

SSI-663-Mod-6 – M7 Motorway (Mod 6 Widening)

## M7-M12 Integration project

### Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue

Project	M7-M12 Integration project
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#### Document Approval

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## Definitions and Acronyms

Term	Expanded text
AF	Ancillary facility
AGTTM	Austroads Guide to Temporary Traffic Management, 2019 all Parts
AS	Australian/New Zealand Standards
Austroads	The suite of Austroads design guides, in particular Part 3 – Geometric Design and Part 6 – Roadside Design, Safety and Barriers.
CEMP	Construction Environmental Management Plan
CoA	Minister's Conditions of Approval for the M7 Motorway (Modification 6 Widening; SSI-663-Mod-6)
Construction	Includes work required to construct Modification 6 as defined in the Project Description described in the documents listed in Condition 1A of Schedule 1 including commissioning trials of equipment and temporary use of any part of Modification 6, but excluding Low Impact Work which is carried out or completed prior to approval of the CEMP.
CTTMP	Construction Traffic and Transport Management Sub-plan
DPHI	NSW Department of Planning, Housing and Infrastructure
EAD	Environmental Assessment Documentation
M7 EAD	The set of documents that comprise the Division 5.2 Approval of the M7 Widening: <ul style="list-style-type: none"> <li>• Transport for NSW (August 2022) Westlink M7 Widening Modification Report</li> <li>• Transport for NSW (November 2022) Westlink M7 Widening Submissions report.</li> </ul>
EP&A Act	Environmental Planning and Assessment Act 1979
M7 Widening	M7 Motorway (Modification 6 Widening; SSI-663-Mod-6)
M7-M12 Integration project, the Project	The M7-M12 Integration project incorporates the following: <ul style="list-style-type: none"> <li>• M7 Motorway (Mod 6 Widening) (SSI 663 Mod 6) – modification (mod) to the M7 Motorway approved on 17 February 2023 under Division 5.2 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&amp;A Act)</li> <li>• M12 Motorway (CSSI 9364) – approved on 23 April 2021 under Division 5.2 of the EP&amp;A Act and split into separate stages or packages of work (West, Central (main construction), Central (temporary roundabout) and East). The M12 Motorway is also subject to a federal approval under the <i>Environment Protection and Biodiversity Conversation Act 1999</i>. The M7-M12 Integration project incorporates the M12 East package only.</li> </ul>
NSW CoA	NSW Conditions of Approval
ROL	Road Occupancy Licence(s)  Written permission (permit) which allows the applicant to use or occupy a specified road space at approved times, provided that certain conditions are met.
TGS	Traffic Guidance Scheme – A temporary arrangement of signs and devices installed to warn/guide/direct road users through or past a work site or temporary hazard.
TfNSW	Transport for New South Wales
TMP	Traffic Management Plan – A detailed document describing the long-term temporary impact of works on a road or road network which require complex traffic management arrangements. This document identifies the risks present and deploys control strategies to minimise impact and presence of the works. TMP's will comply with the project specific TfNSW Specification D&C G10 – Traffic Management
WSO Co	Western Sydney Orbital Company, a joint venture between Transurban Group, Queensland Investment Corporation and Canada Pension Plan Investment Board

## 1. Introduction

### 1.1 Background

#### M7 Widening

The Westlink M7 (formerly called the Western Sydney Orbital (WSO)) is an existing 39-kilometre-long toll road connecting the M5 Motorway at Prestons, the M4 Motorway at Eastern Creek and The Hills M2 Motorway at Baulkham Hills (the approved project).

TfNSW sought a modification to the approval granted for the Westlink M7 (Department of Planning, Housing and Infrastructure (DPHI) reference number SSI-663 M7 Motorway (Modification 6 Widening)) under the *Environmental Planning and Assessment Act 1979* (EP&A Act). This modification will enable widening of part of the motorway in response to current and projected traffic growth, and to address reduced motorway efficiency while enhancing safety.

The modification will enable the construction and operation of an additional lane in both directions within the existing median of the Westlink M7 for approximately 26 kilometres (km). Works will occur from about 140 metres (m) south of the Kurrajong Road overhead bridge at Prestons (southern end) to the Richmond Road interchange at Oakhurst/Glendenning (northern end), excluding widening through the Westlink M7/M4 Motorway (Light Horse) Interchange.

The modified portion of the Westlink M7 is herein referred to as M7 Widening. A detailed M7 Widening project description is provided in Section 5.1 of the Construction Environmental Management Plan (CEMP).

### 1.2 Statutory context

#### M7 Widening

Approval for the construction and operation of the Western Sydney Orbital project (now the M7 Motorway or Westlink M7) was granted on 28 February 2002 under the then Division 4, Part 5 of the EP&A Act. Specifically, the approval granted consent for the construction and operation of a 39 km-long, four traffic lane motorway with a 15 m wide central median, from the F5/M5 Motorway at Prestons in the south to the M2 Motorway at West Baulkham Hills in the north. The potential to use the median for additional traffic lanes or public transport in the future was identified in the EIS for the original approved project (Roads and Traffic Authority, 2000).

The M7 Widening was assessed as part of a Modification Report and a Submissions Report. Together these documents are referred to as the M7 Widening Environmental Assessment Documentation (M7 EAD). Updated Environmental Management Measures were nominated in these assessments to manage the identified impacts. The M7 Widening must be carried out in accordance with all procedures, commitments, preventative actions, performance outcomes and mitigation measures set out in the M7 EAD as required by M7 Condition of Approval (CoA) 1E.

Approval for the M7 Widening under the EP&A Act was granted by the Minister for Planning on 17 February 2023 (SSI-663-Mod-6).

### 1.3 Purpose of this assessment

This Traffic and Pedestrian Impact Assessment (this assessment) has been prepared to address M7 CoA D83 and D84, which is for the use of heavy vehicles on roads classified as local roads.

## 2. Environmental requirements

This memorandum addresses NSW M7 CoA D83 and D84 requirement for a traffic and pedestrian impact assessment to be prepared for the Planning Secretary's approval for the use of local roads not assessed in Table 6-6 of Appendix D of the Modification Report.

This assessment has been undertaken by an appropriately qualified and experienced person within John Holland's traffic team and has been reviewed by the construction and environment teams, respectively.

The specific requirements relating to traffic and transport addressed in this memorandum are summarised in Table 1.

Table 1: Conditions of Approval relevant this assessment

Requirement	Where addressed
<b>M7 CoA D83</b>	
Local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not listed in Table 6-6 of Appendix D of the Modification Report (as listed in Condition 1A(a) of Schedule 1) must be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP Sub-plan.	Following the Planning Secretary's approval of this assessment, the Construction Traffic, Transport and Access Management CEMP Sub-plan will be updated and approved by the Environmental Representative prior to use of the local roads subject to this assessment.
<b>M7 CoA D84</b>	
All requests to the Planning Secretary under Condition D83 must include a traffic and pedestrian impact assessment	This Assessment
and be prepared in consultation with the relevant council(s).	Section 5 and Annexure B
The assessment must be undertaken by an appropriately qualified and experienced person	<p>This assessment has been undertaken by an appropriately qualified and experienced person and has been reviewed by John Holland's Traffic Manager, as well as the Environment, Sustainability and Approvals Manager.</p> <p>The author's relevant qualifications and experience are:</p> <ul style="list-style-type: none"> <li>• Bachelor of Engineering (Hons.) from University of New South Wales</li> <li>• Traffic Management Designer (PWZ TMP)</li> <li>• TfNSW Traffic controller licence (TCT1054108).</li> </ul> <p>The assessment reviewer has over 20 years of specialist expertise, and has the following relevant qualifications:</p> <ul style="list-style-type: none"> <li>• Advanced Diploma of Road Safety &amp; Crash Investigation, QUT</li> <li>• Lead Road Safety Auditor – QLD, NSW, VIC.</li> <li>• Master of Business Administration, Griffith University.</li> </ul>
and must include a swept path analysis if required by the Department.	Annexure A
The traffic and pedestrian impact assessment must:	Section 4.4
(a) demonstrate that the use of local roads will not compromise the safety of the public	Section 4.3 Section 6
and have no more than minimal amenity impacts;	Section 4.4
(b) provide details as to the date of completion of road dilapidation surveys for the subject local roads; and	Section 3.6 Table 2
(c) describe the measures that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and childcare facilities during peak times for operation.	First Avenue and Spire Court each pass one childcare centre. Additional management measures are presented in Section 6.
The outcomes and recommendations of the traffic and pedestrian impact assessment must be incorporated into the Site Establishment Management Plan or Traffic Management CEMP Sub-plan as relevant.	The outcomes and recommendations of this assessment, once approved by the Planning Secretary, will be



Requirement	Where addressed
	incorporated into the Traffic Management CEMP Sub-plan for the Environmental Representative's approval.
<b>M7 CoA D85</b>	
<p>Before any local road is used by a heavy vehicle for the purposes of the modification, a Road Dilapidation Report must be prepared for the road unless otherwise agreed to by the relevant road authority. A copy of the Road Dilapidation Report must be provided to the relevant council within three weeks of completion of the survey and no later than two weeks before the road being used by heavy vehicles associated with Modification 6.</p> <p>If damage to roads occurs as a result of the construction of the modification, the Proponent must rectify the damage to restore the road to at least the condition it was in pre-construction in consultation with the relevant road authority. Rectification works must be undertaken within three months of the subject road no longer being used for the construction of Modification 6 unless an alternative timeframe is agreed to by the relevant road authority.</p>	<p>Section 3.6</p> <p>Table 2</p>

### 3. Proposed local roads

#### 3.1 Overview

In accordance with M7 CoA D83 and D84, local roads proposed to be used by heavy vehicles to directly access the construction boundary and ancillary facilities that are not listed in Table 6-6 of Appendix D of the Modification Report must be approved by the Planning Secretary and included in the Traffic, Transport and Access Management CEMP Sub-plan (CTTAMP).

'Heavy Vehicles' has the same meaning as in the Heavy Vehicle National Law (NSW).

Use of local roads in addition to those listed in Table 6-6 of Appendix D of the Modification Report by heavy vehicles for the purpose of the M7-12 Integration project cannot commence until the Planning Secretary has approved the use of the subject local road in accordance with M7 CoA D83 and D84, and the Environmental Representative (ER) has approved the update to the CTTAMP.

#### 3.2 Proposed local roads

The M7-M12 Integration project proposes to utilise the following local roads (refer to Table 2 and Figure 1) for heavy vehicle access, subject to the Secretary's approval:

- First Avenue, Hoxton Park, NSW 2171
- Spire Court, Hoxton Park, NSW 2171

Further information on the proposed use of heavy vehicles on these roads are provided below, as well as Section 3.4.

##### 3.2.1 Hoxton Park bridge construction

To facilitate construction of the Hoxton Park bridge (Infra 8) access will be provided directly off Wilson Road, which is an approved road listed in Table 6-6 of Appendix D of the Modification Report for use by heavy vehicles. The Hoxton Park bridge site is located at the southern end of Wilson Road near the intersection with Hoxton Park Road as presented in Figure 1 and 2. Wilson Road is only accessible to east bound traffic on Hoxton Park Road. First Avenue is required to facilitate access to Wilson Road by heavy vehicles travelling westbound along Hoxton Park Road. First avenue is required facilitate westbound vehicles to exit Hoxton Park Road travel to the end of First avenue where they can safely turn around prior to exiting back onto Hoxton Park. Once vehicles have exited First Avenue that are able to travel in an easterly direction along Hoxton Park Road and access Wilson Road.

##### 3.2.2 Spire Court drainage basin

The use of Spire Court is required to provide direct vehicle access for the construction of drainage infrastructure located between Spire Court and the M7 Motorway. The site access point is located adjacent to the western turning point of the road. A turnaround area would be accommodated within the construction site for heavy vehicles, which would allow vehicles to enter and exit the site in a forward direction.

### 3.3 Existing environment

#### 3.3.1 Local roads

The proposed local roads to facilitate the construction works associated with Hoxton Park Bridge (Infra 8) and Spire Court drainage infrastructure are described herein:

- **First Avenue** is a two-lane, two way local road, aligned in a north-south direction. It connects with Hoxton Park to the north and terminates in a cul-de-sac to the south. The majority First Avenue ranges between 9m and 11m wide between kerbs with restricted kerbside parking available. The end section shrinks to ~6m in width however the traffic volume in this section is substantially lower, as there is less access to/from other roads. This limits the potential risks from the narrower width. It has a posted speed limit of 50km/h. A second lane is provided on the northbound side to allow traffic to turn right onto Hoxton Park Road in a lane separate to traffic going straight or turning left. First Avenue is shown on Figure 1-3.
- **Spire Court** is a two-lane, two-way local road, which is aligned in a north-south direction and terminates on a dead-end at the southern extent. The road is accessed from Hoxton Park Road and provides access to Inspire Church and an Endeavour Energy depot. Limited unrestricted kerbside parking is provided on the southbound to the south of the church driveway. The road has a posted speed limit of 50km/h. A

second lane is provided on the northbound side to allow traffic to turn right in a lane separate to traffic going straight or turning left. Spire Court is shown on Figure 1 and Figure 4.

### 3.3.2 Public transport infrastructure

Three bus stops (two southbound and one northbound) on First Avenue servicing bus route 854 between Carnes Hill and Liverpool.

No bus stops are present on Spire Court.

### 3.3.3 Active transport infrastructure

Pedestrian access along each local road is summarised as follows:

- **First Avenue:** Footpaths are located along the northbound and southbound sides of First Avenue, with an access point to a shared user path on the southbound side. There's also a signalised crossing at the intersection of First Avenue and Hoxton Park Road. School zone locates at the north end of the road and extends approximately 40m to the south. The Westlink M7 SUP does not connect at any point to First Avenue.
- **Spire Court:** A footpath runs along the southbound side of Spire Court, which connects the SUP access point at the South end of the road. A signalised pedestrian crossing is located at the intersection of Spire Court and Hoxton Park Road.

A bi-directional SUP is provided along the west side of the M7 Motorway, with an access ramp provided from Spire Court traversing under the M7 Motorway to connect with the SUP

### 3.3.4 Nearby sensitive land uses (schools, aged care facilities, or childcare facilities)

Good Samaritan Catholic College is located at 401 Hoxton Park Rd, Hinchinbrook, and the driveway is located opposite First Avenue at the intersection with Hoxton Park Road (refer to figure 1). While the school is not located directly on First Avenue, it has been included in this assessment.

There are two childcare facilities located on the First Avenue and Spire Court, including:

- Inspire Childcare, at 1a Spire Court, Hoxton Park
  - This childcare is attached to Inspire Church Liverpool. This also has a college attached.
  - There is a large carpark around the church (and childcare), which will enable safe drop without interaction on Spire Court
- Milestones Early Learning Hoxton Park, at 107 Bangalow Road, Hoxton Park.

The operation times for the childcare centres vary and range between 7:00am to 6:00pm.

Good Samaritan Catholic College and the two childcare centres are shown on Figure 1.

Management measures are presented in Section 6.1 to be implemented to avoid where practicable the use of the local road past the school and childcare centres during peak times for operation.

In addition to the above, Malek Fahd Islamic School and Good Shephard Catholic Primary School are located on Pacific Palms Crescent and Twentieth Avenue respectively (see Figure 1). While the two schools are located in the vicinity of First Avenue, however heavy vehicles will not pass these receivers and are therefore not impacted. Brownes Farm Reserve Oval is located at the end of First Avenue, but this is not a sensitive receiver and has separate parking facilities available for its intermittent use (primarily cricket).

## 3.4 Justification

Additional consideration has been given to the use of state roads and regional roads as much as possible, when assessing the proposed local roads to be used by heavy vehicles. A review of the roads potentially available to access the required construction sites was undertaken, with considerations of a reasonable route length that had the least number of sensitive receivers. Following this process, First Avenue and Spire Court was selected. Refer to Section 3.2 for additional information.

Approval is required for the use of First Avenue and Spire Court to facilitate the construction of the Hoxton Park bridge (Infra 8) and the drainage infrastructure adjacent to Spire Court, respectively. These local roads will allow access to the construction areas where various construction activities such as piling, formwork, substructure and superstructure construction will be carried out.

It is noted that there is no alternative access to the Spire Court drainage construction site using the existing approved routes. Alternate access was looked at via Joadja Road, Jedda Road and Bernera Road, however access via this route would require heavy vehicles to mount the shared user path. Due to the unacceptable safety risks, this option was discounted. Access to the Spire Court drainage site is not possible via the construction alignment, due to a noise wall along the Westlink M7 road corridor.

Approved roads currently allow access to the Hoxton Park bridge site via Wilson Road off Hoxton Park Road for heavy vehicles travelling eastbound only. Therefore a way for vehicles travelling westbound to turn around and access the site is required. First Avenue would allow westbound vehicles to turn around, turn right onto Hoxton Park Road and access Wilson Road.

### **3.5 Proposed heavy vehicles**

A maximum vehicle length of 19m can be utilised at Spire Court.

A maximum vehicle length of 12.5m would be utilised at First Avenue due to the left turn movements from Hoxton Park Road onto First Avenue being limited to 12.5m single unit trucks and smaller vehicles.

Further information on the maximum length, and number of heavy vehicles proposed on these local roads at different times of the day is provided in Section 4 (refer Table 3). Heavy vehicles using the local roads described in this assessment would either be the same size as the longest heavy vehicle noted in Table 3, or smaller. Swept path analysis is provided in Annexure A.

### **3.6 Dilapidation surveys**

As required by M7 CoA D85, dilapidation surveys were completed in June 2024 prior to the proposed use of the local roads for construction. A copy of the Road Dilapidation Report was provided to the relevant council within three weeks of completion of the survey and no later than two (2) weeks before the road being used by heavy vehicles.

Should damage to roads occur as a result of the use of the local roads, the damage will be rectified to restore the road to at least the condition it was in pre-construction in consultation with the relevant road authority. Rectification works must be undertaken within three (3) months of the subject road no longer being used for construction unless an alternative timeframe is agreed to by the relevant road authority.

Table 2: Local roads subject to this assessment

ID #	Project	Local road	Local government area	Sensitivities	Direction of movement	Period of use	Hours of use	Number of heavy vehicles (daily)*	Purpose	Dilapidation survey completion
LR-005A	M7 Widening	Spire Court To Hoxton Park Road	Liverpool City Council	<ul style="list-style-type: none"> <li>Childcare facility (Inspire Childcare)</li> </ul>	Northbound and Southbound	<p>From the date of DPHI approval (expected October 2024) to 30 November 2025.</p> <p>Peak usage is anticipated in May 2025 and September 2025.</p>	<p>Mon-Fri: 7am-8am, 9:00am-4:00pm</p> <p>Limited out of hours may be required for delivery of plant etc.</p>	10 heavy vehicles (20 movements)	Access to Drainage Infrastructure	13 June 2024
LR-005B	M7 Widening	First Avenue To Hoxton Park Road	Liverpool City Council	<ul style="list-style-type: none"> <li>Childcare Facility (Milestones Early Learning Hoxton Park)</li> <li>School (Good Samaritan Catholic College)</li> </ul>	Northbound and Southbound	<p>From the date of DPHI approval (expected October 2024) to 31 August 2025.</p> <p>Peak usage is anticipated in October 2024 and February 2025.</p>	<p>Mon-Fri: 7am-8am, 9:30am-2:30pm, 4pm-6pm</p> <p>Limited out of hours may be required for delivery of plant etc.</p>	10 heavy vehicles (20 movements)	Access to bridge works site	13 June 2024

\* Predicted maximum



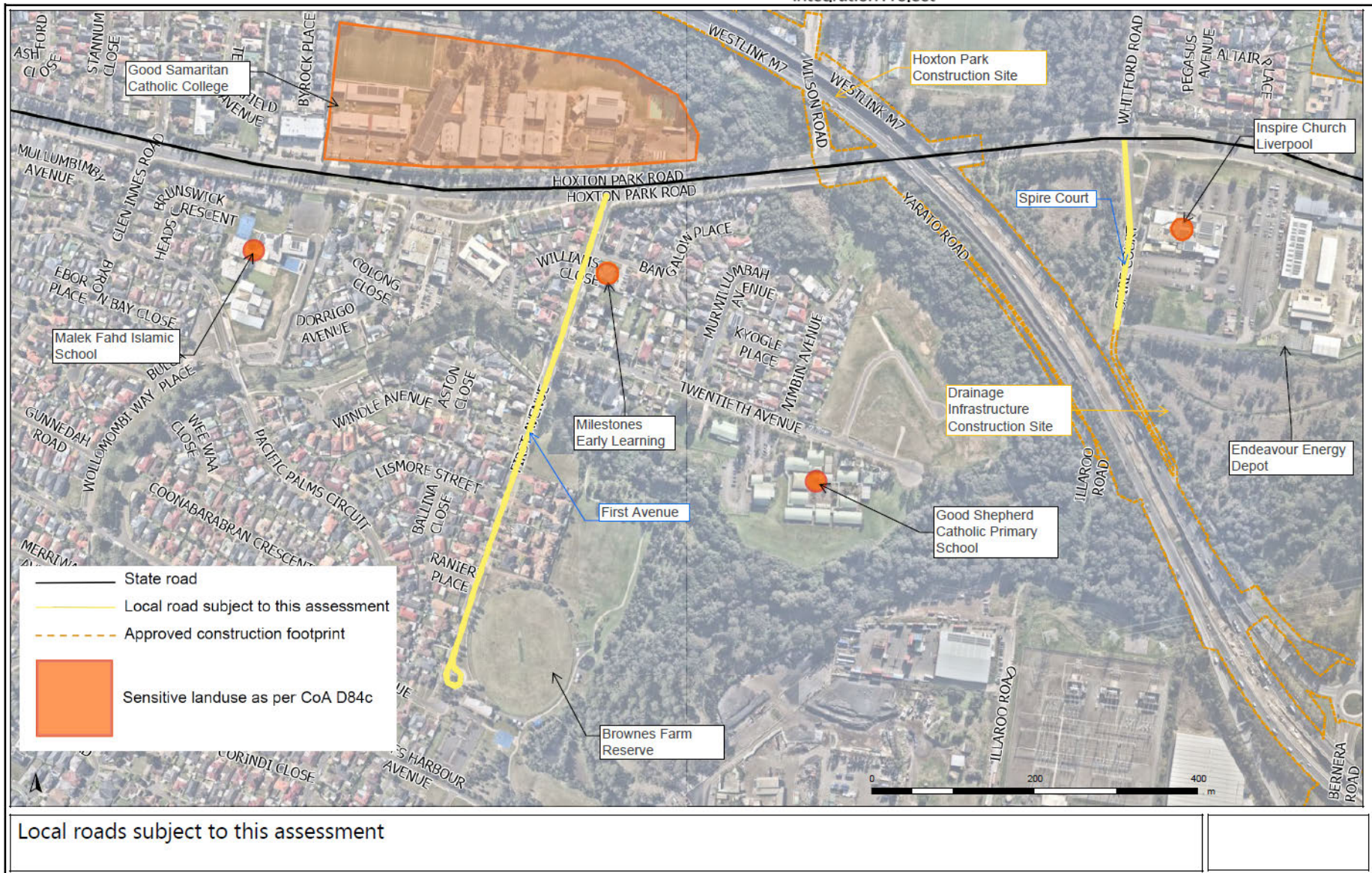


Figure 1: Local roads subject to this approval



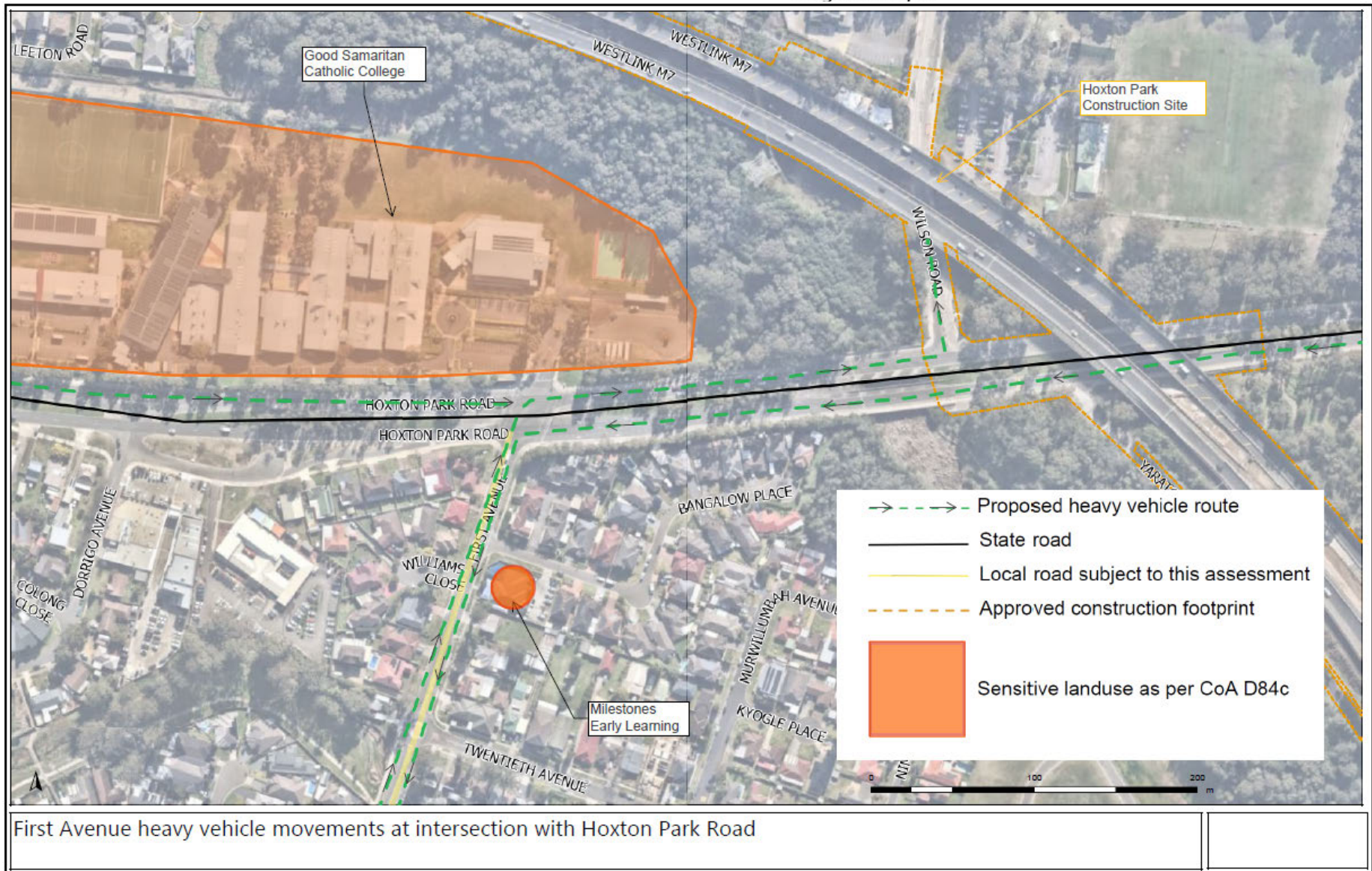


Figure 2: Heavy vehicle movements using First Avenue to access construction site





Figure 3: First Avenue and Brownes Farm Reserve





Figure 4: Spire Court

## 4. Traffic and pedestrian impact assessment

### 4.1 Proposed heavy vehicle volumes

The proposed number of heavy vehicles and indicative breakdown of vehicle size for use on local roads subject to this assessment are detailed in Table 3 below.

Table 3: Proposed heavy vehicle volumes on local roads (two-way movements)

ID #	Local road	Daily volumes	Morning peak volumes <sup>1</sup>	Evening peak volumes <sup>2</sup>	Vehicles (daily) <sup>3</sup>
LR-005A	Spire Court	10 heavy vehicles (20 movements)	2 heavy vehicles (4 movements)	2 heavy vehicles (4 movements)	2 x 19 m semi-trailer (1 during morning and evening peak) 3 x 19 m truck and dog 3 x 12.5 m Single Unit Truck (1 during morning and evening peak) 2 x 8.8 m Service vehicle
LR-005B	First Avenue	10 heavy vehicles (20 movements)	2 heavy vehicles (4 movements)	2 heavy vehicles (4 movements)	8 x 12.5 m 12.5 m Single Unit Truck (1 during morning and evening peak) 2 x 8.8 m Service vehicle (1 during morning and evening peak)

1. Morning peak 6.00 am to 10.00 am.
2. Evening peak 3.00 pm to 7.00 pm.
3. Indicative numbers are provided and are dependent on construction activities

### 4.2 Heavy vehicle impact assessment

As required by M7 CoA D84, JHG has conducted a qualitative capacity analysis to assess the heavy vehicle impacts on the network performance due to the proposed use of local roads for construction heavy vehicles. This assessment covers traffic impacts on the local roads listed in Table 2.

#### 4.2.1 Traffic Volume Assessment

The overall assessment methodology is outlined below:

- Determine existing and proposed demand on local roads.
- Convert number of proposed heavy vehicles to passenger car units (PCU).
- Use qualitative assessment approach to determine the impacts using Austroads guide reference.

As per NSW Road Network Classifications ([NSW Road Network Classifications](#)), Spire Court and First Avenue are classified as Local Roads. Austroads also offers insights into road classification in Table 3.1 of AGTM Part 4. Distributor Roads/Collector Roads are roads that link local roads to arterial roads & motorways. Additionally, Distributor Roads/Collector Roads are roads that distribute traffic and bus services within the main residential, commercial and industrial built-up areas. Considering that the roads associated with this assessment are lightly trafficked and not connecting areas of high residential, commercial and industrial traffic, nor are they connecting other local roads to arterial roads and motorways, the roads have been classified as local roads.

The changes in hourly traffic volumes due to the additional construction traffic can be estimated as presented in Table 4 below.

Table 4: PCU/traffic volume changes in affected local road

Scenario	Assessment Parameters	Daily traffic	Hourly traffic <sup>5</sup>
Existing	Existing Local Road AADT <sup>1</sup>	500	20.8
	Existing Local Road HV (based on HV% of 6% <sup>2</sup> )	30	1.25
	Existing HV PCU (based on a factor of 2.0 <sup>3</sup> )	60	2.5
	Existing total PCU	530	22.1



Proposed additional construction vehicles	Proposed additional HV	10 <sup>6</sup>	2 <sup>6</sup>
	Additional HV PCU (based on a factor of 3.1 <sup>4</sup> )	31	6.2
Existing with proposed	<b>Total PCU</b>	561	<b>28.3</b>

1 – Design Annual Average Daily Traffic (AADT) for local roads with buses, based on Austroads Guide to Pavement Technology Part 2 Table 12.2

2 – Design heavy vehicle percentage for local roads with buses, based on Austroads Guide to Pavement Technology Part 2 Table 12.2

3 – PCU factor of 2.0 is adopted for buses and other heavy vehicles expected to traverse the road, based on TfNSW Traffic Modelling Guidelines Section 10.1.1

4 – PCU factor of 3.1 is estimated for 19m truck and dogs, as 1 PCU is equivalent to 6m

5 – Based on a 24-hour day

6 – As per Table 3

#### 4.2.1 has been updated to detail this classification.

The forecasted demand for worst case scenario is 28.3 pc/hr/ln as calculated in Table 4 above, which is lower than the typical mid-block capacity of the kerbside lane which ranges between 600 – 900 pc/hr/ln as per Table 6.1 of the *Austroads Guide to Traffic Management Part 3* (refer Figure 5). Therefore, it is anticipated that local roads will have the surplus capacity to cater for additional heavy vehicles.

**Table 6.1: Typical mid-block capacities for urban roads with interrupted flow**

Type of lane	One-way mid-block capacity (pc/h)
<b>Median or inner lane</b>	
Divided road	1000
Undivided road	900
<b>Middle lane (of a 3 lane carriageway)</b>	
Divided road	900
Undivided road	1000
<b>Kerb lane</b>	
Adjacent to parking lane	900
Occasional parked vehicles	600
Clearway conditions	900

Figure 5: Typical Mid-block Capacity (AGTM Part 3)

#### 4.2.2 Intersection assessment

Swept path analysis was undertaken on the local roads subject to this assessment. Where swept path analysis indicates clearance of a 19 m semi-trailer, it is understood that smaller vehicles would also be able to use these roads without encroachment on kerbs or parking. Vehicles proposed to be used on the local roads are outlined in Section 3.4 and may be smaller than those represented in swept path analysis.

The swept path analysis shown in Annexure A demonstrates:

##### Spire Court:

- Access to Spire Court would be possible for all proposed vehicles (up to 19m semi-trailers).
- 19m semi-trailers can perform right-turn movements both from Hoxton Park Road onto Spire Court and from Spire Court onto Hoxton Park Road without encroaching any road furniture.
- 19m semi-trailers can perform left-turn movements from Hoxton Park Road onto Spire Court within the dedicated turning lanes.
- 19m semi-trailers can perform left turn movements from Spire Court onto Hoxton Park Road with both Westbound lanes occupied.
- Trucks would continue straight to access the construction site where the road bends to turn east forming a driveway to the Endeavour Energy depot.

##### First Avenue:

Swept path analysis was undertaken utilising 19m semi-trailers for some movements on First Avenue. It is understood that this swept path analysis showing clearance of 19m semi-trailers indicates clearance for smaller vehicles intended to be utilised on this route (up to 12.5m single unit trucks).

- Access to First Avenue would be possible for all proposed vehicles (up to 12.5 m single unit trucks).
- 19m semi-trailers can perform within the dedicated lanes for right-turn movements from First Avenue onto Hoxton Park Road.
- 19m semi-trailer will be able to pass the mountable roundabout at Twentieth Ave and make a U-turn through the roundabout at the end of First Avenue. No road furniture and opposite lanes will be encroached. While parking is allowed on one side of the road near the roundabout at the end of First Avenue, there is sufficient space for a heavy vehicle to pass by. Due to the low numbers, only one heavy vehicle will be at the end of First Avenue at a time.
- For left turn movements from Hoxton Park Road onto First Avenue, 8m service vehicles can perform within the dedicated turning lanes, and 12.5m single unit trucks can perform with two lanes on Hoxton Park Road occupied.

#### **4.2.3 Cumulative impact assessment**

There are no other upcoming works within the area listed on NSW Major Projects website or on Liverpool City Council Development Application Tracker that would utilise the local roads subject to this assessment. One Endeavour Energy Depot is accessed via a driveway located at the south-eastern extent of Spire Court by light vehicles and heavy vehicles. Use of Spire Court to access the construction site would be noticeable to users of the depot. Trucks would be managed via traffic control located at the access point and give way to traffic accessing and egressing the depot when trucks are crossing the road.

Brownes Farm Reserve is managed by Liverpool City Council (LCC) and is located at the southern extent of First Avenue, with a maintenance driveway and a separate parking access via a two lane bi-directional driveway located at the south of the road. First Avenue is used by coaches to bring groups of people to the oval for school sport carnivals (Monday-Friday), and by an increased volume of cars for weekend sport activities (including use by Western Suburbs Junior Rugby League Inc).

The coaches using the road range between 12 and 18 metres in length and make the same turn as the proposed construction heavy vehicles into First Avenue.

Given the low number of heavy vehicles proposed to support the M7 Widening project, it is predicted that cumulative impacts including with Brownes Farm Reserve on First Avenue and Endeavour Energy Depot on Spire Court would be minor.

Heavy vehicles associated with the M7 Widening project accessing and egressing the proposed local roads will be managed in accordance with an approved Traffic Management Plan (TMP) and Traffic Guidance Scheme (TGS). This would include the appropriate implementation of traffic control to protect the public.

#### **4.3 Pedestrian impact assessment**

As required by M7 CoA D84, a pedestrian impact assessment has been undertaken. The results are provided in this section.

##### **First Avenue**

There are footpaths along both northbound and southbound of First Avenue, with an access point to a shared user path on the southbound side. A signalised crossing is located at the intersection of First Avenue and Hoxton Park Road, allowing pedestrians to cross First Avenue, or Hoxton Park Road. A school zone located at the north end of the road extends approximately 40m south from the intersection with Hoxton Park Road and is associated with Good Samaritan Catholic College located on Hoxton Park Road.

Increased pedestrian activity is anticipated at Brownes Farm Reserve during events or weekend sports activities. A pedestrian footpath is present on both sides of First Avenue near the reserve. There is a car park located south of First Avenue which would reduce the risk of interface with pedestrians.

Brown Farm Oval is not typically highly utilised during standard construction hours during the week, or during the nighttime period (10.00 pm to 7.00 am) when the local roads would be used by construction traffic. The

known exception is the school sports carnivals that are held intermittently over the year during the week. The car park is sometimes used by large coaches that bring in groups of people for these carnivals.

Given the regular use of the local roads by large coaches (heavy vehicles), it is considered that the addition of a small number of construction heavy vehicles would not increase impacts to pedestrians.

Heavy vehicles accessing and egressing the proposed local roads will be managed in accordance with an approved TMP and TGS. This would include the appropriate implementation of traffic control to protect the public.

### **Spire Court**

There is a footpath running along Southbound of Spire Court, which connects the SUP access point at the South end of the road. There's also a signalised crossing at the intersection of Spire Court and Hoxton Park Road.

The SUP traversing the drainage infrastructure site will be closed with detours put in place in accordance with the project CTTMP. As such, the use of Spire Court by construction vehicles would not have an impact on SUP users.

There would be a low risk of impact to pedestrians accessing the Inspire Church and childcare centre as the provided footpath would not require any crossing of the road, and a signalised crossing is provided at the intersection with Hoxton Park Road. It is also noted that the Inspire Church, which includes a childcare centre and college, has extensive off-street parking (including for drop-off). This further limits potential interaction with pedestrians. In addition, heavy vehicle movements will be limited during school hours to reduce the risk of heavy vehicles using the road during increased pedestrian activity.

## **4.4 Amenity assessment**

Amenity is defined as the usability or the continued convenience of use of the existing infrastructure (roads and footpaths) that will be impacted by the use of the local road for the project.

### **4.4.1 First Avenue**

First Avenue is predominantly a residential street providing access to Hoxton Park Road which is a state road. Residences are present on both sides of the road, and Brownes Farm Reserve is located at the southern extent. Heavy vehicles will be visible and will generate noise, which may be noticed by residents.

Considering the proximity to the M7 corridor, the low number of proposed heavy vehicles to be used on the nominated local roads and with implementation of management measures presented in Section 6, the anticipated impacts to the amenity in terms of use of the roads by local traffic and noise impacts to sensitive receivers is expected to be very minimal.

### **4.4.2 Spire Court**

Spire Court is characterised by commercial and industrial land use, with Inspire Church (including childcare facilities), one residence located at 6 Spire Court, and Endeavour Energy Depot accessed via Spire Court, and the Westlink M7 located west of the road. Heavy vehicles would generate noise which may be noticed by residents, particularly during out of hours periods.

Considering the commercial nature of the area, which is serviced by trucks, and the low number of proposed heavy vehicles to be use on the nominated local roads, the anticipated impacts to the amenity in terms of use of the roads by local traffic, and noise impacts to sensitive receivers is expected to be very minimal.



## 5. Consultation with relevant council(s)

M7 CoA D84 requires that the impact assessment documented in Section 4 of this assessment is prepared in consultation with the relevant council(s).

LCC has been engaged throughout the preparation of this assessment. Council was provided the opportunity to provide their feedback on the use of the local roads described in Table 2. A consultation summary has been provided in Table 5 below.

Table 5: Summary of consultation with LCC on this assessment

Date	Description	Feedback	How addressed
25/07/2024	<b>Meeting</b> Project interface meeting between LCC and John Holland: Proposed use of the local roads was raised. John Holland indicated this assessment would be provided to Council for review and feedback. <b>Evidence:</b> Meeting minutes (Annexure B - Page 36)	Council will review and require more detail before providing comment.	This report was subsequently provided to Council for review, with outcomes documented below.
25/09/2024	Good Samaritan Catholic College Hoxton Park	No concerns raised.	N/A
25/09/2024	Inspire Childcare	No concerns raised.	N/A
25/09/2024	Milestones Early Learning Hoxton Park	No concerns raised.	N/A
26/09/2024	<b>Meeting</b> Project interface meeting between LCC and John Holland: Further detailed local roads required. John Holland indicated this assessment would be provided to Council for review and feedback. <b>Evidence:</b> Meeting minutes (Annexure B – Page 46)	LCC raised questions regarding consultation with local schools. LCC raised questions regarding what other local roads would be utilised by heavy vehicles with particular concern for Lismore Street. LCC raised questions regarding dilapidation report for First Avenue and Spire Court.	JHG confirmed consultation was being undertaken and has since been completed. See above consultation evidence. JHG confirmed the only local roads being used are First Avenue and Spire Court. Lismore Street will not be utilised by heavy vehicles and has not been assessed as part of this assessment. JHG has issued the dilapidation report to LCC via Aconex.
08/10/2024	Endeavour Energy Depot	No concerns raised. Requested any communication relating to works near the depot be sent via email.	Information will be supplied as required to the email address supplied for the Endeavour Energy Depot when works are occurring in the vicinity of the depot.
25/10/2024	Feedback received from Liverpool City Council (LCC) on Local Road Assessment	LCC raised the interface with surrounding schools/childcare centres, vehicle pedestrian interface and management.	The LRA has incorporated the consultation from surrounding schools/childcare centres in order to avoid peak pick up and drop off times. Vehicle and pedestrian interface will be managed through a traffic management plan or traffic guidance scheme as outlined in Section 4.2.3.

## 6. Management measures

### 6.1 M7 CoA D84 (c) Additional management measures

M7 CoA D84(c) requires that measures are described that will be implemented to avoid where practicable the use of local roads past schools, aged care facilities and childcare facilities during peak times for operation. One high school (located adjacent to First Avenue) and one child care centre is located on First Avenue, and one childcare centre is located on Spire Court. Additional management measures are identified in Table 6 below in accordance with M7 CoA D84(c).

The CTTMP would be updated to include the below management measures prior to use of the local roads.

Table 6: Additional management measures to avoid where practicable the use of local roads during peak times for operation of a primary school and childcare centre

Local road	Management measure
First Avenue, Spire Court	Driver Inductions <ul style="list-style-type: none"> <li>Driver induction to include location of Good Samaritan Catholic College and childcare centre at First Avenue, and childcare centre on Spire Court.</li> </ul>
	Hours of use <ul style="list-style-type: none"> <li>Use of Spire Court will be limited to time periods in order to avoid drop off (8:00-9:00) and pick up (4:00-6:00) times for childcare centres</li> <li>Use of First Avenue will be limited to time periods to avoid school zone times (8:00-9:30 am and 2:30-4:00pm).</li> </ul>
	Community consultation <ul style="list-style-type: none"> <li>Good Samaritan Catholic College and childcare centres are to be notified of the intended use of the road by heavy vehicles associated with the project.</li> <li>Endeavour Energy Depot is to be notified of the intended use of the road by heavy vehicles associated with the project.</li> </ul>

### 6.2 Other additional management measures

Table 7 highlights key existing management measures that respond to specific risks and consultation issues raised during the development of this assessment and provides a cross reference to where these measures are located.

The use of the proposed local road will be managed in accordance with the M7-M12 Construction Environmental Management Plan (CEMP), applicable Sub-plans (including the CTTMP), as well as the Communications Management Plan.

Table 7 – Management measures to be implemented

Local road	Management measure	Cross reference to other management plan(s)
Existing management measures		
First Avenue and Spire Court	Driver Inductions <ul style="list-style-type: none"> <li>Driver induction process is to include safety awareness in relation to all road users and will include management measures outlined in this section.</li> <li>Driver induction to include high pedestrian activity area near Brownes Farm Reserve during events</li> </ul>	CEMP - Section 6.4.1
	Hours of use <ul style="list-style-type: none"> <li>Hours of use will be limited to standard construction hours where possible.</li> <li>Workers to be instructed on the operation of heavy vehicles utilising local roads to minimise noise.</li> </ul>	CNVMP – NV28 & NV29
	Traffic and Pedestrian management <ul style="list-style-type: none"> <li>Ensure all pedestrians have crossed at road crossings before continuing.</li> <li>Additional signage for pedestrians such as “Look out Trucks About” at sensitive areas (including near Brownes Farm Reserve) to improve pedestrian awareness on the local roads.</li> </ul>	CTTMP – Management measures TT17 and TT18

Local road	Management measure	Cross reference to other management plan(s)
	<ul style="list-style-type: none"> <li>Traffic control to be present at Spire Court site access point and will direct trucks to avoid impacts traffic access/egressing the Endeavour Energy Depot.</li> </ul>	
	<p>Community consultation</p> <ul style="list-style-type: none"> <li>Community engagement through the project community team to improve awareness of the construction activities that may increase construction vehicle movements.</li> </ul>	Communications Management Plan - Section 2.11
<b>Additional management measures</b>		
	<p>Brownes Farm Reserve</p> <ul style="list-style-type: none"> <li>During events at Brownes Farm Reserve that would see the turning area heavily utilised, heavy vehicle movements will not occur during drop-off and pick-up times for children. These drop-off and pick-up times will be nominated by LCC.</li> </ul>	

## Annexure A Swept path analysis

Table A1: Swept path analysis provided

ID #	Local road	Heavy vehicles assessed in swept path analysis	Swept path reference no.
LR-001	Spire Court	<ul style="list-style-type: none"> <li>19m Semi-trailer</li> <li>19m Truck and Dog</li> </ul>	#001-A, #001-B, #001-C, #001-D, #001-E
LR-002	First Avenue	<ul style="list-style-type: none"> <li>19m Semi-trailer</li> <li>12.5m Single Unit Truck</li> <li>8.8m Service Vehicle</li> </ul>	#002-A, #002-B, #002-C, #002-D, #002-E, #002-F

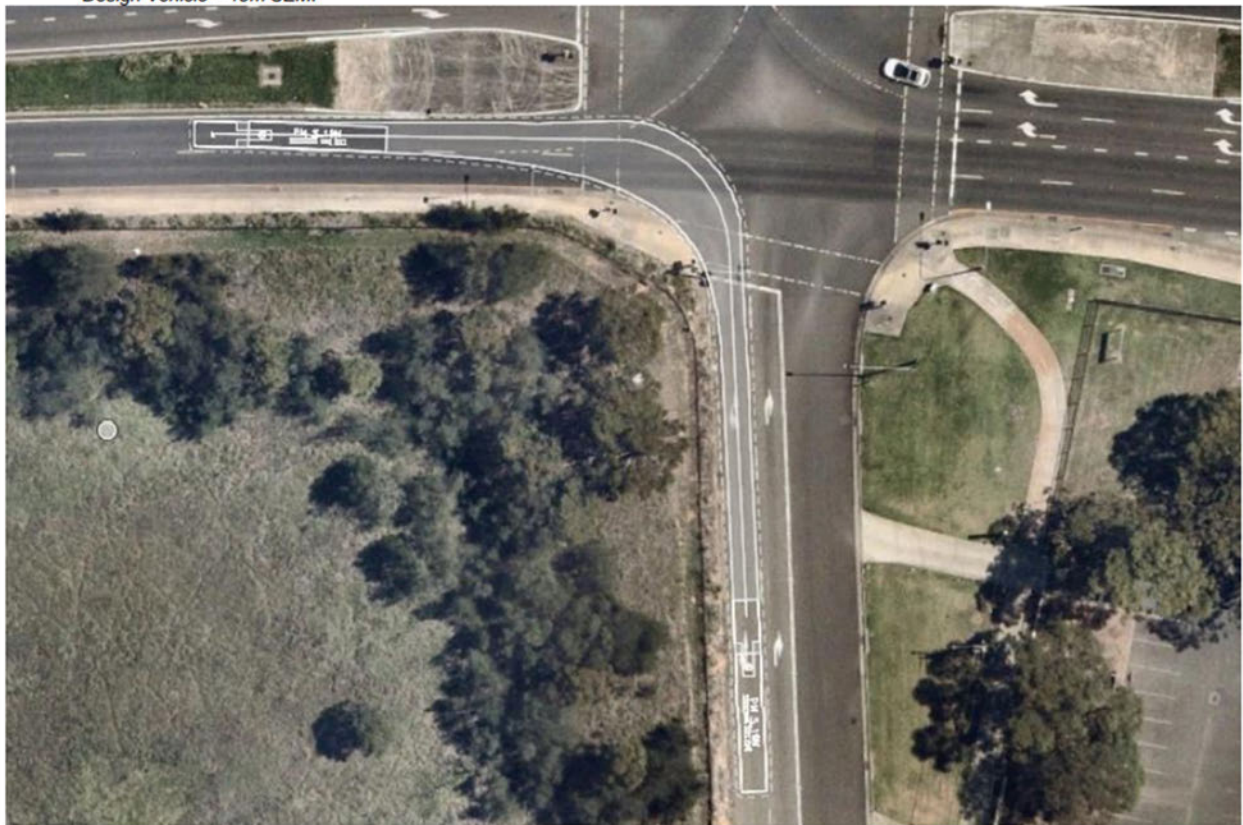


*Design Vehicle – 19m SEMI*



*Swept path analysis #001-A – Spire Ct*

*Design Vehicle – 19m SEMI*



*Swept path analysis #001-B – Spire Ct*

*Design Vehicle – 19m SEMI*



*Swept path analysis #001-C – Spire Ct*





**SPIRE COURT - 19M SEMI-TRAILER  
SOUTHBOUND**

*Swept path analysis #001-D – Spire Ct*



**SPIRE COURT - 19M SEMI-TRAILER  
WESTBOUND**

*Swept path analysis #001-E – Spire Ct*



**HOXTON PARK ROAD X FIRST AVENUE - 12.5M HR  
WESTBOUND MID-LANE (LEFT)**

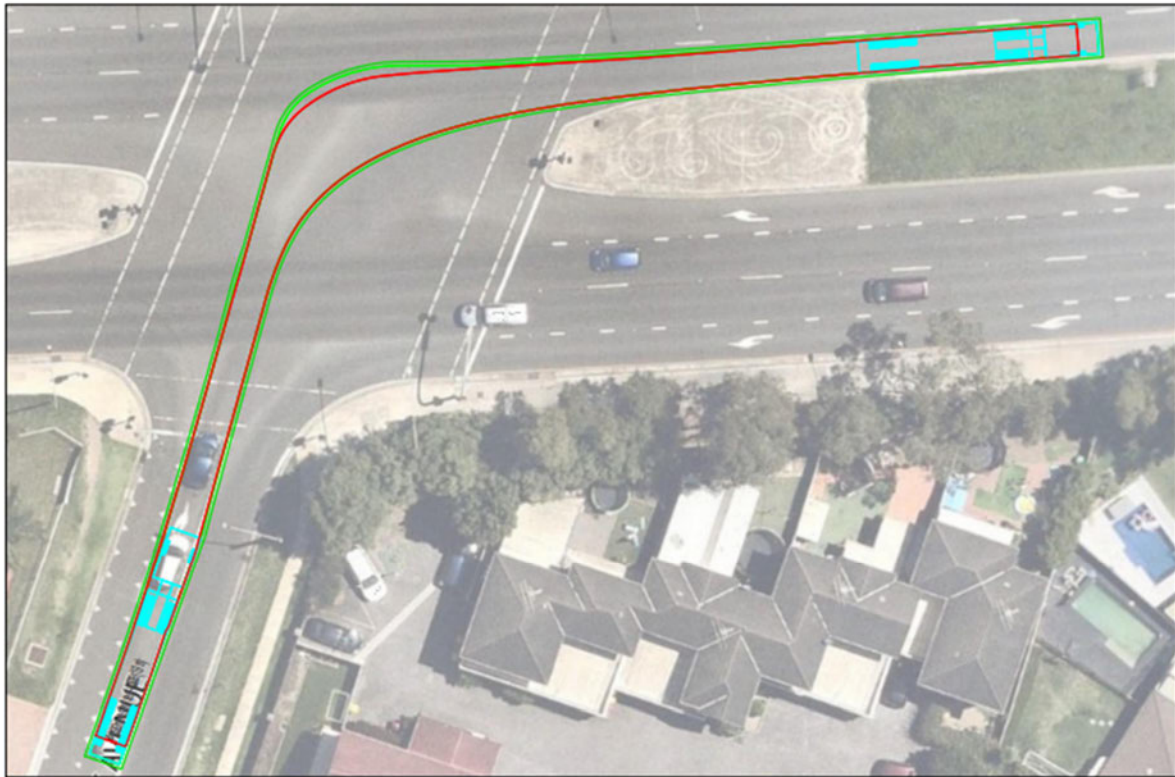
*Swept path analysis #002-A – First Ave*



**HOXTON PARK ROAD X FIRST AVENUE - 8.8M SERVICE VEHICLE  
WESTBOUND LEFT-LANE (LEFT)**

*Swept path analysis #002-B – First Ave*





**FIRST AVENUE X HOXTON PARK ROAD - 19M SEMI-TRAILER  
NORTHBOUND (RIGHT)**

*Swept path analysis #002-C – First Ave*



**FIRST AVENUE ROUNDABOUT - 19M SEMI-TRAILER  
SOUTHBOUND STRAIGHT THROUGH**

*Swept path analysis #002-D – First Ave*



**FIRST AVENUE ROUNDABOUT - 19M SEMI-TRAILER  
NORTHBOUND STRAIGHT THROUGH**

*Swept path analysis #002-E – First Ave*



**FIRST AVENUE ROUNDABOUT - 19M SEMI-TRAILER  
SOUTHBOUND U-TURN**

*Swept path analysis #002-F – First Ave*

## **Annexure B      Evidence of consultation**



## Meeting Minutes

Meeting:	Interface Meeting – Liverpool City Council (LCC)			
Date:	Thursday 25 July 2024			
Time:	11:00am – 11.35am			
Location:	MS Teams meeting			
Meeting Chair:	[REDACTED]			
Attendees	Name & organisation	Initials	Name	Initials
	[REDACTED]			
Apologies / Distribution list	[REDACTED]			

1.	Elizabeth Drive Connection (EDC) Construction update	Owner	Due date
1.1	<b>Elizabeth Drive Connection (EDC)</b> Current construction activities: <ul style="list-style-type: none"> <li>Earthworks North of Elizabeth Drive have commenced upper layer of pavement including pavement drains in New Wallgrove Road, Earthworks continuing for M7 On Ramp (Old Wallgrove Road) and earthworks for bridge construction for the Southbound M7 overpass to M12.</li> <li>Earthworks South of Elizabeth Drive Earthworks for M12 East to M12 Central 90% complete allowing for bridge works. Majority of the earthworks being undertaken either side of the M7 for the M12 On ramp to Southbound M7</li> <li>Bridge works for Incremental Launch Bridges are well underway</li> </ul>	[REDACTED]	-
2.	Elizabeth Drive Connection – Temporary Pavement work		
2.1	<b>Elizabeth Drive</b> <ul style="list-style-type: none"> <li>Night Works required for preparation for ED 2B Switch – Starting in August 2024 through to September 2024</li> <li>Night Works - 11pm to 5am</li> <li>Traffic changes will include lane closures and an alignment change along Elizabeth Drive to build pavement, line marking and barrier installation.</li> </ul>	[REDACTED]	Aug 2024

2.2	<b>Wallgrove Road</b> <ul style="list-style-type: none"> <li>Barrier installation along Wallgrove Road now complete.</li> <li>Ongoing works will be carried out on dayshift behind barriers.</li> <li>New Wallgrove Road tie in targeted for the fourth quarter 2024.</li> </ul>	■	Late 2024
3.	<b>Elizabeth Drive Connection - Stage 2B Traffic Switch</b>		
3.1	<b>EDC Stage 2B – Cecil Road Diversion</b> <ul style="list-style-type: none"> <li>Targeted switch date – Early Sept 2024</li> <li>Allows the construction of the permanent new Wallgrove Road Intersection</li> <li>Expected to be completed on dayshift, with asphalt and switch works carried out on nights</li> <li>Once re-aligned, the alignment remains mostly unchanged until the Q4 2024</li> <li>There are no significant impacts expected on the network</li> </ul>	■	Sept 2024
4.	<b>EDC / M12 Structures</b>		
4.1	<b>Retaining Structures</b> <ul style="list-style-type: none"> <li>RS36A and RS36B – East of M7 Motorway <ul style="list-style-type: none"> <li>RS36A/B return walls at SB on/off ramps completed</li> <li>RS36A/B soil nail/shotcrete wall along Elizabeth Drive works ongoing until early September 2024</li> </ul> </li> </ul>	■	Sept 2024
4.2	Reinforced Soil Wall (RSW) RW 200-302 (Boomerang Wall): <ul style="list-style-type: none"> <li>Temporary Soil Nail/Shotcrete Wall complete</li> <li>Construction of RSW commenced with works ongoing until end of August 2024</li> </ul>	■	Aug 2024
4.3	<b>Retaining Structures</b> <ul style="list-style-type: none"> <li>RS35 – Corner of Elizabeth Drive &amp; M7 Southbound Onramp <ul style="list-style-type: none"> <li>Commence works from mid-September</li> </ul> </li> </ul>	■	Sept 2024
4.4	<b>EDC Bridges</b> <b>Current construction activities:</b> <ul style="list-style-type: none"> <li>Bridges 12, 13 A, B, C and D – Column extension FRP works completed</li> <li>Bridges 13 A, B, C and D – Reinforced Soil Wall (RSW) commenced with works ongoing until end of August 2024</li> <li>Bridge 12 – RSW to commence September 2024 (after completion of BR13s)</li> <li>Bridges 13 A, B, C and D – Abutment FRP works to commence September 2024 (after completion of RSWs)</li> <li>Bridge 12 – Abutment FRP Works to commence October 2024 (after completion of RSWs)</li> <li>Bridges 13 A, B, C and D – Superstructure FRP works to commence October 2024 (after completion of Abutments)</li> <li>Bridge 12 – Superstructure FRP works to commence November 2024 (after completion of Abutments)</li> </ul>	■	



4.5	<p><b>EDC 56-hour shutdown</b></p> <p>Reminder that the next 56-hour shutdown at Elizabeth Drive is this weekend to accommodate piling works for the new interchange.</p> <p>The southbound off-ramp will be closed from Friday night through to Monday morning.</p> <p><b>SQ</b> requested a copy of the notification for circulation to the wider council team, including communications.</p> <p><b>Post meeting note:</b> Notification sent to SQ and PB 25/724.</p>	■	26 -29 July 24
5.	<b>EDC 3-month look ahead</b>		
5.1	<div> <div>EDC - Earthworks, Structures and Road Works</div> </div>	■	Ongoing
6.	<b>Utilities update</b>		
6.1	<p><b>Utilities – Endeavour Energy Relocation Works</b></p> <ul style="list-style-type: none"> <li>All trenching works completed of the first 4 Endeavour Energy LV and HV work.</li> <li>Power pole and overhead work ongoing as required for outages</li> <li>Package 5 continuing this month and will continue into September 2024</li> <li>Outages scheduled for August, September pending Endeavour Energy (protected industrial action ongoing)</li> </ul>	■	Aug- Sept 2024
6.2	<p><b>Utilities – Streetlight Relocation Works</b></p> <ul style="list-style-type: none"> <li>Cowpasture Road – Received design certification and Endeavour Energy kick-off meeting tonight. Cowpasture streetlight removal planned prior to 23rd of August in preparation for piling works.</li> </ul>	■	Aug 2024
6.3	<p><b>Utilities – Sydney Water Relocation Works</b></p> <ul style="list-style-type: none"> <li>Works will take place along Elizabeth Drive Westbound and Eastbound verge near Tank Rd (Hollow Rd) following Stage 3 traffic switch.</li> <li>DN450, DN300 and DN500 Cutovers completed.</li> <li>Day works between 7am and 6pm behind barriers. Remaining cutover works to be completed on dayshifts.</li> </ul>	■	Note
6.4	<p><b>Intelligent Transport Systems (ITS)</b></p> <ul style="list-style-type: none"> <li>Relocation of the Variable Speed Limit Signs</li> <li>Speed signs to be relocated to enable pavement construction along the M7 Widening</li> <li>Ongoing expected until Mid-September</li> <li>Relocation of the ITS Cabling Network</li> <li>Cable relocation to enable piling and structures work along the M7 Widening between Prestons and Elizabeth Drive</li> </ul>	Note	Ongoing

7.	M7 Widening – Structures update		
7.1	<b>M7 Widening/ Structure – Maxwell Creek</b> <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Piling pad construction to continue to August 2024</li> <li>Geotechnical boreholes completed</li> <li>Creek crossing to be implemented in August 2024</li> <li>Piling expected to commence mid-September 2024</li> </ul>	Note	Sept 2024
7.2	<b>M7 Widening/Structure – Bernera Road</b> <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Tree clearing completed</li> <li>Piling pad construction to continue to August 2024</li> <li>Piling is scheduled to commence in mid to late August 2024</li> <li>FRP work to commence in September 2024.</li> </ul> <b>STATUS:</b> TMP: Approved ROL: Approved Day/Night: As per ROL Night Approved ROL: - 20:00-05:00 Monday - Wednesday - 21:00-05:00 Thursday & Friday	■	Aug 2024
7.3	<b>M7 Widening/Structure – Cabramatta Creek</b> <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Tree Clearing completed</li> <li>Pile pad construction to continue to August 2024</li> <li>Piling is scheduled for mid-August and continue to early September 2024.</li> </ul>	■	Sept 2024
7.4	<b>M7 Widening/Structure – Hoxton Park</b> <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Piling completed as of early July 2024</li> <li>FRP of columns to be completed early August 2024</li> <li>FRP of headstocks to commence early August 2024</li> <li>Girder installation expected to commence in September 2024.</li> </ul> <b>Hoxton Park Road – M7 Viaduct Over</b> <b>UPDATE:</b> <ul style="list-style-type: none"> <li>FRP works on the median expected to commence late July and continue to August 2024.</li> <li>Piling work in the southern verge of Hoxton Park Rd completed.</li> </ul>	■	Aug 2024
7.5	<b>M7 Widening/Structure – Cowpasture Road</b> <b>STATUS:</b> TMP: Approved ROL: Approved  Expected Commencement: Late July	■	Sept 2024



	<b>UPDATE:</b> <ul style="list-style-type: none"> <li>Site establishment commenced and will continue to August 2024</li> <li>Pile pad construction to commence in late July 2024</li> <li>Piling to commence September 2024</li> <li>FRP to commence September and continue to November 2024</li> <li>Steel box girder delivery and installation are expected for December 2024</li> <li>Cowpasture Road off and on ramp closure and intersection shutdown will be required for girder installation.</li> </ul>		
7.6	<b>M7 Widening/Structure – Aviation Road</b> <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Piling and pile breakback completed</li> <li>FRP works commenced and will continue to September 2024</li> <li>Plank girders are expected to be installed in October 2024</li> <li>Afternoon concrete pour expected - OOHW permit will be in place</li> </ul>	■	Sept/ Oct 2024
7.7	<b>M7 Widening/Structure – Elizabeth Drive</b> <b>STATUS:</b> TMP: In process ROL: Approved  <b>Expected Commencement: August 2024</b> <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Partial demolition of the existing barrier in the median to enable piling works in August</li> <li>Pile pad construction to commence in August</li> <li>Piling to commence September 2024</li> <li>Piling in the median to commence in mid-September, fast lane and SB on ramp closure will be required</li> <li>FRP to commence in September/ October and continue to December 2024.</li> <li>NZ – noted this is weekend work, a community notification is being developed and will be shared with wider team once available.</li> </ul>	■	Aug 2024
8.	<b>M7 Widening Civil update</b>		
8.1	<b>Construction Progress</b> <ul style="list-style-type: none"> <li>Stripping topsoil – 96%</li> <li>Subgrade preparation - 40%</li> <li>Pavement construction – 35%</li> <li>Concrete pavement construction – 8%</li> </ul>	■	Note
8.2	<b>Traffic Update</b> <ul style="list-style-type: none"> <li>Stage 2 Design approved by end of July. Implementation early August 2024.</li> <li>Emergency crossovers were closed from week commencing 13<sup>th</sup> May 2024. Alternate U-turn through site is provided for emergency services.</li> </ul> <b>Construction Update</b> <ul style="list-style-type: none"> <li>Concrete pavement (LMC) commencement in June 2024</li> <li>8% LMC Completed</li> <li>Stage 1 construction works on track</li> </ul>	■	Note



9.	Environmental update		
9.1	<b>Environmental Approvals Update – M12 Cut Crushing (IC-B)</b> <ul style="list-style-type: none"> <li>SEMP Rev 16 sent via email 27 June 2024</li> <li>Crushing location west of M7</li> <li>No noticeable increase in noise for receivers compared to current works</li> <li>RG enquired if there were any concerns or comments from Council?</li> <li>SQ advised their Enviro team has reviewed and is ok with new location. Believed the comments were sent back to JHG already.</li> <li>RG advised there are two locations, we received feedback on one.</li> <li>RG requested confirmation in writing.</li> <li>SQ to follow up and sent confirmation in writing today or tomorrow.</li> </ul>	■	Aug 2024
9.2	<b>Hoxton Park local road use</b> <ul style="list-style-type: none"> <li>M7 Condition of Approval requires that John Holland seeks the Planning Secretary's approval for each local road not listed in the M7 Widening Modification Report</li> <li>Local roads required for access are First Avenue and Spire Court</li> <li>John Holland will send Council a copy of the draft Traffic and Pedestrian Impact Assessment for review and comment</li> <li>RG noted that First Avenue runs down to Brownes Farm Reserve (oval). If council know of any sports carnivals or events that occur at this location to let us know and we will avoid peak times during events.</li> <li>SQ requested more information on vehicle count.</li> <li>Note JHG will provide this detail in the draft Traffic and Pedestrian Impact Assessment</li> <li>Council noted concerns around the use of Lismore Road and Pacific Palms Circuit.</li> </ul> <p><b>Post meeting note:</b> Confirming Lismore Road and Pacific Palms Circuit are not required – JHG will not be accessing these roads.</p>	■	Aug 2024
9.3	<b>Nest boxes</b> <ul style="list-style-type: none"> <li>We are currently looking for locations to install nest boxes in council land to replace habitat trees cleared as part of the project.</li> <li>Nest boxes range in size between small, medium and large.</li> <li>Consultation started with council in June. Installation and monitoring programs currently being scoped and reviewed. JHG to touch base with council once review is complete.</li> </ul>	■	Ongoing
10.	Design update		
10.1	No current packages outstanding. See presentation for recent list of packages.	■	Note
11.	Community update		
11.1	<ul style="list-style-type: none"> <li>August 2024 notification distributed this week</li> <li>Four month out-of-hours notification delivered in late June 2024</li> <li>Quarterly Community Update to be delivered next week</li> <li>Targeted notification and door knock ongoing to notify stakeholders of upcoming works and impact</li> <li>Saxony Road closure from <b>28 July 2024</b></li> </ul>	■	Note

12.	AOB		
12.1	<ul style="list-style-type: none"> <li>BAU for LCC for the moment, JHG to give as much lead time as possible for TMP and any works approvals.</li> <li>LCC to notify of any restrictions around the upcoming caretaker period in the lead up to elections.</li> </ul>	ALL	Note
Next meeting Thursday 26 September			

\* Phone - Outgoing 25/9/2024 4:12 pm (Australia/NSW)

Event Type	* Phone - Outgoing
Start Date	25/9/2024 4:12 pm
End Date	25/9/2024 4:12 pm
Sentiment	Neutral
Project Phase	
Stakeholders Reached	1
Issues	* Road Use:* Truck Movements / Haulage Routes, * Community consultation:Good Consultation
Summary	Contacted organisation to let them know of increased truck movements in October 24 - August 25 near their property.
Stakeholder Comments	Reception replied they had no concerns and will let stakeholders know.
Projects	602: M7-M12 Integration project
Users	
Properties	401 Hoxton Park Road Hinchinbrook NSW
Stakeholders	



\* Phone - Outgoing 25/9/2024 4:05 pm (Australia/NSW)

Event Type	* Phone - Outgoing
Start Date	25/9/2024 4:05 pm
End Date	25/9/2024 4:05 pm
Sentiment	Positive
Project Phase	
Stakeholders Reached	1
Issues	* Road Use:* Truck Movements / Haulage Routes
Summary	Contacted childcare to let them know of upcoming works and increased truck movements on Spire Court Rd.
Stakeholder Comments	Reception ( [REDACTED] ) had no concerns and appreciated the information and will pass the information onto directors.
Projects	602: M7-M12 Integration project
Users	[REDACTED]
Properties	1a Spire Court Hoxton Park New South Wales
Stakeholders	[REDACTED]

\* Phone - Outgoing 25/9/2024 4:08 pm (Australia/NSW)

Event Type	* Phone - Outgoing
Start Date	25/9/2024 4:08 pm
End Date	25/9/2024 4:08 pm
Sentiment	Neutral
Project Phase	
Stakeholders Reached	1
Issues	* Road Use:* Truck Movements / Haulage Routes, * Community consultation:Good Consultation
Summary	Contacted to provide information regarding increased truck movements in October 2024 - August 2025.
Stakeholder Comments	Organisation had no concerns - Appreciated the information and will pass the information onto management.
Projects	602: M7-M12 Integration project
Users	<div></div>
Properties	1-5 Bangalow Place Hoxton Park New South Wales
Stakeholders	Stakeholder: 287029

490 Hoxton Park Road Hoxton Park New South Wales

Property Number	490
Property Name	Endeavour Energy - Hoxton Park Field Service Centre (FSC)
Reference	
Notes	Hoxton Park Field Service Centre (FSC)
Property Groups	
Distribution Lists	
Address	490 Hoxton Park Road Hoxton Park New South Wales 2171 Australia
Projects	602: M7-M12 Integration project
Stakeholders	Customer service
Event	
Event Type	* Email - Outgoing
End Date	8/10/2024 12:26 pm
Sentiment	Neutral
Stakeholders Reached	1
Issues	* Heavy Vehicle, * Community consultation:Good Consultation
Summary	ATT: Hoxton Park Field Service Centre // Spire Court, Hoxton Park // Heavy Vehicle movement
Team Response	From: [REDACTED] Sent: Tuesday, October 8, 2024 12:26 PM To : [REDACTED] Subject: ATT: Hoxton Park Field Service Centre // Spire Court, Hoxton Park // Heavy Vehicle movement Importance: High  Hi Team,



Hope this email finds you well.

My name is [REDACTED] and I work for John Holland on the M7-M12 Integration project Community Relations Team.

I'm writing to inform you on the upcoming work and heavy vehicle movements along Spire Court, Hoxton Park.

As part of the M7 widening work, we will need to access a drainage infrastructure site located between Spire Court and the M7 Motorway. The site access point is located adjacent to the western turning point of the road. A turnaround area would be accommodated within the construction site for heavy vehicles (HV), which would allow vehicles to enter and exit the site in a forward direction.

Please see the below markups showing heavy vehicle movement route and the drainage site location.

Period of use: October 2024 - November 2025

Peak usage: May 2025 - September 2025

Hours:

Monday – Friday, from 7am to 6pm

Limited out of hours may be required for delivery of plant etc.

Number of HV daily

10 heavy vehicles

(20 movements)



Please let us know if Endeavour Energy has any concerns and/or questions regarding this work.

Additionally, given that Spire Court and Hoxton Park Road are close to one of our M7 bridge sites at Hoxton Park Road / Wilson Road, there will be ongoing major construction activities in the area.

Could you please share your point of contact with us, and I will be in direct contact with them moving forward.

Looking forward to hearing from you.

Warm regards,

Start Date

Projects

Users

Properties

Stakeholders

Community and Stakeholder Lead – M7

M7M12Integration Project

AF9, 112-128 Wallgrove Road  
Cecil Park NSW 2178

PO Box 98, Kemps Creek NSW 2178

M.

E.

W. [www.m7m12integrationproject.com.au](http://www.m7m12integrationproject.com.au) [http://www.m7m12integrationproject.com.au/]

8/10/2024 12:26 pm

602: M7-M12 Integration project

490 Hoxton Park Road Hoxton Park New South Wales

Customer service

## Event

Event Type

End Date

Sentiment

Stakeholders Reached

Issues

\* Phone - Outgoing

8/10/2024 11:45 am

Neutral

1

\* Heavy Vehicle



Summary

Consultation:

JHG ( [REDACTED] ) called Endeavour Energy and spoke with customer service regarding the upcoming Drainage site access via Spire Court from Oct 2024 to November 2025.

Obtained generic email address and emailed work information, requested a direct contact from EE for ongoing communication regarding the project.

see next CM record re email to EE.

410 Hoxton Park Road Hoxton Park New South Wales 2170 Australia

8/10/2024 11:45 am

602: M7-M12 Integration project

Address

Start Date

Projects

Users

[REDACTED]

Properties

490 Hoxton Park Road Hoxton Park New South Wales

Stakeholders

Customer service

## Meeting Minutes

Meeting:	Interface Meeting – Liverpool City Council (LCC)			
Date:	Thursday 26 September 2024			
Time:	11:00am – 11.40am			
Location:	MS Teams meeting			
Meeting Chair:	[REDACTED] –			
Attendees	Name & organisation	Initials	Name	Initials
	[REDACTED]			
Apologies / Distribution list	[REDACTED]			
	[REDACTED]			

1.	Elizabeth Drive Connection (EDC) Construction update	Owner	Due date
1.1	<b>Elizabeth Drive Connection (EDC)</b> Current construction activities: <ul style="list-style-type: none"> <li>• Earthworks north of Elizabeth Drive, nearing completion of upper layer of pavement including pavement drains in New Wallgrove Road</li> <li>• Permanent TCS Civil works have commenced (NWGR + M12 Entry)</li> <li>• Earthworks continuing for M7 on-ramp (Old Wallgrove Road)</li> <li>• Earthworks for bridge construction for the Southbound M7 overpass to M12</li> <li>• Earthworks south of Elizabeth Drive</li> <li>• Earthworks for M12 East to M12 Central 90% complete allowing for bridge works.</li> <li>• Majority of the earthworks being undertaken either side of the M7 for the M12 on-ramp to southbound M7</li> </ul>	[REDACTED]	-
2.	Elizabeth Drive Connection – Stage 2B Traffic Switch		
2.1	<b>EDC Stage 2B – Cecil Road Diversion</b> <ul style="list-style-type: none"> <li>• Switch Completed</li> <li>• Allows the construction of the permanent new Wallgrove Road Intersection</li> <li>• Expected to be completed on dayshift, with asphalt and switch works carried out on nights</li> </ul>	[REDACTED]	Sept 2024

	<ul style="list-style-type: none"> <li>Once re-aligned, the alignment remains mostly unchanged until the fourth quarter 2024</li> <li>There are no significant impacts expected on the network</li> </ul>		
<b>3.</b>	<b>Elizabeth Drive Connection - Stage 2 – TCS 3860 Update</b>		
<b>3.1</b>	<b>EDC Stage 2 – TCS 3860</b> <ul style="list-style-type: none"> <li>Targeted switch date – 10/10/24</li> <li>Allows the construction of the permanent new Wallgrove Road intersection</li> <li>Preparation works to be completed on nightshift, including asphalt and switch works.</li> <li>Once re-aligned, the alignment remains mostly unchanged until the early 2025</li> <li>There are no significant impacts expected on the network</li> </ul>	■	Oct 2024
<b>4.</b>	<b>EDC Stage 3 – Wallgrove Road</b>		
<b>4.1</b>	<b>EDC Stage 3 – Wallgrove Road</b> <ul style="list-style-type: none"> <li>Targeted switch date – 9/10/24</li> <li>Allows the construction of the permanent New Wallgrove Road Tie In</li> <li>Once re-aligned, the alignment remains unchanged until the Early 2025</li> <li>There are no significant impacts expected on the network</li> </ul>	■	Oct 2024
<b>5.</b>	<b>EDC / M12 Structures</b>		
<b>5.1</b>	<b>Retaining Structures</b> <ul style="list-style-type: none"> <li>Retaining Structure (RS) 31 – East of Cecil Road <ul style="list-style-type: none"> <li>Commenced Form, Reo, Pour (FRP) works for RS31</li> </ul> </li> <li>RS32A/B/C – Northern side of Elizabeth Drive <ul style="list-style-type: none"> <li>RS32C – Completed</li> <li>RS32A – Base slabs &amp; walls completed with backfilling to commence</li> <li>RS32B – Base slab &amp; wall FRP works ongoing</li> </ul> </li> <li>RS36A and RS36B – East of M7 Motorway <ul style="list-style-type: none"> <li>RS36A/B return walls at SB on/off ramps completed</li> <li>RS36A/B soil nail/shotcrete wall along Elizabeth Drive works ongoing until early September 2024</li> </ul> </li> <li>Reinforced Soil Wall (RSW) RW 200-302 (Boomerang Wall): <ul style="list-style-type: none"> <li>Temporary Soil Nail/Shotcrete Wall complete</li> <li>Construction of RSW commenced with works ongoing until end of August 2024</li> </ul> </li> <li>RS35 – Corner of Elizabeth Drive &amp; M7 Southbound On-ramp <ul style="list-style-type: none"> <li>Commence works from mid-September</li> </ul> </li> </ul>	■ / ■	Ongoing
<b>5.2</b>	<b>EDC Bridges</b> <b>Current construction activities:</b> <ul style="list-style-type: none"> <li>Bridges 12, 13 A, B, C and D – Column extension FRP works completed</li> <li>Bridges 13 A, B, C and D – Reinforced Soil Wall (RSW) commenced with works ongoing until end of August 2024</li> </ul>	■ / ■	Ongoing






	<ul style="list-style-type: none"> <li>Bridge 12 – RSW to commence September 2024 (after completion of BR13s)</li> <li>Bridges 13 A, B, C and D – Abutment FRP works to commence September 2024 (after completion of RSWs)</li> <li>Bridge 12 – Abutment FRP Works to commence October 2024 (after completion of RSWs)</li> <li>Bridges 13 A, B, C and D – Superstructure FRP works to commence October 2024 (after completion of Abutments)</li> <li>Bridge 12 – Superstructure FRP works to commence November 2024 (after completion of Abutments)</li> </ul>		
6.	<b>EDC 3-month look ahead</b>		
6.1	<p><b>EDC - Earthworks, Structures and Road Works</b></p> <p>Sept – Dec 2024</p>		
7.	<b>Construction update</b>		
7.1	<p><b>Utilities – Endeavour Energy Relocation Works</b></p> <ul style="list-style-type: none"> <li>All trenching works completed of the first 4 Endeavour Energy LV and HV work.</li> <li>Power pole and overhead work ongoing as required for outages</li> <li>Package 5 continuing this month and will continue into <b>November 2024</b></li> <li>Outages scheduled for <b>September, October &amp; November 2024</b> pending Endeavour Energy (protected industrial action ongoing)</li> </ul>		Sept - Nov 2024
7.2	<p><b>Utilities – Sydney Water Relocation Works</b></p> <ul style="list-style-type: none"> <li>Works will take place along Elizabeth Drive Westbound and Eastbound verge near Tank Road (Hollow Road) following Stage 3 traffic switch.</li> <li>Day works between 7am and 6pm behind barriers. Remaining cutover works to be completed on dayshifts</li> </ul>		Ongoing
7.3	<p><b>Intelligent Transport Systems (ITS)</b></p> <ul style="list-style-type: none"> <li><b>Relocation of the Variable Speed Limit Signs</b> Variable Speed Limit Signs have been completed</li> <li><b>Rodding and Roping ITS Cabling Network</b> The ITS network is being rodded and roped in preparation for fibre installation between Prestons and the M4</li> </ul>		

8.	<b>M7 Widening Civil – Structures progress</b>		
8.1	<ul style="list-style-type: none"> <li>Stripping topsoil – 100% complete</li> <li>Subgrade preparation – 40% complete</li> <li>Pavement construction (earthworks) – 35% complete</li> <li>Concrete base pavement construction – 23% complete</li> <li>Concrete sub-base pavement – 45% complete</li> </ul>	■	
8.2	<b>Traffic Update</b> <ul style="list-style-type: none"> <li>Stage 2 CTMP approved. Progressive implementation starting soon.</li> <li>Emergency crossovers were closed. Alternate U-turn through site is provided for emergency services.</li> </ul> <b>Construction Update</b> <ul style="list-style-type: none"> <li>Concrete pavement (LMC &amp; CRCP) commenced</li> <li>Drainage pit modification works to begin in October.</li> <li>Stage 1 construction works on track</li> </ul>	■	
8.3	<b>M7 Widening/Structure – Elizabeth Drive / Infra 17.0 – 17.1</b>  <b>STATUS:</b> TMP: Approved ROL: Approved  Expected commencement: 24-09-2024  <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Partial demolition of the existing barrier in the median to enable piling works in Sep 2024;</li> <li>Piling to commence Sep 2024;</li> <li>Weekend piling in the median to commence 27 Sep, eastbound fast lane and on-ramp turning lanes will be closed for the weekend;</li> <li>FRP to commence in October for the Abutments, and pier FRP works to commence in Jan 2025.</li> </ul>	■	Ongoing
8.4	<b>M7 Widening/Structure – Aviation Road / Infra 12.0 – 12.1</b>  <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Plank girder installation commence on 09/10/2024. M7 dual fast lane closure will be required;</li> <li>FRP of columns and headstocks completed;</li> <li>FRP of abutments expected to commence in October 2024</li> </ul>	■	
8.5	<b>M7 Widening/Structure – Cowpasture Road / Infra 10.0 – 10.1</b> <b>STATUS:</b> TMP: Approved ROL: Approved  <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Site establishment completed</li> <li>Pile pad construction completed</li> </ul>	■	Ongoing

	<ul style="list-style-type: none"> <li>• Piling complete</li> <li>• FRP to commence in <b>Oct</b> and continue to <b>Jan 2025</b></li> <li>• 2 out 10 Steel box girders will be delivered and installed in <b>Dec 2024</b></li> <li>• Cowpasture Road off and on ramp closure and intersection shut-down will be required for girder installation.</li> </ul>		
8.6	<p><b>M7 Widening/Structure – Hoxton Park / Infra 8.0 - 8.1</b></p> <p><b>General Site</b> <b>UPDATE:</b></p> <ul style="list-style-type: none"> <li>• FRP of columns completed, headstocks are expected to complete by Nov 2024</li> <li>• Girder installation expected to commence in early Oct 2024</li> <li>• Bridge deck FRP expected to commence in Nov 2024.</li> </ul> <p><b>Hoxton Park Road</b> <b>UPDATE:</b></p> <ul style="list-style-type: none"> <li>• FRP works on the median ongoing and expected to continue to Oct 2024.</li> </ul> <p><b>Wilson Road</b> <b>UPDATE:</b></p> <ul style="list-style-type: none"> <li>• Full closure of Wilson Road for girder installation expected <b>mid-Oct 2024</b></li> <li>• Full closure of Wilson Road for bridge deck drilling expected <b>mid-Oct 2024</b></li> <li>• Footpath diversions expected to continue to <b>Oct 2024</b> to accommodate FRP of headstocks.</li> </ul>	■	Ongoing
8.7	<p><b>M7 Widening/Structure – Cabramatta Creek / Infra 7.0 - 7.1</b></p> <p><b>Cabramatta Creek – Existing M7 Bridge underside</b></p> <p><b>UPDATE:</b></p> <ul style="list-style-type: none"> <li>• Pile pad construction completed;</li> <li>• Piling ongoing and expected to be completed late <b>Sep 2024</b>;</li> <li>• FRP of columns and headstocks commenced and expected to continue to <b>Nov 2024</b>;</li> <li>• Girder installation expected to commence <b>Dec 2024</b>;</li> </ul>	■	Aug 2024
8.8	<p><b>M7 Widening/Structure – Bernera Road / Infra 6.11</b></p> <p><b>Bernera Road – Existing M7 Bridge underside</b> <b>STATUS:</b></p> <p>TMP: Approved ROL: Approved Day/Night: As per ROL Night Approved ROL:</p> <ul style="list-style-type: none"> <li>• 20:00-05:00 Monday – Wednesday</li> <li>• 21:00-05:00 Thursday &amp; Friday</li> </ul>	■	



	<b>UPDATE:</b> <ul style="list-style-type: none"> <li>Piling completed;</li> <li>FRP of columns and headstocks expected to commence in October 2024;</li> <li>Girder installation expected in January 2025 (Bernera Road Full Closure Required);</li> </ul>		
8.9	<b>M7 SUP Closure – Bernera Road to Ash Road</b> <ul style="list-style-type: none"> <li>Commencement date: Approximately end of Feb 2025</li> <li>Closure section: M7 SUP between Bernera Road and Ash Road</li> <li>Scope of Work and purpose: Ash Road SUP and Culvert upgrade</li> <li>Closure Duration: 2-2.5 months</li> <li>Detour Length: 5.8km (2.4km without closure)</li> </ul>	■	
8.10	<b>M7 Widening/ Structure – Maxwell Creek 2 / Infra 5.4</b>  <b>Maxwell Creek 2 – Existing M7 Bridge underside</b>  <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Piling pad construction complete</li> <li>Creek crossing implemented</li> <li>Piling completed</li> <li>FRP of columns completed</li> <li>FRP of headstocks expected to be completed by early Oct 2024;</li> <li>Plank installation expected late-Nov 2024</li> <li>Bridge deck FRP expected to commence Dec 2024.</li> </ul>	■	
8.11	<b>M7 Widening/ Structure – Maxwell Creek 1 / Infra 5.0</b>  <b>Maxwell Creek 1 – Existing M7 Bridge underside</b>  <b>UPDATE:</b> <ul style="list-style-type: none"> <li>Piling pad construction complete</li> <li>Creek crossing implemented in Sep 2024</li> <li>Piling expected to commence late-Sep and continue to early-Oct 2024</li> <li>FRP of columns and headstocks are expected to commence in Nov 2024</li> </ul>	■	Sept to Nov 2024
9.	<b>Environmental update</b>		
9.1	<b>Hoxton Park local road use</b> <ul style="list-style-type: none"> <li>M7 Condition of Approval requires that John Holland seeks the Planning Secretary's approval for each local road not listed in the M7 Widening Modification Report</li> <li>Local roads required for First Avenue and Spire Court</li> <li>John Holland sent Council a copy of the draft Local Road Assessment for review and comment on 25 Sep 2024</li> </ul> <p><b>Note:</b> John Holland confirms consultation with schools and church in the vicinity is underway and consideration of peak times for drop off and pick up will be taken.</p>	■	

	<p>John Holland confirms only First Avenue will be used for heavy vehicle routes and not any of the surrounding local roads including Lismore Street.</p> <p>John Holland confirms that a dilapidation report has been completed for First Avenue and Squires Court and it will be sent through to Jaya, Patrick and Stella.</p>		
9.2	<p><b>Dobroyd Drive Access Track (Access)</b></p> <ul style="list-style-type: none"> <li>• M7 Condition of Approval requires that John Holland consults with Council regarding land access</li> <li>• WSPT have notified that the land is owned by WSPT but managed by Council</li> <li>• Current access alignment is not appropriate</li> <li>• John Holland plans to realign the access to permit construction vehicles</li> <li>• Shared User Path access will be maintained or diverted</li> </ul> <p>Note:   confirmed no other approvals needed from Council as WSPT land but have requested confirmation of WSPT consent.</p> <p>John Holland confirms a dilapidation report will be conducted and sent through to Council and WSPT.</p> <p>Post-meeting note:          WSPT requested JHG to consult with LCC and provide consultation update once done.</p> <p><b>Dobroyd Drive Access Track (Egress)</b></p> <ul style="list-style-type: none"> <li>• JHG requires an egress point from the noise wall</li> <li>• JHG plans to utilise the existing footpath to maintain SUP access and permit construction vehicle egress</li> <li>• JHG requires confirmation that this land is owned by Council?</li> <li>• Shared User Path access will be maintained or diverted</li> </ul> <p>Note:          Patrick confirmed the parcel of land located next to 113 Dobroyd Drive is Council owned and advised that JHG to apply for Council "road occupancy certificate" prior to work starting.</p> <p>John Holland confirmed a dilapidation report will be conducted on the area and sent through to Council.</p>		
10.	<b>Design update</b>		
10.1	No current packages outstanding. See presentation for recent list of packages.		Note
11.	<b>Community update</b>		
11.1	<ul style="list-style-type: none"> <li>• October 2024 notification distributed this week</li> <li>• Targeted notification and door knock ongoing to notify stakeholders of upcoming works and impact</li> <li>• Consultation ongoing with businesses near Bernera Road, Prestons for road closure and traffic diversion associated with upcoming girder installation in <b>Jan 2025</b></li> <li>• Community Day 26 Oct 2024</li> </ul> <p>Note:          Poster of the Community Day invitation will be dropped off at LCC customer centre next week.</p> <p>Digital invitation will also be sent to LCC next week.</p>		

12.	AOB		
	<ul style="list-style-type: none"> <li>N/A</li> </ul>		
Next meeting Thursday 28 November			



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, 25 October 2024 5:14 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: CM: FW: JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue  
ACNXREF<04ladP3yQDds2Q3hjUdulB>

Hi [REDACTED]

Thank you for your review and feedback. Please see below responses to your comments and how they are being addressed as part of the local road assessment.

Regards,

[REDACTED]  
Senior Environment and Sustainability Advisor  
M7/M12 Integration Project

**JOHN M7-M12**  
**HOLLAND** Integration Project

AF9, 112-128 Wallgrove Road  
Cecil Park NSW 2178

[REDACTED]  
W. [johnholland.com.au](http://johnholland.com.au)



*Make flexibility work – if you receive an email from me outside of normal business hours, it's because I'm sending it at a time that suits me. I'm not expecting you to read it or reply until normal business hours.*

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**From:** [REDACTED]  
**Sent:** Friday, October 25, 2024 2:15 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: CM: FW: JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue ACNXREF<04ladP3yQDds2Q3hjUdulB>

Hi [REDACTED]

Thank you for the opportunity to comment on the **M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue** prepared to address M7 Condition of Approval D83 and D84 for the use of heavy vehicles on roads classified as local roads.

On behalf of the LCC Transport Planning team, I have reviewed the assessment and have the following comments:

- First Avenue experiences significant traffic issues during school pick-up and drop-off. The hours of use in table 2 should be revised to avoid school pick-up and drop-off peak times. Section 6.1 states, “Use of First Avenue will be limited to time periods to avoid school zone times (8:00-9:30 am and 2:30-4:00pm)”. JHG has consulted with the surrounding schools/childcare centres and have been informed that peak pick-up drop-off times are between 8am-9am and 4pm-6pm on Spire Court and 8am-9.30am and 2.30pm-4pm on First Avenue. JHG has already incorporated the schools feedback into the LRA and have excluded these times from the project’s hours of use.
- Please confirm the total length of the 19m truck and dog, noting the increased danger of this type of vehicle poses to pedestrians. Confirmed 19m. Traffic guidance schemes will be developed following LRA approval for the use of these roads to manage vehicle pedestrian interactions.
- Throughout there are table reference error messages. Amended
- While the swept path analysis for First Ave indicates a 19m vehicle can make the turns, it is noted in Section 4.1 that vehicles using First Ave will be restricted to 12.5m. 19m vehicles were used to assess the swept path as a worst-case scenario. Only 12.5m vehicles will be utilised on First Avenue as per the assessment.
- Section 4.3:
  - Notes that heavy vehicles accessing and egressing the proposed local roads will be managed in accordance with an approved TMP and TGS and would include the appropriate implementation of traffic control to protect the public.
  - Related to this statement, “Given the regular use of the local roads by large coaches (heavy vehicles), it is considered that the addition of a small number of construction heavy vehicles would not increase impacts to pedestrians”, please consider that the impact to pedestrians exists and will increase with even a small number of construction heavy vehicles. These impacts are considered within this LRA but will be further mitigated/monitored through the development of the traffic guidance schemes. Additionally, driver training will be undertaken prior to use of the local roads.
- Section 6.1 community consultation should include the residents living around both streets. Consultation has already been undertaken extensively to all residents within 300m of the project alignment. This includes portions of First Avenue and Spire Court. Additional consultation has been undertaken with sensitive stakeholders i.e. schools/childcare centres and churches. If issues arise during the works, JHG will respond in line with the communication strategy and implement additional mitigation measures if required. We note again that these local roads are only proposed to be used outside of peak usage hours during the day period, hence there will be no impacts during the night periods.
- As the road toll in NSW is higher than ever, additional management measures should include restricting the heavy vehicle travel speed to 30km/h or less on local streets. Vehicles will follow the road legislation and managed under the associated traffic guidance scheme.

Please let me know if you have any questions.

Kind regards,

Principal Transport Planner

**LIVERPOOL  
CITY  
COUNCIL**

Customer Service: 1300 36 2170 | 50 Scott St Liverpool, NSW 2170, Australia



[www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au)



*We acknowledge the traditional custodians of the land that now resides within Liverpool City Council's boundaries, the Darug and Dharawal n*

This email (including any attachments) may contain confidential and/or legally privileged information. If you are not the intended recipient please delete this email and notify us if prohibited.

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**From:** [REDACTED]  
**Sent:** Friday, 25 October 2024 11:05 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: CM: FW: JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue ACNXXREF<04ladP3yQDds2Q3hjUdulB>

Hello [REDACTED] and [REDACTED]

Hope you are well.  
Just wanted to follow up on the below, could you please send back the feedback and/or comments from Liverpool Council regarding the local road assessment report for Spire Court and First Ave today, if any?

Warm regards,

[REDACTED]  
Community and Stakeholder Manager – M7  
M7M12 Integration Project

**JOHN HOLLAND** **M7-M12**  
Integration Project

AF9, 112-128 Wallgrove Road  
Cecil Park NSW 2178  
PO Box 98, Kemps Creek NSW 2178  
[REDACTED]  
[REDACTED]  
W. [www.m7m12integrationproject.com.au](http://www.m7m12integrationproject.com.au)



**STAY SAFE**  
**STAY FOCUSED**  
**STAY KIND**



---

**From:** [REDACTED]  
**Sent:** Friday, 18 October 2024 12:17 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: CM: FW: JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue ACNXXREF<04ladP3yQDds2Q3hjUdulB>

Hi [REDACTED]

Thank you.  
I'll work with [REDACTED] to provide comments.



Principal Transport Planner



Customer Service: 1300 36 2170 | 50 Scott St Liverpool, NSW 2170, Australia



[www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au)



*We acknowledge the traditional custodians of the land that now resides within Liverpool City Council's boundaries, the Darug and Dharawal nations.*

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**From:** [REDACTED]

**Sent:** Friday, 18 October 2024 11:02 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: CM: FW: JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue ACNXREF<04ladP3yQDds2Q3hjUdulB>

Hi [REDACTED]

Thank you for your email and hope all is well.

Given it's been two weeks, can we please have comments back by end of next week 25/10?

Feedback will be incorporated into the LRA (Local Road Assessment) to inform our use of the road where applicable.

Should you have any questions and concerns, please don't hesitate to contact us.

Warm regards,

[REDACTED]  
Community and Stakeholder Manager – M7  
M7M12 Integration Project



AF9, 112-128 Wallgrove Road  
Cecil Park NSW 2178  
PO Box 98, Kemps Creek NSW 2178

W. [www.m7m12integrationproject.com.au](http://www.m7m12integrationproject.com.au)



**STAY SAFE  
STAY FOCUSED  
STAY KIND**



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**From:** [REDACTED]  
**Sent:** Thursday, October 17, 2024 4:43 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: CM: FW: JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue ACNXREF<04ladP3yQDds2Q3hjUdulB>

Hi [REDACTED]

When would you like our comments by?  
Please also advise how our comments will be taken into consideration.

Thank you.

Kind regards,

[REDACTED]  
Principal Transport Planner

**LIVERPOOL  
CITY  
COUNCIL**

[REDACTED]  
Customer Service: 1300 36 2170 | 50 Scott St Liverpool, NSW 2170, Australia



[www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au)



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**From:** [REDACTED]  
**Sent:** Wednesday, 25 September 2024 1:57 PM  
**To:** [REDACTED]  
**Subject:** CM: FW: JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue ACNXREF<04ladP3yQDds2Q3hjUdulB>

FYI and comments if required.

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**From:** [REDACTED]  
**Sent:** Wednesday, September 25, 2024 12:23 PM  
**To:** [REDACTED]

**Subject:** JH-TRANSMIT-003324: LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue ACNXPREF<04ladP3yQDds2Q3hjUdulB>

*When replying, do not delete the content below this line.*

Dear **Stella**,

You have received a new **Transmittal**: [REDACTED]

**Project:** M7M12  
**Type:** Transmittal  
**Mail Number:** [REDACTED]  
**Reference Number:** [REDACTED]  
**To:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**From:** [REDACTED]  
**Sent:** 25/09/2024 12:23:14 PM AEST (GMT +10:00)  
**Reason:** Issued for Review  
**Status:** N/A  
**Subject:** LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue  
**Discipline:** Environment & Planning

Dear all

Please find attached LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue for your review.

**Note:** to Liverpool Council - please ensure to download the attachment within 7 days of issue as this expires thereafter.

Kind regards  
[REDACTED]  
Senior Document Controller - M7M12 Integration Project  
John Holland Pty Ltd  
[REDACTED]

Uploaded Document ( <a href="#">Zip download all files</a> )			
Document No.	RevisionTitle	Status	File Name



<div></div> <div></div>	<div>B</div> <div>LRA005 M7 Widening Local Road traffic and pedestrian impact assessment – Spire Court and First Avenue</div>	<div>For Review and</div> <div>Comments</div> <div></div> <div></div>
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