## Alan Moroney - North West Rail Link Corridor Strategy - feedback

**Date:** 4/16/2013 11:23 PM

Subject: North West Rail Link Corridor Strategy - feedback

Thanks for your time in looking at my submission against using Robert Road for buses.

Robert Road is the only main road to the local residents living in adjacent streets (like Dalkeith Road, Durnraven Way, Rochford Way, Mariam Place, Oliver Way, Arundel Way) to get on to the other main roads like County Drive or Castle hill Road who don't have the requirement to commute by the new railway link.

Some of the local roads like Arundel Way and Oliver Way exit into Robert Road. They don't have any other choice.

There are a number of school children (and parents) who use Robert Road to go to their schools - either by walk or for catching the school bus which stop at John Road or County Drive.

Franklin Rd gives access to those residences that are to the east, i.e. Neale Ave and Edward Bennett Drive and all the cul-de-sacs running from it - Trinty Pl, Monastery Pl, Angel Pl and The Cloisters, Bowerman Pl, Harvey Pl, Emily Pl, Barry Pl, Paxton Cl, Radley Pl, Durant Pl, Scott Cl and Curtis Cl without having to go down John Rd, Residences closer to Robert Rd will be in walking distance to the station.

Franklin Rd is 8.5 - 9m wide. Robert Rd is only 7m wide.

Road acquisitions are already earmarked in Franklin Rd - (reference: excerpt from Hornsby LEP 2011 Road Reservation Acquisition Map Sheet LRA-0160)

The sweep-in access from Castle Hill Rd which crosses the top of Robert Rd creates a potentially dangerous intersection with access from Robert Rd to the station and should be avoided.

Can I please request that alternate roads like Franklin Road and County Drive that are designed to take heavy traffic load are considered by NWRL as originally planned and leave Robert Road.

Robert Park is the only green space, leisure and playing area for the young kids in our locality.

Thanks again.

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