



Walk through of Sandplain and Salt Valley Roads Junction

April 4, 2023

Questions for Main Road WA representatives

1. What is the width of clearing at the widest point - it was 90 m in the early plans; what difference does the change from 12 m to a 6 m cut make on the maximum width of clearing?

A: Based on the current design, the width is approximately 60m at the widest point. This represents a one-third reduction in the footprint in this location.

2. Is the 6 m cutting going to have embankments/batters or will stone retaining walls be used?

A: The cutting will be supported by embankments rather than retaining walls.

3. Are cross-section drawings available for the cutting area?

A: Yes. Road cross-section drawings are available on request.

4. Will there be any space remaining at the remodelled junction for a rest area as there is now?

A: We have looked at this request. At this stage, it is not our preference to include a rest area in this location, particularly as it would involve further vegetation clearing, which is something we have worked hard to reduce. Furthermore, we are reluctant to introduce further unnecessary turning movements to and from Toodyay Road, as these increase potential for vehicle conflict.

5. When will the clearing at the SV/SP area commence?

A: As mentioned during our visit to site, high level discussions are currently taking place within Main Roads regarding the delivery methodology for the remaining sections of the Toodyay Road Upgrade project, including the Sandplain / Salt Valley section. The outcome of these discussions is likely to change the previously communicated project timetable. We shall provide an update once the matter is resolved.

6. What is the timeframe for this section?

A: As above



7. Can we get access to sites for seed and plant collecting?

A: As Ryan mentioned during our visit, Main Roads is currently revegetating Toodyay Road with plants that have been propagated from seeds and plant cuttings taken from the project area. Main Roads is happy to work with community members who wish to collect plant materials from the clearing area, however, please note these resources will be prioritised for Main Roads' revegetation program. Opportunities for seed collection can be discussed closer to when clearing commences.

8. Can we take photos now and when clearing actually starts?

A: I notice various members of your group were taking photos during our visit.

While Main Roads / our contractor will take photos of the site throughout construction, access by third parties is usually tightly restricted due to the hazardous nature of our works.

9. Is there any consideration given to minimise impact on wildlife, such as avoiding breeding season?

A: Yes, the design and delivery of this project has sought to minimise impacts to wildlife as much as possible. As discussed during the site visit, this section of the project has been substantially reduced to avoid clearing. This has allowed for the retention of additional fauna habitat, in particular black cockatoo habitat. Prior to clearing commencing, Main Roads will refine the clearing area with the contractor to identify important habitat that can be avoided.

Clearing and construction activities will be undertaken in accordance with State and Federal approvals, and Main Roads' own environmental specifications, which will include project-specific fauna management controls for our contractor. These measures will be finalised once the project schedule is confirmed, however, we will include all reasonable precautions to minimise impacts to fauna.

10. What are the provisions for deal with injuries to wildlife caused during the clearing process (nesting sites, smaller animals unable to get away and similar)?

A: As mentioned above, project-specific management measures will be finalised once the project schedule is confirmed. Generally, in the event that injured fauna are identified in the project area during clearing, the DBCA Wildcare Helpline is contacted for assistance and the location of the nearest wildlife carer. Your suggestion of Marsupial Mammals and Pappas Wildlife Care is appreciated.

11. Will there be wildlife carers on-site as observers and first responders?

A: Main Roads will finalise the fauna management measures once the project schedule is confirmed, including determining the requirement for an onsite wildlife carer.



12. Can you provide details on the planned revegetation of this habitat area following the clearing?

A: Main Roads will implement a revegetation plan for this section of Toodyay Road similar to previous sections that have been constructed. This will include a combination of salvaging and respreading good quality native topsoil and mulch sourced from the clearing area, translocating grasstrees and/or macrozamia, and planting seedlings. As previously advised, Main Roads works with a number of local nurseries to grow seedlings from seed collected on Toodyay Road, and we currently have over 30,000 seedlings available for new revegetation sites and infill planting. The revegetation program will continue to enhance ecological connectivity along Toodyay Road, provide fauna habitat and contribute to visual amenity.

13. Will you plant location specific species (rather than short-lived wattles for example)?

A: Yes, Main Roads uses local native plant species derived from the native topsoil and seed collected from the project area.

Short-lived wattles observed in revegetation sites along Toodyay Rd have self-germinated from topsoil taken from clearing. While they can be beneficial in helping revegetation sites establish, Main Roads undertakes regular monitoring and maintenance to ensure a wide variety of local species are represented.

14. Will embankments be replanted especially the steep slopes, unlike the back slopes of the earlier section?

A: Native topsoil and mulch will be spread on road embankments to facilitate natural regeneration where the degree of slope, underlying material, and road design are suitable.

15. Why can't alignment be closer to current road alignment around hill?

A: Various alignments were considered during project development. Due to the topography of the area with two intersections close to the peak of the hill, alignments close to / following the existing road would have required an extremely large cut, of between 13 and 18m, in order to obtain the correct road geometry. In addition, a long term, full road closure of Toodyay Road would be required, which would create significant difficulty for local residents, visitors and freight operators who rely on this route.

16. Can back slopes be deep ripped to allow trees to grow?

A: This is not practicable or encouraged, as allowing large trees to grow on road-side embankments may affect the maintenance of the road. Furthermore, trees growing on steep slopes tend to be less stable, which poses a safety risk to road users. Trees will be allowed to establish in revegetation areas outside the road maintenance zone.



17. Will topsoil be spread and stabilised on back slopes, especially steep slopes.

A: Where practically possible, mulch and topsoil mixed have been allocated on 1:2 steep slope.

Also see our answer to Q14 above.

18. Did reducing the cut depth from 12m to 6m result in a change in the road grade/slope, and if so what was it before and what is it now?

A: No, in order to minimise the footprint the road grade/slope was maintained.

19. Are heavy vehicles able to maintain 100kph on the proposed road grade/slope though the cut?

A: Our designers have confirmed that heavy vehicles will not be able to maintain the 100km/h speed limit in this location, which is why a climbing/passing lane is included in the project's scope.

20. If heavy vehicles are able to maintain 100kph on the proposed road grade/slope though the cut, why is there a need for a passing lane through the cut?

A: N/A