

ELIZABETH QUAY PROJECT — CAR BAYS

732. Hon SALLY TALBOT to the minister representing the Minister for Planning:

Noting the government's commitment to implement transit-oriented design in the Elizabeth Quay development and its no-car bay policy with respect to Burswood stadium —

- (1) How many residential and non-residential car bays will be provided in the five planned office blocks fronting the Esplanade road between Barrack Street and William Street?
- (2) Given the excellent public transport system servicing the Perth CBD, was consideration given to the construction of the office blocks without the provision of on-site parking?
- (3) Did the government give consideration to the adverse impact of this extra parking on traffic flow in the area and the impact of five multi-storey podium car parks on the proposed opening up of the cove area to the rest of the city?

Hon HELEN MORTON replied:

- (1) All commercial parking for Elizabeth Quay will be determined in accordance with the Perth Parking Policy, administered by the Department of Transport. The policy establishes the maximum number of on-site tenant car bays based on a ratio to the site area, location, design and access. Residential parking will be provided at a maximum rate of 0.7 bays per dwelling in accordance with the Elizabeth Quay design guidelines. The final number of parking bays will depend on the ultimate commercial development and residential yield outcomes.
- (2) The parking requirements for both residential and non-residential developments establish conservative maximum amounts of on-site parking. Developments can be considered with lower amounts or no on-site parking.
- (3) Yes, parking requirements are determined based on transit-oriented design principles balanced with market demands and appropriate design and location of parking structures.