

# Smart Freeway Mitchell Southbound: Hester Avenue to Warwick Road

## Responsible management of vegetation

Most of the vegetation in the project boundary is in the existing freeway road reserve, which consists of cleared land or planted vegetation.

Small patches of native vegetation are scattered throughout the area, most of which is generally in degraded condition.

Some vegetation present provides potential habitat to black cockatoos and/or represents the Tuart Woodlands of the Swan Coastal Plain Threatened Ecological Community (Tuart Woodland TEC).

The Tuart Woodlands TEC is a significant ecological community that can include patches of native vegetation or planted Tuart trees.

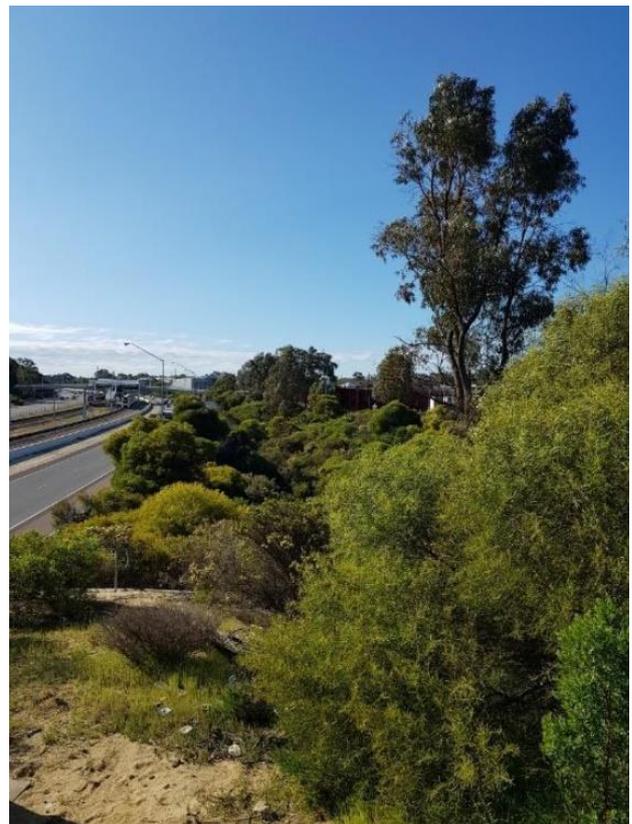
Most of the Tuart Woodlands TEC within the project area consist of trees planted by Main Roads during historic landscaping in the 1980s

Main Roads has a long-standing policy of temporarily re-vegetating 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.

Following the completion of a major infrastructure project, Main Roads will re-vegetate areas it does not require for infrastructure. However, when the land is required, the vegetation will be removed and replaced where possible, as part of a re-vegetation and landscaping strategy.

Along the 8km length of this project, the vegetation has been in place for several decades.

While mature vegetation within infrastructure corridors can carry environmental and community significance, it is widely accepted that this vegetation is temporary and will be removed when the land is required for the expansion of infrastructure to meet the needs of a growing population and city.



*Example of mature Main Roads' planted vegetation alongside the Mitchell Freeway*

## Implementation of ecological offsets

To counterbalance impacts to the Tuart Woodland TEC, offsets will be implemented in accordance with the regulatory approvals for the project.

It is anticipated that offsets will include installation of artificial nesting hollows, acquisition of land for protection in a conservation estate, and revegetation of degraded vegetation near the project.

## Revegetation and landscaping

The road reserve will be landscaped to integrate the project with the surrounding environment. The project will use endemic flora species that are suitable for hot and dry climates.

Approximately 750,000 tube stock plants will be used across the project area, supplemented by seeds collected from the site prior to the commencement of construction.

## Protecting Black Cockatoos

We have consulted with black cockatoo experts throughout the planning process, which, along with results of environmental surveys, has informed the project design to ensure impacts to these species are minimised wherever possible.

Clearing of black cockatoo habitat will only be undertaken where necessary. Where clearing of habitat is unavoidable, it will be minimised to the smallest area needed.

Most of the trees present do not have hollows suitable for breeding by black cockatoos and no evidence of breeding activity has been recorded in the area. As a precaution, potential black cockatoo breeding trees will be inspected prior to clearing.

## Further information

You can find further information about other aspects of this project, such as noise mitigation and the Principal Shared Path design, by viewing the information sheets on the webpage.

If you would like further information about the project, please phone us at 138 138 or email: [enquiries@mainroads.wa.gov.au](mailto:enquiries@mainroads.wa.gov.au)

You can also subscribe to receive updates directly to your inbox by registering your email on the project's webpage: [www.mainroads.wa.gov.au/smart-freeway](http://www.mainroads.wa.gov.au/smart-freeway)