



## **FutureBayswater Community Group Inc**

*IARN: A1027361L ~ WA Incorporated Entity*

FuBa Urban Regeneration Innovation Hub  
Bayswater Town Centre WA 6053

<http://futurebayswater.com/>

Hon Matthew Swinbourn MLC,  
Chairman, Standing Committee on Environment and Public Affairs  
Parliament House, 4 Harvest Terrace, West Perth WA 6005

SENT BY MAIL: [env@parliament.wa.gov.au](mailto:env@parliament.wa.gov.au)

19 October 2020

Dear Chair,

**Re: Petition No. 164 - Bayswater Train Station**

Please find attached a brief background to the petition and a summary of the issues that are impacting the Bayswater community as a whole.

Thank you for considering this matter.

For further information please contact me on

Yours sincerely

**Paul Shanahan**  
CHAIR,  
Future Bayswater Community Group Inc

Future Bayswater Community Group Inc

## **SUBMISSION to support Petition No.164**

### **in Relation to the Bayswater Train Station Design, Shelters, Escalators and Viaduct**

Future Bayswater's submission is on behalf of petitioners comprising our members; local businesses; local residents and community members. This submission outlines serious concerns the Bayswater Community has with the planning for the new Bayswater Train Station and its associated rail systems infrastructure.

Members and professional advisors of Future Bayswater Inc have extensive experience in urban planning, railway systems planning; engineering; architecture; and community engagement. We are well placed to identify issues with the planning processes and outcomes for the Bayswater Train Station and Junction.

Like many in our local community, Future Bayswater Inc. are fully supportive of the aspirations of Metronet -- and believe that a well-planned station and junction will benefit the Western Australian community. However, the petitioners believe that the planning for this station and its associated rail infrastructure has been problematic. We also believe that the community engagement process has been disingenuous and misleading – just one example of this suggests the very high viaduct was included in the project plan in December 2018, but has only recently been shared with the Public.

Metronet, the PTA and the Minister for Transport Planning (Hon. Rita Saffioti) have publicly stated on numerous occasions that this project has seen the most extensive engagement ever undertaken on a project of this nature by the PTA. While we agree that there has been extensive communication, it has mostly focussed on informing the community of PTA's plans rather than listening and responding to the needs and aspirations of the community. It was only after the recent public campaign regarding community concerns about the station designs that were released in June 2020 – and the resultant community backlash – that improvements were made to restore some of the features of what was proposed in the original station designs promoted to the community in 2018.

**What is most concerning to the petitioners is that PTA, Metronet and the State Government had been aware of plans for the development of a visually intrusive viaduct to connect to the new Morley - Ellenbrook line since December 2018. However, information about this viaduct was withheld from the public during the consultation process. There was NO mention of the massive viaduct (that will run through the Town Centre and suburb) in any of the multitudes of engagement opportunities that Metronet undertook over the past two years. This approach is completely at odds with the self-congratulatory messaging that Metronet, the PTA and State Government have published regarding the success of their engagement process.**

The viaduct will be a huge and visually invasive structure that will adversely impact the amenity of many local residents. Metronet have not shared alternatives with the community – despite there being other viable options such as tunnelling or trenching. As a result, at a time when the State Government is rightly looking to establish an effective transport oriented development through the work of DevelopmentWA, potential investors will be deterred from regenerating a large swathe of the Bayswater Town Centre due to the Viaducts massive and bulky appearance.

#### **Other key concerns include:**

1. **No effective masterplan has been developed for what is one of the most complex rail junctions ever planned in Western Australia.** All elements of key rail infrastructure (that will converge at Bayswater) have been planned in isolation, resulting in poor station design and the proposed provision of a large and intrusive viaduct through the Town centre and residential areas to Tonkin Highway. The planning for the junction, therefore, lacks the coherency to effectively integrate the three lines from Midland, Forrestfield Airport, and Morely Ellenbrook.

In addition there are significant safety concerns with the signal and communications infrastructure to cater for passenger trains every three minutes, the Indian Pacific train and the Prospector, without a significant upgrade in communications technology.

2. **The tender for the Bayswater station was not accurately based on the designs shown to the community** in 2018, with major changes made without any notification to the community.
3. **The road layout will further divide the town centre, strand local shops (on Whatley Crescent) due to level changes, surround the station with high volume roads and provide limited pedestrian safety.** Alternative approaches to the layout to address the key issues were provided by experts within Future Bayswater Inc but were dismissed without any written proof of analysis by Metronet/ PTA.
4. **Some elements of the station design are still at odds with the commitments provided by Metronet and the PTA to the State Design Review Panel** and do not reflect what was shown and promised to the community in the extensive (but ineffective) community engagement process – as well as at the launch of the station by the Premier and Minister for Transport, Planning. Despite some improvements to the design and shelter and the reinstatement of escalators that have been made recently following community outrage, some issues remain, including the lack of iconic architecture for one of the largest stations in Perth, nor reflecting its status of becoming the first station seen after travelling from the Airport. Additionally, the poor shelter design will become a disincentive to use the station.

**Your petitioners as in duty bound, will ever pray, that the Standing Committee on Environment and Public Affairs would inquire into the:**

- a. Evidence of the requirement for the **Viaduct** and what other options were considered in its place to reduce the impact on amenity and urban regeneration in the Town Centre.
- b. Evidence of the need to significantly change the **road layout** in the Town Centre and to consider alternatives that will reduce the impact on traffic flow in town centre and connectivity with neighbouring communities adversely impacted by cutting off Whatley Crescent at Hamilton Street (the High Street).
- c. Lack of authentic **stakeholder collaboration**, including addressing the failure to communicate the presence of the Viaduct until very recently – despite it being included in the Project Plan of December 2018
- d. **Engineering, transport and public safety issues** associated with the Bayswater Junction and line to Perth train station
- e. Absence of a **Rail Masterplan** coordinating all the elements that comprise the Bayswater Station and adjoining rail infrastructure that ensures:
  - I. Integrated system-wide railway junction planning that does not compromise the Bayswater station, town centre and local precinct.
  - II. Integration of the station to the Town Centre proper with full economic costs and benefits publicly available.

Paul Shanahan (Petitioner)

**Chair, Future Bayswater Community Group Inc**