

NOTE (1) Proposed Community Water Detention Centre (Lot 31709) see Desg
and Surveys to be processed 22 Dec

2) MRD equipment compound opp lot 571

M53 RESERVE C29880, FORRESTFIELD

The area comprises Reserves C29880, for Government Requirements, not vested; C33525 for Government Requirements, not vested; C36238, for Road Purposes, vested in the Commissioner for Main Roads; part of Reserve C31709, for Sewage Treatment Works Disposal Site, vested in the MWB; and lots 1, 2, 31, 32, 33, 39, 40, 43, 44 and part of lots 19, 20, 21, 30 (Location 31), privately owned freehold land. It is situated to the east of the Newburn Marshalling Yard (Figure 125).

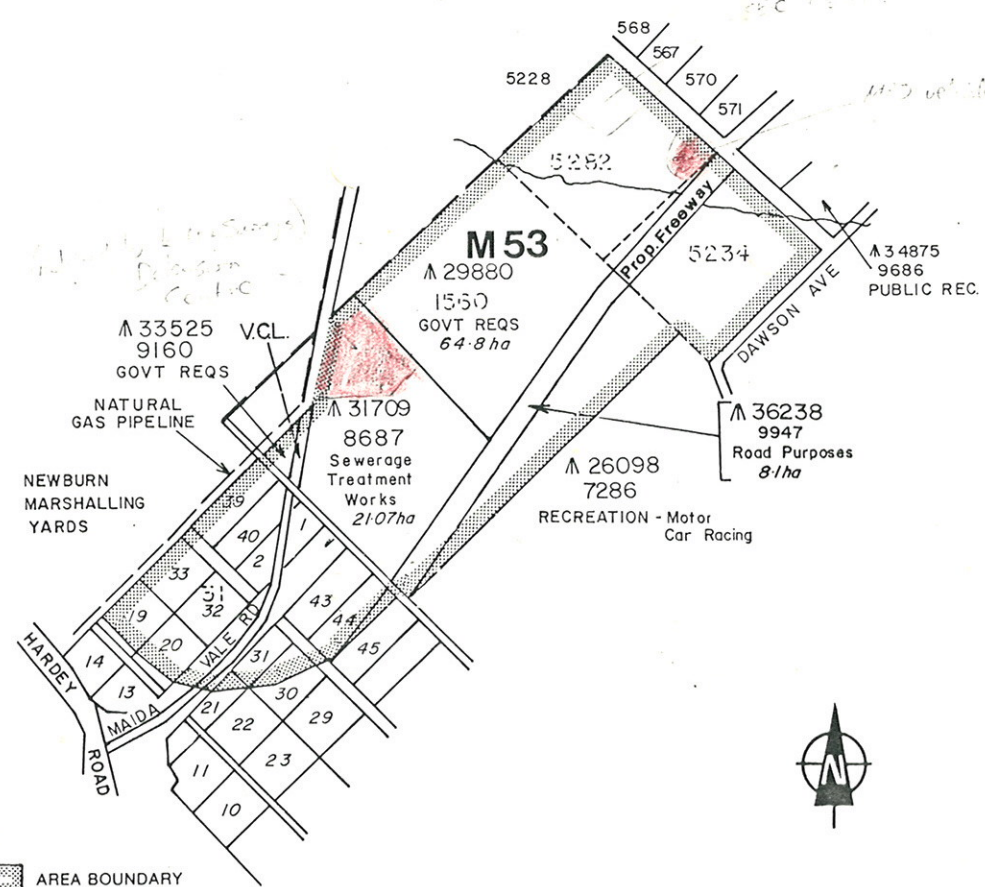
The area contains a significant uncleared portion of the eastern Coastal Plain near Perth. The vegetation is low open-forest of banksia, mixed with some jarrah. Over a hundred species of indigenous flora occur in the reserves. Some, including *Isopogon drummondii* and *Dasyogon* species, are of particular importance, occurring in few localities elsewhere. The swamp flats just north of the junction of Maida Vale Road and Hardey Road support low closed-heath with a composition unlike other swamp vegetation near Perth.

The western part of Reserve C29880 has been allocated in two portions to the SEC and the W.A. Fire Brigades Board. An area in the centre of Reserve C31709 is used by the MWB but the remainder is uncleared. These organisations should be encouraged to retain as much as possible of the natural vegetation in the Reserves.

The SEC has already undertaken extensive clearing and earthworks construction in the north-western section of Reserve C29880. The proposed route for the Roe Freeway passes through the Reserve along its eastern side, and an interchange is planned where Hardey and Maida Vale Roads now intersect.

Recommendation

M53.1 The State Energy Commission, the W.A. Fire Brigades Board, the Main Roads Department and the Metropolitan Water Board, in consultation with the Department of Conservation and Environment and local land owners, should manage the area so as to retain as much as possible of the natural vegetation.



LEGEND

AREA BOUNDARY

1980 LANDS DEPARTMENT ROAD GUIDE—MAP 61 REF.41.44
LANDS DEPARTMENT PUBLIC PLAN No
Perth 2000 BG 34 / 21-22, 21-21, 21-23, 21-20
F16-4, K1-4
DCE Ref. No E21

SHIRE OF KALAMUNDA



Figure 125

NEWBURN
MARSHALLING
YARD

DEPARTMENT FOR
COMMUNITY WELFARE

FIRE BRIGADES
BOARD

POWER
LINE

ROAD

WITTENOOM

A 33525
9160

COMPLETELY
CLEARED
AREA

Sewage
Treatment
Site

A 31' 70' 9
86' 87

DISTURBED
AREA

CLEARED
ROAD

DRAINAGE FROM
FREEWAY

FREEWAY

PT 40

MAIDA VALE RD (ORIGINAL ALIGNMENT)

CAR
BODIES


Swampy
depression
(badly disturbed)

ROE

LEGEND

 EXTENT OF PROPOSED
FORRESTFIELD DEPOT
SITE

 PORTION OF MAIDA
VALE RD

 AREA REQUIRING PROTECTION
OF VEGETATION

C03 068
C03 065
C03 065
C03 064
C03 062
C03 061
PROJECT NO

SCALE

1:2000

PROJECT NO
SEE
ABOVE

NORTH POINT



RECOMMENDED

CHIEF DES. ENG.

ENDORSED

CHIEF M&E ENG.

APPROVED

DIR. OF ENG.

MANAGING DIRECTOR

THIS IS THE PLAN M.W.A. 18883 REFERRED TO IN THE NOTICE OF PROPOSAL TO UNDERTAKE THE CONSTRUCTION OR PROVISION OF THE GENERAL WORKS DESCRIBED.

DATE



METROPOLITAN
WATER
AUTHORITY
PERTH, W.A.

FORRESTFIELD DEPOT
WITTENOOM ROAD FORRESTFIELD

FILE NO C 29592

M.W.A. PLAN NO 18883

M53



2321

A5711

WESTERN AUSTRALIA
MINISTER FOR COMMUNITY WELFARE

18/5/81

MINISTER FOR REGIONAL DEVELOPMENT

HON. MINISTER FOR CONSERVATION AND THE ENVIRONMENT

PROPOSED JUVENILE DETENTION CENTRE - FORRESTFIELD

Thank you for your detailed letter of June 17, 1981, concerning this matter. I have deferred replying until the attitude of the Shire of Kalamunda to my Department's proposed use of Reserve 31709 had been clarified.

The Council has now advised that it is prepared to support use of part of Reserve 31709 for a Children's Institution and arrangements are being made for the land in question to be revested.

As your letter notes, my Department intends to retain extensive vegetation buffers around the proposed Centre and this will be consistent with the objective of retaining as much bushland as possible. Responsibility will be accepted for protecting the native vegetation in this buffer.

Thank you for your assistance in this matter.

W. R. B. Hassell
W. R. B. Hassell
MINISTER FOR COMMUNITY WELFARE

12 Dec 1981

Go to the site next to

Q

18/5/81

Director CTR

HON. MINISTER FOR COMMUNITY WELFARE:

PROPOSED JUVENILE DETENTION CENTRE FORRESTFIELD

Reserve 31709 is mentioned in the System 6 Study Report under recommendation M 53.]. I would again stress that this document is still in the "Green Book stage" and is only a report to the Environmental Protection Authority from the Department of Conservation and Environment. There is no automatic guarantee that any recommendation that appears in the Green Book will necessarily be accepted by the EPA when it makes its recommendations to Government following the expiration of the public comment period. It is quite possible that the final recommendations made may bear little resemblance to the present Green Book stage.

The recommendation as it stands appears to be a realistic one which recognises the various needs of Government departments for use of the area, while seeking to provide a buffer to protect its amenity.

The reserve together with privately owned land on the south west and Reserve 29880 on the north, retains a good cover of native vegetation. The tree and shrub cover of the area represents a plant association characteristic of the junction between scarp and coastal plain while it has been considerably modified by human activities it still contains a large range of attractive flowering species. Retention of the land as a bush land buffer between the Newburn Industrial Development and the Forrestfield Residential Area, in an area which includes a waste disposal site, a motor car racing circuit and a proposed freeway, could be seen to have much merit.

Because the Department of Community Welfare intends to retain extensive vegetation buffers around the proposed centre it would seem that its use of the area could take into account the retention of as much bushland as possible.

The State Energy Commission, the W.A. Fire Brigades Board, the Main Roads Department, the Metropolitan Water Board and the Department of Community Welfare, in consultation with the Department of Conservation and Environment and local land owners, should manage the area so as to maintain as much as possible of the native vegetation.

Providing that the Department of Community Welfare is prepared to accept the responsibility for protection of the vegetation buffer I can not see that the Department's use of the area would present much difficulty. I think it might however be realistic to accept that there could be some adverse comment from some sections of the community when the intentions to establish a detention centre is announced.

G. E. MASTERS (S.M.)

G. E. Masters, M.L.C.
MINISTER FOR CONSERVATION
AND THE ENVIRONMENT

June 17, 1981



Department of
CONSERVATION and ENVIRONMENT

M53

Secretary
Town Planning Board

Attention: Mr R Walker

your ref: 64361 TPB
our ref: 227/74/64361 PH:lb
enquiries: Paul Holmes

Proposed Subdivision - Kewdale Gate Industrial Estate.

The entire area encompassed by this proposal is affected by a System 6 recommendation (M 53). The basic intent of this recommendation is to protect the indigenous vegetation which, because of its quality, diversity and (in some instances) relative uniqueness is considered to have conservation value. The comparative rarity of the vegetation is a particular consideration in relation to the swamp flats just north of the Hardey Road/Maida Vale Road intersection which contain low closed heath with composition unlike other wetland vegetation near Perth.

The wetland area extends over much of that portion of the Kewdale Gate site bounded by Wittenoom Road, Epsom Avenue, Maida Vale Road, and the alignment of the Controlled Access Highway, and actually extends into the highway reserve. Recent works in the SEC gas pipeline reserve have significantly disturbed the wetland, isolating that portion within the highway reserve from the remainder. Further, part of the wetland adjacent to Epsom Avenue has recently been cleared.

As a result of these intrusions, the conservation value of the wetland has already been downgraded and it is likely that the major roadworks planned for this locality will further impinge on the integrity of the wetland. In an attempt to lessen the impact of the future roadworks on the wetland, there has been close liaison between this Department and the engineering consultant engaged by the Main Roads Department on design of the Beechboro - Gosnells/Roe Highway interchange and associated rail bridging. This has resulted in a drainage system and other initiatives directed towards protecting the wetland area being accepted by the MRD. The basic thrust of these initiatives is to maintain water levels in the wetland and re-establish the indigenous vegetation in disturbed areas.



The drainage system that has been put forward in conjunction with the proposal to develop the Kewdale Gate site into 2000-m² industrial allotments does not provide for the maintenance of water levels in the wetland. Further, because of the small size of the proposed lots, it seems likely that development and associated activities (e.g. provision for car-parking, the movement of service vehicles, material storage etc.) would necessitate modification of their entire area. Therefore, not only will the groundwater regime on which the indigenous vegetation depends be altered but also, any vegetation remaining following subdivision and development of the site into industrial lots is likely to be further reduced as industrial uses are established on the individual lots. Accordingly, the prospect of retaining any meaningful representation of the wetland and associated vegetation in the event of the industrial proposal proceeding in its envisaged form appears remote.

The Co-ordinator of Urban Development convened a meeting (on January 13) of representatives from the Shire of Kalamunda, the MRD, Metropolitan Water Authority, Westrail, Town Planning Department, Department of Conservation and Environment, and the proponents of the Kewdale Gate development. The principal purpose of the meeting was to discuss drainage of the Kewdale Gate site although obviously, the more fundamental landuse issue was also canvassed. This Department's representative put the view outlined above (i.e. that development as proposed would eliminate the wetland) and on this basis concluded that the proposal would be considered environmentally unacceptable. The response from the proponents was that opposition to the specific development proposal on environmental grounds could not be sustained in a practical sense as the site is zoned for industrial uses under both the Metropolitan Region Scheme and the local authority's Town Planning Scheme. The inference is that any environmental opposition should have been raised at the rezoning stage (thought to have occurred in 1981) and that as such opposition was not expressed, it is unreasonable to do so now.

The Department certainly agrees that environmental factors can be more productively considered when a change in landuse zoning rather than a particular development proposal, is being contemplated, and it endeavours to respond to any rezoning proposals that have environmental implications. There are, however, practical difficulties stemming, for example, from both the number of rezoning proposals which need to be vetted and the limited information provided by the statutory rezoning advertisement. Accordingly, the Department does not accept the contention that, by not responding to a rezoning proposal, it has in some way foregone the opportunity to oppose development of the site in question. Such a contention is seemingly premised on the notion that once land is zoned for a particular form of landuse, that use will occur as a matter of course. The Department believes it preferable to interpret a particular landuse zoning as indicating that a proposal for such use will be considered on its merits within the area so zoned.



Although the Department did not apparently comment on proposals to zone the Kewdale Gate site for industry under either the Metropolitan Region Scheme or Council's Town Planning Scheme, the Kalamunda Shire Council has certainly been made aware of the environmental value of the wetland area. In commenting to Council on its 1981 "Review of the Foothills Study", the Department specifically drew attention to the System 6 recommendation which encompasses the Kewdale Gate site. Further, in its recent submission on Kalamunda's Town Planning Scheme No 2, the Department has clearly pointed out the environmental undesirability of the light industrial zoning over the Kewdale Gate site.

In response to a suggestion at the 13 January meeting that it might be possible to protect a discrete part of the wetland within the proposed industrial development, the site has been inspected by Departmental officers. Although the extent of the wetland is highly significant in terms of the industrial site (encompassing some 20% - 30% of its area), as an ecological system the wetland represents a very limited area only. Therefore, any activity which intrudes upon it and reduces its extent would threaten its integrity as a functional wetland ecosystem. Partial retention of the wetland within the proposed industrial development would not, therefore, be considered a realistic proposition.

The inevitable conclusion to be reached from the preceding is that industrial development of the density proposed (and in fact, probably any form of closer development) would eliminate the wetland and its associated vegetation. Because of the conservation value of the wetland vegetation, the Department is opposed to such development.

D H VIOL
ACTING DIRECTOR

19 January 1984