



# SHOREHAM HARBOUR REGENERATION

## SUSTAINABILITY APPRAISAL

NON-TECHNICAL SUMMARY



SHOREHAM HARBOUR  
JOINT AREA ACTION PLAN

NOVEMBER 2016

**Shoreham Harbour Joint Area Action Plan**

**Sustainability Appraisal  
Non-Technical Summary**

**November 2016**

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## Section 1: Purpose of this report

1.1 This report is the non-technical summary of the combined Sustainability Appraisal and Strategic Environmental Assessment of the draft Shoreham Harbour Joint Area Action Plan (September 2016 version). The JAAP and full SA report are available from [www.adur-worthing.gov.uk/shoreham-harbour-regeneration](http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration)

1.2 The requirement for a Non-technical summary is set out in part 10 of Schedule 2 of the Regulations<sup>1</sup> and must include a summary of the following information:

- a. An outline of the contents and main objectives of the Plan
- b. The relevant aspects of the current state of the environment and likely evolution without implementation of the Plan
- c. The environmental characteristics of areas likely to be significantly affected
- d. Any existing environmental problems including those relating to areas of particular importance
- e. The environmental protection objectives which are relevant to the Plan
- f. The likely significant effects on the environment
- g. The measures envisaged to prevent, reduce and offset significant effects
- h. An outline of why the alternatives were selected and a description of how the assessment was undertaken
- i. A description of the measures to monitor implementation of the Plan

1.3 The purpose of the SA/SEA is to ensure that the environmental, economic and social objectives are considered during the preparation of the plan. It assesses the effects of the policies in the plan against these objectives.

1.4 An SA/SEA has been carried out and published at the following stages:

- Scoping Report (Update) (December 2012)
- SA – Development Briefs (January/July 2013)
- SA – Draft JAAP (February 2014)

1.5 In addition there have been two further stages of SA/SEA that have not been published; one carried out by consultants URS in 2015 as part of an independent review, and the second on a version of the draft JAAP in March 2016 that was circulated for internal comments only. This interim Sustainability Appraisal work has fed into this Sustainability Appraisal, September 2016.

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<sup>1</sup> The Environmental Assessment of Plans and Programmes Regulations 2004

## Section 2: Consultation

2.1 The SA, Non-Technical Summary and the draft Joint Area Action Plan (September 2016) will be now published for consultation under Regulation 18 of the Town & Country Planning (Local Planning) (England) Regulations 2012. Formal representations can be made on any aspect of the draft JAAP and this SA.

2.2 Representations should be sent to:

Email: [consultation@shorehamharbour.com](mailto:consultation@shorehamharbour.com)

Post: FREEPOST BR1575

Shoreham Harbour Regeneration (Consultation 2016)

Adur & Worthing Councils

Town Hall

Chapel Road

Worthing

West Sussex

BN11 1HA

## Section 3: What is the Plan seeking to achieve?

*The SA NTS must include:*

- *An outline of the contents, main objectives of the plan or programme*

### Contents of the JAAP

3.1 The Shoreham Harbour JAAP is being prepared by the Shoreham Harbour Regeneration Partnership comprising Adur District Council (ADC), Brighton & Hove City Council (BHCC), West Sussex County Council (WSCC) and Shoreham Port Authority.

3.2 The JAAP will set out the future vision and development priorities for the Shoreham Harbour area. It will be used to guide investment and planning decisions. The aim of the JAAP will be to provide a framework for future development that responds to local economic and social needs as well as environmental considerations.

3.3 The JAAP will be adopted by both ADC and BHCC and will form part of the Development Plan for each area.

3.4 An outline of the contents of the Plan is provided in the following table.

<b>Character Area/Strategic Objective</b>	<b>Policy Number</b>	<b>Policy Name</b>
Strategic Objective 1	SH1	Climate Change, Energy and Sustainable Buildings
Strategic Objective 2	SH2	Shoreham Port
Strategic Objective 3	SH3	Economy & Employment
Strategic Objective 4	SH4	Housing & Community
Strategic Objective 5	SH5	Sustainable Travel
Strategic Objective 6	SH6	Flood Risk
Strategic Objective 7	SH7	Natural Environment, Biodiversity & Green Infrastructure
Strategic Objective 8	SH8	Recreation and Leisure
Strategic Objective 9	SH9	Place Making & Design Quality
Character Area	SH10	South Quayside
Character Area	SH11	Aldrington Basin
Character Area	SH12	South Portslade & North Quayside
Character Area	SH13	Portslade & Southwick Beaches
Character Area	SH14	Fishersgate & Southwick
Character Area	SH15	Harbour Mouth
Character Area	SH16	Western Harbour Arm
	SH17	Infrastructure

## Section 4: What is the sustainability context?

*The SA NTS must include:*

- *The environmental protection objectives which are relevant to the plan*

### Relevant objectives

4.1 Plans, programme and policies of relevance to the JAAP have been reviewed and must be taken into account during the preparation of the JAAP. This includes European legislation as well as national legislation including the NPPF, regional policy and local strategies. Strategies produced for both Adur District and Brighton & Hove must be taken into consideration by the JAAP. Key messages and objectives that the JAAP must support include:

- Protection and enhancement of biodiversity and ecological networks
- Avoidance of flood risk
- Movement of waste up the waste hierarchy
- Protection and enhancement of water quality and quantity
- Promotion of energy efficiency and renewable energy
- Improvement in air quality
- Management of environmental noise
- Minimise travel and improve access to sustainable forms of transport
- Protection of soils and prevention of soil pollution
- Delivery of a wide choice of quality homes
- Ensure ongoing sustainable economic growth
- Promote social inclusion and reduce inequalities
- Improve health and reduce health inequalities

## Section 5: What is the sustainability baseline?

*The SA NTS must include:*

- *The relevant aspects of the current state of the environment*
- *The environmental characteristics of areas likely to be effected*
- *Any existing environmental problems, particular those relating to an area of importance such as areas designated pursuant to Directives 79/409/EED and 92/43/EEC.*
- *The likely evolution within implementation of the Plan*

### **The relevant aspects of the current state of the environment and the environmental characteristics of areas likely to be effected**

5.1 The SA scoping report and analysis of baseline data identified the following sustainability challenges and issues for the Shoreham Harbour area:

#### 5.2 Environmental

- Climate change will result in sea level rise and more frequent and extreme weather events including flooding and droughts. Of these, flooding in particular puts a significant amount of the regeneration area at risk, particularly on the western side of Shoreham Harbour.
- In terms of 'water', there is high water stress (i.e. limited water supply and high demand) and both the groundwater resource and the River Adur estuary are currently failing to achieve good overall status as defined by the Water Framework Directive.
- Traffic congestion is an issue, and also has air quality implications. There are designated AQMAs, and there is poor air quality associated with the A259. Noise and dust are also issues locally.
- Sensitive habitats are present within the regeneration area and nearby, which are under pressure including as a result of climate change. There is a need to contribute to identified strategic green infrastructure opportunities.
- There is a distinctive historic and built heritage that must be preserved and enhanced. More generally, much of the built environment and public realm is in need of enhancement.
- Opportunities exist around the remediation of contaminated brownfield sites.

#### 5.3 Socio-economic

- There are specific needs in terms of employment floorspace, but there is a lack of demand for employment floorspace in parts of the JAAP area. Adur is not perceived as an office location.
- High levels of congestion on the A259 hinder economic growth, as does low skill levels.
- Various issues indicate some degree of relative deprivation / social exclusion associated with the regeneration area and nearby communities.



- There are identified deficiencies in terms of access to services, community infrastructure, housing and education / skills training.
- There is a high degree of housing need, and a shortage of affordable housing provision.
- There is an ageing population with increasing demands on health and social care. Climate change will impact on the elderly. The working age population has remained fairly static over the last 20 years in Adur, compared to a steady increase in Brighton & Hove.

**Any existing environmental problems, particular those relating to an area of importance**

5.4 There are no Special Areas of Conservation (SAC) or Special Protected Areas (SPA) within the JAAP boundary. The approximate distances to SACs or SPAs within 20 miles of a central point within the JAAP boundary are shown on the following table. Consideration of impacts on SACs and SPAs has been through the Habitats Regulations Screening Assessments undertaken for the Adur Local Plan and Brighton & Hove City Plan.

Castle Hill SAC	8 miles
Lewes Downs SAC	12 miles
Arun Valley SAC/SPA	14 miles
The Mens SAC	18 miles
Duncton to Bignor Escarpment SAC	18 miles

**The likely evolution within implementation of the Plan**

- 5.5 The no plan scenario is considered to result in the following:
- limited piecemeal development that does not contribute towards a comprehensive regeneration scheme
  - lower levels of housing and employment coming forward
  - limited opportunities to increase land use efficiency
  - lack of sustainable transport infrastructure
  - no improvements to flood defences
  - no improvements to existing community resources
  - worsening of air quality, noise issues and congestion
  - no improvement to streetscape, public realm and general appearance of the area

## Section 6: How was the sustainability appraisal undertaken?

*The SA NTS must include:*

- *A description of how the assessment was undertaken*

### Methodology

6.1 At this stage, the SA has identified and evaluated the likely effects of each of the individual JAAP policies against the SA Framework. In addition, a cumulative analysis of the effects of the JAAP policies has also been undertaken to determine the overall effect on each of the sustainability objectives.

6.2 The SA Objectives are as follows:

1. Increase energy efficiency; encourage the use of renewable energy sources; increase the take-up of passive design and encourage use of established standards for new and existing development.
2. Encourage the sustainable use of water.
3. Improve land use efficiency by encouraging the re-use of previously developed land, buildings and materials.
4. Conserve, protect and enhance biodiversity (flora and fauna) and habitats.
5. Maintain local distinctiveness and protect and enhance the historic environment including townscapes, buildings and their settings, archaeological heritage, parks and landscapes.
6. Protect and enhance public open space / green infrastructure and accessibility to it.
7. Reduce the risk and levels of air and noise pollution.
8. Reduce pollution and the risk of pollution to land.
9. Reduce pollution and the risk of pollution to water.
10. Ensure that all developments have taken into account the changing climate and are adaptable and resilient to extreme weather events.
11. Improve health and wellbeing and reduce inequalities in health.
12. Reduce crime, the fear of crime and antisocial behaviour through planning and design processes.
13. Promote sustainable transport and reduce the use of the private car
14. Reduce poverty, social exclusion and social inequalities and narrow the gap between the most and least deprived areas so that no-one is seriously disadvantaged by where they live.
15. Meet the need for housing, including affordable housing and ensure that all groups have access to decent and appropriate housing.
16. Create and sustain vibrant communities which recognise the needs and contributions of all individuals.
17. Promote sustainable economic development with supporting infrastructure, and ensure high and stable levels of employment and a diverse economy

18. Avoid, reduce and manage the risk from all sources of flooding to and from the development and to minimise coastal erosion where possible.
19. Improve the range, quality and accessibility of services and facilities and to improve integrated transport links with them.
20. Create places and spaces and buildings that work well, wear well and look good.
21. Raise educational achievement and skills levels to enable people to remain in work, and to access good quality jobs.
22. Reduce waste generation and increase material efficiency and reuse of discarded material by supporting and encouraging development, businesses and initiatives that promote these and other sustainability issues.

6.3 The following key was used throughout the appraisals:

+	Positive impacts / consistent with sustainability objective
+/-	Mixed impacts / potential for conflict with sustainability objective
-	Negative impacts / conflict with sustainability objective
?	Uncertain impacts / dependent on implementation
	No impact / issues addressed by other policies in the plan

## Section 7: What are the appraisal findings at this current stage?

*The SA NTS must include:*

- *The likely significant effects on the environment.*
- *The measures envisaged to prevent, reduce and offset adverse effects*

### Likely Effects

7.1 The appraisal identified the following effects:

#### 7.2 Positive Impacts

- Provision of energy infrastructure and district heating network
- Measures to reduce water consumption
- Delivery of SUDS to minimise risk of water pollution
- Remediation of contaminated land
- Improved land use efficiency
- Safeguarding of sites of biodiversity value
- Increase in green infrastructure including creation of green corridor
- Enhancement of historic assets
- Improved access to existing open space
- Delivery of new open space
- Measures to promote sustainable travel
- Improvements in flood defence
- Delivery of the wider determinants of health, including increased opportunities for active lifestyles
- Opportunities to reduce deprivation
- Delivery of types of housing
- Delivery of employment opportunities
- Improved and increased access to a range of services and facilities
- Improved streetscapes and public realm

#### 7.3 Adverse Impacts

- Increased energy consumption
- Increased water consumption
- Pollution of water
- Loss of intertidal habitats
- Risk of flooding in certain locations
- Worsening of air quality
- Increased congestion
- Increased waste generation

The following table summarises the appraisal findings for each policy against the Sustainability Appraisal Framework.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
SH1	+	+								+	+			+									
SH2	+		+							+		+					+						
SH3	+/-	+/-	+				+/-	+	+/-		+/-		+/-	+		+	+	+/-	+	+	+	?	
SH4	+/-	+/-	+	+/-			+/-	+	+/-		+/-		+/-	+	+	+	+/-	+/-	+	+			
SH5			+			+	+				+		+				+		+				
SH6				+		+			+	+	+							+					
SH7				+		+	+	+	+	+	+							+	+				+
SH8				+	+	+	+			+	+					+	+	+	+	+			
SH9					+						+	+			+	+				+			
SH10	+		+			+	+/-	+/-	+/-				+/-				+	+	+	+			
SH11	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+/-	+	+/-	+	+	+	+	+/-	+	+			+/-
SH12	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+/-	+	+/-	+	+	+	+/-	+	+	+			+/-
SH13				+	+	+					+	+	+							+	+		
SH14	+/-	+/-	+	+	+	+	+/-	+	+/-	+/-	+	+	+/-	+		+	+	+/-	+	+			+/-
SH15			+	+	+	+					+	+	+/-		+		+		+	+			
SH16	+/-	+/-	+	+	+	+	+/-	+	+	+/-	+/-	+	+/-	+	+	+	+/-	+/-	+	+	+	?	+/-
SH17					+	+					+	+	+	+		+		+	+	+	+		

## **Mitigation**

7.4 The following measures are anticipated to mitigate against adverse impacts. All measures are identified within JAAP policies.

7.4.1 Potential for increased energy consumption:

- Requirement for energy efficient infrastructure
- Support for and connection to future district heating network
- BREEAM standards
- Passive design

7.4.2 Increased water consumption:

- Measures to recycle, harvest and conserve water resources
- Dwellings to achieve 110l/p/day
- BREEAM standards

7.4.3 Pollution of water:

- Pollution prevention techniques
- SUDS to reduce surface water run-off

7.4.4 Loss of intertidal habitats:

- Ecological enhancements
- Avoidance, mitigation and compensation
- Creation of intertidal habitats
- Creation, restoration or enhancement of off-site habitats

7.4.5 Risk of flooding in certain locations:

- SUDS to reduce surface water run-off
- Provision of open space and green infrastructure
- Finished floor levels for residential development
- Non-residential development to be safe for the lifetime of development
- Land-raising in certain locations and set-backs

7.4.6 Worsening of air quality:

- Sustainable transport improvements
- Measures implemented to reduce exposure to air pollutants

7.4.7 Increased congestion:

- Implementation of travel behaviour change programme
- Pedestrian and cycle priority across strategic sites
- Transport infrastructure improvements such as junction improvements, bus and rail improvements and improvements to cycle and pedestrian routes
- Delivery of new waterfront route
- Improved connectivity throughout the area
- Minimisation of surface and on-street parking
- Provision of cycle storage

7.4.8 Increased waste generation:

- Facilities to encourage high rates of recycling
- Waste to be minimised during construction
- Site Waste Management Plans

## Section 8: What has plan-making involved up to this point?

*The SA NTS must include:*

- *An outline of the reasons for selecting the alternatives dealt with*

### 8.1 Consideration of alternatives

At this late stage of plan-making, the SA has carried out an appraisal of policies, rather than appraisal of alternatives. Alternatives have been considered at earlier stages of plan-making as outlined below.

### 8.2 2006-2009: Work driven by SEEDA and the South East Plan

The South East Plan included a target for delivery of 10,000 homes and 8,000 jobs in the harbour area. SA work undertaken at this time assessed the following:

- 10,000 homes and 7,750 jobs with a new link road to the A259
- 10,000 homes and 7,750 jobs without a new link road
- 7,750 homes and 6,000 jobs with a new link road to the A259
- 10,000 homes and 6,000 jobs without a new link road

8.3 A second phase of SA was carried out that assessed options relating to the following issues:

- Transport
- Economy
- Housing
- Open space and outdoor recreation
- Port development
- Retail
- Community Facilities
- Waste and Energy (Sustainable Living)

### 8.4 2010-2012: Progress following changes to government

Capacity and viability work undertaken during this time helped to shape the quantum that were anticipated to be delivered to around 2,000 homes and 3,000 jobs.

### 8.5 2012-2013: Development Briefs and Emerging Proposals Report

Development Briefs for the Western Harbour Arm, Aldrington Basin and South Portslade Industrial Estate were developed. This included consideration of the following options:



#### 8.5.1 Western Harbour Arm:

- Option 1 suggested a courtyard structure with improved access to the waterfront and employment uses at ground floor level. This approach retained the existing Brighton Road (A259) on its current alignment.
- Option 2 proposed a more radical approach, realigning the A259 to run along the waterfront.

#### 8.5.2 South Portslade Industrial Estate:

- Option 1 proposed the comprehensive redevelopment of the area as a residential neighbourhood.
- Option 2 proposed a more incremental approach leading to a mixed use scenario.

#### 8.5.3 Aldrington Basin:

- Option 1 proposed a mixture of commercial uses alongside existing employment and port uses.
- Option 2 proposed the introduction of residential uses to certain sites.

8.5.4 The Emerging Proposals report outlined a direction of change for each of the “areas of change” as follows:

#### 8.5.6 Western Harbour Arm:

Given the complex land-ownerships and the likelihood of development coming forward at different times, the realignment of the A259 was ruled out as an option. The Emerging Proposals Report envisaged an additional route along the waterfront which would improve access to developments.

#### 8.5.7 South Portslade:

The need to retain employment space ruled out ‘comprehensive redevelopment’ as an option. Instead it was suggested that a limited number of specific sites should be released from employment use.

#### 8.5.8 Aldrington Basin:

The need to retain port-operational and other employment uses ruled out the wider introduction of residential development, i.e. this is not a reasonable option. The report suggested a limited amount of residential development fronting Kingsway and a mixture of commercial uses on specific sites.

### **8.6 2013-2016: Draft JAAP**

The work on the Development Briefs and the Emerging Proposals report helped to inform the policies within the JAAP. The JAAP was also informed by policies contained within the Adur Local Plan and the Brighton & Hove City Plan, both of which have been subject to separate SA process.

## Section 9: Proposals for Monitoring

*The SA NTS must include:*

- *A description of measures envisaged concerning monitoring*

9.1 The indicators to be used to measure progress and impacts of the JAAP will be finalised in the SA/SEA post adoption statement. At this stage, monitoring indicators are still being defined. It is likely that monitoring indicators will be defined to align with the Strategic Objectives of the JAAP. The following table presents some of the monitoring indicators that are being considered at this stage.

Objective	Indicator	
1. Climate Change, Energy and Sustainable buildings	<ul style="list-style-type: none"> <li>• % of proposals accompanied by a Sustainability Statement/Checklist</li> <li>• Number and % of homes achieving zero-carbon status</li> </ul>	
	<ul style="list-style-type: none"> <li>• Energy efficiency rating of new developments</li> <li>• No. and % of new developments incorporating low/zero carbon technologies</li> <li>• No. &amp; % of new developments incorporating passive design measures</li> <li>• No. and type of schemes to improve energy efficiency of existing building stock</li> </ul>	
	<ul style="list-style-type: none"> <li>• No. and type of renewable energy developments/installations within the plan area</li> <li>• Amount of energy generated from renewable sources within the plan area</li> </ul>	
	<ul style="list-style-type: none"> <li>• Number and type of district heating/power networks within the plan area</li> </ul>	
	<ul style="list-style-type: none"> <li>• Number and % of developments within JAAP area achieving each CSH level</li> <li>• Number and % of developments achieving each BREEAM level</li> </ul>	
	<ul style="list-style-type: none"> <li>• Water efficiency rating of new developments</li> <li>• Number and % of homes achieving water-neutrality</li> <li>• No. and % of new developments incorporating measures to recycle, harvest and conserve water.</li> <li>• No. and % of new developments incorporating Sustainable Drainage Systems (SuDS)</li> </ul>	
	<ul style="list-style-type: none"> <li>• Quality of groundwater, water bodies and bathing water.</li> <li>• Number of pollution incidents affecting groundwater, water bodies or bathing water.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Air quality at monitoring locations</li> <li>• Mitigation measures delivered as part of development proposals</li> </ul>	
	<ul style="list-style-type: none"> <li>• Noise complaints relating to new development in the plan area.</li> <li>• Road/industry related noise levels.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Contaminated land remediated</li> <li>• Development incorporating recycling facilities.</li> </ul>	
	2. Shoreham Port	<ul style="list-style-type: none"> <li>• Port-related operations relocated to the eastern arm/canal</li> <li>• New port-related development in the eastern arm/canal</li> <li>• Port-related operations remaining outside the eastern arm/canal</li> </ul>
		<ul style="list-style-type: none"> <li>• Employment floorspace delivered (location/type/size)</li> </ul>
3. Economy and employment	<ul style="list-style-type: none"> <li>• Employment floorspace delivered (location/type/size)</li> </ul>	

Objective	Indicator
	<ul style="list-style-type: none"> <li>• New jobs generated</li> <li>• SOA/ward level median weekly earnings</li> <li>• New businesses established in the plan area (location/type/size)</li> <li>• Businesses relocated within or from the plan area</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• SOA/ward level unemployment rate</li> <li>• SOA/ward level long-term unemployment rate</li> <li>• SOA/ward level employment deprivation</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• SOA/ward level proportion of students achieving 5 or more A*-C grades (including English and Maths)</li> <li>• SOA/ward level proportion of population with no qualifications</li> <li>• SOA/ward level proportion of population with NVQ level 4 or higher</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• Developer contributions to employment/training opportunities</li> <li>• Training/skills initiatives within the plan area.</li> <li>• Proportion of the population with no qualifications</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• SOA/ward level education/skills/training deprivation</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• Retail floorspace delivered within the plan area</li> <li>• Vacancy rate of retail units in Shoreham-by-Sea and Southwick town centres and Boundary Road/Station Road district centre</li> </ul>
4. Housing and community	<ul style="list-style-type: none"> <li>• New homes delivered (location/type/size/tenure)</li> <li>• Affordable homes delivered (location/type/size/tenure/%of all new homes)</li> <li>• SOA/ward level housing deprivation</li> <li>• Social and community infrastructure delivered (location/type/distance to new development)</li> <li>• SOA/ward level deprivation</li> <li>• Ward level crime rate</li> <li>• Number and % of developments incorporating Secured by Design features</li> <li>• SOA/ward level life expectancy</li> <li>• SOA/ward level obesity rates</li> <li>• Other indicators to be determined</li> <li>• No and % of developments incorporating Lifetime Homes features</li> <li>• SOA/ward level health deprivation</li> </ul>
5. Sustainable travel	<ul style="list-style-type: none"> <li>• Travel Behaviour Change initiatives implemented</li> <li>• New/improved routes for pedestrians and cyclist delivered</li> <li>• Identified routes still to be delivered</li> <li>• Improvements to priority corridors and junctions delivered</li> <li>• Identified improvements still to be delivered</li> <li>• Improvements to port access delivered</li> <li>• Identified improvements still to be delivered</li> <li>• Improvements to waterfront access delivered</li> <li>• Identified improvements to be delivered</li> <li>• Improvements to bus services delivered</li> <li>• Improvements to bus stops delivered</li> <li>• Bus priority measures delivered</li> <li>• Improvements to interchanges at railway stations delivered</li> <li>• Identified improvements still to be delivered</li> <li>• New/improved routes and facilities for pedestrians and cyclist delivered</li> <li>• Identified routes and facilities still to be delivered</li> </ul>
6. Flood risk	<ul style="list-style-type: none"> <li>• New/upgraded flood defences delivered</li> <li>• Mitigation measures implemented as part of new development schemes</li> <li>• Developer contributions to flood defences</li> <li>• Identified improvements to flood defences still to be delivered.</li> <li>• Instances of flooding within the plan area</li> </ul>

Objective	Indicator
7. Natural environment, biodiversity and green infrastructure	<ul style="list-style-type: none"> <li>• Number and type of new habitats delivered</li> <li>• Number and type of habitats lost</li> <li>• Mitigation measures implemented as part of new development schemes</li> <li>• Developer contributions to biodiversity improvements</li> </ul>
	<ul style="list-style-type: none"> <li>• State or condition of nationally and locally designated sites</li> <li>• Number and type of schemes implemented to protect and enhance sites</li> </ul>
8. Recreation and leisure	<ul style="list-style-type: none"> <li>• No and type of waterfront access improvements delivered</li> <li>• Developer contributions to waterfront access improvements</li> <li>• New slipways delivered</li> <li>• Existing slipways/hards lost</li> </ul>
	<ul style="list-style-type: none"> <li>• Amount and type of open space delivered</li> <li>• Amount and type of public open space lost</li> <li>• Mitigation measures implemented</li> <li>• Facilities provided within new open spaces</li> <li>• Developer contributions to open spaces</li> <li>• Improvements to existing public open spaces implemented</li> <li>• Improvements to links to and between public open spaces delivered</li> </ul>
9. Place making and design quality	<ul style="list-style-type: none"> <li>• Feedback on development schemes (Design Panel/public/press)</li> <li>• Number of design awards nominated/won</li> </ul>
	<ul style="list-style-type: none"> <li>• Amount and type of new public realm delivered</li> <li>• Developer contributions to public realm improvements</li> <li>• Public realm improvements implemented</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Amount and type of infrastructure delivered</li> <li>• Developer contributions to infrastructure</li> </ul>