

Trelawney Street site (C7)

The Trelawney Street compound would be utilised as an ancillary construction compound and would accommodate the Trelawney Street tunnel support facility during operation. The site is located on the eastern side of Pennant Hills Road between Trelawney Street and Loch Maree Avenue in Thornleigh. The site is generally zoned R2 Low Density Residential with developments reflecting this zoning. Two lots within the site are zoned B6 Enterprise Corridor and form part of the wider Thornleigh business enterprise corridor. These lots contain commercial properties.

The surrounding area features predominantly residential land uses as well as land use zones in which industrial, commercial and retail land uses are permissible. Non-residential land uses are largely located in the corridor between the Northern Railway Line and Pennant Hills Road in an area zoned as an enterprise corridor. The enterprise corridor extends from about 300 metres north of the Trelawney Street site south to around Thornleigh Railway Station dividing Thornleigh and roughly forming the town centre.

Several different commercial developments are located in the enterprise corridor zone including:

- Kennard's Storage.
- Ibis Hotel.
- Caltex and Shell service stations.
- Thornleigh Community Centre.
- Bunnings Warehouse.
- McDonald's restaurant.
- Thornleigh veterinary clinic.
- Other businesses, restaurants and general retail.

Brickpit Park is located 300 metres to the north-west of the Trelawney Street site and includes a putt-putt golf course, a golf driving range, a sports centre and a skate park. The Chinese and Australian Baptist Church is located on the southern side of Loch Maree Avenue opposite the Trelawney Street site.

The Trelawney Street site would be located in an area zoned for residential land uses with some retail / commercial land uses. Land use zonings around the site are summarised in **Table 8-9**.

Table 8-9 Land use zonings under the Hornsby LEP around the Trelawney Street site

Land use zoning	Features
R2 Low Density Residential	The majority of the area surrounding the Trelawney Street site.
RE1 Public Recreation	Several discrete locations within the local area.
SP2 Infrastructure	The Northern Railway Line and Pennant Hills Road.
B2 Local Centre	Located south of the Trelawney Street site around Thornleigh Railway Station.
B6 Enterprise Corridor	Located opposite the Trelawney Street site on the western side of Pennant Hills Road.
IN 1 General Industrial	Located north of the Trelawney Street site on the western side of the Northern Railway Line.

Whilst a number of utilities are present around the site, these are not anticipated to be directly impacted by the works.

Pioneer Avenue compound (C8)

The Pioneer Avenue compound would be located adjacent to the Northern Railway Line on Pioneer Avenue in Thornleigh. The local area is largely composed of industrial and commercial land uses, roughly bound by Duffy Avenue to the south, Sefton Road to the north, the Northern Railway to the east and a the residential area on Wild Ash Way to the west.

The area surrounding the commercial / industrial centre is predominately residential with other land uses including:

- Brickpit Park on the eastern side of the Northern Railway Line.
- Enterprise corridor to the south between Pennant Hills Road and the Northern Railway Line.

The site is zoned IN 1 General Industrial and is currently developed for this purpose. Land use zonings around the site are summarised in **Table 8-10**.

Table 8-10 Land use zonings under the Hornsby LEP around the Pioneer Avenue compound (C8)

Land use zoning	Features
R2 Low Density Residential	The majority of the area around the commercial / industrial centre.
RE1 Public Recreation	Several discrete locations within the local area.
SP2 Infrastructure	The Northern Railway Line and Pennant Hills Road.
IN 1 General Industrial	Surrounds the site west of the Northern Railway.
B6 Enterprise Corridor	Located south of the site on the western side of Pennant Hills Road.

A high voltage underground power line runs through the site and may potentially be impacted by construction works.

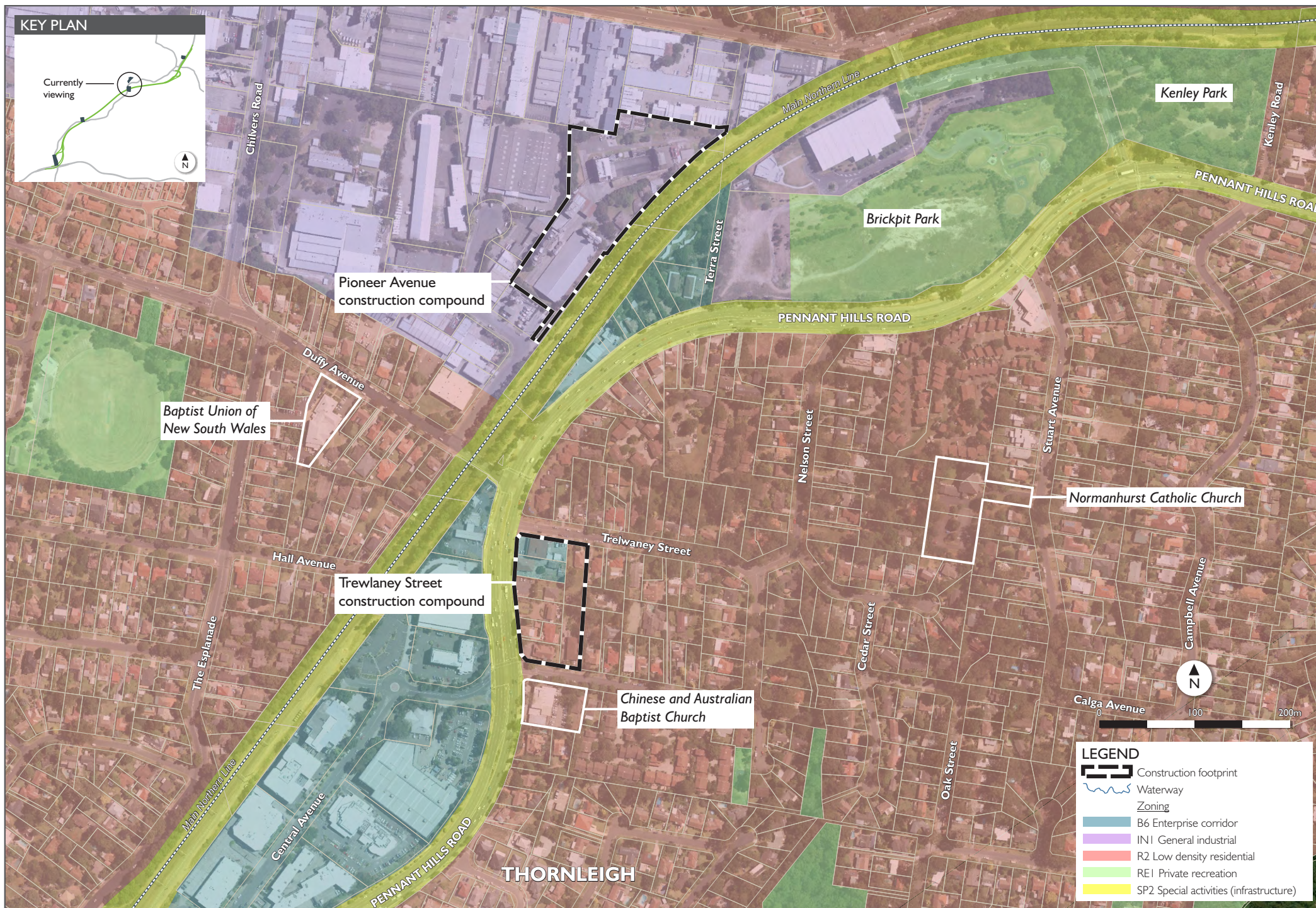


Figure 8-5 Trelawney Street local context

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Northern interchange compound (C9)

The northern interchange would be located at the Pennant Hills Road, M1 Pacific Motorway, Pacific Highway intersection. The suburban area is dominated by these major road corridors. Similarly to the other project sites, the surrounding area is made up largely of residential land uses. Other land uses in the vicinity of the northern interchange site include schools, places of worship, a hotel and various types of infrastructure.

The northern interchange site traverses the boundary between the Hornsby and Ku-ring-gai local government areas. Consequently the land zonings within each local government area have been described separately. The location of the local government area boundary is shown on **Figure 8-6**.

Land use zonings surrounding the site within the Hornsby local government area are mainly R2 Low Density Residential to the west of Pennant Hills Road and the area encompassed by Pennant Hills Road, the Pacific Highway and the M1 Pacific Motorway.

Land use zonings within the Ku-ring-gai local government area are described in **Table 8-11**.

Table 8-11 Land use zonings within Ku-ring-gai local government area around the northern interchange compound (C9)

Land use zoning (Ku-ring-gai Planning Ordinance)	Land use zoning (draft Ku-ring-gai LEP)	Features
2(h) Residential	R3 Medium Density Residential	Area encompassed by Pennant Hills Road, the Pacific Highway and the M1 Pacific Motorway.
2(h) Residential	R3 Medium Density Residential	Area around Kingsley Close.
2(d3) Residential 2(c) Residential 2(d) Residential	R4 High Density Residential R2 Low Density Residential	Area to the north of the Pacific Highway.
5 Special Uses A	SP2 Infrastructure	Abbotsleigh Senior School to the south of the Pacific Highway.

Public utilities that would be impacted by works at the northern interchange include:

- Sewer under the M1 Pacific Motorway.
- Traffic lights at M1 Pacific Motorway / Pennant Hills Road intersection.
- Street lighting for Pennant Hills Road.
- Telstra services on Pennant Hills Road.
- Water pipe on Pennant Hills Road.
- Gas main on Pennant Hills Road.
- Traffic lights at Pennant Hills Road / Pacific Highway intersection.

Bareena Avenue site (C10)

The Bareena Avenue site would be utilised as an ancillary construction compound and would accommodate the northern ventilation facility during operation. The Bareena Avenue site would be located on the corner of Bareena Avenue and Woonona Avenue on the western side of the M1 Pacific Motorway. The site is zoned as R2 Low Density Residential and the land use reflects this zoning.

The local area is characterised by low density residential development either side of the M1 Pacific Motorway with an area of higher density development on the northern edge of the Pacific Highway, Wahroonga. The residential areas are traversed by infrastructure corridors including the Pacific Highway, the M1 Pacific Motorway and the North Shore Railway Line. Other land uses in the area include a primary school on Woonona Avenue south, and several parks.

Within Hornsby local government area, on the western side of the M1 Pacific Motorway, the land use zoning surrounding the site is largely R2 Low Density Residential. This land use zoning extends as far west as the Pacific Highway on both the northern and southern sides of the North Shore Railway Line.

The land use zonings with the Ku-ring-gai local government area on the eastern side of the M1 Pacific Motorway are described in **Table 8-12**.

Table 8-12 Land use zonings within Ku-ring-gai local government area around the Bareena Avenue compound (C9)

Land use zoning (Ku-ring-gai Planning Ordinance)	Land use zoning (draft Ku-ring-gai LEP)	Features
2(d3) Residential 2(c) Residential 2(d) Residential	R4 High Density Residential R2 Low Density Residential	Area to the east of the M1 Pacific Motorway characterised by the presence of apartment buildings.
5 Special Uses A	SP2 Infrastructure	Abbotsleigh Junior School and a Sydney Water reservoir to the east of the M1 Pacific Motorway.

A sewer under the M1 Pacific Motorway would be impacted by the works at the Bareena Avenue compound.

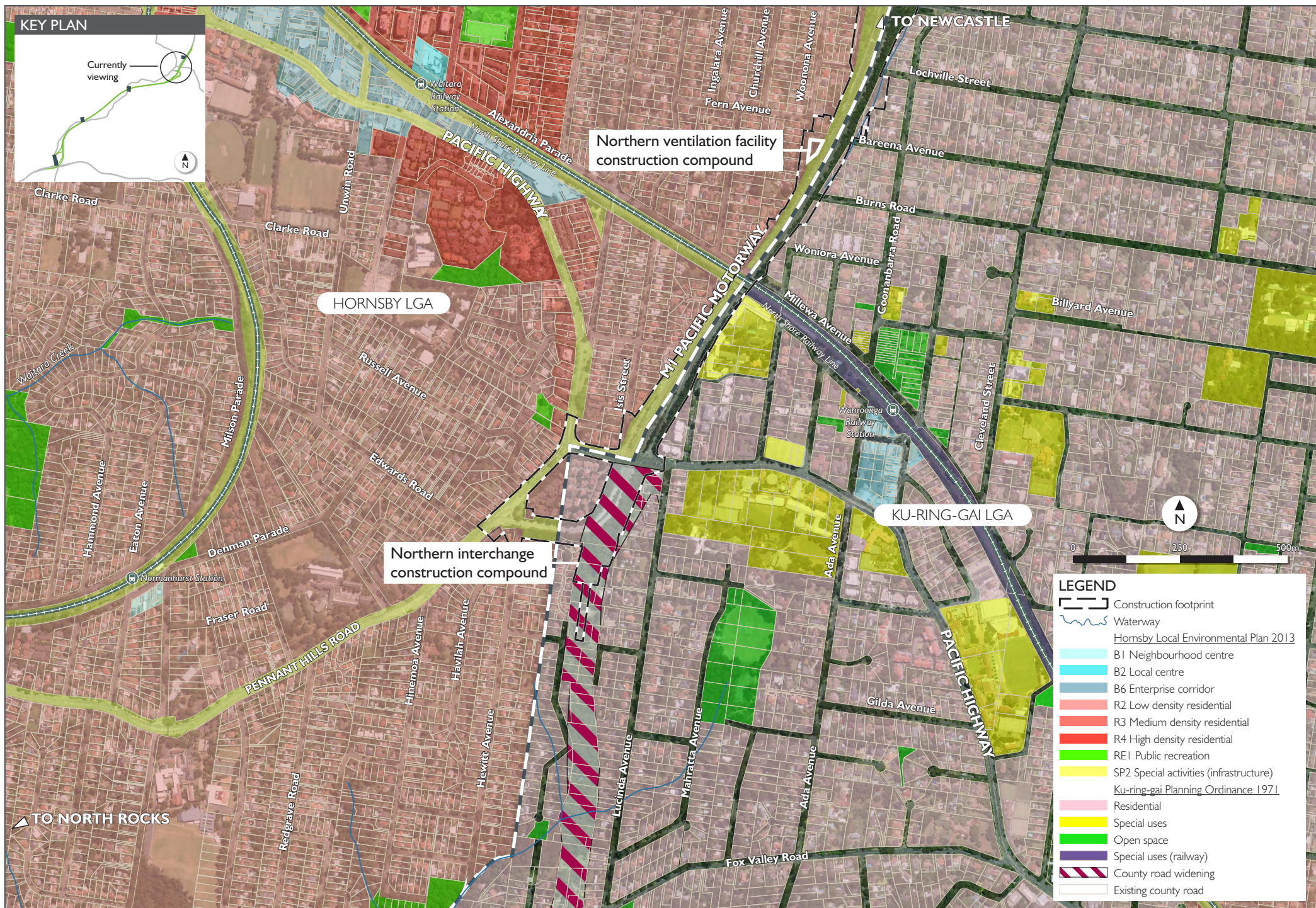


Figure 8-6 Northern interchange local context

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Junction Road compound (C11)

A temporary construction compound would be established adjacent to the M1 Pacific Motorway on the northern side of Junction Road. The surrounding land use is almost exclusively residential with the exception of the adjacent M1 Pacific Motorway.

The Junction Road compound site is located within the road corridor and would be zoned SP2 Infrastructure under the Ku-ring-gai Draft LEP. The primary zoning west of the M1 Pacific Motorway is R2 Low Density Residential under the Hornsby LEP.

The land use zonings within the Ku-ring-gai local government area to the east of the M1 Pacific Motorway are described in **Table 8-13**.

Table 8-13 Land use zonings within Ku-ring-gai local government area around the Junction Road compound (C11)

Land use zoning (Ku-ring-gai Planning Ordinance)	Land use zoning (draft Ku-ring-gai LEP)	Features
2(c) Residential	R2 Low Density Residential E4 Environmental Living	Area to the east of the M1 Pacific Motorway.
6 Open Space (a) Recreation Existing	RE1 Public Recreation	Carrington Park.

Whilst a number of utilities are present around the site, these are not anticipated to be impacted by the works.

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Figure 8-7 Junction Road construction compound local context

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8.1.2 Assessment of potential impacts

A key driver in the development of the preferred design was minimising the impacts on residential properties through land acquisition and changes in land use. The project, including the construction and operational disturbance footprints are predominately located within the purple corridor alignment option that was been identified during the 2004 report. As such, Roads and Maritime has already acquired a number of directly affected properties required for the project. However, a number of additional properties would be required for construction of the project.

Impacts on land use and property would occur from the commencement of construction. Potential impacts associated with construction and operation of the project would include:

- Temporary changes to land use and development through occupation of land during construction and alterations to property access.
- Permanent changes to land use and development through physical occupation of land required for operation of the project and consequential permanent alterations to surrounding property access.
- Longer-term changes to strategic land use and development planning as a consequence of the project including land use change facilitated by changes to amenity along the Pennant Hills Road corridor and in the event of development opportunities made available by the project (eg redevelopment of temporarily-affected land).

Land that would require acquisition for the project is referred to as directly affected land. Directly affected land would be acquired prior to commencement of construction and would involve:

- Partial acquisition where only part of the property would be required.
- Full acquisition, where the majority of a lot would be impacted.

All acquisition required for the project would be undertaken in consultation with the affected landowner and would be subject to the requirements of the *Land Acquisition (Just Terms Compensation) Act 1991*.

Property acquisition would be required for both temporary and permanent facilities. Land acquired for temporary facilities would only be required during construction and consequently has been discussed in the construction impacts section. Permanent facilities would require land throughout the operational life of the project and have been discussed within the operational impacts section.

The potential impacts to property associated with vibration and settlement from tunnelling works is described in **Section 7.8** (Hydrogeology and soils).

Construction

Temporary acquisition

Temporary ancillary construction facilities located outside of the road reserve such as those at the northern interchange would result in a temporary change to land use during construction. Temporary ancillary construction facilities would be located at the northern interchange compound (C9) at Eastbourne Avenue, the Junction Road compound (C11), the Pioneer Avenue compound (C8), the Windsor Road compound (C1), the Barclay Road compound (C3), the Yale Close compound (C4) and the Darling Mills Creek (C2) compound. Only Windsor Road, Pioneer Avenue and the northern interchange require temporary acquisition outside of the road corridor and have been assessed below. These facilities are outlined in more detail in **Chapter 5** (Project description).

The properties that would be directly impacted by the temporary ancillary construction facility sites are detailed in **Table 8-14**. Four private properties would be required for temporary construction facilities in addition to eight properties previously acquired by Roads and Maritime. All four non-Roads and Maritime properties would be fully acquired.

Of the 12 affected properties, two are currently used for residential development, nine are currently undeveloped and one is developed for industrial purposes but is currently disused.

The Junction Road compound (C11) would not require land acquisition as the proposed site is within the existing M1 Pacific Motorway road corridor and is owned by Roads and Maritime. Similarly the Barclay Road (C3), Yale Close (C4) and Darling Mills Creek compounds (C2) would not require acquisition as they are located within the Hills M2 Motorway road corridor. There would not be any temporary acquisition for the southern interchange as the construction footprint aligns with the operational footprint (and therefore all properties would be permanently acquired) or the proposed works are contained within existing road reserves.

Table 8-14 Directly impacted properties – temporary construction facilities

Lot number	DP / SP number	Land use	Full / partial acquisition	Roads and Maritime owned	Construction facility / area
1	135976	Vacant (open space)	Full	Yes	Windsor Road compound (C1)
2	220508	Vacant (open space)	Full	Yes	
80	837675	Vacant (open space)	Full	Yes	
70	845947	Vacant (open space)	Full	Yes	
12	235680	Industrial	Full	No	Pioneer Avenue compound (C8)
8	16374	Vacant (open space)	Full	Yes	Northern interchange (C9)
13	285552	Residential	Full	No	
12	285552	Residential	Full	No	
2	455904	Vacant (vegetated)	Full	Yes	
1	455904	Vacant (vegetated)	Full	Yes	
2	524928	Vacant (open space)	Full	Yes	
911	811673	Vacant (vegetated)	Full	No	

Discussions have commenced and would continue with affected property owners regarding acquisition of or leasing the required land in the short term during the construction phase of the project. All acquisitions would be undertaken in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the Land Acquisition Information Guide (Roads and Maritime, 2012c).

Properties leased for temporary construction facilities would be rehabilitated and returned to the land owner following completion of construction activities at each site. Roads and Maritime would investigate appropriate future uses for acquired properties, which may include landscaping, community facilities and / or sale.

Impacts on community facilities

The temporary construction facilities have generally been sited to avoid direct impacts to community facilities.

The bridge works required at Darling Mills Creek viaduct as part of the Hills M2 Motorway integration works would require short term closures of the public walking track along the creek to ensure safety of the public during construction. Appropriate signage would be erected during construction to advise the public during closures, including information regarding alternative walking routes.

Property access

Construction works and the establishment of temporary construction facilities may result in temporary impacts to existing property accesses. Where impacts to property accesses are unavoidable, consultation would be undertaken with the property owner and / or tenant to develop appropriate alternative access arrangements. This may involve provision of a temporary alternative access point.

Impacts on utilities

As described in **Section 8.1.1**, the project would impact on a number of existing utilities around and within the construction sites. These would be either protected in their current location or relocated at the commencement of construction works.

Impacts on surrounding development

The project would introduce construction sites within areas which are predominately zoned for and utilised as residential development. However, other land uses exist in the vicinity of the construction ancillary facilities including places of worship, businesses, schools and public recreation. These land uses may be more sensitive to the presence of a nearby construction site. Potential impacts such as noise, traffic and air quality associated with construction facilities have been mitigated as much as possible. Construction of the project is not likely to lead to land use changes or sterilisation of land. As such, the existing land uses surrounding construction sites would be able to continue during the construction phase.

Operation

Property acquisition

Permanent acquisition would be required for the following components of the project:

- Widening of road corridors.
- Operational surface facilities.
- The integration works to the Hills M2 Motorway.
- The tie-in works to the M1 Pacific Motorway.

A total of 56 residential, commercial and vacant properties, in addition to the 23 previously acquired by Roads and Maritime, would be directly impacted by permanent acquisition for the project (79 properties in total). A number of the Roads and Maritime properties are currently tenanted and usage within the project would require the current residents to relocate.

Of the 56 directly impacted properties, ten would require partial acquisition only, whilst 46 would be fully acquired. The majority of the land that would require full or partial acquisition is currently occupied by residential developments.

Table 8-15 provides a summary of the acquisitions required for the operational footprint of the project. These acquisitions are based on the current project design and may be subject to refinement in the future as detailed design work progresses. All acquisitions would be undertaken in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the Land Acquisition Information Guide (Roads and Maritime, 2012c).

Table 8-15 Directly impacted properties – permanent operational footprint

Lot number	DP / SP number	Land use	Full / partial acquisition	Roads and Maritime owned	Operational facility / area
15	841778	Vacant (open space)	Full	No	Hills M2 Motorway integration works
9	873480	Vacant (open space)	Partial	No	
1	32472	Residential	Full	Yes	Motorway operations complex and southern interchange
1	34240	Residential	Full	Yes	
4	34450	Commercial	Full	No	
3	34450	Commercial	Full	No	
2	34450	Commercial	Full	No	
1	34450	Commercial	Full	No	
4	135600	Residential	Full	Yes	
3	135600	Residential	Full	Yes	
2	135600	Residential	Full	Yes	
1	135600	Residential	Full	No	
202	206130	Vacant (open space)	Full	Yes	
2	234245	Residential	Partial	No	
2	800355	Residential	Full	Yes	
1	800355	Residential	Full	Yes	
26	801997	Residential	Full	Yes	
33	825835	Residential	Full	Yes	
32	825835	Residential	Full	Yes	
31	825835	Residential	Full	Yes	
30	825835	Vacant (open space)	Full	Yes	
19	1017760	Vacant (open space)	Full	Yes	
18	1017760	Vacant (open space)	Full	Yes	
17	1017760	Vacant (open space)	Full	Yes	
16	1017760	Vacant (open space)	Full	Yes	
15	1017760	Vacant (open space)	Full	Yes	
14	1017760	Vacant (open space)	Full	Yes	
13	1017760	Vacant (open space)	Full	Yes	
12	1017760	Vacant (open space)	Full	Yes	
11	1017760	Vacant (open space)	Full	Yes	
10	1017760	Vacant (open space)	Full	Yes	
15	11685	Residential	Full	No	Wilson Road tunnel support facility
14	35528	Residential	Full	No	
13	35528	Residential	Full	No	
12	35528	Residential	Full	No	
-	41944	Residential	Full	No	

Lot number	DP / SP number	Land use	Full / partial acquisition	Roads and Maritime owned	Operational facility / area
112	1001146	Residential	Full	No	
111	1001146	Residential	Full	No	
22	1010137	Residential	Full	No	
21	1010137	Residential	Full	No	
20	1010137	Residential	Full	No	
34	5281	Residential	Full	No	Trelawney Street tunnel support facility
17	5281	Residential	Full	No	
17	262775	Commercial	Full	No	
16	262775	Commercial	Full	No	
15	262775	Residential	Full	No	
14	262775	Residential	Full	No	
12	262775	Residential	Full	No	
132	883467	Residential	Full	No	
131	883467	Residential	Full	No	
-	1836	Residential	Partial	No	Northern interchange
C	9921	Residential	Full	No	
A	9921	Residential	Full	No	
-	44036	Residential	Partial	No	
56	217127	Residential	Partial	No	
1	285552	Vacant (open space)	Partial	No	
12	285552	Residential	Full	No	
13	285552	Residential	Full	No	
B	384986	Residential	Full	No	
2	771102	Residential	Full	No	
1	771102	Residential	Full	No	
2	793127	Residential	Full	No	
8	868133	Residential	Full	No	
21	1006477	Residential	Full	No	
1	1045861	Residential	Full	No	
1	1050750	Residential	Full	No	
-	54471	Residential	Partial	No	M1 Pacific Motorway tie-in and northern ventilation facility
-	54857	Residential	Partial	No	
14	263707	Vacant (vegetated)	Full	No	
6	263707	Vacant (vegetated)	Full	No	
5	263707	Residential	Partial	No	
4	263707	Residential	Full	No	
9	706260	Residential	Full	No	
5	706260	Residential	Full	No	
1	847380	Residential	Full	No	
A	354779	Residential	Full	No	
19	866171	Residential	Partial	No	
18	866171	Vacant (vegetated)	Full	No	
2	1138943	Residential	Full	No	

Property access

One property would have some permanent physical change to external access arrangements. Existing vehicle access to a residential property adjacent to Bareena Avenue would require adjustment to accommodate the widening of the motorway.

Arrangements for altered property accesses would be subject to consultation with the affected property owner.

Impacts on existing and future developments

Across the project corridor, 45 residential properties would be permanently, fully acquired or have previously been fully acquired by Roads and Maritime for use as part of the project. This would result in a permanent change to the residential land use of these sites. Additionally, 12 lots which are currently undeveloped, but zoned R2 Low Density Residential, have previously been acquired by Roads and Maritime for the project. As such, these lots would no longer be available for future residential development opportunities.

One lot currently zoned public recreation adjacent to the Hills M2 Motorway would be fully acquired for the project resulting in the loss of this public space to the community.

Three lots which are currently undeveloped and vegetated would also be fully acquired. These lots are zoned for residential purposes under the Ku-ring-gai Planning Ordinance and as E2 Environmental Conservation or E4 Environmental living under the draft Ku-ring-gai LEP. Although the project would remove the future residential development potential of this land, this was already contemplated under the draft LEP. The potential ecological impacts arising from acquisition of this land are assessed in **Section 7.6** (Biodiversity).

Six properties comprising existing commercial developments would also be fully acquired for the project. Four of these commercial lots comprise one development, being a landscaping supply business near the southern interchange. This business is located within an area zoned for residential development and does not form part of a larger commercial centre. The other two commercial lots form part of the Thornleigh Enterprise Corridor, however they comprise the only two commercial developments within this corridor located on the western side of Pennant Hills Road. The acquisition of these two developments would not result in fragmentation of the enterprise corridor and is not anticipated to adversely affect the remaining commercial developments in the area. The economic and social impacts related to the acquisition of commercial properties are discussed further in **Section 7.7** (Social and economic).

Table 8-16 lists the lots which would be partially acquired, the relevant zoning of each lot, the residual lot size and whether this complies with the minimum lots sizes under the provisions of the relevant environmental planning instrument.

Table 8-16 Partially acquired properties – residual lot size

Lot number	DP / SP number	Land use zoning	Current land use	Minimum lot size (square metres)	Residual land size (square metres)
9	873480	R2 Residential (Hills LEP)	Residential	700	1,256
2	234245	R2 Residential (Hills LEP)	Residential	700	877
-	44036	R2 Residential (Hornsby LEP)	Residential	500	2,106
5	263707	2(c2) Residential (Ku-ring-gai Planning Ordinance) / R2 Residential (draft Ku-ring-gai LEP)	Residential	929 / 930	1,560
56	217127	R3 Residential (Hornsby LEP)	Residential	N/A	900
-	1836	R3 Residential (Hornsby LEP)	Residential	N/A	1,401
1	285552	2(h) Residential (Ku-ring-gai Planning Ordinance) / R3 Residential (draft Ku-ring-gai LEP)	Vacant (open space)	650 / 1,200	312
1	847380	R2 Residential (Hornsby LEP)	Residential	500	864
-	54471	2(c2) Residential (Ku-ring-gai Planning Ordinance) / R2 Residential (draft Ku-ring-gai LEP)	Residential	929 / 930	2,510
-	54857	2(c2) Residential (Ku-ring-gai Planning Ordinance) / R2 Residential (draft Ku-ring-gai LEP)1477	Residential	929 / 930	1,362
19	866171	2(c2) Residential (Ku-ring-gai Planning Ordinance) / R2 Residential (draft Ku-ring-gai LEP)	Residential	929 / 930	1,477

One residual lot would be below the minimum lot size contemplated under the Ku-ring-gai Planning Ordinance and under the draft Ku-ring-gai LEP. However, under the draft Ku-ring-gai LEP an exemption to minimum lot sizes would exist (if the draft LEP is made in its current form) for the subdivision of lots which are part of a strata or community title scheme. As this residual lot in question forms part of a community title scheme, future development potential of this land under the draft Ku-ring-gai LEP would be unaffected by the project.

All other residual lots would remain above the minimum lot size required by the relevant environmental planning instrument for development as a nominated permissible use on the affected land.

Land use compatibility and development potential

The project would introduce new surface operational ancillary facilities along the project corridor, mainly within areas developed and zoned for residential purposes. Wherever possible, these have been located immediately adjacent to the project and / or other arterial roads in order to limit the potential for impacts to surrounding land uses. For example, the motorway operations complex has been located immediately to the north of the Hills M2 Motorway and west of Pennant Hills Road.

The tunnel support facilities located on Wilson Road and Trelawney Street would be located within residential areas. These facilities would only be operated for air intake during low traffic speed conditions or to extract smoke in the unlikely event of an emergency within the tunnels. Additionally, they have been designed to integrate with the surrounding area and noise attenuation would be incorporated into the design of the facilities in order to meet the relevant guidelines (refer to **Section 7.2** Noise and vibration). As such, these elements of the project are not anticipated to affect the local development pattern or result in long-term land use changes.

On completion of the project, Roads and Maritime would investigate options for the use of residual land. This may include returning land to the community in the form of parks or recreational areas or selling land for redevelopment in accordance with the relevant existing land use zonings.

The project would also reduce the volume of traffic travelling on Pennant Hills Road, particularly heavy vehicles, resulting in improved local amenity in terms of noise and vibration, air quality and traffic. This improved local amenity could contribute to a reinvigoration of the corridor through improving the desirability over the longer-term for land uses such as residential and commercial developments (in particular retail).

The project would also facilitate future consideration of local embellishments including recreational facilities, cycling infrastructure, and public transport initiatives by the relevant authorities and infrastructure providers. These future opportunities, driven by improved amenity, do not form part of this project and would be subject to separate consideration by the relevant parties as appropriate.

8.1.3 Environmental management measures

The project has minimised the requirement for property acquisition by optimising the use of land already owned by Roads and Maritime, and locating operational elements within existing road corridors as much as feasible. The project also provides the potential to consider future development opportunities along the Pennant Hills Road corridor.

Mitigation and management measures would be implemented to avoid, minimise or manage impacts to land use and property. These mitigation and management measures are listed in **Table 8-17**.

Table 8-17 Environmental management measures - land use and property

Impact	No.	Environmental management measure	Timing
Construction			
Property access	LP1	Affected property owners would be consulted where temporary property access would be required.	Pre-construction and construction
	LP2	Affected property owners would be provided with advanced notification of relevant project schedules, construction works and changes to access arrangements.	Construction
	LP3	Community updates would be provided on changes to the local road network within the project area during construction.	Construction
Temporary lease or acquisition of property required for the project	LP4	Consultation would occur with the relevant property owners in relation to temporary land leases and acquisition of properties required temporarily for the construction of the project. Where acquisition is identified as the preferred option, this would be undertaken in accordance with the Land Acquisition Information Guide (Roads and Maritime, 2012c) and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Construction
Community facilities	LP5	Appropriate signage would be provided advising of walking track closures and alternative walking routes.	Construction
Operation			
Acquisition of property required for the project	OpLP1	Land acquisition for the project would be undertaken in accordance with the Land Acquisition Information Guide (Roads and Maritime, 2012c) and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> .	Detailed design / pre-construction
Loss of land use and property access	OpLP2	Property accesses that are affected as a result of the project would be reinstated in consultation with the affected landowners including relocation if required.	Detailed design / construction

