

6.1

Existing shared user path and its new features

6.1.1 Overview

The M7 shared user path (SUP) is one of Western Sydney's major active transport routes, benefiting local communities, cyclists, pedestrians, and individuals with disabilities. The path is grade-separated, meaning it runs continuously along the length of the M7, separated from motorway traffic, with multiple connections to local roads and facilities. It is a busy and popular route, especially in the mornings and late afternoons during the hotter months and for much of the day during of the cooler months of the year.

As part of the Stage 2 DLP, six new rest areas will be added along the M7M12IP project on the SUP. These rest areas are located where space permits, as the corridor is relatively narrow. Most of the new rest areas are in the southern section of the M7M12IP area, where more space is available compared to the northern sector. The rest areas are spaced to provide shaded break areas, particularly at locations near steep inclines. Over time, new native shade trees will mature and complement the existing trees, further enhancing the shaded rest areas.

The rest areas will include wayfinding and information signage and seating, including seating facilities for disabled persons. The rest areas will have bike stands for cyclists to rest their bikes against.

Waste management facilities and safety lighting for passive and active surveillance will be provided and the whole composition includes robust durable materials and finishes as well as fences for safety. The rest areas also include artworks and interpretation.

Figure 6-01 illustrates how the SUP provides an opportunity to articulate the cultural narratives, language integration and themes presented along the motorway. The six rest areas and their individual amenities are discussed below.

The six rest area locations are shown in Figure 6-01:

- Bernera Road
- Dobroyd Drive
- M7M12 Interchange
- Villiers Road
- M7 Motorway Control Centre (MCC)
- · Eastern Road.

The overarching landscape response to the rest areas is to create attractive and functional facilities for SUP users. The design approach is to embed each rest area in Country through:

- Reference to native species and endemic Cumberland Plain vegetation communities through species selection
- Natural materials selection (sandstone logs, gabion retaining walls)
- Use of ecotones from the Cumberland Plain in creating colour palettes for materials and planting
- Planting of native canopy trees and Indigenous themes within the planting
- · Creation of shaded places to rest and linger
- Integration of Indigenous artworks that convey storytelling
- · Creating gathering spaces for locals and visitors using the SUP
- Locating each rest area where views across the landscape can be appreciated
- Bespoke landscape designs for each rest area to respond to their local environment and create distinct and locally characteristic planting to enhance the user experience along the SUP
- Re-establishment of Cumberland Plain Woodland (CPW) through tree and shrub planting, to seamlessly integrate each rest area with the existing landscape character zones
- Planting of native trees, shrubs, grasses and ground covers selected for their known hardiness and performance. Also, introduce lowmaintenance shrubs, grasses and groundcovers from endemic vegetation communities
- Treatment of water through WSUD strategies where possible (using native sedges to reduce runoff speed, provide filtration, and enhance visual amenity)
- · Design development to minimise impacts to existing vegetation.

Each rest area design proposal is conveyed in the following sections through plans, planting approach, artist's impression and section.

A sealed active transport connection between the Main Western Line between the corner of Station Street and the Westlink M7 Share Path at Rooty Hill will be provided by others, in accordance with CoA D93. The location of this connection is shown in Figure 6-01.

The new permanent active transport facilities will be designed, constructed, and/or rectified in accordance with:

- (a) the process set out in the Movement and Place Framework (NSW Government) and the Cycleway Design Toolbox: Designing for Cycling and Micromobility (TfNSW,2020)
- (b) the Guide to Road Design Part 6A: Paths for Walking and Cycling (Austroads 2017) where not otherwise covered by (a)
- (c) relevant Australian Standards (AS) such as AS 1428.1-2009 Design for access and mobility
- (d) relevant Crime Prevention Through Environmental Design (CPTED) principles; and
- (e) recommendations arising from consultation with relevant Councils, Bicycle NSW, Bike North, the CAMWEST Bicycle User Group and other relevant local bicycle user groups, where reasonable.



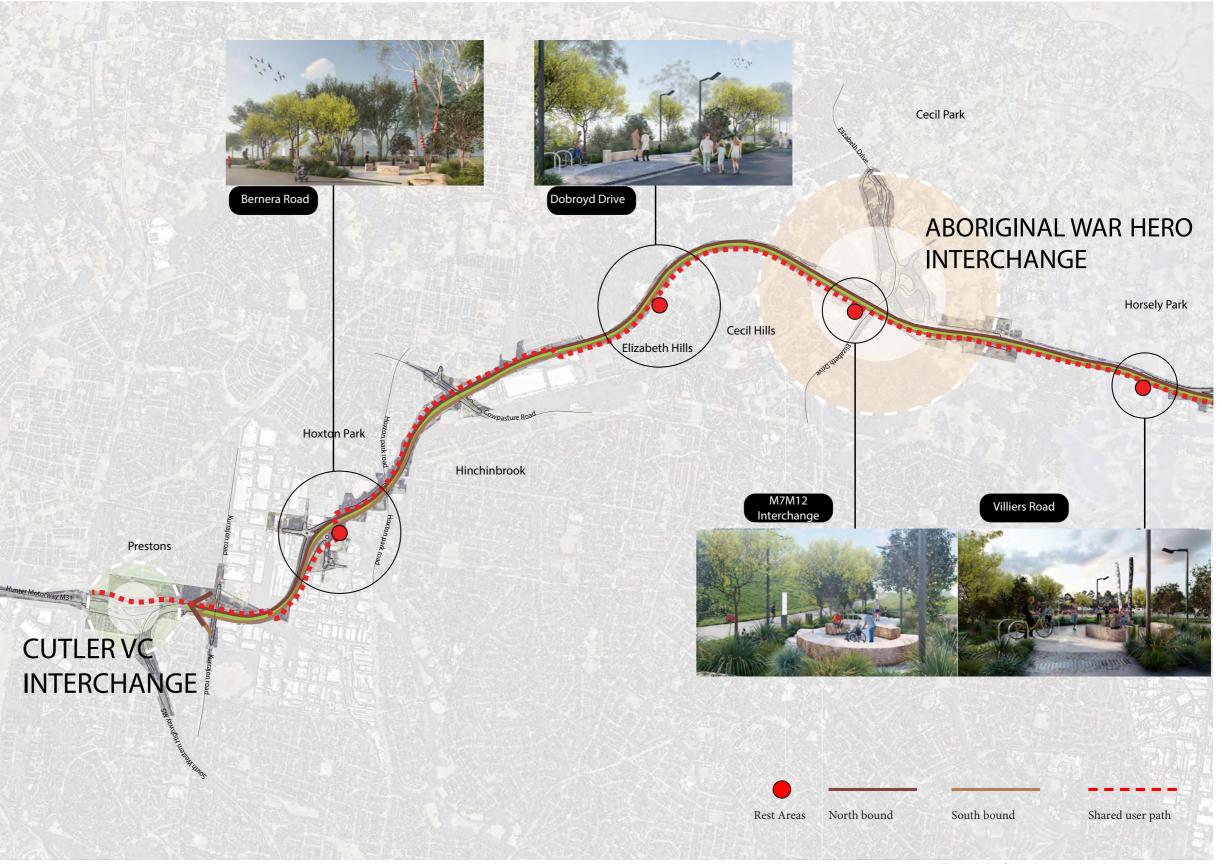


Figure 6-01: Shared user path and rest area location map





Figure 6-01: Shared user path and rest area location map



6.1.2 Rest area design principles

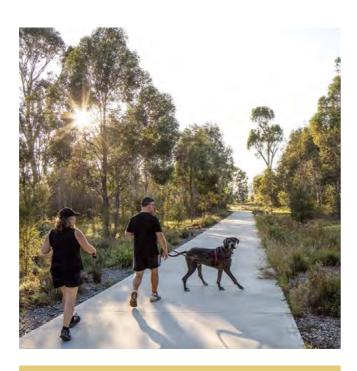
Each rest area landscape design responds to the needs of diverse communities and incorporates the following best practice principles to create a safe environment for all users during construction and operation / maintenance:



Universal Access

Equal (universal) access for all – complying with the Disability and Discrimination Act:

- DDA compliant access and facilities
- Welcoming and comfortable for all users.



Environment

Provide an inviting and comfortable landscape environment:

- Human Comfort
- Urban canopy coverage
- Enhance microclimates
- Improve biodiversity.



Safety

Crime Prevention Through Environmental Design (CPTED):

- Accessibility
- · Legibility and wayfinding
- Lighting
- · Passive and artificial surveillance
- · Space management
- Vandal resistance
- Maintenance and ownership.



Operations

Work Health and Safety requirements including Safety in Design (SiD) processes, construction and maintenance design safety principles:

- Maintenance
- Functionality
- Drainage
- Robust materials
- Maintenance access.



6.1.3 Materials and finishes

The materiality and design of the rest areas respond to the local environment, the needs of diverse communities and the creation of a safe environment for all users during construction and operation / maintenance through:

- Connection to Country use of colour and texture natural materials where possible (i.e. exposed aggregate)
- Robust and resilient anti-graffiti coated bench seating, site furniture to be agreed with managing authority
- Easy to maintain minimal palette, easily replaceable
- Safe lighting to match that used along the SUP corridor
- Access for all DDA compliant seating with back and armrests, accessible levels.

Key elements include (where applicable):

Paving

- Crazy pavers / stone setts
- High quality fair faced concrete
- Exposed aggregate concrete
- Broom finish concrete.

Walling

• Gabion wall.

Fixtures

- Bike hoops / bin enclosure / air pump
- Safety bollards
- · Natural sandstone block and boulders
- Drinking fountain / defibrillator
- · Seating (incl. backrests).









Paving







Walling







Fixtures



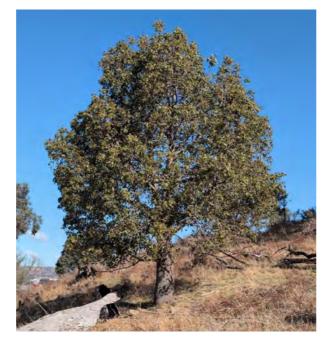
6.1.4 Planting

The planting palette for the rest areas is inspired by the existing native Cumberland Plain vegetation communities present along the M7M12 corridor:

- Cumberland Plain Woodland
- » Shale Plain Woodlands
- » Shale Hill Woodlands.
- Cumberland River-flat Forest
- » Alluvial Woodland
- » Riparian Forest.

As part of the Caring for Country design philosophy for the project, bespoke Indigenous planting themes from Balarinji have been woven into the planting palette. Each rest area will feature unique characteristics in planting and integrated artwork whilst conveying consistency in identity as a network of facilities. The planting is native and has been selected to provide:

- Canopy trees for shade and increased pedestrian comfort microclimates
- Legibility in the landscape and along the SUP
- · Seasonal interest reflecting the Dharawal six seasons calendar
- A sense of place and identity
- Sense of enclosure and separation from the SUP
- Clear sightlines and visual surveillance
- An appropriate setting for the Aboriginal artworks at each rest area.

















Trees

- Brachychiton populneus
- Casuarina glauca
- Corymbia maculata
- Eucalyptus crebra
- Exocarpos cupressiformis
- Melaleuca linariifolia
- Melaleuca decora
- Bursaria spinosa

Shrubs

- Dodonea viscosa
- Indigofera australis
- Ozothamnus diosmifolius

Grasses

- · Bothriochloa macra
- Dianella longifolia
- Hardenbergia violacea
- Imperata cylindrica
- Lomandra longifolia
- Microlaena stipoides
- Poa labillardierei
- Themeda triandra



6.1.5 Typical rest area features

- Cycle stands
- Bike pump (fixed) (Dobroyd, MCC and Interchange)
- Waste bin (one per area)
- Defibrillator (MCC only)

- Drinking fountain (MCC as existing)
- Bench seating for 8 15 people
- Yarning circle feature
- DDA seat with back and arm rests

- Endemic tree and shrub planting to provide shade and visual interest
- Safety lighting
- Concrete surfacing with DDA compliant levels
- Aboriginal artworks refer to individual rest areas in section 6.2
- Wayfinding signage refer to section 6.3.



Figure 6-02: Diagrammatic representation of typical rest area features

Key

- Cycle stands
- Waste Bin
- Bench seating
- Yarning circle feature
- Native tree and shrub planting
- 6 Lighting columns
- DDA compliant surfacing
- Wayfinding signage
- Indigenous artwork



6.2

Rest areas, artwork and vegetation design

6.2.1 Bernera Road rest area

This rest area is located approximately 4km from Cutler VC Rest Area and is located adjacent to Cabramatta Creek. The SUP runs parallel to the M7 slip road off-ramp connecting to Jedda Road and Bernera Road as shown in Figure 6-04. The rest area is located within sight of the beginning/ end of the cycleway at Bernera Road and comprises a linear strip of open grassland directly adjacent to the SUP.

This location is lightly shaded by adjacent existing trees and is separated by a wire mesh fence from a large grassland area featuring groups of mature trees, as shown in Figure 6-03. The location is relatively level and will not require retaining elements.



Further connection will be provided through the native planting and the highlighting of views through the Casuarina trees to the open field beyond. Figure 6-05 shows how rest area users will enjoy the communal space and opportunity to cool off in the shade of existing trees. Facilities provided will include lighting, cycle stands, signage, DDA compliant seating and a waste bin. The proposed planting of trees and shrubs will provide additional shade, seasonal variation and a sense of separation from the adjacent SUP. Figure 6-07 shows an artist's impression of the activated area following maturity of the planting and establishment of the shade trees.

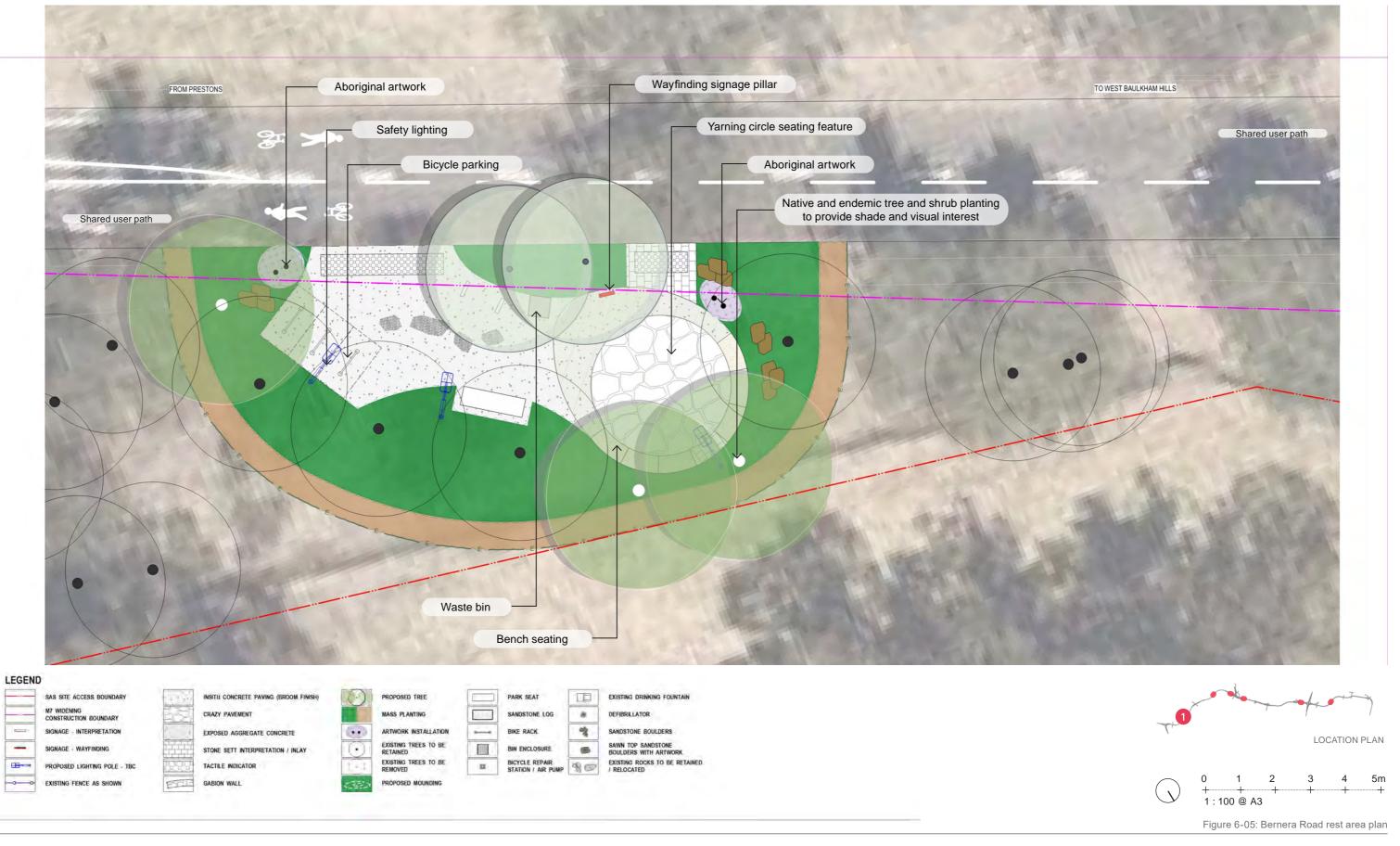






6.2.1 Bernera Road rest area - cont.

1 - Bernera Road





6.2.1 Bernera Road rest area - cont.

Artwork

Located near the Frontier Warriors installation, this artwork narrative highlights the resilience of Aboriginal people defending Country during colonisation, shedding light on a divided Australian past. It uncovers the often-overlooked stories of frontier warriors and their deep connection to Country.

The narrative also explores the pre-colonial landscape, offering insight into the native species and natural environment, enriching the understanding of the area's ecological and cultural history.



Figure 6-06: Bernera Road rest area artwork and signage





Figure 6-07: Artist's impression of the Bernera Road rest area



6.2.1 Bernera Road rest area - cont.

1 - Bernera Road

Figure 6-08 illustrates the proposed tree planting at the rest area at maturity, and the benefit of the shade provided to the proposed seating. A sense of place and enclosure will be provided by the native tree and shrub planting.





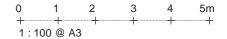


Figure 6-08: Indicative section through the Bernera Road rest area



6.2.2 Dobroyd Drive rest area

This rest area is located opposite the pedestrian overbridge crossing the M7 to the Western Sydney Parklands as shown in Figure 6-10. The SUP runs parallel to the M7 and the adjacent reserve provides a direct connection to the communities of Elizabeth Hills and Cecil Hills. As shown in Figure 6-09, this location overlooks the adjacent reserve and will benefit from passive surveillance from the reserve and Dobroyd Drive residential properties.

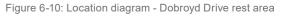
This location is directly adjacent to the SUP and the pedestrian overbridge and comprises a linear strip of open grassland verge that drops steeply to the wire mesh boundary fence to the reserve. Due to the steep level change the design will require a retaining wall.

The organic design language of the rest area, integration of Aboriginal artwork and the yarning circle seating feature are designed to promote connecting to Country. Further connection will be provided through the native planting and the elevated views available east across the

Southbound

adjacent reserve and west across the M7 towards the Maria and Robert Lock artwork. Figure 6-11 shows how rest area users will enjoy the communal space and opportunity to cool off in the shade of proposed trees, following their establishment. Facilities provided will include lighting, cycle stands, a bike pump, signage, DDA compliant seating and a waste bin. The proposed planting of trees and shrubs will provide shade, seasonal variation and a sense of separation from the adjacent SUP. Figure 6-07 shows an artist's impression of the activated area following maturity of the planting and establishment of the shade trees.



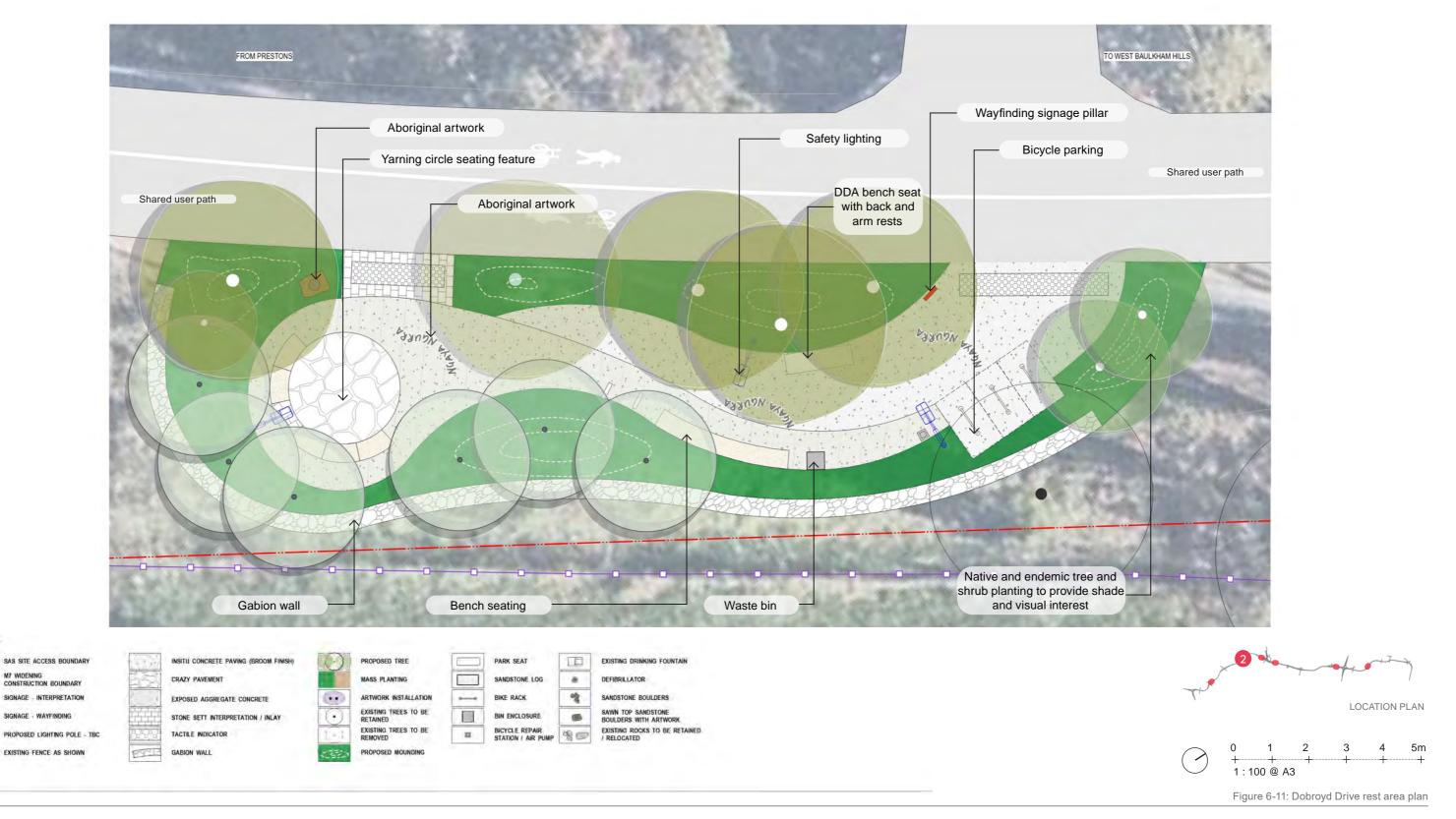




6.2.2 Dobroyd Drive rest area - cont.

2 - Dobroyd Drive

LEGEND





6.2.2 Dobroyd Drive rest area - cont.

Artwork

Located near the Maria Lock and Robert Lock installation on the motorway, this narrative will centre on Maria Lock, a key matriarch of the Dharug community, and her enduring impact on future generations. It will emphasise the vital role of women as carers and sustainers of their communities, particularly through traditional practices like gathering food and resources.

A woven dilly bag, cast in metal, will serve as a marker of this story. The narrative will also acknowledge Robert Lock's journey, while exploring the connection to Country through the traditional use of medicinal plants and local foods, linking cultural practices with the natural environment that sustained the community.

This rest area will feature the integration of language, with "Ngaya Ngurra," meaning "My Country," drawn from Jasmine Seymour's Maria Lock artwork. Overlooking the Western Sydney Parklands, the site offers a beautiful view that ties the landscape to the woven works, underscoring the importance of caring for and sustaining Country.





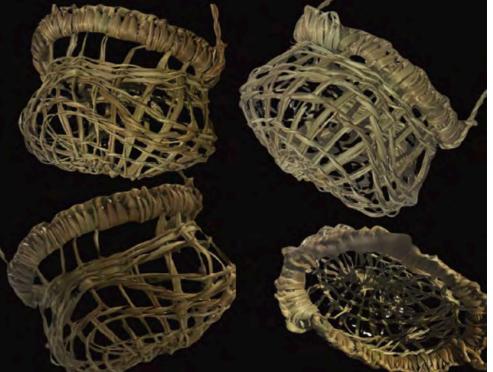


Figure 6-12: Dobroyd Drive rest area artwork - Maria Lock woven dilly bag conceptual images





Figure 6-13: Artist's impression of the Dobroyd Drive rest area



6.2.2 Dobroyd Drive rest area - cont.

2 - Dobroyd Drive

Figure 6-14 illustrates the proposed tree planting at maturity, and the benefit of the shade provided to the proposed seating. A sense of place and enclosure will be provided by the native tree and shrub planting.



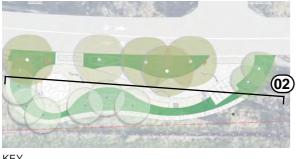




Figure 6-14: Indicative section through the Dobroyd Drive rest area



6.2.3 M7M12 Interchange rest area

This rest area is located south of the M7M12 Interchange and the pedestrian overbridge crossing the M7 to the Western Sydney Parklands as shown in Figure 6-16. The site is located on a recontoured plateau where the SUP will be realigned. The SUP is aligned broadly parallel to the M7 and the adjacent parkland provides a direct connection to the residential community of Cecil Hills.

This location overlooks the adjacent residential area from a comparatively high elevation and the prominent position will provide some passive surveillance from the residential properties. The final design for the site is currently being developed, as shown in Figure 6-15, and may require retaining elements depending on the final levels.

The organic design language of the rest area, integration of Aboriginal artwork and the yarning circle seating feature are designed to promote connecting to Country.

-M5 Motorway Interchange

Southbound



The Light Horse Interchange

M7M12 &

Elizabeth Drive Elizabeth Drive

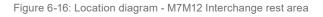
Interchanges

in the distance. Figure 6-17 shows how rest area users will enjoy the communal space and opportunity to cool off in the shade of proposed trees, following their establishment. Facilities provided will include lighting, cycle stands, a bike pump, signage, DDA compliant seating and a waste bin. The proposed planting of trees and shrubs will provide shade, seasonal variation and a sense of separation from the adjacent SUP. Figure 6-19 shows an artist's impression of the activated area following maturity of the planting and establishment of the shade trees.

Further connection will be provided through the native planting and the

elevated, panoramic views over Western Sydney towards Sydney CBD

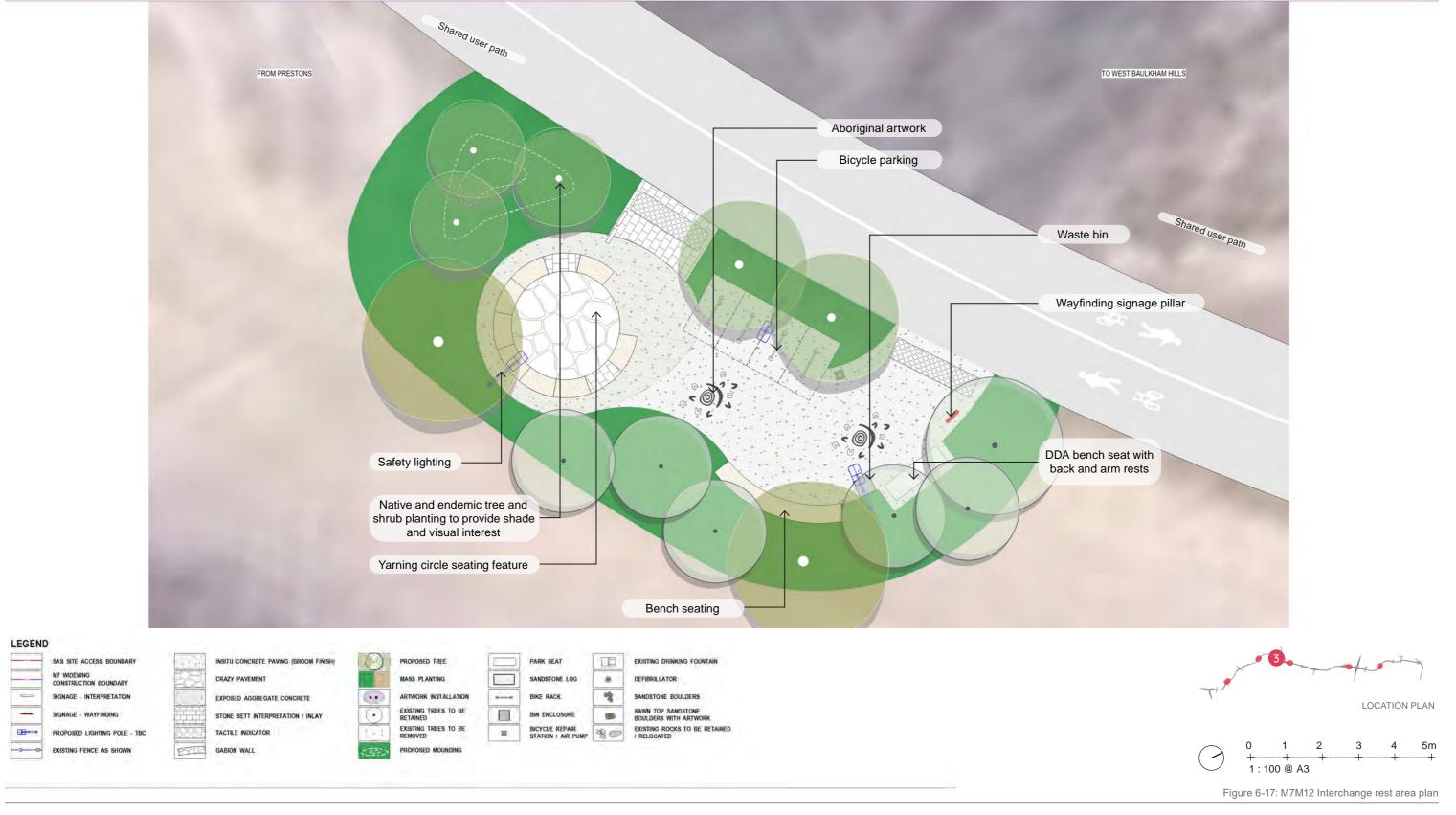






6.2.3 M7M12 Interchange rest area - cont.

3 - M7M12 Interchange





6.2.3 M7M12 Interchange rest area - cont.

Artwork

This rest area embodies the vision of cultures coming together to shape a shared, multicultural Australian future—one with values about reconciling through being inclusive, interconnected, and equal. The location's proximity to Western Sydney Parklands refers to unity, representing a space for all, reflecting the diversity of Western Sydney. The stories here will explore safeguarding the landscape by continuing to protect its historical significance while shaping its future, bringing Country back as a place for everyone to experience and enjoy.

The nearby Light Mast, visible from this location, represents the harmony of Western Sydney's diverse cultural groups, all living together under one sun. This idea is expanded through ground and seat carvings, which feature symbols of the sun, moon, and people, illustrating the connection between nature, culture, and community.





Figure 6-18: M7M12 Interchange rest area artwork - ground inlay concept





Figure 6-19: Artist's impression of the M7M12 Interchange rest area

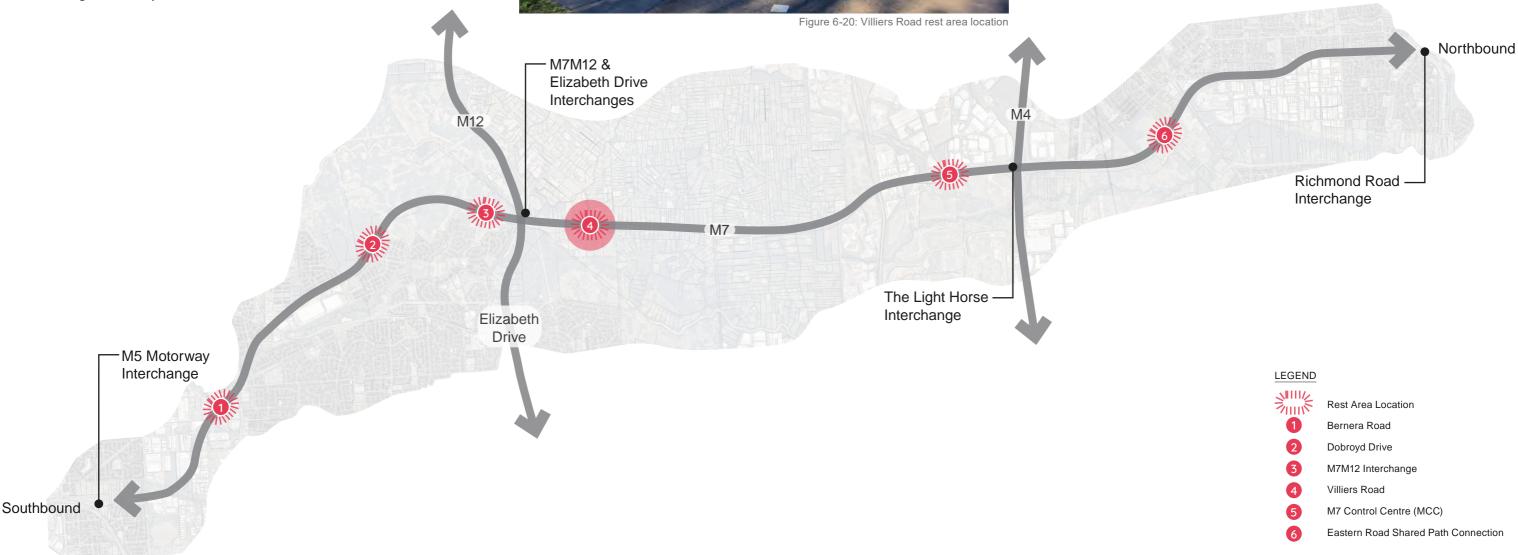


6.2.4 Villiers Road rest area

This rest area is located directly adjacent to the M7 corridor, on the edge of the Western Sydney Parklands as shown in Figure 6-21. This location occupies a prominent corner position at an intersection of the SUP that connects into the Western Sydney Parklands. The site is a relatively level, open grass area and is separated by a wire mesh fence from a large group of mature trees as shown in Figure 6-20. The site will not require retaining elements. Open views are available across the M7 carriageway.

The organic design language of the rest area, integration of Aboriginal artwork and the yarning circle seating feature are designed to promote connecting to Country.

Further connection will be provided through the native planting and the natural stone feature paving. Figure 6-22 shows how rest area users will enjoy the communal space and opportunity to cool off in the shade of proposed trees, following their establishment. Facilities provided will include lighting, cycle stands, signage, DDA compliant seating and a waste bin. The proposed planting of trees and shrubs will provide shade, seasonal variation and a sense of separation from the adjacent SUP. Figure 6-24 shows an artist's impression of the activated area following maturity of the planting and establishment of the shade trees.







PROPOSED MOUNDING

6.2.4 Villiers Road rest area - cont.

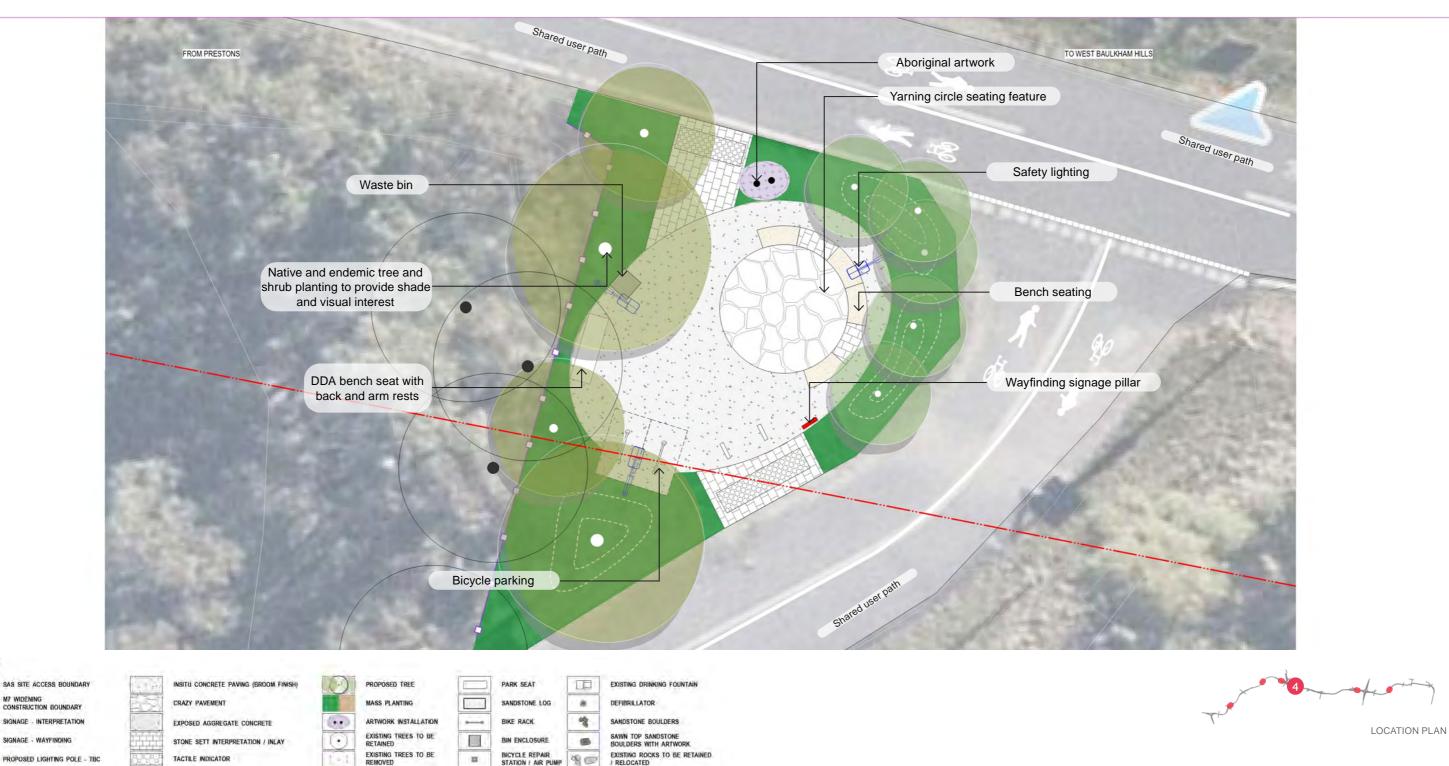
4 -Villiers Road

LEGEND

PROPOSED LIGHTING POLE - TBC

EXISTING FENCE AS SHOWN

GABION WALL







6.2.4 Villiers Road rest area - cont.

Artwork

Situated near the Light Beams artworks along the motorway, this narrative will explore the 'Together at War' theme, focusing on the unity between black and white soldiers on the battlefield, the truth-telling of Aboriginal war service, and the significance of fire as a means of caring for Country and symbol of courage forged in the furnace of battle.

Stories of mateship and unity will be juxtaposed here with the confronting post-war experiences of Aboriginal service people. The content here will explore the injustices they faced, and highlight the disparity between their sacrifice and the recognition they received, highlighting their struggle for equality and inclusion. The narrative will explore connections to Country through traditional Indigenous fire practices of cultural burning, which have long been used to manage the land and ensure its health, still being used today by Western Sydney Parklands to care for Country.



Figure 6-23: Villiers Road rest area artwork and signage





Figure 6-24: Artist's impression of the Villiers Road rest area

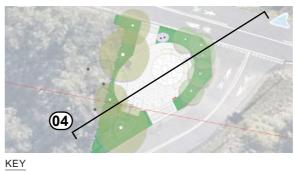


6.2.4 Villiers Road rest area - cont.

4 -Villiers Road

Figure 6-25 illustrates the proposed tree planting at maturity, and the benefit of the shade provided to the proposed seating. A sense of place and enclosure will be provided by the native tree and shrub planting.





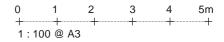


Figure 6-25: Indicative section through the Villiers Road rest area



6.2.5 M7 Control Centre (MCC) rest area

This rest area is located directly adjacent to the M7 corridor, within a narrow strip of land between the motorway corridor and Wallgrove Road as shown in Figure 6-27. This location occupies a corner position at an intersection of the SUP that connects to Wallgrove Road.

The site is a relatively level, open grass area featuring an open drainage channel and scattered mature trees. Existing features include a drinking fountain, fixed bike pump, interpretation boards attached to blocks of natural stone, a memorial bench and memorial boulder. The site is relatively level and will not require retaining elements. Open views are available across the M7 carriageway as shown in Figure 6-26.

The existing features at the site will be retained and re-incorporated into the proposed design.

The organic design language of the rest area, integration of Aboriginal artwork and the yarning circle seating feature are designed to promote connecting to Country. Further connection will be provided through the native planting and the natural stone feature paving.

-M5 Motorway Interchange

Southbound



Figure 6-28 shows how rest area users will enjoy the communal space and opportunity to cool off in the shade of existing and proposed trees, following their establishment. Facilities provided will include lighting, cycle stands, a bike pump, signage, DDA compliant seating, a defibrillator and a waste bin. The design will integrate the existing interpretation boulders. The memorial stone will be repositioned. The design revitalises the existing rest area, co-located at the existing Light Horse artwork and the proposed Aboriginal Light Horse artwork. The proposed planting of trees and shrubs will provide additional shade, seasonal variation and a sense of separation from the adjacent SUP. Figure 6-30 shows an artist's impression of the activated area following maturity of the planting and establishment of the shade trees.

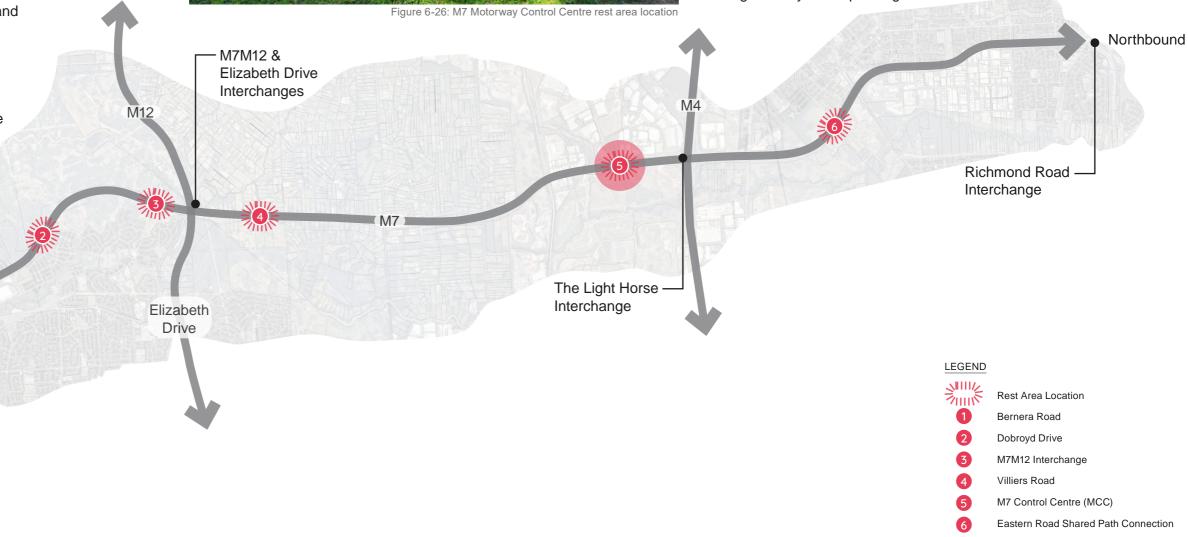


Figure 6-27: Location diagram - M7 Motorway Control Centre rest area



6.2.5 M7 Control Centre (MCC) rest area - cont.

5 -M7 Control Centre (MCC)

LEGEND

SAS SITE ACCESS BOUNDAR

M7 WIDENING CONSTRUCTION BOUNDARY

SIGNAGE - INTERPRETATION

EXISTING FENCE AS SHOWN

SIGNAGE - WAYFINDING





6.2.5 M7 Control Centre (MCC) rest area - cont.

Artwork

Located near the LHI, this rest area will interpret both the Indigenous and non-Indigenous narratives of the Light Horse Brigade. From an Indigenous perspective, the narrative will highlight the 1,000 Indigenous soldiers who enlisted for World War I, despite Aboriginal and Torres Strait Islander people being prohibited to join the forces. It will honour Indigenous horsemanship, a skill developed across Australia's pastoral industry, as well as honouring the Indigenous men and women who have been part of the Light Horse brigade since its inception until today.

This interpretation will include the information currently at this location from the existing Light Horse Interchange artwork, the full version of the 'Son of Mine' poem by Oodgeroo Noonuccal and ground and seat carvings of poppies and other symbols that pay tribute to the shared experiences of war.







Figure 6-29: M7 Motorway Control Centre rest area artworks - ground inlay and seat carving concept





Figure 6-30: Artist's impression of the M7 Motorway Control Centre rest area



6.2.5 M7 Control Centre (MCC) rest area - cont.

5 -M7 Control Centre (MCC)

Figure 6-31 illustrates the proposed tree planting at maturity, and the benefit of the shade provided to the proposed seating. A sense of place and enclosure will be provided by the native tree and shrub planting.





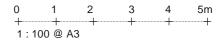


Figure 6-31: Indicative section through the M7 Motorway Control Centre rest area

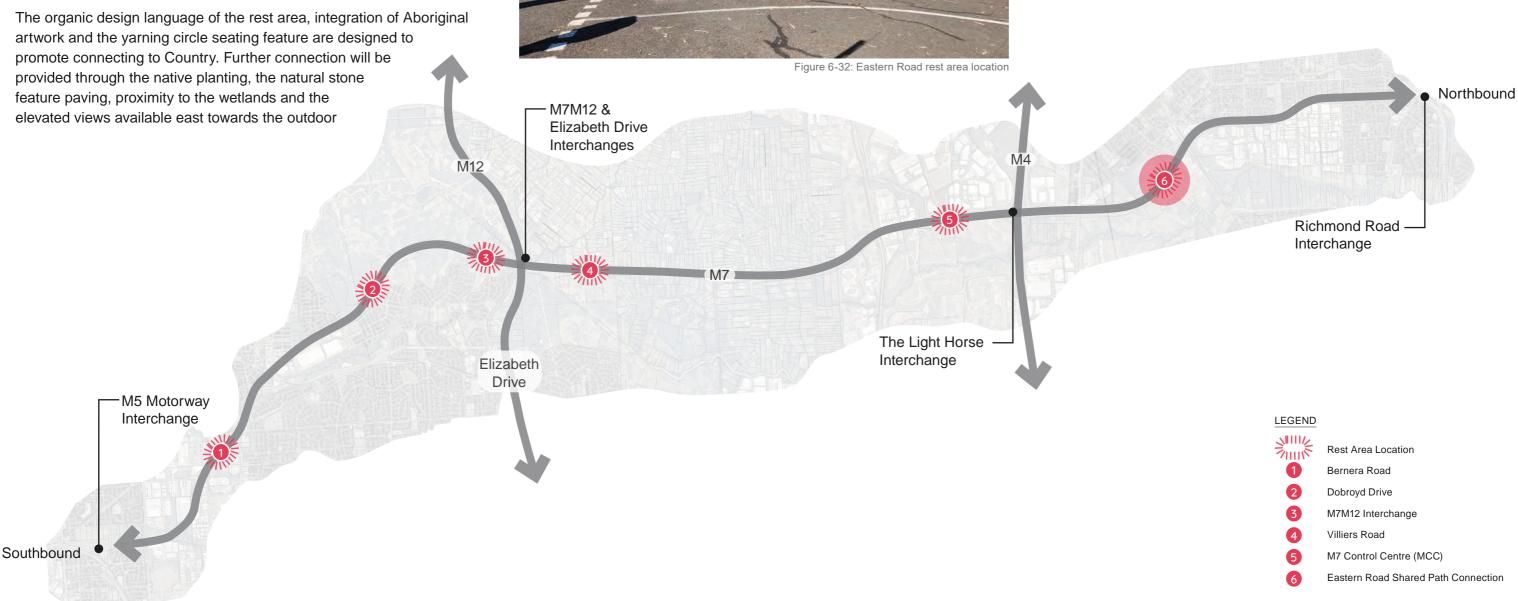


6.2.6 Eastern Road rest area

This rest area is located directly adjacent to the M7 corridor, on the edge of the Rooty Hill Historic Site, as shown in Figure 6-33. The site is a linear grassed strip, located adjacent to a spur of the SUP that connects to the Eastern Road overbridge and comprises open grassland with several mature trees. A wire mesh fence separates the SUP corridor from the adjacent Rooty Hill Historic Site as shown in Figure 6-32. Elevated open views are available across the M7 carriageway and the complex of open-air sports facilities beyond.

artwork and the yarning circle seating feature are designed to promote connecting to Country. Further connection will be provided through the native planting, the natural stone feature paving, proximity to the wetlands and the

sporting facilities and beyond. Figure 6-34 shows how rest area users will enjoy the communal space and the opportunity to cool off in the shade of proposed trees, following their establishment. Facilities provided will include lighting, cycle stands, signage, DDA compliant seating and a waste bin. The proposed planting of trees and shrubs will provide shade, seasonal variation and a sense of separation from the adjacent SUP. Figure 6-24 shows an artist's impression of the activated area following maturity of the planting and establishment of the shade trees.







6.2.6 Eastern Road rest area - cont.

6 -Eastern Road







6.2.6 Eastern Road rest area - cont.

No artwork at this location

The interpretation narrative, located in an area not directly connected to the road's narratives and artworks, has been identified as an ideal opportunity to focus on the history of land use in the area and how it has evolved over time.

The narrative will begin with the story of Maria Lock as the first Indigenous woman to own land in the area, highlighting her significant contribution to the region's history. The narratives will then explore various historical sites in the area, such as Bungarribee Cottage, Rooty Hill Stock Farm, Horsley Estate, and the Sydney Equestrian Centre, illustrating how these places have shaped the local landscape and its legacy.





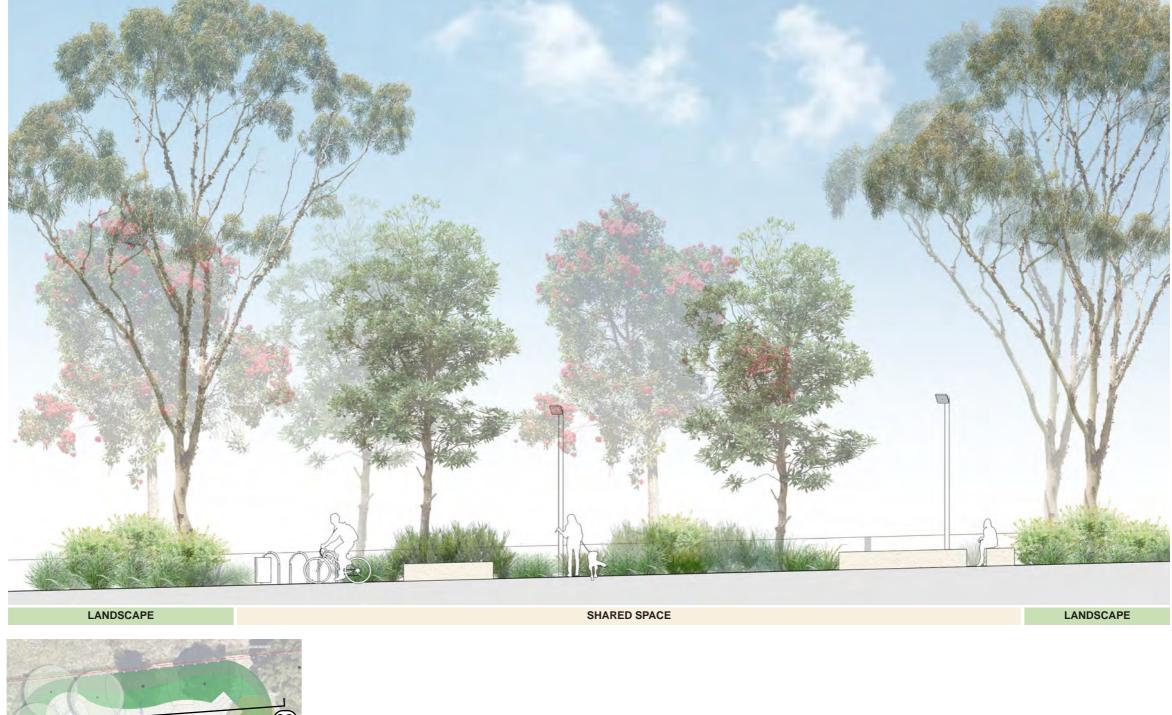
Figure 6-35: Artist's impression of the Eastern Road rest area

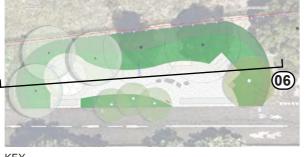


6.2.6 Eastern Road rest area - cont.

6 -Eastern Road

Figure 6-36 illustrates the proposed tree planting at maturity, and the benefit of the shade provided to the proposed seating. A sense of place and enclosure will be provided by the native tree and shrub planting.





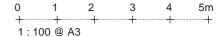


Figure 6-36: Indicative section through the Eastern Road rest area



6.3

Wayfinding at the rest areas

Artworks celebrating the revitalisation of traditional cultural practices, such as weaving and carving, will be integrated with interpretation markers at the six rest areas, reinforcing the overarching theme: 'To protect Country is to Belong.'

Each rest area will feature wayfinding pillars and interpretation panels of varying sizes. These double-sided pillars will serve multiple purposes, including displaying road artworks visible from the SUP.

The wayfinding pillars will provide:

- Directional information
- Maps
- · Accessibility features (braille and QR codes)
- · Text and images
- Artistic panels made from perforated metal.

The final text and images for the interpretation markers will be developed in later project stages. The current strategy includes a multicultural approach, with location-based information.





Figure 6.37: Wayfinding and interpretation pillars

