

Coastal Assessments,  
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Attention: The Acting Director  
[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=371](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=371)

**Re: OBJECTION – Major Project Application 05–0198 – Bilambil Heights**

I wish to lodge my objection to the above Project Application. The grounds of my objection are:

- The proposal in this application to link Stott Street in Tweed Heads West and Walmsleys Road in the Tweed Pacific subdivision of Bilambil Heights was contained in a development application lodged in 1994, that was rejected by the Tweed Shire Council in January 2005, (Ref PF2480/20 94/455) stating *“The proposal is likely to have an unacceptable adverse impact on the residential amenity of the residents of Tweed Pacific Estate”* (i.e. the subdivision containing Walmsleys Road) and *“On balance, the originally proposed access . . . . . from Piggabeen Road is the more appropriate option”*;
- The impact of linking Stott Street and Walmsleys Road would effectively link the already busy Piggabeen Road (with future huge development on the drawing board) with a currently “isolated” subdivision of 160-or-so residential dwellings in this Tweed Pacific and Malua Estates subdivisions;
- The proposal is likely to have an unacceptable adverse impact on the residential amenity of the residents of Tweed Pacific Estate (i.e. the subdivision containing Walmsleys Road, Nabilla Street and Warringa Drive;
- An access to the proposed development from Stott Street and Piggabeen Road is the more appropriate option (as endorsed by the 1995 rejection of linking Stott Street & Walmsleys Road);
- Given the greatly increased flow of traffic under the proposal, the already dangerous intersection of Warringa Drive and Nabilla Street would be significantly worsened. (In the late afternoon, for the half-hour-or-so when the sun is shining directly down the steep incline of Warringa Drive, it is absolutely, physically impossible for traffic driving West, up Warringa Drive, wanting to turn right into Nabilla Street, to see any traffic proceeding East, down Warringa Drive at that point, because of the incredible glare.) (Under the Proposal, a significant proportion of traffic for the proposed sub-division, plus a potential for other traffic from the top end of Tweed Heads West adjacent to the proposed development would be driving via that route);
- And this is not taking into account the increased danger to the large number of school children (and others) currently walking daily on the road, given there are no footpaths, down Warringa Drive to catch the bus on Scenic Drive, plus walking home from the bus from Scenic Drive.
- It is suggested that the proposal does not adequately take into account the likely increase in traffic volume from West Tweed “rat-running” through the proposed development, onto Walmsleys Road. This, in addition to other proposed developments adjoining the 05\_0198 Development Proposal must place in doubt the conservative estimate of additional traffic flow along Walmsleys Road which has a 7 meter wide road being classified as adequate. It is suggested that a less conservative (i.e. less favourable to the development proposal) traffic flow figure would see the 7 meter wide Walmsleys Road being classified as inadequate for the higher, more realistic traffic flow figure.

Signed *Emily Finn* ..... *Peter Rolfs* ..... Date *25* / 9 / 2009

Name/s *Emily Finn* ..... *Peter Rolfs* .....

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