

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Local Plan has taken these forward
<b>Early years</b>	
<p>The proposed new developments will generate additional numbers of children as outlined above, whose needs will not be met by existing provision. There is therefore the need for new facilities within these developments to be available for the delivery of additional childcare.</p> <p>Developer contributions may be required for the provision of Early Years facilities within community facilities.</p> <p>New primary schools should include a nursery element, such as at the Denvilles-Emsworth Strategic Site.</p> <p>New day nurseries could be funded by private enterprise, providing there is land available.</p>	<p>Community uses, which include nurseries, are also encouraged throughout all town, district and local centres.</p> <p>The allocation of Southleigh refers to the need for nursery/pre-school as part of the Local Centre. In the masterplanning work to date, this has also been earmarked as the location for the new school and a possible location for the community centre. It would also be the heart of the new community on that site.</p> <p>Further sites, including Langstone Technology Park and Victoria Cottage Hospital also refer to the potential use of part of the site for a nursery.</p> <p>Developer contributions for any early years provision would be through CIL.</p>
<b>Education</b>	
<p>A number of primary school expansions and new site requirements have been identified and the policies for particular specific sites will need to include reference to the need to make contributions towards the provision of additional places at the particular schools referred to.</p>	<p>The allocation for Southleigh highlights the need for a three form entry primary school with a minimum 2.8ha site.</p> <p>All allocations in Emsworth highlight the need for a contribution towards education infrastructure in Emsworth.</p> <p>All allocations on Hayling Island highlight the need for a contribution towards education infrastructure on the island.</p> <p>The allocations for East of College Road, Forty Acres, South of Former South Downs College Campus and North of Fort Purbrook highlight the need for a contribution towards education infrastructure. This will in all likelihood be towards the expansion of Morelands School from a 1.5FE to a 3FE school.</p>
<b>Police</b>	

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<p>Local Plan to consider:</p> <ul style="list-style-type: none"> <li>▪ Inclusion of the Havant Police Station within the One Public Estate policy area as part of the wider regeneration proposals.</li> <li>▪ Allocation of a combined site for the Police and Fire &amp; Rescue Service close to the strategic road network.</li> <li>▪ Potential needs within the Denvilles-Emsworth Strategic Site within the overall masterplan.</li> </ul>	<p>Havant Police Station is included in the Civic Campus area of Havant Town Centre. This is the site being promoted through the One Public Estate.</p> <p>The masterplan for Southleigh should highlight that the community centre may need a neighbourhood patrol team base. This level of detail would not be appropriate for the Local Plan allocation for the site.</p>
<b>Fire and Rescue</b>	
<ul style="list-style-type: none"> <li>▪ The Local Plan 2036 should identify and allocate a site for a new fire station, including combined facilities for the police and ambulance services of 0.5-1 acre, within the A3(M) corridor.</li> <li>▪ Guidance for Developers should include references to requirements for roads and buildings to enable access by fire appliances and to include precautions to avoid and reduce the risk and spread of fire.</li> </ul>	<p>Site for new fire station highlighted under 'Police' above.</p> <p>The Transport and Parking in New Developments policy references the requirement for access by emergency vehicles as part of new development design and layout.</p>
<b>Ambulance</b>	
<ul style="list-style-type: none"> <li>▪ Allocation of a combined site for all the Emergency Services (Fire, Police and Ambulance) close to the strategic road network.</li> <li>▪ Potential needs within the Denvilles-Emsworth Strategic Site within the overall masterplan.</li> <li>▪ Developer contributions towards a CFR medical kit or automated external defibrillator for public access.</li> </ul>	<p>Site for new fire station highlighted under 'Police' above.</p> <p>The need for a CFR medical kit or automated defibrillator for public access as part of the community centre or local centre will be highlighted through the masterplan SPD. This level of detail would not be appropriate for the Local Plan allocation for the site.</p>
<b>Coastguard</b>	
<p>The coastal search and rescue services are complementary to the other emergency services and require no specific known provisions within the Havant Borough Local Plan.</p>	<p>No action necessary.</p>
<b>Emergency Planning</b>	

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	The need for potential contributions towards emergency planning is highlighted in the Effective Provision of Infrastructure policy.
<b>Open space and playing pitches</b>	
<b>Coast and flood risk management</b>	
<p>There are recommendations and policies in the North Solent Shoreline Management Plan, completed and emerging Coastal Flooding and Erosion Management Strategies. To implement these recommendations, there are works required to maintain and improve defences to protect existing properties and also projects to create new habitats to mitigate the effects of 'holding the line' together with climate change.</p> <p>In the first instance development should avoid areas of flood risk, take steps to ensure that flood risk will not be increased elsewhere and, where possible, reduce flood risk overall. Contributions from new development may increase the chances of accessing grant aid funding.</p>	<p>The Managing Flood Risk in New Development policy refers to avoiding areas of flood risk, making sure that flood risk will not be increased elsewhere and, where possible, reduce flood risk overall. This follows the national approach to planning for flood risk in the NPPF.</p> <p>The Areas of Coastal Change policy sets out how new coastal defence schemes will be assessed.</p>
<b>SUDS and Other Drainage Systems</b>	
<p>There is a plethora of guidance concerning how requirements for SuDS can be met which the supporting text of policies can point to.</p> <p>The Local Plan should set out policy concerning the management of flood risk and the need for planning applications to be accompanied by a Flood Risk Assessment that also demonstrates the feasibility of SuDS.</p> <p>All development should be required to</p>	<p>The requirements which have been identified are incorporated into the Drainage Infrastructure in New Development policy which principally deals with SuDS and drainage.</p>

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<p>incorporate SuDS, where feasible:</p> <ul style="list-style-type: none"> <li>• In accordance with the drainage hierarchy<sup>1</sup>;</li> <li>• Designed to reduce the risk of surface water flooding;</li> <li>• Giving priority to naturalistic solutions incorporated into the landscaping scheme; and</li> <li>• Including details for future maintenance.</li> </ul> <p>Phased development must consider how the SuDS element is delivered and protected during construction.</p>	
<b>Green Routes</b>	
<p>In addition to their role in providing habitat and wildlife corridors, green routes enable active and sustainable travel helping both physical and mental wellbeing and reducing congestion.</p> <p>Policy for the Denvilles-Emsworth Strategic Site should ensure that a network of green routes is an integral and key function within the masterplan for the new development.</p> <p>Other site specific policies should address opportunities to provide links and improve connections to the existing rights of way and green routes network.</p>	<p>The Health and Well-Being policy refers to the benefits of green routes to physical and mental health and require the creation and maintenance of such routes through new development.</p> <p>The policy for Southleigh includes the provision of a safe network of green routes which also connect up to existing settlements. This should also feed down into the masterplan SPD.</p> <p>Development allocations refer to any opportunities to connect to and improve the Borough's rights of way and green route network.</p>
<b>Ecology and SPA Mitigation</b>	
<p>While the reason for the Solent Recreation Mitigation Partnership (SRMP) Strategy is enshrined in the Habitats Regulations, the Local Plan policy needs to continue to provide the basis for the developer's contributions.</p>	<p>The policy covering this topic in the Adopted Local Plan (DM24) has been updated to reflect the proposed SRMP definitive mitigation strategy. The updated policy is proposed as a new policy in the Havant Borough Local Plan 2036.</p>
<b>Primary Care</b>	
<p>Both the One Public Estate project at the</p>	<p>The policies for Havant Town Centre and</p>

<sup>1</sup> First principles for draining a new development of surface water – ie starting by looking at systems which infiltrate directly to ground, then systems which attenuate on site, then systems which drain to surface water sewers, then combined sewers – mimicking natural drainage as closely as possible.

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<p>Civic Campus and the Leigh Park Centre Community and Wellbeing Hub Regeneration Projects provide the opportunity to create new and improved health facilities to meet the needs of the growing and ageing population.</p> <p>While the development of the Strategic Site and other sites in the Emsworth area will require additional GPs these could be accommodated subject to the Emsworth Surgery finding a suitable new site / premises that will be capable of further expansion in the future.</p> <p>The future for the Waterlooville Health Centre remains uncertain pending the identification of funding for replacement facilities.</p>	<p>Leigh Park District Centre both refer to and provide for the opportunity for improved primary care facilities in those areas.</p> <p>The Local Plan as a whole provides for a new site for primary care in the Emsworth area. The Victoria Cottage Hospital site is allocated for residential development. However this is specifically only allocated if the proposal to relocate the surgery to the Hampshire Farm development takes place. If this does not happen, the site will remain available to use as a health centre.</p> <p>Given its uncertainty, no references are made to the Waterlooville Health Centre. However given the extensive development intended for Waterlooville Town Centre, the inclusion of a health centre could feed into the masterplanning work.</p>
<b>Acute Care</b>	
<p>It is not expected that any new hospital facilities will be required in the Havant Local Plan area for the period to 2036.</p> <p>The ability of the Queen Alexandra Hospital's services to continue to support the growing population will depend on a number of factors that are likely to include continuing to improve management and leadership, the ability to maintain and increase staffing levels, and on circumstances beyond the control of the NHS such as the availability of home-care services and care home places so that patients who are ready and waiting to be discharged are not preventing new patients from being admitted.</p>	<p>None.</p>
<b>Community Centres</b>	
<p>The community centres are generally well used, busy places although most have some spare capacity to accommodate further activities and events or space for expansion given the finance to implement improvements</p>	<p>The policy for Southleigh includes the provision of a community centre and sets a minimum size for the facility.</p>

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<p>to enhance their facilities and capacity.</p> <p>A new community centre with space for related community facilities, including early years and nursery provision, needs to be planned within the masterplan for the Denvilles-Emsworth Strategic Site to specifications (including site size and building size) as yet to be determined.</p>	
<b>Leisure and built sports facilities</b>	
<p>Future demand for swimming pools as a result of projected population growth equates to a 1 x 4 lane x 25m pool. This need cannot be accommodated in the existing swimming pool stock where a current slight shortfall has been identified in the assessment of Indoor Built Sports Facilities. Furthermore that study suggests that the replacement of both the Havant Leisure Centre and Waterlooville Leisure Centre's pools will need to be considered in the medium to long term.</p> <p>Havant Borough has a very good supply of sports halls, in terms of the number of sites, the scale of the sports halls and the distribution of the sites across the Borough. However a number are located on school or college sites where the policy for community use, the hours and type of use will be determined by these schools and colleges.</p> <p>There is a need to provide additional fitness stations and also for such as indoor bowls to ensure that the growing population, including the increasing proportion of over 65s, will be catered for throughout the Plan period.</p> <p>Priority for financial contributions, or spending of CIL funds, is therefore towards both quantitative improvements and qualitative and accessibility enhancements to the existing provision, to provide a better user experience as well as increasing the capacity available at existing facilities. In addition,</p>	<p>Given the need for new swimming pools in particular, the Sports and Recreation policy provides a strong policy framework for the retention of existing sports facilities.</p> <p>The policy also strongly encourages the provision of further sports and built leisure facilities. The town centre policies in particular are deliberately encouraging of leisure development, which could include sports.</p>

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<p>where it does not exist already, efforts may need to be made to secure community use of the education venues in both hours and types of use.</p>	
<p><b>Extra Care Housing</b></p>	
<p>A need has been established for Extra Care housing which may be provided through and as part of the general housing provision or through site specific allocations such as the Oak Park development.</p>	<p>Given the high level of need, the Local Plan includes a requirement that on schemes of 10 or more houses, 30% of the units should be adaptable so that they can be converted in the future to be more accessible. Furthermore, on schemes of 50 or more homes, 2% of the units should be fully wheelchair accessible.</p> <p>The Local Plan also identifies those sites where extra care or assisted living housing would be particularly suitable. However given that such development is residential in nature, it is not possible to specifically allocate sites for older persons housing. The site where older persons housing is considered particularly suitable are:</p> <ul style="list-style-type: none"> <li>▪ Littlepark House</li> <li>▪ Land north of Selsmore Road</li> <li>▪ Former Victoria Cottage Hospital</li> <li>▪ Havant Town Centre</li> <li>▪ Waterlooville Town Centre</li> <li>▪ Leigh Park District Centre</li> <li>▪ Portsmouth Water Headquarters</li> </ul>
<p><b>Libraries</b></p>	
<p>The current number of libraries within the greater Havant area is deemed sufficient by HCC to provide a comprehensive service to local people. To meet the needs of new populations, including the proposed Denvilles-Emsworth Strategic Development Area, the preference of HCC is to focus the future service on maximising use of the current library facilities through provision of extra resources within them. This would include the provision of a 'Makery' in both the Havant and Waterlooville Libraries.</p>	<p>The Havant Town Centre Policy specifically refers to the opportunity to relocate Havant Library to the Market Parade area as part of the proposed development there.</p> <p>The Emsworth District Centre policy specifically allows for community uses (which would include a library) in all areas of the town centre. It is considered that the district centre is the most appropriate location for the library in Emsworth.</p>

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<p>Redevelopment within Havant Town Centre needs to make provision for the relocation of the Havant Library to more suitable, affordable accommodation.</p> <p>It remains a priority of the HCC Library Service to re-locate Emsworth Library within the existing settlement boundary.</p>	
<b>Cemeteries and Crematoria</b>	
<p>A new cemetery/crematorium facility should be situated within a sustainable location, and have good access to the road network as well as transport nodes such as bus routes, in order to enable ease of access for mourners and visitors. This may be a negative point when considering the expansion of the Warblington or Oaks Cemeteries.</p> <p>As well as the usual planning considerations, given the nature of this type of development, specific consideration will need to be given to the level of flood risk, groundwater and contamination issues together with any existing land contamination, and (as appropriate) the requirements of The Cremation Act 1902.</p> <p>Given the lack of burial space to cover the Local Plan period to 2036 and the options that require further investigation by the Council, including the area to the west of The Oaks (land north of Bartons Road), it is considered that a specific policy for new or extended cemeteries is still required to set out the criteria that need to be satisfied when considering potential additional provision within the Borough.</p>	<p>A policy for New or Expanded Cemeteries has been included in the Draft Local Plan. This largely replicates the policy in the Adopted Local Plan and sets out the criteria that will be used to assess any proposal for new or expanded cemeteries including accessibility and ground conditions.</p>
<b>Buses</b>	
<p>Most improvements for bus priority measures at the local level are likely to occur within the existing highway corridors and/or are traffic management schemes that do not require allocations within the Local Plan. Therefore</p>	<p>The Draft Local Plan includes a policy on Improving Transport Infrastructure which highlights that the Council will work collaboratively with its partners to improve the transport network, including facilities for</p>

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<p>existing Policy DM15 Safeguarding Transport Infrastructure does not need to be carried forward.</p> <p>Where road widening is required beyond the current highway boundary schemes will need to be justified and deliverable for inclusion within the Local Plan and illustrated on the Policies Map.</p> <p>In addition to the minor schemes listed in the IDP, the option for improving access for buses to the bus station turning into Elm Lane from the north would involve land that is currently part of Havant Park, avoiding a protected tree (London Plane). Any work around this area would require Arboricultural information supplied initially in the form of a Tree Constraints Plan and then a specific Arboricultural Impact Assessment relating to the proposals so as to ensure that the tree would not be damaged.</p> <p>Masterplanning of the Denvilles-Emsworth Strategic Site needs to ensure that the new local centre is located close to the Southleigh Road, to be served from the 27/28 routes with the arrangement of house types such that residents least likely to have access to a car can live closest to the bus route.</p> <p>While bus laybys along the A3023 may be considered in order to help keeping other traffic moving along that road they would not be desirable for bus passengers as stopping buses would be held up if not allowed back into the road by drivers of other vehicles.</p>	<p>buses.</p> <p>The Havant Town Centre policy specifically refers to the need to improve access for buses into and within the town centre. However it is considered that the proposed scheme is only one way that this could be achieved and such a high level of detail is not suitable for a Local Plan.</p> <p>The Southleigh Policy refers to the need to make sure that the proposed local centre can be served from the bus routes.</p> <p>The Microsimulation model for Hayling Island is examining possible transport mitigation options. The outcomes of this work will be reflected in the pre-submission Local Plan.</p>
<b>Cycling and Walking</b>	
<p>Maintaining and enhancing the walking and cycling network is key to achieving sustainable transport and reducing road traffic congestion as well as contributing towards the health and wellbeing of the borough's population.</p>	<p>The attention given to cycling and walking in the Havant Borough Local Plan 2036 is more than in the Adopted Local Plan. The Health and Wellbeing policy specifically refers to the benefits of walking and cycling and sets out how new development should provide for</p>

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<p>The aims and intentions of the adopted Local Plan policies towards enabling a joined-up and safe network for cycling and walking throughout the borough therefore need to be carried forward into the Local Plan 2036, with specific references in site allocation policies where developments can help to realise improvements to the network in the vicinity of each site.</p> <p>Policies can also require developers to prepare site specific transport plans and set out details such as the need for cycle racks at new employment premises and for cycle storage space at residential developments.</p>	<p>active travel through the design and layout of schemes.</p> <p>The Transport and Parking in New Development policy includes provision for cycle storage, designing streets to encourage walking and cycling and the effective provision of walking and cycling routes, linking up with existing routes where possible. There is also a requirement for travel plans to be provided on appropriate schemes.</p>
<b>Ferry</b>	
<p>The Hayling Ferry provides a valuable alternative to the private car for access between Hayling Island and Portsea Island at Eastney.</p>	<p>None.</p>
<b>Rail</b>	
<p>While the railway lines through the borough and the stations provide good alternative sustainable travel to other locations they also give rise to issues of severance of communities and pinch points for other modes of transport.</p> <p>Planning has a role in locating new development where it can make most effective use of the transport infrastructure in a manner that supports and complements the urban form.</p>	<p>Areas around railway stations have been identified for higher density development. This is reflected in the Housing Density and Mix policy. However the need to make effective use of the public transport accessibility around Havant Railway Station is also specifically highlighted in the Havant Town Centre policy.</p>
<b>Roads</b>	
<p>This section will be completed following the completion of the Borough Wide Transport Assessment and the Hayling Island Transport Analysis and the subsequent update of policy IN2.</p>	
<b>Electricity</b>	
<p>Although it is likely that some system reinforcements would be required to deliver</p>	<p>The Effective Provision of Infrastructure policy refers to the need for development to</p>

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<p>further housing growth and it is envisaged that upgrades would be required, with costs apportioned between developers and the Electricity DNO, there are no electricity network capacity issues within the Borough.</p> <p>However, given the duty to supply (Electricity DNOs are obliged under their supply licence to provide connections) and the ability to recover costs from developers and new consumers, it is not anticipated that electricity capacity is a long term constraint on new development.</p> <p>Developers will be required to work in partnership with electricity suppliers to provide appropriate infrastructure throughout their development.</p>	<p>meet on and off site infrastructure requirements relating to electricity.</p>
<b>Gas</b>	
<p>The high pressure gas pipelines represent a constraint within the affected sites that need to be taken account of in site layouts at the planning application stage and a building proximity distance or easement width of 6-12 metres should be referenced in site allocation policies.</p> <p>The sites known to be directly or potentially affected are:</p> <ul style="list-style-type: none"> <li>▪ UE02B Land adjoining Selangor Avenue,</li> <li>▪ UE68 Forty Acres,</li> <li>▪ UE70 East of College Road.</li> </ul> <p>For all sites, developers should be required to contact SGN with their proposals before the pre-application stage and follow the template/guidance set out in the Council's Infrastructure Delivery Statement and as provided by SGN.</p> <p>The Havant Civic Campus area (previously referred to as the Public Service Village), which may also include the Job Centre site, is</p>	<p>The allocations for the three highlighted sites include reference to the presence of high pressure gas pipelines and the need for an appropriate buffer. The Effective Provision of Infrastructure Policy also refers to the need to maintain appropriate buffers to existing infrastructure.</p> <p>The need for significant network reinforcement for the Civic Campus development has been included as a development requirement.</p>

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likely to require significant network reinforcement.	
<b>Water Supply</b>	
<p>Due to the considerable reliance by Portsmouth Water upon groundwater reserves in the chalk aquifers these natural infrastructure resources need to be protected through a specific policy and the constraint of SPZ1 or SPZ1c should be acknowledged for the relevant Local Plan allocations.</p> <p>Regarding water supply the Portsmouth Water area is in surplus, meaning that the existing supply network can cope with the future demands arising from the level of development proposed in the Havant Borough Local Plan 2036 and adjoining areas, including all of the assumed uncertainties and risks, subject to the necessary connections being achieved.</p> <p>Capacity checks on the existing system outside of the proposed development sites can be undertaken and pre-application enquiries by developers to Portsmouth Water are therefore advised.</p> <p>Although not expected to be needed within the Local Plan period to 2036, an updated and combined policy to protect the location of the Havant Thicket Winter Storage facility and the route of the pipeline to the treatment works through a policy and allocation that is illustrated on the Policies Map is needed.</p>	<p>A specific policy has been included regarding source protection zones. This was produced in collaboration with Portsmouth Water.</p> <p>Havant Thicket Winter Storage Reservoir together with the pipeline south has also been included as a key site and the criteria have been reviewed and updated from those in the Adopted Local Plan.</p>
<b>Waste Water and Sewage Disposal</b>	
<p>Overall, Southern Water has not identified any 'showstoppers' to development within Havant Borough.</p> <p>The IWMS indicates that Langstone Harbour as a waterbody is already at 'Good' status for nitrate. Although there will only be an 18% increase in loading from Budd Farm Havant</p>	<p>The specific developments that are referred to by Southern Water highlight the need for sewer capacity upgrades.</p>

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<p>WwTW, this could put the waterbody at risk of deterioration. The IWMS therefore suggests that measures should be considered to reduce the nitrate loading from the Budds Farm Havant WwTW discharge. As noted above, there is a nitrate limit on Budds Farm WwTW, and as levels of housing increase, beyond current DWF, this would be managed on a no deterioration basis, primarily through the use of new technology and design to help manage processes more efficiently and effectively. The IWMS also suggests that potential reductions in upstream sources should also be considered.</p> <p>Taking a load standstill approach indicates that up to 103kg\ d would need to be removed from the catchment by 2036 in order to ensure there would be no impacts from future housing growth.</p> <p>In terms of the capacity at Budds Farm the IWMS considered that using a worst case scenario of 5 persons per household upgrade would be needed by 2036. However when basing the housing occupancy on the national average of 2.5 people no capacity upgrade is required.</p> <p>The IWMS indicates that sewer network capacity upgrade may be required by 2030 and specific reference should be made in site allocations policies where indicated by Southern Water.</p>	
<b>Telecommunications including Broadband</b>	
<p>Planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and high speed broadband when preparing local plans.</p> <p>Developers should be encouraged to make provision for super-fast broadband in any new development from the outset, designing</p>	<p>The Effective Provision of Infrastructure Policy specifically facilitates the development of broadband and wifi infrastructure networks. It also refers to the need to provide necessary infrastructure for end users as part of development as well.</p>

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<p>in networks to the layout of the development and ensuring installation during the construction phase.</p> <p>Developers should be encouraged to engage with service providers at the pre-application stage, through specific reference in their Infrastructure Delivery Statement that accompanies their planning application.</p>	
<b>Waste and Recycling</b>	
<p>The provision of new or expanded waste facilities is primarily within the remit of the Hampshire Minerals and Waste Plan.</p> <p>Through planning policies and design guidance for developers the expectations for detailed layouts can be set out to ensure that adequate provision is made for suitable storage of waste without compromising the appearance and landscaping of dwellings and other buildings and ensure that refuse collection vehicles have ample space to safely negotiate the streets and courtyards.</p>	<p>The Transport and Parking in New Development policy highlights the need for waste vehicles to be able to navigate new developments.</p> <p>The High Quality Design Policy includes specific provision for the storage of waste and recycling.</p>