Public Transport, Kingsway

9. Infrastructure & Utilities

As development continues, the City will ensure that sufficient infrastructure and utility services are provided to enable residents to access social and economic opportunities and to provide essential services to assist their qualities of life. This forms an integral part of a 'well-planned City' which is a goal outlined in our Strategic Community Plan.

Urban growth will place pressure on existing infrastructure, particularly the City's roads, as well as supplementary utilities including water, gas, electricity, telecommunications and waste management services. New infrastructure and utility services will be provided in growth areas, including our coastal growth corridor and the future East Wanneroo development. Existing infrastructure will also be upgraded as redevelopment occurs in existing suburbs such as Wanneroo, Koondoola and Girrawheen.

The Sub-Regional Planning Framework outlines an objective to provide an efficient and effective movement network that integrates with land uses and connects the sub-region to the greater Perth, Peel and Wheatbelt regions. It also includes an objective to deliver service infrastructure and utilities in a cost effective way, in line with development staging requirements and to encourage multi-modal use of infrastructure corridors.

Whilst infrastructure and utilities will predominantly be provided by the Federal and State Governments, the City will work closely with them to plan their delivery. We will also continue to advocate for the provision of additional infrastructure to facilitate integrated transport in key places to support population and economic growth, as shown in Figure 30. This is also important to support economic development aligning with our Strategic Community Plan.

Aligning with the measures outlined in this section, residential density will be provided in key locations such as activity centres to capitalise on and maximise the use of existing infrastructure and utilities services. We will also increase the efficiency of our road networks by reducing congestion for freight vehicles and commuters by aligning land use and transport planning to encourage people to use alternative methods of transport than private cars.

Our Strategic Community Plan Goals that relate to Infrastructure and Utilities are:

Goal 3:
'A vibrant, innovative City with local opportunities for work, business and investment.'

Goal 4:
'A sustainable City that balances the relationship between urban growth and the environment.'

Goal 5:
'A well-planned, safe and resilient City that is easy to travel around and provides a connection between people and places.'

Figure 22: Strategic Community Plan goals relating to Infrastructure, Utilities and Transport

Figure 23: Transport Strategy 2019 / 20 Principles

Like most outer growth local government areas, the City is highly car dependent. Congestion is particularly prevalent along the Mitchell Freeway, Marmion Avenue and Wanneroo Road at peak periods. As a result, residents in the City experience longer car trips, traffic congestion and higher transport-related costs. Car usage also contributes to the release of carbon emissions which contributes to global warming. With a population that is expected to increase, car ownership and use in the City could rise to excessive levels which may have a wider impact on amenity and livability throughout the City.

In response, the City has developed a Transport Strategy which outlines eight broad principles to achieve the goal of ‘creating a balanced and sustainable transport future’ (Figure 23). This involves balancing car use with other methods of transport to reduce the negative impacts of car dependency.

9.1 Transport Planning

9.1.1 METRONET AND TRANSIT-ORIENTED DEVELOPMENT

The key principles in our Transport Strategy describe elements of transit oriented development (TOD). This is a development style which maximises the residential, business and leisure spaces within walking distance of high-frequency public transport. By prioritising urban consolidation through increasing residential densities close to public transport, and by providing high quality pedestrian and cycle networks, the need to drive to access places of interest is reduced. A secondary benefit of TOD is that it capitalises on the provision of existing infrastructure and utility services such as electrical infrastructure, communications and waste management services.

The State Government's METRONET rail extension has delivered a 14.5 kilometre extension to the Joondalup rail line from Butler station to Yanchep as well as three new stations in Alkimos, Eglinton and Yanchep, a new bus storage depot at Alkimos, and nine new road-over rail bridges.

Planning Control Areas (PCAs) have been established over the Alkimos, Eglinton and Yanchep activity centres. This means that the City will be a referral authority for development proposals in the PCAs and its recommendations will be considered by the WAPC who will make the ultimate determination.

The rail extension, new stations and associated infrastructure will provide a unique and rare opportunity to deliver TODs in largely undeveloped areas. The City will work closely with State Government and other key stakeholders to facilitate this and ensure that developments, infrastructure and the public realm foster accessibility and provide strong connections to the stations and reflect a unique sense of place to encourage people to linger and enjoy these spaces.

In addition to the Yanchep rail extension station precincts, we will deliver TODs around activity centres and identified transit corridors. Our land use planning model, to maximise the use of public transport and pedestrian and cycle networks in and around centres, is outlined in Figure 24. To implement this we will review zones around activity centres and, where possible, amend them to better ensure mixed use zones frame our higher order activity centres. We will also include scheme provisions to require developers to provide end of trip facilities to implement the City's Active Transport and Cycle Plan.

Through our assessment and review of structure and precinct plans, we will ensure that cycle routes recognised in the City's Active Transport and Cycle Plan are included to ensure continuity and connectivity within the overall cycle network, and encourage cycle paths be designed to maximise cyclist and pedestrian safety from vehicle use, particularly at road crossings.

TODs will also be key to the delivery of the East Wanneroo District Structure Plan area which proposes the indicative location for a rapid transit alignment through East Wanneroo with stations at Gnangara and Mariginiup. The City supports the alignment through these district and neighbourhood centres to support transit-oriented development and integration with surrounding urban areas. The exact alignment is indicative and subject to further investigation in consultation with the State Government and Public Transport Authority before the final positioning is determined.

Another opportunity area is the Girrawheen District Centre, where attention will be focused on delivering a mixture of compatible land uses within the area, while having consideration of the current capacity of Girrawheen Avenue and whether any further development would increase pressure upon this link.

In relation to the initiative to focus on Activity Centres, the place strategy has identified the following focus areas:

1. Local Areas and Activity Centres: Yanchep, Two Rocks, Wanneroo, Girrawheen & Koondoola which already have Local Area Plans.

2. Strategic Locations intended to be vibrant, multi-faceted trip generators for residents including the Alkimos Aquatic and Recreation Centre (noted as a Planning Control Area and potential TOD), the Girrawheen Hub and Yanchep Lagoon.

Figure 24: Transit-oriented development model

9.1.2 PROVIDING THE RIGHT AMOUNT OF PARKING

As the population grows and traffic volumes increase in the City so will the demand for parking, particularly in activity and employment centres. Providing sufficient parking alone will not effectively tackle issues associated with car dependency, so the City will take a number of measures to address car parking demand. The increased prevalence of working from home is set to continue for the foreseeable future. This may influence the requirements for parking in certain areas and the City will continue to monitor provisions relating to parking based on emerging trends.

The need for parking in some areas will also be offset with the provision of more public transport options and walking and cycling infrastructure. In line with one of the key principles in our Transport strategy, having a range of transport options in place will assist to change people's perspectives about the convenience of using alternative transport modes. Where possible, we will consider reciprocal parking, where different operating hours result in fluctuating parking demand at different times of the day (e.g. nightclub and office development). Over time, as places develop and offer more pedestrian, cycle and public transport options to enable people to be less dependent on their car, maximum rather than minimum car parking standards, will become a requirement through LPS 3.

As places in the City develop over time, some commercial developments may have limited scope to meet full parking requirements on-site. To address this, we will consider developing an option for 'cash in lieu' of car parking which would be used to provide parking or other alternative transport choices in other nearby areas. The provisions relating to this would be included in a new local planning policy which will also outline circumstances where reduced car parking provisions will be considered. In particular, a Payment in Lieu of Parking Plan could guide the manner and form in which payment in lieu of parking will follow and what the payment will be used for. In instances where TODs are serviced by good quality public transport, cycling and pedestrian networks, payment in lieu of parking may be considered to facilitate the provision of alternative transport infrastructure instead.

Parking in the City is a particular issue around schools where parking congestion can cause localised issues and overflows can impact the amenity of surrounding residential streets during peak times. The City is one stakeholder when it comes to the planning and development of public schools, which is predominantly administered by the Departments of Education and Finance.

The City will continue to work with the State Government, the Western Australian Local Government Association and other agencies to manage congestion and improve the provision of infrastructure around schools. The goal will be to achieve safe and more direct connections to encourage alternative methods of travel than private cars in line with our model in Figure 25.

There is currently no requirement for developers to install electric vehicle charging stations in carparks in the City. As the use of these vehicles increases so will the demand for more charging stations. The City will consider requirements for the provision of electric vehicle charging bays and whether developers will need to provide a minimum number of bays as part of their proposals, particularly in activity centres, industrial areas, regional beaches and in key community facilities in the City.

Figure 25: Achieving direction connections to schools

9.1.3 INFRASTRUCTURE ADVOCACY PRIORITIES

The City's industrial areas in Neerabup and Wangara are important for ongoing economic activity to support the City and broader sub-region. The Sub-regional Planning Framework and Industrial Lands Authority's 10-Year Strategy outlines road upgrades that still need to be delivered in and around these industrial area's, including the Whiteman Yanchep Highway (planned 2032) and Flynn Drive.

The timeliness of the delivery of key transport routes will be critical to improve the ability of our industrial areas to service the City, greater Perth and other regions. The City's Connect Wanneroo Advocacy Plan 2021 - 2025, advocates for the fast tracking of the delivery of the road infrastructure outlined in Figure 26. The main priorities (Priority 1 projects) include upgrading Flynn Drive between Wanneroo and the future Whiteman to Yanchep Highway, extending Lukin Drive to connect the Mitchell Freeway with Wanneroo Road and realigning Whitfords - Gnangara Road and upgrading the intersection at Wanneroo Road, Wangara.

The Priority 2 project includes realigning Neaves Road to Flynn Drive and upgrading its eastern portion to Tonkin Highway. Other advocacy projects include bringing forward the planned upgrade of the Whiteman to Yanchep to connect Neerabup and the new proposed industrial areas with Perth Airport, Kewdale Intermodal Terminal and established industrial areas such as Malaga and Welshpool.

The Connect Wanneroo Advocacy Plan 2021 - 2025 also advocates for the implementation of the Two Rocks Marina Masterplan. Whilst not a port, the Marina is already a significant contributor to the regional economy and with the implementation of the Masterplan this contribution could be increased significantly. However, to do this, federal and state funding will be required.

9.1.4 OTHER MAJOR ROAD PROJECTS BEING UNDERTAKEN BY THE CITY

In addition to the new roads and upgrades identified in the State's Sub-regional Framework in Wanneroo, the City has it's own road projects that it will deliver to make its transport network safer and more efficient. Some of our more significant projects will include upgrading sections of Pinjar Road, Yanchep Beach Road, Joondalup Drive, Frankin Road and Two Rocks Road to four-lane roads. We will also improve black spot areas through measures such as installing traffic signals and roundabouts at dangerous locations to reduce the risk of crashes.

Whilst the City's District Structure Plans outline where major roads will be located in new areas, these will vary depending on further studies and in consultation with the relevant authorities at the local planning and subdivision stages. This will be the case in East Wanneroo where the road network shown in the District Structure Plan will likely vary and result in different connection points to the Whiteman Yanchep Highway than that District Structure Plan outlines.

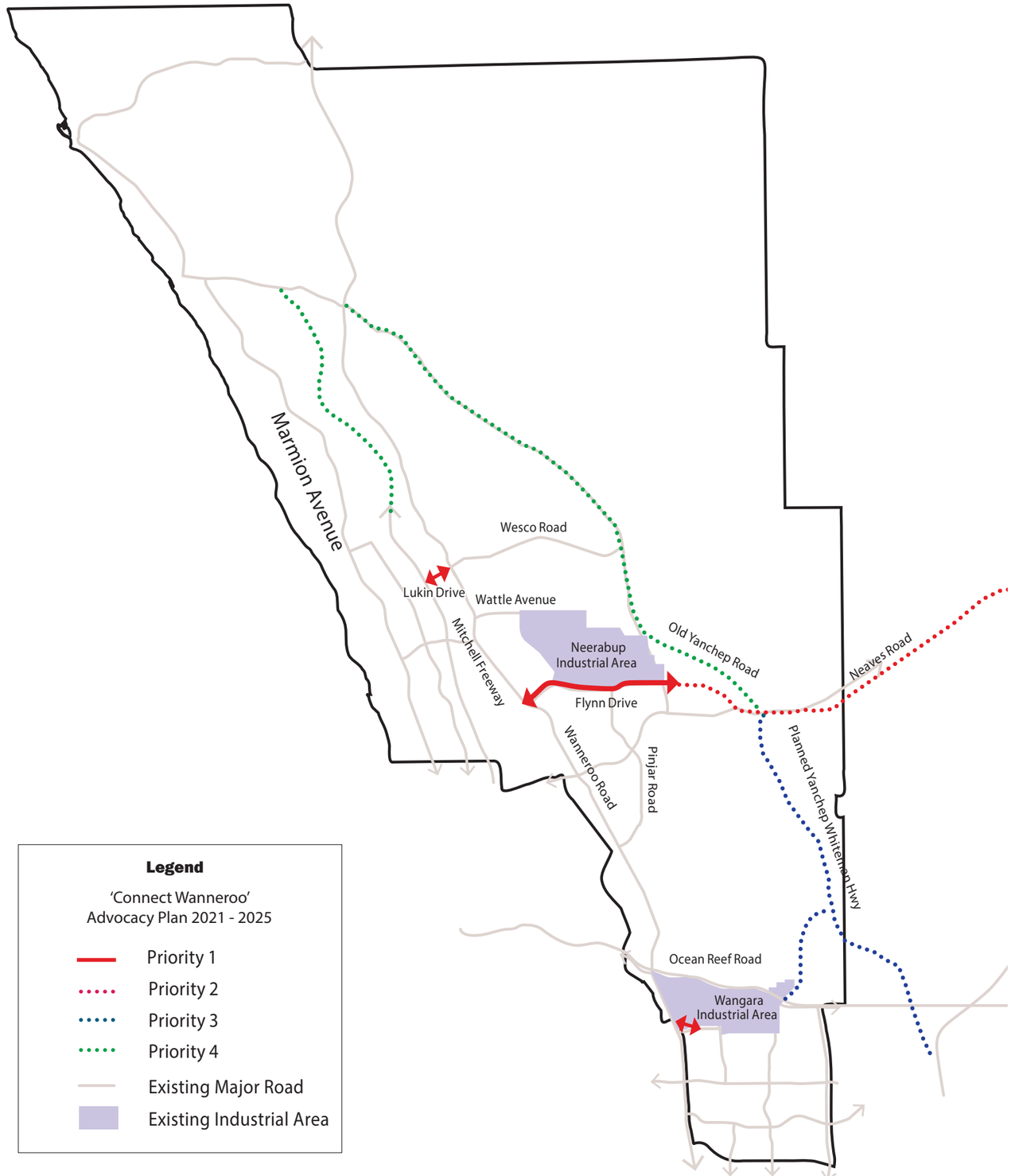


Figure 26: Road connections required in the City of Wanneroo Advocacy Plan 2021 - 2025

9.2 Utilities and Services

9.2.1 MANAGING WASTE AND CONTAMINATION

In terms of utility services, improving the management of and reducing the amount of waste in the City will be important to increase our overall sustainability and reduce our contribution to landfill. The City's Waste Plan 2020 - 2025 outlines requirements for the City to manage its waste in a sustainable way. The management of bins in larger developments including apartments and mixed-use dwellings is a land use planning issue, due to the large amounts of bins in relation to available kerb space for pick up. In line with an action in the Waste Plan, we will develop a local planning policy to provide guidance for the delivery of waste management in new multi-residential developments. Guidance will assist developers to consider where waste will be collected and how it will be managed early on in planning processes.

A site has been identified for a Waste Innovation Precinct in Neerabup and preliminary planning is underway. This facility will allow all of Wanneroo's waste to be treated at a single facility instead of at multiple locations across the Perth metropolitan area as is currently the case. This facility may have the potential to incorporate 'waste to energy' solutions and other emerging innovations. As plans for this facility progress, the City will consider the need for a local planning policy or local development plan to provide further guidance on issues such as land use buffers, site access and building envelopes to ensure its optimum performance and limit any impact on surrounding properties.

Laneways have become more common in low-density developments and can create a range of amenity issues associated with them. Service vehicles collecting waste can have problems navigating narrow laneways, and they are also used at times by people for illegal rubbish dumping. As laneway widths are outlined in the State Government's Liveable Neighbourhoods policy, we will work with them to explore ways to increase widths in residential areas in order to provide additional vegetation.

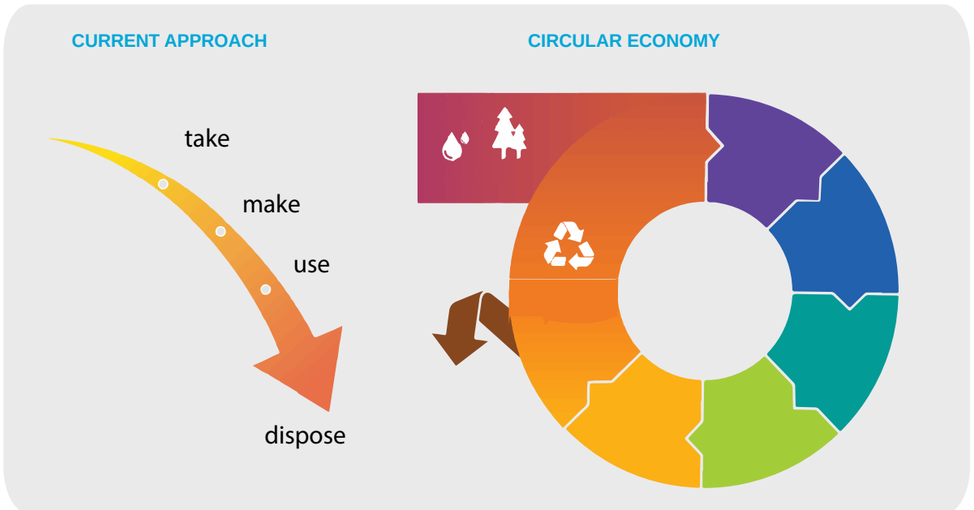


Figure 27: Circular Economy Approach (City of Wanneroo Waste Strategy)

Numerous contaminated sites exist throughout the City's urban and rural areas, and will continue to be managed in accordance with State Government legislation and regulations. Looking long term, there may be the opportunity to investigate alternative uses for some contaminated land parcels, subject to remediation viability, as the demand for land increases with the City's forecast growth.

9.2.2 RENEWABLE ENERGY RESOURCES

The City contains significant parcels of land, which are currently unused or contain decommissioned land uses such as pine plantations. Alternative longer-term uses for this land, including for the development of renewable energy facilities such as solar farms, wind farms and mass battery storage areas, should be considered as the demand for renewable energy sources increases. The City will consider the development of a local planning policy to guide the design and siting of these uses, as well as other non-domestic renewable energy facilities, to ensure that any potential amenity impacts are minimised.

9.2.3 CONSERVING AND MANAGING WATER

Whilst the City has taken successful actions to reduce it's water usage, it still faces significant water supply issues. The Gnangara Mound, which is the City's main source of drinking water, is severely declining as a result of reduced rainfall and increased consumption. To address this, in 2022 the State Government released its Gnangara Groundwater Allocation Plan (GGAP) which outlines a series of water cuts to most groundwater system users in order to rebalance the Mound. Those who will be impacted by water reductions and those who are exempt are outlined in Figure 28.

The City agrees with the need to rebalance its groundwater supply, however the State Government's plan to reduce water allocations for food producers in the City will have adverse impacts on this industry.

Following the release of the GGAP, the State Government has also announced that it will provide a new 100 billion litres-a-year desalination plant in Alkimos. This will be delivered in stages, with the first 50 billion-litre stage expected by 2028. Whilst the basic zoning and reservation provisions are already in place for this facility, the City will assist the State Government to deliver this important infrastructure in a timely manner. We will continue to advocate for the net water benefit from the new desalination plant to be shared with all users that are subject to the reductions.

As mentioned in Section 1 – The Environment Water Management of the Strategy, as part of the work undertaken to inform this Strategy, a Water Management Study has been prepared which provides a series of recommendations for water management in the City. The City will investigate and considered the recommendations of the study for implementation, where appropriate. This report can be found in Appendix C.

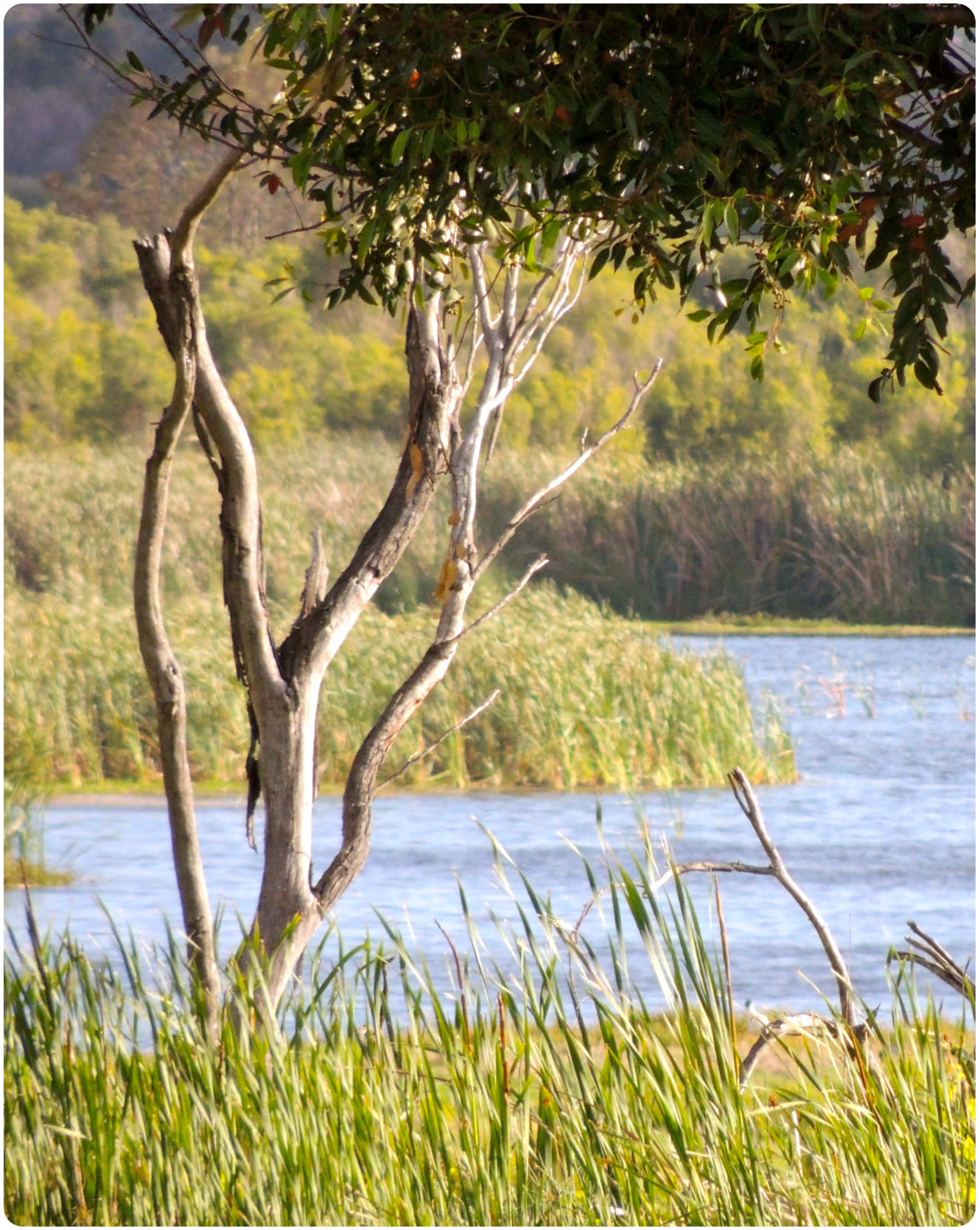
Users Impacted

- 27% reduction for the Water Corporation
- 10% reduction for agriculture and horticulture
- 10% reduction for the irrigatation of parks, gardens and other recreational green spaces
- 10% reduction for most other licenced water users such as mining
- Alignment of domestic garden bore water use to the scheme sprinkler roster in the Perth/Mandurah area from 2022

Users Exempt

- Irrigation for schools and hospital grounds
- Irrigation for plants and trees for commercial purposes at established nurseries and tree farms
- Exemptions for a small number of other specified purposes and locations

Figure 28: Users impacted and exempt from groundwater allocation reductions.



9.3 Smart Technology

9.3.1 INFRASTRUCTURE TO SUPPORT SMART TECHNOLOGIES

The integration of smart technologies into the City, such as those included in Figure 29 are supported by Council and outlined in the City's Smart Cities Strategy. It is important for infrastructure to enable smart technologies to be provided in places early in development processes to avoid costly measures to retrofit it later on. For example, it is relatively inexpensive for developers to lay fiber cables during initial trenching when land is being urbanised which could be costly to install at later stages.

Currently, there is little obligation for developers to include smart technologies, despite its importance. The City is currently working to identify which smart technologies will be adopted in the future and what infrastructure will be needed to support it. This includes high speed internet connections, which are of vital importance in the implementation and upkeep of smart technologies. It will then propose requirements for developers to install this infrastructure as part of development processes in the City.

9.3.2 FUTURE TECHNOLOGIES

In the future, emerging technologies and trends will have the potential to reshape contemporary urban landscapes - particularly in relation to transport. An increase in the number of people working from home, light rail technology, shared transport options, self-driving vehicles and drone technology could alleviate vehicle dependence and free up road capacity. Although the full implications of self-driving vehicles are yet to be determined, this could potentially lead to the need for additional communal parking areas at key locations across the city and fewer private garages. Reduced personal vehicle ownership may mitigate the need for large double garages, potentially transforming a substantial share of housing stock with garages to other uses such as studios, rented short-term accommodation, or granny flats. Shared vehicle access is emerging as a viable alternative.

The City will carefully consider the environmental, social and economic impacts of each new emerging technology as they become available to ensure their safety and suitability for commuters. Those which will offer benefits to commuters and help to alleviate car dependency will be supported by the City.

EV Charging Stations

Electric Vehicle charging stations pull an electrical current from an outlet or the grid to deliver electricity to vehicles.

Smart Street Lighting

Smart street lights adapt the lighting in an area to the traffic and light conditions and can reduce carbon emissions and power costs.

Smart Bins

Smart bins monitor their own fill-level and alert waste collectors when they are nearly full and require collecting.

Drone Technology

Delivery drones offer an alternative to trucks for deliveries, reducing emissions and congestion on the roads.

Light Rail Tech

Light rail technologies include wireless and trackless electric trams are generally travel faster and at low costs than busses.

Self Driving Vehicles

Self-driving vehicles can drive themselves from a starting point to a predetermined destination using various technologies and sensors.

Smart Irrigation

Smart irrigation systems automatically adjust watering based on local weather conditions, reducing or turning off when it rains.

Smart Traffic Lights

Smart traffic lights use data to detect patterns of traffic and the movement pedestrians and cyclists approaching intersections.

Figure 29: Smart Technologies that the City can take advantage of in the future.

9.4 Infrastructure Map

The timely provision and upgrades of quality infrastructure and utility services in the City will continue to be important to facilitate urban development, economic growth and to contribute towards sustainable land use planning outcomes. What follows is an overview of our major current and planned infrastructure in the City.

Legend

- Existing Major Roads
- Future Planned Primary Distributor Roads
- Future Planned Arterial Roads
- Existing Rail Stations
- Existing Rail
- Yanchep Line Rail Stations
- Yanchep Line Rail
- Future East Wanneroo Rapid Transit Stations*
- Indicative Location of Future East Wanneroo Rapid Transport Link*
- Existing Marina
- Future Marina

*Future rail/rapid transport is indicative only and will require further planning in conjunction with PTA.

Figure 30: Infrastructure Upgrade Map.

9.5 Planning Directions and Actions

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
9.5.1 METRONET and Transit oriented development Capitalise on the provision of existing infrastructure and utility services and reduce the need for people to use their cars.	Increase the amount of residential, business and leisure spaces within walking distance of public transport to facilitate transit orientated development.	a. Consider stipulating minimum densities in walkable catchment areas where possible in LPS 3 and Precinct / Structure Plans to reflect TOD around activity centres and along transit corridors.	Section 4.4.1 of part 2 supports transit oriented development to reduce vehicle dependence, congestion and the release of greenhouse gas emissions and to improve community health and wellbeing.	Short Term
		b. Work with the State Government to plan for a dedicated rapid transit route through the Mariginiup and Gnangara town centres in the East Wanneroo District Structure Plan area in preference to the proposed alternative route along the Whiteman - Yanchep Highway.	Section 4.4.1 of part 2 encourages rapid transit connections through the district and neighbourhood centres to support transit-orientated development.	Short Term
	Increase the provision of walking and cycling infrastructure as well as end of trip facilities.	c. Explore development of a local planning policy that addresses end-of-trip facilities (such as requiring developers to install a minimum amount of bicycle parking and end-of-trip facilities in new developments), as well as requirements for mandatory weather protection and internal pedestrian connectivity connecting to the external footpath network. d. Advocate for separated footpaths and cycle infrastructure, to support less confident users, as well as improving the crossing facilities on major roads to supplement this.	Section 4.4.1 of part 2 supports the inclusion of more comprehensive cycling and end of trip facilities to supplement the delivery of the City's Active Transport and Cycle Plan.	Short Term
9.5.2 Providing the right amount of parking Review and simplify car parking requirements to streamline development processes.	Develop a more consolidated, user friendly and contemporary set of car parking standards.	a. Review existing parking provisions and explore the inclusion of subsequent amendments in LPS 3 where appropriate. This may include considering implementing maximum parking ratios for certain non-residential developments.	Section 4.4.1 of part 2 outlines that requiring developments to provide an appropriate level of car parking while promoting alternative modes of transport will encourage people to use other forms of transport than private cars.	Short Term
		b. Explore the development of a Payment in Lieu of Parking Plan when the need arises and, if required, an accompanying local planning policy or guidelines to outline cash in lieu for car parking requirements.	Section 4.4.1 of part 2 recognises the Regulations require the preparation of a Payment in Lieu of Parking Plan before such measures can be implemented by a local government. This should also outline the purposes for which the payment in lieu of parking will be used for.	Medium Term

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
9.5.3 Infrastructure advocacy project Deliver key roads / road upgrades to improve connectivity for freight vehicles.	Deliver key infrastructure routes in accordance with the: • City of Wanneroo Advocacy Plan 2021 - 2025. • Transport Plan • State Government Transport Strategy • North-West Sub-regional Planning Framework	a. Advocate for improved access to the Wangara Industrial Area & Neerabup Industrial Estate through the following initiatives: • upgrade of Flynn Drive; • realignment of Neaves Road; • construction of Whiteman Yanchep Highway; • extension of Lukin Drive to connect the Mitchell Freeway with Wanneroo Road; and • Whitfords Avenue-Gnangara Road intersection upgrade • Hepburn Avenue-Wanneroo Road intersection upgrade.	Section 4.4.1 of part 2 recognises that the timeliness of the delivery of new roads and upgrades is critical to ensure that the Wangara and Neerabup industrial precincts service the greater metropolitan Perth and other regions.	Short Term
9.5.4 Managing waste and contamination Improve how developments on private land manage and minimise waste.	Provide guidance to developers to manage waste in larger developments including apartment complexes. Address the implications of a waste recovery precinct in Neerabup.	a. Prepare a local planning policy and supplementary guidelines, if required, to outline waste management requirements and expectations for larger developments.	Section 4.4.1 of part 2 supports providing more guidance for developers to manage waste to alleviate bin storage and collection issues and improve waste management systems within higher density developments.	Short Term
		b. Review scheme and policy provisions to consider how they can reflect appropriate interface and/or buffers to minimise the impact of a waste recovery precinct to adjacent land uses, with reference to any relevant guidelines produced by the Environmental Protection Authority.	Section 4.4.1 of part 2 recognises that the provision of a waste recovery precinct may result in land use conflicts with adjacent developments if measures are not provided to address this in the planning framework. The location of the Waste Recovery Precinct has already been set aside due to its placement in the Metropolitan Region Scheme. To supplement this technical reporting will be required to review impacts to sensitive adjoining land uses and how these are managed.	Medium Term
9.5.5 Renewable energy resources Provide additional renewable energy infrastructure to assist the City to contribute towards the goal of net zero greenhouse gas emissions.	Work with developers to explore Community Battery Infrastructure roll out opportunities.	a. Work with developers in emerging residential and non-residential development areas, including East Wanneroo, to explore roll out of Community Battery Infrastructure. This may also include associated linkages to small-medium scale renewable energy infrastructure.	Section 4.4.1 of part 2 recognises that as demand for the establishment of larger scale battery storage facilities increases, the City will need to develop policy guidelines to outline the design and siting of these, to ensure that their amenity impacts are minimised.	Short Term
	Explore longer term alternatives for the use of decommissioned land, including for the development of renewable energy facilities.	b. Assess ways in which the siting and design of non-domestic (i.e. communal) renewable energy facilities can be used to minimise or avoid adverse impacts on the amenity of established neighbourhoods, with appropriate areas set aside for these uses within new structure planning and development areas.	Section 4.4.1 of part 2 encourages that appropriate reservations are provided in the neighbourhood design process to support the delivery of renewable energy facilities. The City will play a proactive role in ensuring that renewable energy infrastructure is considered as early as possible in these processes.	Ongoing

Issue/Opportunity	Planning Direction	Action	Rationale	Timeframe
9.5.6 Infrastructure to support 'smart' technologies Plan ahead for emerging and future infrastructure and utility technologies and trends.	Provide electric vehicle charging stations in select locations, including strategic metropolitan centres.	Explore opportunities to increase the provision of infrastructure to support 'smart technologies' including to following: a. Investigate how the City may require developers to provide minimum amounts of electric vehicle charging bays in prominent location such as activity centres, industrial areas, regional beaches and in key community facilities throughout the City. b. Investigate ways to incentivise the provision of electric vehicle charging stations within town centres in lieu of traditional service stations. c. Investigate inclusion of provisions in a new car parking policy, or existing policy for road houses and service stations.	Section 4.4.1 of part 2 supports including the provision of charging bays for non-residential development, with a focus on activity centres, to assist with the uptake of electric vehicles and ensure ample charging capability in well-served localities. Installation of larger scale EV charging facilities in town centres is a preferred outcome in terms of sustainability and overall amenity, compared with traditional 'service stations'.	Short Term
	Ensure the planning framework is fit-for-purpose to facilitate the rollout of ‘smart technologies’ within development areas	d. Investigate future emerging trends that the City will adopt and prepare guidelines for developers to install this infrastructure as part of development processes. Implement scheme provisions or local planning policies outlining developer's responsibilities as it relates to smart technologies.	Section 4.4.1 of part 2 recognises the local planning framework should closely align with any plans or guidelines produced by the City for smart technologies.	Short Term