

## 6.8 Non-Aboriginal heritage

A Statement of Heritage Impact (SoHI) has been prepared by RPS (2021b) to assess the impact of the proposal on the significance of potential and registered non-Aboriginal heritage items located within, and adjacent to, the proposal area (refer to Appendix J). The SoHI recommends measures to avoid or minimise impact, and any approvals required under the NSW *Heritage Act 1977*. An additional SOHI specific to the State heritage-listed curtilage of the Medlow Bath Railway station will be written to accompany the Section 60 application.

### 6.8.1 Methodology

The non-Aboriginal heritage assessment consisted of a desktop assessment of the proposal area:

- including searches of the relevant heritage registers such as:
  - UNESCO World Heritage List
  - Commonwealth Heritage List
  - Australian heritage database
  - NSW State Heritage Register (SHR)
  - NSW State Heritage Inventory (SHI)
  - National Trust Register
  - former Roads and Maritime and RailCorp Section 170 Heritage and Conservation Registers
  - heritage schedule of the Blue Mountains LEP
- background research to inform the statement of significance
- an analysis of primary and secondary historical resources including original subdivision plans and parish maps for the proposal area
- review of conservation management plans relevant to the proposal including *Hydro Majestic Hotel, 52-88 Great Western Highway, Medlow Bath Conservation Management Plan* (Graham Brooks & Associates, 2010).

A visual inspection of the proposal area was undertaken on 23 December 2020 and 17 May 2021 to understand the site context and condition of the heritage items.

A SoHI was then prepared in accordance with the relevant heritage guidelines, and the level of impact assessed is in accordance with the definitions in Table 6-33, as sourced from the *Material Threshold Policy* (Heritage NSW, 2020).

Table 6-33: Definitions for the levels of impact to State heritage significance

Impact	Definition
Total loss of significance	Major adverse impacts to the extent where the place would no longer meet the criteria for listing on the SHR.
Adverse impact	Major (that is, more than minor or moderate) adverse impacts to State heritage significance. Moderate adverse impacts to State heritage significance. Minor adverse impacts to State heritage significance.
Little to no impact*	An alteration to State heritage significance that is so minor that it is considered negligible. *Little to no impact (as opposed to no impact) acknowledges that any change will result in some level of impact/alteration to State heritage significance.
Positive impact	Alterations that enhance the ability to demonstrate the State heritage significance of an SHR listed place.

## 6.8.2 Existing environment

### Historical context

An overview of the historical context for the Proposal area is summarised in Table 6-34.

Table 6-34: Historical context

Historical aspect	Details
European crossing of the Blue Mountains (1815 onwards)	<p>Cox's Road (the foundation for the Great Western Highway) was constructed over a period of about six months in 1815-1816, following the exploration of Blaxland Lawson, and Wentworth, and survey of William Evans.</p> <p>The alignment of the highway today largely follows the original alignment because it traverses ridges as much as possible and avoids gullies, which kept the road dry for horses, carts and carriages. A number of upgrades have taken place over the recent decades, including a new four lane railway bridge and improved alignment at Medlow Bath in December 2003.</p>
Development of the Main West Line (1850-1870)	The railway line from Katoomba to Blackheath, through Medlow Bath, opened in 1868. A halt stop was established at Medlow Bath in 1881 undergoing some name changes until it was formally known as Medlow bath in 1903.
Township of Medlow Bath (1881 onwards)	The 1890 maps of the Blackheath, Kanimbla and Megalong Parishes indicate that at this time, land had been opened up to Crown land sales. The subdivision and sale of land continued in Medlow Bath through the early twentieth century, particularly with land to the east of the railway station in 1914 through to 1922.
Mark Foy and the Hydro Majestic (1900 onwards)	The Hydro Majestic Hotel (Blue Mountains LEP Item No. MB002) and Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic) (Blue Mountains LEP Item No. MB026) were developed by Mark Foy through bringing together three existing buildings into a complex from 1904 onwards. To emphasise the Hydro and provide a distinct point of reference for all travellers by both road and rail, Foy planted Avenue of Trees (Blue Mountains LEP Item No. MB015) around 1904.
Residential development (1900 onwards)	Following the subdivision and sale of land for the township of Medlow in the early 1900s, construction of houses and holiday retreats commenced. A group of four houses (Melbourne House, Cosy Cot, Sheleagh Cottage) is listed on the heritage schedule of the Blue Mountains LEP (Item No. MB019).
Medlow Post and Telegraph Store (1903 onwards)	The Post and Telegraph Store, Former (Blue Mountains LEP Item No. MB008) is to the north east of the proposal area and was first purchased by Isabella Jane Smith in 1903 and has since been utilised for a number of uses including as a post office, a dance hall for Hydro guests and a church hall. Today, the building is now an antique shop, book-shop and tearoom.
St Luke's Anglican Church (1908 onwards)	After initially holding services in a cave and private residence, St Luke's Anglican Church (Blue Mountains LEP Item No. MB010) was then built in 1913. It comprised a nave, chancel and transept, however the chancel was partly destroyed through storm damage in 1920. The building has since undergone various repairs and modifications, and was later deconsecrated and converted into a one bedroom home.
Annis and George Bills horse-trough (1930-1940)	Annis and George Bills were animal lovers who gave considerable sums to animal societies. When George died in 1927 and after various personal bequests, the remainder of his estate was to be used to construct and pay for horse troughs to prevent cruelty and alleviate the suffering of animals. The Medlow Bath example, Horse Trough (Blue Mountains LEP Item No. MB0013), was one of 700 troughs erected and located east of the proposal area at the corner of Somerset Street and Railway Parade, is a characteristic Bills' trough, with a small trough for small animals such as dogs to the right (Heritage NSW 2020f).

### Heritage listings

The proposal traverses a number of heritage items listed on the SHR and Blue Mountains LEP, while the Greater Blue Mountains Area is listed a National and World Heritage site (refer to Table 6-35). Figure 6-14 and Figure 6-15 show the heritage listings in relation to the proposal area.

Table 6-35: Heritage listings within and in the vicinity of the proposal area

Item	Register	ID	Significance	Location
<b>Medlow Bath Railway Station Group</b>	SHR	01190	State	Proposal area
	TfNSW RailCorp s170 Register	MB003 4801011		
	Blue Mountains LEP 2015			
<b>Avenue of Trees (formerly Avenue of Radiata Pines)</b>	Blue Mountains LEP 2015	MB015	Local	Proposal area
<b>Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic)</b>	Blue Mountains LEP 2015	MB026	Local	Proposal area
<b>Hydro Majestic</b>	Blue Mountains LEP 2015	MB002	Local	Adjacent to proposal area
<b>Former Post and Telegraph Store</b>	Blue Mountains LEP 2015	MB008	Local	Adjacent to proposal area
<b>Melbourne House, Cosy Cot, Sheleagh Cottage</b>	Blue Mountains LEP 2015	MB019	Local	Adjacent to proposal area
<b>Urunga</b>	Blue Mountains LEP 2015	MB017	Local	Adjacent to proposal area
<b>St Luke's Anglican Church</b>	Blue Mountains LEP 2015	MB010	Local	Vicinity of proposal area
<b>Greater Blue Mountains Area</b>	World Heritage List	917	World / National	Vicinity of proposal area
	National Heritage List	105999		
<b>Horse Trough</b>	Blue Mountains LEP 2015	MB013	Local	Vicinity of proposal area

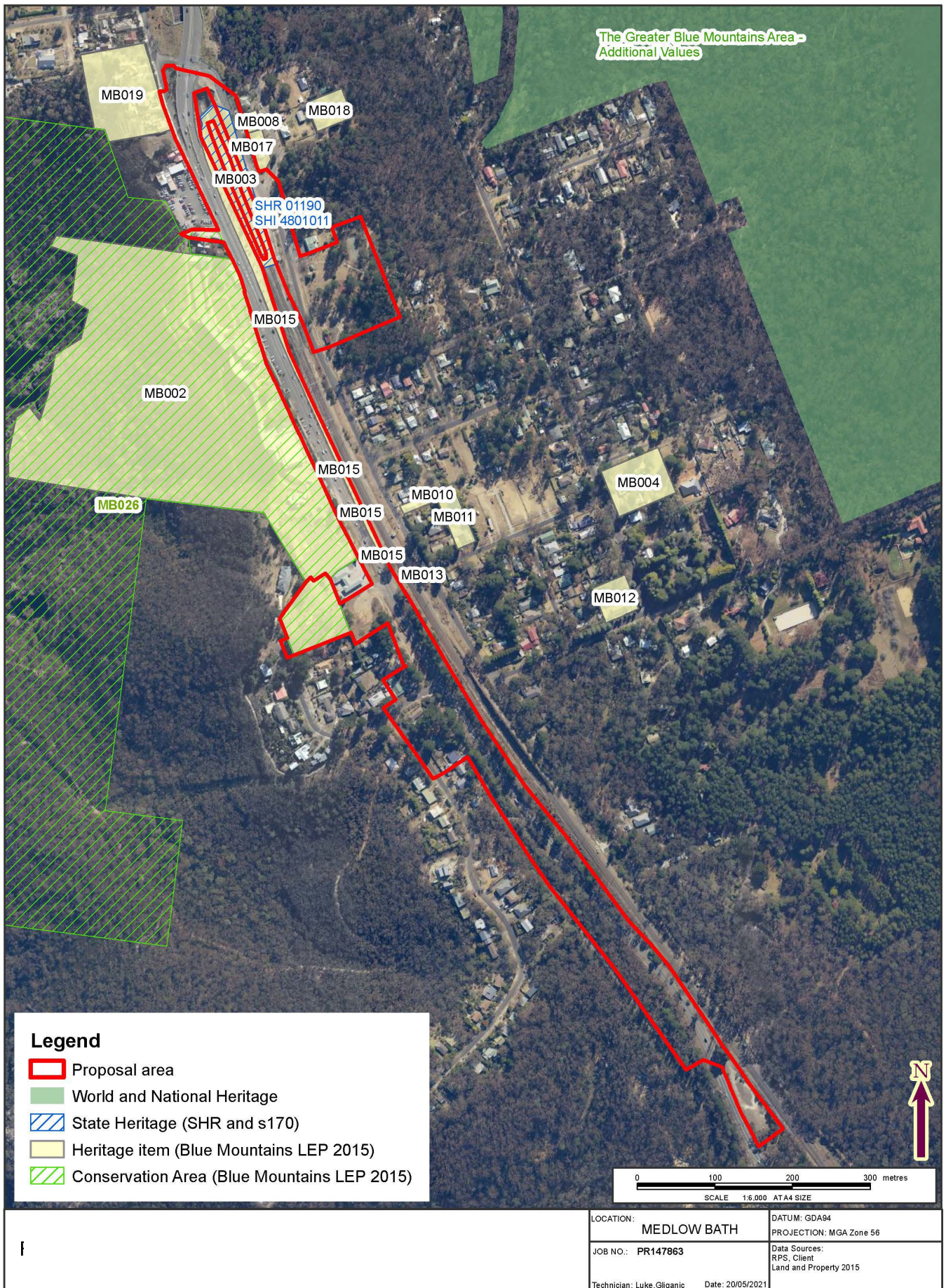


Figure 6-14: Heritage listings in relation to the proposal area (RPS, 2021b)

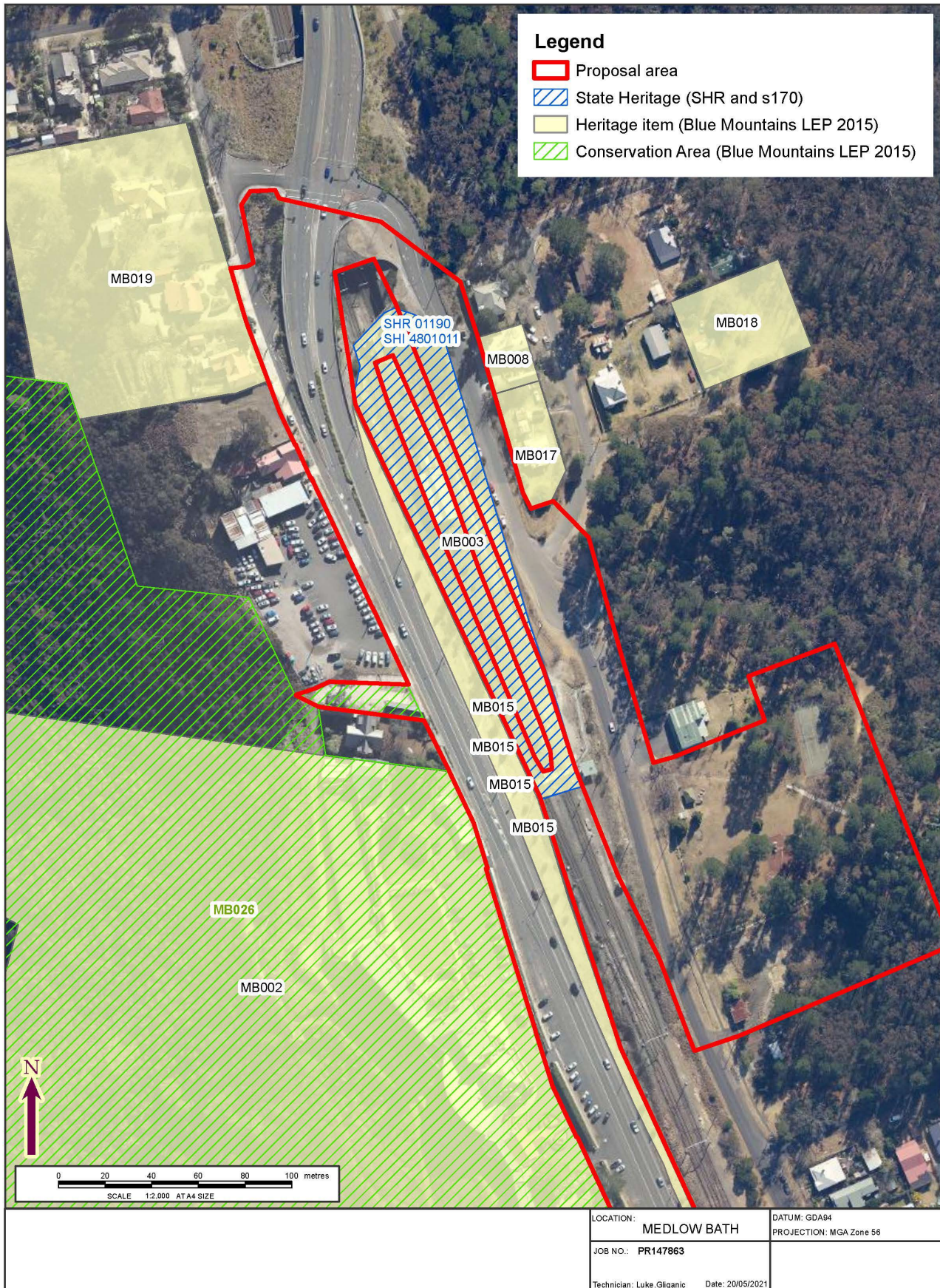


Figure 6-15: Heritage listings in relation to the proposal area near Medlow Bath Station (RPS, 2021b)

## Railway Station Group

The statement of significance for the SHR item *Medlow Bath Railway Station Group* as presented on the SHR is:

*Medlow Bath Railway Station is significant as part of the early construction phase of railway line duplication on the upper Blue Mountains demonstrating the technological and engineering achievements in railway construction at the beginning of the 1900s. Constructed in anticipation of a boom period in the mountains particularly in connection with large holiday resorts such as the Hydro-Majestic Hotel, Medlow Bath station building is a good example of a Federation free classical railway station. The station building demonstrates typical architectural elements of the standard Federation style island platform buildings that were built between Penrith and Lithgow when the line was duplicated.*

The statement of significance for the Blue Mountains LEP 2015 item *Medlow Bath Railway Station Group* as presented on the SHI is: *The Medlow Bath Railway Station is one of a group of stations which are associated with the construction and duplication of the railway line across the Blue Mountains.*

*The station is a representative example of a Federation free classical railway station.*

## Avenue of Trees

The statement of significance for the Blue Mountains LEP 2015 item Avenue of Trees as presented on the SHI is:

*The avenue is an integral part of the significance of the Hydro Majestic, telling testimony to the public image of the resort projected by Mark Foy and continuing today. Viewed as part of the whole, aesthetically and historically, the avenue, like the hotel, has state significance.*

After a review of site conditions, it is noted that the original radiata pine plantings have all been replaced.

## Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic)

The statement of significance for the Blue Mountains LEP 2015 item *Medlow Bath Hydro Majestic original walking track complex* as presented on the SHI is:

*The Hydro Majestic Hotel walking track complex has State Significance as the most extensive privately constructed walking track complex in Australia and for its association with Australia's only hydrothermal resort developed on the European model.*

*The Hydro Majestic walking track complex has State Significance for its association with entrepreneur Mark Foy junior who made a fortune in retailing and invested most of it in developing the Hydro Majestic hydrothermal resort. The track complex has local significance for its association with William Hargraves, Chief Clerk in Equity of NSW and Blackheath pioneer.*

*The Hydro Majestic walking track complex has aesthetic significance at the State level for the design values in its construction which demonstrate superb integration of natural and constructed features.*

*As nearly all of the track complex is intact, it offers an opportunity to research late 19<sup>th</sup> and early 20<sup>th</sup> century walking track design and construction techniques, significant at the local level.*

*The Hydro Majestic walking track network is a rare example of a very extensive privately constructed walking track complex, mostly over 100 years old, which has survived virtually fully intact to the present time.*

Historical research and review of site conditions confirms this is an accurate assessment of the heritage significance of this item.

## Hydro Majestic

The statement of significance for the Blue Mountains LEP 2015 item *Hydro Majestic* as presented on the SHI is:

*The grandest of the grand hotels in the mountains, the Hydro has state significance as a pioneering spa resort with advanced facilities for the health and pleasure of guests. The century and more of use as a hotel, capitalising on one of the finest situations in the mountains, is also of state significance. The Hydro Majestic Hotel is a unique overlay of hotel building styles including the pre-fabricated Casino and Federation free-style Reception buildings and the art deco Hargravia, Belgravia and main wings and the federation free classical south wing. The hotel also includes a number of freestanding buildings with a unity of styling and detailing such as the north bunkhouse, toilet block and rear of the Road Bar.*

*The arrangement of buildings along the ridge parallel to the Great Western Highway with the distinctive street fencing and row of mature radiata pinus trees quickly became, and remains, a significant landmark on the road through the Blue Mountains.*

*Some individual elements including the Casino and Reception buildings are fine examples of Federation free style architecture.*

*The tennis courts have a rare quality with their rustic stone walling and location on the edge of the ridge.*

*The unusual feature of a prefabricated imported casino which became a showpiece for some of the greatest singers of the Edwardian period, the art collection and the cuisine further enhance the social significance of the Hydro.*

*Technical interest attaches to the remains of the flying fox into the Megalong and the symbiosis between the hotel and valley below has remained a significant element in the Hydro's success.*

Historical research and review of site conditions confirms this is an accurate assessment of the heritage significance of this item.

## Former Post and Telegraph Store

The statement of significance for the Blue Mountains LEP 2015 item *Former Post and Telegraph Store* as presented on the SHI is:

*The hall and store have high local significance because of their association with the Hydro Majestic and Mark Foy's touristic entrepreneurship, particularly in catering for the interest in Jenolan Caves. The long-standing association with motor-cars is a particularly significant feature.*

*It is an unusual example of a Federation gothic shopfront. An unusual form for a post office, the building features 155renelated parapet, twisted columns and a decorative shield in the centre of the façade.*

*The hall had a high local profile as a centre for dances, films and, after World War II, a wide variety of Catholic and community functions, while the store and post-office played their usual key role for the residents and visitors alike*

Historical research and review of site conditions confirms this is an accurate assessment of the heritage significance of this item.

## Melbourne House, Cosy Cot, Sheleagh Cottage

No statement of significance for the Blue Mountains LEP 2015 item *Melbourne House, Cosy Cot, Sheleagh Cottage* is presented on the SHI. After historical research and review of site conditions, the following statement of significance is proposed:

*The four houses, Lot 1 Great Western Highway, Melbourne House, Cosy Cot and Sheleagh Cottage, are significant as they represent a unique group constructed independently of each other in the early boom years of Medlow Bath. Cosy Cot and Sheleagh Cottage are significant for their association with renowned*

*historical figures. Melbourne House and Sheleagh Cottage are aesthetically significant for their use of particular materials.*

### Urunga

The statement of significance for the Blue Mountains LEP 2015 item Urunga as presented on the SHI is:

*The association of the house with the railway and the growth of rail traffic at Medlow Bath associated with the Hydro gives the cottage local historical significance.*

Historical research and review of site conditions confirms this is an accurate assessment of the heritage significance of this item.

### St Luke's Anglican Church

The statement of significance for the Blue Mountains LEP 2015 item St Luke's Anglican Church as presented on the SHI is:

*The church has had social significance for the Anglican community around Medlow Bath for over eighty years. It is a representative example of a Federation carpenter gothic church built for a small rural village, although it took its present simpler shape only after storm damage in 1920.*

Historical research and review of site conditions confirms this is an accurate assessment of the heritage significance of this item.

### Greater Blue Mountains Area

The *Greater Blue Mountains Area* is listed the World Heritage List (WHL) (Reference No. 917) and is located within the vicinity of the proposal area.

### Horse Trough

The statement of significance for the Blue Mountains LEP 2015 item *Horse Trough* as presented on the SHI is:

*All the Annis and George Bills horse-troughs have some local significance as evidence of philanthropy towards animals, even though they were erected when the days of the horse on the roads were almost over.*

Historical research and review of site conditions confirms this is an accurate assessment of the heritage significance of this item.

### **Potential heritage items**

Three potential heritage items were identified during the site inspection. The location of each potential heritage item in relation to the proposal area is shown in Figure 6-16.



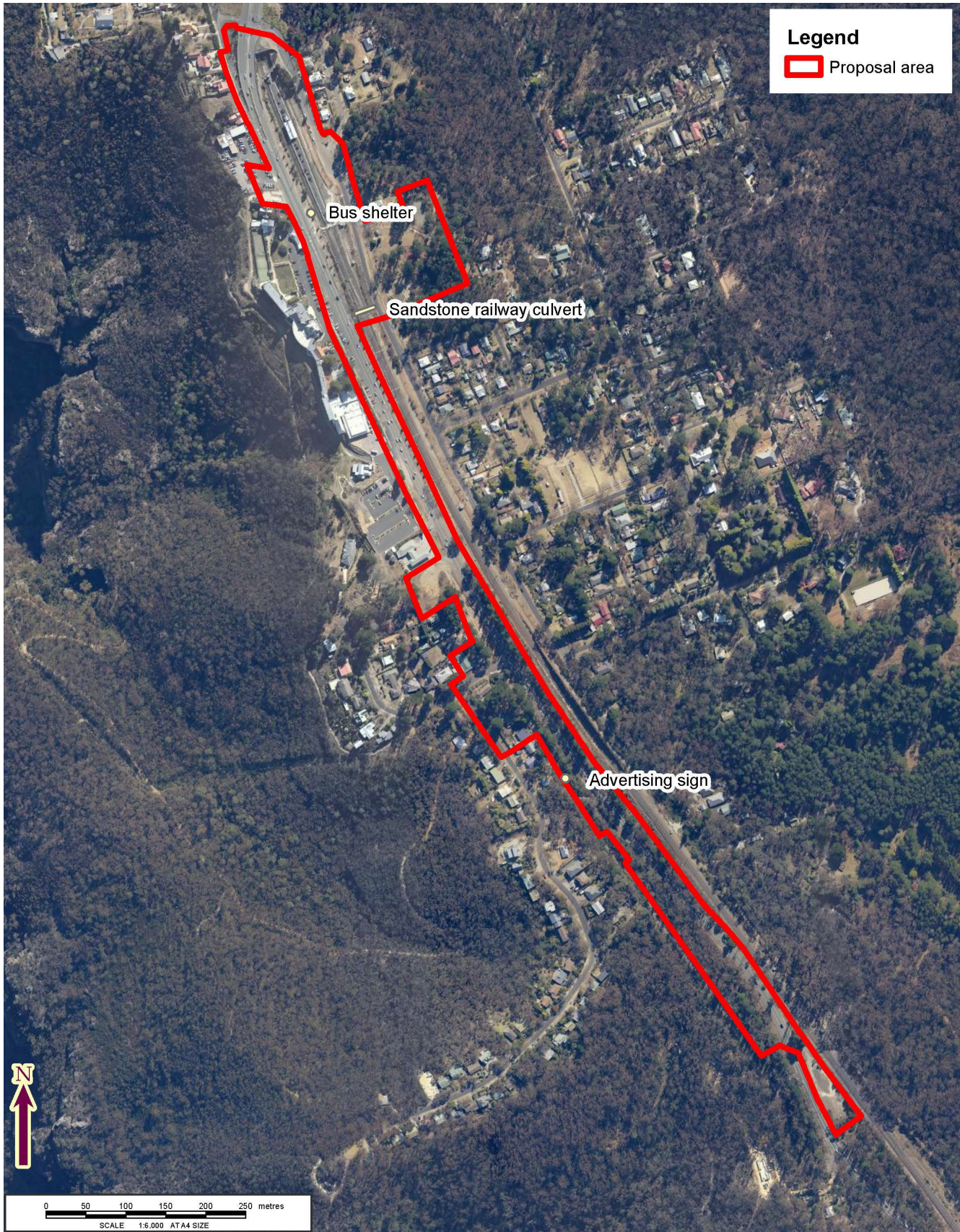


Figure 6-16: Location of potential heritage items in relation to the proposal area (RPS, 2021b)

## Bus shelter

The concrete bus shelter is located at the bus stop near the southern entrance to Medlow Bath Railway Station. The bus shelter has been painted inside and out with murals. The interior boasts a mural of an historic view of the Hydro Majestic Hotel and Great Western Road, while the exterior is decorated with foliage motifs and naturalistic scenes. The bus shelter is shown in Figure 6-17.

After research and review of site conditions, the following statement of significance is proposed:

*The bus shelter is considered to be of aesthetic significance for its historic mural and of social significance as it forms part of an extended mural campaign throughout the Blue Mountains.*



Figure 6-17: Bus shelter looking north, showing interior mural (RPS, 2021b)

In addition to the findings of the SoHI prepared by RPS (2021b), a REF for the Great Western Highway – Katoomba to Mount Victoria Road Safety Upgrades was completed in 2016. The SoHI conducted by Artefact (2015b) to support the REF also identified the Medlow Bath Bus Shelter as a potential heritage item.

The bus shelter is proposed to be relocated to a location to be determined in consultation with the heritage interpretation strategy.

## Sandstone railway culvert

The sandstone culvert runs beneath the railway embankment south of Medlow Bath Railway Station, within the proposal area. Visible on both sides of the embankment, the culvert has been recently modified through the addition of a plastic pipe. The sandstone culvert is shown in Figure 6-18.

After historical research and review of site conditions, the following statement of significance is proposed:

*The culvert is considered to be of local significance for its association with railway engineering through the Blue Mountains. The culvert provides physical evidence of the construction of the railway in the 1860s. It provides physical evidence of the original rail alignment and of the workmanship of the period. It is of historical and archaeological significance.*



Figure 6-18: Sandstone culvert on western side of railway embankment, looking east (RPS, 2021b)

## Hydro Majestic sign

The timber sign advertising the “Majestic Lounge and Public Bar” is located on the western road embankment of the Great Western Highway in the southern section of the proposal area. Overgrown with roadside vegetation, the sign is in a dilapidated condition. The Advertising sign is shown in Figure 6-19 and Figure 6-20.

After historical research and review of site conditions, the following statement of significance is proposed:

*The Advertising sign is considered to be significant for its association with the Hydro Majestic.*



Figure 6-19: Rear of advertising sign, looking east (RPS, 2021b)



Figure 6-20: Front of advertising sign, looking north (RPS, 2021b)

### Potential archaeological features

The archaeological potential of the proposal area is assessed to be low, with an area of moderate to high archaeological sensitivity identified south of the Hydro Majestic Hotel. The archaeological potential of the proposal area is associated with the potential for the following archaeological resources:

- low potential evidence of former road surfaces along the Great Western Highway from Foy Avenue to the rail overpass
- low potential evidence of former road surfaces along Railway Parade
- low potential evidence of former waiting shed beneath Medlow Bath Railway Station platform
- low to moderate potential evidence of former goods shed and platform to the west of Medlow Bath Railway Station
- moderate to high potential evidence of former house ‘Glenara Cottage’ on vacant land at south (eastbound) end of proposal area immediately south of Hydro Majestic.

### 6.8.3 Potential impacts

The summary of the SoHI for each heritage or potential heritage item impacted by the proposal are summarised below and in Table 6-36.

Table 6-36: Summary of the SoHI for each heritage or potential heritage item impacted by the proposal

Item	Listing	ID	Significance	Potential impact	Potential impact on significance by proposal
<b>Medlow Bath Railway Station Group</b>	SHR Transport for NSW RailCorp s170 Register Blue Mountains LEP 2015	01190 MB003 4801011	State	While the proposal would not physically impact significant fabric, the partial removal of elements such as the garden beds and the alteration of its heritage setting would impact the overall significance of the station. The addition of a pedestrian bridge would add an additional built form to the station complex which would visually dominate the heritage item.	The proposal would have a minor adverse physical impact and a major adverse visual impact on this heritage item.
<b>Avenue of Trees</b>	Blue Mountains LEP 2015	MB015	Local	The proposal would impact and greatly reduce the heritage curtilage and likely impact critical root zones of trees, or require the removal of trees altogether. Installation of the pedestrian bridge would introduce a new built form to the views and vistas both to and from the heritage item.	The proposal would have a major adverse impact and visual impact on this heritage item.
<b>Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic)</b>	Blue Mountains LEP 2015	MB026	Local	No physical impact is proposed within the heritage curtilage of this item for the preferred design option.  No walking tracks associated with this heritage item appear to be within the alternate design proposal area, therefore the alternate design proposal would have no physical impact on significant fabric of this heritage item.	The proposal ‘preferred option’ would have little to no physical impact and a moderate adverse visual impact on this heritage item.  However, the proposed ‘alternate design’ for Bellevue Crescent would have an additional minor adverse impact on this

Item	Listing	ID	Significance	Potential impact	Potential impact on significance by proposal
					heritage item through the reduction of its heritage curtilage
<b>Hydro Majestic</b>	Blue Mountains LEP 2015	MB002	Local	<p>No physical impact is proposed within the heritage curtilage, however vibration from construction may have a minor to moderate adverse impact to the significant fabric of the stone fence by causing destabilisation. Additionally, excavation works associated with the proposal may have a minor to moderate adverse impact on significant trees <i>radiata pinus</i> located within the Hydro Majestic's heritage curtilage through impact to critical root zones. Installation of the pedestrian bridge would introduce a new built form to the views and vistas both to and from the heritage item.</p> <p>The proposed alternate design for Bellevue Crescent would have an additional minor adverse impact on this heritage item through the reduction of its heritage curtilage and impact on potentially significant pine plantings and archaeological resources.</p>	The proposal may have a minor to moderate adverse physical impact and would have a moderate to major adverse visual impact on this heritage item.
<b>Former Post and Telegraph Store</b>	Blue Mountains LEP 2015	MB008	Local	<p>No physical impact is proposed within the heritage curtilage or to significant fabric of this heritage item. Installation of the pedestrian bridge would introduce a new built form to the views and vistas both to and from the heritage item.</p>	The proposal would have little to no physical impact and a moderate visual impact on this heritage item.
<b>Melbourne House, Cosy Cot, Sheleagh Cottage</b>	Blue Mountains LEP 2015	MB019	Local	<p>No physical impact is proposed within the heritage curtilage or to significant fabric of this heritage item. However, vibration from adjacent construction may have a minor adverse impact on significant fabric, particularly the house and shop located at Lot 1 Great Western Highway which abuts the proposal area. Installation of the pedestrian bridge would introduce a new built form to the views and vistas both to and from the heritage item.</p>	The proposal would have little to no physical impact and a moderate to major adverse visual impact on this heritage item.
<b>Urunga</b>	Blue Mountains LEP 2015	MB017	Local	<p>No physical impact is proposed within the heritage curtilage or to significant fabric of this heritage item. Installation of the pedestrian bridge would introduce a new built form to the views and vistas both to and from the heritage item.</p>	The proposal would have little to no physical impact and a moderate to major visual impact on this heritage item.

Item	Listing	ID	Significance	Potential impact	Potential impact on significance by proposal
<b>St Luke's Anglican Church</b>	Blue Mountains LEP 2015	MB010	Local	No physical impact is proposed within the heritage curtilage or to significant fabric of this heritage item. The proposed new pedestrian bridge would not visually impact views to this heritage item, however it would alter views from the heritage item.	The proposal would have little to no physical impact and a minor to moderate visual impact on this heritage item.
<b>Greater Blue Mountains Area</b>	World Heritage List	917	World	No physical impact is proposed within the heritage curtilage of this heritage item and the proposed new pedestrian bridge would not visually impact views and vistas to or from this heritage item.	The proposal would have little to no impact on this heritage item.
<b>Horse Trough</b>	Blue Mountains LEP 2015	MB013	Local	No physical impact is proposed within the heritage curtilage or to significant fabric of this heritage item and the proposed new pedestrian bridge would not visually impact views and vistas to or from this heritage item.	The proposal would have little to no impact on this heritage item.
<b>Medlow Bath Bus Shelter</b>	NA – potential heritage item	NA	Local	While removal of the bus shelter is required for the proposal, this would be mitigated by relocating the bus shelter elsewhere within the township, enabling it to retain its mural and setting within Medlow Bath and the Blue Mountains LGA	The proposal would have a minor to moderate physical impact and a moderate adverse visual impact on this potential heritage item.
<b>Sandstone railway culvert (potential heritage item)</b>	NA-potential heritage item	NA	Local	While new stormwater drains may connect to the same drainage network, no physical impact is proposed to any potentially significant fabric.	The proposal would have little to no impact on this potential heritage item.
<b>Advertising sign (potential heritage item)</b>	NA-potential heritage item	NA	Local	The potential heritage item may require removal and subsequent demolition to accommodate the proposed turning bay into Bellevue Crescent.	The proposal may have a major adverse impact on this potential heritage item.

## Construction

**The following aspects of the Proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:**

The proposal respects the heritage significance of a number of heritage items by, where possible, keeping within the designated road reserve alignment and avoiding impact to abutting heritage curtilages and significant heritage fabric.

The proposal requires the removal of the bus shelter, a potential heritage item. The proposal respects the identified potential heritage significance of this bus shelter by proposing to relocate the shelter elsewhere within the township, enabling it to retain its mural and setting within Medlow Bath township and the Blue Mountains LGA.

**The following aspects of the Proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures taken to minimise impacts:**

The new pedestrian bridge would introduce a new visual element to Medlow Bath Railway Station that would visually dominate the heritage setting as well as block views to and from the station complex. The pedestrian bridge would also impact views and vistas across Medlow Bath, impacting views to and from surrounding heritage items.

Construction of the highway and installation of pedestrian bridge would physically impact Avenue of Trees through the reduction of its heritage curtilage. Critical root zones of the trees would also be impacted, while some trees would require removal.

Construction of the alternate intersection design for Bellevue Crescent:

- could potentially impact archaeological resources associated with the former Glenara Cottage
- would impact the remaining stands of pine trees seemingly associated with the former Glenara Cottage. Some trees would require removal, while others may have their critical root zones impacted
- would have a minor adverse impact on Hydro Majestic (Blue Mountains LEP 2015 Item No. MB002) and Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic) (Blue Mountains LEP 2015 Item No. MB026) through the reduction of their respective heritage curtilages.

### ***Archaeological impact***

The proposal area has been assessed to be of low archaeological potential. Potential impacts due to excavation is considered to be unlikely. However, the proposal may have a moderate to major adverse impact on the archaeological potential of the proposal area, if archaeological resources survive.

If surviving, archaeological resources associated with former road surfaces are most likely to occur in the form of compacted earth, bitumen or ballast. Historical sources do not make reference to the proposal area being macadamised or paved with stone however, these should still be considered a possibility. If identified, it is likely that any archaeological resources associated with former road surfaces would have been impacted by twentieth century road resurfacing and would provide little research potential.

If surviving, archaeological resources associated with the former waiting shed or goods shed and associated platform would likely be in the form of post holes or brick foundations dependant on the original structural material. If identified, these resources would likely provide limited information and have little to no research potential.

If surviving, archaeological resources associated with the former house would likely comprise building foundations, cess pit or well structures and associated potential occupation deposits. If identified, these resources could provide information about the structure and use of Glenara Cottage, which is relatively unknown. Potential research material would likely be limited to the local historical context.

### ***Operation***

The new pedestrian bridge would introduce a new visual element to Medlow Bath Railway Station that would visually dominate the heritage setting as well as block views to and from the station complex. The pedestrian bridge and also the removal of some trees along the Avenue of Trees would also impact views and vistas across Medlow Bath, impacting views to and from surrounding heritage items.



## 6.8.4 Safeguards and management measures

Table 6-37: Safeguards and management measures – non-Aboriginal heritage

Impact	Environmental safeguards	Responsibility	Timing	Reference
Non-Aboriginal heritage	A Non-Aboriginal Heritage Management Plan will be prepared and implemented as part of the CEMP. It will provide specific guidance on measures and controls to be implemented to avoid and mitigate impacts to Non-Aboriginal heritage. The plan will be prepared in consultation with Heritage NSW.	Contractor	Detailed design, pre-construction	Section 4.10 of QA G36 <i>Environment Protection</i>
Non-Aboriginal heritage	<p>The detailed design will be developed and refined in consultation with either a heritage architect or a built heritage consultant. The detailed design would aim to further minimise the impact of the proposal, with particular reference to the pedestrian bridge through the use of appropriate form, proportion and materials. Bulk should be minimised, and new built forms should be clearly separate from existing heritage fabric. Where appropriate, the detailed design should also respond to existing and significant architectural detail, such as the architectural detailing of the station building, or the footbridge. Detailed design should be undertaken in accordance with appropriate Sydney Trains and TfNSW guidelines, including:</p> <ul style="list-style-type: none"> <li>• <i>Railway Footbridges Heritage Conservation Strategy</i> (NSW Government Architect's Office Heritage Group for Sydney Trains, 2016)</li> <li>• <i>Heritage Platforms Conservation Management Strategy</i> (Australian Museum Consulting for Sydney Trains, 2015)</li> <li>• <i>Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites</i> (Sydney Trains, 2017a)</li> <li>• <i>Station Components Guide</i> (Sydney Trains 2017b).</li> </ul>	Contractor	Detailed design	Appendix J SoHI recommendation 1

Impact	Environmental safeguards	Responsibility	Timing	Reference
State heritage	A Section 60 Application would be required for proposed works within the SHR curtilage of Medlow Bath Railway Station. The Application must be granted prior to works commencing.	TfNSW	Pre-construction	Appendix J SoHI recommendation 2
Archaeology	An Historic (non-Aboriginal) Archaeological Assessment will be prepared for the Hydro Majestic land proposed for use for the alternate design arrangement for Bellevue Crescent known as Lots 3, 4, 5 and 20 of DP25570. The assessment will be undertaken by a suitably qualified archaeologist in accordance with the <i>Heritage Act 1977</i> and the Heritage NSW publication <i>Assessing Significance of Historical Archaeological Sites and Relics</i> (2009). The purpose of the assessment is to determine the nature, extent and significance of any archaeological or historical resources associated with the former Glenara Cottage in this area and provide appropriate management recommendations in relation to the proposal.	TfNSW	Pre-construction	Appendix J SoHI recommendation 3
Non-Aboriginal heritage awareness training	<ul style="list-style-type: none"> <li>Works within the proposal area are being undertaken in an area of heritage significance. Prior to works commencing, contractors will be briefed as to the sensitive nature of the proposal area and informed of any recommended mitigation measures or controls required.</li> <li>Non-Aboriginal heritage awareness training will be provided for all contractors and personnel prior to commencement of works to outline the identification of potential heritage items and associated procedures to be implemented in the event of the discovery of non-Aboriginal heritage materials, features or deposits (that is, unexpected finds), or the discovery of human remains.</li> </ul>	Contractor	Pre-construction	Appendix J SoHI recommendation 4
Non-Aboriginal heritage protection of significant fabric	Works will be undertaken with care. To avoid impact to significant fabric during the construction of the proposal the following is recommended:	Contractor	Pre-construction	Appendix J SoHI recommendation 5

Impact	Environmental safeguards	Responsibility	Timing	Reference
	<ul style="list-style-type: none"> <li>• machinery should be placed with sufficient clearance to significant heritage structures to avoid any inadvertent harm to significant fabric or incidental damage from vibration as per the TfNSW recommended minimum working distances for vibration intensive plant (refer Table 6-27 of the REF). In particular, care should be taken when working near:               <ul style="list-style-type: none"> <li>○ Hydro Majestic's stone fence</li> <li>○ Medlow Bath Railway Station platform structures, platform edges and footbridge</li> <li>○ Former Post and Telegraph Store</li> <li>○ Urunga</li> <li>○ Melbourne House, Cosy Cot and Sheleagh Cottage, in particular Lot 1 Great Western Highway</li> <li>○ Sandstone Railway culvert</li> <li>○ archaeologically sensitive vacant land north of the United Petrol Station</li> </ul> </li> <li>• Protection of significant fabric – Hydro Majestic stone fence               <ul style="list-style-type: none"> <li>○ protective barriers or fencing should be erected between the works corridor boundary and the Hydro Majestic's stone fence for the duration of works within the vicinity of this significant fabric to ensure no inadvertent harm occurs</li> <li>○ machinery and works should be placed with sufficient clearance to significant fabric and associated protective barriers to avoid inadvertent harm from machinery or incidental damage from vibration</li> <li>○ vibration monitoring of the stone fence should be put in place for the duration of works</li> </ul> </li> </ul>			

Impact	Environmental safeguards	Responsibility	Timing	Reference
	<ul style="list-style-type: none"> <li>• Protection of significant fabric – Sandstone Railway culvert               <ul style="list-style-type: none"> <li>○ redundancy of the Sandstone Railway culvert should not include work to significant fabric</li> <li>○ if closure or blocking of the culvert is required, these works should be undertaken in a manner that would not impact significant fabric</li> <li>○ if work to significant fabric is required, this should be undertaken in consultation with either a heritage architect or heritage consultant, and be conducted in a manner that minimises harm as much as practicable</li> </ul> </li> <li>• Protection of significant fabric – bus shelter               <ul style="list-style-type: none"> <li>○ measures should be put place to protect significant fabric of the bus shelter during its proposed removal and relocation</li> <li>○ relocation position, and details of where and how it will be removed, stored and relocated, should be determined in consultation with Blue Mountains City Council</li> <li>○ after relocation, conservation of the mural should be undertaken to prevent further loss, or to sympathetically reinstate missing portions</li> </ul> </li> <li>• Protection of significant fabric – advertising sign               <ul style="list-style-type: none"> <li>○ if removal of the advertising sign is required for the proposal, it should be salvaged and relocated</li> <li>○ relocation position, and details of where and how it will be removed, stored and relocated, should be determined in consultation with Blue Mountains City Council</li> </ul> </li> </ul>			

Impact	Environmental safeguards	Responsibility	Timing	Reference
	<ul style="list-style-type: none"> <li>○ if removal of the advertising sign is not required for the proposal, appropriate measures should be put in place to protect it during proposed works, such as the installation of protective barriers or fencing</li> <li>• Protection of significant fabric – potential archaeological site of former Glenara Cottage <ul style="list-style-type: none"> <li>○ prior to use as an ancillary facility / stockpile area, the vacant land north of the petrol station should be covered with geotextile, or other suitable protective material, to ensure no inadvertent harm to potential archaeological resources occurs</li> <li>○ no ground scraping, levelling or landscaping of this area should occur before, during or after the use of the area as an ancillary facility / stockpile area</li> <li>○ this protection measure may not be required if a Historic (non- Aboriginal) Archaeological Assessment does not identify any significant archaeological potential.</li> </ul> </li> </ul>			
Protection and management of trees	A qualified arborist will be engaged to undertake an Arboricultural Impact Assessment of the proposal area, with a particular focus on trees associated with heritage items, Hydro Majestic (Blue Mountains LETP Item No.MB002), Avenue of trees (formerly Avenue of Radiata Pines) (Item No.MB015) and Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic) (Blue Mountains LEP 2015 Item No.MB026) . Management and protection measures recommended in the Arboricultural Impact Assessment should be implemented accordingly to ensure the protection and management of significant trees throughout the implementation of the proposal.	Contractor	Pre-construction	Appendix J SoHI recommendation 6

Impact	Environmental safeguards	Responsibility	Timing	Reference
Tree replacement	Trees removed as part of the proposal within the heritage curtilage of Hydro Majestic (Item No.MB002), Avenue of trees (formerly Avenue of Radiata Pines) (Item No.MB015) or Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic) (Blue Mountains LEP 2015 Item No.MB026) will be replaced in a manner that is consistent with, and accurately reflect, the extent, nature and significance of the respective heritage item. The location, species and number of trees to be planted will be determined in consultation with the land owner, Blue Mountains City Council and a qualified arborist with reference to the identified heritage significance of the respective heritage item.	Contractor	Construction	Appendix J SoHI recommendation 7
Movable heritage	All moveable heritage identified as part of this assessment will be managed in accordance with a moveable heritage procedure. Moveable heritage identified on Hydro Majestic (Blue Mountains LEP Item No. MB002) land will be managed in accordance with Section 6.5, <i>Conserving Moveable Heritage, in the Hydro Majestic Hotel, Medlow Bath, Conservation Management Plan</i> (Graham Brooks and Associates, 2010).	Contractor	Construction	Appendix J SoHI recommendation 8
Before and after photographic record	<p>Prior to construction, an archival photographic recording of the heritage items impacted by the proposed works is to be prepared in accordance with the NSW Heritage Division of the Department of Environment and Heritage guidelines titled <i>"Photographic Recording of Heritage Items using Film or Digital Capture"</i>. The photographic should be prepared by a heritage consultant and must document significant heritage elements and items that will be impacted by the proposed works. The record should also document significant views and vistas as selected by the heritage consultant.</p> <p>This archival recording should include the following items as a minimum:</p> <ul style="list-style-type: none"> <li>• Medlow Bath Railway Station Group (SHR No.01190, TfNSW Section 170 SHI No. 4801011, Blue Mountains LEP 2015 Item No. MB003)</li> <li>• Hydro Majestic (Item No. MB002)</li> </ul>	Contractor	Pre-construction, Operation	Appendix J SoHI recommendation 9

Impact	Environmental safeguards	Responsibility	Timing	Reference
	<ul style="list-style-type: none"> <li>Former Post and Telegraph Store (Item No. MB008)</li> <li>Avenue of Trees (Item No. MB015)</li> <li>Urunga (Item No. MB017)</li> <li>Melbourne House, Cosy Cot, Sheleagh Cottage (Item No. MB019)</li> <li>Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic) (Blue Mountains LEP 2015 Item No. MB026)</li> <li>Bus Shelter (potential heritage item)</li> <li>Sandstone Railway culvert (potential heritage item)</li> <li>Advertising sign (potential heritage item).</li> </ul>			
Heritage interpretation	<p>A heritage interpretation plan will be formulated and implemented in accordance with the Heritage NSW, <i>Interpreting Heritage Places and Items</i> (Heritage Office (former) 2005) as part of the proposed upgrade of the Great Western Highway. This is to be undertaken with the consent and co-operation of authorised owners or land managers and Blue Mountains City Council.</p> <p>Heritage interpretation should communicate the history of Medlow Bath, with reference to its identified heritage items, and enable audiences to engage with the significance of these places and the wider Blue Mountains area. It should be integrated into the broader cultural heritage design and heritage interpretation strategy for the overall Great Western Highway Katoomba to Lithgow Upgrade Program, and pick up themes relevant to the overall Great Western Highway route as well as Medlow Bath.</p>	Contractor	Construction	Appendix J SoHI recommendation 10
Non-Aboriginal heritage	In the event that unexpected archaeological resources are identified in the course of the proposal, all work in the affected area should cease, the area should be cordoned off, and Heritage NSW should be notified, in accordance with Section	Contractor	Construction	Appendix J SoHI recommendation 11

Impact	Environmental safeguards	Responsibility	Timing	Reference
	146 of the <i>Heritage Act 1977</i> . The TfNSW (2016) <i>Unexpected Heritage Finds Guideline</i> should be adhered to.			
Non-Aboriginal heritage	If the proposed works, or proposal area, are modified to those discussed in this report, additional heritage advice may be required to appropriately manage and mitigate any potential impacts caused by these changes.	Contractor, TfNSW	Pre-construction, Construction	Appendix J SoHI recommendation 12