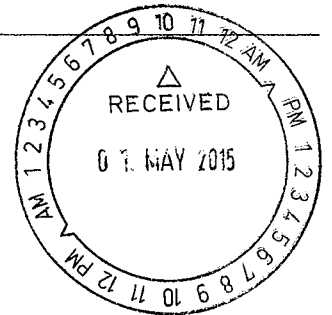




Minister for Transport

Our Reference: 53-06171

Hon Simon O'Brien MLC
Chairman
Standing Committee on Environment and Public Affairs
Legislative Council
Parliament House
PERTH WA 6000



Dear Mr O'Brien *Simon*

RE: PETITION 71 – PROPOSED WELLINGTON STREET BUS TUNNEL

I refer to your letter of 18 February 2015 regarding the Petition in Opposition to the Wellington Street Bus Tunnel.

The information requested relates directly to legal proceedings that have since been brought against the Public Transport Authority by the principal petitioner (that is, Shogunn Investments Pty Ltd, t/a Parkwise) in the Supreme Court by writ filed on 18 March 2015. Nevertheless, I can provide you a general overview of the matter which I trust will assist the Committee in responding to the submission from the principal petitioner.

Comment on Petition – Wellington Street Bus Tunnel

The Wellington Street Bus Tunnel is being developed to provide a second entry to the new underground Perth Busport. The new underground Perth Busport is being constructed on the location of the old Wellington Street Bus Station, as the second part of the Perth City Link (PCL) project transport works.

The Wellington Street Bus Tunnel is proposed to exit the Perth Busport under the proposed alignment of the King Street – Lake Street road connection, travelling south to the alignment of Wellington Street where it turns to the east and rises to ground level between Queen Street and William Street adjacent to Raine Square.

Options for the location and design were considered during the master-planning and design stages of the project, with this section of Wellington Street, between Queen Street and William Street proving to be the viable option. The detailed design process had to consider a number of requirements including minimising the impact to Wellington Street and adjacent businesses. The owners and managers of Raine Square were consulted during this process and prior to the Development Application (DA) for the Wellington Street Bus Tunnel being lodged with the Metropolitan Redevelopment Authority (MRA).

The DA for the Wellington Street Bus Tunnel entrance was assessed by the MRA under their statutory processes which included requests for public submissions. The DA was approved on 23 December 2014.

Comments on Parkwise letter of 28 January 2015

The Wellington Street Bus Tunnel will not close the only vehicular entrance to Raine Square as stated in the petition, as left in and left out turning movements to the Parkwise car park will be retained. The tunnel will prevent a right hand turn from Wellington Street into the vehicular entrance of the car park.

The Raine Square building is a mix of office and commercial premises with basement car parks. The majority of the building is used as offices however there are 3 floors of commercial tenants within the building. The car park has 195 commercial tenant bays for the exclusive use of onsite tenants and 184 short stay public car bays.

The Raine Square development, which was completed prior to the approval and funding for the Perth Busport, includes access to Perth Underground train station and the pedestrian footbridge crossing Wellington Street. The Perth Busport and Wellington Street Bus Tunnel do not require the removal of the footbridge. The removal is as a result of a policy decision by the City of Perth.

Thank you for taking the time to write to me on this matter.

Yours sincerely



Dean Nalder MLA

MINISTER FOR TRANSPORT

29 APR 2015