32 Crompton Way, Dandenong

Parking Management Plan

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4 November 2024

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one*mile****grid*** *operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.*

CONTENTS

TABLES

FIGURES

1 INTRODUCTION

onemile**grid** has been requested by Lyka Pet Food Pty Ltd to prepare a Traffic & Parking Management Plan (TPMP) for the proposed warehouse development at 32 Crompton Way, Dandenong.

This TPMP has been specifically prepared to address Condition 8 of the Planning Permit PLN22/0593 issued by the City of Greater Dandenong, which specifies:

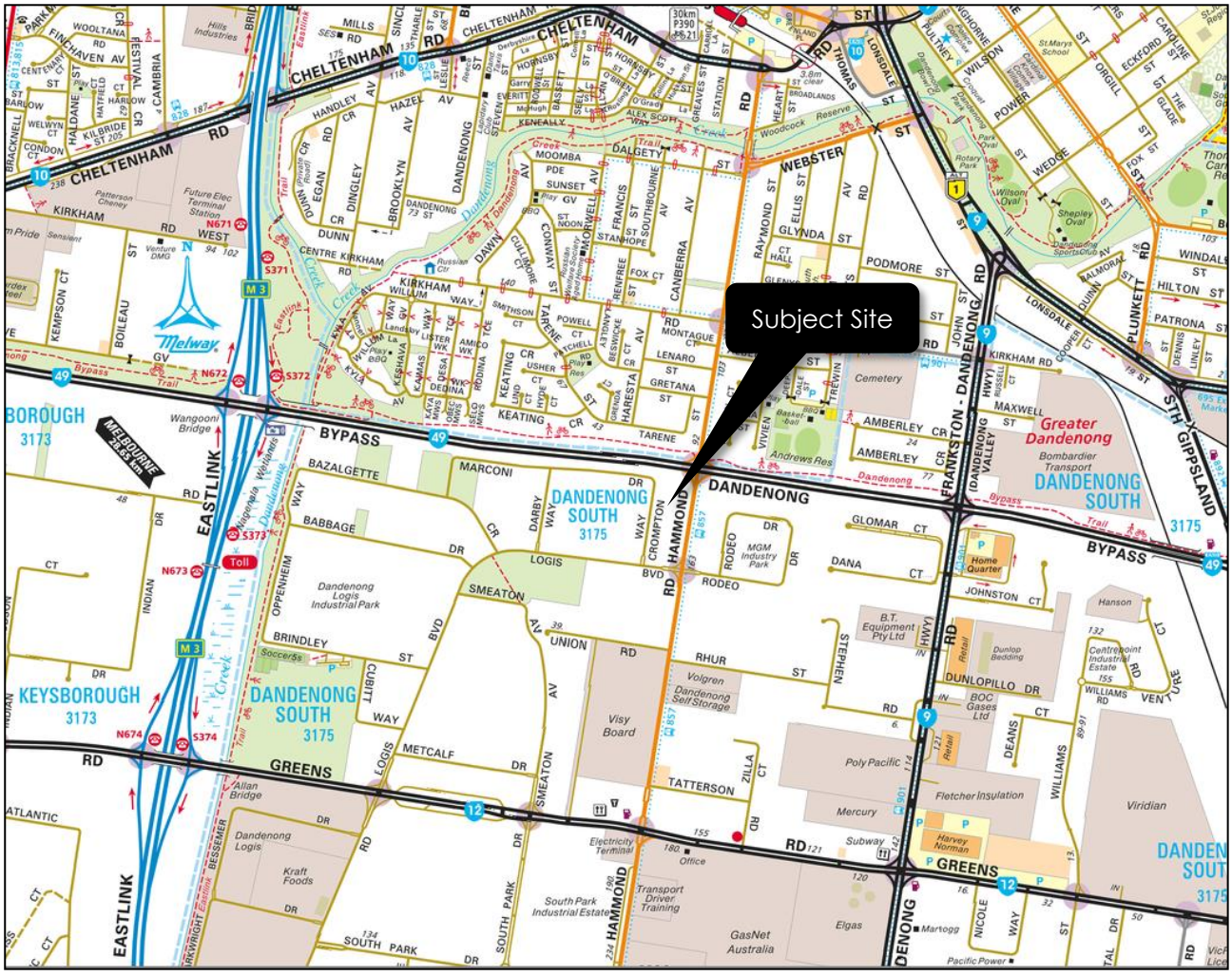
8. *Prior to the endorsement of plans, a Traffic and Parking Management Plan must be submitted to and approved by the Responsible Authority. The use must not commence until the plan has been approved and endorsed by the Responsible Authority. The TPMP must be generally in accordance with the submitted application plans and must:*
   - 8.1. *Identify all parking bays on the application plans and any parking allocations proposed on-site.*
   - 8.2. *Identify measures used to ensure that all parking demand generated by the site can be accommodated within the spaces available, this may include:*
     - 8.4. *Shift scheduling and controls (rosters/check in and check out etc.)*
     - 8.5. *Booking/Allocation of parking spots*
   - 8.5. *Identify those responsible for any actions/tasks within this plan*
   - 8.6. *Identify any methodology/triggers for review of the plan*

This TPMP has been based on plan number 2251-A200 (dated 17/05/2023) prepared by Hunt Architects.

2 SITE LOCATION

The subject site is located on the eastern side of Crompton Way and is addressed as 32 Crompton Way, Dandenong, as shown in Figure 1.

Figure 1 Site Location



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The site is generally rectangular in shape and has frontage of approximately 84 metres to Crompton Way, 85 metres to Hammond Road, and abuts approximately 93 metres of Dandenong Bypass.

Land use in the immediate vicinity of the site is industrial in nature.

The site features three crossovers to Crompton Way.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (13 October 2024)

Copyright Nearmap

3 DEVELOPMENT PROPOSAL

3.1 General

It is proposed to refit the existing building and utilise the site for the purposes of pet food processing.

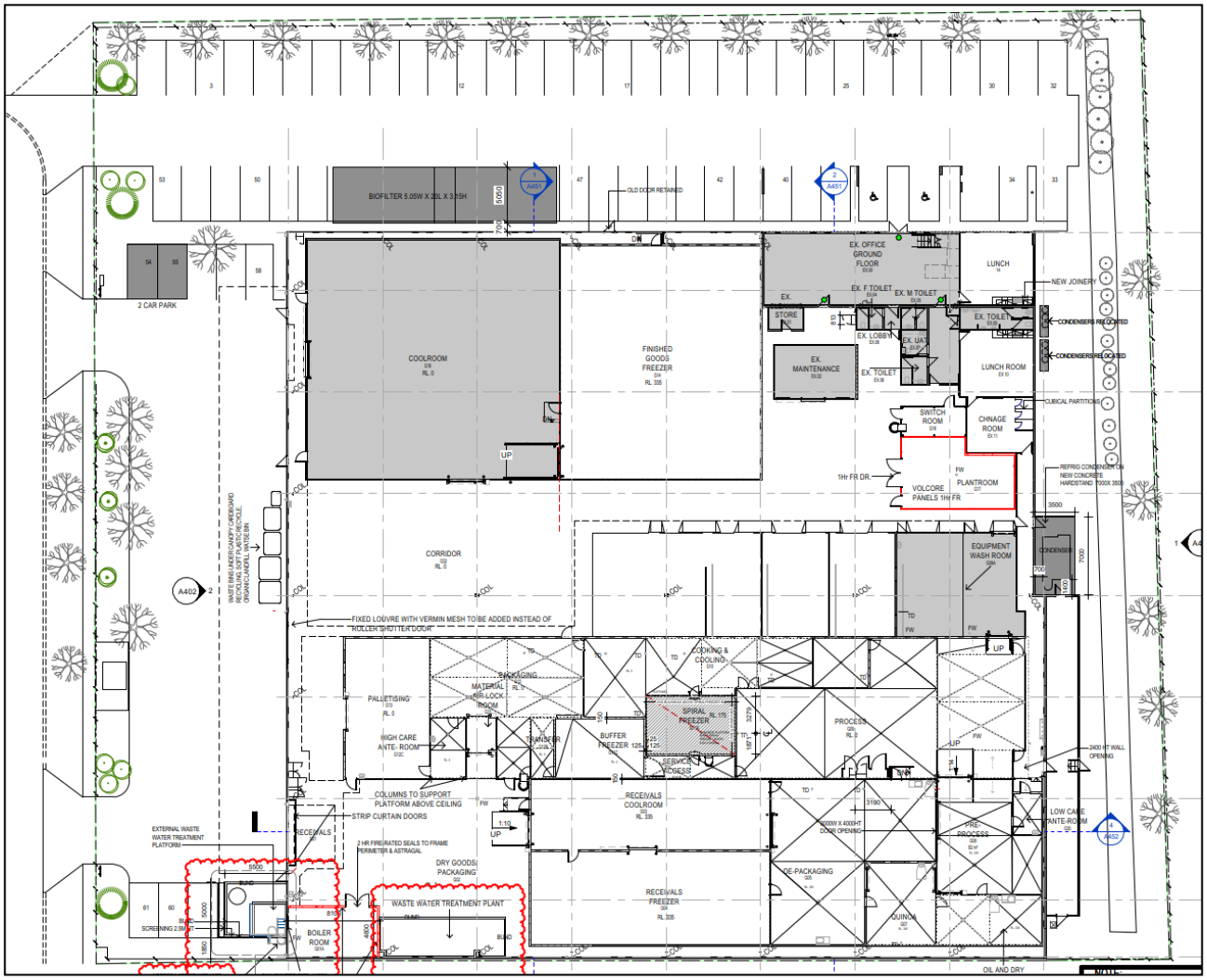
The proposed changes include the addition of a biofilter, refrigeration enclosure, condensers, and wastewater treatment plant adjacent to the building within the surrounding car parking areas. The addition of this plant will reduce the on-site car parking supply from 63 spaces to 58 spaces.

The building has a net floor area of 4,549 m², which excludes loading bays, and stair & lift areas.

Loading & waste collection will occur along the loading accessway adjacent to the Crompton Way frontage, operating in a similar manner to the previous warehouse use.

The proposed site layout is shown below in Figure 3.

Figure 3 Proposed Site Layout



3.2 Car Parking and Vehicular Access

A total of 58 car parking spaces will be provided on-site.

Vehicle access is to be provided via the 3 existing crossovers to Crompton Way.

The northernmost crossover will facilitate two-way vehicle movements, serving the main car parking area.

The next crossover to the south will facilitate ingress movements only. This crossover will provide access for loading vehicles, and a small number of car parking spaces.

The southernmost crossover will facilitate egress movements only, allowing vehicles to exit the abovementioned loading and parking area.

3.3 Staffing Schedule

The site is proposed to operate 24 hours a day, 7 days a week with the staffing information provided by the operator of the site summarised in Table 1.

Floor staff will work in shifts, and the operator will stagger shift start and end times to reduce overlap of staff members on-site during shift changeover times. There will also be some administrative staff who will work more conventional office hours.

Table 1 Staffing Profile

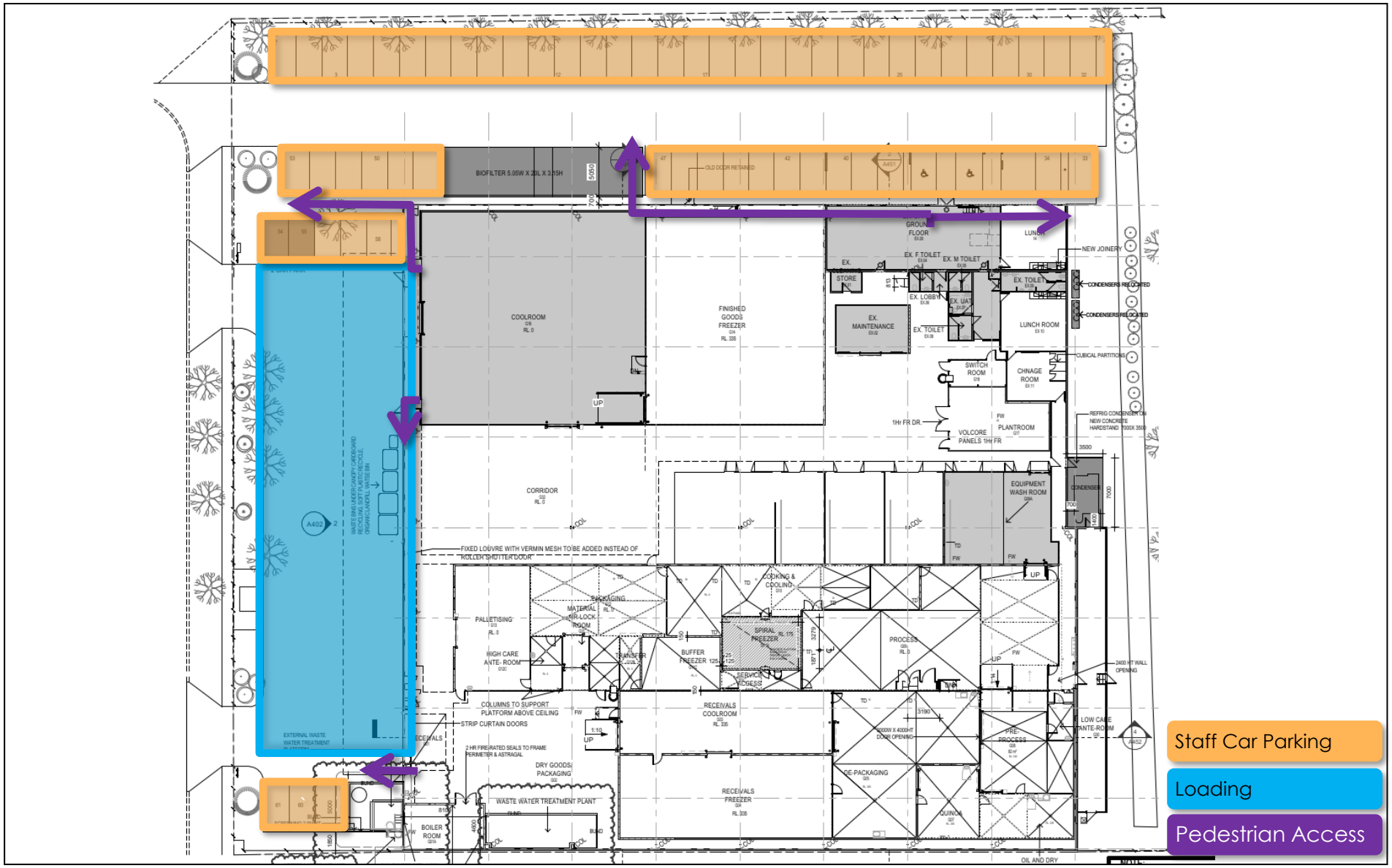
Time	Production Shift			Pick and Packing Shift			Admin	Total Staff On-Site
	Morning	Afternoon	Night	Morning	Afternoon	Night	Mid-shift	
12:00 AM	-	-	19	-	-	-	-	19
1:00 AM	-	-	19	-	-	-	-	19
2:00 AM	-	-	19	-	-	-	-	19
3:00 AM	-	-	19	-	-	-	-	19
4:00 AM	10	-	9	10	-	-	1	30
5:00 AM	10	-	9	10	-	-	1	30
6:00 AM	19	-	-	24	-	-	2	45
7:00 AM	19	-	-	24	-	-	2	45
8:00 AM	19	-	-	24	-	-	9	52
9:00 AM	19	-	-	24	-	-	9	52
10:00 AM	19	-	-	24	-	-	9	52
11:00 AM	19	-	-	24	-	-	9	52
12:00 PM	9	10	-	14	10	-	8	51
1:00 PM	9	10	-	14	10	-	8	51
2:00 PM	-	19	-	-	24	-	8	51
3:00 PM	-	19	-	-	24	-	8	51
4:00 PM	-	19	-	-	24	-	1	44
5:00 PM	-	19	-	-	24	-	1	44
6:00 PM	-	19	-	-	24	-	1	44
7:00 PM	-	19	-	-	24	-	1	44
8:00 PM	-	9	10	-	10	-	1	30
9:00 PM	-	9	10	-	10	-	1	30
10:00 PM	-	-	19	-	-	-	-	19
11:00 PM	-	-	19	-	-	-	-	19

4 TRAFFIC & CAR PARKING MANAGEMENT

4.1 Overview

Figure 4 provides an overview of the proposed car parking, loading, and access arrangements, which are discussed further in the subsequent sections of this report.

Figure 4 Traffic & Parking Management Plan



4.2 Car Parking Allocation

Car parking will not be individually allocated to specific staff members, although there is the option to nominate parking spaces for more senior staff if desired.

A total of 58 car parking spaces are to be provided on-site, while considering the shift schedule and change over periods described in Section 3.3, a total demand for up to 46 spaces is anticipated. This has been calculated using historical journey to work data for people working within the City of Greater Dandenong collected during the 2016 Census, which identifies that 88% of respondents drive to their place of work. While it is expected that there will be staff members who choose to carpool, cycle, or take public transport to the site, it should be recognised that even if all staff members were to drive to the site, with no more than 52 staff members rostered to be on-site at any one time, there would still be sufficient parking on-site to accommodate the demands.

4.3 Signage and Line Marking

Each car parking space within the car park is individually line marked.

The two DDA spaces will be line marked and signed in accordance with the requirements of the Australian Standard for off-street parking for people with disabilities (AS 2890.6:2022).

Due to the nature of the use, and the fact that car parking will not be individually allocated, no further line marking or signage is necessary.

4.4 Access Control

Access to the main on-site car park is provided via the northernmost crossover to Crompton Way. This crossover facilitates two-way vehicle movements.

The next crossover to the south will facilitate ingress movements only. It is proposed to retain the existing 'entry' signage on the fence to indicate the direction of travel at this location.

The southernmost crossover will facilitate egress movements only. It is proposed to retain the existing 'exit' signage on the fence at this location to indicate the direction of travel.

5 SPECIFIC REQUIREMENTS

1. *Identify all parking bays on the application plans and any parking allocations proposed on site.*

The parking bays will be clearly identified with line markings and that signage will be provided for the DDA spaces. This is to ensure proper organization and accessibility within the parking area.

While individual allocation of parking spaces may not be proposed, it is noted that the total number of parking spaces provided on-site is sufficient to accommodate the expected level of demand.

2. *Identify measures used to ensure that all parking demand generated by the site can be accommodated within the spaces available, this may include:*
   a) *Shift scheduling and controls (rosters/check in and check out etc.).*
   b) *Booking/Allocation of parking spots.*

The operator is committed to scheduling shift periods in line with the staffing profile provided above in Table 1.

Given that there are multiple shifts per day and a sufficient supply of parking spaces available on-site, individually allocating parking spaces may not be considered practical. Instead, staff members who drive to the site will be instructed to park within the on-site car park.

By providing clear instructions to staff regarding parking within the on-site car park, it helps to ensure that parking spaces are efficiently utilised and available for employees. This can prevent any potential conflicts or shortage of parking spaces, contributing to a well-managed parking system.

It is worth noting that the car parking supply exceeds the expected parking demand, allowing parking demands to be accommodated on-site.

3. *Identify those responsible for any actions/tasks within this plan.*

It is the operator's responsibility to ensure all traffic, parking and pedestrians are managed as per this Traffic & Parking Management Plan. By ensuring that all staff members have access to the plan, they will be informed of the proper parking arrangements and the expectations for managing traffic and pedestrians. This helps to create a shared understanding and promotes compliance with the established guidelines. New employees are to be advised of parking arrangements as part of the staff induction process.

4. *Identify any methodology/triggers for review of this plan.*

It is important that the operator takes responsibility for the maintenance of the Traffic & Parking Management Plan to ensure its effectiveness and relevance over time. Reviewing and updating the plan every 2 years, or as needed, the operator ensures that the plan remains accurate and reflects the current operational needs of the site. This allows for effective management of traffic, parking, and pedestrians.

In addition to the plan itself, it is important that the operator takes responsibility for the maintenance of the car park, including the upkeep of line markings and signage. Regular maintenance of these elements ensures that they remain visible, clear, and in good condition, contributing to efficient traffic flow and the overall safety of the parking area.

All costs associated with the management, maintenance and updating of the Traffic & Parking Management Plan shall be borne by the operator.