold Aerodrome site is 2,600 (policies ALH1 and SS7). The redevelopment of the site is also required to deliver up to 26,000 square metres of new employment floorspace, at least 3,750 square metres of new floorspace in a new local centre hosting shops, restaurants, cafes, bars and takeaways and financial and professional services, and health, community and education facilities including a new two form of entry primary school. In terms of greenspace the redevelopment of the aerodrome site is required to include a managed country park of at least 103 hectares in size.

2.3 The policies and allocations set out in the adopted Local Plan Part 1 were subject to SEA and sustainability appraisal and to HRA during the preparation of the Plan. The SEA and SA considered a number of spatial strategy reasonable alternatives, including one with no development at Dunsfold Aerodrome. The allocation of the site for the development of c.2,600 new residential properties was described by the examining Inspector as, "...a more sustainable option than a smaller allocation or no allocation at all on the site, ..." (paragraph 77, p.21, Waverley Borough Local Plan Part 1: Inspectors Report, 1 February 2018). The allocation of the Dunsfold

Aerodrome site was found to be sound and was confirmed in the Plan adopted in July 2019.

2.4 To ensure that the redevelopment of the Dunsfold Aerodrome site creates a new settlement with a distinct character of its own that responds positively to the surrounding landscape and the heritage of the site policy SS7A was introduced into the Plan as a main modification. Policy SS7A requires that the development of the new settlement delivers a high-quality design-led settlement and sets out the strategic design principles with which any redevelopment proposal will have to comply. Policy SS7A requires that the redevelopment of Dunsfold Aerodrome deliver:

- a village with a distinct local character;
- safe connected and efficient streets;
- a significant network of greenspaces and public places;
- a secure environment;
- a choice of access and inclusive communities;
- an efficient use of natural resources; and
- cohesive and vibrant neighbourhoods.

2.5 Policy SS7A requires that prospective developers produce a masterplan for the overall site that responds to the design principles. That masterplan would be subject to public consultation and review by a design panel and would need to be approved by the Council as part of any planning permission that might be granted for the redevelopment of the site.

2.6 On 29 March 2018 planning permission (ref. WA/2015/2395) was granted on Appeal (Secretary of State Call-in decision) for the redevelopment of the Dunsfold Aerodrome site to create a new settlement. A masterplan for the development of the permitted new settlement was prepared and published by the prospective developer.

2.7 Subsequent to that grant of consent there have been changes in the ownership of the land. On 20 April 2021 the following statement was issued at the Borough Council's full council meeting.

“Dunsfold Airport Ltd has informed Waverley Borough Council that there will be changes to land ownership at Dunsfold Park and that Trinity College expects to undertake a process to pass its investment to a new land owner over the next 12 months. As the site is so significant for the local area and for the borough, the council has offered to assist in the smooth transition and has provided information to Trinity on the importance of development at the Park. We are

interested in exploring with them all of the options for the future ownership of the Park and how an exemplary sustainable development will be delivered on the timescales of the existing planning permission. This is a very significant step and an opportunity to ensure that the Park achieves our high ambitions in the context of post-Covid recovery. We look forward to engaging closely with Trinity College's transition team in the coming weeks and months."

2.8 In light of the changes in site ownership the Borough Council has decided to commission the preparation of a masterplan for the Dunsfold Park site that will be adopted as a Supplementary Planning Document (SPD) to the adopted Local Plan Part 1.

2.2 Structure and content of the Dunsfold Park SPD

2.9 The Dunsfold Park SPD will set out a masterplan framework for the redevelopment of the Dunsfold Aerodrome site. The SPD will build on the design principles, strategy and guidance already set out in policy SS7A of the adopted Local Plan Part 1. The parameters of any future development will not change from those defined in policies ALH1 and SS7 of the adopted Local Plan Part 1.

2.10 The proposed SPD is likely to be composed of the following four key parts:

- Part A: Context – This section will set the scene for the SPD, outlining its purpose and providing guidance on the use of the document, describing its relationship to the wider policy context, and summarising the engagement undertaken to inform the development of the masterplan, including the design review.
- Part B: Masterplan framework – This section will set out the overarching vision for the future development of the site with broad thematic statements, will provide illustrated explanation of the framework principles, and provide guidance on how the vision and principles could be interpreted in different scenarios, and will set out a sequence of framework plans based on a hybrid option for the future development of the site.
- Part C: Site-wide design guidance – This section will provide succinct design guidance organised under intuitive headings, supported by clear statements and illustrations of the parameters to be adhered to, and cross-referenced to the vision thematic statements.
- Part D: Character areas – This section will provide place-based guidance describing the specific conditions to be achieved in different built and natural character areas, using indicative layouts and unpacked using themed bullet points.

Part 3: Determining the need for Environmental Assessment of the proposed Dunsfold Park SPD

- 3.1 The following section provides a record of the County Council’s recommendation to Waverley Borough Council on the question of the need for the proposed Dunsfold Park SPD to be subject to environmental assessment.

3.A Establishing the need for Environmental Assessment

Does the plan or programme fall within the scope of the definition given in Regulation 2 (Interpretation)?

- 3.2 Yes. The proposed SPD will be a material planning consideration in planning decisions once adopted. The SPD will be prepared and adopted by Waverley Borough Council an organisation that is a local level government body in England acting in its capacity as the Local Planning Authority for the borough of Waverley. The SPD will be prepared and adopted in accordance with the relevant provisions of the Planning & Compulsory Purchase Act 2004 as amended by the Planning Act 2008 and of the Town & Country Planning (Local Planning) (England) Regulations 2012 (as amended).

Was the first formal preparatory act for the plan or programme carried out after 21 July 2004? Regulation 5(1)(a) and 5(4)(a)

- 3.3 Yes. Preparation of the proposed Dunsfold Park SPD commenced in 2021.

Is the plan or programme concerned with activities in one of the following sectors – agriculture; forestry; fisheries; energy; industry; transport; waste management; water management; telecommunications; tourism; or town and country planning or land use? Regulation 5 (2)(a)

- 3.4 Yes. The proposed SPD is concerned with activities that fall within the scope of the ‘town and country planning or land use’ sector.
- 3.5 The proposed SPD will provide additional guidance to that already set out in Policies ALH1, SS7 and SS7A of the adopted Waverley Local Plan Part 1 (July 2019). Policy ALH1 (The Amount & Location of Housing) and Policies SS7 (New settlement at Dunsfold Aerodrome) and SS7A (Dunsfold Aerodrome Design Strategy) of the adopted Local Plan provide for the redevelopment of the Dunsfold Aerodrome site to create a new settlement with up to 2,600 new homes and up to 26,000 square metres of additional employment floorspace.

- 3.6 The main parameters for the development and key issues that would need to be addressed are set out in Policy Policies SS7 (New settlement at Dunsfold Aerodrome) and SS7A (Dunsfold Aerodrome Design Strategy) of the adopted Local Plan.
- 3.7 The proposed SPD will comprise a masterplan for the site and will provide further detail on the density, form, and composition of the development to be provided as part of the new settlement whilst respecting the limitations on the number of new homes and the amount of additional floorspace to be provided set out in the adopted Plan.

Does the plan or programme set the framework for future development consent of projects² listed in Annex I or II to Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment, as amended by Council Directive 97/11/EC? Regulation 5(2)(b) and 5(4)(b)

- 3.8 Yes. The development to be covered by the SPD includes land-uses that fall within project categories listed in Annex II of the Environmental Impact Assessment (EIA) Directive (Schedule 2 of the EIA Regulations 2017 (as amended)). The redevelopment of the existing aerodrome site would involve works that falls within the scope of paragraphs 10(a) (industrial estate development projects) and 10(b) (urban development projects) of Schedule 2 of the EIA Regulations.
- 3.9 The proposed SPD would not alter the type, mix or quantum of development to be delivered as part of the redevelopment of the Dunsfold Aerodrome site from that defined by policies in the adopted Waverley Local Plan Part 1. That Local Plan was subject to SEA and sustainability appraisal, and to HRA, during its preparation and no allocation would have been made if the examining Inspector were not convinced that the evidence supported the conclusion that the Plan would not give rise to significant environmental effects.
- 3.10 The Dunsfold Aerodrome site extends to some 249 hectares and in accordance with Policy SS7 of the Waverley Local Plan Part 1 would be expected to deliver up to 2,600 new homes and c.26,000 square metres of additional employment space. On that basis any planning application for the redevelopment of the site would require EIA, a fact that would not be materially altered by the proposed SPD.

² Article 1, paragraph 2 of the EIA Directive defines 'projects' as "the execution of construction works or of other installations or schemes," or as "other interventions in the natural surroundings and landscape including those involving the extraction of minerals".

Does the plan or programme require assessment pursuant to Article 6 or 7 of the Habitats Directive (Directive 91/43/EC)? Regulation 5(3)

- 3.11 The proposed SPD will form part of the development framework for projects of a type that could give rise to impacts on the integrity of European designated sites.
- 3.12 There are three Special Protection Area (SPA) designations and one Special Area of Conservation (SAC) designation that include land located within the borough of Waverley. The Thursley & Ockley Bogs Ramsar Site is also located wholly within the borough.
- Thursley, Hankey & Frensham Commons (Wealden Heaths Phase 1) SPA;
 - Thames Basin Heaths SPA;
 - Wealden Heaths Phase 2 SPA;
 - Thursley, Ash, Pirbright & Chobham SAC.
- 3.13 The Waverley Local Plan Part 1 was subject to Habitat Regulations Assessment (HRA) as part of the plan preparation process. That HRA considered the potential effects of the Plan, including the allocation of the Dunsfold Aerodrome site for redevelopment as a new settlement of c.2,600 homes, on SPAs and SACs within the borough of Waverley and in the surrounding area. The HRA concluded that the Plan contained sufficient policy measures to avoid adverse effects on the integrity of the SPAs and SAC located within the borough of Waverley and on those European sites situated in the area surrounding the borough. The examining Inspector noted that, “A large allocation at Dunsfold Aerodrome could be delivered such that new housing would lie entirely outside the Wealden Heaths Phase 1 SPA 9 kilometre zone and the Wealden Heaths Phase II SPA 5 kilometre zone.” (paragraph 81, p.21, Waverley Borough Local Plan Part 1 – Inspectors Report, February 2018).
- 3.14 The proposed masterplan SPD will not alter the maximum amount of development that could be brought forward at the Dunsfold Aerodrome site from that allowed for under Policy ALH1 and Policy SS7 of the adopted Local Plan Part 1. There would be no material change to the type or amount of development on the site and the conclusions of the earlier HRA for the Plan would remain valid. That position is confirmed by the draft HRA screening report that has been prepared for the proposed SPD in parallel to this SEA screening report.

Does the plan or programme determine the use of a small area at local level?
Regulation 5(6)(a)

- 3.15 Yes. The proposed masterplan SPD will focus solely on redevelopment of the allocated site at Dunsfold Aerodrome and would not apply beyond that area.

3.B Determining whether significant environmental effects are likely

- 3.16 The proposed Dunsfold Park SPD is a plan or programme of a type that falls within the scope of the SEA Regulations but relates to the use of a small area at local level. To determine whether SEA is required consideration must be given to the extent that the proposed SPD could result in significant environmental effects. As the allocation of the site for redevelopment was subject to SEA during the preparation of the adopted Local Plan further assessment of the SPD would only be warranted if impacts different or additional to those considered in the earlier SEA work would result from the adoption of the SPD.
- 3.17 In line with the requirements of Regulation 9(2)(a) the proposed SPD has been considered against the criteria listed in Schedule 1 of the SEA Regulations. The findings of that work with respect to Schedule 1(1) are set out in Table 3-1. The findings of that work with respect to Schedule 1(2) are set out in Table 3-2.

Table 3-1: Consideration of the SPD against Schedule 1(1) of the SEA Regulations – Characteristics of plans and programmes

Schedule 1 Criteria	Discussion
The degree to which the plan ... sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources <i>Schedule 1(1)(a)</i>	<p>The proposed SPD would expand on the design guidance set out in Policy SS7a of the adopted Waverley Local Plan Part 1 in respect of the development of a new settlement on land at Dunsfold Aerodrome.</p> <p>The site to be addressed by the proposed SPD is allocated for future development under Policies ALH1 and SS7 of the adopted Waverley Local Plan Part 1, and the quantum and mix of development to be included in that settlement is also defined in those policies with further design guidance and principles set out in policy SS7A.</p> <p>The proposed SPD would not alter those pre-determined parameters but would provide further detailed guidance on the design, form and character of the settlement that is to be created.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan Part 1 would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>
The degree to which the plan ... influences other plans ... including those in a hierarchy <i>Schedule 1(1)(b)</i>	<p>The proposed SPD would support the objectives of the adopted Waverley Local Plan Part 1 with respect to the design, form, and character of the new settlement at Dunsfold, but would not influence (as in change) the aims and objectives of any other plans or programmes in the land use sector that apply in the borough.</p> <p>No previously assessed environmental effects would be altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The relevance of the plan ... for the integration of environmental considerations in particular with a view to promoting sustainable development <i>Schedule 1(1)(c)</i></p>	<p>The proposed SPD would provide guidance on the design, form, and character of the new settlement to be located at the Dunsfold Aerodrome.</p> <p>The site has been allocated for redevelopment in the adopted Waverley Local Plan Part 1 which seeks to enable the sustainable development of the borough by, inter alia, identifying land that can be appropriately developed to meet the projected housing needs of the borough and the wider area over the Plan period. The allocation of the site was described by the examining Inspector as, "...a more sustainable option than a smaller allocation or no allocation at all on the site, ..." (paragraph 77, p.21, Waverley Borough Local Plan Part 1: Inspectors Report, 1 February 2018).</p> <p>The sustainability of the development of the allocated site as previously assessed in the SEA and SA for the Local Plan Part 1 would not be significantly altered as a result of the adoption of the SPD. No further assessment is required.</p>
<p>Environmental problems relevant to the plan ... <i>Schedule 1(1)(d)</i></p>	<p>The Dunsfold Park Aerodrome site is situated in a rural location and is not subject to any environmental problems that are relevant to the adopted Local Plan or the proposed SPD.</p> <p>The Inspectors Report on the Local Plan Part 1 (paragraph 80, p.21) noted the relationship of the site to the Surrey Hills Area of Outstanding Beauty (AONB) to the north. The Inspector concluded that the flat and well-concealed nature of the site coupled with the provisions for landscape mitigation set out in policy SS7A and that would be further strengthened through the required site masterplan would serve to protect the setting of the AONB. As the SPD would be formulated within the parameters defined in policies SS7 and SS7A there would be no material change to the potential effects of the development of the site on the AONB.</p> <p>With reference to transport and access the Inspectors report on the Local Plan Part 1 acknowledged the fact that the site is not currently well served by public transport provision. Access to rail could not be addressed within the context of the Local Plan but it was noted (paragraph 82, pp.21-22) that a small proportion of daily trips are made by rail even in settlements well served by rail links. The lack of a bus service is addressed in policy SS7(j), which requires that a regular service be secured in perpetuity as part of the development of the site. The Transport Assessment for the Local Plan Part 1 reported that the impact of development at Dunsfold on the road network would not be substantially greater than that associated with development elsewhere in the borough.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan Part 1 would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The relevance of the plan... for the implementation of European legislation on the environment (for example, plans ... linked to waste management or water protection)</p> <p><i>Schedule 1(1)(e)</i></p>	<p>The proposed SPD would form part of the Waverley Local Plan with respect to the redevelopment of the Dunsfold Aerodrome site. The adopted Local Plan includes a number of policies that contribute to the implementation of EU environmental law.</p> <p>Policy CC2 (Sustainable Construction and Design) applies across all development and includes provisions that require new development to facilitate the recycling and composting of wastes, contributing to the implementation of the waste hierarchy.</p> <p>Policy NE1 (Biodiversity and Geological Conservation) and Policy NE3 (Thames Basin Heaths SPA) apply across all development and require that schemes that would have likely significant effects on European sites be denied planning permission.</p> <p>The environmental protections provided by other policies in the adopted Local Plan would not be altered or disapplied by the proposed SPD and no previously assessed environmental effects would be altered. No further assessment is required.</p>

Table 3-2: Consideration of the SPD against Schedule 1(1) of the SEA Regulations – characteristics of the effects and the area to be affected

Schedule 1 Criteria	Discussion
<p>The probability, duration, frequency & reversibility of the effects</p> <p><i>Schedule 1(2)(a)</i></p>	<p>The redevelopment of the Dunsfold Aerodrome site will give rise to both temporary and permanent effects.</p> <p>In the case of temporary effects these would arise during the construction phase and would be more likely to be adverse in character – e.g. emissions of noise and dust, additional HGVs on the local highway network, etc. Such effects would be subject to control through conditions attached to any planning permission granted. Such conditions would be formulated in the context of relevant policies in the adopted Local Plan. Such effects are not matters that would be appropriately addressed within the context of a site masterplan and would be unaffected by the proposed SPD.</p> <p>In the case of the permanent effects on the land associated with the construction and occupation of the new garden village the vision set out in the adopted Local Plan policies for the site (SS7 and SS7A) would be largely positive and would contribute to the sustainable development of the borough over the Plan period. The SPD would build on the design principles already set out for the site in the adopted Local Plan policies to ensure that redevelopment delivers a high quality settlement with a distinct local character.</p> <p>The sustainability of the development of the allocated site as previously assessed in the SEA and SA for the Local Plan Part 1 would not be significantly altered as a result of the adoption of the SPD. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The cumulative nature of the effects <i>Schedule 1(2)(b)</i></p>	<p>The Dunsfold Aerodrome site is situated in a rural location to the west of the A281 (Horsham Road), the surrounding area being characterised by land in agricultural or woodland use interspersed with residential properties and a range of businesses. The main issue of concern with respect to cumulative impacts noted by the Inspector who undertook the examination of the Local Plan Part 1 was traffic generation.</p> <p>Policy SS7 of the adopted Local Plan Part 1 includes a clause on highways matters (clause (i)) that specially requires that highways improvements delivered to support the development of the site include measures to address the cumulative impacts of the scheme with other permitted or proposed development affecting the same elements of the highway network. Such improvements would be delivered off-site and would therefore not fall within the geographical scope of the proposed SPD.</p> <p>The proposed SPD would not alter the quantum of development to be delivered at the site, which is set by policy ALH1 and policy SS7 of the adopted Local Plan Part 1. The proposed SPD would therefore have no material impact on the cumulative traffic effects that could arise from the development of the site. No further assessment is required.</p>
<p>The trans-boundary nature of the effects <i>Schedule 1(2)(c)</i></p>	<p>None of the guidance set out in the proposed SPD would impact upon land within the jurisdictions of any EU Member States.</p> <p>No further assessment is required.</p>
<p>The risks to human health or the environment (for example, due to accidents) <i>Schedule 1(2)(d)</i></p>	<p>The proposed redevelopment of the Dunsfold Aerodrome site does not include any forms of development that would give rise to novel or particularly hazardous risks to the environment or human health.</p> <p>The adopted Local Plan includes policies that provide for the protection of the environment and human health that apply across all applications for planning permission. The proposed SPD would not alter or disapply any of those policies in the context of the redevelopment of the Dunsfold Aerodrome site and no previously assessed environmental effects would be altered. No further assessment is required.</p>
<p>The magnitude & spatial extent of the effects (geographical area & size of the population likely to be affected) <i>Schedule 1(2)(e)</i></p>	<p>The proposed masterplan SPD will focus solely on redevelopment of the allocated site at Dunsfold Aerodrome and would not apply beyond that area. The likely impacts of the redevelopment of the site were subject to SEA and SA during the preparation of the Waverley Local Plan Part 1, which includes the policies (ALH1, SS7, SS7A) that allocated the site for development and defined the type and quantum of development to be provided for on the site. The SPD would not alter the site boundary or area. The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan Part 1 would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The value & vulnerability of the area likely to be affected due to: special natural characteristics or cultural heritage <i>Schedule 1(2)(f)(i)</i></p>	<p>Construction of the Dunsfold Aerodrome site was completed in 1942 and provided an important part of the UK's defence infrastructure during the Second World War. The site has heritage value as a consequence of its role in WW2 and encompasses five Listed Buildings, four of which are structures or features constructed or installed as part of the development of the airfield. The site also encompasses part of an Area of High Archaeological Potential (AHAP), which covers an area of former Roman occupation on the site's northern boundary.</p> <p>Policies SS7 and SS7A of the adopted Local Plan Part 1 both make explicit reference to the heritage interest of the Dunsfold Aerodrome site, requiring the redevelopment of the site to reflect and respect its heritage and to make provision for the appropriate conservation and interpretation of key assets. Policy SS7(g) requires that land be reserved on or adjoining the site for the construction of a museum in which the site's aviation history will be recorded and made publicly available. The proposed SPD will expand on the principles set out in policies SS7 and SS7A of the adopted Local Plan, and will provide further guidance on the ways in which the site can be developed in a manner that is sympathetic to its heritage.</p> <p>The adopted Local Plan (Part 1) and the saved parts of the Local Plan 2002 include policies that provide for the protection of the historic environment that apply across all applications for planning permission. The proposed SPD would not alter or disapply any of those policies in the context of the redevelopment of the Dunsfold Aerodrome site and no previously assessed environmental effects would be altered. No further assessment is required.</p>
<p>The value & vulnerability of the area likely to be affected due to: exceeded environmental quality standards or limit values <i>Schedule 1(2)(f)(ii)</i></p>	<p>The Dunsfold Aerodrome site is situated in a rural location and is not subject to any environmental problems that are relevant to the adopted Local Plan or the proposed SPD.</p> <p>The site does coincide with a Nitrate Vulnerable Zone designation which covers land at risk from agricultural nitrate pollution. The land uses covered by policies in the Local Plan Part 1 and the SPD are not of a type that would contribute to changes in the incidence of agricultural nitrate pollution.</p> <p>Background air quality at the Dunsfold Aerodrome site is compliant with the limits set in the National Air Quality Strategy with respect to the protection of human health for nitrogen dioxide (site-wide average of 6.9 µg/m³ cf. limit of 40 µg/m³), particulate matter (site-wide average of 12.4 µg/m³ cf. limit of 40 µg/m³), and fine particulate matter (site-wide average of 8.2 µg/m³ cf. limit of 25 µg/m³), and with respect to the protection of the environment for nitrogen oxides (site-wide average of 8.8 µg/m³ cf. limit of 30 µg/m³).</p> <p>The adopted Local Plan (Part 1) and the saved parts of the Local Plan 2002 include policies that protect the environment and apply across all applications for planning permission. The proposed SPD would not alter or disapply any of those policies in the context of the redevelopment of the Dunsfold Aerodrome site and no previously assessed environmental effects would be altered. No further assessment is required.</p>

Schedule 1 Criteria	Discussion
<p>The value & vulnerability of the area likely to be affected due to: intensive land-use</p> <p><i>Schedule 1(2)(f)(iii)</i></p>	<p>The Dunsfold Aerodrome site is an established aerodrome that hosts a range of industrial and commercial operations. The site is allocated for redevelopment under Policies ALH1 and SS7 of the adopted Local Plan Part 1. The intensity of future use and the types of land-uses to be accommodated are defined in policies ALH1 and SS7 of the adopted Local Plan, with further design guidance and principles set out in policy SS7A.</p> <p>The proposed SPD would not alter those pre-determined parameters but would provide further detailed guidance on the design, form and character of the settlement that is to be created.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan Part 1 would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>
<p>The effects on areas or landscapes which have recognised national, European or international protection status</p> <p><i>Schedule 1(2)(g)</i></p>	<p>The Dunsfold Aerodrome site is not located within any national or higher level designations for landscape or nature conservation. The Surrey Hills AONB commences c.1.1 km north and the South Downs National Park commences c.5.5 km south-west. The Chiddingfold Forest Site of Special Scientific Interest (SSSI) commences c.220m south. The Thursley, Hankley & Frensham Commons SSSI commences c.8.5 km north-west, that land is also designated as the Thursley, Hankley & Frensham Commons (Wealden Heaths Phase 1) SPA and as part of the Thursley, Ash, Pirbright & Chobham SAC. The Thursley & Ockley Bogs Ramsar Site commences c.10.1 km north-west. The Thursley National Nature Reserve (NNR) commences c.9.9 km north-west. The Ebernoe Commons SAC commences c.8.1 km south-west. The site contains or adjoins a number of areas of Ancient Woodland.</p> <p>Policy SS7 of the adopted Local Plan Part 1 requires that the setting of the Surrey Hills AONB be protected in accordance with policy RE3 (Landscape Character). Policy SS7A requires that the site masterplan responds to the landscape setting of the site. The proposed SPD will build on those principles and would not disapply policies already referred to with respect to the redevelopment of the site. The quantum of development would not be altered as a consequence of the proposed SPD.</p> <p>The impact of the allocation on European sites was considered prior to adoption of the Local Plan Part 1 through the HRA process. That assessment concluded that the Plan would not, alone or in-combination, give rise to likely significant effects on European sites subject to application of policies NE1 and NE3. Policy NE1 also provides for the protection of SSSIs and local sites. The proposed SPD does not seek to disapply the nature conservation policies of the adopted Local Plan with reference to the redevelopment of the Dunsfold Aerodrome site and does not alter the quantum of development from that defined by policies ALH1 and SS7.</p> <p>The environmental effects associated with the development of the allocated site as previously assessed in the SEA and SA for the Local Plan Part 1 would not be significantly altered or added to as a result of the adoption of the SPD. No further assessment is required.</p>

3.C Conclusion on the need for Environmental Assessment

- 3.18 The proposed SPD falls within the scope of the description given in Regulation 5(6)(a) as it would determine the use of a small area at the local level. The type and volume of development to be provided at the Dunsfold Aerodrome site is defined by Policies ALH1, SS7 and SS7A of the adopted Local Plan Part 1, the preparation of which was subject to and informed by a combined SA and SEA. The proposed SPD would not alter the quantum of development to be provided at Dunsfold Aerodrome but would further expand on the design guidance and principles set out in Policy SS7 and Policy SS7A of the adopted Local Plan Part 1. The area of land covered by the proposed SPD would be consistent with that identified by Policy SS7 of the adopted Local Plan.
- 3.19 Based on the available evidence and taking account of the relationship of the proposed SPD to the adopted Local Plan Part 1 it is concluded that the SPD would not give rise to activities that would result in significant environmental effects of a type or scale different to those already considered in the SEA and SA of the Local Plan Part 1. The proposed SPD would not alter or disapply any of the policies set out for the protection of the environment or communities in the adopted Local Plan, and it can therefore be concluded that any environmental effects arising from the redevelopment of the Dunsfold Aerodrome site would be appropriately addressed in the context of any planning permission that may be granted.
- 3.20 It is recommended that the preparation and adoption of the proposed Dunsfold Park SPD would not give rise to significant environmental effects. The SPD therefore does not require environmental assessment under the provisions of the Environmental Assessment of Plans & Programmes Regulations 2004.

