

# Westlink M7 Widening



Westlink M7 Motorway at Cecil Hills

Transport for NSW proposes to support the future Western Sydney Aerotropolis and the surrounding growth areas by widening the Westlink M7 Motorway to increase capacity and ease congestion.

Transport for NSW proposes to widen the Westlink M7 Motorway by adding one lane in each direction within the existing median. The widening would occur between the M5 interchange at Prestons and the Westlink M7 bridge at Richmond Road in Oakhurst/ Glendenning. Once complete, there would be three lanes in each direction. The widening would not occur through the Light Horse Interchange at the M4 Motorway.

We have prepared a Modification Report which describes the key features of the Westlink M7 Widening proposal and assesses its potential environmental and social impacts during construction and operation.

The Modification Report is now on display for community feedback until midnight **Tuesday 23 August 2022** and can be viewed on the Department of Planning and Environment (DPE) website at [bit.ly/M7wideningModreport](https://bit.ly/M7wideningModreport).

## Westlink M7 Widening

### Key features

The proposed Westlink M7 Motorway widening would include:

- widening into the existing median for a length of about 26 kilometres between the M5 interchange at Prestons and the Westlink M7 Interchange with Richmond Road in Oakhurst/Glendenning (excluding the Light Horse Interchange)
- a two-lane exit from the Westlink M7 northbound to the M4 Motorway westbound
- dedicated northbound and southbound entry lanes onto the Westlink M7 from the M4 Motorway
- widening of existing bridges within the median
- utility works and upgrades to drainage infrastructure
- changes to the location of toll gantries, variable speed limit signs, variable message signs, and vehicle detection loops.



Westlink M7 would be widened in the central median

### Map of proposed Westlink M7 widening





# Key considerations for assessment

## Light Horse Interchange

Through our assessment, we found high traffic volumes coming off the Westlink M7 onto the M4 Motorway.

To reduce the environmental and social impacts, improve constructability and provide a more affordable solution, we propose to:

- retain two lanes in each direction on the Westlink M7 through the Light Horse Interchange
- provide a two-lane northbound exit to the M4 Motorway
- provide a third lane joining as a northbound and southbound on-ramp from the M4 Motorway
- build a dedicated southbound exit lane to the M4 Motorway.

There would also be impacts on the Light Horse Interchange artwork. Transport is working closely with the NSW RSL and Office of Veteran Affairs to ensure the best outcome for the community.

## Tolls

Tolls would continue to be charged through the construction phase. On the Westlink M7, motorists pay based on the distance traveled with trips capped once 20 kilometres has been travelled. These rates escalate or de-escalate with the consumer price index each quarter.

A range of potential funding options for the proposal are being investigated.

The NSW Government has recently committed to a new toll relief program to assist NSW motorists with the cost of tolls, visit [nsw.gov.au](https://www.nsw.gov.au) for more information.

## Biodiversity

The Modification Report has found that the widening would have impacts on the vegetation and biodiversity during construction and operation. About 7.48 hectares of native vegetation would be removed for the proposed widening, this includes threatened vegetation and habitat for the Southern Myotis (microbats). We will secure biodiversity credits to offset these impacts.

A Biodiversity Management Plan will be developed to manage potential impacts during our construction.

## Traffic

The Westlink M7 is a key transport route for Greater Sydney and regularly experiences congestion. The space available in the median allows us to increase the road capacity to three lanes in each direction. With this option, we can minimise impacts to the community whilst also improving traffic flow and travel times. The key benefits are to:

- ease congestion by enabling faster and more reliable connections between Sydney's South West and North West
- enable better and more reliable trips for people, businesses, and freight
- improve journey times to planned growth areas and the new Western Sydney International (Nancy-Bird Walton) Airport.

During construction, there would be speed limit changes, temporary lane closures and detours to ensure the safety of road users and workers while the work is being carried out.

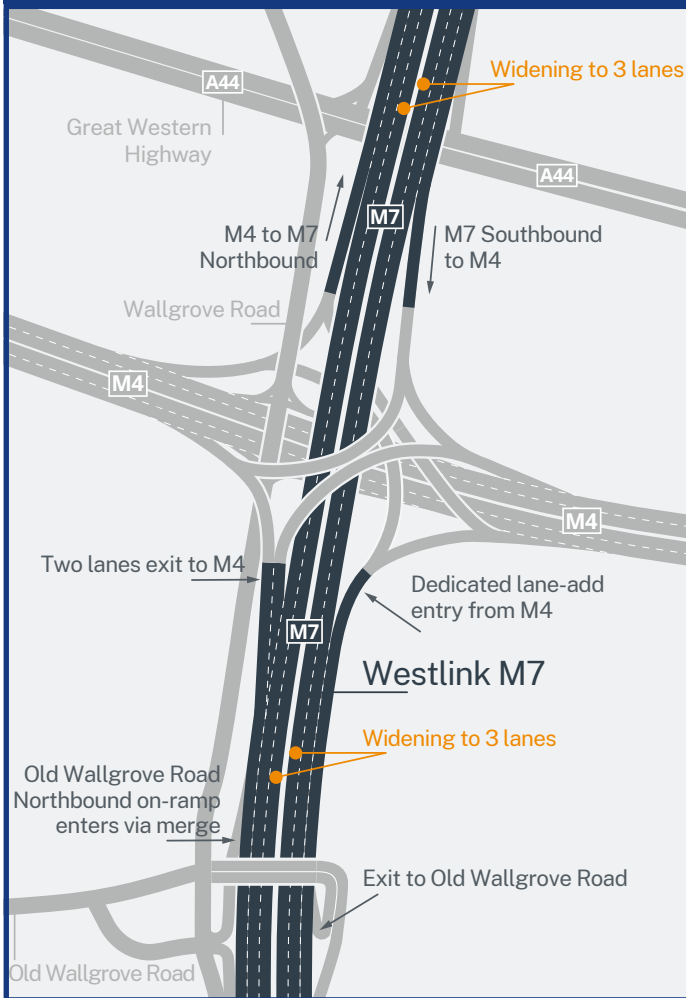
## Noise

Some residents near the Westlink M7 would experience increased noise levels during the construction and operation of the widening.

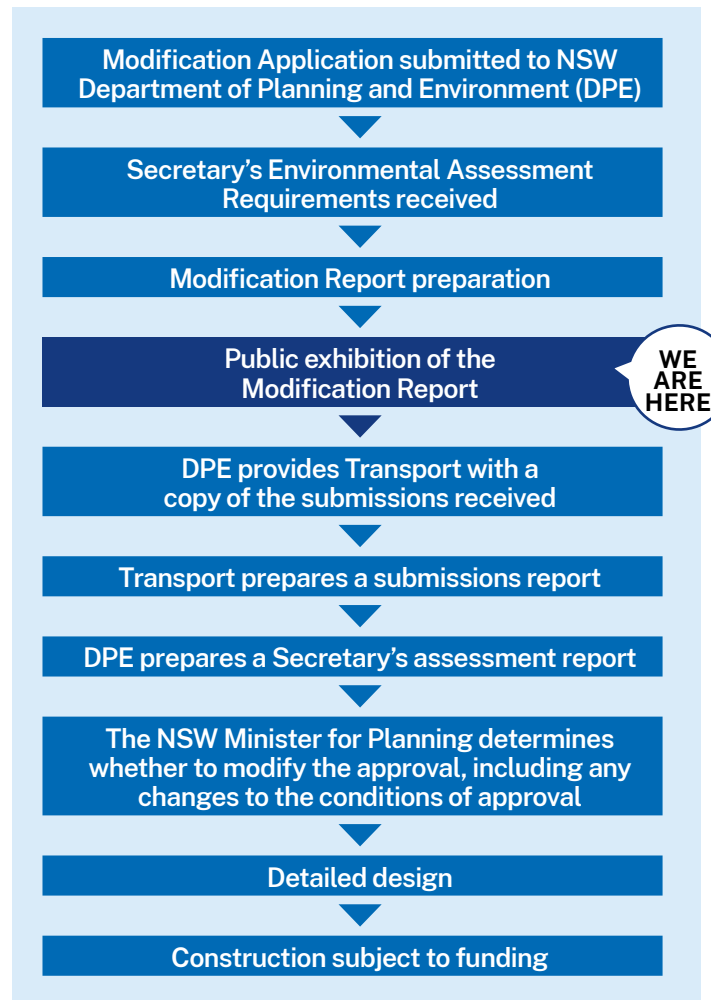
To manage operational noise, Transport would carry out further noise assessments during detailed design to determine mitigation measures which may include at-property treatments and, new and modified noise walls.

The construction noise impacts would be reviewed and addressed through a Construction Noise and Vibration Management Plan.

## Light Horse Interchange detail



## Project timeline



## How to make a submission

The Department of Planning and Environment (DPE) will place the Westlink M7 Widening Modification proposal on public exhibition until midnight **Tuesday 23 August 2022**.


To make a submission with the DPE go to [bit.ly/M7wideningModreport](https://bit.ly/M7wideningModreport)


Learn how to make a submission at [bit.ly/submissionhowto](https://bit.ly/submissionhowto)



## Contact us

If you have any questions or would like more information, please contact the project team:

 1800 568 970

 [nswroads.work/m7widening](https://nswroads.work/m7widening)

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