

The following table outlines the City of Wanneroo comments on the National Land Freight Strategy Discussion Paper.

	Issue Raised	City of Wanneroo Comment
1	Principles	
1.1	<p>The Discussion Paper outlines several principles which are envisaged to underpin the National Land Freight Strategy including:</p> <ul style="list-style-type: none"> • creating a nation wide network of transport infrastructure; • achieving improvements for freight transport, subject to contribution from freight; • contributing to overall community benefits; and • creating robust scenarios in terms of demography, industrial development and energy (page 59 – 60). 	<p>The City of Wanneroo supports the preparation of a National Land Freight Strategy which addresses current challenges to the freight industry, particularly congestion from personal travel and freight travel. The City would encourage the Strategy to address issues such as employment and location of residential land, which may not be directly related to freight but impact on the freight network more generally.</p> <p>The National Freight Strategy should provide greater integration of land use and transport planning.</p>
2	Freight Productivity and Employment in the North West Sub Region	
2.1	<p>In many areas the paper discusses the competition between car and freight use on roads. It refers to congestion as an issue predominately in urban areas that is a significant challenge to national productivity (page 15). The paper also recognises the need for energy efficiency within the freight industry (page 27).</p>	<p>The City recognises that the National Land Freight Strategy will be predominately concerned with the freight industry, however would encourage that this industry not be looked at in isolation. Many other planning concerns, such as land use and employment, can also significantly impact on the freight network.</p> <p>The provision of local employment opportunities within the City of Wanneroo has been a long term priority for the City. Providing employment opportunities within close proximity to homes, as well as providing freight terminals close to freight generating land uses, reduces the overall need to travel and therefore reduces congestion. Currently a large proportion of the City's working population commutes, predominately by private vehicle, to jobs elsewhere in the metropolitan area. This commuting results in significant peak hour congestion on roads and railway within the City and to its south, and reduces national productivity and efficiency. As the number of residents residing in the City increases this situation continues to worsen.</p>

		<p>The Western Australian Planning Commission (WAPC) has recently commissioned a strategic transport study that has confirmed that unless local employment levels are significantly increased, the transport system in the northern part of the metropolitan region will become dysfunctional.</p> <p>Key strategic employment areas within the City include the Neerabup Industrial Area as well as possible further strategic industrial areas proposed under the Government's Industrial Land Needs Study, including sites at South Pinjar and to the east of Carabooda (which are also identified under other State strategies such as Directions 2031 and Beyond and the Gnangara Sustainability Strategy).</p> <p>It is important that the National Land Freight Strategy incorporates wider planning principles that reduce the need for both freight and personal travel all together. This can be achieved by locating freight facilities in appropriate locations and assisting in the promotion of employment opportunities which reduce peak hour congestion through infrastructure provision.</p>
3	Regional Freight Projects	
3.1	<p>The paper identifies a national network for freight with an emphasis on potential future freight flows. This includes intermodal freight terminals and freight cluster sites in the capital cities (page 4).</p>	<p>In order for the City to be able to successfully attract investment and employment, and thus reduce congestion, efficient freight connections are critical. In the short term, this particularly applies to the Neerabup Industrial Area. This area is proposed under Directions 2031 and Beyond to have a 'planned intermodal freight terminal', recognising the need for a future freight rail link to also be provided to this area. In addition linkages from this intermodal freight terminal are required. The National Land Freight Strategy can support the creation of employment within the City of Wanneroo and the North West Sub Region through supporting projects such as this.</p> <p>In the longer term, a freight connection through the City provided by an extension to Tonkin Highway should link freight efficiently. The need for this</p>

		<p>extension has been endorsed by the WAPC in considering a recent strategic transport study for the North-West Subregion, as well as its recently released final East Wanneroo Structure Plan. Such requirements should be implemented through the achievement of a national freight network.</p>
<p>3.2</p>	<p>Regionally significant airports are acknowledged in the Discussion Paper, with specific reference to important major and regional airports with important freight tasks (page 4).</p>	<p>Directions 2031 and Beyond includes an important proposal for freight transport and strategic economic development in the City of Wanneroo. The document proposes a feasibility study be undertaken for a future third airport to be sited in the North West Sub Region. Such an airport could also play an important role in air freight, and would need efficient road (and desirably also rail) connections.</p> <p>It is important that the National Land Freight Strategy supports new air freight opportunities where appropriate and identifies mechanisms to help secure such facilities in a timely manner.</p>