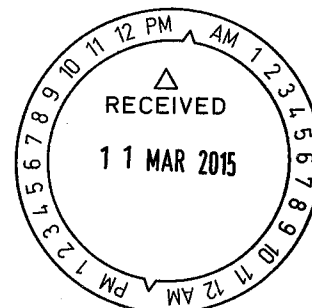




**Minister for Planning; Culture & the Arts  
Government of Western Australia**

Our Ref: 33-28161  
Your Ref: Petition No 71



Hon Simon O'Brien MLC  
Chairman  
Standing Committee on Environment and Public Affairs  
Parliament House  
GPO Box A11  
PERTH WA 6837

Dear Mr O'Brien *Simon*

**STANDING COMMITTEE ON ENVIRONMENT AND PUBLIC AFFAIRS – PETITION  
NO 71 – WELLINGTON STREET SECOND BUS ENTRANCE**

Thank you for your letter of 18 February 2015 regarding Petition No 71 that was referred to the Standing Committee on Environment and Public Affairs. As requested, I have provided comments below regarding the petition in relation to the proposed Wellington Street second bus entrance.

Prior to conditionally approving the development application the Metropolitan Redevelopment Authority (MRA) advertised the proposal in accordance with the Central Perth Redevelopment Scheme from 27 August 2014 to 17 September 2014.

Advertising and notifications included;

- An advertisement in The West Australian Newspaper;
- Written notification to all nearby landowners;
- A hand delivered letter drop to all shop tenants within the Raine Square building;  
and
- A notice on the MRA's website.

Plans of the proposed development were provided on the MRA's website and full documentation was available for viewing by appointment with the MRA. MRA Planning Officers also met with operators of the Raine Square car park and their consultants.

At the close of advertising the MRA received a petition of 30 signatures and 2 submissions objecting to the proposal. The comments received were primarily from owners, operators and tenants of Raine Square opposing the removal of the right hand turn into the car park when travelling eastbound on Wellington Street.

The MRA consulted with the Public Transport Authority (PTA) on investigating alternative designs for the Wellington Street second bus entrance which would retain the right turn access from Wellington Street into the Raine Square development. The PTA has confirmed that due to a number of engineering constraints and safety concerns this was not a viable option.

In considering the development application on the 17 December 2014, the MRA Board was provided with a summary of the submissions received during the consultation period. While due regard was given to the submissions received, the MRA Board also had regard to the MRA Central Perth Redevelopment Scheme and the wider benefits of the proposal.

The Wellington Street second bus entrance was considered to be consistent with the objectives of the Central Perth Redevelopment Scheme as it will enhance connectivity by supporting the development of public transport infrastructure and reduce journey times for buses. The development was also considered to be in accordance with the vision for the Perth City Link Project Area as it supports broader Perth City Link sustainability goals by promoting transit oriented development thereby reducing the need for private car use.

The MRA Board determined that the application should be conditionally approved. However, in the event that the PTA and representatives of Raine Square can develop a viable solution which enables the right turn from Wellington Street into the car park to be retained, the MRA will provide assistance to achieve this outcome.

I trust this information is of assistance to the Committee.

Yours sincerely



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

**10 MAR 2015**