



Transport Assessment

LATHLAIN PARK ZONE 1 REDEVELOPMENT

PROJECT	Lathlain Park Zone 1 Redevelopment – Transport Assessment			
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1. INTRODUCTION

1.1 Development Introduction

This Transport Impact Assessment (TIA) has been prepared by Flyt in support of the proposed Lathlain Park Zone 1 redevelopment of the Perth Football Club facilities.

The redevelopment of the Perth Football Club facilities forms the final part of the broader Lathlain Precinct Redevelopment Project (LPRP), a \$100M revitalisation project to create a sustainable multi-use sporting, recreation, health and education precinct for the whole community.

The LPRP is made up of eight (8) zones of redevelopment, seven (7) of which have been completed and delivered, with the redevelopment of Zone 1 Perth Football Club the final area of redevelopment to occur. Figure 1 shows the location of the LPRP redevelopment zones.

Zone 1 considers the redevelopment of the Perth Football Club building and immediate surrounds. The existing 63 year old grandstand does not meet current sporting code or accessibility standards and is no longer fit for purpose.

LPRP Zone 1 will involve replacement of the dilapidated grandstand and construction of new facilities spanning football administration, training, spectator and community facilities.

1.2 Development Impact Summary

The proposed redevelopment of the Lathlain Park Zone 1 Perth Football Club facilities can be summarised as follows:

- Construction of a new grandstand featuring new changeroom facilities, new members and non-members lounge/bar, new spectator ticket gate and toilet facilities and new community centre function room.
- Demolition of the existing grandstand featuring outdated changeroom facilities, members lounge/bar, spectator ticket gate and toilet facilities and outdated Lathlain Function Centre.
- The new grandstand and community centre will replace the existing outdated grandstand and Lathlain Function Centre. The new grandstand will have 200 fewer seats than the existing grandstand and provide up to date modern changeroom facilities, spectator facilities and community centre function space – replacing like for like outdated facilities in the existing old grandstand.
- It is proposed that there is a like for like replacement of existing Perth Football Club operational on-site parking bays (approximately 20 bays) with on-street parking bays along Goddard Street for the sole use of Perth Football Club staff.
- The redevelopment proposals are not expected to change the existing activity and events hosted at Lathlain Park, nor increase the number or scale of events hosted at Lathlain Park.
- The redevelopment proposals are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

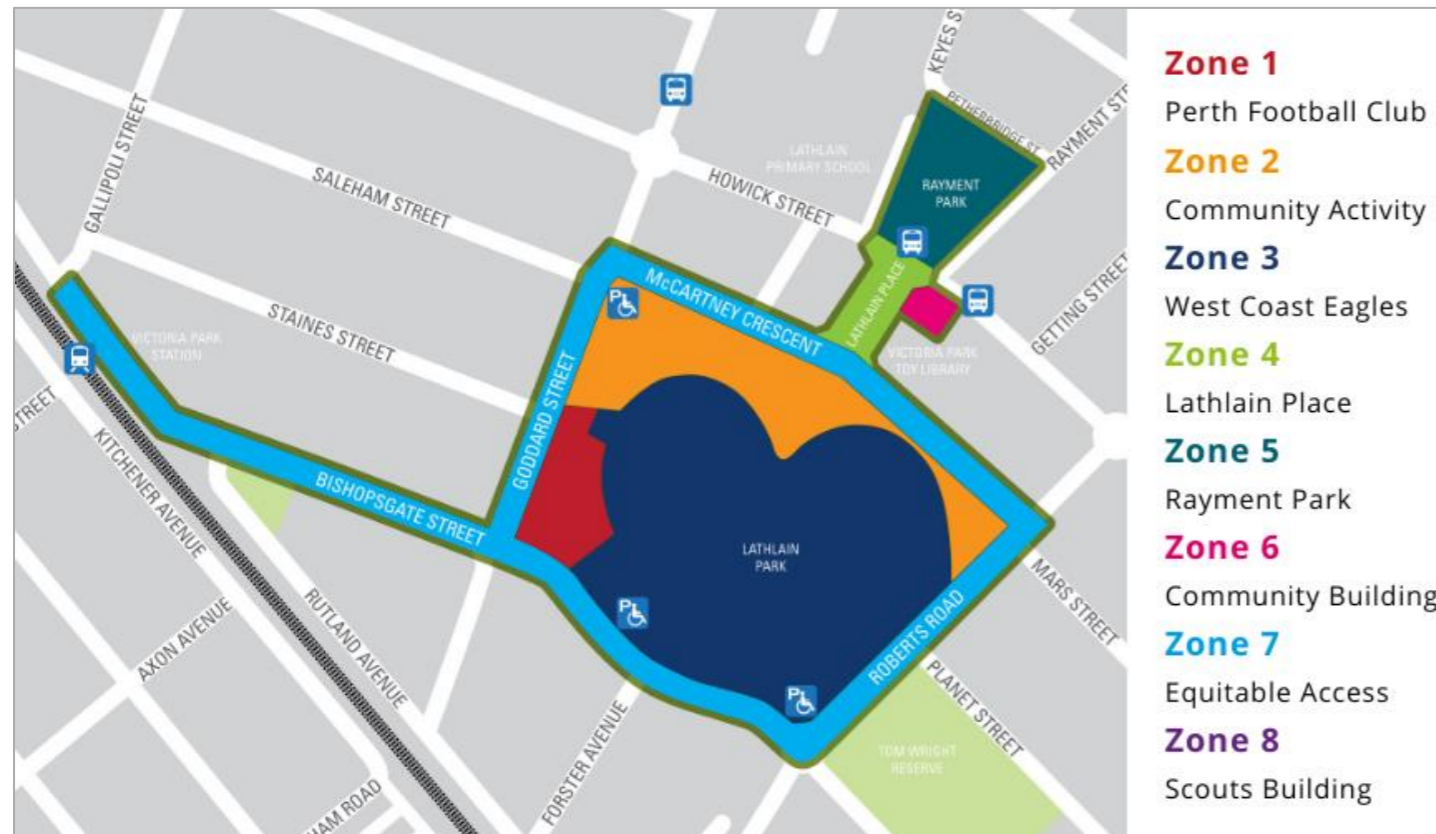


Figure 1 Lathlain Precinct Redevelopment Project – redevelopment zones (source: Town of Victoria Park)

1.3 Transport Impact Assessment

This TIA has been prepared in accordance with the WA Planning Commission’s (WAPC) Transport Impact Assessment Guidelines (Volume 3 – Subdivision). The Guidelines promote a three level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 2):

- Low impact – less than 10 peak hour trips, no assessment required
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.

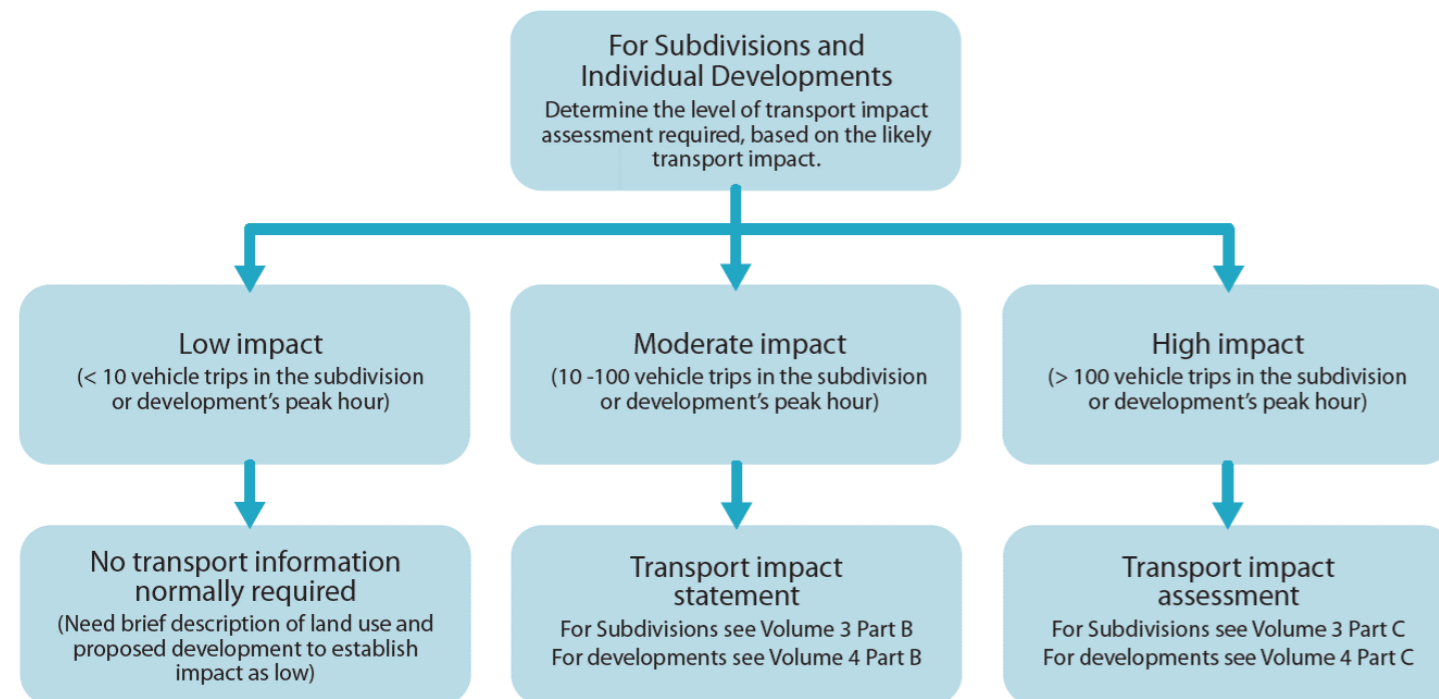


Figure 2 Level of transport impact assessment required (source: WAPC Transport Impact Assessment Guidelines, 2016)

Whilst the proposed redevelopment of Zone 1 Perth Football Club will generate more than 100 vehicle trips in the development’s peak hour, the redevelopment proposals are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

As such, this Transport Assessment focuses on the redevelopment of the Zone 1 Perth Football Club facilities, the activities to be hosted on-site and the anticipated use of the facilities – and the associated transport infrastructure local movements.

1.4 Report Structure

The report is structured as required by the WAPC’s Transport Impact Assessment Guidelines (Volume 3 – Subdivision), with the following items addressed:

- Development proposals and site context (Section 2)
- Vehicle access and parking (Section 3)
- Provision for service vehicles (Section 4)
- Transport assessment and impacts (Section 5)
- Pedestrian access and amenity (Section 6)
- Bicycle access and amenity (Section 7)
- Public transport access (Section 8)
- Site specific issues (Section 9)
- Summary (Section 10).

The inputs for this TIA are predominantly sourced from the *Lathlain Precinct Redevelopment Project – Lathlain Park Management Plan* (approved by the WAPC in July 2017) and relevant Development Application (DA) plans for the proposed Zone 1 redevelopment (developed by Hames Sharley – Revision H dated 14 June 2023).

In addition, transport network operations in vicinity of the LPRP were reviewed prior to and during two WAFL games held at Lathlain Park in August 2023. Observations were undertaken for the following events:

- WAFL League Fixture – Round 18 – Saturday 12 August 2023 – Perth Demons v Swan Districts at 2.10pm
- WAFL League Fixture – Round 19 – Saturday 19 August 2023 – Perth Demons v East Fremantle Sharks at 2.10pm

2. PROPOSED DEVELOPMENT AND SITE CONTEXT

2.1 Development Site Context and Background

The Lathlain Precinct has long been identified by the Town of Victoria Park (Town) as an area for enhancement and revival. This has involved an overall project, known as LPRP, which is a priority project in the Town's Strategic Community Plan.

Lathlain Park incorporates three of the eight precinct zones identified in the LPRP, (referred to as Zone 1 – Perth Football Club; Zone 2 – Community Activities; and Zone 3 – West Coast Eagles).

From 2006 to 2011 the Town worked on a plan for the redevelopment of Lathlain Park and the Master Plan was ultimately endorsed by Council in 2013.

Following this, the West Coast Eagles and the Town commenced preliminary discussions relating to the relocation of the West Coast Eagles Training Facility to Lathlain Park. In September 2013 a 'Heads of Agreement' was executed by the Town, the Perth Football Club and the West Coast Eagles regarding the relocation of the West Coast Eagles to Lathlain Park.

Subsequent to this, the Town undertook a process of developing a Major Land Transaction Plan to determine a future lease area for the West Coast Eagles on Lathlain Park. It was through this process that the West Coast Eagles undertook a process of assessment to determine the location of the two ovals and building on the site.

Factors considered included site activation, community access to the site (both pedestrian and vehicular), the location of the existing Perth Football Club grandstand, prevailing winds that impact on the site, sun exposure and direction, the need to provide two ovals to ensure that both the West Coast Eagles and the Perth Football Club can access the grounds when required, and the site constraints including services, levels, width, length and existing vegetation.

On the 2 October 2014, the Town and the West Coast Eagles entered into a formal Agreement for Lease, which set out the Town's and the West Coast Eagles' responsibilities to enable a formal lease to be put in place. Endorsed as part of the Agreement are two annexures, being the formal lease that will govern the West Coast Eagles tenure and a site plan depicting the location of the ovals and new physical structures.

Following the preparation of the Lathlain Park Redevelopment Project Business Case in 2014, the Federal and State Governments each announced \$10 million in funding to go towards the redevelopment of Lathlain Park in August 2015 and May 2016 respectively. In June 2016, the Federal Government announced that it will provide \$3 million in funding towards the relocation of the Wirrpanda Foundation's headquarters to the Lathlain Park.

The Town and the WAPC determined that a Management Plan was required to be prepared in relation to Zones 1, 2 and 3 of the LPRP – with the Management Plan being developed and subsequently approved by the WAPC in July 2017.

Construction of the West Coast Eagles facilities in Zone 3 took place from mid-2017 to mid-2019 before the West Coast Eagles moved their operations to the new Lathlain facility. The completion of the Zone 2 community activities took place from mid-2019 to early 2020 before they were opened to the public. The new West Coast Eagles facility is shown in Figure 3.



Figure 3 New West Coast Eagles facility delivered as part of the Lathlain Precinct Redevelopment Project (source: Flyt, August 2023)

Over the course of the LPRP, the Flyt team have undertaken the following transport analysis and reporting to support various stages of the precincts redevelopment:

- **Lathlain Precinct Movement Network Report (2016)** for the Town – to assist in overall planning for the Lathlain Precinct Redevelopment Project.
- **Transport Impact Assessment (TIA) for the West Coast Eagles Training, Administration and Community Facility (2016)** for West Coast Eagles – to support the Development Application (DA) for the football clubs facilities in the Lathlain Precinct.
- **Parking Management Plan (PMP) for the West Coast Eagles Training, Administration and Wirrpanda Foundation Facility (2019)** for West Coast Eagles – to address the management of parking bays within the West Coast Eagles development at Lathlain Park.
- **Travel Plan for the West Coast Eagles Training, Administration and Wirrpanda Foundation Facility (2019)** for West Coast Eagles – to improve travel choices to and from the football clubs facilities Lathlain Park for visitors, fans, staff and players.

The use of Lathlain Park by both the Perth Football Club and the West Coast Eagles are subject to separate lease agreements with the Town, relating to portions of land of approximately 0.2 hectares and 6.6 hectares respectively, as shown in Figure 4.

- Town of Victoria Park Lease to West Coast Eagles. Commenced 15 August 2016 with a lease term of 50 years, with an option to renew for an additional 49 years.
- Town of Victoria Park Lease to Perth Football Club. Commenced 1 July 2005. A deed of partial surrender of the lease was executed 1 July 2016 to accommodate West Coast Eagles new lease area.



Figure 4 Lathlain Precinct Redevelopment Project – lease agreement areas (source: Lathlain Park Management Plan, 2017)

2.2 Existing Game Day Network Operations

To gain a clear understanding of game day operations of the transport network within proximity of the LPRP, Flyt undertook network observations at the following two WAFL games held at Lathlain Park in August 2023:

- WAFL League Fixture – Round 18 – Saturday 12 August 2023 – Perth Demons v Swan Districts at 2.10pm – Crowd 1,359
- WAFL League Fixture – Round 19 – Saturday 19 August 2023 – Perth Demons v East Fremantle at 2.10pm – Crowd 1,612

The average WAFL crowd at Perth Demons 2023 home fixtures was 1,575 spectators with the West Coast Eagles home WAFL fixtures attracting an average crowd of 510 spectators. The Round 18 fixture between Perth Demons v Swan Districts attracted a lower-than-average crowd – this could be attributed to the following two reasons:

- The FIFA Women’s World Cup Quarter Final fixture between Australia v France was televised at 3pm
- The AFL Western Derby fixture between West Coast Eagles v Fremantle Dockers was staged at Optus Stadium at 6.10pm

The Round 19 fixture between Perth Demons v East Fremantle attracted a crowd marginally higher than the season average was an official attendance of 1,612 spectators. The Perth Football Club staff working at the ticket gates confirmed that the Round 19 fixture represented an average Perth Demons home fixture and the Town’s Parking Officers also confirmed that the level of on-street parking represented a typical WAFL fixture at Lathlain Park.

All observations in relation to game day operations of the transport network within proximity of the LPRP are based on observations from the Round 19 WAFL fixture on Saturday 19 August 2023 with a crowd of 1,612 in attendance.

- All formal parking bays around the Lathlain Precinct were occupied
- Compliant on-street parking along nearby local residential streets (Planet Street, Mars Street, Lathlain Place, Saleham Street, Staines Street, Goddard Street, Forster Avenue, Railway Parade).
- Town’s Parking Officers confirmed they had issued 3 parking infringement notices for illegal verge parking – but in most cases parking was noted to be legal.

Over the following four pages a series of photos show the level of parking along the key streets providing access to Lathlain Park – Figure 5 shows the location and direction of each of the photos presented in Figure 6 to Figure 26.



Figure 5 Location and direction of Lathlain Park game day event site visit photos (base plan source: MetroMap)



Figure 7 Mars Street view eastbound from Roberts Road – 2:35pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 6 Planet Street view eastbound from Roberts Road – 2:35pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 8 McCartney Crescent view westbound from Roberts Road – 1:45pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 9 Lathlain Place view northbound from McCartney Crescent – 1:50pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 11 McCartney Crescent view westbound from Lathlain Place – 1:55pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 10 Kessack Street view northbound from McCartney Crescent – 1:55pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 12 Goddard Street view southbound from McCartney Crescent – 2:00pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 13 Goddard Street car park view northbound towards McCartney Crescent – 2:00pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 15 Staines Street view westbound and eastbound from mid-point of street – 2:05pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 14 Saleham Street view westbound from Goddard Street – 2:05pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 16 Goddard Street view southbound from PFC main entrance – 2:10pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 17 TV trucks in Goddard Street/Bishopsgate Street verge area – 2:10pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 19 Bishopsgate Street view westbound from Goddard Street – 2:15pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 18 Goddard Street (south of Bishopsgate Street) view southbound – 2:15pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 20 Bishopsgate Street view eastbound from Forster Avenue – 2:20pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 21 Forster Avenue view northbound from mid-point of street – 2:20pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 23 Railway Avenue view eastbound from Goddard Street – 2:25pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 22 Railway Avenue view westbound from Goddard Street – 2:25pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 24 Lathlain Park Oval 1 view of existing grandstand – 2:30pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 25 Lathlain Park Oval 1 view of existing brick ticket gate and food outlet – 2:30pm Saturday 19 August 2023 (source: Flyt, August 2023)



Figure 26 Lathlain Park Oval 1 view of ground – 2:30pm Saturday 19 August 2023 (source: Flyt, August 2023)

2.3 Development Site Current Usage

The existing Zone 1 Perth Football Club area includes the following facilities:

- Grandstand built in 1959 overlooking Oval 1 accommodating the following facilities:
 - Seating for 1,000 spectators including box/clubroom seating
 - Player and umpire changerooms
 - Clubroom and bar facilities
 - Spectator toilet facilities
 - Adjacent spectator bar facility
 - Club administration offices
 - Lathlain Function Centre
- Brick building fronting Goodard Street accommodating:
 - Spectator matchday ticket gate
 - Matchday food and beverage facility

User groups that currently use facilities within the Zone 1 Perth Football Club area include:

- Perth Football Club players and administration staff
- Attendees at games, functions, events and training
- Visitors to the site
- Delivery and service vehicle movements.

A profile of existing activity related to the existing Zone 1 Perth Football Club area facilities is outlined below:

Note: it is noted when West Coast Eagles activities also utilise of Perth Football Club facilities

WAFL Games

- Minimum of 10 WAFL game days (mainly Saturdays during March-September)
 - 15 WAFL game days in 2023 were staged at Lathlain Park Oval 1 by Perth Football Club or West Coast Eagles
 - 9 WAFL game days in 2023 were hosted by Perth Football Club at Lathlain Park Oval 1
 - Perth Football Club WAFL game days typically feature Colts fixture at 9am, Reserve fixture at 11.30am and League fixture at 2pm – i.e. accommodating three matches against the same opposition team.
 - Perth Football Club WAFL fixtures on Lathlain Park Oval 1 utilise player and umpire changerooms in the Perth Football Club grandstand and spectator facilities across the grandstand and wider Zone 1 Perth Football Club area.
 - 6 WAFL game days in 2023 were hosted by West Coast Eagles at Lathlain Park Oval 1
 - West Coast Eagles do not operate Colts or Reserve teams at WAFL level – therefore West Coast Eagles WAFL fixtures at Lathlain Park only include the League fixture – which is hosted at 2pm or late morning/early evening subject to a range of factors including opposition team and commitments of the West Coast Eagles AFL team.
 - West Coast Eagles WAFL fixtures on Lathlain Park Oval 1 utilise facilities across both the West Coast Eagles and Perth Football Club areas – West Coast Eagles players use changeroom within the West Coast

Eagles building, whilst opposition players and umpires use changerooms in the Perth Football Club grandstand.

AFLW Games

- Minimum of 5 AFLW games (Saturday or Sunday during September-November)
 - 5 AFLW games are due to be staged at Lathlain Park Oval 1 by West Coast Eagles women’s team in 2023 Season 8 of AFLW.
 - West Coast Eagles AFLW fixtures on Lathlain Park Oval 1 utilise facilities across both the West Coast Eagles and Perth Football Club areas – West Coast Eagles players use changeroom within the West Coast Eagles building, whilst opposition players and umpires use changerooms in the Perth Football Club grandstand.

Pre-Season AFL Games

- 1 or 2 pre-season AFL games (typically weekday evenings during late February and early March)
 - 2 pre-season AFL game days in 2023 were hosted by West Coast Eagles at Lathlain Park Oval 1
 - West Coast Eagles pre-season AFL fixtures on Lathlain Park Oval 1 utilise facilities across both the West Coast Eagles and Perth Football Club areas – West Coast Eagles players use changeroom within the West Coast Eagles building, whilst opposition players and umpires use changerooms in the Perth Football Club grandstand.

Additional Regular Activities

- Weekly afternoon and evening training sessions (30-50 people)
- Weekday community events and evening social events in the Lathlain Function Centre (up to 250 people)
- West Coast Eagles open training sessions for community to attend for free to watch – weekly during the AFL season (up to 200 people watching).
- West Coast Eagles annual members day (up to 5,000 people attending at various times across the day)

Event and Activities Overview/Profile

- Majority of arrivals to events and activities are by car for administration, training and games
- WAFL games average crowds 1,500-2,000 per game
 - Average Perth Football Club WAFL crowd in 2023 was 1,575 spectators
 - Average West Coast Eagles WAFL crowd in 2023 was 510 spectators
- AFLW games average crowds 1,000-1,500 per game
 - Average West Coast Eagles AFLW crowd in 2022 was 1,230 spectators
- Pre-season AFL games average crowds 3,500-4,000 per game
 - Average West Coast Eagles pre-season AFL crowd in 2023 was 3,675 spectators

2.4 Proposed Development

Figure 27 to Figure 29 show artists impressions of the proposed new grandstand facility as part of the redevelopment project.



Figure 27 Lathlain Precinct Redevelopment Project – artists impression of view from Goddard Street (source: Hames Sharley, July 2023)



Figure 28 Lathlain Precinct Redevelopment Project – artists impression of view from Goddard Street (source: Hames Sharley, July 2023)



Figure 29 Lathlain Precinct Redevelopment Project – artists impression of view from oval (source: Hames Sharley, July 2023)

The key transport elements external to the proposed new grandstand facility are shown in Figure 30 (context and movement plan) and Figure 31 (landscape concept plan) – these include:

- 19 new on-street car parking bays along Goddard Street adjacent to the site
 - 16 90 degree parking bays
 - 2 parallel parking bays
 - 1 ACROD bay with adjoining shared bay
- Retain existing Goodard Street (opposite Staines Street) parallel parking area – parking for up to 4 vehicles.
- From within the existing Goddard Street car park, gated vehicle access ramp to the north of the new grandstand – providing access to the oval for ambulance, maintenance and equipment vehicles.
- Pedestrian entry plaza to the Perth Football Club and entry threshold/meeting point outside the general public entry to the football club. A pedestrian breakout area in front of the community centre.
- Additional consideration is being given by the Town to provide a secure lockable bicycle parking shelter in proximity to the new grandstand – potential location is within the Goddard Street car park to the north of the new grandstand facility.

- A continuous footpath will run at the back to the proposed on-street parking bays, adjacent to the proposed new grandstand development and connect the public pedestrian zones of the community centre breakout area, the Perth Football Club entry plaza and football club meeting point outside the general public entry to the venue.
 - Community centre breakout area provides pedestrian access directly into the community centre facility – which features a small kitchenette/servery, storage area and view out to the oval.
 - Perth Football Club entry plaza provides pedestrian access into the lobby area of the football club with access down to the players and umpire facilities at oval level and through into the main lounge/clubroom.
 - Football club meeting point provides pedestrian game day access for the general public view the ticket gate/ticketing table – with access down to the oval and into the grandstand seating and main lounge/clubroom.



Figure 30 Lathlain Precinct Redevelopment Project – context and movement plan (source: Emerge Associates, Rev E dated 06/06/23)



Figure 31 Lathlain Precinct Redevelopment Project – landscape concept plan (source: Emerge Associates, Rev E dated 06/06/23)

Grandstand – Goddard Street Level

The new grandstand features three levels – the middle level presents to Goddard Street, with the floor plan shown in Figure 32.

- Community Centre facilities include:
 - Pedestrian entry door from the Goddard Street community centre breakout area
 - 228m² community space
 - 10m² kitchenette/servery for use by those using the community space
 - 12m² storage area (for chairs and table storage)
 - Access to shared amenities – male and female bathrooms, and universal access bathroom with baby change table
 - Views out onto the oval from the community space
- Perth Football Club facilities include:
 - Pedestrian entry lobby door from the Goddard Street entry plaza
 - 142m² lobby with access to shared amenities (male and female bathrooms, and universal access bathroom with baby change table) lift and stairs to lower and upper levels, game day merchandise concession and 9m² office.
 - 403m² main lounge and bar area (can be split into two areas) – with 31m² commercial kitchen and dry/cold stores
 - 18m² and 17m² storage areas (for chairs and table storage)
 - Game day general public ticket gate/ticketing table
 - Grandstand seating – 784 standard seats and 15 universal access seats
 - General public amenities – male and female bathrooms, and universal access bathroom with baby change table

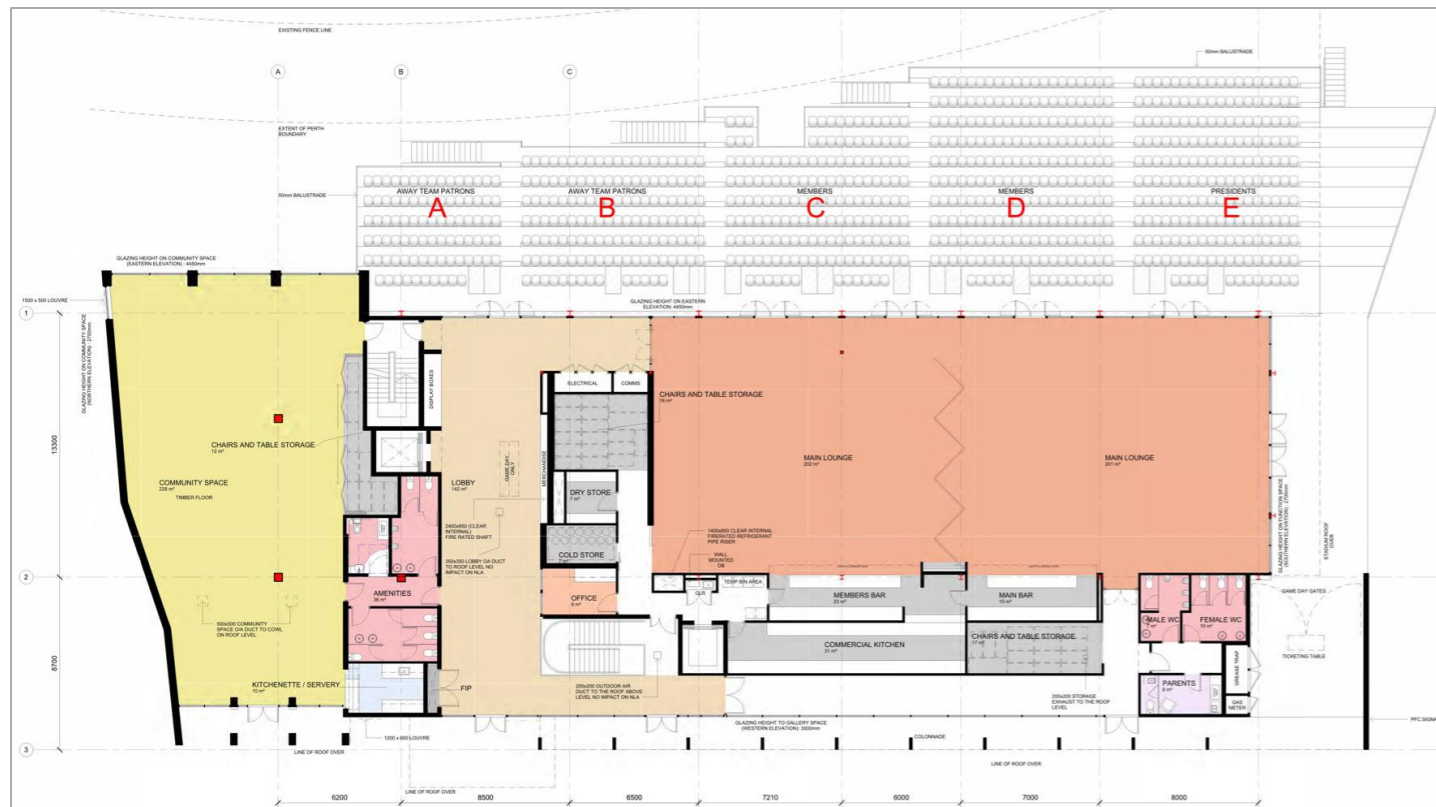


Figure 32 Lathlain Precinct Redevelopment Project – Goddard Street level floor plan (source: Hames Sharley, Rev M dated 14/06/23)

Grandstand – Upper Level

The new grandstand features three levels – the upper level floor plan shown in Figure 33.

- Perth Football Club facilities include:
 - 119m² main club office – with 12 workstations, meeting area and small kitchenette and views out onto the oval
 - 21m² media/boardroom – with views out onto the oval
 - 19m² home team coaches and stats boxes
 - 16m² home team coaches and stats boxes
 - 8m² third umpie and time keeper box
 - 7m² commentary box
 - 8m² and 7m² radio production boxes
 - Game day media platform for TV cameras
 - Lift and stairs down to lower levels

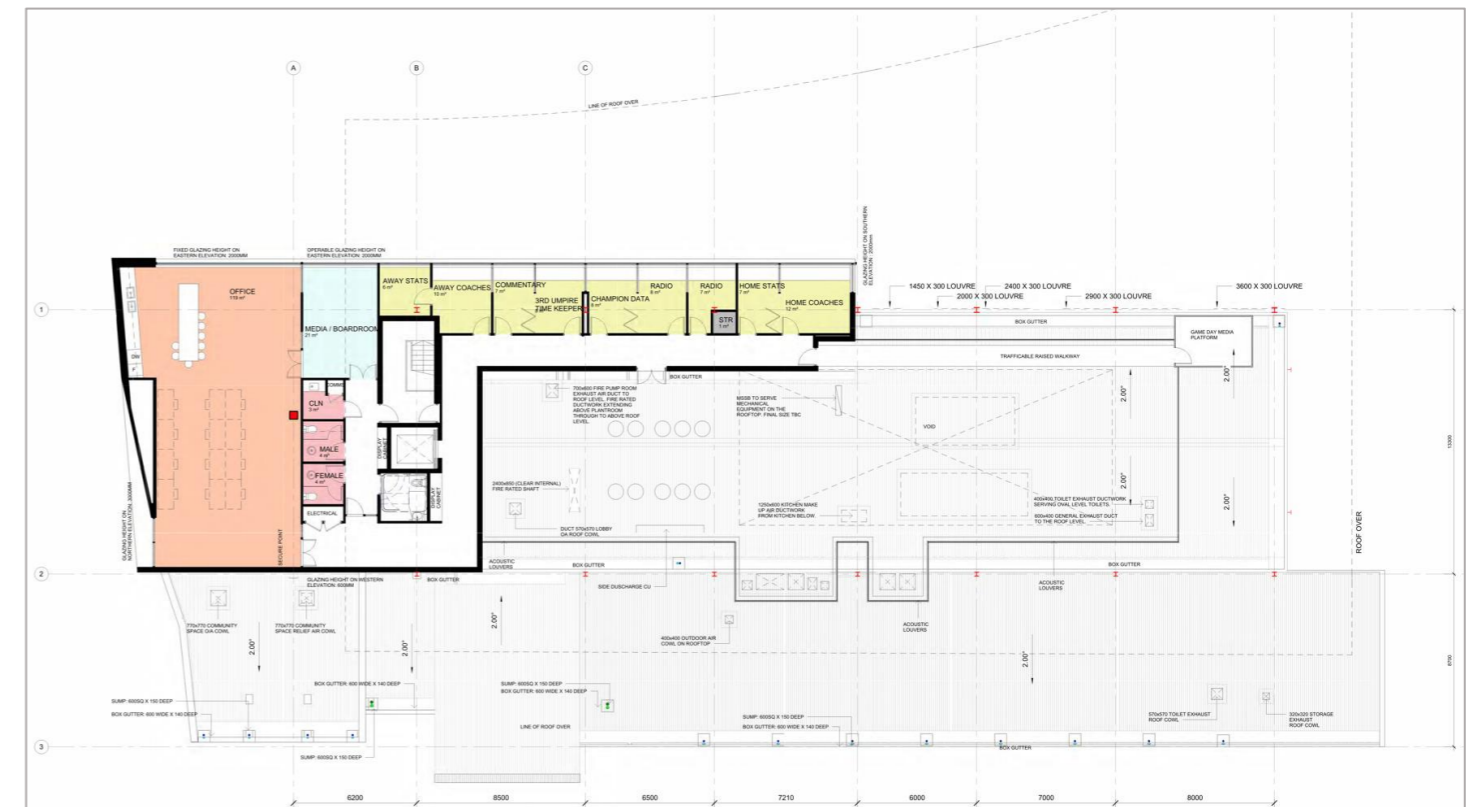


Figure 33 Lathlain Precinct Redevelopment Project – upper level floor plan (source: Hames Sharley, Rev L dated 14/06/23)

Grandstand – Oval Level

The new grandstand features three levels – the lower presents to the oval, with the floor plan shown in Figure 34.

- Perth Football Club facilities for home teams include:
 - Two 82m² home team changerooms with adjacent amenities (toilets and showers) – with access to shared 264m² home team warmup and gymnasium area
 - 29m² first aid/medical room
 - 11m² doctor/drug testing/physio room
 - 30m² home team theatre room
 - 20m² home team office
 - Three 20m² equipment storage rooms
 - Home team access out onto the oval
- Perth Football Club facilities for away team include:
 - 85m² away team changeroom with adjacent amenities (toilet and showers)
 - Away team access out onto the oval
- Perth Football Club facilities for umpires include:
 - 24m² umpire changeroom with adjacent amenities (toilet and showers)
- Perth Football Club facilities for the general public include:
 - General public amenities accessed from pitch side – male and female bathrooms, and universal access bathroom



Figure 34 Lathlain Precinct Redevelopment Project – oval level floor plan (source: Hames Sharley, Rev N dated 14/06/23)

3. VEHICLE ACCESS AND PARKING

3.1 Existing Road Network

Figure 35 shows the hierarchy categorisation of roads surrounding the Lathlain Precinct site, these can be summarised as:

- Orrong Road, Shepperton Road and Great Eastern Highway are categorised as a **Primary Distributor** under the control of Main Roads WA and should carry the highest volume of traffic in vicinity of the subject site.
- Oats Street is a categorised as **District Distributor A** roads under the control of the Town of Victoria Park and should carry traffic volumes above 8,000 vehicles per day.
- Kent Street-Miller Street-Roberts Road, Albany Highway and Mint Street-Archer Street are categorised as **Distributor B** roads under the control and care of the Town of Victoria Park and should carry traffic volumes above 6,000 vehicles per day.
- Bishopsgate Street and Star Street are **Local Distributor** roads under the control of the Town of Victoria Park and should carry between 3,000-6,000 vehicles per day.
- Most other roads in vicinity of the site are categorised as an **Access Road** under the control of the Town of Victoria Park – these roads should carry less than 3,000 vehicles per day.

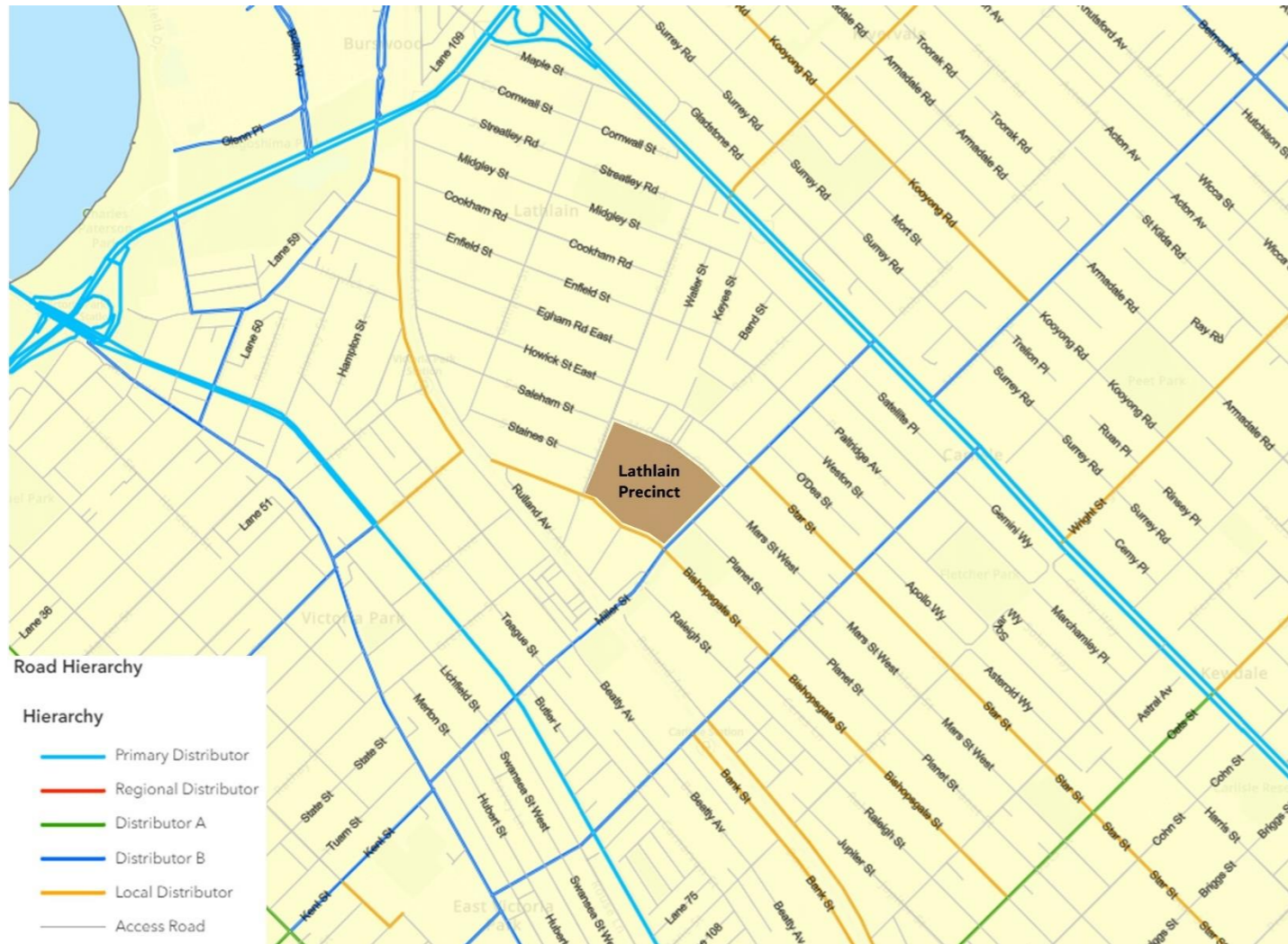


Figure 35 Road hierarchy surrounding the subject site (source: Main Roads WA)

Figure 36 shows the posted speed limits on the roads surrounding the subject site, these can be summarised as:

- Orrong Road operates with a 70km/h posted speed limit.
- Shepperton Road and Great Eastern Highway operate with a 60km/h posted speed limit.
- Albany Highway operates with a 40km/hr posted speed limit.
- All other roads within vicinity of the subject site operate with a default 50km/h posted speed limit for urban areas – reflecting that these are primarily local streets providing access to residential properties and small businesses.
- Lathlain Place, Howick Street (between Goddard Street and Rayment Street) and Keyes Street operate with a 40km/h school speed zone between 7.30-9.00am and 2.30-4.00pm on school days.



Figure 36 Speed zoning surrounding the Malaga Site (source: Main Roads WA)

3.2 Frontage Streets

Traffic Management for the frontage streets are set out in the following sub-sections.

3.2.1 Goddard Street

The characteristics of Goddard Street are outlined below and a cross section adjacent to the Lathlain Precinct is shown in Figure 37:

- Single lane carriageway in both directions, approximately 3.2m in width alongside on-street parking and up to 5.0m in width where there is no on-street parking.
- Centreline markings on approach to intersection.
- Provision of dropped kerbs for pedestrians crossing Bishopsgate Street, Staines Street, Saleham Street, McCartney Crescent and Howick Street.
- Median island protection for pedestrians crossing Goddard Street at Saleham Street-McCartney Crescent and across all approaches to the Goddard Street-Howick Street roundabout.
- Default urban speed limit of 50km/h.
- On-street parking on the eastern side Goodard Street between Saleham Street and Staines Street.
- On-street drop-off/pick-up area for up to four vehicles on the eastern side of Goodard Street opposite Staines Street.
- On-street parking on the western side of Goddard Street between Staines Street and Bishopsgate Street.
- Intersection with Howick Street is a four arm roundabout with single lane approaches and single circulatory lane.
- Intersections with McCartney Crescent, Saleham Street and Staines Street are give-way controlled and marked intersection.
- Intersection with Bishopsgate Street is a give-way controlled and marked intersection. The southern leg of the intersection is a left-out only turn movement from Goddard Street. The northern leg of the intersection allows for right and left hand turn movements from Goddard Street only. Through movements are not available. Right hand turning pocket from Bishopsgate Street into Goddard Street.



Figure 37 Goddard Street adjacent to the existing Perth Football Club facility (source: Google Streetview)

3.2.2 Bishopsgate Street

The characteristics of Bishopsgate Street are outlined below and a cross section adjacent to the Lathlain Precinct is shown in Figure 38:

- Single lane carriageway in both directions, approximately 3.2m in width.
- Painted, red asphalt treated cycle lanes in both directions providing a connection between Roberts Road and Victoria Park Train Station, green asphalt treatments for bike lanes at the t-intersection of Bishopsgate Street and Forster Avenue and the intersection of Bishopsgate Street and Goddard Street.
- Mix of painted and hard median treatments ranging in widths between intersections allowing for both pedestrian safety and access to properties on the western side of Bishopsgate Street.
- Provision of dropped kerbs for pedestrian crossing at Forster Avenue, Roberts Road and on the northern side of the intersection with Goddard Street.
- Two dropped kerbs forming access into Lathlain Park on the eastern side, total of 13 dropped kerbs for residential properties on the western side.
- Default urban speed limit of 50km/h.
- No on-street parking on either side of Bishopsgate Street between Goddard Street and Roberts Road.
- Pedestrian footpath on the eastern kerb directly adjacent to the site, no footpath on the western kerb between Goddard Street and Roberts Road where residential properties are fronting.
- Intersection with Forster Avenue is a give-way marked and signposted intersection.
- Intersection with Goddard Street is a give-way controlled and marked intersection. The southern leg of the intersection is a left-out only turn movement from Goddard Street. The northern leg of the intersection allows for right and left hand turn movements from Goddard Street only. Through movements are not available. Right hand turning pocket from Bishopsgate Street into Goddard Street.



Figure 38 Bishopsgate Street adjacent to the West Coast Eagles facility (source: Google Streetview)

3.3 Intersections

The key intersections relative to the site are:

- Goddard Street and Bishopsgate Street – give-way controlled and marked intersection (Figure 39)
- Goddard Street and Staines Street – give-way controlled and marked intersection (Figure 40)
- Goodard Street and Saleham Street/McCartney Crescent – give-way controlled and marked intersection (Figure 41)
- Goodard Street Howick Street – single lane roundabout intersection (Figure 42)



Figure 39 Goddard Street and Bishopsgate Street intersection (source: MetroMap)



Figure 41 Goddard Street and Saleham Street-McCartney Crescent intersection (source: MetroMap)

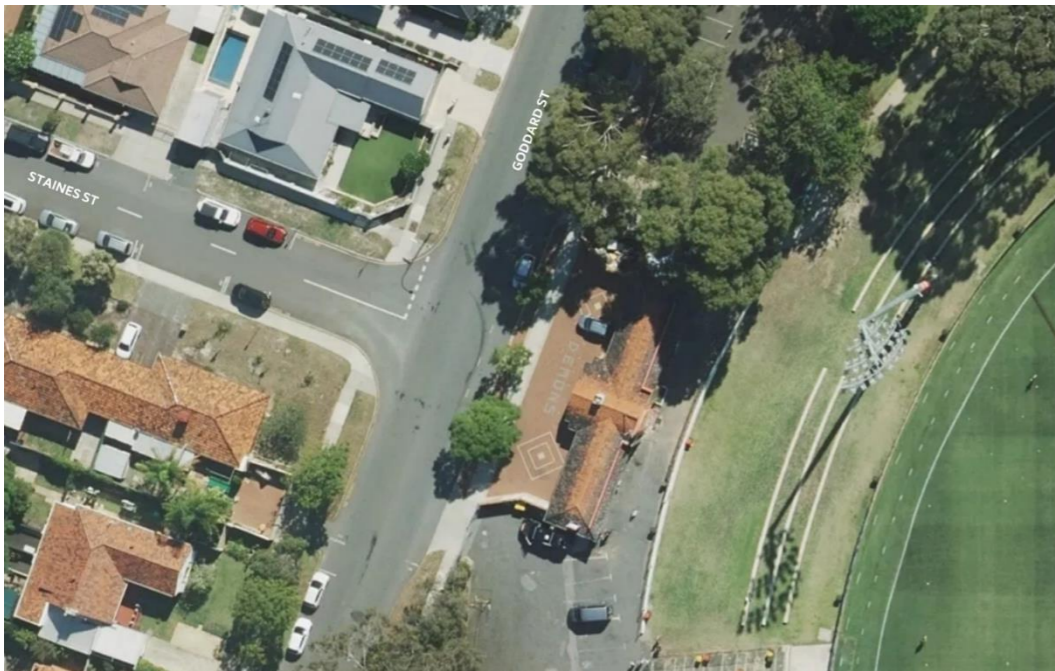


Figure 40 Goddard Street and Staines Street intersection (source: MetroMap)

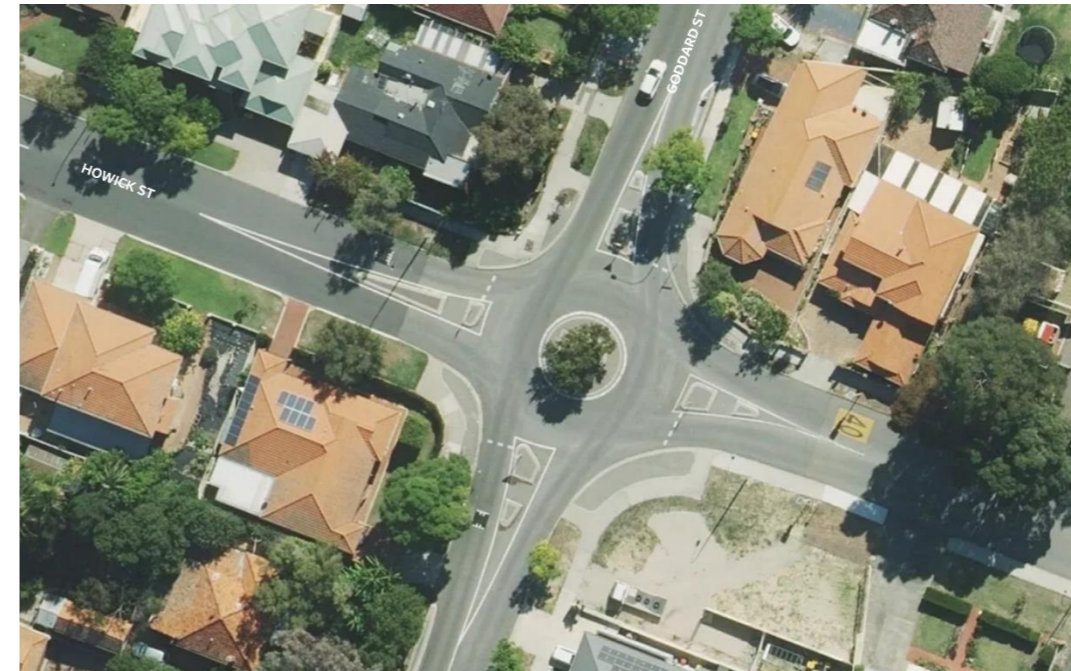


Figure 42 Goddard Street and Howick Street intersection (source: MetroMap)

3.4 Existing Traffic Volumes

The Town provides publicly available traffic count information via their IntraMaps website. Average daily weekday vehicle information from this website for 2019 (in most cases this represents the most recent traffic count data available) has been collated with the rounded up volumes shown in Figure 43.

This traffic count information does not split the vehicle profile into types, direction or timing but it does provide an indication of the level of usage on streets in the Lathlain Precinct. Typically, peak hour traffic volumes recorded on streets in urban networks around Perth account for around 7-10% of all day volumes.

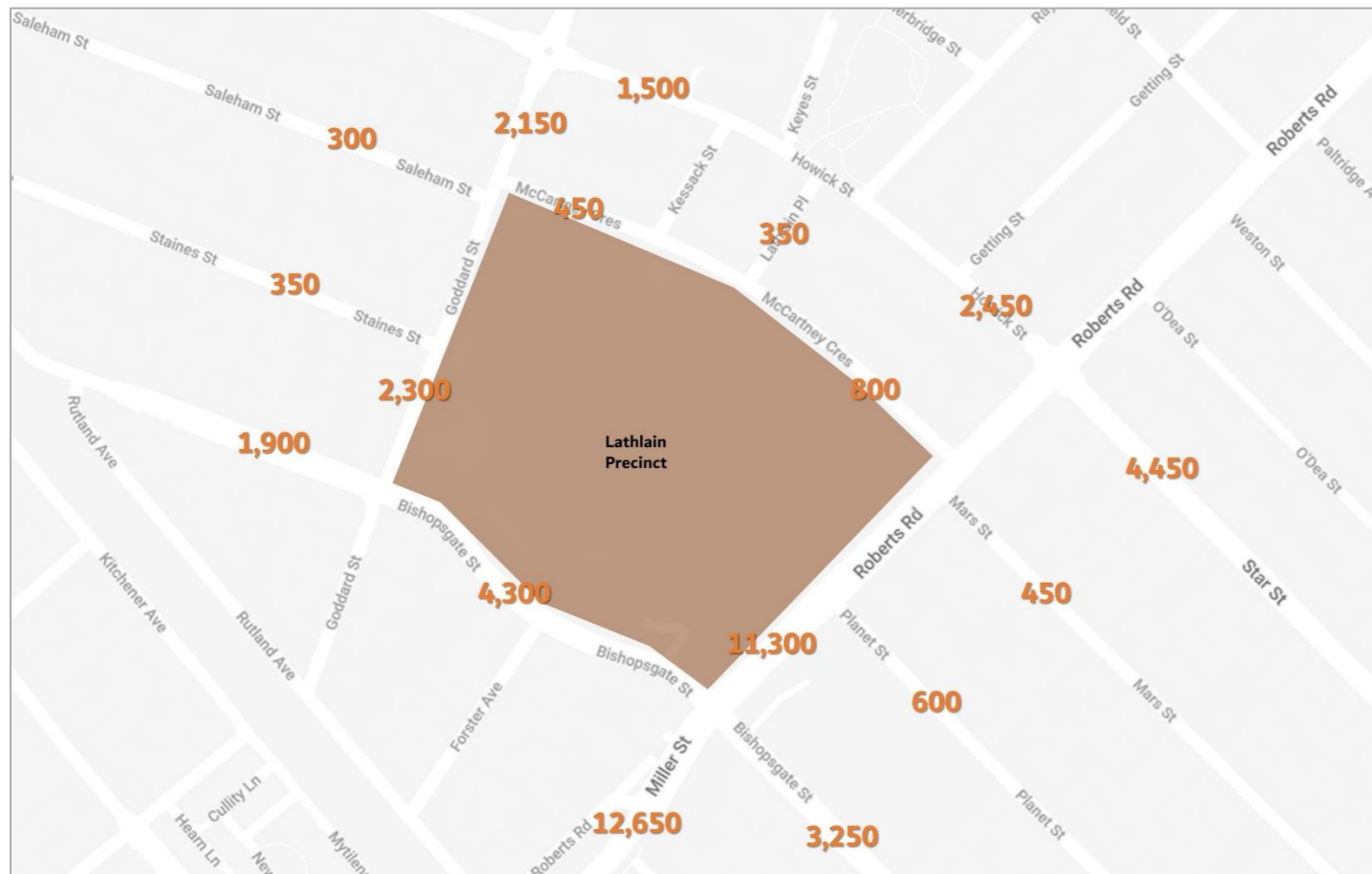


Figure 43 Average two-way weekday traffic volumes Lathlain Precinct (source: Town of Victoria Park)

Weekday Trafficmap data for Goddard Street is provided just north of McCartney Crescent at site number 53369.

In 2020/2021, an average of 2,230 vehicles per weekday were recorded on Goddard Street with 85th percentile speeds shown to be around 50km/h at most times of the day (see Figure 44). There are clear peaks in the AM commuting time at 8.00am, a small peak at midday and a more extended peak at 4.00pm to account for both school trips and return commuter trips. Traffic travels predominantly in a northbound direction towards Orrong Road at all times of the day and accounts for over 70% of all trips.

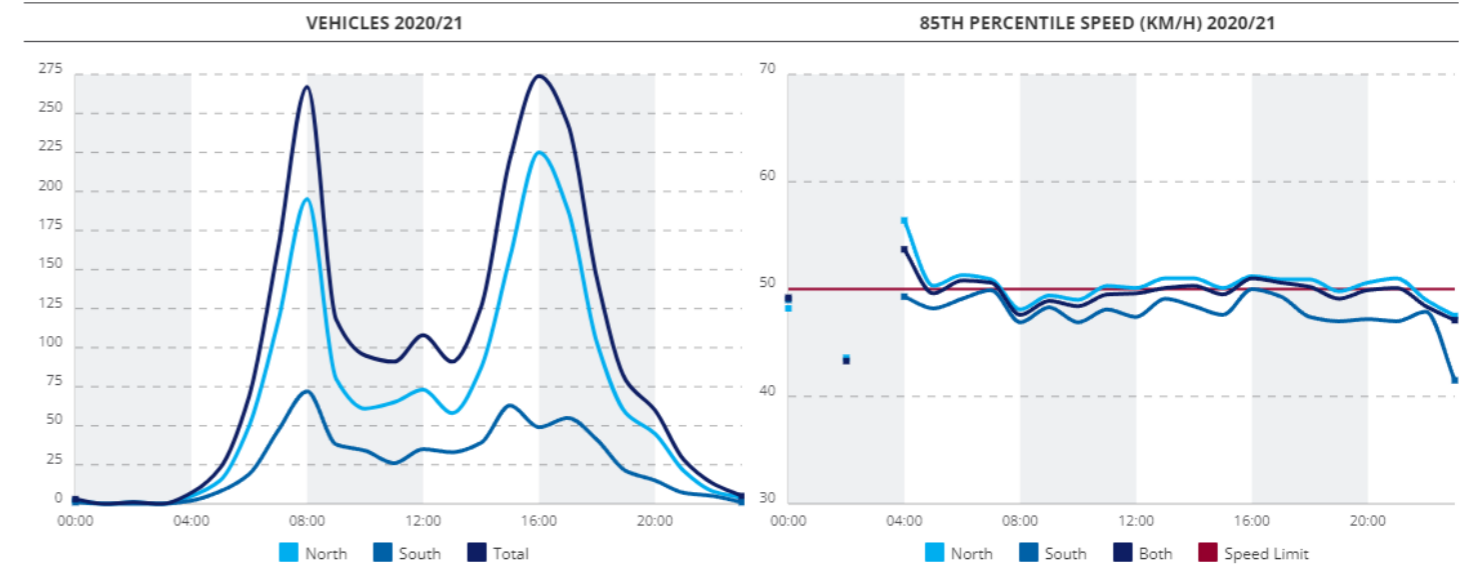


Figure 44 Trafficmap data volumes and 85th percentile speed (source: Main Roads WA)

3.5 Existing Vehicle Access and Parking

The Zone 1 Perth Football Club area features two existing points of vehicle access into the existing Perth Football Club facility, the location of the vehicle access points are shown in Figure 45 and outlined below:

- Main Vehicle Access from Goddard Street (see Figure 46)
 - Approximately 6m wide gated vehicle access from Goddard Street
 - Provides access to all on-site parking – parking for approximately 16-18 vehicles
 - Provide access for on-site deliveries and some site servicing
 - The gated vehicle access is closed on game days and vehicle access is controlled by Perth Football Club
- Maintenance Vehicle Access to Oval from Goddard Street (see Figure 47)
 - Approximately 4m wide gated maintenance vehicle access from Goddard Street via the crossover into the Goodard Street car park.
 - Provides access to the oval playing surface for maintenance vehicles and equipment
 - The gated maintenance vehicle access is closed and locked on game days and not in use unless in an emergency



Figure 46 Gated main vehicle access from Goddard Street into on-site parking and servicing area (source: Google Streetview)



Figure 45 Existing vehicle access from Goddard Street into the Zone 1 Parth Football Club area (source: MetroMap)

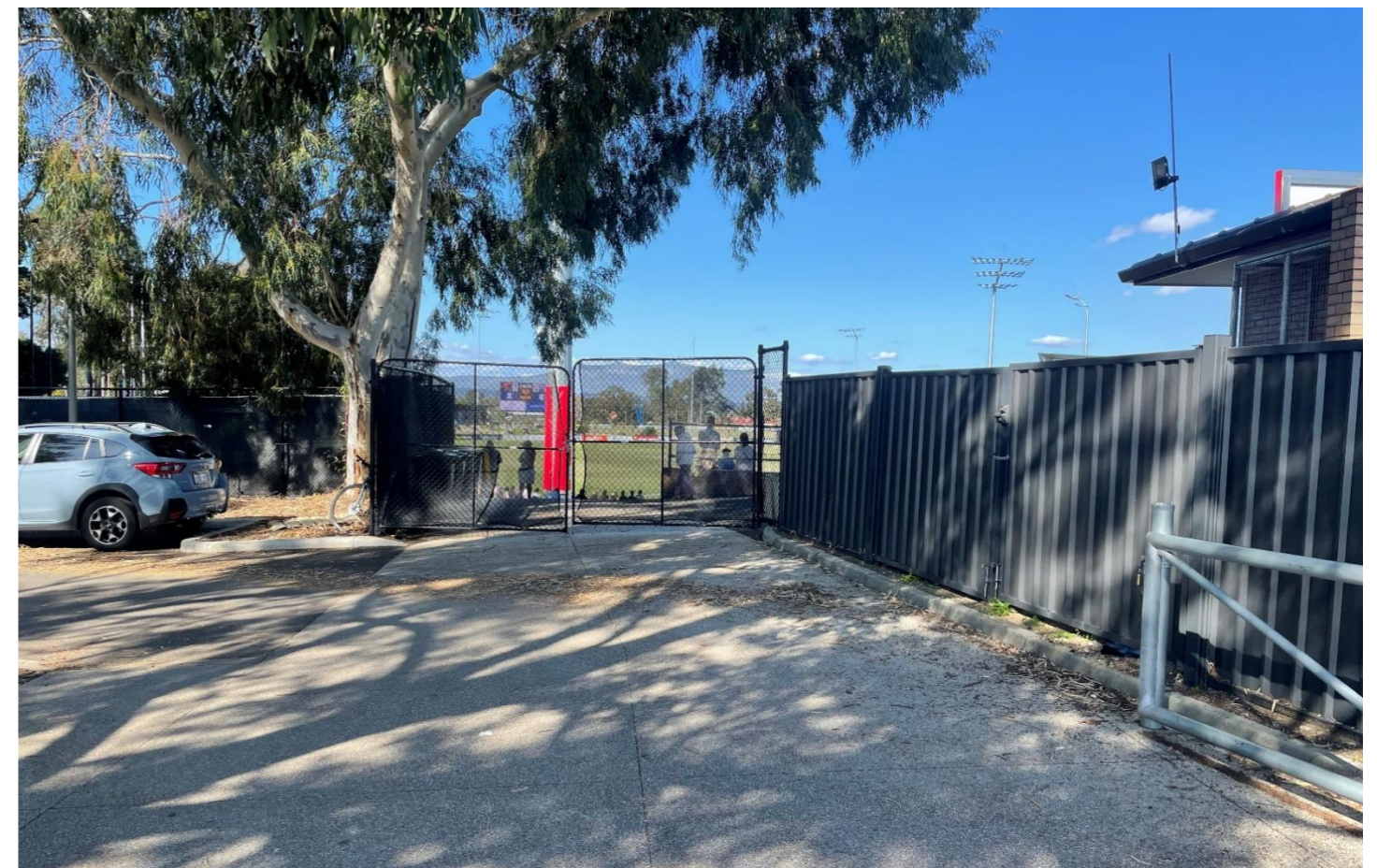


Figure 47 Gated maintenance vehicle access from Goddard Street via the crossover into the Goddard Street car park (source: Flyt, August 2023)

3.6 Proposed Vehicle Access and Parking

3.6.1 Proposed Vehicle Access

The proposed redevelopment of the Zone 1 Perth Football Club area includes a single vehicle access into the future Perth Football Club facility, the location of the vehicle access point is shown in Figure 48 and outlined below:

- Maintenance and Emergency Vehicle Access to Oval from Goddard Street
 - Located to the north of the proposed new grandstand.
 - Approximately 4m wide gated maintenance vehicle access from Goddard Street via the crossover into the Goodard Street car park.
 - Provides access to the oval playing surface for maintenance vehicles and equipment, as well as emergency vehicle access to the side of the playing surface.
 - The gated maintenance and emergency vehicle access will be closed on game days and game day vehicle access will be controlled by Perth Football Club.

3.6.2 Proposed New Parking Arrangements

The proposed redevelopment of the Zone 1 Perth Football Club area includes the following car parking provision:

- 16x on-street 90 degree parking bays along the eastern side of Goddard Street to be allocated for the sole use of Perth Football Club – each parking bay to be signposted RESERVED – PERTH FOOTBALL CLUB PARKING (or similar) – with Perth Football Club to operate a permit scheme (subject to agreement by the Town) for parked vehicles to display a valid permit to park in these bays.
- 1x on-street 90 degree ACROD parking bay with adjoining shared bay along the eastern side of Goddard Street – for use by all ACROD Parking Permit holders.
- 2x on-street parallel parking bays along the eastern side of Goddard Street for short stay passenger drop-off or pick-up only – bays to be signposted PICK-UP OR SET-DOWN ONLY – VEHICLES MUST BE OCCUPIED AT ALL TIMES (or similar).
- 4x on-street parallel parking bays along the eastern side of Goddard Street allocated as the servicing and loading zone for Perth Football Club – the zone to be signposted RESERVED LOADING ZONE– PERTH FOOTBALL CLUB (or similar).

Details of the proposed use of the Perth Football Club loading zone is outlined in Section 4.2.

3.6.3 Retain Existing Parking Arrangements

The proposed redevelopment of the Zone 1 Perth Football Club area will retain the existing non-game day and game day use of the Goddard Street car park to the north of the Perth Football Club area.

- Non-Game Day Use of Goddard Street Car Park
 - The car park entry gate is open and all bays are available for public parking – including providing access to the adjacent proposed new community centre.
- Game Day Use of Goddard Street Car Park
 - The car park entry gate is open and access controlled by Perth Football Club staff – permitting game day parking for players and umpires as required – as shown in Figure 49.

Consideration should be given to installing a raised treatment across Goddard Street to the south of Staines Street – incorporating a pedestrian link to cross Goddard Street to access the new football club facilities and community centre. The raised treatment would slow vehicles passing the proposed 90 degree on-street parking bays and parallel loading zone – to ensure a safe road environment.

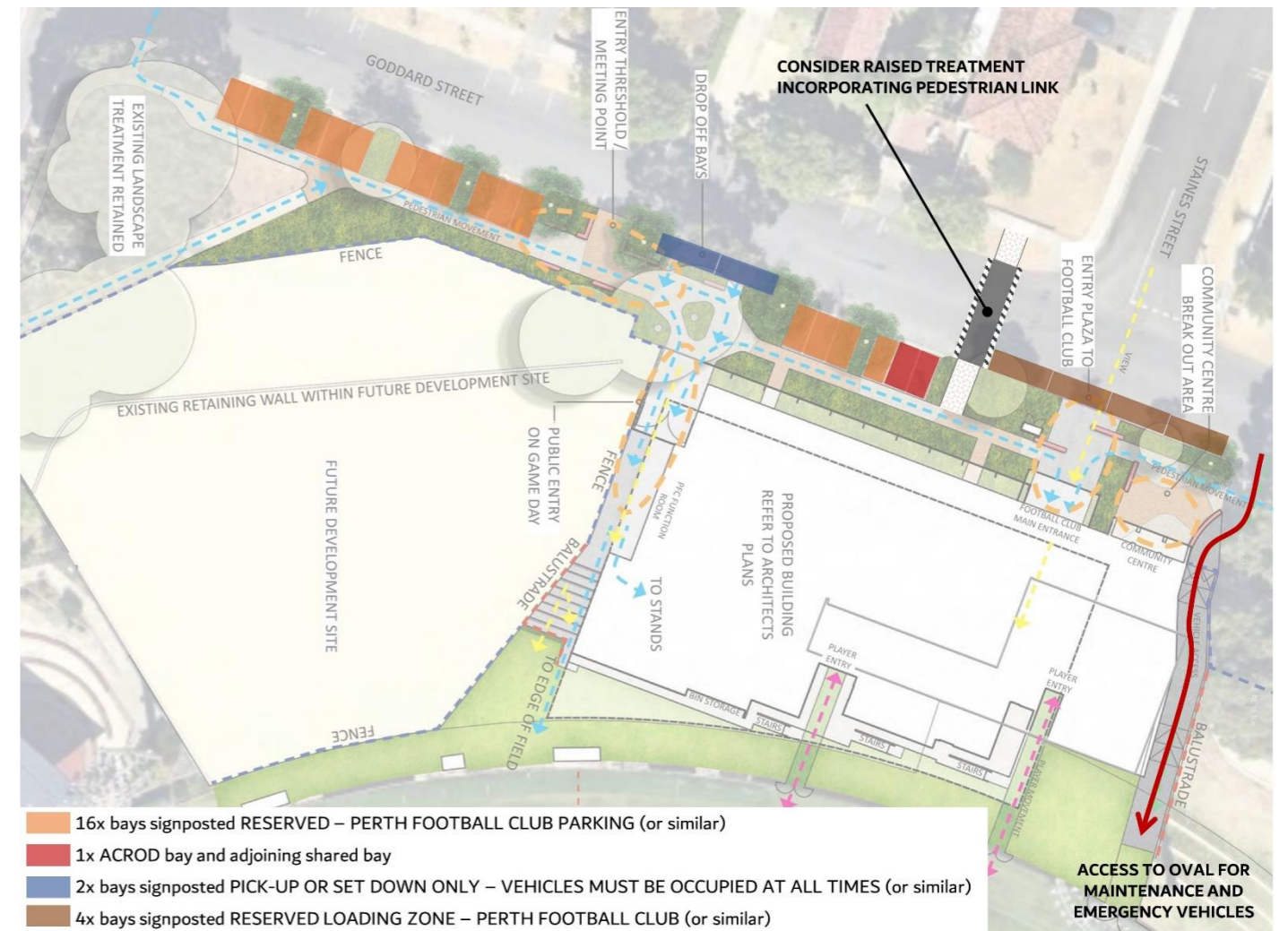


Figure 48 Proposed vehicle access and parking allocation (base plan source: Emerge Associates, Rev E dated 06/06/23)



Figure 49 Retain existing parking arrangements for the Goddard Street car park (source: Flyt, August 2023)

4. PROVISION FOR SERVICE VEHICLES

4.1 Existing Service Vehicle Movements

Existing service vehicle arrangements are outlined below and shown in Figure 51.

4.1.1 Existing Non-Game Day Servicing Arrangements

- Kerb-side waste collection occurs from Goddard Street for the servicing of the existing Perth Football Club grandstand facility and Lathlain Function Centre, as well as the existing separate food and beverage outlet building to the north of the grandstand.
- Internal on-site delivery and servicing occurs from hatched marked loading areas within the Perth Football Club parking area access off Goddard Street.
- Deliveries and servicing are scheduled not to coincide with game days at Lathlain Park.

4.1.2 Existing Game Day Servicing Arrangements

- Game day TV trucks and support vehicles currently park on the grass verge area under the trees at the corner of Goddard Street and Bishopsgate Street – as shown in Figure 50.
- The verge area is currently used by TV trucks and support vehicles due to a lack of suitable alternate locations.
- The footpath at the back of the verge area adjacent to the Zone 1 Parth Football Club site is closed when the verge area is in use by TV trucks – with cabling run from the TV trucks over the fenceline into the existing grandstand facility.
- Media equipment is wheeled from the TV trucks in the verge area via the Goddard Street footpath to access the existing grandstand.



Figure 50 Existing game day TV truck parking in verge area with footpath closed (source: Flyt, August 2023)



Figure 51 Existing service vehicle arrangements (base plan source: MetroMap)

4.2 Proposed Service Vehicle Movements

Proposed service vehicle arrangements are outlined below and shown in Figure 52.

4.2.1 Proposed Non-Game Day Servicing Arrangements

- It is proposed that 4x on-street parallel parking bays along the eastern side of Goddard Street are allocated as the servicing and loading zone for Perth Football Club – the zone to be signposted RESERVED LOADING ZONE – PERTH FOOTBALL CLUB (or similar).
- The loading zone will be used by all non-game day deliveries and servicing of the new grandstand facility and community centre, this includes:
 - Food and drink deliveries to Perth Football Club and/or the community centre
 - Equipment deliveries or courier deliveries to Perth Football Club
 - Grease trap servicing of Perth Football Club kitchens
 - Kerb side waste collection – with bins left alongside the loading area for collection
- Where possible all deliveries and servicing will be scheduled to occur outside of game days at Lathlain Park.

4.2.2 Proposed Game Day Servicing Arrangements

- On game days the 4x on-street parallel parking bays along the eastern side of Goddard Street marked and signposted as the Perth Football Club loading zone, will be utilised by TV trucks and any supporting media vehicles.
- It is planned that in the verge on the eastern side of Goddard Street adjacent to the loading zone bays, will be a small secure unit housing media connections serviced by underground conduit to connect to the media facilities in the new grandstand – this will enable TV trucks to park-up in loading zone and plug into the adjacent media unit and avoid the current arrangement of extensive cabling being run from the TV trucks above ground (across footpaths and fences) to connect to the media facilities in the grandstand.
- The loading zone is of sufficient length to accommodate x2 of the largest TV trucks operated by the media production teams that televise events from Lathlain Park – with sufficient room for both TV trucks to operate the rear loader to unload and load TV equipment.
- Media equipment will be wheeled a short distance from the loading zone via the main entrance into Perth Football Club and then via the lift in the lobby area – either up to the upper level game day media platform or down to the oval level to access the playing surface or camera positions around the playing surface.

Consideration should be given to installing a raised treatment across Goddard Street to the south of Staines Street – incorporating a pedestrian link to cross Goddard Street to access the new football club facilities and community centre. The raised treatment would slow vehicles passing the proposed 90 degree on-street parking bays and parallel loading zone – to ensure a safe road environment.

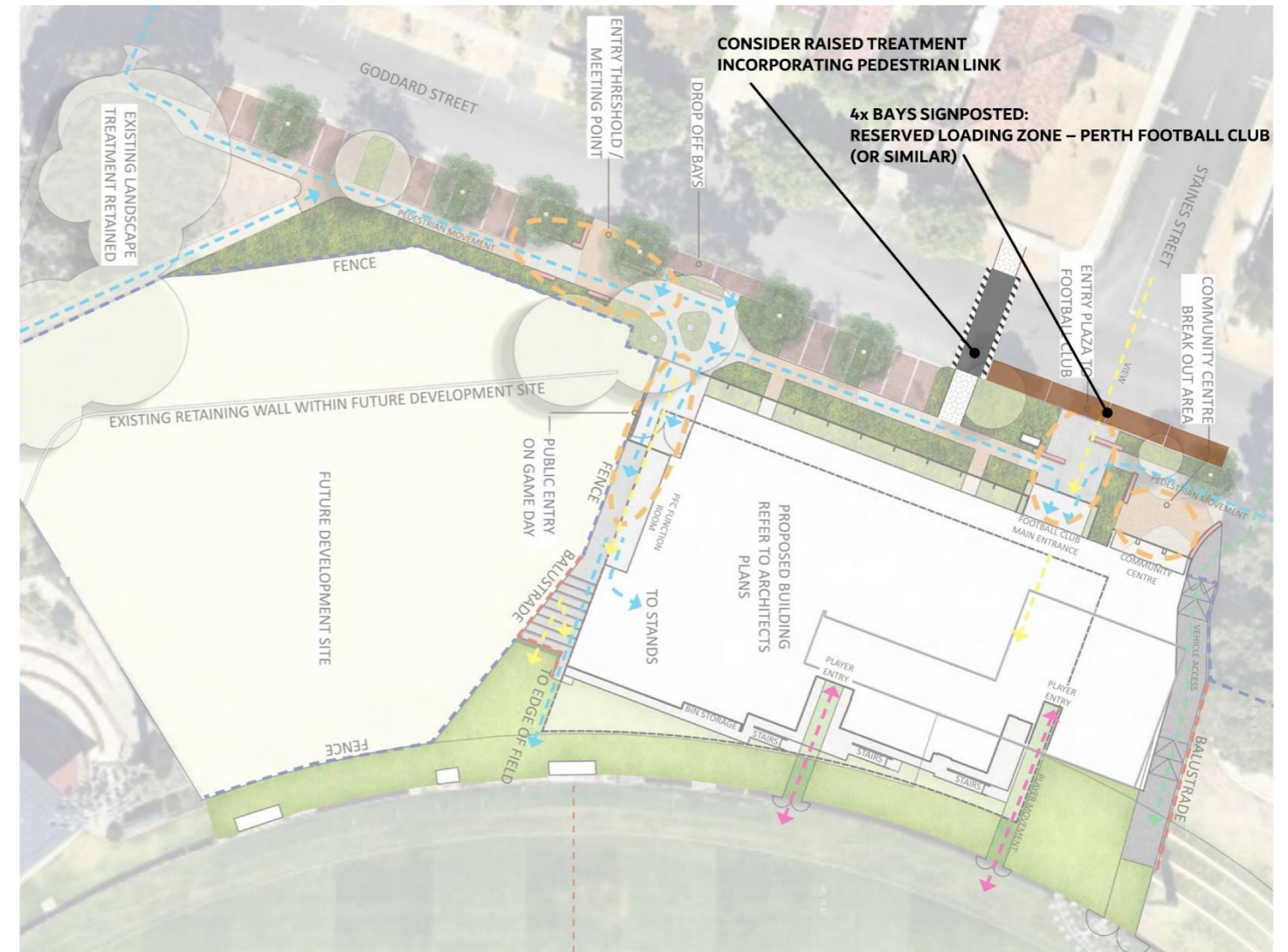


Figure 52 Proposed service vehicle arrangements (base plan source: Emerge Associates, Rev E dated 06/06/23)

5. TRANSPORT ASSESSMENT AND IMPACTS

5.1 Assessment Introduction

Whilst the proposed redevelopment of Zone 1 Perth Football Club will generate more than 100 vehicle trips in the development's peak hour, the redevelopment proposals are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

As such, this Transport Assessment focuses on the redevelopment of the Zone 1 Perth Football Club facilities, the activities to be hosted on-site and the anticipated use of the facilities – and the associated transport infrastructure local movements.

5.2 Comparison of Current Facilities vs Proposed Facilities

A comparison of the current facilities vs the proposed facilities as part of the Zone 1 Perth Football Club redevelopment are outlined in Table 1 – with a comment in relation to the expected impacts on existing levels of visitation activity as a result of each of the proposed facilities/amenities being replaced/provided as part of the redevelopment.

Table 1 Comparison of current facilities vs proposed facilities as part of Zone 1 Perth Football Club redevelopment

Current Facilities	Proposed New Facilities	Comments / Expected Impacts
Grandstand accommodating:	New Grandstand accommodating:	
<ul style="list-style-type: none"> 1,000 seats 	<ul style="list-style-type: none"> 800 seats 	New development has 200 fewer seats. No change in site visitation activity expected as a result.
<ul style="list-style-type: none"> 1x home team changeroom 	<ul style="list-style-type: none"> 2x home team changerooms 	1x additional home changeroom to modernise facility to accommodate WAFL matchdays with Colts, Reserve and League fixtures. No additional site visitation activity expected as a result.
<ul style="list-style-type: none"> 1x away team changeroom 	<ul style="list-style-type: none"> 1x away team changeroom 	Like for like replacement. No change in site visitation activity expected as a result.
<ul style="list-style-type: none"> 1x umpire changeroom 	<ul style="list-style-type: none"> 1x umpire changeroom 	Like for like replacement. No change in site visitation activity expected as a result.
<ul style="list-style-type: none"> Members clubroom and bar facilities 	<ul style="list-style-type: none"> Separate members and non-members lounges and bars. 	Modernise members and non-members facilities within the new grandstand. No additional site visitation activity expected as a result.
<ul style="list-style-type: none"> Spectator toilet facilities 	<ul style="list-style-type: none"> Spectator toilets located on Goodard St and Oval levels – universal access and baby change. 	Modernise amenities for spectators and visitors, including families. No additional site visitation activity expected as a result.
<ul style="list-style-type: none"> Adjacent spectator bar facilities 	<ul style="list-style-type: none"> Potential for a small pop-up bar facility at oval level. 	No additional site visitation activity expected as a result.
<ul style="list-style-type: none"> Club administration offices 	<ul style="list-style-type: none"> New main club office and media/boardroom. 	Opportunity for club operations and staff to marginally increase. No significant additional site visitation activity expected.

Current Facilities	Proposed New Facilities	Comments / Expected Impacts
Lathlain Function Centre accommodating:	New Community Centre Facility accommodating:	
<ul style="list-style-type: none"> Function room and bar facilities 	<ul style="list-style-type: none"> New community centre function room with kitchenette/servery with access to new amenities including universal access and baby change facilities. 	It is expected that the new community centre function room with modern kitchen facilities, new amenities and views out onto the oval will increase the venues popularity as a hire facility when compared to the existing older Lathlain Function Centre. Expected to increase venue hire popularity and associated site visitation activity outside of core game day activities (primarily weekday evenings).
<ul style="list-style-type: none"> Accommodating approximately 250 people. 	<ul style="list-style-type: none"> Accommodating approximately 250 people. 	Like for like capacity. No change in site visitation activity expected as a result.
Brick Building fronting Goddard Street:	No Replacement Building Proposed – Facilities Accommodated in New Grandstand:	
<ul style="list-style-type: none"> Spectator matchday ticket gate 	<ul style="list-style-type: none"> Spectator matchday ticket gate to be accommodated in new grandstand facility. 	Like for like replacement. No change in site visitation activity expected as a result.
<ul style="list-style-type: none"> Matchday food and beverage 	<ul style="list-style-type: none"> Matchday food and beverage offering will be located in the new members and non-members lounges/bar facilities in the new grandstand. With potential for a small pop-up bar facility at oval level. 	Upgraded matchday food and beverage offering for members and non-members. No change in site visitation activity expected as a result.

As outlined in the table above the proposed new facilities are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

The one exception is the new community centre which replaces the old Lathlain Function Centre. It is expected that the new community centre function room with modern kitchen facilities, new amenities and views out onto the oval will increase the venues popularity as a hire facility when compared to the existing facility.

The expected impacts of the new community centre facility include:

- Increase in the popularity of the community centre as a venue to hire for children's parties or community social events or community classes (yoga, dance etc).
- Increase in the venue being hired out on weekday evenings outside of core game day activities at Lathlain Park.
- Expected that any increase in the venues hire popularity and associated site visitation activity would not be significant and be accommodated through existing available weekday evening on-street parking around the Lathlain Precinct, including the Goddard Street car park adjacent to the proposed new community centre.

5.3 Comparison of Current Usage/Events vs Future Usage/Events

A comparison of the current usage/events held at Lathlain Park that utilise the existing Perth Football Club facilities vs the expected future usage/events that will utilise the new proposed grandstand as part of the Zone 1 Perth Football Club redevelopment are outlined in Table 2 – with a comment in relation to the expected changes in site usage/events and any impacts on existing levels of visitation activity because of the proposed redevelopment.

Table 2 Comparison of current usage/events vs future usage/events as part of Zone 1 Perth Football Club redevelopment

Current Usage/Events	Future Usage/Events	Comments / Expected Impacts
WAFL Games/Events		
<ul style="list-style-type: none"> Minimum of 10 WAFL game days (mainly Saturdays during March-September). 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
<ul style="list-style-type: none"> 15 WAFL games day in 2023 <ul style="list-style-type: none"> - 9 game days for Perth Football Club - 6 game days for West Coast Eagles 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
AFLW Games/Events		
<ul style="list-style-type: none"> Minimum of 5 AFLW games (mainly Saturdays or Sundays during September-November). 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
<ul style="list-style-type: none"> 5 AFLW games are due to be staged in 2023 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
Pre-Season AFL Games/Events		
<ul style="list-style-type: none"> 1 or 2 pre-season AFL games (typically weekday evenings during late February and early March). 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
<ul style="list-style-type: none"> 2 pre-season AFL game days in 2023 hosted by West Coast Eagles. 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
Additional Regular Activities/Events		
<ul style="list-style-type: none"> Weekly afternoon and evening training sessions (both Perth Football Club and West Coast Eagles). 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
<ul style="list-style-type: none"> Weekly community events and evening social events in the Lathlain Function Centre. 	<ul style="list-style-type: none"> New community centre function room expected to attract an increase in venue hires. 	<p>It is expected that the new community centre function room will increase the venues popularity as a hire facility when compared to the existing older Lathlain Function Centre.</p> <p>Expected to increase venue hire popularity and associated site visitation activity outside of core game day activities (primarily weekday evenings).</p>

Current Usage/Events	Future Usage/Events	Comments / Expected Impacts
<ul style="list-style-type: none"> West Coast Eagles open training sessions for the community to attend for free (weekly during the AFL season). 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.
<ul style="list-style-type: none"> West Coast Eagles annual members open day with activities and player appearances. 	<ul style="list-style-type: none"> No change 	No change in site visitation activity expected as a result of the redevelopment.

As outlined in the table above the proposed new facilities are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

The one exception is the new community centre which replaces the old Lathlain Function Centre. It is expected that the new community centre function room will increase the venues popularity as a hire facility when compared to the existing facility.

The expected impacts of the new community centre facility include:

- Increase in the popularity of the community centre as a venue to hire for children's parties or community social events or community classes (yoga, dance etc).
- Increase in the venue being hired out on weekday evenings outside of core game day activities at Lathlain Park.
- Expected that any increase in the venues hire popularity and associated site visitation activity would not be significant and be accommodated through existing available weekday evening on-street parking around the precinct, including the Goddard Street car park adjacent to the proposed new community centre.

5.4 Traffic Generation and Parking

An assessment of traffic impact within the Lathlain Precinct resulting from the development of the West Coast Eagles training and administration facility was undertaken by Town of Victoria Park Council Officers through the Major Land Transaction Plan process in late 2013. The conclusions of this assessment found:

“that a relatively low impact will result from the proposal. Average weekly volumes are estimated to increase between 1% and 5%. The existing and future volumes are low for residential streets and within acceptable environmental levels”.

The redevelopment proposals for the Perth Football Club facilities and community centre are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

Staff, player and umpire travel to and from the existing Perth Football Club facility is primarily by private vehicle and is expected to continue with the redevelopment of the facility, however new modern end of trip facilities should encourage some existing staff members to cycle to the facility or walk from local public transport services.

Whilst the travel behaviour of coaching, support staff and players will change over time with a natural turnover of staff and players, it is assumed for the purposes of this high-level assessment that the typical mode of travel and vehicle occupancy of users is as follows:

- Coaching and support staff – private vehicle single occupancy
- Home team players – private vehicle car share with average vehicle occupancy of 2.0 people

- Away team players – away club arranged transport, typically minibus or coach
- Umpires – private vehicle car share with average vehicle occupancy of 1.5 people

Spectator travel to and from the existing Perth Football Club facility is primarily by private vehicle and is expected to continue with the redevelopment of the facility, however new bicycle parking in front of the grandstand should encourage those within a cycling catchment of the venue to bike to events.

Sporting events hosted at Lathlain Park are expected to generate a similar vehicle occupancy to other sporting venues in Perth, which is typically 2.4 people per vehicle. A conservative estimate would be that 75%-90% of spectators attending events at Lathlain Park arrive by private vehicles, with the remaining 10%-25% of spectators arriving by other modes (walking, cycling or public transport). As such an event with an average attendance of 1,600 spectators would typically generates 500-600 vehicles into the Lathlain Precinct.

The travel behaviour of attendees to events at the Lathlain Function Centre will vary depending upon the event, time of day and day of the week. It is assumed for the purposes of this high-level assessment that typical mode of travel would be by private vehicle with a vehicle occupancy of 1.2-2.0 people.

The Lathlain Precinct includes approximately 170 public on-street car parking bays along McCartney Crescent (100 bays) and Lathlain Place (50 bays), Goddard Street (20 bays) – this excludes the Goddard Street off-street car park used for Perth Football Club game day operations and excludes all off-street car parking associated with the West Coast Eagles training and administration facility.

In addition, within 400m of the Lathlain Precinct there is approximately parking for 500 vehicles on-street, outside of street sections subject to weekend and public holiday parking restrictions. The capacity of unrestricted on-street parking across local streets is outlined below:

- Kessack Street (Howick Street to McCartney Crescent) – 6 vehicles
- Howick Street (Gallipoli Street to Goddard Street) – 74 vehicles
- Saleham Street (Gallipoli Street to Goddard Street) – 22 vehicles
- Staines Street (Gallipoli Street to Goddard Street) – 66 vehicles
- Bishopsgate Street (Rutland Avenue to Goddard Street) – 22 vehicles
- Goddard Street (Bishopsgate Street to Rutland Avenue) – 10 vehicles
- Forster Avenue (Bishopsgate Street to Rutland Avenue) – 26 vehicles
- Rutland Avenue (Bishopsgate Street to Roberts Road) – 142 vehicles
- Planet Street (Roberts Road to Archer Street) – 66 vehicles
- Mars Street (Roberts Road to Archer Street) – 66 vehicles

In addition to the above, there is significant capacity of unrestricted on-street parking along street sections within a 400m-800m walk of the Lathlain Precinct.

The observations by Flyt at the two WAFL games held at Lathlain Park in August 2023 showed that for a fixture with a crowd of 1,612 spectators (marginally higher than the season average of 1,575 spectators for a Perth Demons home game), all spectators arriving by private vehicle were parked along street sections within a 400m walk of Lathlain Precinct. With significant unused parking capacity along Rutland Avenue in particular.

5.4.1 Typical Weekday Operations – Business Hours

The existing Perth Football Club weekday business hours operations generate approximately 15 inbound vehicle trips during the typical AM peak hour with the majority of administrative related activity occurring during the business hours of 8.30am to 5.00pm – with the following club staff typically on-site; Club President, CEO, Football Operations Manager, Business Development Manager, Member Services Manager, Functions & Events Manager, Finance Officer, Property Manager, Aboriginal Engagement Officer, Community Engagement Manager, Community Liaison Officer, Team Manager, Head Coach, Assistant Coach, Female Football Manager. The existing Perth Football Club weekday business hour operations typically utilise approximately 15 on-site car parking bays.

The proposed redevelopment of the Perth Football Club facilities will not change the Club's weekday business hours operations and will continue to generate approximately 15 inbound vehicle trips during the typical AM peak hour. The proposed redevelopment would see Perth Football Club weekday business hour operations typically utilise approximately 15 on-street car parking bays adjacent to the new grandstand along Goddard Street.

5.4.2 Typical Weekday Operations – Late Afternoon and Evening

The existing movements of the Perth Football Club playing group during pre and in-season times is dictated by a range of factors and overall attendance numbers required for each event. The majority of playing group activity on-site occurs late afternoon and during the evening to attend training sessions.

The playing group currently utilise the Goddard Street car park adjacent to the existing grandstand facility and Goodard Street on-street parking in vicinity of the site, when parking to attend the Club. A whole club training sessions with 60 players and 15 coaching and support staff would generate approximately 45 vehicle trips – with the Goddard Street car park having a capacity for 50 vehicles to park off-street.

Existing general public movements to attend late afternoon and evening events at the Lathlain Function Centre utilise the Goddard Street car park adjacent to the existing grandstand facility and Goodard Street on-street parking in vicinity of the site – as well as on-street parking across the Lathlain Precinct and along local streets as required.

A large 200 person event at the Lathlain Function Centre would generates approximately 100-166 vehicle trip into the Precinct – with 100 on-street parking bays along McCartney Crescent and 20 on-street bays along Goddard Street – and a further 50 bays along Lathlain Place and capacity for approximately 368 vehicles to park unrestricted on-street across local streets within 400m of Lathlain Function Centre.

The proposed redevelopment of the Perth Football Club facilities and Community Centre will not change the Club's weekday late afternoon/evening operations and continue to generate the existing level of traffic. The proposed redevelopment of the Community Centre will also not increase the capacity for attendees at the largest events and continue to generate a similar level of peak traffic.

5.4.3 WAFL Gameday Operations

WAFL games typically require the following senior management, operational and coaching staff on-site across the day; Club President, CEO, Football Operations Manager, Business Development Manager, Member Services Manager, Functions & Events Manager, Team Manager (League & Reserves), Head Coach (League & Reserves), Assistant Coach (League & Reserve), Senior Line

Coaches x3, Head Strength & Conditioning Coach. The existing Perth Football Club senior management, operational and coaching staff utilise approximately 16 on-site car parking bays.

For WAFL game days up to 26 home players will be in a match squad with a total of 78 players across the Colts, Reserves and League home teams – this would generate approximately 39 vehicle trips. Each game will typically require 10 umpire/officials with a total of 30 umpires/officials across the three games – this would generate approximately 20 vehicle trips. The home team players and umpires/officials utilise the Goodard Street car park on game days – the car park has a capacity for 50 vehicles. The car park accommodates the 59 vehicle trips with turnover of bays between the Colts game (typically 9am start) and League game (typically 2pm start) with not all bays occupied by Colts players for the duration of the day.

The away team typically travels by club arranged transport (minibus or coach) with the away team vehicles parked on-street along Goddard Street adjacent to the existing grandstand or utilising West Coast Eagles off-street car park if required (with agreement from West Coast Eagles).

The proposed redevelopment of the Perth Football Club facilities will not change the Club's game day operations – with game day operations typically utilising 16 on-street car parking bays adjacent to the new grandstand along Goddard Street and 50 off-street parking bays in the Goddard Street car park and away team minibus/coach parking in the proposed Goddard Street loading zone area or utilising West Coast Eagles off-street car park if required (with agreement from West Coast Eagles).

For Perth Demons WAFL games crowds average approximately 1,600 spectators – this would generate approximately 500-600 vehicle trips. Spectators typically park in one of 170 public on-street car parking bays across Lathlain Precinct or one of 500 unrestricted on-street parking areas along local streets within 400m of the Lathlain Precinct.

5.5 Transport Assessment and Impacts Summary

As outlined in Sections 5.1 to 5.3, the proposed redevelopment of Zone 1 Perth Football Club is effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

The one exception is the new community centre function room, which is expected to facility that will be popular with the community to hire for a range of purposes including children's parties or community social events or community classes (yoga, dance etc).

It is expected that the new community centre function room would see an increase in the venue being hired out on weekday evenings outside of core game day activities at Lathlain Park.

It is expected that any increase in the community centre function rooms hire popularity and associated site visitation activity would not be significant and be accommodated through existing available weekday evening on-street parking around the Lathlain Precinct, including the Goddard Street car park adjacent to the proposed new community centre.

As such, the proposed Zone 1 Perth Football Club redevelopment proposals are not expected to have a significant impact on existing operations of the transport networks within the Lathlain Precinct or those networks that provide access to the Lathlain Precinct.

It is expected that the existing on-street parking across the precinct and within proximity of the proposed Zone 1 Perth Football Club redevelopment will continue to operate as they have done over recent years with similar levels of football related Precinct activity expected to continue.

6. PEDESTRIAN ACCESS AND AMENITY

6.1 Existing Pedestrian Network

The LPRP Zone 1 Perth Football Club redevelopment site benefits from an existing high level of pedestrian access and amenity. Adjacent to Lathlain Park, footpaths are in place along both sides of Goddard Street, McCartney Crescent and Roberts Road, some of which have been recently constructed as part of the Lathlain Park Redevelopment.

Footpaths in the area are mostly located along the property boundary which allows for desire lines to be maintained at intersections. Most streets have footpaths on one side of the street only, with the exception of main pedestrian routes and areas with a high place function.

The existing pedestrian accessibility of a site can be assessed using the commercial product Walkscore, which provides a geographical based rating score of a location based on availability of services within a walking catchment. The Walkscore rating for a location opposite the proposed development site (street address of 27 Staines Street) scores 71 out of 100

Walkscore measures the walkability of a location based on the distance to nearby places and pedestrian facilities, the overall scoring is ranked as follows:

- 90–100 Walker’s Paradise: Daily errands do not require a car
- 70–89 Very Walkable: Most errands can be accomplished on foot
- 50–69 Somewhat Walkable: Some errands can be accomplished on foot
- 25–49 Car-Dependent: Most errands require a car
- 0–24 Car-Dependent: Almost all errands require a car

The proposed development site is considered on the Walkscore ranking system to be ‘Very Walkable – most errands can be accomplished on foot’. The site benefits from good walkable access to local parks/reserves, primary school education, food and beverage outlets, as well as small-scale groceries and retail outlets.

The site also scores an average 67 out of 100 in terms of access to Transit services (public transport services). Victoria Park Station is a short walk from the site providing direct access to locations along the Perth-Thornlie Line and the local bus route provides connections to central Perth and Belmont.

Figure 53 shows the 15-minute walking catchment to the site, which encompasses a 360 degree catchment as a result of the grid style street network surrounding the site. The 15-minute walking catchment reaches north to Orrong Road and south to Shepperton Road. Anyone living within this catchment would be able to access the site by walking.

The surrounding street network has a default speed limit of 50km/h with the exception of Lathlain Place which is reduced to 20km/h to facilitate a safe pedestrian environment. A raised table is located at the northern and southern intersections of Lathlain Place (Howick Street to the north and McCartney Crescent to the south) which effectively reduce vehicle speeds in these locations. There are no priority pedestrian crossings in the area.

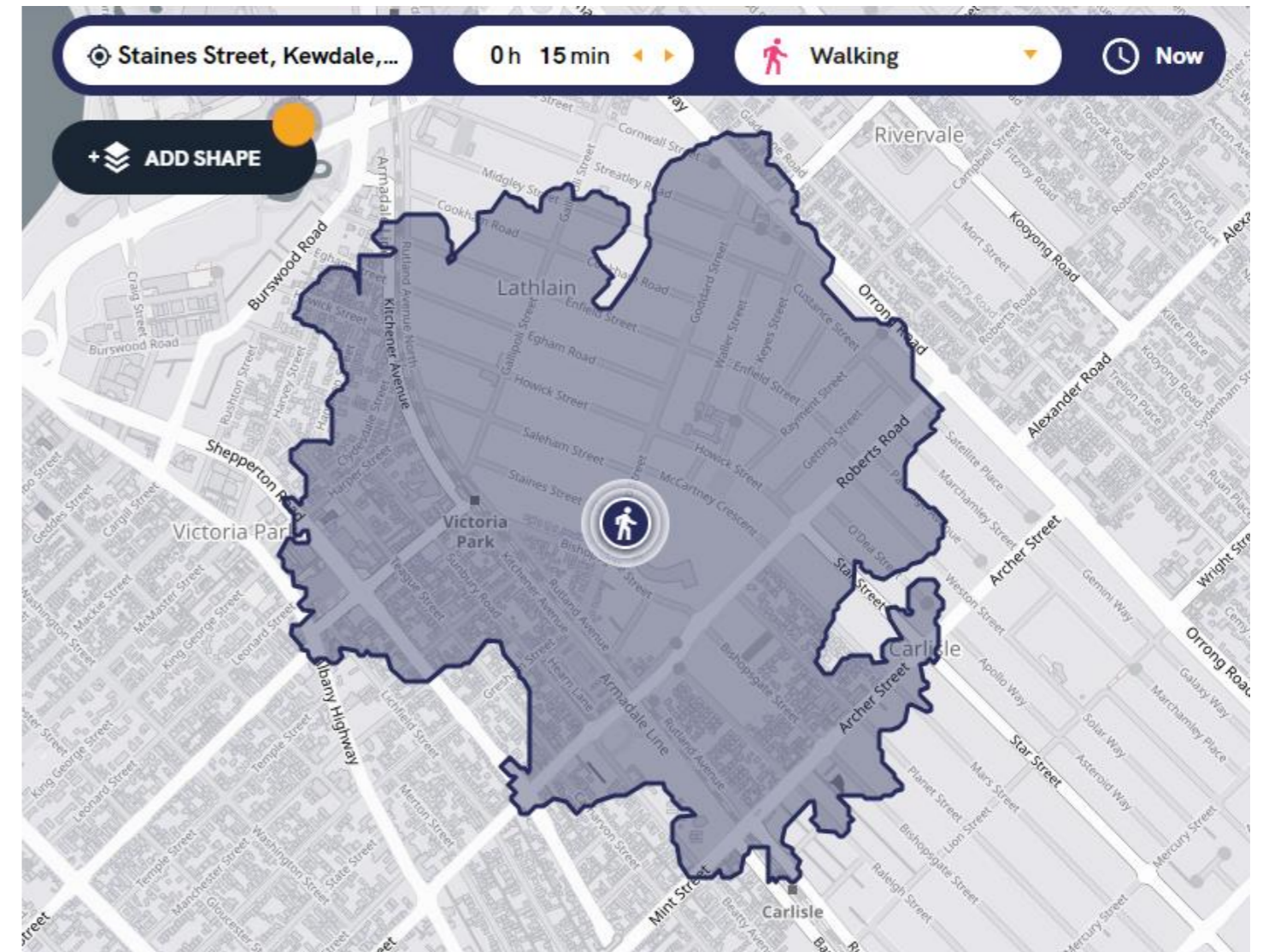


Figure 53 15-minute walking catchment (source: TravelTime App)

The Department of Planning, Lands and Heritage’s (DPLH) Urban Tree Canopy Dashboard provides an interactive snapshot of the extent of tree canopy coverage across the Perth and Peel regions. The urban tree canopy is an essential part of creating healthy, liveable neighbourhoods, where more dense and mature tree canopies can support active travel along walking and cycling paths.

In 2020, the street blocks in the suburb of Lathlain had 10% canopy cover from trees over 3m tall, resulting in 90% of the street block area without any canopy cover (as shown in Figure 54). The Perth Metropolitan area has an average of 12% canopy cover from trees over 3m tall in street blocks.

Retaining street trees and planting additional green landscaping reduces the heat throughout summer and creates a more inviting and pleasant pedestrian environment. The subject site has good tree canopy cover (between 30-40% tree canopy coverage) however many access routes to Lathlain Park have a canopy cover of between 0-15%. These walking and cycling environments will be hot during the summer months and likely to have a negative impact on people choosing to walk or cycle. There are pockets of good canopy cover in the surrounding areas and Goddard Street also has a high retention of tree canopy.



Figure 54 Urban tree canopy (source: Department of Planning, Lands and Heritage)

6.2 Proposed Development Pedestrian Network

The Zone 1 Perth Football Club redevelopment area movement plan (Figure 55) shows the alignment for the main pedestrian movements and key landscaping zones. Main pedestrian movements are accommodated along the footpaths located between the 90 degree parallel parking bays and the new buildings, and connect directly to the proposed two main entrances to Lathlain Park.

The landscape zones (Figure 56) create informal public spaces with good amenity and shade and will provide places for people to meet up and spend time while waiting for others to arrive. Given this is the main entry gate and that all trips at this point are walking, this area should provide highest quality amenity and infrastructure for a safe, convenient and enjoyable pedestrian environment.

The 90 degree parking bays should have wheel stops to ensure vehicles do not encroach over the footpath.

For the entrance to the function centre, consideration should be given to the application of CPTED principals to ensure that people feel safe at all times of the day.



Figure 55 Lathlain Precinct Redevelopment Project – context and movement plan (source: Emerge Associates, Rev E dated 06/06/23)



Figure 56 Lathlain Precinct Redevelopment Project – artists impression of landscaping plan for Goddard Street (source: Hames Sharley, July 2023)

6.3 Possible Additional Pedestrian Connection Infrastructure

The location and proposed operation of a permanent Perth Football Club loading zone along the eastern side of Goddard Street marked and signposted as the Perth Football Club loading zone – will be utilised for deliveries and servicing on non-game days and game days at Lathlain Park.

To ensure pedestrians are directed to a safe location to cross from the existing footpath on the southern side of Staines Street and western side of Goddard Street to access the Perth Football Club main entrance – consideration should be given to installing a raised treatment across Goddard Street incorporating a pedestrian link.

The pedestrian link would support pedestrians crossing Goddard Street to access the new football club facilities and community centre. The raised treatment would slow vehicles passing the proposed 90 degree on-street parking bays and parallel loading zone – to ensure a safe road environment, as shown in Figure 57.

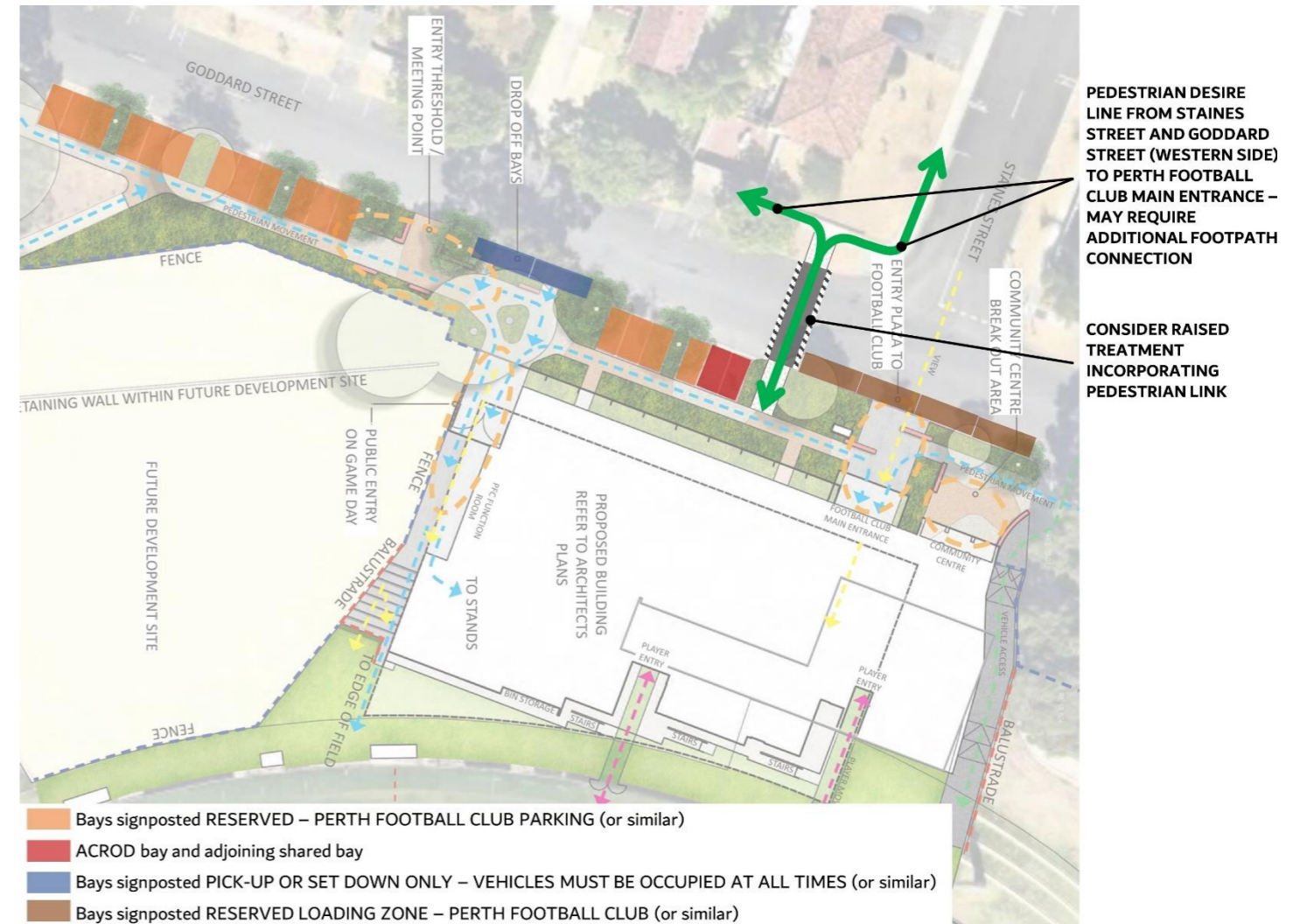


Figure 57 Possible additional pedestrian connection infrastructure (base plan source: Emerge Associates, Rev E dated 06/06/23)

7. BICYCLE ACCESS AND AMENITY

7.1 Existing Bicycle Network

The site benefits from an existing high level of access and amenity for people who choose to cycle. As shown in Figure 58, there are two existing on-street cycle lanes through the Lathlain Precinct on Bishopsgate Street and Roberts Road, and a high-quality shared path along the Armadale Urban Rail corridor south of Miller Street. These facilities provide wider area connections to other cycling facilities through the Town.

There are a number of public bicycle parking locations around the Lathlain Precinct including off McCartney Crescent and Bishopsgate Street. There are four u-rail cycle racks currently provided within the fence line of Zone 1 Perth Football Club area, which are accessed off Goddard Street however these will be removed during construction.

The cycle data collection point located on Rutland Avenue at Miller Street recorded an average of 151 cyclists on a weekday in 2023/2024. This volume has decreased 36% since 2022/2023 when a total of 206 cyclists were recorded across the same time period. Prior to that, averages have remained relatively consistent with 192 recorded in 2021/2022, 194 in 2020/2021 and 205 in 2019/2020.

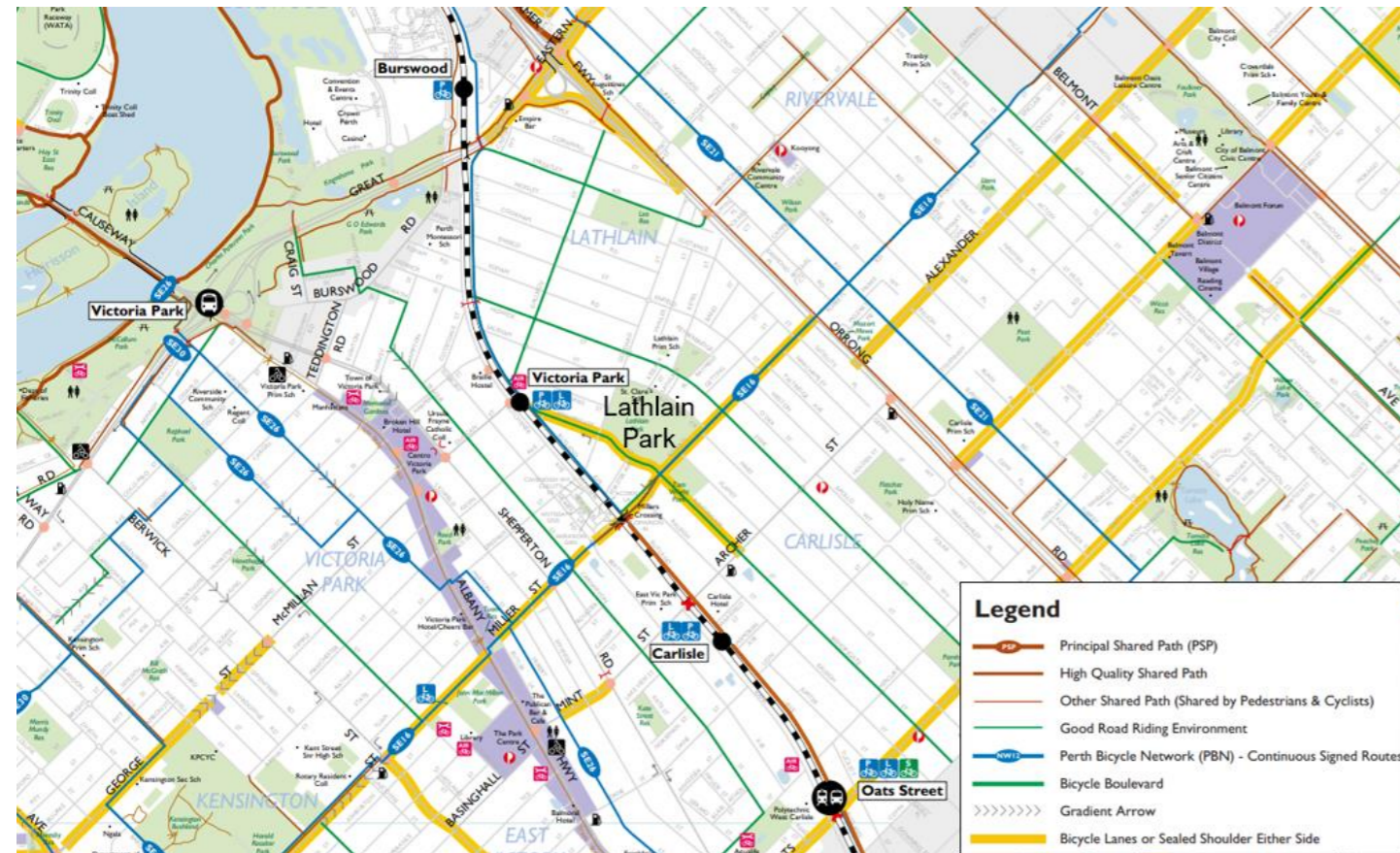


Figure 58 Existing cycling network (source: Department of Transport)

There has been significant effort by the Town to extend the Principal Shared Path from Central Perth along the Armadale Urban Rail corridor, where after many years of deliberation, the final of three sections is now under construction. This final section runs along Rutland Street between Miller Street and Great Eastern Highway. The shared path passes approximately 250m to the south of the Lathlain Precinct and will provide a safe and efficient transport route for cyclists.

A heatmap of bicycle activity in the vicinity of the subject site is shown in Figure 59. This is produced by cyclists tracking their trips using the commercial product Strava.

The heatmap data shows that those bicycle riders using the Strava software to track their rides, has the highest levels of cycling along Rutland Avenue, Shepperton Road and Miller Street / Roberts Road with other popular routes including Howick Street and Gallipoli Street.

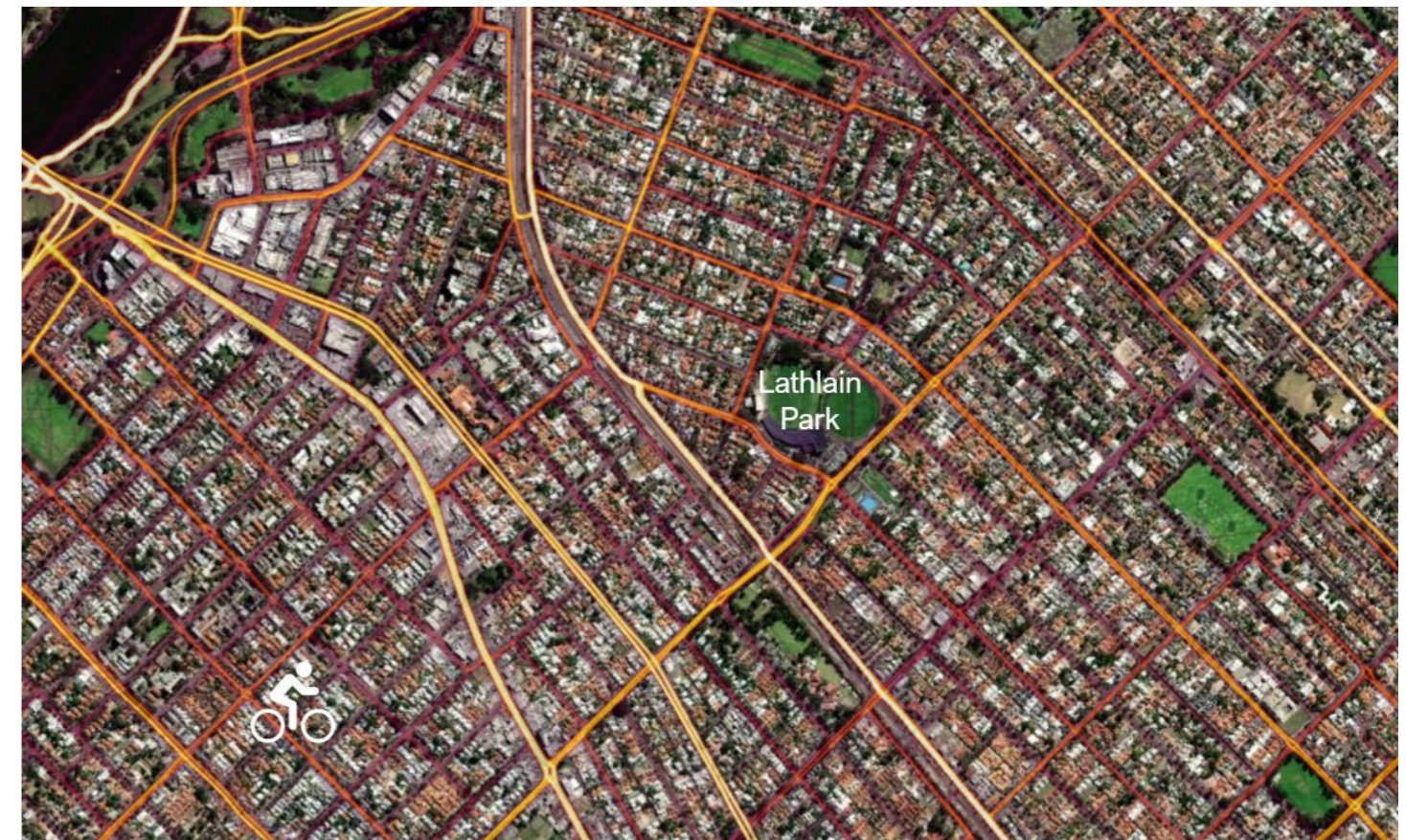


Figure 59 Strava heatmap for cycling activity (source: Strava.com)

7.2 Future Bicycle Network

The Long Term Cycle Network (LTCN) project has been a collaboration between State and local governments to agree on an aspirational network of bicycle routes that link parks, schools, community facilities and transport services, to make cycling a convenient and viable option for more people and more journeys. The LTCN sets out a framework for cycling infrastructure.

In July 2020 the Town of Victoria Park Council endorsed their LTCN – from July 2020 the LTCN is eligible for the Town to seek grant funding support from the Department of Transport to deliver bicycle infrastructure along the identified routes. Primary routes are intended for longer distance commutes, training and tourism whereas Secondary and Local routes are used by all types of bike riders including children and novices. For that reason, the Secondary and Local routes must ensure adequate protection for children is provided from cars and heavy vehicles especially on route to schools.

The LTCN is shown in Figure 60 which endorses proposed upgrades to the cycling infrastructure for a Primary route along the Armadale Urban Rail corridor which is currently in the final stages of construction. No other upgrades to the cycling network are proposed at the time of this report.

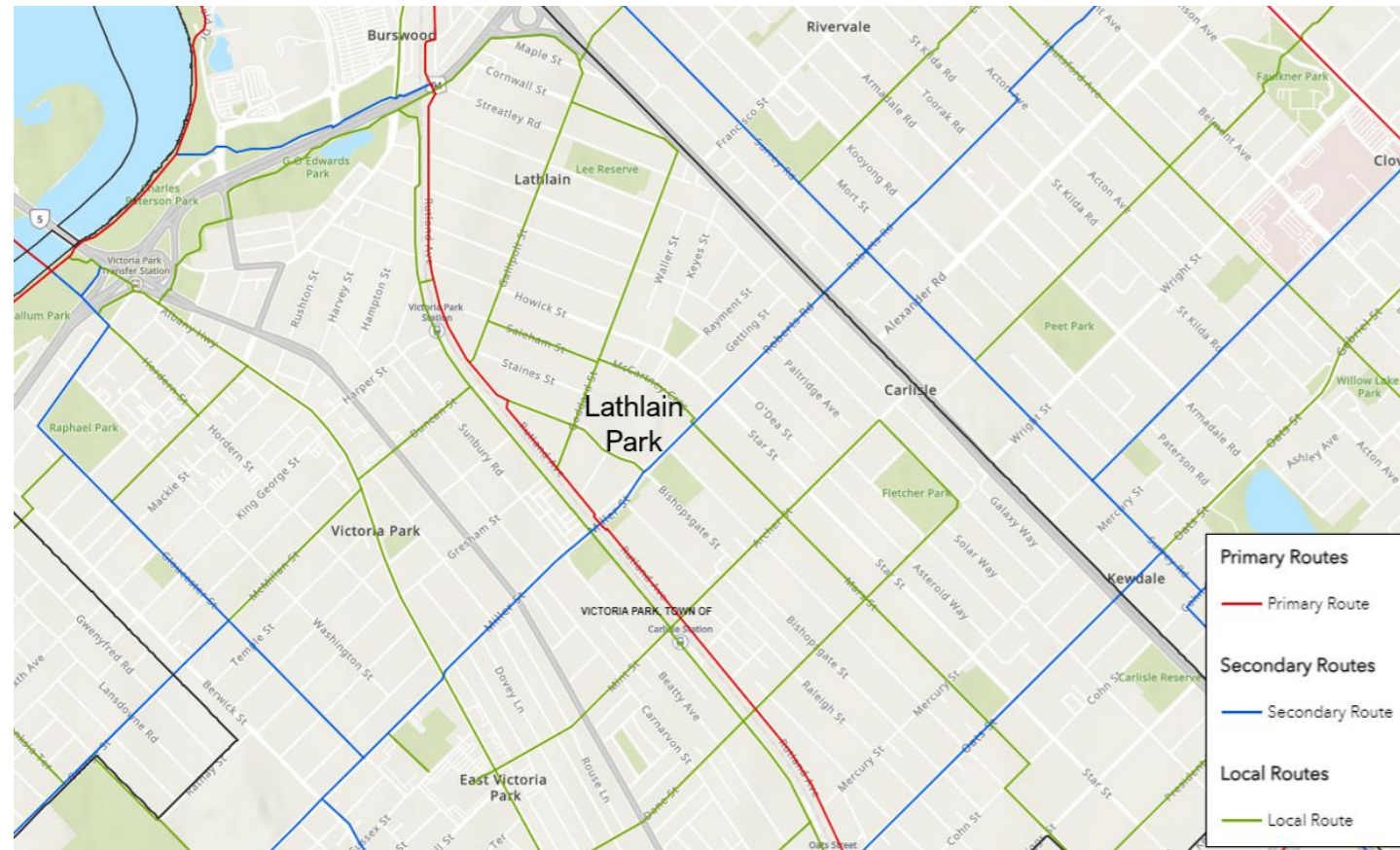


Figure 60 Long Term Cycle Network (source: Department of Transport)

7.3 Proposed Development Bicycle Infrastructure

Staff Facilities

The proposed development includes changerooms and showers for Perth Football Club players, the away team players and umpires, there is no requirement to provide additional dedicated end of trip facilities for these uses.

However, for other Perth Football Club support staff and game day/function staff who work in club administration, ticket sales or in the bar/kitchen areas, they have access to staff changerooms and lockers located on the oval level of the development.

Staff will be able to securely park their bike in wall mounted bike racks located on the oval level of the development in the corridor adjacent to the storage rooms – the wall mounted bike parking can be accessed by one of two routes:

- Staff can wheel their bike into the club lobby and use the lift down to the oval level of the development and then wheel their bike along the corridor to the locations of the wall mounted bike parking, or
- Staff with access to the side gate can wheel their bike down the vehicle ramp to the north of the new grandstand to access the building from the oval side and then wheel their bike along the corridor to the location of the wall mounted bike parking.

The number of wall mounted bike racks to be provided will be determined at detailed design in collaboration with the Town.

The staff end of trip facilities are located on the oval level of the development and include separate male and female changerooms. Each changeroom includes a toilet and shower and space to change – the staff changerooms are accessed via an entry room that includes staff lockers to securely store personal items – as shown in Figure 61.

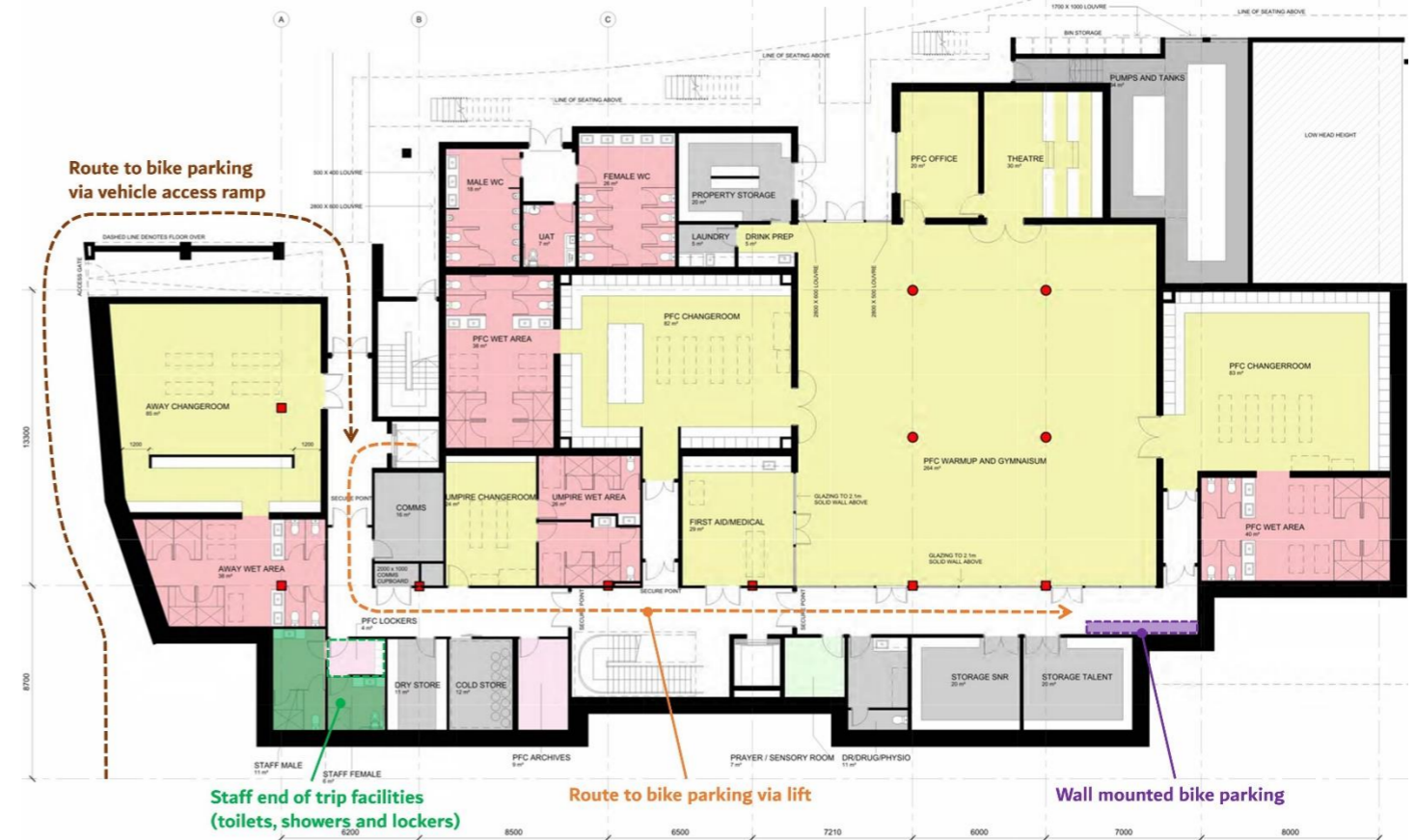


Figure 61 Location of staff bike parking and end of trip facilities (base plan source: Hames Sharley, Rev N dated 14/06/23)

Visitor / Spectator Facilities

The Lathlain Park Management Plan outlines that across the Lathlain Precinct (including the Zone 1 Perth Football Club area) that publicly available secure bike parking at highly visible access points in key locations will be provided.

Given that the proposed development includes a community centre and provides the main entrance to the grandstands, bike parking should be easily accessible within this location for visitors and spectators alike.

It is suggested that as a minimum four u-rail bike racks are provided in proximity to both the community centre and Perth Football Club main entrances – similar to the u-rail bike racks provided outside the Waaitj Foundation on Bishopsgate Street (as shown in Figure 62).

The number of u-rail bike racks to be provided will be determined at detailed design in collaboration with the Town.

Potential locations for the visitor/spectator bike parking along the Goddard Street frontage of the new development are shown in Figure 63. Each of these potential bike parking locations would benefit from the weather protection provided by the roof over the colonnade and would be in highly visible locations adjacent to key entrance points.



Figure 62 Example of u-rail bike pack to be provided in proximity to the proposed community centre/Perth Football Club development (source: Flyt, August 2023)

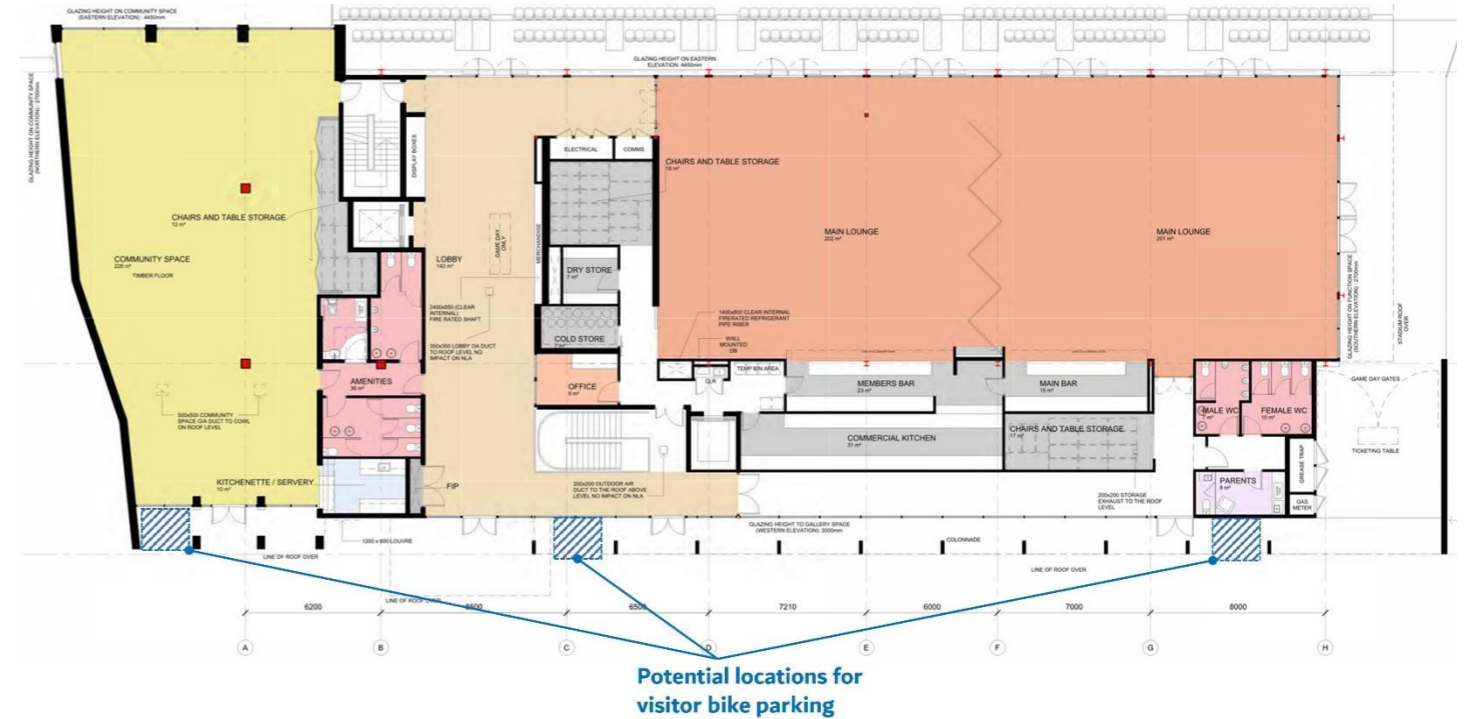


Figure 63 Potential locations of visitor/spectator bike parking (base plan source: Hames Sharley, Rev M dated 14/06/23)

8. PUBLIC TRANSPORT ACCESS

8.1 Existing Public Transport Services

The LPRP Zone 1 Perth Football Club area is well served by public transport services. The entrance to the proposed grandstand redevelopment site is approximately 450m from Victoria Park Station, as shown in Figure 64. Victoria Park Station is served by Armadale or Thornlie line trains to Perth at 15 minute frequencies on weekdays and weekends.

The 39 bus service runs from the Elizabeth Quay Bus Station through to Redcliffe via Cloverdale and Belmont. It is a suburban route that provides access for largely residential areas to Belmont, Great Eastern Highway, the Causeway East Interchange and central Perth. Transperth buses currently operate at 15 minute frequencies during weekday peak periods and sixty minute frequencies on Sundays. The distance from the proposed entrance point of the grandstand redevelopment site to the bus stops is approximately 470m.

Note: the Armadale line will be shut down between 20 November 2023 until mid-2025 as part of METRONET’s Victoria Park – Canning Level Crossing Removal, Byford Rail Extensions and Thornlie Cockburn Link projects, as well as rail revitalisation works between Kenwick and Sherwood Stations. Trains will continue to operate between Perth and Victoria Park Stations with seven new and five enhanced bus routes introduced to the bus network to support existing timetabled services.



Figure 64 Distance to public transport services (source: MetroMap)

8.2 Routes to Public Transport Stations / Stops

Detailed analysis of routes to public transport facilities is set out for trains and buses in the following sub-sections.

8.2.1 Victoria Park Station

The proposed grandstand redevelopment site is approximately 450m from Victoria Park Station. Access between the Station and the development site is via Bishopsgate Street which has a 2m wide footpath on the northern side and a 1.5m wide path on the southern side of the street.

The pedestrian crossings of Goddard Street and Rutland Avenue adjacent to the Station entrance, are well established locations of pedestrian activity and provide a convenient and safe location at which to cross these two local streets. No prior safety concerns nor black spot crash history suggests that these locations of pedestrian activity would function in an unsafe manner following the redevelopment of the LPRP Zone 1 Perth Football Club area.

Figure 65 shows the location and form of pedestrian crossing of Goddard Street at the intersection with Bishopsgate Street. Figure 66 shows the location and form of pedestrian crossing of Rutland Avenue adjacent to Victoria Park Station entrance.



Figure 65 Goddard Street pedestrian crossing at Bishopsgate Street intersection (source: Google Street View)



Figure 66 Rutland Avenue pedestrian crossing adjacent to Victoria Park Station entrance (source: Google Street View)

8.2.2 Howick Street Bus Stops

The distance from the proposed development entrance point is around 470m from the bus stops for the 39 bus service. The bus stops on Howick Street can be accessed from the development site via the footpath on Goddard Street, McCartney Crescent and Lathlain Place. A new footpath has recently been created along the southern side of McCartney Crescent as part of the Lathlain Precinct Redevelopment Project.

The bus stop on the northern side of Howick Street provides access to southbound bus services towards Belmont Forum Shopping Centre and the bus stop on the southern side provides access to Elizabeth Quay.

Figure 67 shows the location and form of intersection at Howard Street and Lathlain Place.



Figure 67 Howard Street intersection with Lathlain Place (source: Google Street View)

8.3 Armadale/Thornlie Line Shutdown

The Armadale/Thornlie Line will close from 20 November 2023 until mid-2025 as part of METRONET’s Victoria Park – Canning Level Crossing Removal, Byford Rail Extension and Thornlie-Cockburn Link projects.

During the shutdown, there will be no train services between Armadale/Thornlie and Victoria Park Station. Trains will continue to operate between Victoria Park Station and Perth Station, with seven new and five enhanced bus routes introduced to the bus network to support existing timetabled services.

Figure 68 shows the extent of the Armadale/Thornlie Line that will be shutdown with no trains operating, and Figure 69 shows the new and enhanced bus routes operating in proximity of Victoria Park Station during the shutdown period.

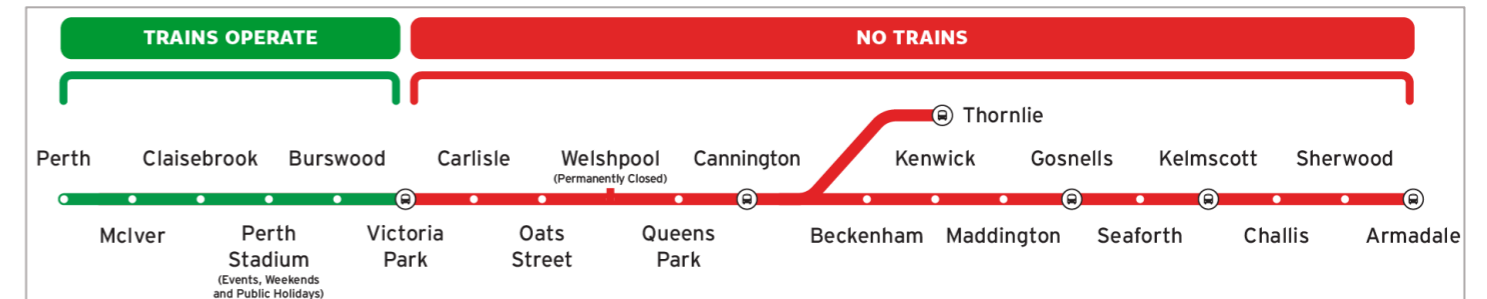


Figure 68 Extent of the Armadale/Thornlie Line shutdown (source: Transperth)

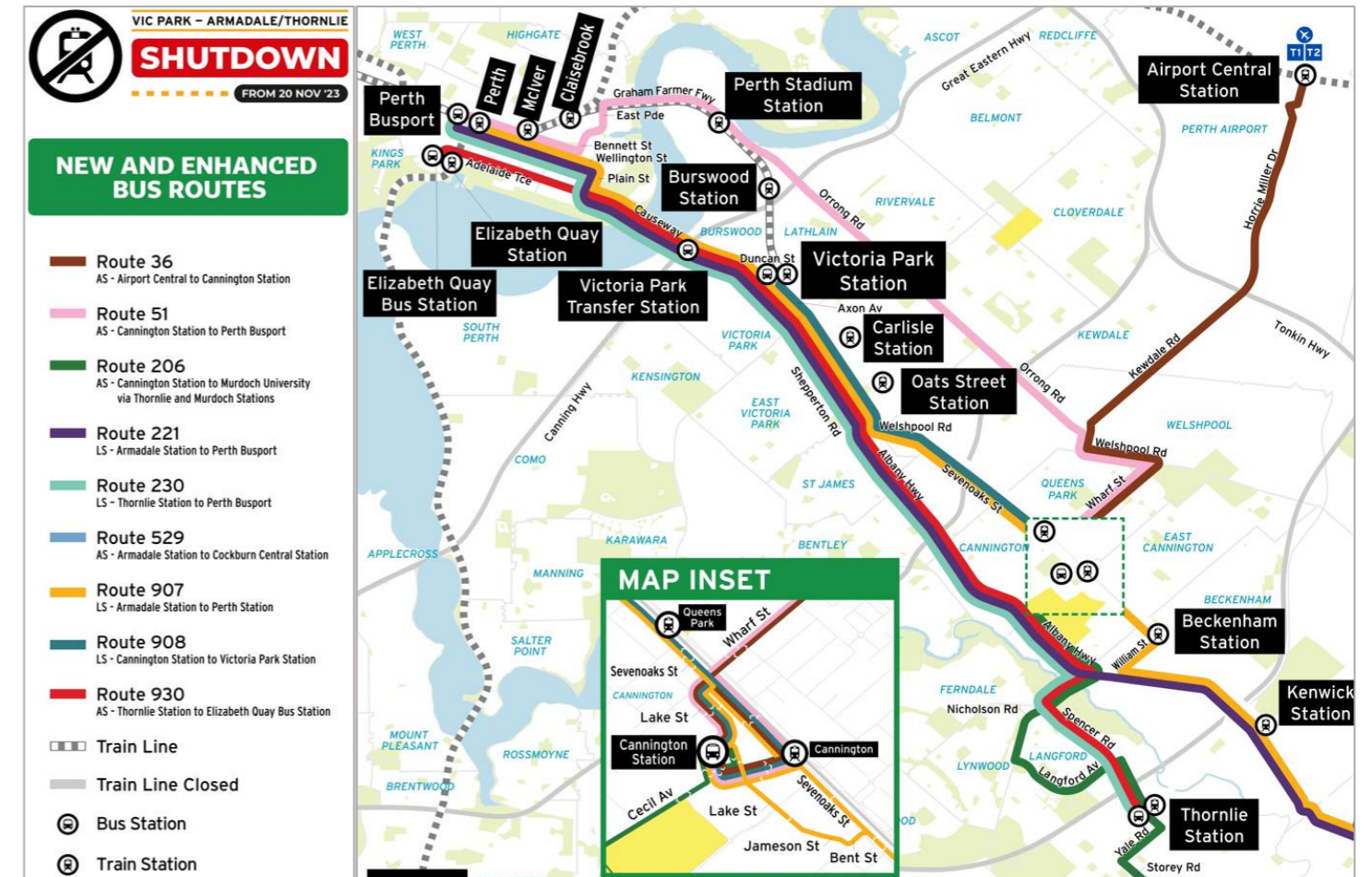


Figure 69 New and enhanced bus routes operating in proximity of Victoria Park Station during the shutdown period (source: Transperth)

The new 908 bus service will provide a high frequency bus service between Cannington Station and Victoria Park Station via Shepperton Road – serving areas of Cannington, East Victoria Park and Victoria Park (as shown in Figure 70). The 908 bus service will provide a replacement public transport service to access Victoria Park Station and the Lathlain Park Precinct facilities.

Weekday services will operation from 5.30am through to midnight (and 2am on Fridays) – operating on a 15 minute frequency until 7pm and then a 30 minute frequency until midnight. Weekend services will operate from 6am through to 2am – operating on a 15 minute frequency until 7pm and then a 30 minute frequency until midnight.

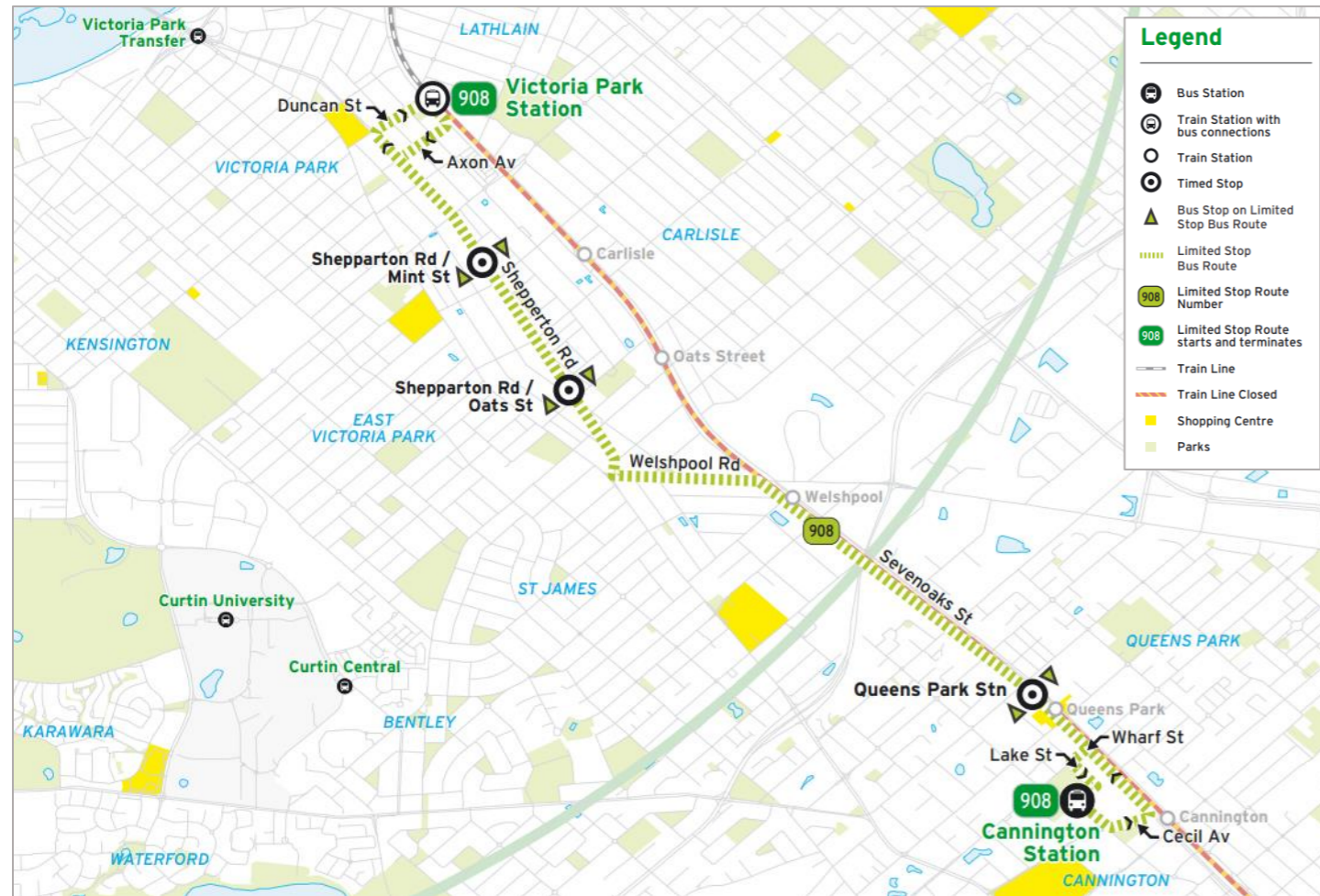


Figure 70 New 908 bus service route to operate during the Armadale/Thornlie Line shutdown (source: Transperth)

The new 907 and 930 bus services and the enhanced 221 and 230 bus services will serve the Shepperton Road corridor. The Shepperton Road corridor is an 800-900m walk to the Lathlain Park Precinct (either via Miller Street-Roberts Road or Duncan Street-Victoria Park Station-Bishopsgate Street) -and is likely to be considered too far to walk for most people wishing to access the Precinct.

9. SITE SPECIFIC ISSUES

9.1 Road Safety

Crash statistics for the immediate area have been extracted from the Main Roads WA Reporting Centre. The overall summary crash location scatter plot is shown in Figure 71.



Figure 71 Crash reporting for the past five years (source: Main Roads WA)

In the last five years, 44 incidents were recorded along the roads surrounding Lathlain Park including Goddard Street, Bishopsgate Street, Roberts Road (Miller Street) and Howick Street.

The intersection of Miller Street, Roberts Road and Bishopsgate Street recorded 21 incidents in the last five years, 10 were recorded at the intersection of Roberts Road, Howick Street and Star Street, two at Howick Street and Goddard Street and two at Bishopsgate Street and Goddard Street.

Four incidents involved a bicycle where three resulted in hospital treatment and one required medical attention, and one involved a pedestrian which also required medical attention.

The intersection of Miller Street, Roberts Road and Bishopsgate Street shows a very high frequency of incidents and involves a range of crash types including bicycle, rear end and right angle collisions. This intersection prequalifies for State Blackspot funding.

None of the other intersections reviewed indicate that specific issues are consistently impacting on the safety of road users.

In line with Main Rads WA policy for speed zoning there would be options for pursuing lower speed limits in the area, which would reduce both the likelihood of crashes occurring and their severity.

Distributor B roads (Roberts Road) with high place values such as activity centres can have posted speed limits between 30-60km/h, and Local Distributor roads (Bishopsgate Street) with high place values such as adjacent to neighbourhood parks, can have a posted speed limit between 40-60km/h.

Lowering the speed limit in the area would assist in creating safe driving environment as well as helping to support trips made by walking and cycling.

These two intersections of Miller Street, Roberts Road and Bishopsgate Street, and Roberts Road, Howick Street and Star Street, should be monitored for ongoing safety issues and appropriate treatment measures.



Severity	Date	Time	Nature	RUM Code	Crash Number	Severity	Date	Time	Nature	RUM Code	Crash Number		
1290299 - KEYS ST (STH)						1290138 - MILLER ST							
zoom	PDO Minor	2021-06-28	16:10	44	2021284931	zoom	Hospital	2020-02-17	16:30	Right Angle	10	2020641532	
1290226 - BISHOPSGATE ST						zoom	Medical	2018-02-06	07:00	Right Angle	11	2018038664	
zoom	PDO Major	2020-08-23	09:20	Hit Object	72	2020791800	zoom	Medical	2020-08-15	20:55	Rear End	31	2020779550
zoom	PDO Major	2020-01-04	11:25	Right Angle	47	2020603872	zoom	Medical	2020-10-15	16:40	Rear End	31	2020858296
zoom	PDO Major	2020-07-02	19:05	Hit Object	76	2020745320	zoom	Medical	2021-06-06	12:30	Rear End	31	2021292546
zoom	PDO Minor	2018-05-12	11:00	Rear End	32	2018129104	zoom	Medical	2021-09-12	16:15	Right Angle	12	2021468725
zoom	PDO Minor	2022-05-15	17:35	Rear End	61	2022202203	zoom	Medical	2022-04-04	12:15	Right Angle	11	2022177003
1290224 - PLANET ST						zoom	Medical	2022-08-05	06:45	Right Angle	11	2022387460	
zoom	PDO Major	2019-10-24	15:05		60	2019297422	zoom	PDO Major	2018-06-04	19:00	Right Angle	11	2018149555
1290197 - ROBERTS RD						zoom	PDO Major	2019-04-17	14:25	Right Angle	11	2019098983	
zoom	Hospital	2018-11-23	17:30	Rear End	31	2018307033	zoom	PDO Major	2019-07-24	06:55	Right Angle	11	2019210003
zoom	Hospital	2020-05-30	10:45	Right Angle	10	2020713256	zoom	PDO Major	2019-08-15	19:35	Right Angle	11	2019230922
zoom	Medical	2018-06-06	15:10	Rear End	31	2018154142	zoom	PDO Major	2019-09-11	14:30	Right Angle	11	2019259003
zoom	Medical	2020-02-05	14:00	Rear End	31	2020630354	zoom	PDO Major	2021-04-08	17:00	Right Angle	11	2021142326
zoom	Medical	2022-07-24	11:30	Hit Pedestrian	1	2022376691	zoom	PDO Major	2022-01-14	15:55	Right Angle	11	2022008406
zoom	PDO Major	2018-12-31	14:30	Rear End	31	2018347121	zoom	PDO Major	2022-06-04	06:15	Right Angle	11	2022226950
zoom	PDO Major	2020-06-25	00:15	Right Angle	11	2020711602	zoom	PDO Major	2022-10-15	22:45	Rear End	31	2022481691
zoom	PDO Major	2021-08-19	16:45	Right Angle	11	2021370364	zoom	PDO Minor	2018-07-17	15:00	Rear End	31	2018197170
zoom	PDO Major	2022-03-11	19:55	Right Angle	11	2022104704	zoom	PDO Minor	2019-12-18	17:15	Rear End	31	2019352151
zoom	PDO Minor	2020-08-14	16:10	Right Angle	11	2020781576	zoom	PDO Minor	2021-06-22	16:05	Right Angle	11	2021267980
zoom	Hospital	2022-08-09	12:00	Rear End	31	2022404024	zoom	PDO Minor	2021-11-26	13:15	Right Angle	12	2021596232
zoom	PDO Minor	2019-02-08	10:00	Sideswipe Same Dirn	38	2019275431							
1290195 - STAINES ST						zoom	PDO Major	2018-04-29	20:00	Rear End	61	2018116235	
1290184 - GODDARD ST						zoom	Hospital	2019-05-22	07:10	Right Angle	11	2019139185	
zoom	Hospital	2021-03-05	08:00	Right Angle	11	2021123301	zoom	PDO Major	2020-01-14	16:45	Rear End	61	2020613915

Figure 72 Detailed crash reporting for roads surrounding Lathlain Park (source: Main Roads WA)

10. SUMMARY

10.1 Introduction

This TIA has been prepared by Flyt in support of the proposed Lathlain Park Zone 1 redevelopment of the Perth Football Club facilities.

The redevelopment of the Perth Football Club facilities forms the final part of the broader Lathlain Precinct Redevelopment Project (LPRP), a \$100M revitalisation project to create a sustainable multi-use sporting, recreation, health and education precinct for the whole community.

The LPRP is made up of eight (8) zones of redevelopment, seven (7) of which have been completed and delivered, with the redevelopment of Zone 1 Perth Football Club the final area of redevelopment to occur.

Zone 1 considers the redevelopment of the Perth Football Club building and immediate surrounds. The existing 63 year old grandstand does not meet current sporting code or accessibility standards and is no longer fit for purpose.

LPRP Zone 1 will involve replacement of the dilapidated grandstand and construction of new facilities spanning football administration, training, spectator and community facilities.

10.2 Site Context and Proposed Development

The Lathlain Precinct has long been identified by the Town as an area for enhancement and revival. This has involved an overall project, known as LPRP, which is a priority project in the Town’s Strategic Community Plan.

A comparison of the current facilities vs the proposed facilities as part of the Zone 1 Perth Football Club redevelopment are outlined in Table 3.

Table 3 Comparison of current facilities vs proposed facilities as part of Zone 1 Perth Football Club redevelopment

Current Facilities	Proposed New Facilities
Grandstand accommodating:	New Grandstand accommodating:
<ul style="list-style-type: none"> 1,000 seats 	<ul style="list-style-type: none"> 800 seats
<ul style="list-style-type: none"> 1x home team changeroom 	<ul style="list-style-type: none"> 2x home team changerooms
<ul style="list-style-type: none"> 1x away team changeroom 	<ul style="list-style-type: none"> 1x away team changeroom
<ul style="list-style-type: none"> 1x umpire changeroom 	<ul style="list-style-type: none"> 1x umpire changeroom
<ul style="list-style-type: none"> Members clubroom and bar facilities 	<ul style="list-style-type: none"> Separate members and non-members lounges and bars.
<ul style="list-style-type: none"> Spectator toilet facilities 	<ul style="list-style-type: none"> Spectator toilets located on Goodard St and Oval levels – universal access and baby change.
<ul style="list-style-type: none"> Adjacent spectator bar facilities 	<ul style="list-style-type: none"> Potential for a small pop-up bar facility at oval level.
<ul style="list-style-type: none"> Club administration offices 	<ul style="list-style-type: none"> New main club office and media/boardroom.

Current Facilities	Proposed New Facilities
Lathlain Function Centre accommodating:	New Community Centre Facility accommodating:
<ul style="list-style-type: none"> Function room and bar facilities 	<ul style="list-style-type: none"> New community centre function room with kitchenette/servery with access to new amenities including universal access and baby change facilities.
<ul style="list-style-type: none"> Accommodating approx. 250 people. 	<ul style="list-style-type: none"> Accommodating approximately 250 people.
Brick Building fronting Goddard Street:	No Replacement Building Proposed – Facilities Accommodated in New Grandstand:
<ul style="list-style-type: none"> Spectator matchday ticket gate 	<ul style="list-style-type: none"> Spectator matchday ticket gate to be accommodated in new grandstand facility.
<ul style="list-style-type: none"> Matchday food and beverage 	<ul style="list-style-type: none"> Matchday food and beverage offering will be located in the new members and non-members lounges/bar facilities in the new grandstand. With potential for a small pop-up bar facility at oval level.

10.3 Proposed Development Vehicle Access

The proposed redevelopment of the Zone 1 Perth Football Club area includes a single vehicle access into the future Perth Football Club facility, as outlined below:

- Maintenance and Emergency Vehicle Access to Oval from Goddard Street
 - Located to the north of the proposed new grandstand.
 - Approximately 4m wide gated maintenance vehicle access from Goddard Street via the crossover into the Goodard Street car park.
 - Provides access to the oval playing surface for maintenance vehicles and equipment, as well as emergency vehicle access to the side of the playing surface.
 - The gated maintenance and emergency vehicle access will be closed on game days and game day vehicle access will be controlled by Perth Football Club.

10.4 Proposed Development Parking Arrangements

The proposed redevelopment of the Zone 1 Perth Football Club area includes the following car parking provision:

- 16x on-street 90 degree parking bays along the eastern side of Goddard Street to be allocated for the sole use of Perth Football Club – each parking bay to be signedposted RESERVED – PERTH FOOTBALL CLUB PARKING (or similar) – with Perth Football Club to operate a permit scheme (subject to agreement by the Town) for parked vehicles to display a valid permit to park in these bays.
- 1x on-street 90 degree ACROD parking bay with adjoining shared bay along the eastern side of Goddard Street – for use by all ACROD Parking Permit holders.
- 2x on-street parallel parking bays along the eastern side of Goddard Street for short stay passenger drop-off or pick-up only – bays to be signposted PICK-UP OR SET-DOWN ONLY – VEHICLES MUST BE OCCUPIED AT ALL TIMES (or similar).
- 4x on-street parallel parking bays along the eastern side of Goddard Street allocated as the servicing and loading zone for Perth Football Club – the parking zones to be signposted RESERVED – PERTH FOOTBALL CLUB LOADING ZONE (or similar).

The proposed redevelopment of the Zone 1 Perth Football Club area will retain the existing non-game day and game day use of the Goddard Street car park to the north of the Perth Football Club area.

- Non-Game Day Use of Goddard Street Car Park
 - The car park entry gate is open and all bays are available for public parking – including providing access to the adjacent proposed new community centre.
- Game Day Use of Goddard Street Car Park
 - The car park entry gate is open and access controlled by Perth Football Club staff – permitting game day parking for players and umpires as required.

10.5 Proposed Development Servicing Arrangements

Proposed non-game day servicing arrangements:

- It is proposed that 4x on-street parallel parking bays along the eastern side of Goddard Street are allocated as the servicing and loading zone for Perth Football Club – the parking zones to be signposted RESERVED – PERTH FOOTBALL CLUB LOADING ZONE.
- The loading zone will be used by all non-game day deliveries and servicing of the new grandstand facility and community centre, this includes:
 - Food and drink deliveries to Perth Football Club and/or the community centre
 - Equipment deliveries or courier deliveries to Perth Football Club
 - Grease trap servicing of Perth Football Club kitchens
 - Kerb side waste collection – with bins left alongside the loading area for collection
- Where possible all deliveries and servicing will be scheduled to occur outside of game days at Lathlain Park.

Proposed game day servicing arrangements:

- On game days the 4x on-street parallel parking bays along the eastern side of Goddard Street marked and signposted as the Perth Football Club loading zone, will be utilised by TV trucks and any supporting media vehicles.
- It is planned that in the verge on the eastern side of Goddard Street adjacent to the loading zone bays, will be a small secure unit housing media connections serviced by underground conduit to connect to the media facilities in the new grandstand – this will enable TV trucks to park-up in loading zone and plug into the adjacent media unit and avoid the current arrangement of extensive cabling being run from the TV trucks above ground (across footpaths and fences) to connect to the media facilities in the grandstand.
- The loading zone is of sufficient length to accommodate x2 of the largest TV trucks operated by the media production teams that televise events from Lathlain Park – with sufficient room for both TV trucks to operate the rear loader to unload and load TV equipment.
- Media equipment will be wheeled a short distance from the loading zone via the main entrance into Perth Football Club and then via the lift in the lobby area – either up to the upper level game day media platform or down to the oval level to access the playing surface or camera positions around the playing surface.

10.6 Proposed Development Pedestrian Network/Infrastructure

The Zone 1 Perth Football Club redevelopment area movement plan shows the alignment for the main pedestrian movements and key landscaping zones. Main pedestrian movements are accommodated along the footpaths located between the 90 degree parallel parking bays and the new buildings, and connect directly to the proposed two main entrances to Lathlain Park.

The landscape zones create informal public spaces with good amenity and shade and will provide places for people to meet up and spend time while waiting for others to arrive. Given this is the main entry gate and that all trips at this point are walking, this area should provide highest quality amenity and infrastructure for a safe, convenient and enjoyable pedestrian environment.

The 90 degree parking bays should have wheel stops to ensure vehicles do not encroach over the footpath.

For the entrance to the function centre, consideration should be given to the application of CPTED principals to ensure that people feel safe at all times of the day.

The location and proposed operation of a permanent Perth Football Club loading zone along the eastern side of Goddard Street marked and signposted as the Perth Football Club loading zone – will be utilised for deliveries and servicing on non-game days and game days at Lathlain Park.

To ensure pedestrians are directed to a safe location to cross from the existing footpath on the southern side of Staines Street and western side of Goddard Street to access the Perth Football Club main entrance – consideration should be given to provide an additional footpath extension and pram ramp crossing on the western and eastern sides of Goddard Street between the loading zone bays and ACROD bay on the eastern side of Goddard Street.

10.7 Proposed Development Bicycle Network/Infrastructure

Staff Facilities

The proposed development includes changerooms and showers for Perth Football Club players, the away team players and umpires, there is no requirement to provide additional dedicated end of trip facilities for these uses.

However, for other Perth Football Club support staff and game day/function staff who work in club administration, ticket sales or in the bar/kitchen areas, they have access to staff changerooms and lockers located on the oval level of the development.

Staff will be able to securely park their bike in wall mounted bike racks located on the oval level of the development in the corridor adjacent to the storage rooms – the wall mounted bike parking can be access by one of two routes:

- Staff can wheel their bike into the club lobby and use the lift down to the oval level of the development and then wheel their bike along the corridor to the location of the wall mounted bike parking, or
- Staff with access to the side gate can wheel their bike down the vehicle ramp to the north of the new grandstand to access the building from the oval side and then wheel their bike along the corridor to the location of the wall mounted bike parking.

The number of wall mounted bike racks to be provided will be determined at detailed design in collaboration with the Town.

The staff end of trip facilities are located on the oval level of the development and include separate male and female changerooms. Each changeroom includes a toilet and shower and space to change – the staff changerooms are accessed via an entry room that includes staff lockers to securely store personal items.

Visitor / Spectator Facilities

The Lathlain Park Management Plan outlines that across the Lathlain Precinct (including the Zone 1 Perth Football Club area) that publicly available secure bike parking at highly visible access points in key locations will be provided.

Given that the proposed development includes a community centre and provides the main entrance to the grandstands, bike parking should be easily accessible within this location for visitors and spectators alike.

It is suggested that as a minimum four u-rail bike racks are provided in proximity to both the community centre and Perth Football Club main entrances – similar to the u-rail bike racks provided outside the Waalitj Foundation on Bishopsgate Street.

The number of u-rail bike racks to be provided will be determined at detailed design in collaboration with the Town.

10.8 Public Transport Services

The Zone 1 Perth Football Club area is well served by public transport services. The entrance to the proposed grandstand redevelopment site is approximately 450m from Victoria Park Station. Victoria Park Station is served by Armadale or Thornlie line trains to Perth at 15 minute frequencies on weekdays and weekends.

The 39 bus service runs from the Elizabeth Quay Bus Station through to Redcliffe via Cloverdale and Belmont. It is a suburban route that provides access for largely residential areas to Belmont, Great Eastern Highway, the Causeway East Interchange and central Perth. Transperth buses currently operate at 15 minute frequencies during weekday peak periods and sixty minute frequencies on Sundays. The distance from the proposed entrance point of the grandstand redevelopment site to the bus stops is approximately 470m.

10.9 Traffic Assessment

The proposed redevelopment of Zone 1 Perth Football Club is effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

The one exception is the new community centre function room, which is expected to facility that will be popular with the community to hire for a range of purposes including children's parties or community social events or community classes (yoga, dance etc).

It is expected that the new community centre function room would see an increase in the venue being hired out on weekday evenings outside of core game day activities at Lathlain Park.

It is expected that any increase in the community centre function rooms hire popularity and associated site visitation activity would not be significant and be accommodated through existing available weekday evening on-street parking around the Lathlain Precinct, including the Goddard Street car park adjacent to the proposed new community centre.

As such, the proposed Zone 1 Perth Football Club redevelopment proposals are not expected to have a significant impact on existing operations of the transport networks within the Lathlain Precinct or those networks that provide access to the Lathlain Precinct.

It is expected that the existing on-street parking across the precinct and within proximity of the proposed Zone 1 Perth Football Club redevelopment will continue to operate as they have done over recent years with similar levels of football related Precinct activity expected to continue.





ARTIST'S IMPRESSION OF VIEW FROM OVAL (IMAGE SOURCE: HAMES SHARLEY)

Travel Plan

LATHLAIN PARK ZONE 1 REDEVELOPMENT

PROJECT	Lathlain Park Zone 1 Redevelopment – Travel Plan			
FILE NAME	81113-843-FLYT-REP-0004_Rev1			
Revision	Description	Originator	Review	Date
0	Draft	MDR	CAS	08/09/2023
1	Final	MDR	CAS	20/09/2023

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1. INTRODUCTION

This Travel Plan has been prepared by Flyt in support of the Lathlain Park Zone 1 redevelopment of the Perth Football Club facilities.

This initial document provides the foundations for the development of a complete and detailed Travel Plan which is to be finalised and implemented once the Perth Football Club move into the new Lathlain Park Zone 1 facility.

This document outlines the process for completing the Travel Plan and highlights the information necessary for implementation in order to improve travel choices to and from Lathlain Park for Perth Football Club visitors, fans, staff and players.

2. CONTEXT

The redevelopment of the Perth Football Club facilities forms the final part of the broader Lathlain Precinct Redevelopment Project (LPRP), a \$100M revitalisation project to create a sustainable multi-use sporting, recreation, health and education precinct for the whole community.

The LPRP is made up of eight (8) zones of redevelopment, seven (7) of which have been completed and delivered, with the redevelopment of Zone 1 Perth Football Club the final area of redevelopment to occur.

Zone 1 considers the redevelopment of the Perth Football Club building and immediate surrounds. The existing 63 year old grandstand does not meet current sporting code or accessibility standards and is no longer fit for purpose.

LPRP Zone 1 will involve replacement of the dilapidated grandstand and construction of new facilities spanning football administration, training, spectator and community facilities.



Figure 1 Lathlain Precinct Redevelopment Project – redevelopment zones (source: Town of Victoria Park)

3. DEVELOPMENT IMPACT SUMMARY

The proposed redevelopment of the Lathlain Park Zone 1 Perth Football Club facilities can be summarised as follows:

- Construction of a new grandstand featuring new changeroom facilities, new members and non-members lounge/bar, new spectator ticket gate and toilet facilities and new community centre function room.
- Demolition of the existing grandstand featuring outdated changeroom facilities, members lounge/bar, spectator ticket gate and toilet facilities and outdated Lathlain Function Centre.
- The new grandstand and community centre will replace the existing outdated grandstand and Lathlain Function Centre. The new grandstand will have 200 fewer seats than the existing grandstand and provide up to date modern changeroom facilities, spectator facilities and community centre function space – replacing like for like outdated facilities in the existing old grandstand.
- It is proposed that there is a like for like replacement of existing Perth Football Club operational on-site parking bays (approximately 20 bays) with on-street parking bays along Goddard Street for the sole use of Perth Football Club staff.
- The redevelopment proposals are not expected to change the existing activity and events hosted at Lathlain Park, nor increase the number or scale of events hosted at Lathlain Park.
- The redevelopment proposals are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

4. TRAVEL PLAN STATEMENT

The Perth Football Club will move into a new, dedicated and state of the art home at Lathlain Park.

The Perth Football Club have worked with the Town of Victoria Park over a number of years to plan for this facility and to make sure that they play an active role in the local community.

Part of that responsibility is to work with the Town of Victoria Park on reducing Perth Football Club's overall impact on the community and support travel measures which promote active modes and reduce use of private vehicles to and from the new facility.

This initial Travel Plan is the blueprint of measures which will inform, encourage and ultimately help change the way that Perth Football Club employees and visitors choose to travel to and from the new facility.

This will be an active document that will be owned by the staff and administration of the Perth Football Club, and it will support their efforts in implementing the Your Move programme that is supported by the Town and various State Government Agencies.

The Travel Plan should be endorsed by the Board of Perth Football Club and set in place a change that is better for our staff and for the community as a whole.

5. THE TRAVEL PLAN

Both the State Government and Town of Victoria Park are supportive of providing as much opportunity to local employers and organisations to become active in managing their own travel behaviours for the betterment of the community as a whole – it is broadly referred to as Travel Demand Management.

This Travel Plan will provide information to Perth Football Club staff and visitors and set in motion a process that will be updated on an annual basis. The Travel Plan will include:

- Information on travel choices
- How Perth Football Club will manage the Travel Plan
- Information on how Perth Football Club travel
- Objectives and targets
- What actions Perth Football Club will be taking as an organisation
- How Perth Football Club will monitor the Travel Plan



6. TRAVEL CHOICES INFORMATION

This section provides information and links to documents that will assist improve travel choices to and from Lathlain Park for Perth Football Club visitors, fans, staff and players.

This information should be used by Perth Football Club to promote non-car based travel to Lathlain Park for visitors, fans, staff and players.

6.1 Public Transport – Train

The Perth Football Club redevelopment is within an easy walking distance of 450m from Victoria Park Station. The Station is served by Armadale or Thornlie line trains from Perth Station every 15 minutes (weekdays and weekends) – typically from Platform 4 or 5. It is a short 8-minute trip from Perth and only stops at three other stations on the way.



Figure 2 Lathlain Park to Victoria Park Station (aerial image source: MetroMap)

The cost is minimal. A 1 Zone fare from Perth is \$3.40 or \$2.72 on your SmartRider card.

Information on fares can be found at the link below.

<http://www.transperth.wa.gov.au/tickets-fares/fares>

There are a number of websites and apps that you can look at to get up to date information on travel by public transport.

The Transperth Journey Planner is one of those – either visit the website (link below) or download the Journey Planner for Android or Apple devices.

<http://www.transperth.wa.gov.au/>

<http://www.transperth.wa.gov.au/Journey-Planner/Mobile-Services/Official-Transperth-App>

The App now enables you to track any ferry, train or bus live, providing up-to-date information on the current location and progress of your chosen public transport.

The screenshot below shows the App in action, displaying the location of the bus 39 and how long until it arrives at your bus stop.

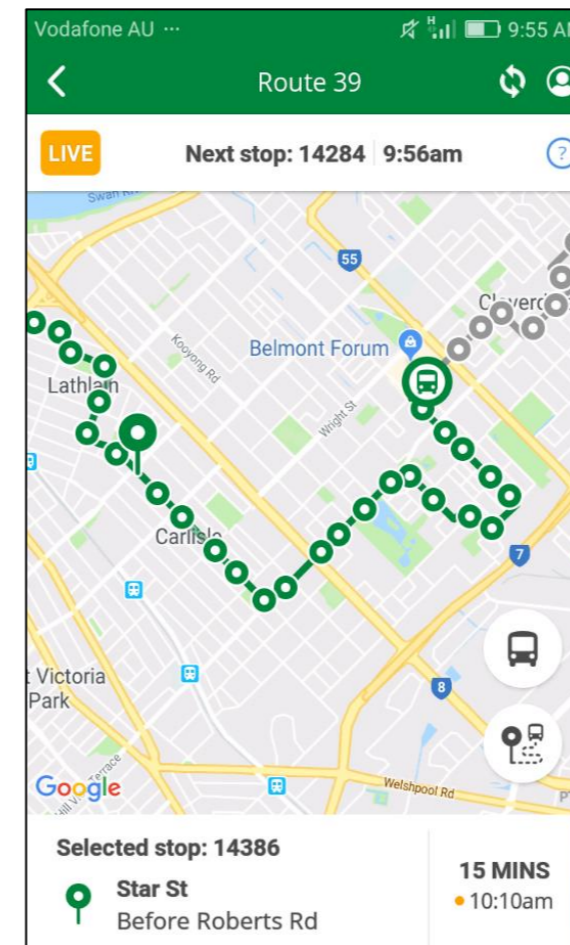


Figure 3 SmartRider Journey Planner App – live bus tracking (source: Transperth)

You can also get information from the transit drop down menu in Google Maps. Simply click on the link below and you'll be taken to the Google Maps view. Hit the directions button and it will provide you with information on how to get to the site from wherever you are in Perth.

[Google Map Link](#)

6.2 Public Transport – Bus

The Perth Football Club redevelopment is also close to bus services that run through Lathlain, along Shepperton Road or through Carlisle. Although it won't drop you at the front door, stops are within easy walking distance from the site through the streets of Lathlain.

The 39 bus is the closest route which starts at Elizabeth Quay Bus Station includes stops at the Causeway and Belmont Forum and stops 470m from the Perth Football Club redevelopment site.



Figure 4 Lathlain Park to bus stops on Howick Street (aerial image source: MetroMap)

There is a link to the current timetable for the 39 bus service below, or you can use the overall Journey Planner or Google Maps to help you plan for interchanges and times.

[39 Bus Route Timetable](#)

If you want to plan your journey on a map rather than an App, Transperth have full network maps on their website, just follow the link below.

[Network Map](#)

6.3 Walking and Cycling

The Perth Football Club redevelopment site is within easy walk or cycle distance to local amenities in the Lathlain Precinct as well as local retail areas on Archer Street and Gallipoli Street.

The Department of Transport have comprehensive cycling network maps covering Perth – the central area map for metropolitan Perth covers area surrounding Lathlain Park and can be found at the link below.

[Cycling Network Map](#)

The Town of Victoria Park has an excellent local 'Your Move' walking and cycling map that will help you out – as shown below.



Legend

- | | | |
|--|-----------------------------------|------------------------------------|
| Principle Shared Path | Picnic Area, Barbeque | Post Office, Post Box |
| High Quality Shared Path (Bikes & Pedestrians) | Community Garden | Library, Telephone |
| Other Shared Path (Bikes & Pedestrians) | Playground | Kindergarten / Child Health Centre |
| Local Bicycle Friendly Route | Skate Park | Bicycle Shelter, Bicycle Locker |
| Bicycle Boulevard | Dog Exercise Area | Bicycle Parking |
| Bicycle Lanes or Sealed Shoulders | Drinking Fountain | Bicycle Shop |
| One-way Traffic | Place of Worship | Bicycle Repair Station |
| Train and Bus Transfer | Outdoor Exercise Equipment | Bicycle Pump Station |
| Train Station | Supermarket, Shopping Centre | Bicycle Hire |
| Bus Station | Delicatessen, Convenience Store | Walk Trail |
| Railway Crossing | High School, University & College | |
| Traffic Light | Community / Cultural Centre | |
| Road Bridge, Footbridge & Underpass | Public Toilet, Accessible Toilet | |
| | Hospital | |



Figure 5 Walking and Cycling Map (source: Town of Victoria Park / Department of Transport)

For cycling, the Perth Football Club redevelopment is well located for access by bike. There are cycle lanes on Bishopsgate Street and Roberts Road in proximity to the new facility – which provide connections to paths around Perth.

To make the ride to and from the Perth Football Club facility easier, the redevelopment incorporates high quality end of trip facilities – these include:

- Changerooms with showers, toilets and lockers for Perth Football Club players, the away team players and umpires
- Male staff changeroom with shower and toilet with access to lockers
- Female staff changeroom with shower and toilet with access to lockers
- Non-game day visitors provided with access to changeroom with shower and toilet and access to lockers
- Secure bicycle parking for staff, players and umpires in the oval level adjacent to the storage rooms (see Transport Assessment for details).

New parking for visitor and spectator bicycles will be located in front of the facility (see Transport Assessment for details), with existing bicycle parking also provided across the Lathlain Precinct.

6.4 Parking

Perth Football Club will have limited parking available in proximity to the redeveloped facility.

The overall arrangement for parking is set out in a separate Parking Management Plan for the Perth Football Club and Community Centre redevelopment.

The redevelopment will include two permanent pick-up or set-down only bays along Goddard Street – as well as an ACROD bay with adjoining shared bay also along Goddard Street.

6.5 Information

Perth Football Club should provide a pack of this information to all staff electronically. In addition, they should provide hard copies of bus and train timetables, Your Move material and cycling information in the staff amenities area for everyone to easily access it.

Perth Football Club should also make sure all of this information is readily available to their intranet system (if they operate one), so staff and players can find details on travel choices easily.

Where possible, all game day communications to Perth Football Club members and ticket holders should include a reminder of the travel choices to access Lathlain Park and a link to travel choice information on the Club’s website.

6.6 Your Move Workplaces

Perth Football Club should consider enrolling in the Your Move Workplaces programme and communicate this to staff and players once enrolled.

The Your Move Workplaces programme helps build interest and momentum in changing travel behaviours as well as providing ongoing support and resources.

Information on the Your Move Workplaces programme can be found at the link below.

[Your Move Workplaces](#)

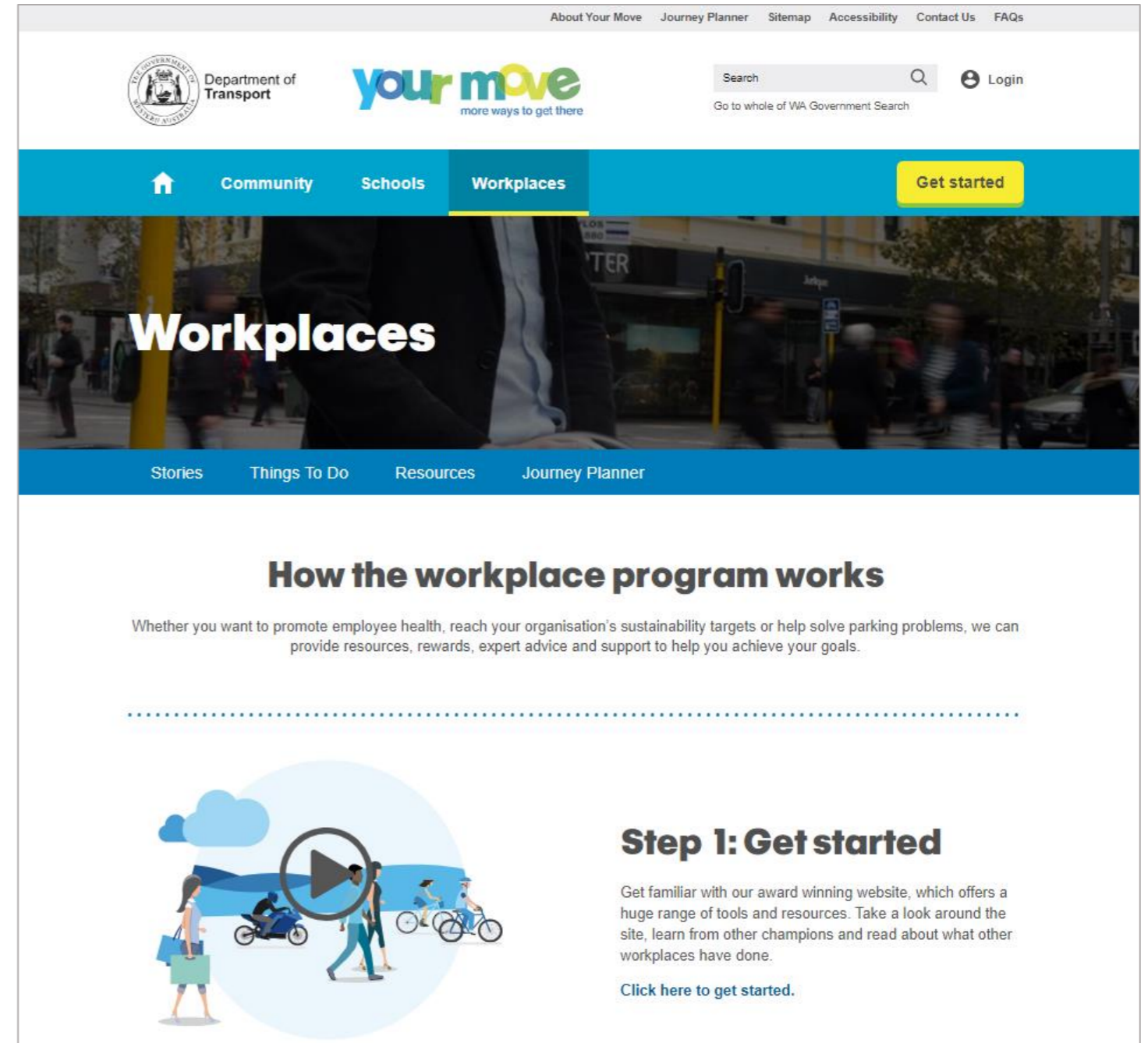


Figure 6 Your Move Workplaces (source: Department of Transport)

6.7 Armadale/Thornlie Line Shutdown

The Armadale/Thornlie Line will close from 20 November 2023 until mid-2025 as part of METRONET’s Victoria Park – Canning Level Crossing Removal, Byford Rail Extension and Thornlie-Cockburn Link projects.

During the shutdown, there will be no train services between Armadale/Thornlie and Victoria Park Station. Trains will continue to operate between Victoria Park Station and Perth Station, with seven new and five enhanced bus routes introduced to the bus network to support existing timetabled services.

Figure 7 shows the extent of the Armadale/Thornlie Line that will be shutdown with no trains operating, and Figure 8 shows the new and enhanced bus routes operating in proximity of Victoria Park Station during the shutdown period.

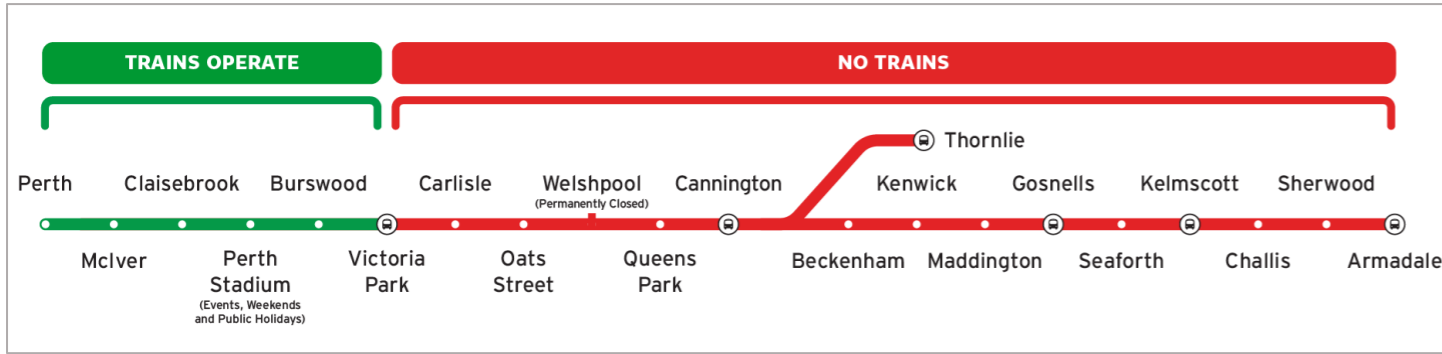


Figure 7 Extent of the Armadale/Thornlie Line shutdown (source: Transperth)

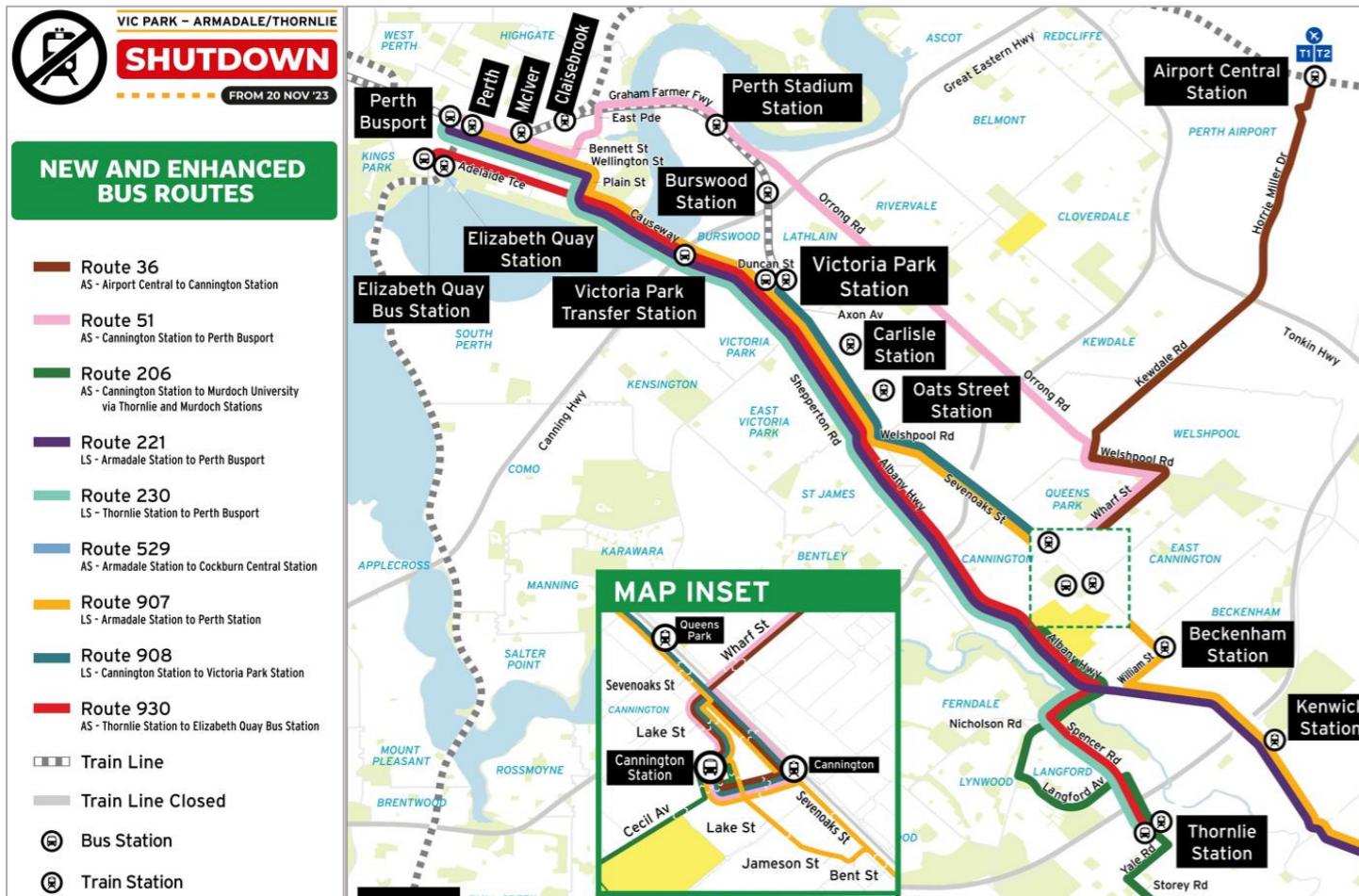


Figure 8 New and enhanced bus routes operating in proximity of Victoria Park Station during the shutdown period (source: Transperth)

The new 908 bus service will provide a high frequency bus service between Cannington Station and Victoria Park Station via Shepperton Road – serving areas of Cannington, East Victoria Park and Victoria Park (as shown in Figure 9). The 908 bus service will provide a replacement public transport service to access Victoria Park Station and the Lathlain Park Precinct facilities.

Weekday services will operation from 5.30am through to midnight (and 2am on Fridays) – operating on a 15 minute frequency until 7pm and then a 30 minute frequency until midnight. Weekend services will operate from 6am through to 2am – operating on a 15 minute frequency until 7pm and then a 30 minute frequency until midnight.

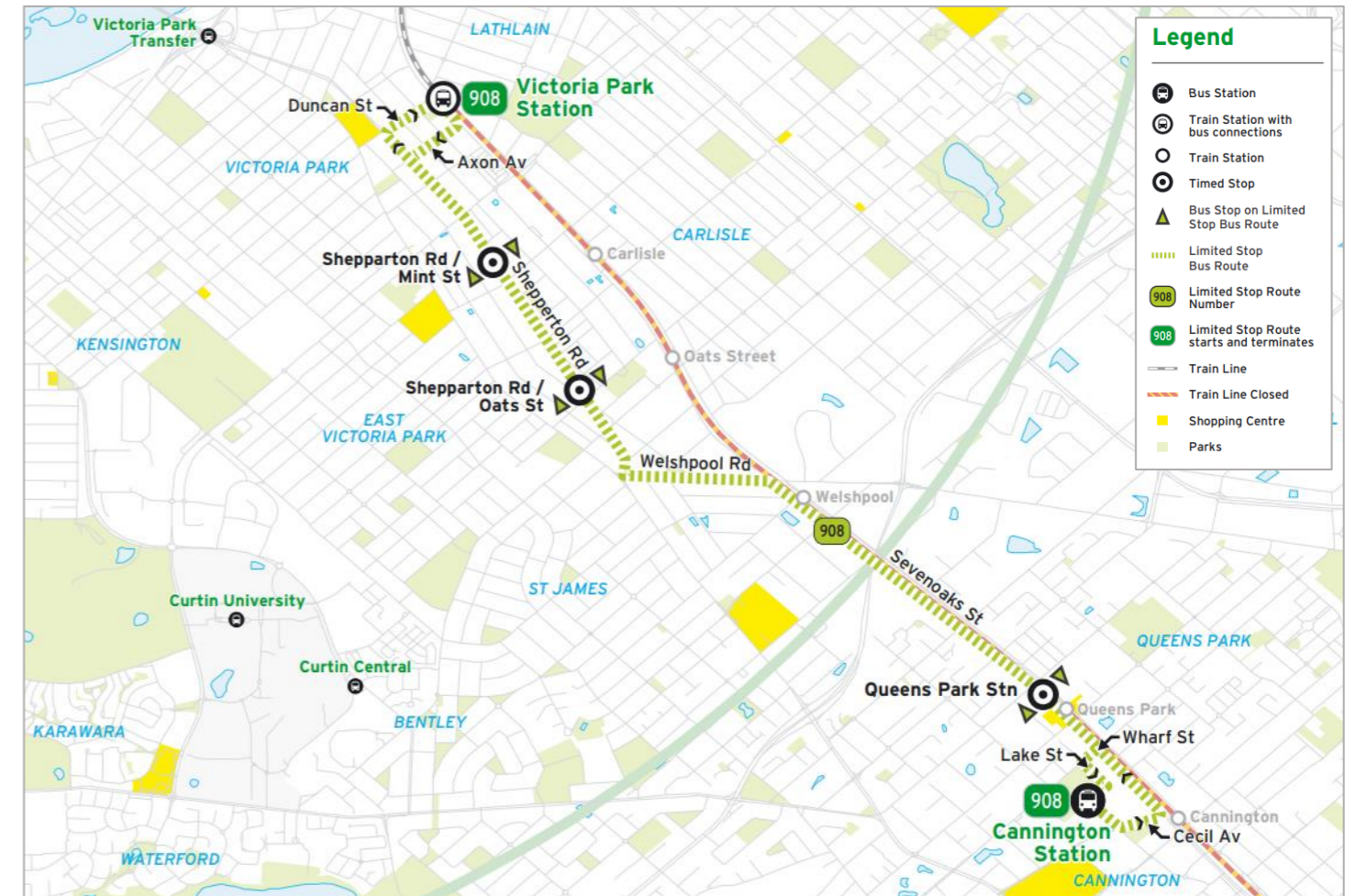


Figure 9 New 908 bus service route to operate during the Armadale/Thornlie Line shutdown (source: Transperth)

The new 907 and 930 bus services and the enhanced 221 and 230 bus services will serve the Shepperton Road corridor. The Shepperton Road corridor is an 800-900m walk to the Lathlain Park Precinct (either via Miller Street-Roberts Road or Duncan Street-Victoria Park Station-Bishopsgate Street) -and is likely to be considered too far to walk for most people wishing to access the Precinct.

Information on the Armadale/Thornlie Line shutdown impacts on train and bus services can be found at the link below.

[Armadale/Thornlie Line Shutdown - Impacts on Train and Bus Services](#)

7. INTERNAL MANAGEMENT

In order to make sure the Travel Plan continues to inform and be updated, Perth Football Club should be managing the document and their efforts over the course of the year.

Perth Football Club should commit to:

- Have the final Travel Plan endorsed by the CEO
- Appoint an internal Travel Plan co-ordinator whose role it will be to provide a focal point throughout the year for the measures contained in this Travel Plan.
- Update the information available to Perth Football Club staff through internal e-communications, including any information from Transperth or the Town of Victoria Park which would influence staff travel to and from the site.
- Provide as much information as practical in staff amenity areas on travel choices
- Provide an annual note to the Board over the implementation of the Travel Plan

8. TRAVEL PATTERNS

So that Perth Football Club can monitor the travel patterns of staff, they should undertake a workplace survey which will help us capture details about how staff and players travel to and from our site.

The initial survey will help us set the scene for the successful implementation and evolution of the Travel Plan (see www.yourmove.org.au/workplaces).

The survey should include information around:

- How often staff and players use certain travel modes to get to and from the facility
- Profile information
- What influences staff and players travel choices to and from the facility
- What information is available to staff and players
- What incentives could be offered for changing travel patterns
- Awareness of general travel demand management campaigns

Perth Football Club staff and players completing the following table (see Table 1) would help identify existing opportunities, and where changes need to be made.

Table 1 Opportunities and constraints per mode. To be completed by Perth Football Club upon completion of the staff and workplace survey

Theme	Opportunities	Barriers
Car access and parking	•	•
Car pooling	•	•
Public transport	•	•
Cycling	•	•
Walking	•	•
Teleworking	•	•
Information on travel options	•	•

A brief explanation of the survey method and process used as well as key findings would be used to inform the final Travel Plan to be adopted by Perth Football Club. A graph or chart of the key results should be included.

9. OBJECTIVES AND TARGETS

9.1 Objectives

Perth Football Club, as an organisation, should seek to manage the overall impact of travel to and from the site and also promote healthier, more sustainable transport choices amongst its staff.

Perth Football Club should seek to reduce reliance on single occupancy vehicles and increase use of active transport such as walking, cycling and using public transport when going to and from work.

This is important because prominent organisations in the community, as such Perth Football Club, should take a lead in supporting the programs of the Town of Victoria Park and the State Government when it comes to helping reduce the overall impact of private vehicle trips in Perth.

There are also clear messages in the benefits of active transport – particularly walking and cycling – that Perth Football Club should want to promote internally as well as with other organisations. Fitter and more active employees are fitter and happier people – everyone benefits from being healthier.

9.2 Targets

Upon completion of the staff and workplace survey, a specific set of targets should be developed by Perth Football Club. These targets should be guided by the objectives and be implemented through the list of actions outlined in Table 2.

The targets need to be specific, clear and identifiable as well as being measurable within a set timeframe.

Examples include:

- A reduction in solo car commuting by 40% over the next three years
- A 35% increase in people cycling to work 3 days a week from 2023 levels
- A 10% reduction in the number of sick days taken by staff from 2023

As an organisation Perth Football Club will need to develop these targets so that they can track their progress in achieving the objectives set.

10. TRAVEL PLAN ACTIONS

Because this is would be the Perth Football Club's first Travel Plan, the first year in implementing the initial Travel Plan will also be about learning how to manage the process and what actions Perth Football Club can take to help manage their travel patterns.

Some broad actions are set out below that would help Perth Football Club achieve their objectives. These actions need to be workshopped by staff in order to capture their own thoughts and ideas.

Table 2 Travel Plan Actions – specific actions to be determined in collaboration with Perth Football Club staff

Travel Plan Elements	HOW (Key Tasks)	WHO (Responsible)	WHEN (Timeframe)
Reduce Single Occupant Car Use			
1. Manage supply of on-site parking			
2. Promote car pool / ride sharing			
3. Examine salary sacrifice for vehicles provisions			
Increase Bicycle Use			
1. Install end of trip facilities including secure bike parking, lockers and showers.			
2. Maintain high quality of end of trip facilities			
3. Provide good bike access to surrounding bike network			
4. Raise awareness of end of trip facilities and cycle routes, include in staff induction.			
5. Provide incentives for bike use			
6. Participate in 'Ride to Work' days			
7. Provide hard copy and e-information on cycling			
Increase Walking			
1. Provide good pedestrian access to surrounding footpaths			
2. Raise awareness of pedestrian routes and end of trip facilities, include in staff induction.			
3. Provide incentives for walking to work			
4. Participate in 'Walk to Work' days			
5. Participate in the Your Move Workplace Program			
Increase Use of Public Transport			
1. Raise awareness of public transport routes, include in staff induction.			
2. Provide subsidised travel, SmartRider cards			
3. Provide incentives for public transport use			
Plan Management			
1. Undertake annual survey of travel patterns			
2. Appoint internal co-ordinator			
3. CEO and Board Endorsement / Information			
4. Make visible travel choice data and information			

11. MONITORING AND REPORTING

Perth Football Club should undertake a review of the Travel Plan after a year of its initial implementation. That way, Perth Football Club will be able to establish some targets for the following year which would set targets and timescales for changing travel behaviours for their staff.

The initial goal should be for Perth Football Club to provide as much information to their staff as possible and set in place a culture of promoting and supporting active transport measures as best they can.







Parking Management Plan

LATHLAIN PARK ZONE 1 REDEVELOPMENT

PROJECT	Lathlain Park Zone 1 Redevelopment – Parking Management Plan			
FILE NAME	81113-843-FLYT-REP-0003_Rev1			
Revision	Description	Originator	Review	Date
0	Draft	MDR	CAS	07/09/2023
1	Final	MDR	CAS	20/09/2023

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1. INTRODUCTION

1.1 Background

This Parking Management Plan (PMP) has been prepared by Flyt in support of the Lathlain Park Zone 1 redevelopment of the Perth Football Club facilities, and supplements the Transport Impact Assessment (TIA) report submitted as part of the Development Application (DA) for the redevelopment.

The redevelopment of the Perth Football Club facilities forms the final part of the broader Lathlain Precinct Redevelopment Project (LPRP), a \$100M revitalisation project to create a sustainable multi-use sporting, recreation, health and education precinct for the whole community.

The LPRP is made up of eight (8) zones of redevelopment, seven (7) of which have been completed and delivered, with the redevelopment of Zone 1 Perth Football Club the final area of redevelopment to occur. Figure 1 shows the location of the LPRP redevelopment zones.

Zone 1 considers the redevelopment of the Perth Football Club building and immediate surrounds. The existing 63 year old grandstand does not meet current sporting code or accessibility standards and is no longer fit for purpose.

LPRP Zone 1 will involve replacement of the dilapidated grandstand and construction of new facilities spanning football administration, training, spectator and community facilities.

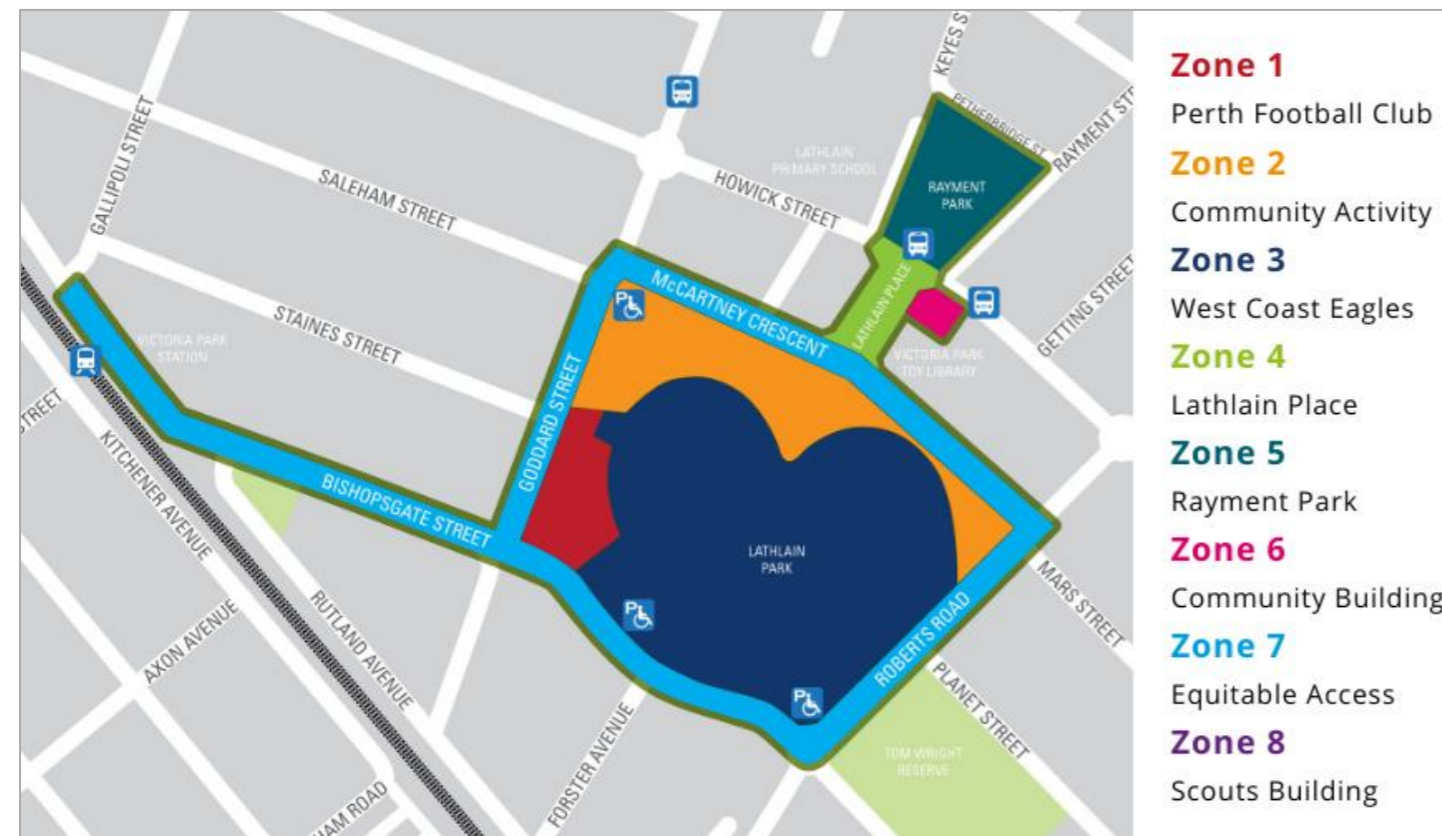


Figure 1 Lathlain Precinct Redevelopment Project – redevelopment zones (source: Town of Victoria Park)

1.2 Development Impact Summary

The proposed redevelopment of the Lathlain Park Zone 1 Perth Football Club facilities can be summarised as follows:

- Construction of a new grandstand featuring new changeroom facilities, new members and non-members lounge/bar, new spectator ticket gate and toilet facilities and new community centre function room.
- Demolition of the existing grandstand featuring outdated changeroom facilities, members lounge/bar, spectator ticket gate and toilet facilities and outdated Lathlain Function Centre.
- The new grandstand and community centre will replace the existing outdated grandstand and Lathlain Function Centre. The new grandstand will have 200 fewer seats than the existing grandstand and provide up to date modern changeroom facilities, spectator facilities and community centre function space – replacing like for like outdated facilities in the existing old grandstand.
- It is proposed that there is a like for like replacement of existing Perth Football Club operational on-site parking bays (approximately 20 bays) with on-street parking bays along Goddard Street for the sole use of Perth Football Club staff.
- The redevelopment proposals are not expected to change the existing activity and events hosted at Lathlain Park, nor increase the number or scale of events hosted at Lathlain Park.
- The redevelopment proposals are effectively the replacement of like for like facilities, which will generate few, if any, additional vehicle trips on the local road network than is currently generated by the Zone 1 facilities and activities hosted.

1.3 Parking Management Plan Report Structure

This PMP for the Lathlain Park Zone 1 redevelopment of the Perth Football Club facilities is structured to align with the previous PMP prepared in March 2019 to support the development of the Lathlain Park Zone 2 West Coast Eagles Training and Administration Centre and Wirrpanda Foundation (now Waalitj Foundation).

This PMP has been prepared with the following sections:

- Overview of development proposals (Section 2)
- Allocation of parking bays (Section 3)
- Use of parking bays (Section 4)
 - Typical weekday operations
 - WAFL weekend game day operations
 - WAFL midweek game day operations

2. OVERVIEW OF DEVELOPMENT PROPOSALS

The LPRP Zone 1 will involve replacement of the existing dilapidated grandstand and construction of new facilities spanning football administration, training, spectator and community facilities.

The Zone 1 Perth Football Club redevelopment will include development of a new grandstand facility and with new parking arrangements as outlined in the following sections.

2.1 New Grandstand and Community Facilities

The new grandstand development will feature Perth Football Club and community facilities across three levels:

Goddard Street Level (middle level presents to Goddard Street)

- Pedestrian entry from Goddard Street to Perth Football Club and community facilities
- Perth Football Club facilities:
 - Lobby area
 - Main lounge and bar area
 - Game day general public ticket gate/ticketing table
 - Grandstand seating for approximately 800 spectators
- Community Centre facilities:
 - Community space
 - Kitchenette/servery
 - Views out onto the oval from the community space
- Access to shared amenities – male and female bathrooms, and universal access bathroom with baby change table

Upper Level (top level)

- Perth Football Club facilities:
 - Main club office and boardroom
 - Coaches and stats boxes
 - Media boxes (TV and Radio)
 - Media production facilities (platform for TV cameras)
 - Amenities including male and female bathrooms, and universal access bathroom

Lower Level (bottom level presents to the oval)

- Perth Football Club facilities:
 - Home and away team changerooms and bathrooms
 - Umpire changeroom and bathrooms
 - Staff bathrooms and lockers
 - First aid/medical room
 - Doctor/physio room
 - Equipment storage rooms
 - General public amenities accessed from pitch side – male and female bathrooms, and universal access bathroom

2.2 New Parking Arrangements

The new grandstand development will not feature any internal parking, with all parking external to the new grandstand facility, as shown in the context and movement plan (Figure 2) and outlined below:

- 19 new on-street car parking bays along Goddard Street adjacent to the site
 - 16 90 degree parking bays
 - 2 parallel parking bays
 - 1 ACROD bay with adjoining shared bay
- Retain existing Goodard Street (opposite Staines Street) parallel parking area – parking for up to 4 vehicles.
- From within the existing Goddard Street car park, gated vehicle access ramp to the north of the new grandstand – providing access to the oval for ambulance, maintenance and equipment vehicles.



Figure 2 Lathlain Precinct Redevelopment Project – context and movement plan (source: Emerge Associates, Rev E dated 06/06/23)

3. ALLOCATION OF PARKING BAYS

3.1 New Parking Arrangements

The redevelopment of the Zone 1 Perth Football Club area includes the following car parking provision (shown in Figure 3):

- 16x on-street 90 degree parking bays along the eastern side of Goddard Street to be allocated for the sole use of Perth Football Club – each parking bay to be signposted RESERVED – PERTH FOOTBALL CLUB PARKING (or similar) – with Perth Football Club to operate a permit scheme (subject to agreement by the Town) for parked vehicles to display a valid permit to park in these bays.
- 1x on-street 90 degree ACROD parking bay with adjoining shared bay along the eastern side of Goddard Street – for use by all ACROD Parking Permit holders.
- 2x on-street parallel parking bays along the eastern side of Goddard Street for short stay passenger drop-off or pick-up only – bays to be signposted PICK-UP OR SET-DOWN ONLY – VEHICLES MUST BE OCCUPIED AT ALL TIMES (or similar).
- 4x on-street parallel parking bays along the eastern side of Goddard Street allocated as the servicing and loading zone for Perth Football Club – the zone to be signposted RESERVED LOADING ZONE – PERTH FOOTBALL CLUB (or similar).

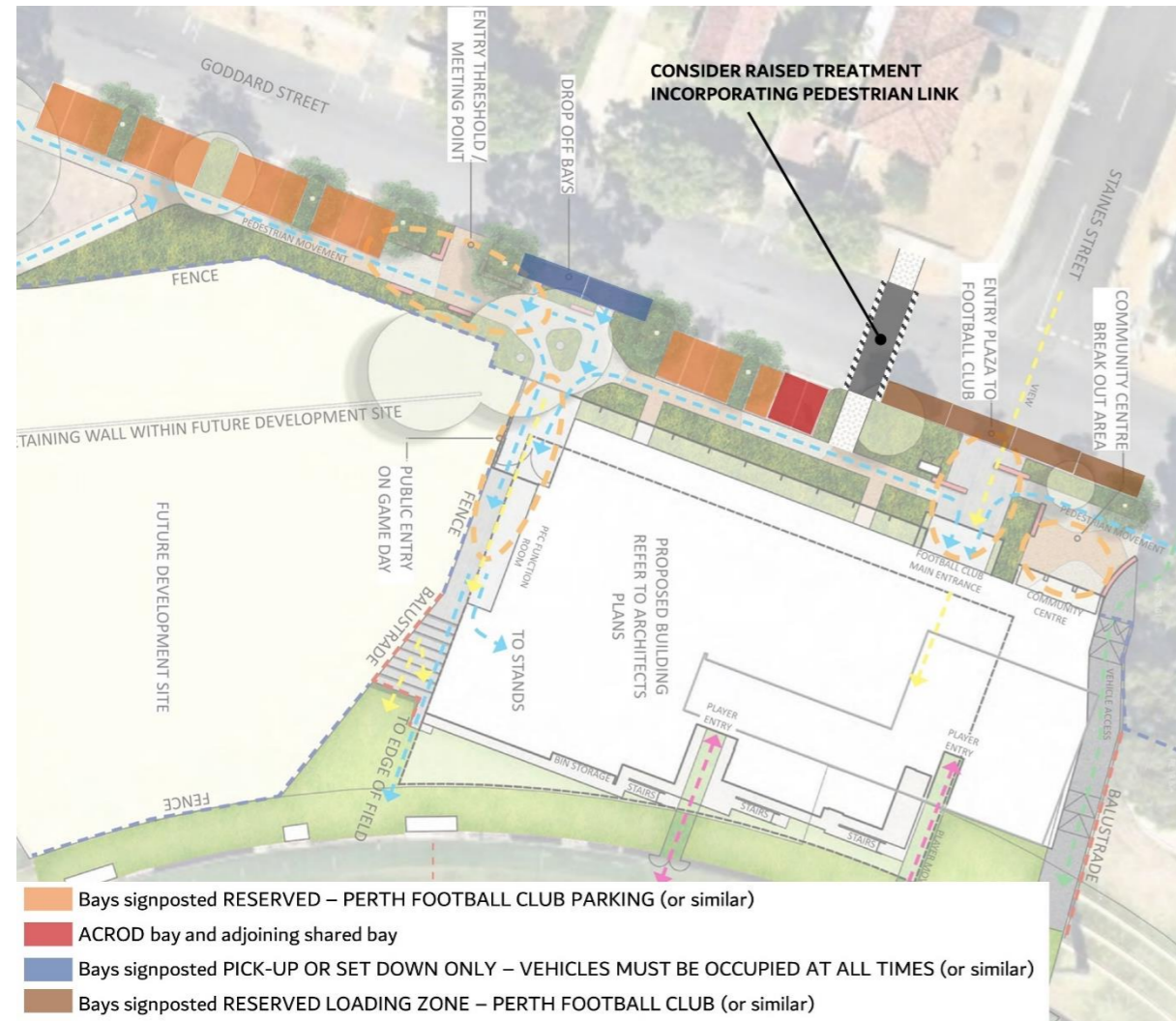
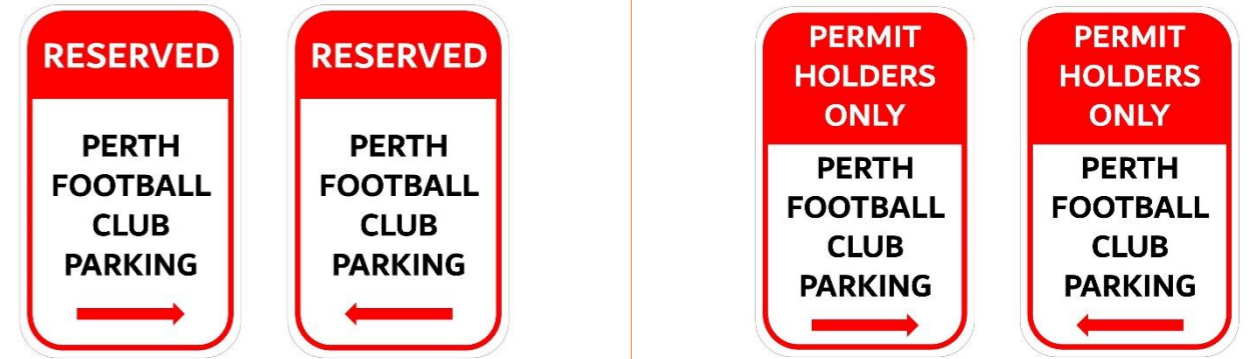


Figure 3 Parking bay allocation (base plan source: Emerge Associates, Rev E dated 06/06/23)

3.1.1 Perth Football Club Parking

The 16x on-street 90 degree parking bays allocated for the sole use of Perth Football Club could be signposted as follows (two options shown below):



3.1.2 Pick-Up or Set-Down Parking

The 2x on-street parallel parking bays for short stay passenger drop-off or pick-up only could be signposted as follows:



3.1.3 Loading Zone

The 4x on-street parallel parking bays linemarked as a loading zone for servicing of the Perth Football Club and community center facilities. The loading zone could be signposted as follows (two options shown below):



3.2 Retain Existing Parking Arrangements

The redevelopment of the Zone 1 Perth Football Club area will retain the existing non-game day and game day use of the Goddard Street car park to the north of the Perth Football Club area as outlined below and shown in Figure 4:

- Non-Game Day Use of Goddard Street Car Park
 - The car park entry gate is open and all bays are available for public parking – including providing access to the adjacent new community centre.
- Game Day Use of Goddard Street Car Park
 - The car park entry gate is open and access controlled by Perth Football Club staff – permitting game day parking for players and umpires as required.



Figure 4 Retain existing parking arrangements for the Goddard Street car park (source: Flyt, August 2023)

4. USE OF PARKING BAYS

4.1 Typical Weekday Operations

Business Hours 8.30am to 5.00pm

The typical weekday would see general use of Perth Football Club parking bays and loading zone – which would be the “normal” operation of the site.

The use of the 16x parking bays signposted RESERVED – PERTH FOOTBALL CLUB PARKING (or similar) would be restricted to permit holders only – with the Town and Perth Football Club to agree a suitable permit scheme.

It is expected that on a typical weekday the Perth Football Club parking bays would be occupied by Club staff based at or working from the Perth Football Club facility.

The majority of the administration related activity would occur during “typical” working and business hours of 8.30am to 5.00pm, peaking mid-morning when most people relating to the operation of the site being on the premises.

Note: not all staff positions listed below would be working at the same time from the Club facility

- Senior management and operational staff (including Club President, CEO, Football Operations Manager, Business Development Manager, Member Services Manager, Functions & Events Manager, Finance Officer, Property Manager)
- Community engagement staff (including Aboriginal Engagement Officer, Community Engagement Manager, Community Liaison Officer)
- Senior coaching staff (including Team Manager (League & Reserves), Head Coach (League & Reserves), Assistant Coach (League & Reserve), Senior Line Coaches x3, Head Strength & Conditioning Coach, Female Football Manager)

General public movements to attend daytime events at the Community Centre would continue to utilise the Goddard Street car park adjacent to the new grandstand facility and Goodard Street on-street parking in vicinity of the site – as is the case with attending current events at Lathlain Function Centre.

The loading zone would support adhoc weekday deliveries and servicing of the Perth Football Club and Community Centre facilities throughout the day.

Late Afternoon and Evening

The movements of the Perth Football Club playing group during pre and in-season times would be dictated by a range of factors and overall attendance numbers required for each event.

The majority of playing group activity on-site would occur late afternoon and during the evening to attend training sessions.

The playing group will continue to utilise the Goddard Street car park adjacent to the new grandstand facility and Goodard Street on-street parking in vicinity of the site, when parking to attend the Club.

General public movements to attend late afternoon and evening events at the Community Centre would continue to utilise the Goddard Street car park adjacent to the new grandstand facility and Goodard Street on-street parking in vicinity of the site – as is the case with attending current events at Lathlain Function Centre.

The weekday parking usage profile is outlined in Figure 5.

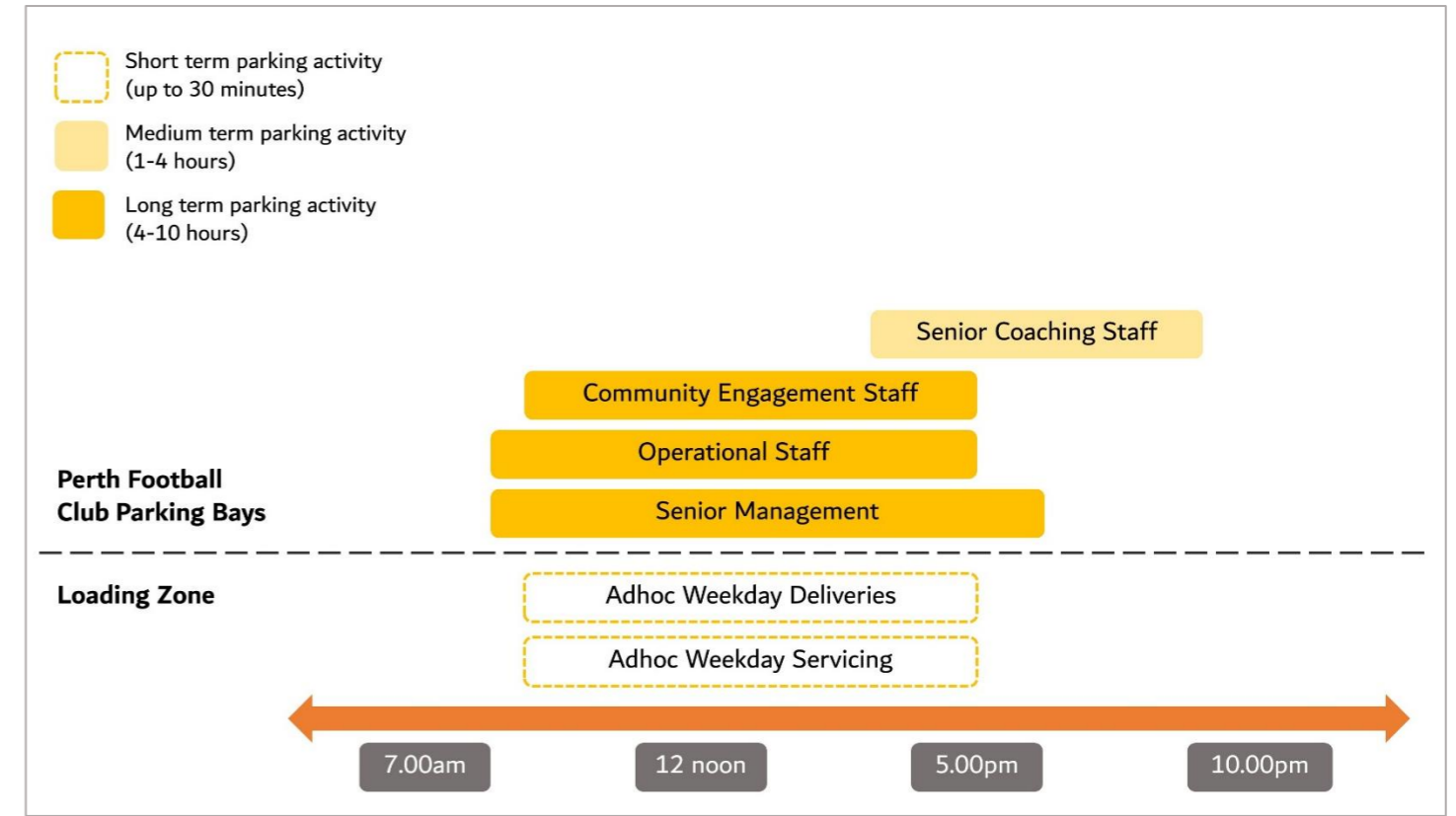


Figure 5 Parking usage profile – typical weekday

4.2 WAFL Weekend Game Day Operations

Business Hours 8.30am to 5.00pm

The typical WAFL weekend game day would see specific game day use of Perth Football Club parking bays and loading zone – which would be the “game day” operation of the site.

The use of the 16x parking bays signposted RESERVED – PERTH FOOTBALL CLUB PARKING (or similar) would be restricted to permit holders only – with the Town and Perth Football Club to agree a suitable permit scheme.

It is expected that on a typical WAFL game day the Perth Football Club parking bays would be occupied by senior and operational Club staff required for game day operations of the Perth Football Club facility.

The majority of the senior and operational Club staff activity would occur across the day from Colts games (9am start) to Reserve games (11.30am start) to League games (2pm start) and post-game into the evening, peaking early-afternoon for the WAFL League fixture when most people relating to senior management and operations of the site being on the premises.

- Senior management and operational staff (including Club President, CEO, Football Operations Manager, Business Development Manager, Member Services Manager, Functions & Events Manager)
- Senior coaching staff (including Team Manager (League & Reserves), Head Coach (League & Reserves), Assistant Coach (League & Reserve), Senior Line Coaches x3, Head Strength & Conditioning Coach)

The movements of Perth Football Club playing group during game days would be dictated by a range of factors but in general there is a continuous movement of players to and from the site throughout the game day as Colts, Reserves and League fixture are played and are completed.

The playing group will continue to have sole use of the Goddard Street car park adjacent to the new grandstand facility when parking to attend the Club on game day – managed by Perth Football Club.

Game day Perth Football Club casual staff and general public movements to attend daytime events at the Community Centre would continue to utilise parking across the Lathlain Precinct in vicinity of the site – as is the case with attending current events at Lathlain Function Centre.

The loading zone would support WAFL game day media production activities and be utilised by TV trucks throughout the day.

Late Afternoon and Evening

The majority of Perth Football Club related movements (senior and operational Club staff, game day casual staff and the playing group) would have left the site by late afternoon/early evening.

General public movements to attend late afternoon and evening events at the Community Centre would continue to utilise the Goddard Street car park adjacent to the new grandstand facility (as bays become available once the Perth Football Club playing group leave the site) and Goodard Street on-street parking in vicinity of the site – as is the case with attending current events at Lathlain Function Centre.

The WAFL weekend game day parking usage profile is outlined in Figure 6.

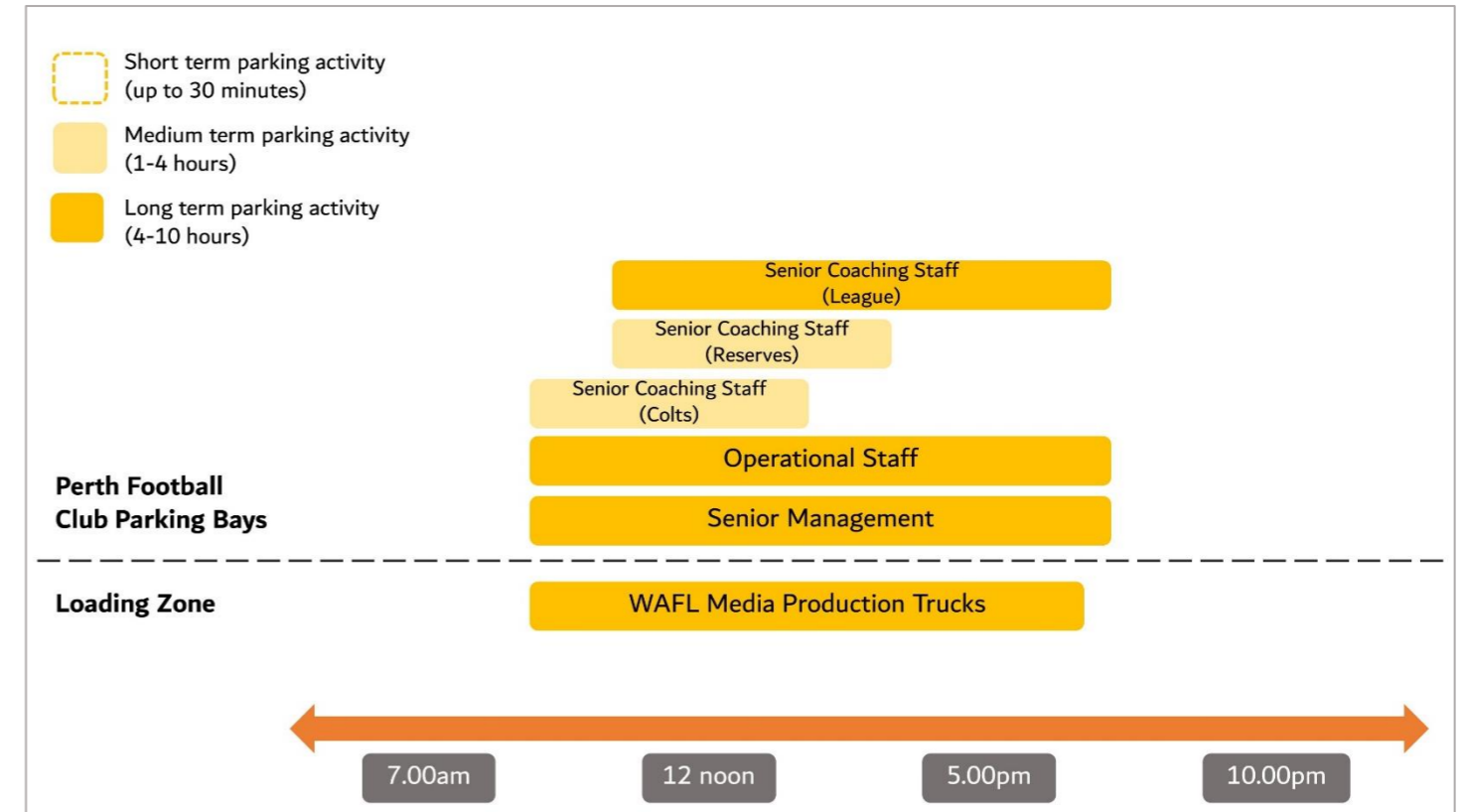


Figure 6 Parking usage profile – WAFL weekend game day

4.3 WAFL Midweek Game Day Operations

Business Hours 8.30am to 5.00pm

If a midweek WAFL game was scheduled at Lathlain Park, the WAFL midweek game day would see specific game day use of Perth Football Club parking bays and loading zone – which would be the “midweek game day” operation of the site.

The use of the 16x parking bays signposted RESERVED – PERTH FOOTBALL CLUB PARKING (or similar) would be restricted to permit holders only – with the Town and Perth Football Club to agree a suitable permit scheme.

It is expected that on a typical weekday the Perth Football Club parking bays would be occupied by Club staff based at or working from the Perth Football Club facility. However, on any midweek game days the use of bays by non-game day staff would be managed by Perth Football Club and these staff would leave the site mid-afternoon to free up the bays use for game day purposes in the late afternoon/early evening.

Note: not all staff positions listed below would be working at the same time from the Club facility

- Senior management and operational staff (including Club President, CEO, Football Operations Manager, Business Development Manager, Member Services Manager, Functions & Events Manager, Finance Officer, Property Manager)
- Community engagement staff (including Aboriginal Engagement Officer, Community Engagement Manager, Community Liaison Officer) – would be on-site until mid-afternoon only
- Senior coaching staff (including Team Manager (League & Reserves), Head Coach (League & Reserves), Assistant Coach (League & Reserve), Senior Line Coaches x3, Head Strength & Conditioning Coach, Female Football Manager)

General public movements to attend daytime events at the Community Centre would continue to utilise the Goddard Street car park adjacent to the new grandstand facility and Goodard Street on-street parking in vicinity of the site – as is the case with attending current events at Lathlain Function Centre.

The loading zone would support adhoc weekday deliveries and servicing of the Perth Football Club and Community Centre facilities until mid-afternoon and then the loading zone would support WAFL game day media production activities and be utilised by TV trucks in late afternoon/early evening.

Late Afternoon and Evening

The movements of the Perth Football Club playing group for any midweek game days would be dictated by a range of factors but in general there would be a movement of players to the site late afternoon and a movement away from the site late evening at the end of the completed fixture (typically only a single League fixture would be scheduled for a weekday evening with no Reserves or Colts).

The playing group will continue to have sole use of the Goddard Street car park adjacent to the new grandstand facility when parking to attend the Club on midweek game day – managed by Perth Football Club.

Game day Perth Football Club casual staff and general public movements to attend midweek evening events at the Community Centre would continue to utilise parking across the Lathlain Precinct in vicinity of the site – as is the case with attending current events at Lathlain Function Centre.

The loading zone would support WAFL midweek game day media production activities and be utilised by TV trucks from late afternoon through to late evening.

The WAFL midweek game day parking usage profile is outlined in Figure 7.

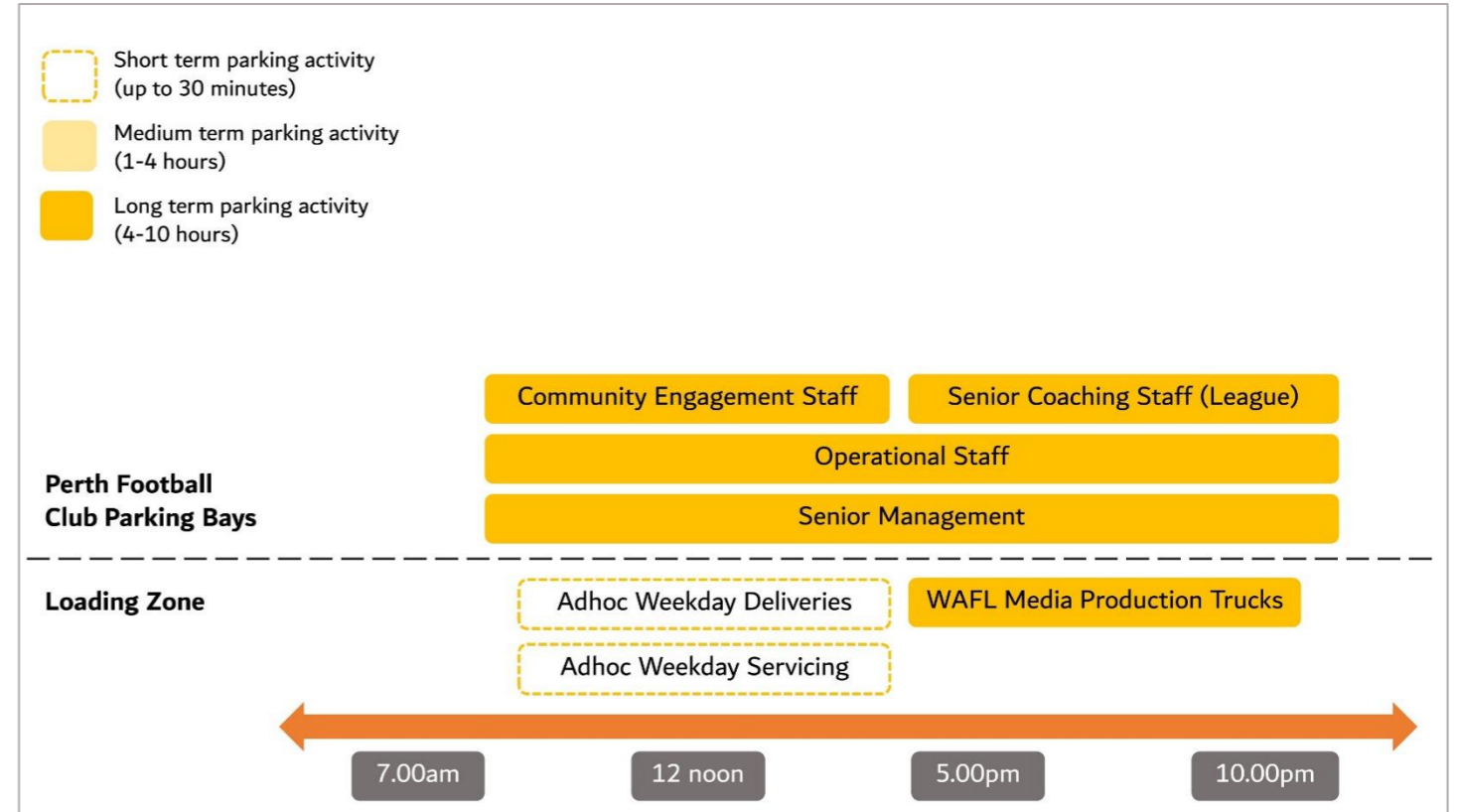


Figure 7 Parking usage profile – WAFL midweek game day

4.4 Servicing and Loading Arrangements

Service vehicle arrangements are outlined below and shown in Figure 8, and the possible linemarking of the loading zone is shown in Figure 9.

4.4.1 Non-Game Day Servicing Arrangements

- The 4x on-street parallel parking bays along the eastern side of Goddard Street are to be allocated as the servicing and loading zone for Perth Football Club – the zone to be signposted RESERVED LOADING ZONE – PERTH FOOTBALL CLUB (or similar).
- The loading zone will be used by all non-game day deliveries and servicing of the new grandstand facility and community centre, this includes:
 - Food and drink deliveries to Perth Football Club and/or the community centre
 - Equipment deliveries or courier deliveries to Perth Football Club
 - Grease trap servicing of Perth Football Club kitchens
 - Kerb side waste collection – with bins left alongside the loading area for collection
- Where possible all deliveries and servicing will be scheduled to occur outside of game days at Lathlain Park.

4.4.2 Game Day Servicing Arrangements

- On game days the 4x on-street parallel parking bays along the eastern side of Goddard Street marked and signposted as the Perth Football Club loading zone, will be utilised by TV trucks and any supporting media vehicles.
- It is planned that in the verge on the eastern side of Goddard Street adjacent to the loading zone bays, will be a small secure unit housing media connections serviced by underground conduit to connect to the media facilities in the new grandstand – this will enable TV trucks to park-up in loading zone and plug into the adjacent media unit and avoid the current arrangement of extensive cabling being run from the TV trucks above ground (across footpaths and fences) to connect to the media facilities in the grandstand.
- The loading zone is of sufficient length to accommodate x2 of the largest TV trucks operated by the media production teams that televise events from Lathlain Park – with sufficient room for both TV trucks to operate the rear loader to unload and load TV equipment.
- Media equipment will be wheeled a short distance from the loading zone via the main entrance into Perth Football Club and then via the lift in the lobby area – either up to the upper level game day media platform or down to the oval level to access the playing surface or camera positions around the playing surface.

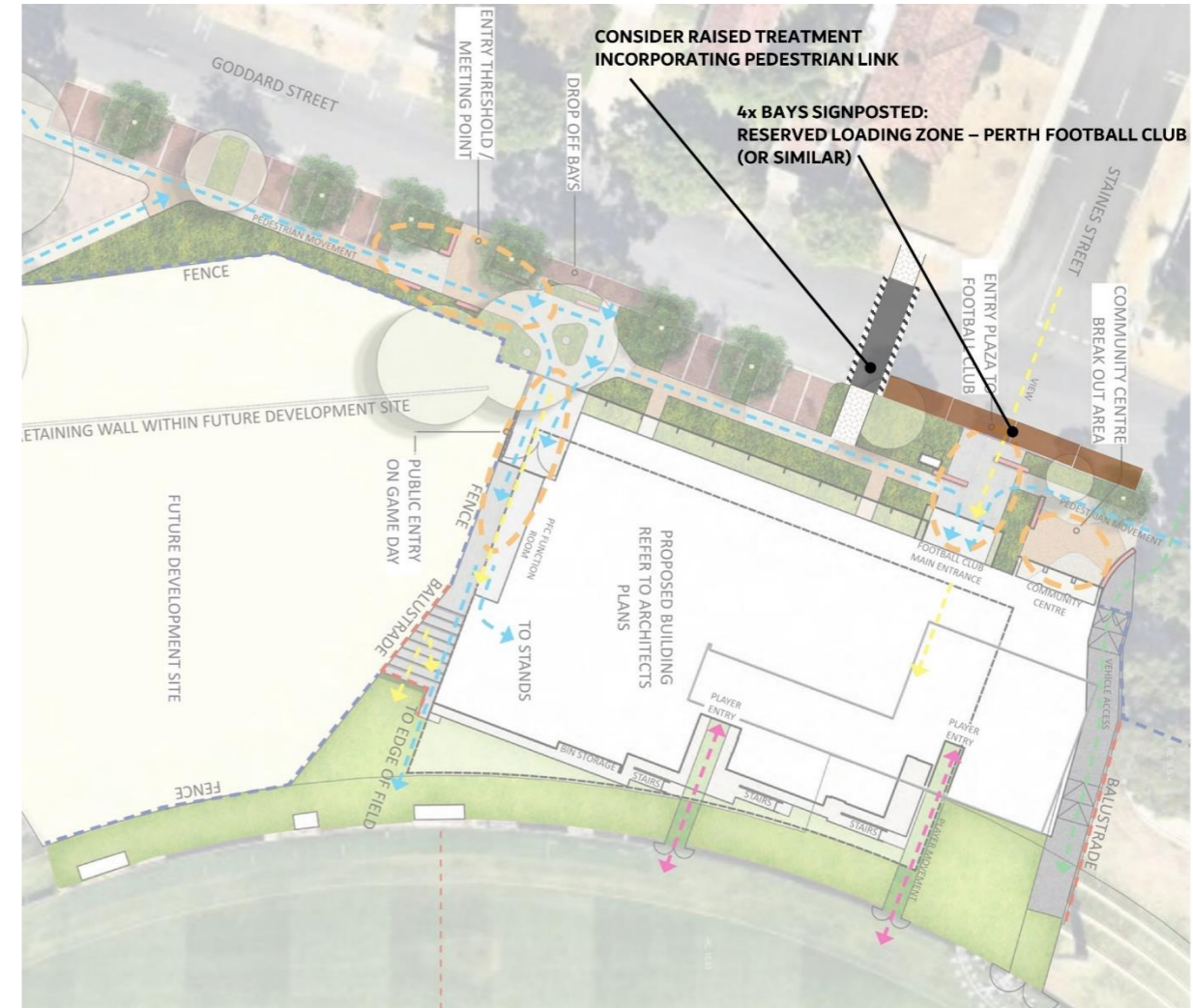


Figure 8 Servicing and loading arrangements (base plan source: Emerge Associates, Rev E dated 06/06/23)

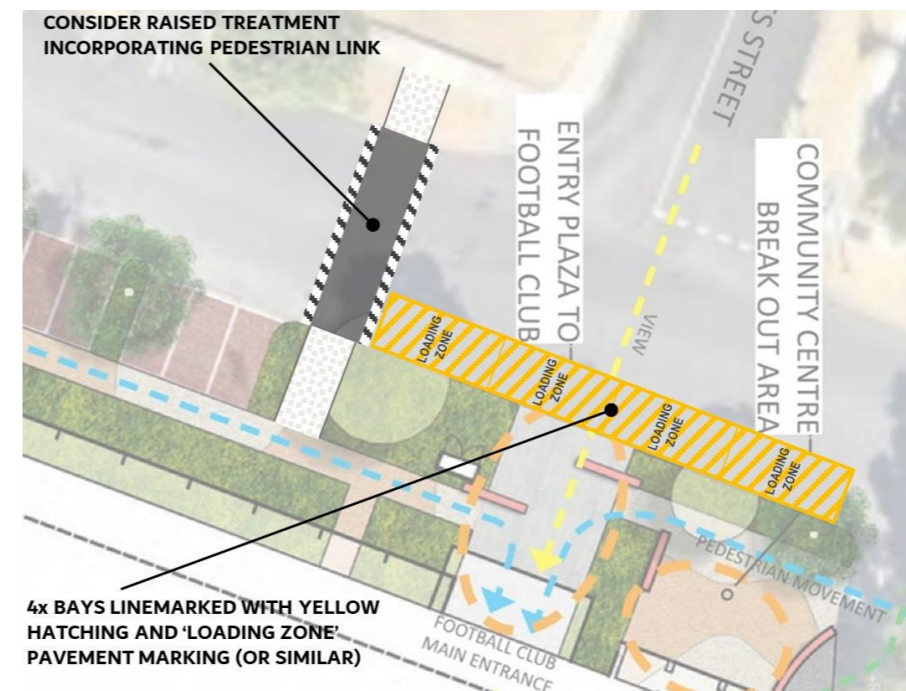


Figure 9 Possible loading zone linemarking (base plan source: Emerge Associates, Rev E dated 06/06/23)

