Duplicating the Southern Expressway requires some clearing of roadside plants. The impact of the clearing on the local ecology and amenity will be minimised by protecting trees where possible and replanting vegetation.

These measures are based on the department’s Vegetation Removal Policy and form part of the Contractor’s Environmental Management Plan (CEMP), developed by the contractor, Baulderstone Abigroup Joint Venture.

This plan identifies potential environmental effects of the project’s two and a half year construction program and details tactics to address them. These steps include the following:

**Protecting trees and vegetation**

The Grey Box woodland at the Southern Expressway and Beach Road interchange has been identified as significant and will be protected. Additionally, many significant trees and remnant vegetation have also been identified for protection.

**Replacement planting**

Trees and shrubs removed will be replaced with one or more trees or shrubs in the original area or a new location along the expressway. This is known as offset planting.
The following table details the trees and vegetation to be removed and replaced.

<table>
<thead>
<tr>
<th>Number of trees and shrubs to be removed</th>
<th>Area</th>
<th>Offset Plantings</th>
</tr>
</thead>
<tbody>
<tr>
<td>around 75,000 trees and shrubs not protected by legislation</td>
<td>0.86 hectares of vegetation planted when the Southern Expressway was built</td>
<td>one-to-one ratio 75,000 trees &amp; shrubs or 0.86ha, whichever is greater</td>
</tr>
<tr>
<td>Up to 59 remnant trees not protected by any legislation</td>
<td>2.26 hectares of remnant vegetation</td>
<td>one-to-two ratio</td>
</tr>
<tr>
<td>Up to 13 significant trees protected by the Development Act 1993</td>
<td>-</td>
<td>one-to-three ratio</td>
</tr>
<tr>
<td>Up to 89 regulated trees protected by the Development Act 1993</td>
<td>-</td>
<td>one-to-two ratio</td>
</tr>
<tr>
<td>-</td>
<td>around 0.172 hectares of vegetation protected by the Native Vegetation Act 1991</td>
<td>one-to-eight ratio</td>
</tr>
</tbody>
</table>

**Visual amenity**

Any areas disturbed by construction works will be landscaped, integrating remaining vegetation with new native plantings. The new plantings will increase the visual experience for people living nearby as well as those driving through while simultaneously providing environmental benefit to the corridor.

**Species to be planted**

With the exception of a few street locations, only native species of local provenance will be used. Species will be selected that have biodiversity value and are suited to the local climate and soils with low water use and maintenance requirements.

The project team has collected more than 150 kilograms of local provenance seed from existing vegetation within 20 kilometres of the expressway, which will be used for landscaping through direct seeding and growing tube stock plants.

Some semi-mature trees will be planted along with seedlings.

**Walking and cycling trails**

The project team understands that the local community and visitors to the area value the existing walking trails and bicycle paths. Walking trails and bicycle paths, including the Veloway will be retained where possible or replaced if affected by construction.

In some locations, the existing paths may need to be realigned and then connected to the existing pathway to improve pedestrian and cyclist safety and convenience. The expressway’s paths will be linked with those in the local surrounds and to local community features as much as possible.

The project will deliver a new recreational trail along the western side of the expressway. This new trail will offer pedestrians and cyclists an alternative to the existing veloway and shared path along the eastern side.