

Stephenson Avenue Extension Phase 2

Frequently Asked Questions – Vegetation clearing

Q: What areas will be cleared?

A: Vegetation in the road reserve adjacent to the Cedric Street on-ramp to Mitchell Freeway northbound will be cleared, as shown on the adjacent map.

Q: When will the clearing take place?

A: Vegetation clearing will take place from early-April 2025.

Where possible clearing works will be completed daily from Monday to Saturday between 7am to 7pm to minimise impacts to the local resident after hours.

Q: Why do vegetation and trees need to be removed?

A: Vegetation and tree clearing is necessary to facilitate the next stage of upgrade works to Cedric Street intersection. Works planned include road widening, building a drainage basin and noise walls.

Q: Can the design be modified to avoid vegetation clearing?

A: Main Roads does all it can to minimise clearing when undertaking roadworks. The project design and construction methodology are planned to minimise clearing, within the constraints of construction and safety standards.

Significant effort has gone into modifying the drainage basin design in this area to retain as many of the existing mature trees, as practically possible, in consultation with the City of Stirling. Several larger mature trees have been retained through this process.

Main Roads will continue to look for opportunities to improve the clearing footprint.

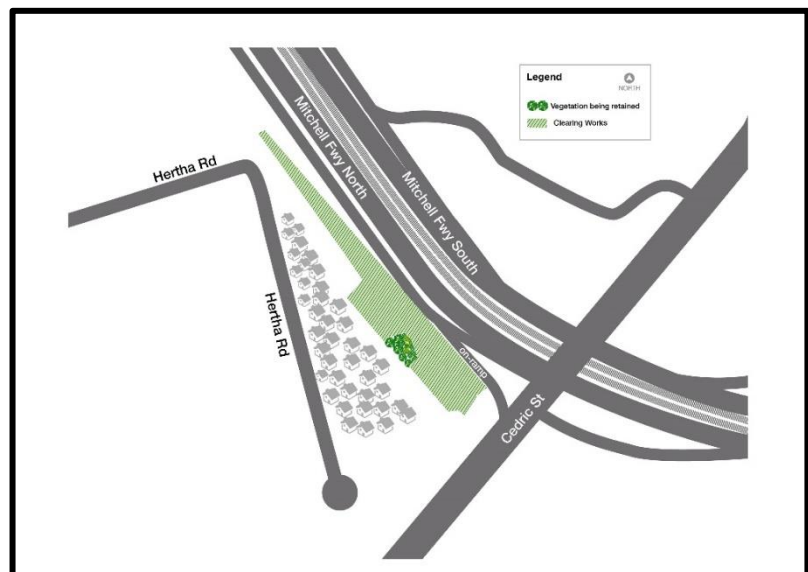
Q: Does the Stephenson Avenue Extension Project have environmental approval to clear the vegetation?

A: Yes. The project has completed the Main Roads environmental assessment process and has received approvals for these clearing works. Additional approvals were not required under the *Environmental Protection and Biodiversity Conservations Act 1999 (EPBC Act) (Commonwealth)* or *Environmental Protection Act 1986 (WA)*.

Q: Are you removing any native vegetation?

A: No, we are not removing any endemic native vegetation, and the area cleared has negligible ecological significance.

Vegetation in the road reserve was planted by Main Roads in the 1980s, following construction of Mitchell Freeway. Main Roads has a long-standing policy of temporarily revegetating land within its infrastructure corridors. An infrastructure



corridor is a reserve set aside for the express purpose of future infrastructure provision. These are not public open spaces or nature reserves. There is no remnant native vegetation present. Vegetation that is present is considered to be disturbed or changed from its natural state.

Q: What will happen to the cleared vegetation?

A: As part of our sustainable approach to vegetation clearing, the project is partnering with Perth Zoo to provide some removed vegetation from the area to assist with foraging material required for Black Cockatoos undergoing rehabilitation at Perth Zoo, in addition to mulching and reusing vegetation to landscape the project site.

Q: Will local fauna habitats be impacted by the vegetation clearing?

A: Main Roads is aware of the road drain in the vicinity of the Cedric Street on-ramp to Mitchell Freeway northbound and has not recorded any formal historical sightings of long-necked turtles in this drain.

An independent ecologist has been engaged to complete a thorough trapping and translocation (handling) program, ahead of clearing works, in accordance with an approved fauna management plan.

Prior to commencing fauna management, the ecologist will inspect the works area. This inspection has been completed and Main Roads has been advised that no long-necked turtles have been sighted. Traps will remain in place until clearing works begin.

A suitably qualified person will also be on site during the vegetation removal to act as a spotter in the immediate vicinity of works and provide translocation assistance and further direction as required.

Q: What areas of the project will be landscaped?

A: A landscaping design for the entire project is currently under development, which will also include landscaping for this section adjacent to Cedric Street northbound on-ramp. Hard and soft landscaping will be considered in feasible locations within the site boundary.

Replanting of trees and vegetation has been planned as part of the entire project including over 200 trees and approximately 100,000 tube stock plants as these have the greatest chance of survival. This is anticipated to occur once major construction works are completed, during the winter months.

Q: How will dust from clearing activities be managed?

A: Dust management practices continue to be a priority on the project. To help minimise the impact of dust, a range of measures are being implemented. This includes utilising water trucks and water sprays to suppress dust, careful selection of machinery, limiting on-site vehicle speeds, monitoring environmental factors influencing dust, including wind levels, postponing dust producing activities during high winds, regular surveillance and applying dust suppression agents to stockpiles and areas that will not be accessed for long periods of time to stabilise surfaces.

Further information

Are you receiving our notifications? We regularly send out email updates to our subscribers on upcoming works and what's happening on the project.

Sign up for updates by scanning the QR code, or visit the [Main Roads website](https://www.mainroads.wa.gov.au).

If you have any questions, please contact 138 138 or email enquiries@mainroads.wa.gov.au

To provide feedback on how we are communicating with you, take our Customer Feedback Survey ([Stephenson Avenue Extension Project - Phase 2 | My Say Transport](#)).

