



# Maddington Kenwick Strategic Employment Area — Fact sheet

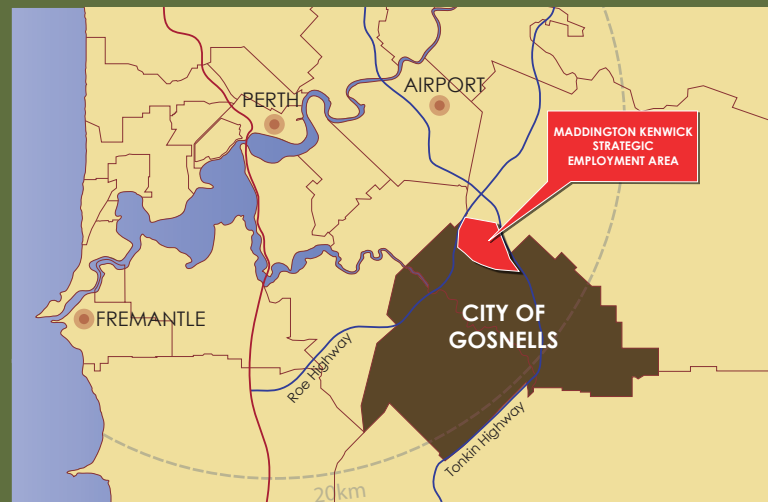
The Greater Brixton Street Wetlands are arguably the most important natural environment in the City of Gosnells, and on the Swan Coastal Plain. That is why it is crucial that they are protected.

Indeed, previous investigations commissioned by the City identified unknown areas of great environmental significance adjacent to the wetlands, which are now being protected.

The City is committed to achieving the best-possible environmental outcomes for the MKSEA, now and into the future. This means protecting the wetlands and other nearby identified areas of environmental importance, and establishing a framework for their proper management.

It is, however, important to understand that the City is not the final decision maker in relation

to the planning and development of the MKSEA. This role lies with State and Federal Government authorities, including the WA Planning Commission, the Environmental Protection Authority and the Joint Development Assessment Panel.



## Background information in response to frequently asked questions

### **Q1. Why was 7ha of Kaarak (Forest Red-Tailed Black Cockatoo) foraging habitat (marri trees) allowed to be cleared (Linc Property's development)?**

This is not true. Land has been cleared but this was not 7ha of marri forest; it was mostly scattered individual trees on rural land. Historical aerial photography shows that much of the land had been previously cleared at various stages, in keeping with its former use for rural-related activities.

It is important to note that all State Government approvals were in place before clearing occurred.

### **Q2. Why have the precious Greater Brixton Street Wetlands, which are partly contained within the MKSEA, been cleared?**

This is not true. Clearing has occurred on nearby land owned by Linc Property, but not within the wetlands. The City's planning framework for MKSEA is designed to completely protect our precious wetlands.

### **Q3. Why is Linc Property being allowed to clear the cockatoo roost and flood the area with stormwater?**

Under Linc's Conservation Strategy, a large proportion of the roost (72%) is proposed to be retained. The roost occurs in Red River Gums (*Eucalyptus camaldulensis*), which are not native to Western Australia, but suited to periodic flooding in their natural habitat.

The roost is currently fenced by Linc Property and protected from encroachment.

### **Q4. Should there be a 100m buffer zone around Aboriginal heritage sites?**

Buffer requirements have not been determined for Aboriginal heritage sites.

Consultants are currently finalising an Aboriginal Heritage Study for the MKSEA, which will determine the precise locations of Aboriginal Heritage Sites. The State Government department responsible for Aboriginal Affairs is expected to advise whether any buffers are required, and their extent. The City will protect confirmed Aboriginal heritage sites with the recommended buffers in its Local Structure Plan for the MKSEA.





**Greater Brixton Street Wetlands**

**Q5. Should there be a 100m buffer zone around Kaarak roosts?**

Buffer requirements have not been determined for the cockatoo roost.

Linc Property has referred its Conservation Strategy to the Commonwealth Department of the Environment and Energy (DotEE), which is the decision-making authority on this matter. The City has no role in this referral or assessment.

It is expected that any buffer requirement for the cockatoo roost will be made clear as a result of DotEE’s assessment of Linc’s Conservation Strategy. Provision of any required buffer will be Linc’s responsibility, in compliance with direction from the DotEE.

**Q6. Should there be a 100m buffer zone around Conservation Category Wetland and Threatened Ecological Communities?**

The City’s Draft Structure Plan for Precincts 1, 2 and 3B provides for a 50m buffer to each Conservation Category Wetland and any Threatened Ecological Community. This is in keeping with the Environmental Protection Authority’s minimum buffer requirement. This reflects the fact that current proposals for use have involved storage (warehousing) and distribution activities which have minimal environmental impacts when compared with manufacturing and fabrication type activities. Final buffer widths will be confirmed through planning approval processes, and could be increased if the proposed land use requires a greater buffer.

**Q7. Why is ‘pit and pipe’ conveyance drainage being recommended for the MKSEA, rather than Source Control Stormwater Management?**

‘Pit and pipe’ conveyance drainage is not proposed for the MKSEA.

The stormwater management strategy for the MKSEA follows the State Government’s Better Urban Water Management principles, which provide that stormwater runoff should be treated within lots and road reserves as close as possible to source.



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## MKSEA Local Structure Plan Draft Precinct Plan





This solution will mimic the existing hydrology of the area and maintain existing stormwater flow.

The MKSEA Local Water Management Strategy for Precinct 3A requires storage of stormwater within lots and road reserves to ensure that peak flow rates after development are as close as possible to those before development.

This is the most appropriate approach, particularly considering the heavy clay soil of the area. Swales will be used to treat road runoff at source, and water from major rainfall events will be stored in detention basins to maintain existing flow rates and remove contaminants before stormwater reaches the wetlands.

The City has investigated Source Control Stormwater Management (installing plastic cells underground) and, on the advice of experts in that field, has determined that this system would not work in the heavy clay soils of the MKSEA.

#### **Q8. Will Council or City staff meet with members of Save the Great Brixton Wetlands?**

City staff have contacted the spokesperson for the Save the Great Brixton Wetlands Group via phone, email and in person, in a bid to organise a meeting between the group's experts and City experts, particularly regarding stormwater management. The City is waiting for a response, and officers and consultants have been advised to be available at short notice.

#### **Q9. What does the Environmental Protection Authority's decision to formally assess parts of the MKSEA mean?**

On Thursday 30 August 2018 the EPA determined to formally assess Town Planning Scheme Amendments for Precincts 2 and 3B through Public Environmental Review.

The EPA will advise the City of the matters to be assessed and how the City must address those requirements. The City welcomes the EPA's involvement, as the City is also seeking the best possible outcome for the environment.

In terms of Precinct 3A, in August 2018, Council resolved to forward a Local Structure Plan Amendment to the WA Planning Commission for formal approval. This relates to Lot 414 Grove Road. The City has requested the Structure Plan be modified to the satisfaction of the Department of Biodiversity, Conservation and Attractions and the EPA. It is up to the WAPC whether it adopts this recommendation.

#### **Q10. Why don't we leave the MKSEA as it is?**

Quite simply, the status quo is environmentally unsustainable. The current rural land use has affected the hydrology of the area and, as there is no appropriate management in place, some areas have already been subject to unauthorised clearing.

The MKSEA provides an opportunity to introduce appropriate protection and management of these unique environmental areas, bringing them into public ownership and providing protective buffers.

Developing the MKSEA also brings significant economic benefits for the short and long term. These include the generation of thousands of jobs, allowing more local people to work close to home. This equates to reduced commuting time, less congestion on our roads and the health benefits of increased leisure time.

When the State Government identified the MKSEA as a future strategic industrial area in 1990, key points in its favour included its position within 5km of Perth Airport as well as accessibility to Tonkin Highway, Roe Highway, Welshpool Road and Kelvin Road, which act as a buffer to surrounding Urban and Rural zones. In subsequent years, the State Government has reiterated the importance of the MKSEA to address an industrial land shortfall in Perth.



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