

Mark Brown - Woollooware Bay Town Centre Stage 1

From: <Jeff.Steer@toyota.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/04/2013 11:46 AM
Subject: Woollooware Bay Town Centre Stage 1
CC: <mark.brown@planning.nsw.gov.au>

**Major Projects Assessment,
 Department of Planning and Infrastructure**

Sir/Madam,

RE: Woollooware Bay Town Centre Stage 1 - Retail / Club Precinct

Application no: MP 10_0230

Location: 461 Captain Cook Drive, Woollooware

Lodged by: Mr Jeff Steer, Asset Protection Supervisor, Toyota Motor Corporation Australia Limited

Crn Captain Cook Drive and Gannons Road, Caringbah. NSW 2229

Date: 11th April, 2013

Comment:

As the Asset Protection Supervisor employed by the Toyota Motor Corporation Australia Limited at our Caringbah site, responsible for the safety and security of staff/visitors I believe it is necessary to provide comment on the proposed development. Those comments are not suggesting the support or otherwise of the Woollooware Bay Town Centre, at 461 Captain Cook Drive, Woollooware.

Toyota Australia operates a business of significant scale in the vicinity of the proposed Woollooware Bay Town Centre/Sharks Park redevelopment area, consisting of sales and marketing operations in addition to a large parts distribution centre. The total number of people on site is approximately 650.

The main staff, contractor and visitor entrance / exit point for the Toyota complex is at the roundabout of Captain Cook Drive and Gannons Road, where traffic is accepted / released via on-site security boom gate control. At periods of peak traffic the roundabout is currently, without the increased traffic flow attributable to construction let alone the future additional occupation of the development site, very congested and as a consequence entry and exit to and from our site via the roundabout at peak periods in the morning and afternoons is difficult and near misses and staff complaint are a common event. Thankfully no serious accident has occurred at this stage. The roundabout has been the subject of various assessments and it is currently recognised as being at or above capacity at peak periods.

Some years prior at my request the former Roads and Traffic Authority carried out an assessment of the roundabout and although agreeing at the time the roundabout was difficult for vehicles entering/leaving our site, would not support the installation of Traffic Control lights however recommended signs be erected each side of the roundabout warning heavy vehicles to reduce speed to prevent overturning. Those signs were later installed. The issue of improved traffic management at the roundabout remains unresolved.

In the interests of employee, visitor and road user safety, and the efficiency of Toyota's operations at the Woollooware Bay site, the establishment of appropriate controls and limitations during the construction phase is requested such that additional traffic volume and congestion - in particular heavy construction traffic - is avoided or minimised at peak times.

Toyota can further elaborate on this comment as required.

Yours sincerely
Jeff Steer
Asset Protection Supervisor
Toyota Motor Corporation Australia Limited
Bus. Phone (02) 9710 3168

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