

Appendix G: Engagement Outcomes

METRONET Byford Rail Extension
Engagement Summary Report - Byford Station

Engagement Summary Report Byford Station

July 2023

Document details	
Title	Engagement Summary Report Byford Station
Project	Byford Rail Extension (BRE) Design and Construction Project
Laing O'Rourke Project No.	R30
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Note: This document has been produced as a summary report during the Project Alliance Reference Design Stage to inform the Alliance Project Team (APT) personnel and supply chain partners as required. Engagement herein arises from the implementation of BRE Stakeholder Interface Management Plan and BRE Community and Stakeholder Engagement Management Plan.

Document revision history and sign-off

Rev	Date	Revision Description	Prepared by	Reviewed by	Approved by
A	July 2023	Issued for review	Cara Galvez	Tania Anglin	Tania Anglin

Distribution

The summary report will be held within the Project Alliance document management system, where it can be accessed by Alliance Project Team (APT) personnel and supply chain partners as required.

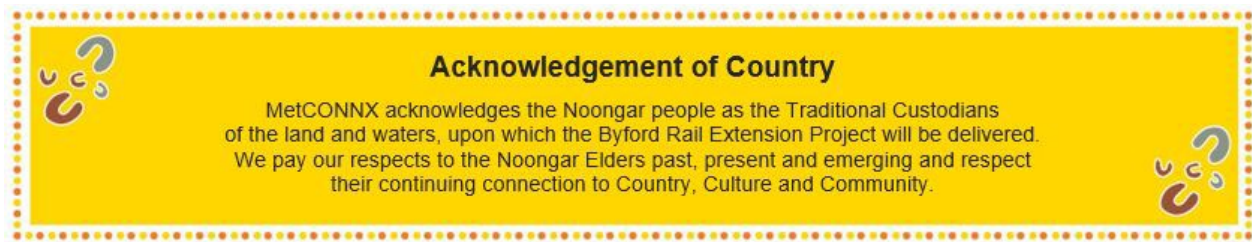
Issue, revision and re-issue

The summary report may be revised periodically throughout the duration of the Project. The Engagement Lead may issue or refer versions of this summary report to the Alliance Management Team (AMT) for information purposes.



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1. Purpose of this summary report

This report summarises community and stakeholder engagement undertaken by the MetCONNX Alliance in relation to design development of the new Byford Station and public space area. It summarises engagement activities and outcomes to date, and outlines future engagement across the life of the project.

2. Engagement

All community and stakeholder engagement and communication activities undertaken by the Alliance will be:

- guided by the International Association for Public Participation (IAP2) Quality Assurance Standard for Community and Stakeholder Engagement
- undertaken in accordance with the IAP2 Public Participation Spectrum (IAP2 International Federation 2014).

The IAP2 spectrum identifies the level of participation that defines the public role in any engagement program. It shows that differing levels of participation are legitimate depending on the goals, resources, interests and levels of concern that stakeholders hold in the decision to be made.

2.1 Engagement objectives

Engagement objectives are to:

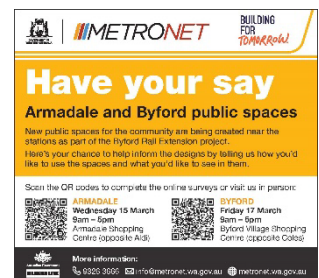
- Generate awareness of and support for the Byford Rail Extension project, including its rationale, objectives and benefits.
- Ensure the community and stakeholders are kept well informed about project design and construction including all works or activities that may impact on them; and they have an opportunity to have their feedback and concerns considered.
- Understand stakeholder and community aspirations, opportunities, issues and concerns associated with the project.
- Obtain community input to, buy-in and acceptance of the project development and design and construction methodology, ensuring where practical, project delivery reflects the wishes of the community.
- Deliver the project with minimal complaints and ensure that concerns raised are managed in a proactive, timely, transparent and empathetic manner.
- Build strong, open and honest relationships with the local community, improving levels of trust and confidence in METRONET and their vision for a well-connected Perth with more transport, housing and employment choices.

2.2 Engagement activities to date

Engagement activities undertaken to date have involved key stakeholders in planning and reviews to improve place outcomes; provide accessible, clear and timely information; create meaningful, two-way discussion; and identify and mitigate risks.

Engagement activities have included:

- A presentation and workshop with the METRONET Access and Inclusion Reference Group on 30 January 2023 focussing on how access and inclusion has been built into early station design concepts, and to hear feedback on how these elements can be maximised. Points of discussion included access, materials, universal design considerations, safety and welcoming spaces.
- An online survey in early March 2023 to understand community thoughts and ideas for the public spaces near the new train station in Byford. Consultation was open for a five-week period and received 170 responses. The survey was widely promoted including:
 - Distribution of a flyer to over 30,000 residents and businesses.
 - An advertisement in the local Examiner Newspaper circulated to over 50,000 residents in Byford, Mundijong, Armadale, Beckenham, Bedforddale, Brookdale, Byford, Camillo, Canning Vale (part), Darling Downs, Forrestdale, Gosnells, Harrisdale, Huntingdale, Jarrahdale, Kelmscott, Kenwick, Keysbrook, Langford, Maddington, Mt Nasura, Mt Richon, Oakford, Orange Grove, Piara Waters, Roleystone, Serpentine, Thornlie, Westfield, Whitby and Wungong.
 - Via the METRONET website and social media channels. The survey was also promoted via local industry and community organisations.
- A shopping centre display was held at Byford Village on Friday 17 March 2023 to share the vision for the proposed public spaces within the project and test and validate initial public space concepts and activity zones around Byford Station. The display was promoted via an advertisement in the local newspaper and over 100 people attended.



- A meeting was held with the Byford Rail Extension Byford Community Reference Group (CRG) on 28 March 2023 focussing on the public spaces, concepts and activity zones around Byford Station. A workshop discussion was held focussing on the public spaces around the station.
- Businesses in close proximity to Byford Station were doorknocked to ensure awareness of the project, including the new elevated station and public spaces. Doorknocking of businesses has been undertaken continuously throughout 2023.
- The project attended an information session with members of Business Serpentine Jarrahdale on 29 March 2023, focussing on public spaces. The project team's involvement in this session enabled businesses to view plans and ask questions about the station and public spaces including timing of works and expected impacts.
- Residents in close proximity to Byford Station were doorknocked to ensure awareness of the project, including the station location and public spaces. Property precondition surveys were also encouraged for properties within 100 metres of project works.

- A presentation and workshop with the Serpentine Jarrahdale Access and Inclusion Advisory Group on 27 July 2023 focussing on how access and inclusion has been built into early station design concepts, and to hear feedback on how these elements can be maximised.
- Ongoing engagement with the METRONET Noongar Reference Group for advice on planning for specific meetings, training sessions and ceremonies.
- Ongoing engagement with the Shire of Serpentine Jarrahdale including meetings, workshops and presentations to Officers and Councillors. Engagement in the form of meetings, briefings, presentations, and workshops will be ongoing with the Shire of Serpentine Jarrahdale and elected representatives.
- Community works notifications delivered via letterbox drop and email to residents, businesses and community groups within close proximity of project works. These notifications will be ongoing throughout the life of the project.
- Fact Sheets detailing the station design and project have been distributed to the local community and available for viewing and download on the project website.
- Workshops were held with students at Salvado Catholic College on 24 May 2023 and Byford Secondary College on 8 June 2023 to provide information on the new station, share the vision for the proposed public spaces and seek to understand student's thoughts and ideas.



- Engagement with local schools, in particular, Marri Grove Primary School, Byford Secondary College and Salvado Catholic College has been ongoing. This has included meetings, briefings and presentation. As a result of this engagement the project will work collaboratively with these schools to ensure the school communities are kept up to date on project developments.
- The project attended the Byford Library Services Story Time and Rhyme Time sessions to engage with parents of young children, hear their thoughts and answer their questions.
- Doorknocking and engagement with local organisations, residents and businesses has allowed the project to build an email and phone contact list to ensure information can be distributed to stakeholders in a timely manner.

3. Stakeholder and community sentiment

3.1 Stakeholder solutions

Engagement with stakeholders has contributed to more sustainable solutions for the project including:

- A deeper understanding of the identity of the local community to create a station that represents the historical and cultural value of the local area.
- Understanding of the needs of a diverse and growing community to identify opportunities for public open space or public realm, with feedback from stakeholders and local community incorporated into design.
- Re-working designs to achieve the least impact to significant trees and improved tree retention across the project.

- Alignment of shared pathways, principle shared pathways and an equine path to provide improved connectivity along the corridor.
- Incorporating input from multiple stakeholders with sometimes competing priorities to enable good design according to movement hierarchies.
- Re-working designs to achieve the least impact to significant trees and improved tree retention across the project.
- Using place audits and local knowledge of existing desire lines in and around the Station to improve cross corridor connectivity.

3.2 Stakeholder and community sentiment

The following key themes have been identified and will provide a strong focus for further information and consultation:

Key Theme	Description	Alliance/Project Response
Security, safety and surveillance	Stakeholders have identified the potential for safety and security impacts as an end of line station.	<p>As a result, the project have worked on increasing an understanding of how safety mechanisms and Crime Prevention Through Environmental Design (CPTED) principles are incorporated into station designs. CPTED principles have been applied throughout design including:</p> <ul style="list-style-type: none"> - Providing open activated areas with clear sightlines that support passive surveillance, implementing ample, well-designed lighting. - Installation of active CCTV cameras in the station areas. - Clear signage and wayfinding. - Using materials that minimise opportunities for vandalism. <p>A security risk assessment for the project is underway to identify and prioritise security risks which will then inform the station design process. This process includes consultation with the local government body. The outcomes of this assessment will be shared with stakeholders and the community.</p>
Universal access	Universal access is very important to the local community.	<p>Universal access has been a key consideration in design, with applications including:</p> <ul style="list-style-type: none"> - Paths designed to accommodate pedestrians, recreational and commuter cyclists, and people with mobility disabilities. - Seating for people to rest within the station and in public space areas. <p>Communication with local and METRONET facilitated Access and Inclusion Reference Groups will be ongoing to ensure feedback is incorporated into design.</p>
Ease of access to public and multi-modal transport	Local community feedback has indicated that ensuring easy access to the train and bus, as well as multi-modal transport options is important.	<p>Community feedback has been incorporated into design through:</p> <ul style="list-style-type: none"> - Safe, accessible paths which facilitate universal access, that connect stations with local destinations such as shopping and education precincts. This includes a new Principle Shared Path between Armadale and Byford.

		<ul style="list-style-type: none"> - A new bus interchange to facilitate bus services that connect stations with local destinations. - Plenty of parking including ACROD parking. - Kiss n Ride/drop off areas. - Secure bicycle storage near station entry.
Flood and bush fire mitigation measures.	The station is located in a rural area with a high-water table. The area is vulnerable to bushfire. Stakeholders have expressed a desire to understand mitigation measures in place to ensure safety and sustainability in this respect.	<p>The project is mindful of the unique area in which the station is located. Risk mitigation has been undertaken to ensure;</p> <ul style="list-style-type: none"> - Adequate drainage consistent with local government planning. - Bushfire management plans with consideration for the local environment and current planning.
Placemaking and public spaces	Stakeholder feedback has identified a desire to contribute to place-making. Early positive sentiment has been expressed in relation to opportunities for public spaces at Byford Station. Specific feedback indicated that the local community would like to use the station public space areas for play spaces for young children, events, hospitality and as community meeting place. There has been a high level of interest in ensuring these spaces are welcoming and cater to the needs of their audience, including the incorporation appropriate facilities and aspects to ensure road safety.	<p>Our collaborative process with key stakeholders in development of place plans maximises shared value in collaboration with our community engagement approach.</p> <p>Targeted consultation around placemaking in the Byford Station Precinct included shopping centre displays, on-line surveys, small group forums and engagement with local schools, engagement with parents, reference and community groups to promote discussion and seek feedback on proposed public space uses. Feedback received through this targeted consultation will be incorporated into design.</p>
Connectivity	Local community feedback has indicated that pedestrian connectivity and universal access is important. This includes the station as a central point connecting residential areas with shopping and education precincts.	<p>Community feedback has been incorporated into design through:</p> <ul style="list-style-type: none"> - The provision of new public spaces with thoughtful landscaping, places to rest and meet, universal access design and pedestrian pathways. - Thoughtful landscape and road design to ensure safe pedestrian access around the station precinct. - Acknowledgement of local and cultural history through interpretive signage, materials, flora and art.
Sustainability	Sustainable design outcomes are important to stakeholders and the local community.	Environmental, social and economic principles and practices will be embedded in project planning and delivery. The Alliance has formed a Sustainability Leadership Committee that meets monthly to discuss sustainability risks, opportunities and initiatives. Any community and stakeholder feedback received regarding sustainability is shared with the committee for consideration.
Indigenous heritage	Recognition of Indigenous cultural heritage is important to the local community.	<p>Our stakeholder and community engagement approach demonstrates a high level of respect for Indigenous heritage to ensure Aboriginal voices are involved and consulted through the course of the project.</p> <p>It is integral for the project to be culturally informed. Our engagement approach seeks to form partnerships and have in depth conversations with the local Aboriginal</p>

		community in the Shire of Serpentine Jarrahdale. The project is also engages regularly with the METRONET Noongar Reference Group.
Urban aesthetics and public art	Visual amenity, station and public realm aesthetics are important to stakeholders. Feedback indicates that public art is important to the local community. The community has shown a particular interest in recognition of the role of Byford in the early settler period, including the brickworks and provision of food for the greater metropolitan area.	The landscaping and aesthetics of the station and public realm areas are currently being finalised. Public consultation and input have been sought for public space areas and incorporated into design. Our collaborative process with key stakeholders in the development of design aspects, usage of materials and public art will be incorporated into design.
Construction impacts	Residents and stakeholders have expressed a desire to maintain access and amenity during construction. This is particularly important to local businesses.	The project is working closely with local businesses, residents and community groups to minimise impacts to access and amenity during construction. Building robust collaborative relationships with key stakeholders ensures channels of communication remain open and any issues can be addressed in a timely manner. Traffic management plans will also be implemented to ensure all vehicle movements are facilitated safely while maintaining access where possible.
Tree retention	Tree retention is a priority for stakeholders and the community. Where impacts are unavoidable, community expectations are for the project to minimise and offset impacts.	In recognition of the high importance of tree retention, a working group has been established within the Alliance to develop strategies and plans to achieve maximum tree retention, in collaboration with key stakeholders. The project will ensure design and construction is carefully considered to achieve optimum environmental and social outcomes.

4. Next steps

In line with the engagement aims and objectives outlined in section two, stakeholder and community engagement will be ongoing throughout the life of the project with a focus on ensuring:

- Early and ongoing engagement with the community through multiple channels, ensuring a tailored, customer-centred approach.
- A proactive approach to community engagement – identifying areas of community interest and reaching out to interested parties including a level of engagement that is proportionate to the nature of the issues, level of risk, and their context.
- Clear parameters and expectations are set around areas of community influence.
- Undertaking clear and consistent communication based on approved messages that reflect the objectives of the State Government, METRONET, PTA and other key stakeholders.
- Communicating and engaging in an open, inclusive, and transparent manner.
- Respecting and valuing the expression of different perspectives.

4.1 Further information

If you have any questions or feedback, please contact info@metronet.com.au.

5. Appendix

5.1 Byford Rail Extension Project Factsheet

See attached

5.2 Byford Station Factsheet

See attached

5.3 Tree Retention Factsheet

See attached

5.4 Precondition survey Factsheet

See attached

5.5 Community Priorities Factsheet

See attached

Byford Rail Extension

MetCONNX Alliance (comprising Laing O'Rourke, Pritchard Francis Consulting and Kellogg Brown & Root) has been awarded the contract to design and build the Byford Rail Extension.

The existing Armadale Line will be extended approximately 8km south to a new ground-level station in Byford, supporting one of the fastest growing areas in Australia.

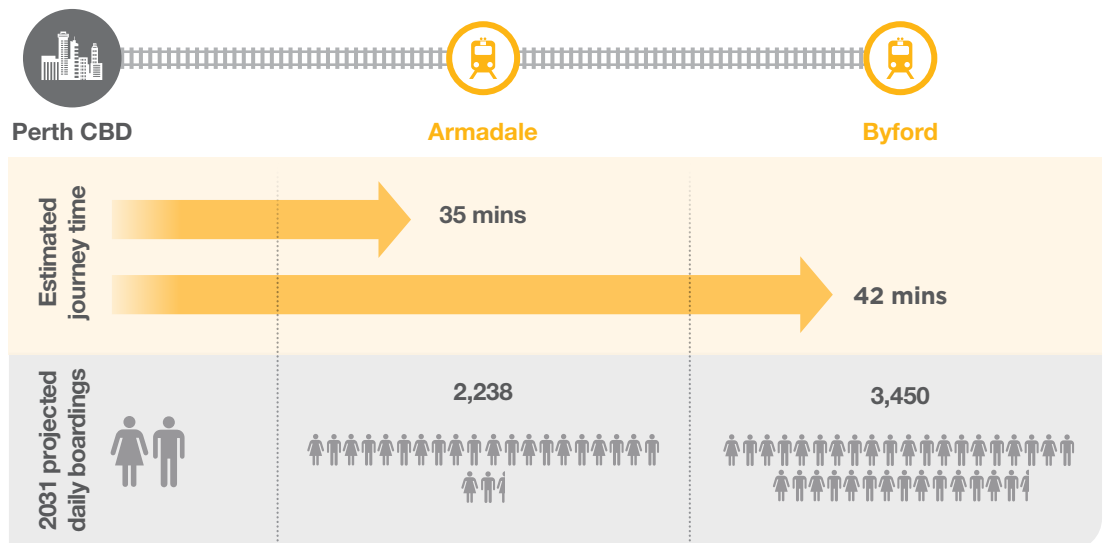
Once complete, it will give residents in Byford and the wider Serpentine-Jarrahdale area improved access to jobs, services and amenities thanks to high capacity, high-frequency rail that will play an important role in the growth of the local economy.

Detailed designs are being developed with main construction works to begin in 2023.

The benefits











- 42-minute journey from Byford to the CBD
- Improved access to jobs, services and amenities
- 2 zone fare cap
- Supporting one of Perth's fastest growing regions, with Byford's population expected to grow a further 15,000 by 2036
- Level crossings between Byford and Armadale removed to improve safe local connections
- Three level crossings removed and replaced with elevated rail through Armadale Town Centre
- Around 8km of continuous high quality shared path
- Better connections for pedestrians and cyclists between stations and surrounding residential and employment areas
- Celebrating Aboriginal and non-Aboriginal history and values through place making outcomes
- Creating safe and attractive public spaces surrounding Byford and Armadale stations

Estimated journey times



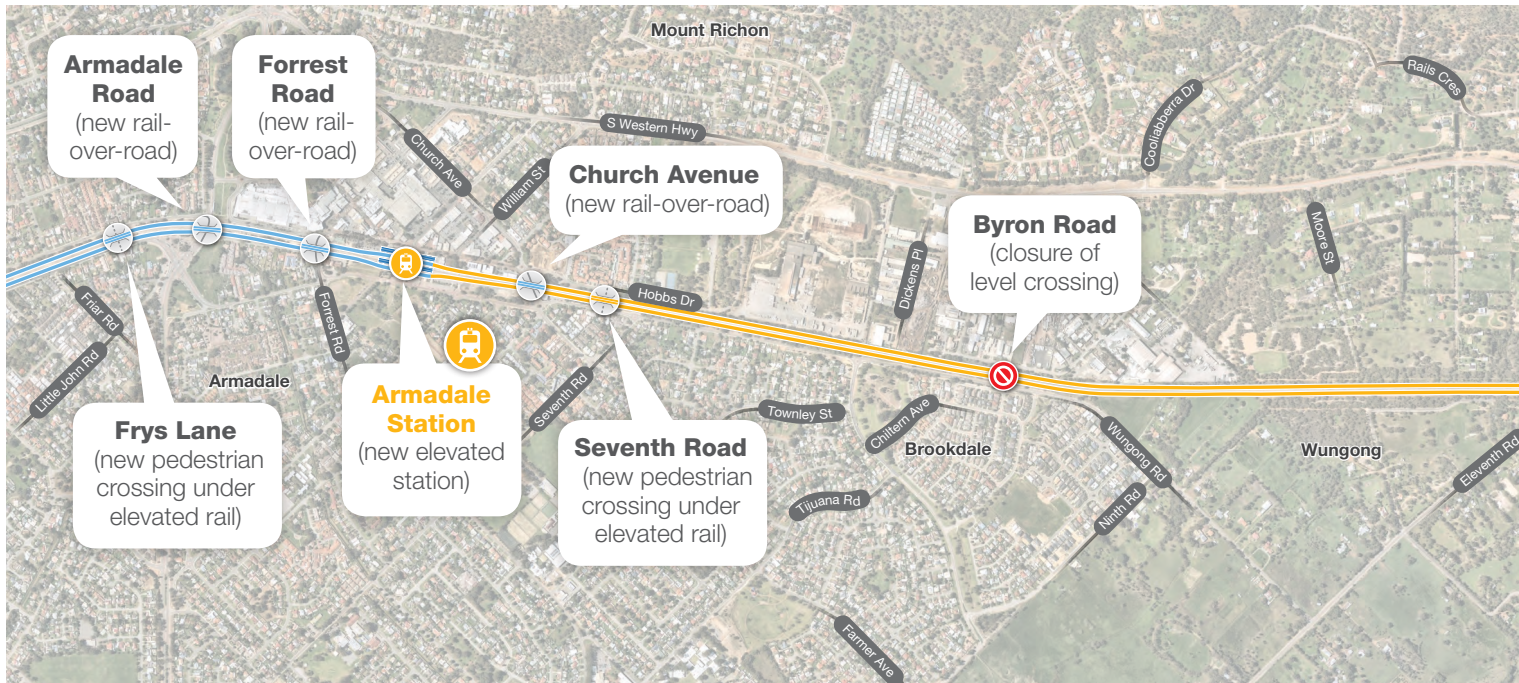
Station snapshot

Figures are subject to final design and may change.

	 New elevated Armadale Station	 New Byford Station
 Parking bays (including ACROD)	200	400
 3 platforms (2 urban and 1 regional)	✓	✓
 New bus interchange	9 bus stands (including 1 dedicated Transwa coach stand)	6 bus stands
 Bicycle parking	90	100
 Lifts	2	N/A
 Kiosk	✓	✓
 Toilets	✓	✓
 Security - open station design, lighting, CCTV, transit officers	✓	✓

LEGEND

- Existing Armadale Line
- Byford Rail Extension
- Existing Australind Line (regional)
- Station platform



← TO PERTH

New, elevated Armadale Station



- Frys Lane
(new pedestrian crossing under elevated rail)
- Armadale Road
(new rail-over-road)
- Forrest Road
(new rail-over-road)
- Church Avenue
(new rail-over-road)
- Seventh Road
(pedestrian crossing under elevated rail)
- Byron Road
(closure)

Thomas Road over Rail

Constructing Thomas Road Bridge is the first component of the Byford Rail Extension.

Once completed, it will enable traffic to pass over the rail corridor with two lanes in each direction and centred slightly to the north of the existing Thomas Road alignment, between South Western Highway and Wungong South Road.

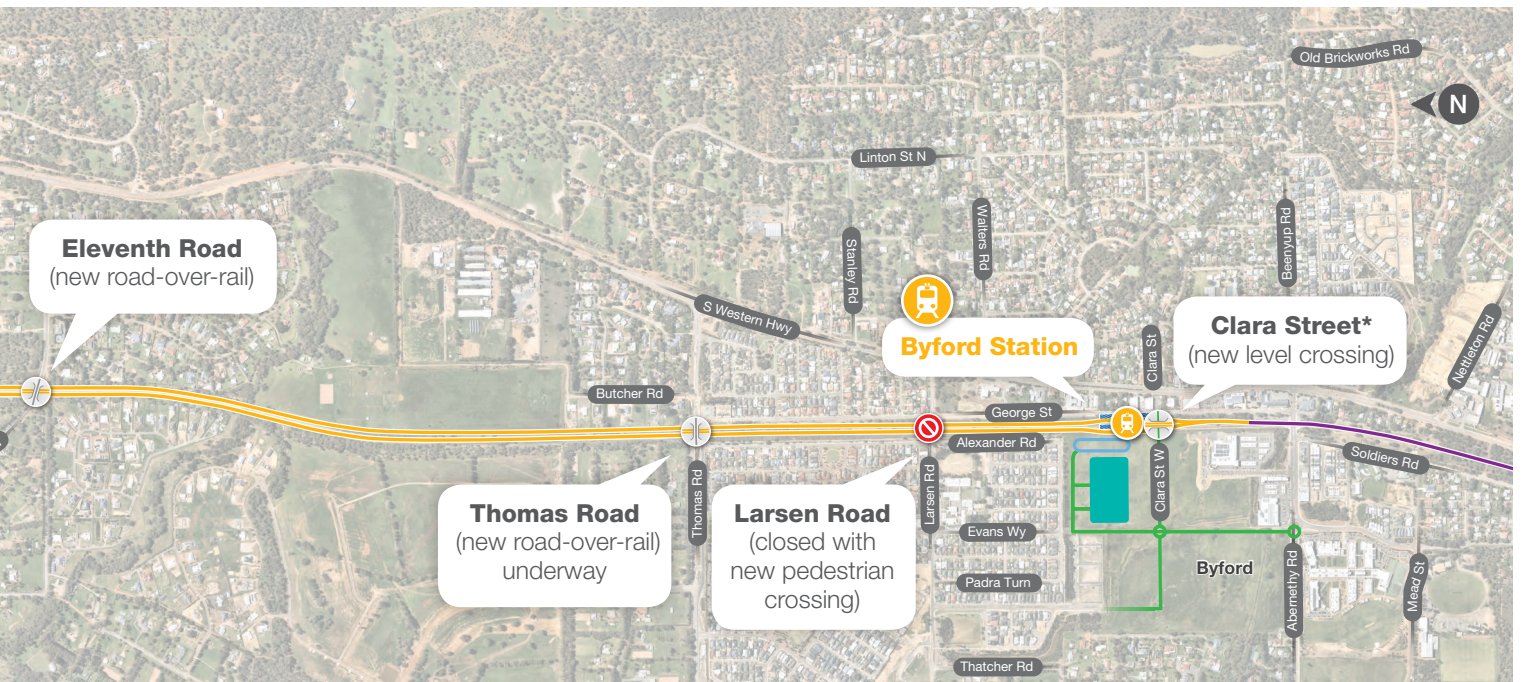
The bridge will also feature new shared paths for cyclists and pedestrians, screening, landscaping and revegetation. A new underpass will connect Butcher and Vlasich roads.



Artist's impression.

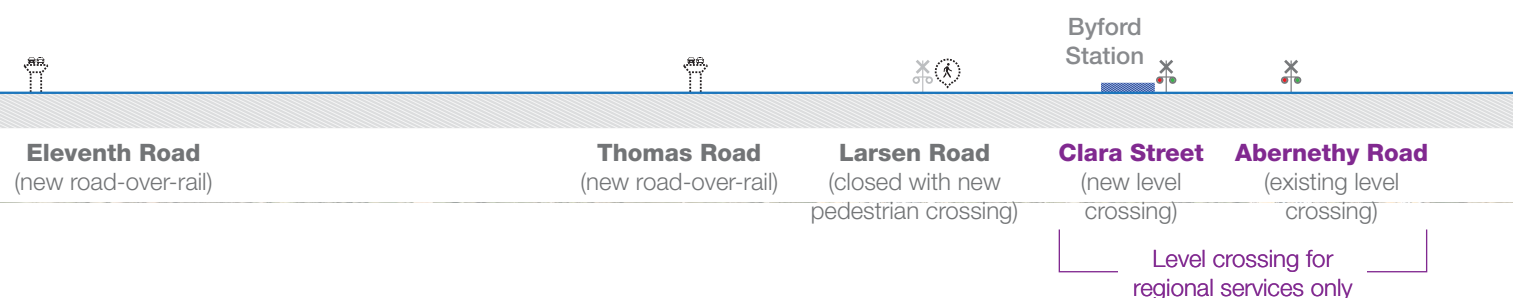
— New roads
 — Parking
 — Bus Interchange

Scale (approximate) 0 250m 500m



*This crossing will be in place until the electrified rail line is extended to Mundijong in the future.

TO BUNBURY →



Environment and heritage

METRONET is committed to minimising the project's impact on the environment and sensitive areas such as Wungong Brook and Lambert Lane Nature Reserve. As part of this commitment we strive to research, plan and take measures to ensure a balance between providing an efficient rail service and protecting the natural environment.

As part of our environmental commitment, flora, vegetation and fauna surveys have been conducted to identify any endangered or vulnerable species and ecosystems. Every effort is made to avoid, minimise or rehabilitate environmental effects both before and during works.

Noise and vibration

Independent noise and vibration studies are a key part of planning for the Byford Rail Extension. They help identify measures needed to minimise the impact of noise and vibration on nearby residents and communities. As the design of the overall project develops, the extent and type of measures to be implemented will be confirmed.

Aboriginal heritage - working together

METRONET acknowledges the People of the Noongar Nation as the Traditional Custodians of the land and waters on which projects like the Byford Rail Extension are located.

Aboriginal heritage surveys have been completed and Whadjuk and Gnaala Karla Booja representatives have given support for the Byford Rail Extension. This is on the grounds that any disturbance to Aboriginal heritage sites is minimal and the proposed railway will benefit the general community. Final support will be conditional based on further engagement in the delivery phase.



Wungong Brook



Have your say

In the coming months there will be opportunity to learn more about the project. Stay tuned on how you can get involved. Join our project Facebook group or register for email updates to find out how you can get involved.

Your feedback is important

Please contact METRONET if you have any questions about the project or would like more information.



Register for email updates at metronet.wa.gov.au/contact



Join our new project group



MORE INFORMATION

☎ 9326 3666

✉ info@metronet.wa.gov.au

🌐 metronet.wa.gov.au

📘 facebook.com/perthmetronet

🐦 twitter.com/metronetperth

📷 [@metronet_perth](https://instagram.com/metronet_perth)

METRONET

Byford Station is coming!

MetCONNX Alliance (comprising Laing O'Rourke, Pritchard Francis Consulting and Kellogg Brown & Root) has been awarded the contract to design and build the Byford Rail Extension.

The new ground-level Byford Station will be built 400 metres north of Abernethy Road to sit in close proximity of the future Byford Town Centre.

The project will kick-start development opportunities, providing safe and attractive connections around the station, and improved access to jobs, services and amenities.

Once completed, the station will link the old and new town centre with spacious pedestrian-friendly east-west connections, and open to a new town square for the community.



Station design and facilities

6



Bus stands

3



Platforms
(2 urban and 1 regional)

Approx
400



Parking bays
(including ACROD)

100



Bicycle parking

4



Green Star rating
sustainability target

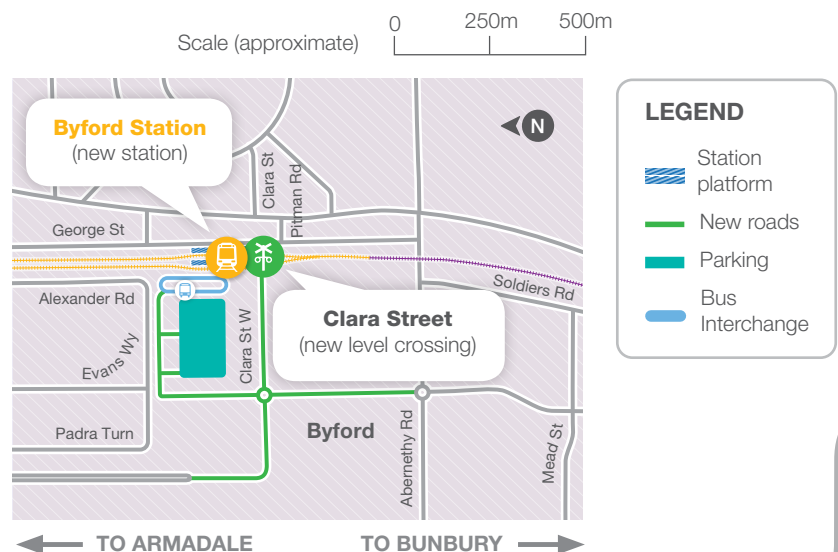


New ground-level station,
lighting, CCTV and transit
officers

New road connections and Clara Street level crossing

New road connections to support the growing town centre, including:

- upgrading George Street from unsealed to a sealed road from Larsen Road to Evans Way, east of the new Byford Station
- connecting Sansimeon Boulevard to the existing roundabout intersection of Abernethy Road and Gordin Way, next to the shopping centre
- turning Clara Street West into a new level crossing on the regional rail network, south of Byford Station, to create an east-west connection for vehicles and pedestrians. This will be in place until the electrified rail line is extended to Mundijong in the future.



Frequently Asked Questions



When will works start?

Early works will start from November 2022 to relocate utilities to make space required for the rail extension.

Main works for the project will start prior to the Armadale Line being closed for 18 months from late-2023. You will be informed of future works through upcoming work notices and via online project updates.

What are the works impacts?

As with any major project, there will be impacts such as noise, dust, and vibration. All works will follow an approved noise and traffic management plan.

We recognise the importance of keeping residents and businesses in the area well-informed before any major works happen and to help the community prepare in advance. Sign up to our project updates through the METRONET website.

Will there be any community consultation on the project?

There will be opportunities for community and stakeholders to have input into some important parts of the project, such as landscaping and community amenities.

Other parts of the project, such as rail alignment and station locations, are fixed due to technical and operational requirements.

There will be engagement opportunities through information sessions and our Byford Community Reference Group, one of two groups established for the Byford Rail Extension. More information will be shared through our community Facebook Group and website.

Why isn't Byford Station elevated?

An elevated Byford Station was considered, however current State and Commonwealth funding for the project allows for a ground-level Byford Station.

What security measures will be in place to mitigate anti-social behaviour?

The station will be design to incorporate passive surveillance, lighting and materials that minimise opportunities for vandalism.

There will also be 24/7 CCTV surveillance, transit officers, and emergency buttons in the trains and on the platforms which connect to a 24/7 Central Monitoring Room operated by security staff.

How will noise and vibration be managed when trains begin operating?

As the designs are developed, noise and vibration modelling will be conducted to identify what measures will be required to minimise impacts and ensure levels meet guidelines under State Planning Policy (SPP) 5.4.

How many trains are going to come through each day?

The expected timetable will follow the current Armadale Line frequency, which is eight trains per hour to the CBD during peak time (7am - 9am and 4pm - 6pm). The final timetable, including bus services in the area, will be confirmed once the rail extension is operational.

How can I find out more?

Join the dedicated community Facebook group and subscribe to receive project updates via the METRONET website.



Join our new project group



MORE INFORMATION

☎ 9326 3666

✉ info@metronet.wa.gov.au

🌐 metronet.wa.gov.au

📘 facebook.com/perthmetronet

🐦 twitter.com/metronetperth

📱 [@metronet_perth](https://www.instagram.com/metronet_perth)

METRONET

Greening the rail corridor

Byford Rail Extension

Tree Retention and Planting Strategy summary



Our vision

The METRONET Byford Rail Extension Project aims to support the development of urban and rural bushland along the rail corridor by maximising tree retention and planting new trees and shrubs. This will enhance community wellbeing, as well as improve visual and environmental outcomes.



Our strategy

A healthy and diverse urban bushland will provide an important natural environment for the present community and future generations. It will add to public space and provide shade and heat protection.

Our team is guided by a Tree Retention and Planting Strategy, and outcomes of community and stakeholder engagement, to maintain as many trees as possible and green the rail corridor by planting new trees and shrubs.

The Strategy provides clear, specific and timely objectives to help create an urban bushland along the rail corridor. It is being implemented by our Tree Retention Working Group, comprising an arborist, landscape architect, environmental manager and project construction managers. The group is collaborating with local government and other key stakeholders.

Our aims

To create and retain urban bushland areas along the rail corridor, we will:

- retain and protect as many trees as possible, including all existing heritage trees
- plant new trees to increase tree canopy in the project area over time
- use local, native and water-tolerant flora to support biodiversity, provide habitat for local native fauna and minimise water use
- enhance tree diversity
- use mature trees in the public spaces near stations.



Artist impression only

Retaining trees

Our project team has identified all the trees within the project area and developed a construction method to minimise the number that need to be removed during construction. Where possible, priority is given to trees of significance and high ecological and community value. Trees removed will be replaced with site-appropriate species to improve chances of survival and enhance public-space landscaping.

Tree retention will be maximised by:

- using tree-friendly design and construction methods
- prioritising canopy pruning and management, instead of tree removal
- locating work and site access areas to have the least impact on trees.

New trees

Young trees will be planted along the corridor to improve survival rates, providing a foundation for more significant tree canopy over time. The various additional types of trees will complement and extend the existing vegetation.

Plant selection will consider:

- biodiversity and habitat
- climate and environmental resilience
- visual appeal
- existing species
- sightline and safety
- maintenance requirements
- maturity – size and canopy width.

Planting mature trees near stations

A key tree selection principle will be to prioritise the use of mature trees in high impact amenity areas, such as near train stations. Trees up to 5 metres high will be planted in a number of high amenity areas. However, final tree sizes and types will depend on nursery stock availability.

Supporting native flora and fauna

Mainly Australian and local native vegetation will be used. This will include:

- robust Australian trees to provide shade and canopy coverage
- at least half of the trees and shrubs being local
- wildflowers featured along the corridor
- seeds sourced locally.

MORE INFORMATION

☎ 9326 3666

✉ info@metronet.wa.gov.au

🌐 metronet.wa.gov.au

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METRONET

Property pre-condition surveys



Properties located within 100 metres of the construction areas for the Byford Rail Extension project will be offered a free pre-condition survey. This is part of our commitment to supporting communities in the project area and minimising any adverse impacts from works.

What is a property pre-condition survey?

A property pre-condition survey records a property's condition before major construction work begins. It provides a reference should you believe your property has experienced any adverse effects from project construction activities. Following the survey inspection, a report will be produced, and a copy provided to you for your records.

Why should I get a property pre-condition survey done?

A pre-condition survey can give you peace of mind before construction gets underway. The survey is a precautionary measure which provides a basis for any future discussions about changes in property condition while construction took place.

How do I organise a property pre-condition survey

Properties located within 100 metres of the project will be contacted directly by mail, notifying owners how to book a survey. If you do not receive a notification regarding a survey at your property, this is because it is not within the designated survey area.

How are property pre-condition surveys conducted

A qualified building inspector will require access to the inside and outside of your property for approximately one-and-a-half hours. The survey is not an all-encompassing structural survey. It is a reasonable attempt to identify any obvious or significant defects apparent at that time. Only areas to which reasonable access is available will be inspected.

Following the inspection, a report will be compiled, and a copy provided to you for your records. A copy of the report will also be kept on file by MetCONN Alliance during the construction period. At project completion, a copy will be provided to the Public Transport Authority.

Will my property be affected by construction

Damage to your property is not expected to occur as a result of Byford Rail Extension project.

What if I notice a change in my property?

If you believe there may be damage caused by project construction activities, please email the project team immediately at info@metronet.wa.gov.au or telephone them on 9326 3666.

Community priorities

Armadale and Byford are getting new stations and new public spaces as part of the METRONET Byford Rail Extension Project. Armadale Station will be rebuilt as a new elevated station, and a new Byford Station will provide residents with access to the Armadale Line. Adjacent to the stations, there will be new public spaces for the community to enjoy.



Artist impression only.

Engaging the community

In April 2023, hundreds of community members shared their preferences and suggestions for the public space areas near the new stations.

You told us what is important to you, how you would use the public spaces, and what should be included. You provided your feedback online and in person.

We also spoke to Community Reference Group members, local schools and story-time groups, and local business groups.



406 people
completed online surveys
236 - Armadale Survey
170 - Byford Survey



317 people
attended shopping centre pop-ups
206 - Armadale
111 - Byford

Community Reference Groups

2 presentations/workshops

Armadale
Byford



Business forums

Business Armadale
Business Serpentine Jarrahdale



Armadale Access & Inclusion Reference Group

Presentation



Local Government Officers and Councillors

Meetings
Briefings
Workshops



Local school focus group meetings

Armadale Senior High School
Byford Secondary College
Salvado Catholic College



Advertising, flyers and social media

Advertisement in Examiner Newspaper - Armadale and Serpentine Jarrahdale
Distribution of 30,000 flyers
Social Media Posts



What you told us

The stations

- More than 68% of you plan on using Byford Station, with 56% saying they will use the station at least once a week.
- More than 62% of you plan on using Armadale Station, with 55% saying they will use the station at least once a week.

What's important to you



Using the public spaces

Feedback showed that more than anything, you would like to use the public spaces to:



Facilities and features

You would like to see lighting, shade shelters with tables and seating, and universally accessible footpaths. More than half of you would use the paths for walking, running and cycling, and you supported the inclusion of water refill stations and shady areas along paths.

You also told us many of you would use outdoor gym equipment if provided and nature playgrounds are the preferred choice.

Environment and landscaping

Tree retention, connection with nature, and native landscaping is valued by the local community.

- 74% said tree retention is very important
- 60% indicated native and waterwise landscaping is a high priority.

Events

The majority of people said inclusion of spaces that enable events is important and they would attend an event held in the public spaces. The most popular option for Armadale and Byford is food trucks or markets.



Public art

As your home or place of work, Armadale and Byford have identities formed by local culture, history, landscape and people. These identities will be reflected in public art for the Armadale and Byford stations and public spaces.

- Most people in Armadale and Byford agree public art is important
- According to the survey, you would prefer to see murals, feature lighting, and street furniture
- The four most popular themes included native flora and fauna, Aboriginal culture, local identity, and community.



Informing the design

The design team have identified four key themes from the community feedback, which is being used to inform the final design of stations and public spaces. The designs will include:

1 Safety	<ul style="list-style-type: none">• Safety in Design Standards, including Crime Prevention Through Environmental Design Principles• open activated areas with clear sightlines that support passive surveillance• ample, well-designed lighting• active CCTV cameras in the station areas• clear signage and wayfinding• materials that minimise opportunities for vandalism.
2 Ensuring easy access to the train and bus	<ul style="list-style-type: none">• safe, accessible paths that connect stations with local destinations and enable wheelchair access, including a new shared path between Armadale and Byford• new bus interchange for passengers to access the stations from local destinations• ample parking, including ACROD parking• drop off areas• secure bicycle storage near station entries.
3 Connecting public spaces to the town centre	<ul style="list-style-type: none">• new public spaces with universal access and pedestrian pathways• pedestrian crossings opposite stations to allow safe access to the town centre east and west of the station to the adjoining neighbourhood• interpretive signage, construction materials, flora and art that reflect local identity and Aboriginal culture.
4 Universal Access	<ul style="list-style-type: none">• fully accessible stations at Armadale and Byford, including level access between the platforms and train• stairs, lift and escalator to access elevated platforms at Armadale Station• paths designed to accommodate pedestrians, recreational and commuter cyclists, and people with mobility aid.

Working with your council

We will share this information with the City of Armadale and Shire of Serpentine Jarrahdale, and work with them to progress the designs and management of these spaces.

MORE INFORMATION

☎ 9326 3666

✉ info@metronet.wa.gov.au

🌐 metronet.wa.gov.au

📱 [@metronetperth](https://www.facebook.com/metronetperth)



Australian Government



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