

#	Details/Comments
1	<p>Page 31. Our urban areas are sustainable.</p> <p>- supports modal shift to increased use of active and public transport, however zero emissions from vehicles does not negate the need for road infrastructure. There seems to be strong focus on infill development over sprawl, however there needs to be improvements in the reliability and/or efficiency of public transport to encourage mode shift, otherwise this would require upgrading existing road infrastructure.</p>
2	<p>Page 32. Our urban areas are sustainable.</p> <p>Reform urban planning and zoning rules to support emissions reduction outcomes, including prioritising mixed-use neighbourhoods that are close to amenities and employment and encouraging lower emissions active travel, such as walking and cycling</p> <p>This should mention that affordable housing density should be located close to high frequency public transport routes to maximise the use of infrastructure and reduce private vehicle use.</p>
3	<p>Page 36. Our urban areas promote productivity</p> <p>"Planning for digital infrastructure to support emerging technologies" to improve traffic flow. - is supportive and is already embracing such technologies through project development and delivery.</p>
4	<p>Page 40. Principle 1: City planning and governance must be collaborative and adaptive</p> <p>Given the importance of freight transport networks, any priority for strategically lead network upgrades to support sustainable urban growth close to employment opportunities should be discussed.</p>
5	<p>Page 40-41 Principle 1: Achieve close alignment between:</p> <ul style="list-style-type: none"> <li>- the Australian Government's National Urban Policy and Infrastructure Policy Statement and wider government objectives, such as the Urban Freight Planning Principles</li> <li>- state and territory-level strategic, infrastructure, climate and disaster plans, including for government-funded infrastructure and place-based investment</li> <li>- local-level planning and community values, to the maximum extent possible.</li> </ul> <p>More work in this space is required at the local level.</p>
6	<p>Page 41. Principle 2: Purposeful place making increases well-being and connection</p> <p>There is no discussion on the minimisation of transport routes on local urban areas. While this may be implied in other note, however it should be more explicitly discussed.</p>
7	<p>Roads, together with public transport and integrated walking and cycling paths, provide a safe, connected and efficient transport network, as well as access to jobs, schools, commercial centres, community facilities, physical activity and open spaces. Transport networks strongly influence a community's action and activity spaces.</p> <p>Forward planning is of high importance and not all communities have a Transport Strategy to inform future planning and coordinate the delivery of infrastructure/services to urban areas.</p>
8	<p>Some communities do not have the have a strategic transport plan to deliver transport outcomes. It would be beneficial if the National Urban Policy recommended communities to undertake such strategies. If strategies were prepared this would identify key items to be delivered and identify timings. It would improve the use public and private funding and be an impactful in connecting communities to necessary transport infrastructure.</p>

	This forward planning would be useful and assist communities preparing developer contribution plans which are relatively new concept and not well embraced in WA.
9	There is very little comment on how the existing freight network will be supported and where required, upgraded to maintain supply chains. It is acknowledged that continuing to prioritise road infrastructure leads to reliance on private vehicles, which contributes to congestion and environmental challenges.”, however there will still be a reliance on goods and freight being moved by road for sometime.
10	Recommend the following to be undertaken at a State level to: - Review flood and coast hazard mapping and identify funding initiatives - Update infill targets in Regional and Sub-Regional Planning Strategy documents and place a greater emphasis on identifying infill areas through planning investigation areas. Directions 2031 and Beyond infill target was 47%. - Consideration of third-party appeal rights to be similar to WA.
11	Place greater emphasis at a State and Local Government level to: - Plan and identify Transit-Oriented-Developments (TODS) accessible to middle to low income earners. - Create Crime Prevention Through Environmental Design (CPTED) planning policy to apply to residential and non-residential development worth XXX value. - Mandate Development Contribution Areas and Infrastructure Plans built into regional and local planning schemes - Mandate and increase the 10% open space area developer contribution for development and subdivision worth XXX value or to create 4 lots or more. - Green landscaping, tree requirements and retention of trees/landscaped area built into development and subdivision worth XXX value or to create 4 lots or more and provide developer incentives (i.e. building setbacks or number of storeys) - Provision of electrical chargers, water tanks and solar panels to be included as a building requirement dependent on the type of development proposed.