



Minister for Planning; Culture & the Arts; Science & Innovation
Government of Western Australia

Our Ref: 33-16746

Hon Brian Ellis MLC
Chair
Standing Committee on Environment and Public Affairs
Parliament House
PERTH WA 6000

Dear Mr Ellis *Brian*

PETITION NO 148 – ELIZABETH QUAY

I refer to your letter of 13 April 2012 regarding the Elizabeth Quay (formerly Perth Waterfront) project petitions that were tabled by the Hon Kate Doust MLC in the Legislative Council on 6 and 29 March 2012.

Given the scope and breadth of the Elizabeth Quay project as the centrepiece of a long-term redevelopment plan, it is natural for there to be healthy range of views.

Please find in this letter comments in response to the additional topics brought forward by the petitioners.

Riverside Drive

The petition states several issues involving the diversion of traffic from Riverside Drive, including an influx of employees into the CBD.

- Perth is experiencing a period of significant transformation, renewal and development similar to only two other periods in our State's history – pre-Federation and Sir Charles Court eras. It is the responsibility of State Government to accommodate this growth. Elizabeth Quay is one of a number of projects that is creating the capacity for residents, businesses and visitors alike.
- There has been significant public consultation and a number of different designs for Elizabeth Quay put forward. In order to improve access to the Swan River, the one constant element across the designs has been the diversion of Riverside Drive.
- The latitude of the project's traffic impacts are recognised and being considered across a range of government bodies, including the Department of Transport, the City of Perth, and the Metropolitan Redevelopment Authority.

- It is inevitable that as the city grows, the traffic will increase. One of the many benefits of the Elizabeth Quay project is that it will encourage the use of public transport. The development capitalises on the site's exceptional access to ferry, train, bus, cycling and pedestrian infrastructure.
- The Department of Transport has recently announced the \$105million 'Perth CBD Transport Plan to 2016' initiative which will help ensure the CBD has a sustainable transport system that will accommodate and complement development projects like Elizabeth Quay and the growing population. This initiative includes extensive traffic modelling, changes to and investment in the road network, public transport initiatives and travel demand management.
- To ease the east to west traffic demand along Riverside Drive, the State Government has committed to expand the Graham Farmer Freeway by May 2013.

Esplanade Reserve

The petition states that "This place [Esplanade Reserve] has considerable historic value as part of major reclamation work commenced in the 1880s along the Swan River...and is very highly valued for continuing social and cultural associations..."

- It is recognised that the Esplanade Reserve has a history of use as a public event and gathering space and this social and cultural function has been an important consideration in the Elizabeth Quay master planning and design.
- There is no intention to amend or remove the heritage listing of the Esplanade Reserve, nor has there been an attempt made to diminish the important element of the State's history. However, large-scale use of the space is occasional and for much of the time, only limited activity occurs on the reserve. As part of the master planning process for Elizabeth Quay, substantial liaison has occurred with the State Heritage Office regarding the impacts to the Esplanade Reserve.
- A Heritage Interpretation Strategy has been finalised which will identify opportunities to recognise the history of the site in the design of public areas and in private development sites at Elizabeth Quay.
- Plans for the Elizabeth Quay also include upgrades to the Supreme Court Gardens which will be the ceremonial parade ground for ANZAC day services and will accommodate concerts and performances.

Impact on Business and tourism

The petition states that there is an over-projection of annual tourists through the Elizabeth Quay site, as well as there being "little to attract tourists to an enclave of offices and apartment buildings..."

- The previous 9million annual visitor statistic referenced multiple visitations in the same day. A revision of the information had previously re-evaluated the total estimated visitors to Elizabeth Quay as 4.3million. The 4.3million visits

relates to multiple entries and exits to the precinct by users, meaning that visitors could carry out several functions (e.g. dining and shopping) during one visit. It also refers to visitors who could visit many times annually (but not on the same day).

- Elizabeth Quay will have multiple functions beyond office and residential accommodation, including retail facilities, restaurants, bars and cafes as well as public spaces.
- An improved Barrack Square will connect it to the CBD and draw people to both the Bell Tower and the jetties.

Impact on Swan River

The petition states that two studies, one conducted in 2004 and 2011 by two separate bodies draw inconclusive results on water siltation. The petition also states that a third party reviewer should be drawn in.

- The current rate of siltation at the development site and frequency of past dredging has been assessed. Siltation of the inlet and dredged channels is expected to be low and similar to the current requirements at the adjacent Barrack Square and existing dredged channels. It is expected maintenance dredging would be required at approximately 10 year intervals or following severe river floods. It is recommended maintenance dredging of the inlet is completed at the same time as maintenance dredging of the adjacent Barrack Square and existing dredged channels.
- The Elizabeth Quay project team has worked closely with the Environmental Protection Authority, Swan River Trust, Department of Environment and Conservation and Department of Water to address any potential impacts of the project on the Swan River, and to ensure appropriate management and mitigation measures are in place. All flushing and hydrodynamic assessment of the inlet and surrounding waters were subject to a third-party independent review, as well as assessment by the EPA and other regulatory agencies. Any environmental matters related to the project will be managed by the Swan River Trust.

Budget priorities and economics

The petition states that the government should calculate the costs of developing the Elizabeth Quay project to “include a comprehensive budget for the project including associated necessary infrastructure works.”

- The State Budget projects the costs of the Elizabeth Quay project and its accompanying infrastructure modifications. These are spread across several different State Government agencies, including the Department of Transport and the Metropolitan Redevelopment Authority. Funding has been allocated within the appropriate managing body.

- Real estate value is a difficult estimation to make, and is dependent on many other economic variables. The assessed land value as noted is a conservative estimate of the revenue that could be generated from this project.

I trust this information satisfies your request. Should you require additional information, please do not hesitate to contact the Metropolitan Redevelopment Authority on 1800 639 726.

Yours sincerely



**JOHN DAY
MINISTER FOR PLANNING;
CULTURE AND THE ARTS;
SCIENCE AND INNOVATION**

20 AUG 2012

PUBLIC