Mobiq Transport

Traffic Engineering & Waste Management Planning

TRANSPORT IMPACT ASSESSMENT

Additions to Place of Worship (Stupa)

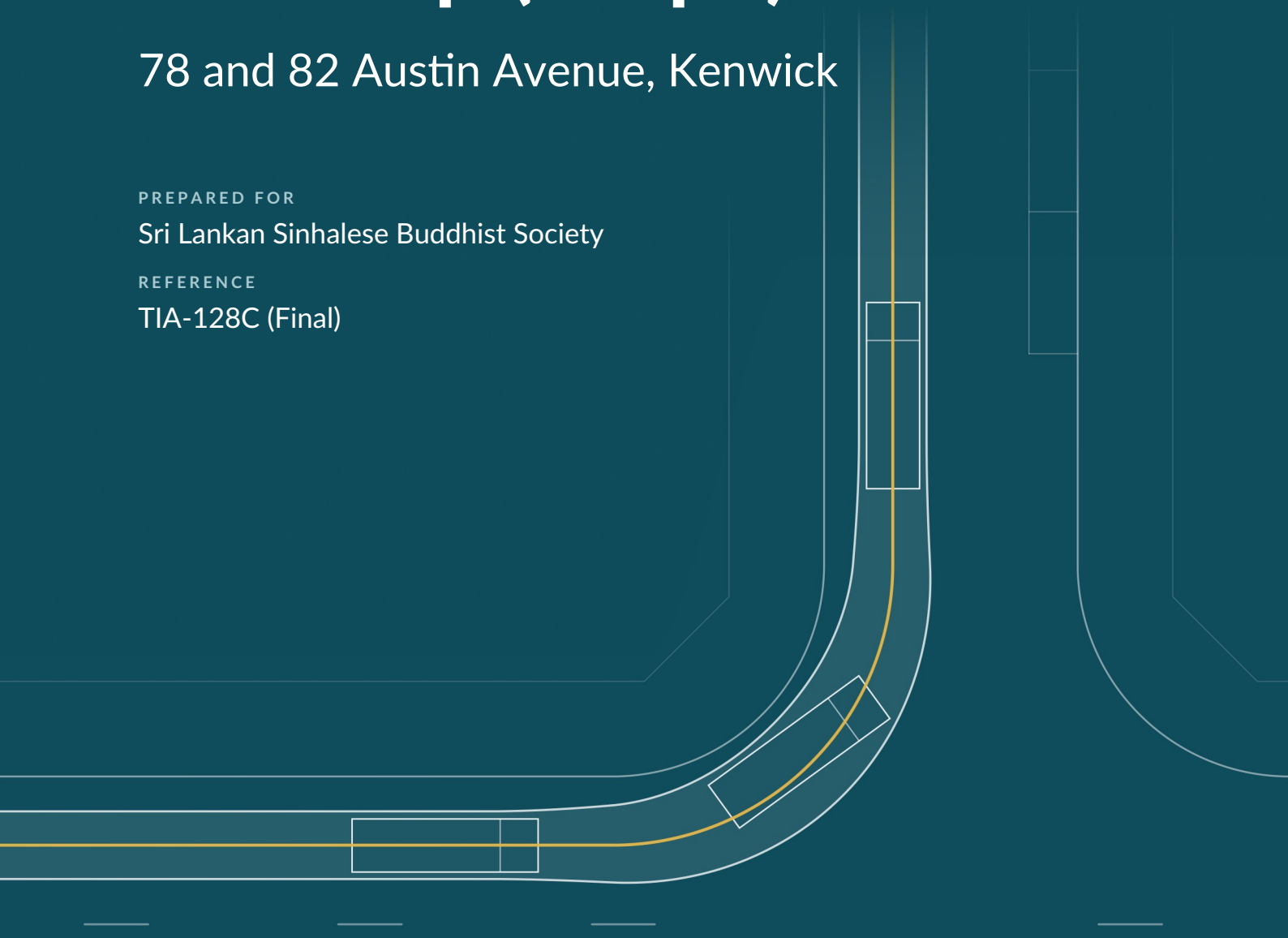
78 and 82 Austin Avenue, Kenwick

PREPARED FOR

Sri Lankan Sinhalese Buddhist Society

REFERENCE

TIA-128C (Final)



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Document Control

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Authorised for issue by



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Summary

The Sri Lankan Sinhalese Buddhist Society proposes a stupa and an expanded car park at its temple at 78 and 82 Austin Avenue, Kenwick. This report assesses the proposal's parking, access and traffic effects and responds to the City of Gosnells' comments on DA26/00361.

- The proposal provides 120 spaces against the Local Planning Policy 1.4 requirement of 112. The stupa does not add indoor gathering space, and the Society advises that it does not increase the 447-person capacity of the multi-purpose building.
- The Society advises that parking demand in a typical week peaks at no more than 30 spaces on Sundays, with substantial surplus capacity remaining on site.
- The Society advises that Vesak attracts higher attendance. The separate Event and Traffic Management Plan (ETMP-128) sets out the event arrangements, based on the Society's parking arrangements at the temple and, from 7:00 pm, at Bunnings Maddington. Shuttle vans connect the two locations.
- We are satisfied that the access arrangements and car park layout are consistent with the suggestions of the:
  - Australian Standard for off-street car parking (AS/NZS 2890.1), and
  - Australian Standard for off-street parking for people with disabilities (AS 2890.6).
- Based on the Society's advice, the Sunday Dhamma School and Dhamma Deshana, together with other typical activities, generate up to approximately 50 vehicle movements in the temple's Sunday peak hour. Vesak generates approximately 130 movements in the event peak hour on its weekend evenings. Both occur outside the weekday commuter peak hours. This traffic is anticipated to be adequately accommodated by Austin Avenue and the surrounding road network without any unreasonable detrimental impacts to the safety and capacity of the same.

We are therefore satisfied that there are no traffic engineering reasons why development approval should not be granted.

1 Introduction

1.1 Purpose of this report

The Sri Lankan Sinhalese Buddhist Society (the Society) proposes a stupa and additional car parking at its temple at 78 and 82 Austin Avenue, Kenwick (the subject site). The Society has engaged Mobiq Transport to prepare this Transport Impact Assessment. It accompanies development application DA26/00361 to the City of Gosnells (the City) and responds to the City's transport comments.

Table 1 identifies where each of the City's comments is addressed.

Table 1: Response to the City's comments

City's comment	Addressed at
Car parking requirement under Local Planning Policy 1.4	Section 4
Car parking and manoeuvring areas on 82 Austin Avenue	Sections 3.2 and 5
Transport Impact Assessment, as more than 100 spaces are required	This report, and Section 6
Effect of the proposal on surrounding roads, including traffic and parking	Sections 4.2 and 6.2, and ETMP-128
Event and Traffic Management Plan, including dates, times and expected capacity	Separate document, ETMP-128

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City's comment	Addressed at
Use of the existing dwelling on 82 Austin Avenue	Sections 3.1 and 4.1

1.2 Scope of assessment

This report assesses parking provision, the safe movement of people and vehicles through the site, and the surrounding roads' ability to accommodate the traffic generated. It also considers bicycle parking, walking and public transport.

The report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines (2016), Volume 4: Individual Developments. It also considers the planning policies and Australian Standards listed in Section 1.3.

The separate Event and Traffic Management Plan (ETMP-128) sets out how parking, the shuttle service and pedestrian movement are managed during Vesak, the temple's largest annual event. The two documents should be read together.

1.3 Information reviewed

In preparing this report, we have reviewed:

- the City's assessment comments on DA26/00361,
- the Proposed Car Parking Plan (October 2026),
- information provided by the Society on its typical activities and annual events,
- information provided by the Society on parking demand, attendance, activities, the use of the existing dwelling and event arrangements,
- the City of Gosnells Local Planning Scheme No. 24 (LPS 24), Local Planning Policy 1.4 Parking (LPP 1.4, Version 2, June 2026) and Local Planning Policy 2.8 Place of Worship, Community Purpose and Recreation Private (LPP 2.8, Version 6, March 2026),
- the WAPC Transport Impact Assessment Guidelines (2016), Volumes 4 and 5,
- AS/NZS 2890.1:2004 Parking facilities, Part 1: Off-street car parking, and AS 2890.6:2022 Parking facilities, Part 6: Off-street parking for people with disabilities, and
- the Main Roads WA road hierarchy, speed zoning, traffic count and crash data.

2 Existing Conditions

2.1 The temple site

The temple occupies two adjoining properties on the north-western side of Austin Avenue, approximately 800 m north-east of its intersection with Albany Highway and Kenwick Link. The multi-purpose building and existing car park occupy 78 Austin Avenue. The existing dwelling and open grounds, including the proposed stupa site, occupy 82 Austin Avenue.

Both properties have vehicle access via crossovers to Austin Avenue. Figure 1 presents the subject site and its surrounds.

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Figure 1: Subject site and surrounds
Source: Landchecker aerial imagery, image dated 14 Jul 2026

2.2 Planning controls

The subject site is zoned Residential under LPS 24. Section 4 assesses car parking against LPP 1.4.

LPP 2.8 requires a Transport Impact Statement or Transport Impact Assessment for a place of worship (clause 3.5), with car parking provided in accordance with LPP 1.4 (clause 3.6(a)). It also provides for overflow parking during the peak periods of large events (clause 3.6(b)). Sections 4 and 6 address these provisions, and ETMP-128 sets out the event arrangements.

2.3 Road network

Table 2 summarises the surrounding roads, based on Main Roads WA road hierarchy and speed zoning data.

Table 2: Surrounding road network

Road	Classification and authority	Road layout	Speed limit
Austin Avenue	District Distributor A, City of Gosnells	Two lanes in each direction, separated by a median	60 km/h
Davison Street	District Distributor B, City of Gosnells	One lane in each direction	60 km/h
Belmont Road	District Distributor B, City of Gosnells	One lane in each direction	60 km/h
Albany Highway	Primary Distributor, Main Roads WA	Two lanes in each direction, separated by a median	60 km/h

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Road	Classification and authority	Road layout	Speed limit
Kenwick Link	Primary Distributor, Main Roads WA (State Route 30)	Two lanes in each direction, separated by a median	70 km/h

Austin Avenue has a grassed median and a footpath along its western side at the site frontage. To the south, its signalised intersection with Albany Highway and Kenwick Link connects the site to the arterial road network, including Roe Highway via Kenwick Link.

Approximately 100 m north of the site, Austin Avenue continues as Belmont Road at its intersection with Davison Street. Davison Street is controlled by Stop signs at this intersection.

2.4 Existing traffic

Austin Avenue carries traffic between Albany Highway and Belmont Road, as well as traffic associated with the surrounding residential and industrial areas. Main Roads WA traffic data for 2023/24 records approximately 27,800 vehicles per day on Albany Highway south of Burslem Drive and approximately 26,000 vehicles per day on Kenwick Link north of Osmond Street. Average weekend volumes are lower, at approximately 21,400 and 20,100 vehicles per day respectively.

Based on the activity times in Table 4, the temple's peak periods occur on Sundays and weekend evenings, outside the weekday commuter peak hours.

2.5 Existing parking

Temple parking is provided within the site. The kerbside lanes of Austin Avenue operate as traffic lanes along the frontage.

The Society advises that parking demand in a typical week peaks at no more than 30 vehicles, which the existing parking areas accommodate.

2.6 Walking and public transport

Table 3 lists the public transport services near the temple.

Table 3: Public transport services

Service	Route	Nearest stop
Train	Armadale line, Perth to Byford	Kenwick station
Bus	Route 220, Perth Busport to Armadale Station, via Albany Highway	Albany Highway, after Austin Avenue
Bus	Route 227, Westfield Carousel to Maddington Central, via Cannington Station	Kelvin Road, at Davison Street

Footpaths connect the subject site to the bus stops on Albany Highway.

2.7 Crash history

Main Roads WA crash data for October 2021 to December 2025 records no crashes on Austin Avenue along the site frontage. Crashes at the Davison Street and Belmont Road intersection and the signalised Albany Highway, Kenwick Link and Austin Avenue intersection occurred mainly on weekdays, outside the temple's peak periods.

On this basis, traffic associated with the proposal is not expected to materially affect road safety at these locations.

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3 The Proposal

3.1 Buildings and activities

The proposal adds a stupa, with an extension around the existing Bo tree, between the multi-purpose building and the existing dwelling. A stupa is a devotional monument visited by people attending the temple. It does not add indoor gathering space.

The Society confirms that the stupa does not increase the 447-person capacity of the multi-purpose building. It also advises that the existing dwelling on 82 Austin Avenue remains a residence and may accommodate visiting monks for short periods.

Table 4 summarises the temple's typical activities, as advised by the Society.

Table 4: Typical activities

Activity	Day and time
Offering of meals to the monks (dāna)	Daily from 6:30 am
Dhamma School, for children	Sundays, 3:50 pm to 5:15 pm
Dhamma Deshana (sermon)	Sundays from 6:00 pm
Poya Sil observance	Monthly, on the Saturday nearest the full moon, 7:00 am to 5:00 pm
Annual festivals: Vesak (May), Poson (June), Katina (October or November) and New Year Pirith (26 December to 1 January)	Predominantly evenings

The proposal also expands and formalises the car park across both properties. Table 5 compares the existing and proposed arrangements.

Table 5: Development schedule

Component	Existing	Proposed
Multi-purpose building capacity	447 persons	447 persons (unchanged)
Stupa		New stupa, with Bo tree extension
Car parking spaces	38	120, including 3 accessible and 4 reserved for officials
Vehicle access to Austin Avenue	Crossovers to Austin Avenue	An entry and an exit on each of 78 and 82 Austin Avenue

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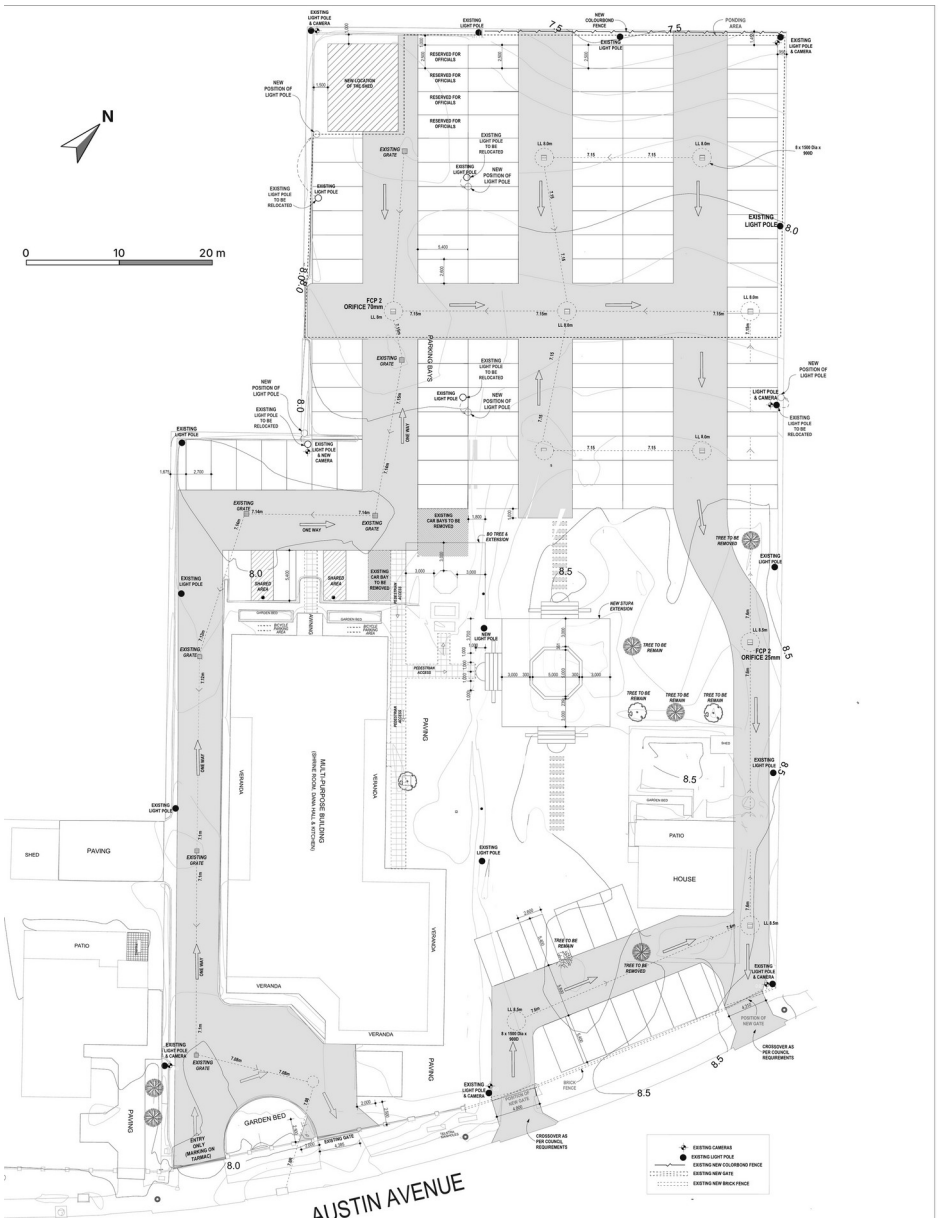


Figure 2: Proposed Car Parking Plan
Source: Proposed Car Parking Plan, October 2026

3.2 Parking and vehicle routes

The Proposed Car Parking Plan (Figure 2) provides three parking areas:

- the rear car park, extending across the rear of 78 and 82 Austin Avenue in northern and southern sections on either side of an east-west aisle, with most new spaces on 82 Austin Avenue,
- a parking area north of the multi-purpose building, and
- the frontage car park on 82 Austin Avenue, linking the middle gate to the eastern gate.

Four crossovers connect the site to Austin Avenue. On 78 Austin Avenue, these comprise an entry at the western driveway and an exit. On 82 Austin Avenue, the middle gate provides entry and the eastern gate provides exit.

Signs and pavement arrows indicate the one-way circulation route through the site. The dead-end parking aisles in the rear car park operate in both directions. All spaces are linemarked.

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The western driveway serves the rear car park and the drop-off area in front of the multi-purpose building. Vehicles depart the drop-off area via the exit on 78 Austin Avenue, east of the garden bed. The middle gate serves the frontage car park on 82 Austin Avenue. Vehicles depart both the rear car park and the frontage car park via the eastern gate.

This assessment is based on the Proposed Car Parking Plan. We suggest updating the Site Plan and Existing Site Plan to match it at their next revision, indicating the western driveway as entry only and the exit on 78 Austin Avenue in its existing position.

4 Car Parking

4.1 Required and proposed parking

LPP 1.4 requires one space for every four persons a Place of Worship is designed to accommodate. The City has calculated a requirement of 112 spaces from the multi-purpose building's 447-person capacity, as recorded on its Certificate of Approval under the Health (Public Buildings) Regulations (Table 6).

Table 6: Car parking requirement, LPP 1.4

Use	Rate	Quantity	Required	Provided
Place of Worship	1 space per 4 persons the facility is designed to accommodate	447 persons	112	120
Total			**112**	**120**

The proposal provides 120 spaces, exceeding the requirement by eight spaces (Table 7). The Society advises that the stupa does not add to the capacity of the place of worship, and the parking requirement is therefore unchanged. It also advises that the existing dwelling remains a residence, which may accommodate visiting monks for short periods. Parking for the dwelling is accommodated within this surplus.

Table 7: Parking provision by area

Area	Spaces
Rear car park, northern section (including 4 reserved for officials)	57
Rear car park, southern section	40
Parking area north of the multi-purpose building (including 3 accessible spaces)	10
Frontage car park, 82 Austin Avenue	13
Total	**120**

4.2 Parking during typical activities and events

The Society advises that parking demand in a typical week peaks at no more than 30 spaces on Sundays, when the Dhamma School and evening Dhamma Deshana are held in succession. This is approximately a quarter of the proposed supply. Typical activities are therefore anticipated to be adequately accommodated on site, with substantial surplus capacity.

Vesak is managed under separate arrangements. The Society advises that up to 500 people are on site at the event peak, with parking provided at the temple and, from 7:00 pm, at the Bunnings Maddington car park under approval from Bunnings. A shuttle service connects the two locations, as advised by the Society and set out in ETMP-128.

The overflow parking arrangement for Vesak is consistent with clause 3.6(b) of LPP 2.8, which provides for overflow parking during the peak periods of large events.

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Parking during the temple's typical activities is expected to remain on site, and the proposal is not expected to increase parking demand in the surrounding streets. The proposed car parking is considered acceptable.

4.3 Accessible parking

Three accessible spaces are provided close to an accessible entrance to the multi-purpose building. Each measures 2.4 m by 5.4 m and has an adjacent shared area of the same dimensions, in accordance with the Australian Standard for off-street parking for people with disabilities (AS 2890.6).

This provision satisfies the National Construction Code rate of one accessible space for every 50 spaces, or part thereof, for a Class 9b building.

4.4 Bicycle parking

LPP 1.4 requires one bicycle space for every 200 m² of net lettable area for a Place of Worship. The stupa does not add net lettable area, and the bicycle parking requirement is therefore unchanged.

U-rails accommodating at least four bicycles are provided in two bicycle parking areas near the entrance to the multi-purpose building.

5 Access and Layout

5.1 Site access

Each of the four crossovers operates one way, as described in Section 3.2. The Austin Avenue median restricts access to left-in and left-out movements, removing right-turn conflicts with Austin Avenue traffic at the site.

The western driveway is approximately 4.5 m wide and operates as entry only. The Australian Standard for off-street car parking (AS/NZS 2890.1) allows access driveway widths to be determined from traffic flows (Clause 3.2.1), and Appendix D of the Standard gives a capacity of 600 vehicles per hour for a free-flow entry lane.

Based on the traffic generation in Section 6.1, the western driveway carries up to approximately 40 entering vehicles in the temple's Sunday peak hour and approximately 95 in the Vesak arrival peak hour, including shuttle vans. The remaining vehicles enter at the middle gate.

At approximately 4.5 m, the western driveway exceeds the 3.0 m minimum width for a one-way roadway and is anticipated to adequately accommodate these flows. The middle gate, the eastern gate and the exit on 78 Austin Avenue are 4.8 m, 4.3 m and 4.4 m wide respectively, each exceeding this minimum. The swept path assessment at Appendix B demonstrates that the B99 design vehicle enters the western driveway from Austin Avenue within the driveway's width.

Pedestrian sight triangles of 2.0 m by 2.5 m are provided on each side of the exit on 78 Austin Avenue, in accordance with the Standard. On the car park side of the eastern gate, the sight triangle can be provided by moving the southern row of the frontage car park approximately 1.3 m west, without the loss of a space. The triangles are maintained clear of parking spaces, piers, solid fencing and landscaping that would obstruct visibility.

We recommend that the gates be held open during services and events, allowing vehicles to enter and depart without stopping on Austin Avenue. Based on the above, the access arrangements are considered acceptable.

5.2 Car park layout

Table 8 summarises the car park layout assessment against both the car parking and accessible parking Standards. The frontage car park provides a 5.8 m aisle between the rows of spaces. Each longer dead-end aisle in the rear car park extends at least 1.0 m beyond the last space.

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The existing light poles within the car park are relocated to the head of the spaces, on the line between two spaces or behind the spaces, clear of the design envelope.

The longer dead-end aisles in the rear car park serve more than six spaces. For car parks open to the public, the Standard typically limits a dead-end aisle to the length of six 90-degree spaces plus 1 m, unless vehicles are able to turn at the end of the aisle and depart in a forward direction (Clause 2.4.2(c)).

The Society advises that parking demand in a typical week is no more than 30 spaces, approximately a quarter of the supply. Spaces at the ends of these aisles are therefore expected to remain vacant and available for vehicles to turn. During major events, when the car park approaches capacity, marshals direct each vehicle to a vacant space (ETMP-128).

On this basis, we consider that the dead-end aisles satisfy the intent of the clause and are acceptable. Overall, we are satisfied that the layout is consistent with both Standards.

Table 8: Car park layout assessment

Element	Requirement	Proposed arrangement	Assessment
Parking space dimensions	2.5 m by 5.4 m (User Class 2)	2.5 m to 2.8 m by 5.4 m	Satisfied
Aisles, rear car park	5.8 m for 90-degree parking	5.8 m to 6.0 m between the rows of spaces	Satisfied
Aisle, frontage car park	5.8 m for 90-degree parking	5.8 m between the rows of spaces	Satisfied
Western driveway	One-way entry, 3.0 m minimum, Clause 2.5.2	Approximately 4.5 m, entry only	Satisfied
Dead-end aisles, rear car park	Extension of 1.0 m beyond the last space, and turning provision where longer than six spaces, Clause 2.4.2	Longer aisles extended at least 1.0 m beyond the last space; vacant end spaces for turning, and marshals during events (Section 5.2)	Satisfied
Spaces reserved for officials	Access suited to the users	Four spaces beside the shed, used in tandem and signed for officials	Satisfied, as officials are to arrive first and depart last (ETMP-128)
Light poles	Clear of the design envelope	Relocated poles at the head of the spaces, on the line between two spaces or behind the spaces; other poles beside aisles and boundaries, clear of the spaces	Satisfied
Gradients	1 in 20 maximum	Site levels between RL 7.1 and RL 8.5 on the Existing Site Survey	Satisfied
Accessible spaces	2.4 m by 5.4 m space with 2.4 m shared area, AS 2890.6	Three spaces with shared areas (Section 4.3)	Satisfied
Pedestrian access	Safe routes between parking and building entrances	Marked paths to the multi-purpose building and the stupa	Satisfied

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5.3 Swept path assessment

The swept path diagrams at Appendix B demonstrate that the B99 design vehicle can enter the site at the western driveway and the middle gate, and depart via the exit on 78 Austin Avenue and the eastern gate, in a forward direction.

5.4 Loading and waste collection

The Society advises that waste is collected from the Austin Avenue verge using the City's bin service, and that deliveries are made by car or van. Delivery vehicles use the car park.

6 Traffic Generation and Impact

6.1 Expected vehicle trips

Traffic generated by a place of worship depends on the timing of services and activities rather than floor area. The Society advises that the stupa does not increase the capacity of the place of worship.

Table 9 sets out traffic generation for the temple as a whole, including existing activities, based on the activity times in Table 4 and the parking information provided by the Society.

Table 9: Traffic generation

Period	Basis	In	Out	Total
Sunday peak hour, typical operations	Up to 30 vehicles arriving for the Dhamma School and Dhamma Deshana, as advised by the Society, with drop-off vehicles	40	10	50
Saturday and Sunday, full day	Dāna (offering of breakfast and lunch to the monks), as advised by the Society	100	100	200
Vesak evening, arrival peak hour	Approximately 70 per cent of the 117 on-site spaces being occupied within the hour, with drop-offs and 15 shuttle van arrivals (ETMP-128)	105	25	130
Vesak evening, departure peak hour	The on-site car park being vacated at the same rate, with pick-ups and 15 shuttle van departures (ETMP-128)	25	105	130

6.2 Effects on the road network

Based on the Society's advice on typical operations, the temple generates up to approximately 50 vehicle movements in its Sunday peak hour, outside the weekday commuter peak hours. This equates to approximately one movement every 70 seconds on average. The traffic is anticipated to be adequately accommodated by Austin Avenue, without material queuing or safety impacts.

During Vesak, traffic at the accesses reaches approximately 130 movements in the event peak hour on the Saturday and Sunday evenings, also outside the weekday commuter peak hours. These movements are shared between two left-in entries and two left-out exits.

The Society's overflow parking arrangement at Bunnings Maddington accommodates approximately 75 cars away from the site, with attendees transported by shuttle. The event traffic is anticipated to be adequately accommodated by Austin Avenue and the signalised intersection with Albany Highway and Kenwick Link, without any unreasonable detrimental impacts to the same.

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Vehicles arriving from the south enter the site by a left turn. Vehicles arriving from the north approach the site from the south via the surrounding road network, including the signalised Albany Highway, Kenwick Link and Austin Avenue intersection, consistent with existing conditions. Departing vehicles turn left towards the Davison Street and Belmont Road intersection, approximately 100 m north, which connects to the wider road network. Drivers travelling south can return to Austin Avenue via Davison Street, Malcolm Road and Carole Road.

With attendees directed to park at the temple or Bunnings, event parking is expected to remain within the site and the Bunnings car park. It is not expected to extend into the surrounding streets.

7 Conclusion

Having undertaken a traffic engineering assessment of the proposal, we are of the opinion that:

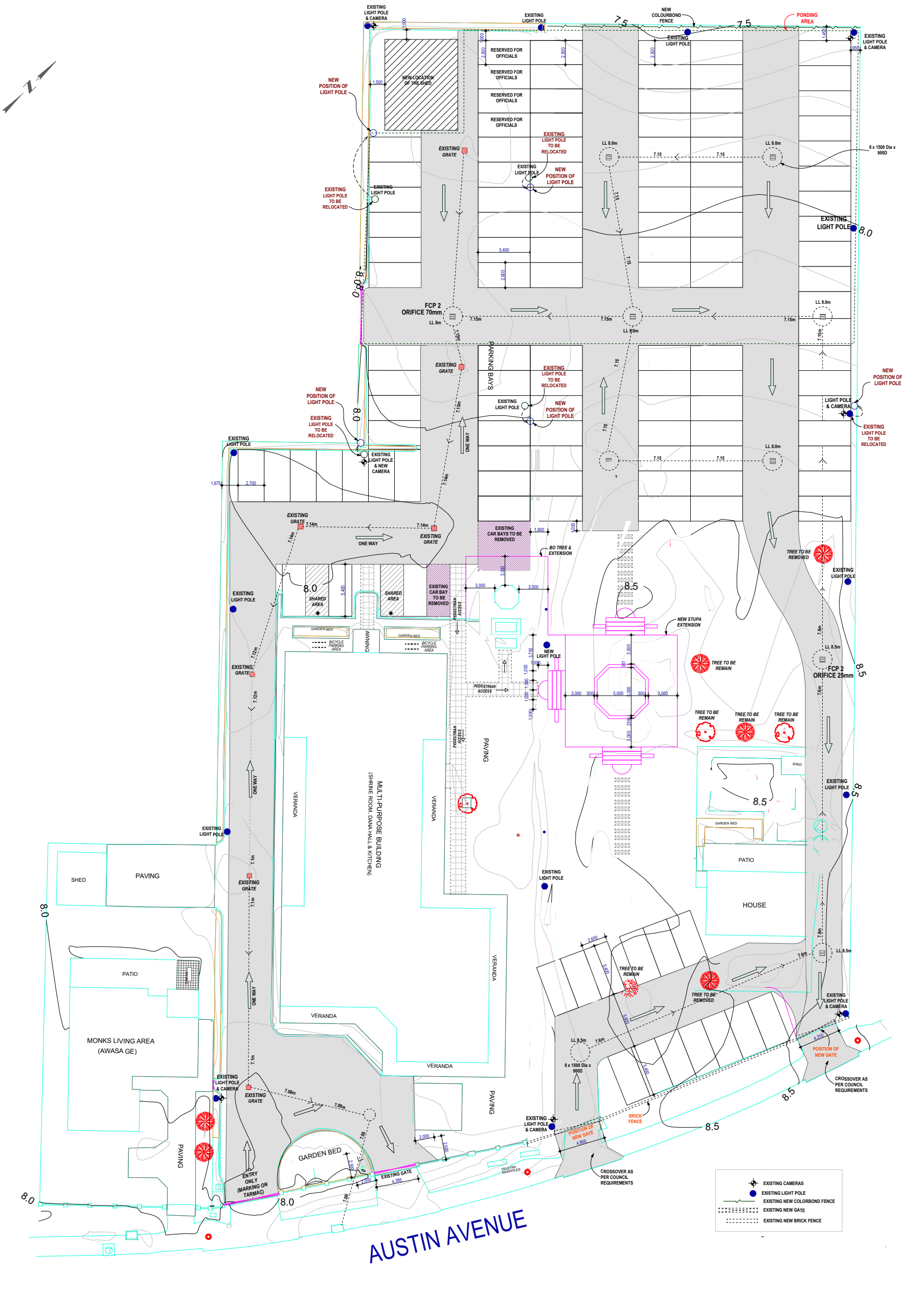
- the proposal provides 120 spaces against the LPP 1.4 requirement of 112, providing substantial surplus capacity above the parking demand advised by the Society of no more than 30 spaces in a typical week,
- the access arrangements and the car park layout are acceptable,
- the swept path assessment demonstrates that the B99 design vehicle can enter and depart the site in a forward direction,
- the traffic generated by the temple is anticipated to be adequately accommodated by Austin Avenue and the surrounding road network,
- the Vesak event can be managed under the Society's parking and shuttle arrangements set out in ETMP-128, and
- there are no traffic engineering reasons why development approval should not be granted.

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Appendix A: Development Plans

Proposed Car Parking Plan, October 2026.

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THORNLIE17A

PROPOSED CAR PARKING PLAN

REV	REV DATE	SURVEY DATE	DESCRIPTION	DRAWN	SURVEYOR	APPROVED
A	26/07/2023	01/07/2023	INITIAL ISSUE	Ananda Kumara	Ananda Kumara	Ajith Pandithasekara

CLIENT: SLSBS - PERTH (WA)
#82 AUSTIN AVENUE, KENWICK

COORDINATE DATUM: HORIZONTAL : PCG 94; VERTICAL : AHD; Contour Interval : 0.1m

NORTH POINT

DISCLAIMER

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DETAIL SURVEY
SRI LANKA BUDDHIST VIHARA
(PERTH WESTERN AUSTRALIA)

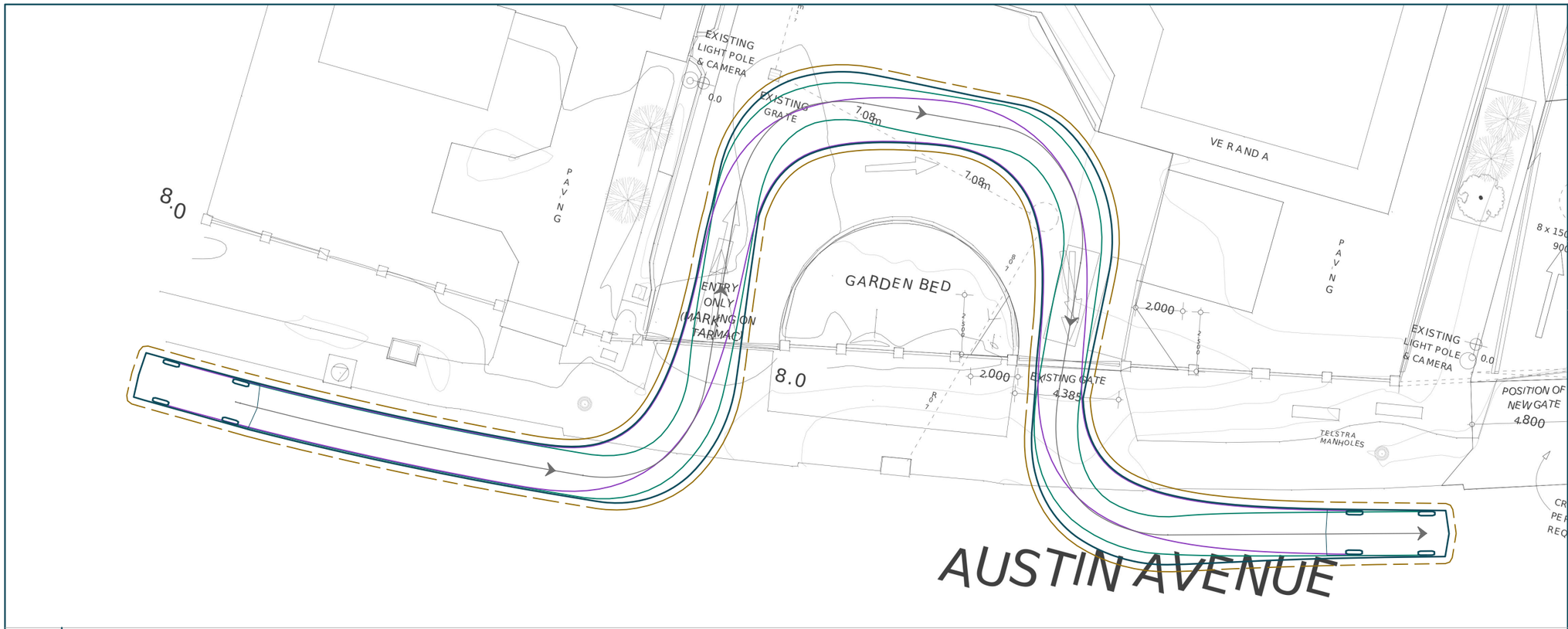
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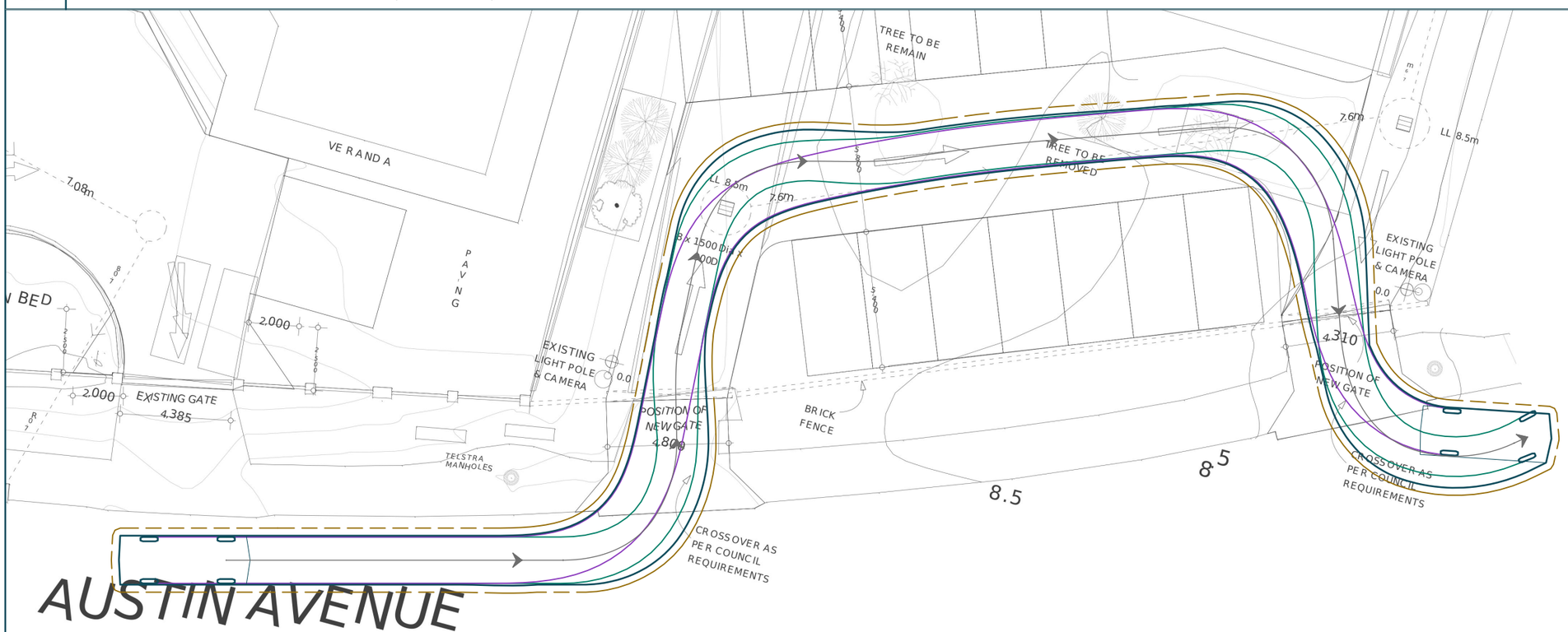
Appendix B: Swept Path Diagrams

Swept path diagrams prepared by Mobiq Transport, Revision B, dated 10 Nov 2026.

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01A **B99 (AS/NZS 2890.1)** Left in at the western driveway, around the drop-off area, left out at the exit on 78 Austin Avenue



01B **B99 (AS/NZS 2890.1)** Left in at the middle gate, through the frontage car park, left out at the eastern gate

Mobiq Transport

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CLIENT
Sri Lankan Sinhalese Buddhist Society

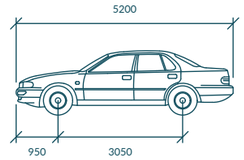
PROJECT
Additions to Place of Worship (Stupa)

SITE
78 and 82 Austin Avenue
Kenwick WA 6107

SWEPT PATH DIAGRAMS

B99 design vehicle at the site accesses

VEHICLES USED IN SIMULATION
5 km/h forward and reverse · 300 mm clearance to body



B99 Design car, AS/NZS 2890.1

Length	5200 mm	Lock to lock time	6.0 s
Width	1940 mm	Steering angle	33.9°
Track	1840 mm		

LEGEND
- Vehicle body
- Front wheels
- Rear wheels
- Clearance envelope

BASE PLAN
Proposed Car Parking Plan
Dated October 2026

1:200 @ A3

0 4 8 m

REV	DATE	DESCRIPTION
B	10.11.26	Issued with TIA-128B

FOR PLANNING APPLICATION
NOT FOR CONSTRUCTION

PREPARED AND APPROVED BY
Aniq Mian
RPEQ 38885 · RPEV 16018
10 Nov 2026

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