

Policy 13 – Grey Infrastructure

Introduction

- 7.18 Grey infrastructure¹⁸⁵ describes the physical works required to support development. For the purposes of this Local Plan, grey infrastructure includes:
- transportation – including roads, cycleways, footpaths and measures to facilitate public transport use;
 - utilities – including telecommunications, electricity, gas and water supply, sewage and wastewater treatment;
 - drainage – including Sustainable Drainage Systems (SuDS) and flood prevention measures;
 - waste – including its collection, transfer and disposal; and
 - public realm – including street art and urban enhancement works¹⁸⁶.
- 7.19 Each of these elements is essential for the proper functioning of settlements and is crucial to the delivery of growth. Policy 13 is intended to bring about the provision of the grey infrastructure necessary for the effective and efficient working of the communities in North Dorset and the strengthening of the area's economy.
- 7.20 In determining what grey infrastructure is needed, as well as where and when it is required, the Council has worked with other authorities and public bodies together with providers and operators to establish these parameters as accurately as possible.
- 7.21 Some elements are dealt with elsewhere in this Plan, most notably local renewables. Renewable energy and the generation of heat or electricity from renewable or low carbon sources gives rise to a need for appropriate infrastructure. Policy 3 relates to climate change and Policy 22 deals with renewables and low carbon energy.

Transportation

- 7.22 The NPPF sees transport policies as having an important role to play in facilitating sustainable development and contributing to wider sustainability and health objectives¹⁸⁷. However, it is appreciated by the Government that different policies and measures will be required in different communities and

¹⁸⁵ Grey infrastructure is defined in terms of the 'constructed' rather than the 'natural' of green infrastructure in Putting the Green in the Grey, Natural Economy North West (2007) and as 'the man-made structures that facilitate transportation, provide housing, and offer services such as water, energy, and telecommunications' in Trees - The Green Infrastructure (IQ Report) Gary Moll (2002).

¹⁸⁶ Depending on its nature, public realm infrastructure can also be seen as social and green infrastructure, containing elements of all three types, just as the Trailway does, for instance.

¹⁸⁷ Paragraph 29, National Planning Policy Framework, DCLG (March 2012).

opportunities to maximise sustainable transport solutions will vary from urban to rural areas. The Government urges local planning authorities, when preparing local plans, to look to a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport¹⁸⁸.

7.23 The NPPF also states that developments likely to generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to be in the context of policies set out elsewhere in the NPPF, particularly in rural areas¹⁸⁹.

7.24 Overall, planning policies should seek a balance of land uses so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities¹⁹⁰.

The North and north East Dorset Transport Study

7.25 The Council, alongside East Dorset District Council, worked closely with Dorset County Council and consultants in the preparation of the North and north East Dorset Transport Study (N&nEDTS)¹⁹¹. This examined the capacity of existing roads and public transport in the area and assessed the impact that projected growth would have on these networks. The analysis leads to a number of key transport infrastructure capacity issues and also takes account of constraints, including environmental constraints. The key elements of the transport strategy are:

- to manage movements by making best use of the existing transport network, improving it where possible, and by managing demand;
- to improve links between the main towns and villages in their hinterlands in order to improve access to services and reduce social exclusion, particularly in rural areas;
- to encourage more sustainable forms of transport by encouraging modal shift from the private car;
- to make key destinations, especially those in towns, more accessible by sustainable transport modes;
- to encourage the provision of travel planning for all communities.

¹⁸⁸ Paragraph 30, National Planning Policy Framework, DCLG (March 2012).

¹⁸⁹ Paragraph 34, National Planning Policy Framework, DCLG (March 2012).

¹⁹⁰ Paragraph 37, National Planning Policy Framework, DCLG (March 2012).

¹⁹¹ North and north East Dorset Transport Study: Emerging Transport Strategy, Buro Happold (November 2009) This Study is supported by an Existing Conditions Report (July 2009), together with a Modelling Report (July 2009).

- 7.26 North Dorset is a predominantly rural area and rural transport is consequently of particular importance¹⁹². The implementation plan for the Local Transport Plan for Dorset¹⁹³ (LTP3) embraces a number of key transport priorities, one of which is to support and promote a culture of community driven rural access solutions to reduce the need to travel. Community travel exchange hubs are seen as one way of achieving that.
- 7.27 All the foregoing elements support Policy 2 – Core Spatial Strategy, which seeks to concentrate development at the District’s four main towns with a focus on meeting local needs elsewhere.

Strategic Highway Network

- 7.28 The Exeter to London and the Weymouth to London strategic transport corridors pass through (respectively) the northern and southern edges of the District. They are discussed in more detail in Section 2 and in the Infrastructure Background Paper. Highways England seeks to make the best use of existing strategic transport infrastructure, which it sees as key to encouraging economic growth, and looks to developers to ‘manage down’ the impact of development on strategic corridors. However, only after travel plan and demand management measures have been fully explored and applied will capacity enhancement measures be considered for the Strategic Road Network (SRN) by Highways England. As developers bring schemes forward they will need to demonstrate the impacts on the SRN and where appropriate provide mitigation to ensure safe and effective operation of the SRN.
- 7.29 Most of the development proposed in North Dorset is not likely to have a major impact on strategic transport corridors. The exception is development at Gillingham and its possible impact on the Exeter to London corridor, particularly the potential for increased congestion on the A303. Capacity enhancement to A303 junctions may be considered by Highways England if these are identified as necessary by the appropriate transport assessment. Significant development at Blandford would also need to have regard to any potential impacts on the A31/A35 corridor.
- 7.30 Consequently, the following measures will help to reduce the potential for additional trips on the A303:
- ensuring that new development at Gillingham is accessible to the town centre, employment opportunities, the railway station and the relatively frequent Gillingham/Shafesbury bus service;

¹⁹² The Dorset Rural Roads Protocol (Dorset County Council, (April 2008) recognises the overall highway environment in rural areas.

¹⁹³ Bournemouth, Poole and Dorset Local Transport Plan 4 (April 2014).

- enhancement of Gillingham Railway Station as a transport hub, including improvements to accommodate the improved services made possible by the construction of the enhanced passing loop at Axminster¹⁹⁴; and
- improvement of road links south from Gillingham to encourage the use of the A30 as an alternative to the A303 for trips to Yeovil and Salisbury (notably by construction of the A30/B3018 Enmore Green link road on the edge of Shaftesbury).

7.31 The Council will continue to work with developers to ensure that the proposed southern extension of Gillingham is accessible to and connected with the town centre and with public transport services. The Council also will work with Highways England and Dorset County Council to reduce as far as possible the potential for increased trips from development at Gillingham onto the A303.

Traffic Management

7.32 Demand management in the Exeter to London corridor and the likely general increase in trips associated with growth will increase the amount of traffic on roads in North Dorset but the N&nEDTS indicates that the technical capacity of most roads in the District will not be exceeded during the plan period. However, the Study suggests that additional traffic could give rise to issues of environmental quality for residents along busy routes and have implications for road safety.

7.33 More effective management of movements on existing networks can help to reduce potential impacts, particularly by making sure that existing transport infrastructure is fully and efficiently utilised. Amongst other things, achieving more efficient use of the highway network improves journey times and network resilience and thus brings economic benefits.

7.34 Traffic management means making more effective use of the existing road network by improving flows at pinch points and junctions through road improvements, for example, by using up-to-date traffic light phasing systems. In addition, improvements which achieve better road safety can help to reduce delays caused by accidents and encourage use by cyclists and pedestrians. Improvements of this nature will be progressed through the local transport plan process, which aims to achieve long term planning and efficient use of resources delivering local transport, whilst also having regard to the relevant national and more local transport policy frameworks.

7.35 In addition, the Council will require developers to deal with the traffic implications of their developments by way of transport assessments (TAs) or

¹⁹⁴ Route Specifications 2012 - Wessex, Network Rail (2012). Passenger services now operate direct between Salisbury and Exeter, from Waterloo, hourly. The line is not presently electrified; however, the Network Route Utilisation Strategy – Electrification (October 2009) recommended this section for review to enable electric services from Waterloo to Exeter but there are no current plans for electrification.

transport statements (TSs). The Council will expect a TA to be prepared and submitted with a planning application for larger-scale development and a TS for smaller schemes where the proposed development is likely to have significant transport implications. The TA will set out the transport issues relating to the proposed development, the anticipated impacts and the necessary measures to deal with those impacts. In particular, it will address accessibility and safety issues and show how increased use of alternative modes to the car will be achieved. Consequently, the TA can be used to determine whether the impact of a development on transport is acceptable. Developers will normally be required to produce a TA where the size or scale of a scheme is above the thresholds for different types of development set out in government guidance¹⁹⁵. The Council will expect developers to pay particular attention to public transport in the TA or TS.

Public Transport

- 7.36 The NPPF sets out a number of core planning principles which Local Plans must embrace with the objective of contributing to the achievement of sustainable development. One of these is to 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'¹⁹⁶.
- 7.37 Public transport, particularly buses, can provide an alternative to the car for trips between towns and to key destinations within towns, such as town centres, major employment sites and schools. Public transport is also important in rural areas, particularly for those without other means of accessing facilities. However, in many cases the viability of the public transport service is an issue.
- 7.38 The operation of public transport in and serving North Dorset is currently being reviewed by Dorset County Council and the outcome of this review is likely to have implications for the future provision of bus services in the District. In particular, it is likely that demand responsive transport solutions will be promoted as a way of improving rural public transport services. These could include more innovative and coordinated solutions, such as the development of community travel exchange hubs, which could help bring services to rural settlements and enable residents to travel to other services and facilities outside their village. The N&nEDTS also suggests that some improvements to scheduled services may be possible, particularly serving settlements along the A350, A357 and A30.
- 7.39 The Council appreciates the importance of rail travel as an alternative to the private car and will work with its partners and other stakeholders in supporting

¹⁹⁵ Guidance on Transport Assessment, Department for Transport (March 2007).

¹⁹⁶ Paragraph 17, National Planning Policy Framework, DCLG (March 2012).

and seeking enhancements to rail services through Gillingham. In addition, the Council will continue working with the County Council and Network Rail to further enhance Gillingham Railway Station as a transport hub serving Gillingham and the surrounding area. Policy 17 – Gillingham embraces the enhancement of Gillingham Railway Station as a transport hub.

- 7.40 Travel plans¹⁹⁷ (TPs) offer a means of managing demand and are often one of the outcomes of a TA. TPs are an important tool for delivering sustainable transport to new development, whatever the use, and help to combat over-dependency on cars by promoting alternatives to single occupancy car use. When considering planning applications involving a significant number of employees or visitors or applications for sites not well served by public transport, the Council will be looking for developers to submit an appropriate TP (or TP statement) with their application which fully assesses the existing and future role of public transport in relation to the development.

Walking, Cycling and the North Dorset Trailway

- 7.41 The form and internal layout of a development, together with its relationship and connections with its setting, can significantly influence the balance of trips by different modes of transport. In order to achieve this, Policy 24 - Design promotes new developments with permeable layouts, designed to give priority to pedestrians and cyclists. This approach also gives opportunities for people to incorporate activity into daily lives, which can have health benefits.
- 7.42 The N&nEDTS highlights a number of places where walking and cycling facilities can be improved or provided within and between settlements. Of strategic importance is the conversion of the former Somerset and Dorset railway line to a pedestrian and cycle trailway. The Council and Dorset County Council have worked together put sections of the Trailway in place; completion of the route will link a number of villages from Spetisbury in the south, through Blandford to Sturminster Newton and towards Stalbridge in the north.
- 7.43 The N&nEDTS identifies a number of schemes to improve facilities for walking and cycling both in the main towns and in rural areas. Links of this nature (for example, the existing footway/cycleway between Blandford and Pimperne) can enable trips to be taken by more sustainable modes.

Parking Provision and Management

- 7.44 The availability of car parking has a major influence on the choice of mode of transport, even in locations well served by public transport. Consequently, the Council's overall approach seeks to manage car parking to encourage public

¹⁹⁷ The main types of travel plan (TP) are workplace TPs and residential TPs and can include measures such as car sharing schemes, a commitment to improve cycling facilities, a dedicated bus service or restricted car parking allocations.

transport, walking and cycling to take priority when people consider how to make different trips.

- 7.45 Policy 23 – Parking relates to the Council’s residential parking standards. These were derived from a Dorset-wide residential parking study¹⁹⁸, which took into consideration expected levels of car ownership and established the principle that residential parking provision should be sufficient to cater for the reasonable needs of the occupants and to enable them to have a choice in the mode of transport they choose for any particular journey.
- 7.46 The local planning authorities in Dorset will also work together to develop guidance and standards for destination parking, which will enable the provision of sufficient spaces to allow for use of the car but also to encourage other forms of transport. In the interim, current national and local standards and/or guidance will apply, as set out in Policy 23 – Parking.
- 7.47 The number and type of spaces in off-street car parks and the time for which they can be occupied need to be carefully organised. On-street spaces also need to be similarly managed so that there is appropriate accessibility and turnover. Many car parks in the District are owned and managed either by the Council or by other public bodies. A strategy will be developed to achieve a more effective and sustainable use of this resource.

Utilities

- 7.48 Various companies are responsible for the provision of gas, electricity, water and telecommunications, together with their means of transmission. These companies have their own delivery plans¹⁹⁹ and programmes for the coming years, which need to ensure that planned growth can be accommodated.

Gas

- 7.49 The National Transmission System (NTS)²⁰⁰ is a high pressure, large diameter gas pipeline network running from shoreline terminals via compressor stations to pipeline systems and off-takes which serve consumers. There is a distribution station at Mappowder on the high pressure gas main which runs across the District, in the local distribution zone owned and managed by Welsh and West Utilities. There are numerous gas suppliers who use this system and

¹⁹⁸ Dorset Residential Car Parking Study, WSP Development and Transportation and Phil Jones Associates, (2009).

¹⁹⁹ For example, Gas Transportation Ten Year Statement, National Grid, (December 2009); Operating the Electricity Networks in 2020 - Initial Consultation Document, National Grid Electricity Transmission, (June 2009); 2009 GB Seven Year Statement 2009/10 to 2015/16 inclusive, National Grid Electricity Transmission, (May 2009); Water Resource Management Plan, Wessex Water, 2009; Securing Water Supplies, Wessex Water, (June 2008).

²⁰⁰ Operated and maintained by National Grid Transco.

applications for new connections must be made to them. Depending on the level and location of new development, Transco has indicated that the existing network of medium and low pressure distribution mains may need to be extended to support new neighbourhoods.

Electricity

- 7.50 Electricity supplies are provided by the high-voltage electricity transmission system in England and Wales, which National Grid owns and maintains together with operating the system across Great Britain. The District is traversed by a high-voltage transmission line and has various sub-stations and underground lines serving settlements. Scottish and Southern Electric have stated that these may need to be upgraded and extended to serve new developments in the future.

Water

- 7.51 Water supply in the District is the responsibility of Wessex Water. Some 80% of the water supplied comes from groundwater sources in Wiltshire and Dorset. Policy 3 – Climate Change seeks greater water efficiency in new buildings and encourages the prudent use of water resources. In addition to these measures, Wessex Water has pointed to a potential need to upgrade supply networks during the plan period to serve new developments, notably west of Blandford St Mary.

Telecommunications

- 7.52 Modern telecommunications play a significant role in the life of local communities, especially in rural areas. They also have a particular role to play in promoting sustainable communities by reducing the need to travel for work, education/ learning, shopping and leisure. The NPPF states unequivocally that 'Advanced, high quality communications infrastructure is essential for sustainable economic growth'²⁰¹ and 'In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband'²⁰².
- 7.53 Broadband availability across North Dorset is not widespread; indeed, a few areas have no access to broadband at all while others have slow or very slow connection speeds. The Council is working with Dorset County Council and others²⁰³ in efforts to remedy the situation but there will still be blackspots to be addressed.

²⁰¹ Paragraph 42, National Planning Policy Framework, DCLG (March 2012).

²⁰² Paragraph 43, National Planning Policy Framework, DCLG (March 2012).

²⁰³ 'Superfast Dorset' is supported by the Council and the County Council and 'Trailway Broadband' is a community-led project.

- 7.54 The main aims of national policy are to ensure that people have a choice as to who provides their telecommunications service, have a wider range of services offered from which to choose and have equitable access to the latest technologies as they become available. The Council will make planning decisions in relation to telecommunications development, including radio and mobile phone masts, in accordance with national planning policy, which supports the growth of existing and new telecommunications systems while minimising environmental impact.

Drainage and Flood Prevention Measures

- 7.55 It is made clear in the NPPF that development should be directed away from areas at highest risk of flooding²⁰⁴. Policy 3 – Climate Change also establishes that new development in North Dorset should not be at risk from flooding. If development is necessary then it should be made safe without increasing flood risk elsewhere. In order to help manage flood risk, there is also a need to use sustainable drainage systems (SuDS)^{205 206}. Site specific flood risk assessments, taking into account all sources of flood risk including surface water management and the impact of climate change, will be required to accompany planning applications.
- 7.56 Site level SuDS features can be multi-functional and incorporated into the green infrastructure network on and beyond the site, although should avoid flood risk areas including fluvial floodplains, creating safe amenity features. Permeable surfaces should be laid to facilitate infiltration of surface water whilst enabling disabled access. Where an existing SuDS scheme is within close proximity to a development site, the Council will expect connection to and improvement of the network to be considered, as should the provision of surface water management via SuDS to existing properties.
- 7.57 The NPPF urges local authorities to work with other authorities and providers and to frame strategic policies to deliver the provision of infrastructure for

²⁰⁴ Paragraph 100, National Planning Policy Framework, DCLG (March 2012).

²⁰⁵ The Flood and Water Management Act 2012 encourages the uptake of sustainable drainage systems by removing the automatic right to connect to sewers and providing for unitary and county councils to adopt SuDS for new developments and redevelopments. The Act does this by including the requirement that developers include sustainable drainage, where practicable, in new developments, built to standards which reduce flood damage and improve water quality. Also, it makes the right to connect surface water runoff to public sewers conditional on meeting the new standards. It gives responsibility for approving sustainable drainage systems in new development, and adopting and maintaining them where they affect more than one property, to a SuDS approving body, generally the Lead Local Flood Authority. In a Written Ministerial Statement dated 18 December 2014 the Government stated that SuDS should be incorporated in all new development of ten dwellings or more.

²⁰⁶ It is anticipated that developers will refer to appropriate guidance, especially Designing for Exceedance in Urban Drainage, Construction Industry Research and Information Association (2006).

dealing with flood risk²⁰⁷. Flood management is the responsibility of various bodies, including the Environment Agency which deals with flood defences at Blandford Forum, Gillingham and elsewhere. The Agency intends to continue with its current flood risk management policy, which includes assessing the potential for improving current flood defences and seeking to ensure that there is no increase in runoff from new developments while also seeking opportunities to reduce runoff wherever possible.

- 7.58 Generally, surface water should be separated from the foul sewerage system as this minimises the risk of foul water flooding after heavy rainfall and makes more efficient use of the existing foul sewer capacity. Separation may be achieved by discharging surface water to soakaways, to other SuDS or, if necessary, to separately piped surface water drainage systems.
- 7.59 Treatment of the District's urban wastewater²⁰⁸, which flows through the system of public and private sewers²⁰⁹, is the responsibility of Wessex Water, utilising a number of treatment works in the District. These networks may need to be upgraded during the plan period to serve new developments. Wessex Water has commented that an anaerobic digestion plant at Gillingham Sewage Treatment Works will require significant investment and that development proposed west of Blandford St Mary would require further engineering appraisal to determine the nature and scope of capacity improvements to sewerage networks.

Waste

- 7.60 The Dorset Waste Partnership²¹⁰ (DWP) is responsible for running waste services on behalf of a partnership of the seven Dorset authorities, including North Dorset District Council. Since April 2011, residents in North Dorset have had their refuse and recycling collections dealt with by the DWP. Household recycling centres, the treatment and disposal of waste and waste reduction promotions across Dorset are also managed by the DWP.
- 7.61 The Council will continue to work with DWP to ensure appropriate arrangements are made to deal with the waste produced by new development.

²⁰⁷ Paragraph 156, National Planning Policy Framework, DCLG (March 2012).

²⁰⁸ Wastewater is the used water that is discharged by homes, communities, farms and businesses. Wastewater notably includes domestic sewage and industrial waste from manufacturing sources. Urban wastewater is any domestic wastewater, mixture of domestic and industrial wastewater and/or rainwater.

²⁰⁹ In 2008 the Government announced the transfer of ownership of private sewers and lateral drains from private individuals to water and sewerage companies.

²¹⁰ The Partnership was officially formed in December 2010 after the signing of a legally binding Inter Authority Agreement and went live in April 2011..

Construction and demolition continues to present problems in terms of the waste hierarchy²¹¹. Using sustainable and recycled materials in terms of new build and separating waste in 'streams' will contribute to the reduction of this waste to landfill.

Public Realm

- 7.62 Infrastructure in the public realm could be seen as a cultural element of social infrastructure. Similarly, town centre enhancement schemes frequently focus on hard landscaping and surfacing but may also include soft landscaping more usually seen as green infrastructure. However, because of its frequent and usually predominant constructional or 'hard' character, infrastructure in the public realm is dealt with here as grey infrastructure. The design process for these Infrastructure schemes should take full account of the needs of people with disabilities so that all sections of the community are able to gain benefits.
- 7.63 Often seen as public art²¹², public realm infrastructure is not widespread in the District and, as a consequence, the Council will seek to have incorporated in large- scale new developments (that is, developments of over 200 dwellings or 1000 square metres of retail, industrial or commercial floorspace) such art elements as may be appropriate, and support their introduction into existing developments.
- 7.64 Public art is significant in achieving high quality design and encouraging public art enhances the appearance of buildings and public spaces, can provide local landmarks and promotes a strong sense of place. When the local community is involved in shaping its environment then community pride is also embraced. Increasingly, many aspects of the built environment are seen as legitimate candidates for consideration as, or locations for, public art, including street furniture and lighting and the Council will encourage this in new development. As the main objective of public art is to enhance the quality of a place, it should be an integral part of the design process for the overall development.
- 7.65 Highway roundabouts are very visible in the public realm and offer significant potential for enhancement. While many authorities have placed public art works on roundabouts, many roundabouts also offer scope for attractive hard and/or soft landscaping. Dorset County Council has a scheme whereby businesses and others can sponsor a roundabout and take responsibility for the landscaping and maintenance of the roundabout or the placing of a piece of

²¹¹ The waste hierarchy has been transposed into UK law through The Waste (England and Wales) Regulations 2011.

²¹² The term 'public art' often refers to works of art in any medium that have been planned and executed with the specific intention of being sited or staged in the public domain. Such works are usually outside and accessible to all, and have often been produced with community involvement and collaboration.

artwork²¹³. The Council will work with the County Council in the elaboration of such schemes to enhance the highway environs.

²¹³ A recent example is the placing on a roundabout on the A354 at Blandford of 3 larger than life badgers within a wildflower area, made by a local artist and sponsored by the local brewery.

POLICY 13: GREY INFRASTRUCTURE

By working alongside developers, agencies, and other partners, the Council will ensure that the necessary grey infrastructure is put into place to support growth, development and North Dorset's economy.

The adequacy, availability and provision of grey infrastructure will be key considerations when planning applications are considered. Development will be expected to maintain, enhance and provide grey infrastructure, as appropriate to the particular development, by way of direct (on/off site) or indirect (by way of financial contribution) provision.

Transportation

A more sustainable approach to transport in North Dorset will be developed by:

- a supporting measures to manage demand in the Exeter to London corridor associated with the proposed growth at Gillingham, in particular measures to reduce the potential for increased trips on the A303; and
- b supporting measures to make more effective use of the existing route network including: improvements to traffic flows at 'pinch points' and key junctions; and schemes to improve environmental quality on busy routes or to improve road safety; and
- c the use of Transport Assessments and Transport Statements, which the Council will require to be submitted by developers to assess the impact of new development on the existing highway network, clarify its consequences and put forward mitigation measures, when considering planning applications; and
- d seeking improved scheduled bus services between the main towns in and beyond the District and within the main towns; encouraging community-led transport schemes in rural areas; seeking improved demand responsive public transport services; and improved rail services to and from Gillingham; and
- e the production of Travel Plans in association with Transport Assessments/Statements with emphasis on public transport and which will be expected from developers; and
- f providing and enhancing walking and cycling facilities in the main towns and in rural areas, particularly between villages and nearby towns; and completing the North Dorset Trailway as a strategic walking and cycling route; and
- g developing and enforcing parking standards and guidance both for residential development and other uses and the development of a strategy for off-street parking, focusing on Council and other publicly owned car parks.

POLICY 13 (CONT'D): GREY INFRASTRUCTURE

Utilities

The Council will work with statutory undertakers, utility companies and other agencies and providers to upgrade and maintain existing utilities, including broadband provision, and provide new utilities to support development.

Drainage and Flood Prevention

The Council will work with the Environment Agency and other relevant bodies to make provision for dealing with flood risk, the transfer and treatment of wastewater and the introduction of sustainable drainage systems.

Sustainable drainage solutions appropriate to the development and underlying ground conditions should be incorporated into all new development of ten dwellings or more and connect with the overall surface water management approach for the area.

Waste

The Council will work with the Dorset Waste Partnership to manage and ensure the effective collection and disposal of household waste in North Dorset.

Public Realm

For all large-scale development proposals, and proposals on prominent sites, the Council will seek the incorporation of public art and will encourage liaison with local artists. Developers should consider the visual impact of infrastructure such as street and other lighting at the development design stage and take full account of the needs of people with disabilities.