

Community Update

M7-M12 Integration project

August 2025

Transurban **JOHN HOLLAND**



The M7-M12 Integration project will support future development growth in Western Sydney by improving travel times and congestion. Once complete, the project will provide direct access to commercial and residential hubs, and the new Western Sydney International Airport.

In this edition of our community update, we're sharing exciting milestones, project progress, a closer look into our late-start and sustainability initiatives, highlights from the Streets Alive Community event, and a chance to meet one of our team members.

Project Update

It has been a busy few months with a lot of progress across all sites. Construction activities have included:

- laying new pavement along the M7 Motorway
- pouring concrete for bridges along the M7 Motorway
- finishing all bridge girder installations at the Elizabeth Drive Connection (EDC)
- completing all segments of the incrementally launched bridges at the M7-M12 Interchange
- building retaining walls along the EDC and the M7-M12 Interchange
- constructing the future permanent M7 northbound on-ramp and service road at Wallgrove Road
- installing noise walls along the shared user path near Dobroyd Drive in Elizabeth Hills
- upgrading basins at several locations along the shared user path and near the motorway ramps.

Bridges like no other!

Over the past few months, we reached two major milestones – completing the final launches of both the eastbound and westbound incrementally launched bridges (ILBs) over the M7 Motorway and Elizabeth Drive.

We built these bridges using the ILB method, which involves pushing each bridge section of prestressed concrete out from one end to the other using hydraulic jacks. A launch nose, attached to the front, supports the bridge as it moves across the piers – at a slow and steady pace of around 100 millimetres per minute (about the length of four paper clips).

By utilising this method, we have been able to build the bridges over live traffic without disrupting road users!

The longest bridge on the project, at 660m provides a vital future connection between the M7 southbound and the M12 westbound. This elevated route through

Cecil Hills will improve traffic efficiency and enhance convenience for the community.

The 365-metre eastbound bridge will provide a future link from the M12 eastbound to the M7 southbound, making travel smoother and quicker for road users. From its elevated position in Cecil Hills and through the Interchange, motorists will also enjoy sweeping views of Sydney's CBD.

Work continues to the end of the year, including the installation of roadway surfaces, barriers, guardrails, lighting, signage, and connections to the broader road network.

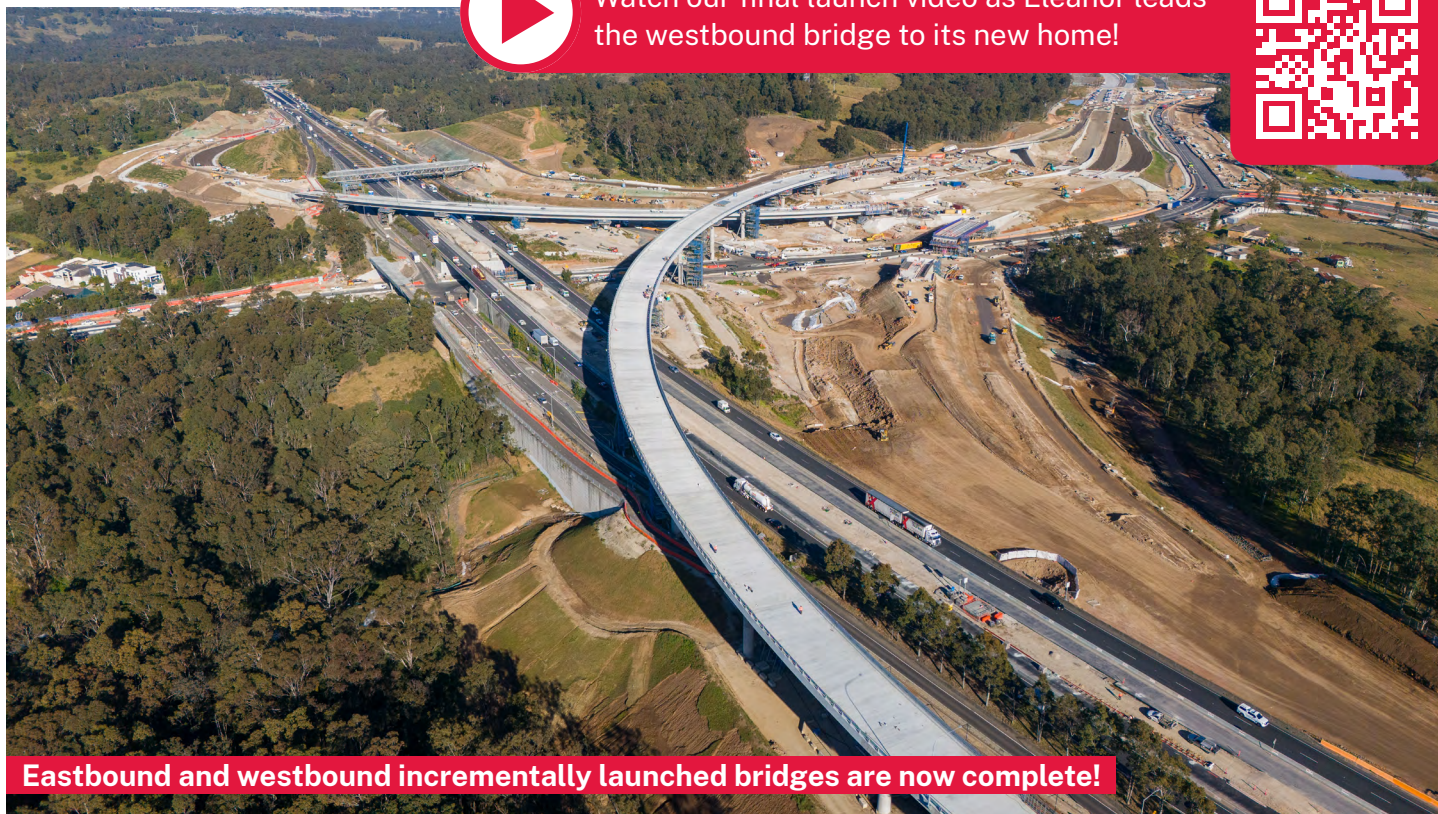


DID YOU KNOW?

We used 12,350m³ of concrete to construct both incrementally launched bridges. That's the equivalent of filling five Olympic sized swimming pools!



Watch our final launch video as Eleanor leads the westbound bridge to its new home!



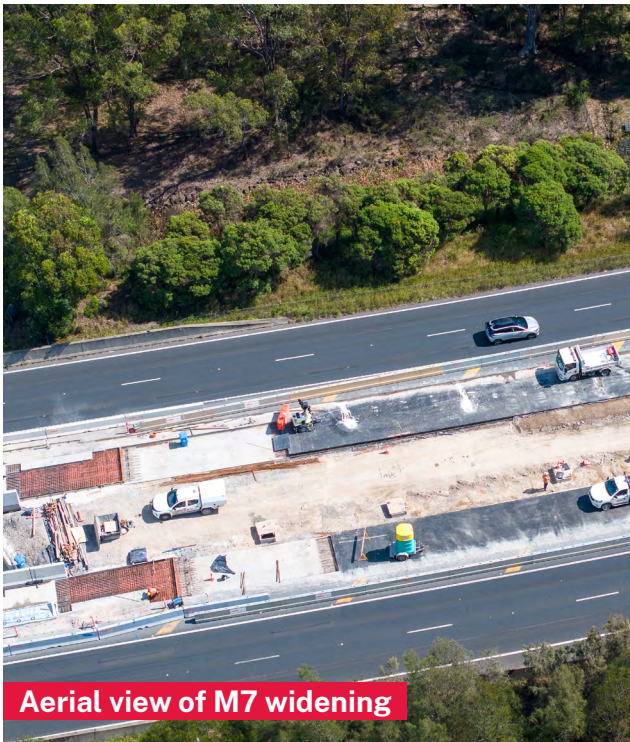
Eastbound and westbound incrementally launched bridges are now complete!

Before



After





Aerial view of M7 widening

M7 widening update

M7 widening progresses steadily with concrete pours at 33 locations along the motorway completed.

From now until October, pours are being completed in the following locations:

- Maxwells Creek Bridge 1 and 2
- Austral Bricks Access Road Bridge
- Reedy Creek Bridge
- Waste Management Access Road Bridge
- Rooty Hill Railway Bridge
- Great Western Highway Bridge
- Cowpasture Road Bridge
- Elizabeth Drive Bridge

Pavement works are currently underway within the median, with final resurfacing scheduled to commence in September. This marks a significant milestone in bringing us closer to completing this exciting upgrade.



M7-M12 Interchange bridge update

The first Super-T girder for the future eastbound M12 connection to the northbound M7 Motorway at Cecil Park was installed in early June and its 12th and final girder was installed just a few weeks later.

Each Super T girder measures 41 metres long and weighs an impressive 100 tonnes. These girders were precast at a facility in Newcastle, NSW. After travelling 160 kilometres, they were lifted into place using two massive cranes – a 500 tonne and the other 750 tonne with each installation taking approximately 90 short minutes – the length of a NRL game!



DID YOU KNOW?

Super T bridges are the most commonly used design for both straight and angled bridges. They can span long distances and easily adapt to different bridge widths.



Bridge 13 on-ramps

All the same info.

One convenient location.



Stay ahead of the build and sign up for digital updates.

M7-M12 Integration project 75% complete

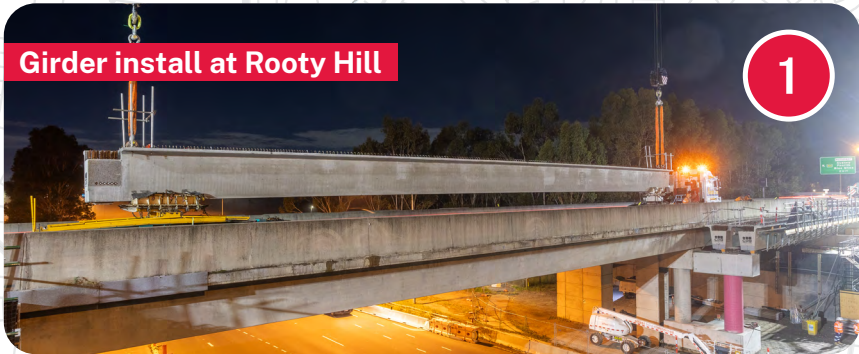
The Linkt app lets you know about traffic disruptions or delays on the roads you use, so you know when to go. Download the Linkt app and switch on Road Alerts for M7 roadworks.

Get traffic updates on the go from our Linkt app



- M7-M12 Integration Project
- M7 widening
 - No M7 widening activities
 - M7-M12 Interchange
 - Elizabeth Drive Connection (EDC)
 - M12 Motorway
 - Bridges to be widened
 - New bridges

M5 Motorway



Girder install at Rooty Hill

1



Night work on Bridge 12 Elizabeth Drive

2



Night work on Bridge 12 Elizabeth Drive

2



Concrete pour along the M7 Motorway barrier

3



Bridge 14 after launch nose removal

4



Workers position steel reinforcement bars, which are used to strengthen concrete structures

5

Sustainability

97%

of the project's construction waste is diverted from landfill



46%

of the cement in our concrete is from recycled sources

Earthwork

92%

of earthwork completed



Bridges

33/41

bridge stitch pours completed

49/49

bridges in construction

473/473

bridge girders installed

Crushed glass, green future!

John Holland, PV Industries and Fulton Hogan have worked collaboratively on an Australian first construction innovation – using recycled crushed solar panels as a replacement for virgin materials.

The use of crushed solar panel glass as a fine aggregate in asphalt mixes demonstrates the project's commitment to sustainable construction and protecting the environment.

This groundbreaking approach:

- prevents end-of-life solar panels from ending up in landfill, transforming waste into a valuable resource for road construction
- reduces greenhouse gas emissions by 12.5% compared to standard recycled glass
- establishes a precedent for environmentally conscious construction.

Together, we're committed to sustainability.



The streets are alive!

We were proud to be part of Blacktown City Council's recent Streets Alive and Parade Day – a lively celebration of Blacktown's energy and cultural diversity. Now in its 50th year, the festival is Blacktown's biggest annual community event, drawing nearly 10,000 people who enjoyed food, dancing, rides, and market stalls. The event gave us a great chance to connect with the community, answer questions about the project, and build stronger relationships for the future.



Breaking barriers in construction

Over 18 months ago, the M7-12 Integration project introduced the Late-Start Program, an Australian industry first offering 8:45am pre-starts instead of the usual 6:45am starts in civil construction. Late-Start removes barriers for carers and parents in Western Sydney, making construction careers more accessible.

With support from our leadership team, superintendents and supervisors, everyone in the program begins as a John Holland employee from the first day of training. We're proud to foster opportunities to create a more inclusive industry for everyone.

Q&A with Dale Harding

What is your role at John Holland?

I'm the Safety Manager for the M7 south area of the project.

What is the best thing about your job?

I really enjoy interacting with the workforce and getting to know the people on the ground. Talking to them about not only safety matters but finding out more about the work they do. I also love learning about the challenges they face and what drives them to do what they do.

What is the hardest part of your job?

There is a great safety culture on this project which makes my role much easier, so it is difficult to identify the hardest part of my role. In saying that, sometimes you need to have tough conversations on site, but it is so rewarding when you start to see shifts in mindsets.



Dale Harding onsite at the M7-M12 Integration project

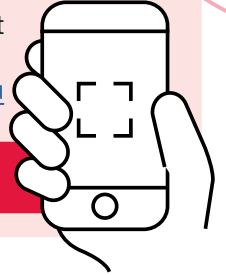
Have your say!

Provide feedback on the M7-M12 Integration project Communication Management Plan. The plan can be found online using the QR code.



To submit your feedback, please email info@m7m12integrationproject.com.au

Keep up to date with the latest project news. Subscribe via our website www.m7m12integrationproject.com.au



Scan the QR code

Crossing paths: wildlife edition

We've made a special addition to our site and it's not for people! Our team has completed a fauna crossing that goes under Wallgrove Road between Cecil Road and the M7 Motorway on ramp, providing a safe pathway for native Australian wildlife to move through the area. This initiative helps keep them both protected and connected to their natural habitat!

Australia is home to some of the most incredible wildlife in the world – but animals like ringtail possums, echidnas and lizards often face danger when crossing roads. By creating a safe, accessible path, we're reducing the risk of injury and promoting habitat connectivity – small changes that make a big difference for wildlife. We're proud to contribute to a future that's built with nature in mind.

It's just one of the ways we're making sure, our work supports the environment, not just the project as we're thinking beyond the fence line!



Contact us



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