

East Midlands Freeport

STRATEGIC INFRASTRUCTURE & CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT (SPD)

Screening Report for Strategic Environmental
Assessment and Habitats Regulations
Assessment

MAY 2026

1. INTRODUCTION

- 1.1 This screening report has assessed the contents of the EMF Strategic Infrastructure & Contributions Supplementary Planning Document (“SPD”) in order to identify potential environmental impacts that would require a Strategic Environmental Assessment in accordance with the European Directive and associated Environmental Assessment of Plans and Programmes Regulations 2004 (“SEA Regulations”).
- 1.2 This report also determines whether or not the contents of the draft SPD would require a Habitats Regulations Appropriate Assessment in accordance with European Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, i.e. the ‘Habitats Directive’ and the associated Conservation of Habitats and Species Regulations 2010 (otherwise known as the ‘Habitats Regulations’).
- 1.3 European Directives have been transposed into national law through UK legislative statutory instruments (further details of which will be provided in section 2 below) to determine whether they would have significant environmental effects (SEA) or have an impact on any internationally designated wildlife sites (HRA). This has resulted in the SPD needing to be screened in relation to whether it needs to be supported by a Strategic Environmental Assessment and/or a Habitats Regulations Assessment (HRA), i.e. an ‘appropriate assessment’.
- 1.4 As explained in the SPD, the principal purpose of the SPD is to help ensure the coordinated and collaborative delivery and funding of strategic transport infrastructure that is needed to support the delivery and operation of the development coming forward on the EMF Sites, or on strategic allocation sites or other major development sites adjacent to or outside the EMF Sites which will be unlocked by or significantly benefit from the strategic transport infrastructure and contribute towards the strategic transport infrastructure on an equitable and proportionate basis.
- 1.5 EMF is formed of three ‘tax sites’, respectively falling within three different local authority administrative boundaries:
 - 1.5.1 the East Midlands Airport and Gateway Industrial Cluster in North West Leicestershire District; and
 - 1.5.2 the Ratcliffe on Soar Power Station site in Rushcliffe Borough, Nottinghamshire; and
 - 1.5.3 the East Midlands Intermodal Park in South Derbyshire District;collectively, these three sites are referred to as “the EMF Sites”.
- 1.6 Each of the EMF Sites is subject to adopted local plan policy and emerging local plan policy. The adopted local plans of the three local authorities in which the EMF sites are located have all been subject to a full Strategic Environmental Assessment and Sustainability Appraisal in accordance with the legislation, as well as a Habitats Regulations Assessment in accordance with the Habitats Regulations.
- 1.7 The SPD provides additional guidance on strategic transport infrastructure and is an evolution of those transport works that have already been envisaged as necessary to unlock and/or substantially benefit the EMF sites and therefore the previous assessments have been taken into account in providing this screening opinion report where appropriate. The emerging local plans for the EMF Sites, comprising the emerging Greater Strategic Nottingham Plan and the emerging North West Leicestershire Local Plan have also been subject to a Strategic Environment Assessment and Sustainability Appraisal in accordance with the legislation, as well as a Habitats Regulations Assessment in accordance with the Habitats Regulations. Regard has also been had to the assessments undertaken in relation to the emerging local plans where appropriate.
- 1.8 This screening report details whether the draft SPD is likely to require an SEA or HRA. It is concluded that a SEA and HRA are not required to accompany the SPD. The SPD itself does not give rise to any new or materially different likely significant environmental effects that have not already been assessed at adopted local plan stages, and also having regard to emerging local plan stages and

SEA and HRA assessment of the emerging local plan stages to date. Details of the reasoning behind these conclusions are provided within sections 3 and 4 of this report.

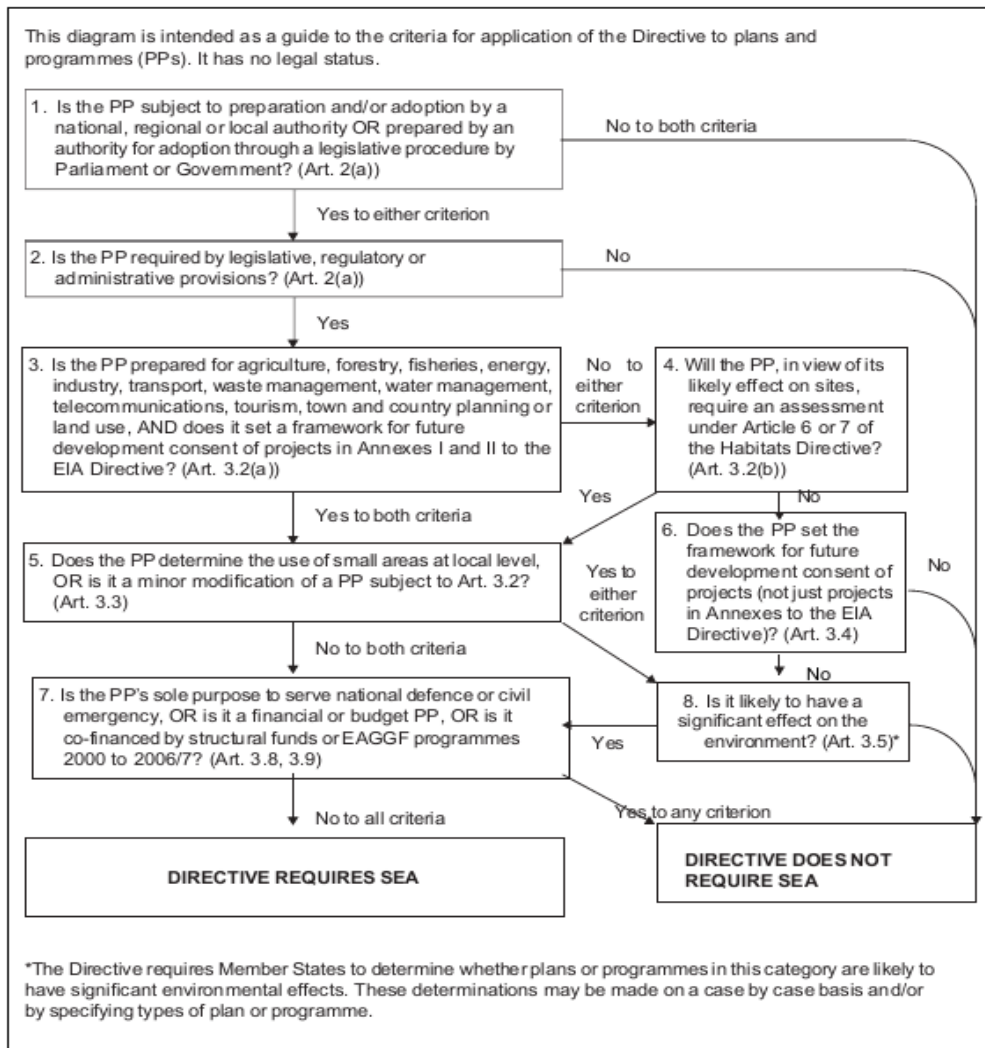
- 1.9 An earlier SEA and HRA document was consulted upon alongside the consultation of the draft SPD. This updated document comprising an SEA and HRA Screening Opinion Report has been sent to the three statutory consultation bodies (Historic England, Natural England, and Environment Agency) to seek their views on its contents.

2. **LEGISLATION**

STRATEGIC ENVIRONMENTAL ASSESSMENT

- 2.1 The basis for requiring Strategic Environmental Assessment is European Directive 2001/42/EC which was transposed into English Law by the Environmental Assessment of Plans and Programmes Regulations 2004.
- 2.2 Detailed guidance on these SEA Regulations can be found in the Government publication, 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM 2005). Further information on SEA is contained within the Government's National Planning Practice Guidance.
- 2.3 The objective of the SEA Directive (2001/42/EC) is set out in Article 1 therein, which states:
- "The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment."*
- 2.4 To establish if a 'plan' or 'programme' needs to be accompanied by a full SEA, a "screening" assessment is required against a series of criteria set out in the SEA Directive. These are illustrated in Figure 1 below.
- 2.5 The National Planning Practice Guidance states Supplementary Planning Documents '*may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the relevant strategic policies*'.

Figure 1 – SEA screening process



2.6 Assessing the significance of the environmental effects that an SPD will have (required at stage 8 in Figure 1) depends on the contents of the SPD. The criteria for assessing the significance of the effects are referred to in Article 3.5 and set out within Annex II of the SEA Directive. It is also identified within the Planning Practice Guidance that *'before deciding whether significant environmental effects are likely, the local planning authority will need to take into account the criteria specified in schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies'*.

2.7 These criteria have been set out below in Figure 2.

Figure 2: Criteria for assessing significance

- The characteristics of plans and programmes, having regard, in particular, to
- The degree to which the plan or programme sets a framework for projects and other activities, either with regards to location, nature, size and operating conditions or by allocating resources;
 - The degree to which the plan or programme influences other plans and programmes including those in a hierarchy;
 - The relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;
 - Environmental problems relevant to the plan or programme;
 - The relevance of the plan or programme for the implementation of Community legislation on

the environment (e.g. Plans and programmes linked to waste- management or water protection).

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

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

Habitats Regulations Assessment (HRA)

2.8 A HRA is required to assess a plan or projects potential implications on European wildlife sites, i.e. 'European sites' or 'Natura 2000 sites'. It explores whether the implementation of a plan or project would harm the habitats or species for which the European sites are designated. The European sites are:

2.8.1 Special Protection Areas (SPAs) — designated by the Birds Directive (79/409/EEC as amended and 2009/147/EC), and:

2.8.2 Special Areas of Conservation (SACs) — designated by the Habitats Directive (92/43/EEC).

2.9 In addition to SPAs and SACs, Ramsar sites are designated under the Ramsar convention. The Ramsar convention's mission is to conserve and sustainably utilise wetland habitats. Although Ramsar sites are not covered by the Habitats Regulations, as a matter of Government Policy, they should be treated in the same way as European wildlife sites (i.e. SPAs and SACs). European wildlife sites and Ramsar sites are collectively known as internationally designated wildlife sites.

2.10 The basis for requiring a HRA stems from the European Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora. This has been transposed into UK legislation by the Conservation of Habitats and Species Regulations 2010 ("Habitats Regulations").

3. EMF STRATEGIC INFRASTRUCTURE & CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT AND SEA SCREENING ASSESSMENT

3.1 A screening exercise against the criteria set out in Figure 1 and Figure 2 has been carried out against the SPD and is provided below in this section 3.

3.2 An SEA was completed as part of the adopted local plans and this has been taken into account in this screening assessment and regard has also been had to the SEA's completed as part of the emerging local plans.

3.3 The relevant assessments reviewed and considered are:

Rushcliffe Borough Council:

- 3.3.1 [Local Plan Part 1: Core Strategy - Rushcliffe Borough Council SA and HRA](#)
- 3.3.2 [Sustainability Appraisal Report March 2025 GN Plan](#)

South Derbyshire Council:

- 3.3.3 [Adopted Local Plan | South Derbyshire District Council SA Main Report;](#)
- 3.3.4 [South Derbyshire Local Plan Part 1 Review 2022-2041 \(Publication Version\) - SA Regulation 19](#)

North West Leicestershire Council:

- 3.3.5 [SA REPORT DEC 2016 FINAL.pdf](#)
- 3.3.6 [SA Report Addendum November 2017;](#)
- 3.3.7 [North West Leicestershire SA and SEA Statement October 2017](#)
- 3.3.8 [North West Leicestershire Local Plan Sustainability Appraisal Sites Assessment Findings Report November 2024](#)
- 3.3.9 [North West Leicestershire Local Plan Sustainability Appraisal of Policies September 2025](#)

3.4 The purpose of the SPD is to ensure the coordinated and collaborative delivery and funding of strategic transport infrastructure that is needed to support the delivery and operation of the development coming forward on the EMF Sites, or on strategic allocation sites or other major development sites adjacent to or outside the EMF Sites which will be unlocked by or significantly benefit from the strategic transport infrastructure and contribute towards the strategic transport infrastructure on an equitable and proportionate basis. Additional transport assessment work has been carried out since adoption of the existing local plans in those three administrative local planning authority areas which has informed the SPD, including:

- 3.4.1 the Strategic Investment Transport Plan, November 2025 (“STIP”) which reviews the transport interventions across the EMF and relevant EMCCA area. It identifies through the National Highways / Derbyshire County Council developed strategic gateway model the junctions likely to be stressed within certain parameters by development of identified strategic sites. The STIP has been carried out by Midlands Connect and EMF who have identified three packages of transport and highway interventions; and
- 3.4.2 the Detailed Transport Investment Plan, 18 December 2025 (“DTIP”) which follows completion of the STIP in August 2025 and builds on the STIP to develop a DTIP for EMF. The DTIP extends the LCC PRTM 23 highway model (M2) to include the three EMF Sites, then looks at primarily package 1 (as identified in the STIP) and models the mitigation impact to support the case for investment.

3.5 Tables 2 and 3 contain the results of the assessment against the criteria set out in Figure 1 and Figure 2. By way of further consideration, the reasons for concluding no likely significant effects in relation to Figure 2 are then expanded on further in the subsequent tables below for each of the EMF Sites.

Table 2: SEA Criteria for determining whether a full SEA is required

Stage	Yes / No	Reason
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1. Is the SPD subject to preparation and/or adoption by a national, regional, or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))	Yes (go to Q.2)	The SPD will be adopted by the three local authorities as a non-development plan document which will form a material consideration when assessing relevant planning applications.
2. Is the SPD required by legislative, regulatory, or administrative provisions? (Art. 2(a))	Yes (go to Q.3)	The preparation and adoption of an SPD is optional. However, once adopted by the local authorities, it will become a material consideration during the determination of relevant planning applications.
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a))	Yes (go to Q.5)	The SPD is for town and country planning purposes and seeks to enable developers to understand the Council's expectations and priorities relating to strategic transport infrastructure required as a result of the development on the EMF Sites or on strategic allocation sites or other major development sites adjacent to or outside the EMF Sites.
4. Will the SPD, in view of its likely effect on sites, require an assessment under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b))	No	See conclusions of HRA screening in section 4 below.
5 Does the SPD determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2) (Art 3.3)	Yes (go to Q.8)	The SPD is focussed upon co-ordinated delivery of strategic transport infrastructure which is likely to largely result in the provision of highway works (predominantly likely to be off-site and potentially some on-site in relation to the relevant SPD Sites) but in small areas at local level in the context of a relevant local plan area. The SPD also encourages co-ordinated site wide remediation of one EMF Site. In the context of the three local authority plan areas, the provision of the strategic transport infrastructure arising pursuant to the SPD and the encouragement of co-ordinated site wide remediation of one EMF Site would constitute small areas at local level.

<p>8. Is the SPD likely to have a significant effect on the environment? (Art. 3.5)</p> <p>(Annex II of the European Directive 2001/42/EC on the assessment of certain plans and programmes on the environment sets out the criteria for determining the likely significance of effects on the environment.)</p>	<p>No</p>	<p>The SPD is focussed upon helping to improve co-ordinated delivery of strategic transport infrastructure which is likely to largely result in the provision of highway works (predominantly likely to be off-site and potentially some on-site in relation to the relevant SPD Sites) but in small areas at local level in the context of a relevant local plan area. The SPD also encourages co-ordinated site wide remediation of one EMF Site. In the context of the three local authority plan areas, the provision of the strategic transport infrastructure arising pursuant to the SPD and the encouragement of co-ordinated site wide remediation of one EMF Site would constitute small areas at local level.</p> <p>In summary terms, as set out in Table 3 below, in relation to the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity. In overall terms, these effects are not considered likely to be significant and represent minor impacts affecting small areas at local level in the context of the relevant plan areas as a whole. It is also not considered that there are any new or materially different likely significant effects in relation to the SPD than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans. Table 3 below provides further assessment in this regard.</p> <p>Any development undertaken further to the SPD would also be subject to EIA screening (and, as appropriate scoping).</p>
<p>SEA IS NOT REQUIRED</p>		

3.6 An assessment of whether there are any likely significant effects of the SPD is set out in Table 3.

Table 3: Criteria for assessing significance

Environmental Regulations Paragraph	SEA Requirement	Comments as to whether any likely significant environmental effects arise from the EMF Strategic Infrastructure & Contributions Supplementary Planning Document
<p>1. The characteristics of plans and programmes, having regard, in particular, to— 2.</p>		
<p>a.</p>	<p>the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating</p>	<p>The SPD would not, if adopted, form part of the statutory Development Plans. However, it does as an SPD form part of the framework for future development consent of projects, as it is a 'material consideration' in the determination of planning applications. The project also sits within the wider framework set by the National Planning Policy Framework and Planning Practice Guidance.</p>

	resources;	
b.	the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	The SPD must not conflict with the adopted development plan being the adopted Local Plans. It also offers greater delivery detail than is contained in Local Plans to inform planning decision making as a material planning consideration. The SPD is unlikely to influence other Plans or Programmes.
c.	the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	The SPD promotes integration of strategic infrastructure to support sustainable development and offers greater delivery detail than is contained in Local Plans to inform planning decision-making but not materially different likely significant environmental effects.
d.	Environmental problems relevant to the plan or programme;	<p>In relation to helping improve the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity, with other effects involving improvements in highways capacity and effects.</p> <p>The effects of the SPD should help, in particular, to create highways capacity and avoid or minimize traffic congestion in relation to the EMF Sites and other benefitting sites in relation to the highways network, plus encourage site-wide remediation of one EMF site, and offers greater delivery detail than is contained in Local Plans to inform planning decision-making but not materially different likely significant environmental effects.</p> <p>In overall terms, these effects represent small areas at local level in the context of the relevant plan areas as a whole. It is not considered that there are any new or materially different likely significant effects in relation to the SPD than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.</p>
e.	The relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection).	The SPD should complement the effect of Local Plans and associated plans and programmes for highways works. In overall terms, these effects represent small areas at local level in the context of the relevant plan areas as a whole. It is not considered that there are any new or materially different likely significant effects in relation to the SPD than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to—		
a.	The probability, duration, frequency and reversibility of	In relation to the SPD helping improve the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for

	the effects;	example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity, with other effects involving improvements in highways capacity and effects. The effects of the SPD should help to create highways capacity and avoid or minimize traffic congestion in relation to the EMF Sites and other benefitting sites in relation to the highways network, plus encourage site-wide remediation of one EMF site, and offers greater delivery detail than is contained in Local Plans to inform planning decision-making. The works are likely to take place in a number of small area locations over a number of years and the effects would be irreversible. Overall, there are not likely to be any materially different likely significant environmental effects than have already been assessed in the context of SEA of the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.
b.	The cumulative nature of the effects;	In relation to the SPD helping improve the co-ordinated delivery of strategic transport infrastructure, there are likely to be some small area effects as a result of such works, for example small areas may have a change of land use for highways works with potential small area ecological, visual/landscape, noise, air quality, drainage and other localised effects for works that would improve the highways network capacity, with other effects involving improvements in highways capacity and effects. The effects of the SPD should help to create highways capacity and avoid or minimize traffic congestion in relation to the EMF Sites and other benefitting sites in relation to the highways network, plus encourage site-wide remediation of one EMF Site, and offers greater delivery detail than is contained in Local Plans to inform planning decision-making. The works are likely to take place in a number of small area locations over a number of years, with cumulative effects for the highways network in particular. Overall, there are not likely to be any materially different likely significant environmental cumulative effects than have already been assessed in the context of SEA of the adopted local plans as a whole including the SPD having effect as a material planning consideration in conjunction with the adopted local plans as a whole, having regard also to the SEA of the emerging local plans.
c.	The trans-boundary nature of the effects;	The SPD should help alleviate trans-boundary highways and associated traffic flow effects but is not considered to raise any new or materially different likely significant trans-boundary effects than those which were considered and appraised under the relevant Local Plans.
d.	the risks to human health or the environment (for example, due to accidents);	It is not anticipated that there would be any material increase to, or significant risks to human health or the environment as a result of the SPD.
e.	The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	The SPD relates primarily to helping the effective coordination of the delivery of strategic infrastructure within the SPD area, plus encourage site-wide remediation of one EMF Site. In the context of the three local authority plan areas, the areas of provision of the strategic transport infrastructure arising pursuant to the SPD and the encouragement of co-ordinated site wide remediation of one EMF Site would constitute small areas at local level. The

		magnitude and spatial extent of the effects are not likely to be new or materially different to those which were considered and appraised under the relevant Local Plans.
f.	the value and 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;	The effect of the SPD is not likely to materially affect special natural characteristics or cultural heritage or exceed environmental standards or limit values or result in intensive land use. Any such effects will also be assessed and appropriately dealt with through the application of the statutory Local Plans, national policies/ procedures, assessment of planning applications (including EIA screening and/or scoping) and applications for associated relevant permits.
g.	the effects on areas or landscapes which have a recognised national, Community or international protection status.	The SPD is not likely to affect areas or landscapes which have a recognised national, Community or international protection status. Any such effects will also be assessed and appropriately dealt with through the application of the statutory Local Plans, national policies/ procedures, assessment of planning applications (including EIA screening and/or scoping) and applications for associated relevant permits.

In relation to the above assessment in Table 3, consideration has been had to the SEA undertaken in relation to relevant adopted Local Plan policies. Regard has also been had to the SEA to date of the relevant emerging Local Plan policies.

EAST MIDLANDS INTERMODAL PARK (EMIP)

SEA Topic	<p>Summary of any materially new or different likely significant environmental effects due to EMF Strategic Infrastructure & Contributions Supplementary Planning Document</p> <p>in relation to those assessed in the Adopted Local Plan: Adopted Local Plan South Derbyshire District Council SA Main Report, in particular: Policy INF1 (Infrastructure and Developer Contributions), INF3 (Strategic Rail Freight Interchange) and INF4 (Transport Infrastructure Improvement Schemes).</p> <p>Also having regard to the SEA of relevant Emerging Local Plan policies: South Derbyshire Local Plan Part 1 Review 2022-2041 (Publication Version) - SA Regulation 19 Report March 2025: South Derbyshire Local Plan Part 1 Review 2022-2041 (Publication Version) - SA Regulation 19 in particular Policy INF3 (East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport) and INF4 (Transport Infrastructure Improvement Schemes).</p>
Biodiversity	No change
Housing	No change
Accessibility and Health	No change
Quality of Life	No change
Inequalities	No change

Economy	No change
Employment	No change
Infrastructure	No change
Sustainable travel	No change
Town and Village Centres	No change
Resources	No change
Pollution	No change
Climate Contributions Change	No change
Climate Change Adaptation	No change
Historic Environment	No change
Landscape	No change

EMAGIC/LAND SOUTH OF EAST MIDLANDS AIRPORT

SEA Topic	<p>Summary of whether there are any materially new or different likely significant environmental effects in the SEA context due to EMF Strategic Infrastructure & Contributions Supplementary Planning Document</p> <p>in relation to those assessed in the SEA of the Adopted Local Plan (SA Report Dec 2016 REPORT DEC 2016 FINAL.pdf, SA Report Addendum November 2017; North West Leicestershire SA and SEA Statement October 2017 - in particular Policy Ec1 (Employment provision: permissions), Policy Ec4 (East Midlands airport), IF1 (Development and Infrastructure), IF4 (Transport infrastructure and new development).</p> <p>Also having regard to the SEA of relevant Emerging Local Plan policies: North West Leicestershire Local Plan Sustainability Appraisal of Policies September 2025: North West Leicestershire Local Plan Sustainability Appraisal of Policies September 2025 – in particular Policy Ec8 (East Midlands Airport) and Policy Ec9 (East Midlands Airport: Safeguarding).</p>
Health & Wellbeing	No change
Inequalities	No change
Community	No change
Housing	No change
Economy	No change
Town/Village Centres	No change
Employment	No change
Sustainable Travel	No change
Air, Light & Noise Pollution	No change
Climate Resilience	No change
Biodiversity & Geodiversity	No change
Landscape	No change
Land-use efficiency	No change
Historic Environment heritage	No change

Water & Soil	No change
Waste	No change

RATCLIFFE ON SOAR

SEA Topic	<p>Summary of whether there are any materially new or different likely significant environmental effects in the SEA context due to EMF Strategic Infrastructure & Contributions Supplementary Planning Document</p> <p>in relation to those assessed in the SEA of the Adopted Local Plan (Local Plan Part 1: Core Strategy - Rushcliffe Borough Council SA and HRA), in particular Policy 5 (Employment Provision and Economic Development), Policy 18 (Infrastructure) and Policy 19 (Developer Contributions).</p> <p>Also having regard to the SEA of relevant Emerging Local Plan policies: Emerging Local Plan: Greater Nottingham Strategic Plan SEA Assessment (March 2025): Sustainability Appraisal Report March 2025 GN Plan – in particular Policy 32 (Strategic Allocation Former Ratcliffe on Soar Power Station), Policy 18 (Development Contributions for Infrastructure).</p>
Housing	No change
Employment & Jobs	No change
Economic Structure & Innovation	No change
Shopping Centres	No change
Health & Wellbeing	No change
Community safety	No change
Social inclusion	No change
Transport	No change
Brownfield Land	No change
Energy & Climate Change	No change
Pollution & Air Quality	No change
Flooding and Water Quality	No change
Natural Environment and BNG	No change
Landscape	No change
Built and Historic Environment	No change
Natural Resources and Waste Management	No change

SEA Screening Conclusion

- 3.7 On the basis of the SEA screening exercise undertaken in relation to the SPD, it is considered that there are no likely significant effects on the environment as a result of the SPD and none that are new or materially different likely significant effects compared to those already assessed by way of the adopted local plans, including the SPD having effect as a material planning consideration in conjunction with the adopted local plans as a whole, and having regard to the emerging local plans.

3.8 On the above basis, the SPD does not require a SEA.

4. **DRAFT EMF STRATEGIC INFRASTRUCTURE & CONTRIBUTIONS SPD HABITATS REGULATIONS ASSESSMENT APPROPRIATE ASSESSMENT SCREENING**

4.1 This is the Habitats Regulations Assessment (HRA) of the EMF Strategic Infrastructure & Contributions SPD. It accompanies the SPD and comprises the screening of likely significant effects on the environment of this SPD (which is a material consideration when determining planning applications) on designated and prospective European or internationally protected nature conservation sites.

4.2 As the SPD itself is subordinate to the adopted local plans (and having regard to the emerging local plans), provided the SPD does not amend the policies within them (which it cannot), the conclusions of their respective HRAs provide a clear indication of the likelihood of significant effects upon an internationally designated site.

HRA Screening Conclusion

4.3 Taking into account the conclusions of the local plan HRAs that those Local Plans were unlikely to have significant environmental effects on any designated and prospective European or internationally protected nature conservation sites, and having regard to the HRA's of the emerging Local Plans to date, plus the conclusions of the SEA Screening Report in relation to the SPD above, it is considered that this subordinate SPD, which accords with the policies within the local plans, would not have a likely significantly environmental effect on any designated and prospective European or internationally protected nature conservation site and trigger the requirement for an appropriate assessment. The SPD does not give rise to any likely significant environmental effects and there are no new or materially different additional likely significant effects compared to those assessed in relation to the adopted Local Plans (having regard to the emerging Local Plans).