

22 February 2023
 10:00am to 12:15pm
 Delmonte Room, Hydro Majestic

Minutes

Medlow Bath Pedestrian Discussion

Chair	Name, initials, role/division/unit
Attendees	<p>Blue Mountains City Council: Kim Barrett –City Planning Manager Siobhan Lavelle - BMCC Heritage advisory committee Elizabeth Burgess – BMCC Heritage advisory committee</p> <p>Community Design Briefings Team: Shane Porteous Martin Howell Narelle Morrissey Nicholas Stott (online) Michael Patterson (online)</p> <p>TfNSW: Louise Bieler Tomi Vasilevski Rad Miletich Sarif Ridoy Joanna Lesak Steven Barry Brittany Aiken Elisabeth Sacco Van Bardzhamian</p> <p>Arengo: Daniel Vartuli Steven Williams</p> <p>DesignInc: Joyce Lim Megan Walker</p> <p>TZG: Julie Mackenzie</p>
Apologies	<p>Glen Sherlock, Nathan Murphy, Sara Reilly (BMCC) Alistair Lunn, Kate Walsh (TfNSW)</p>
Conflict of Interest Declarations	
Endorsement of minutes from previous meeting	N/A
Items	

Item 1:**Round table feedback mtg #1**

- Martin Howell – Feedback received during the recent Medlow Bath Residents Association meeting on Saturday 18 Feb indicated there is still overwhelming concern about the bridge and its impact. They recognise that anything that is being built needs to be accessible. There is interest in a connection at the northern end which has been captured.
- Noting there is an overall concern about the project as a whole from the wider Blue Mountains community. The feedback included in the slides today captures the community thoughts. There are many still keen for an underpass but understand the issues around a very long underpass.
- Kim (BMCC) asked who is this bridge servicing? Community concern about the bridge but it's meant to be servicing the MB community? Where are the desire lines?
- Accessibility - interrupts any sense of a light-weight structure, can reduced bulk options still be looked at whilst still being accessible?

Item 2:**Design #1 presentation**

- Megan presented design one and talked through key design features
- All bridge options will be fabricated steel. if a painted option is selected, it will need to be painted roughly every 20 years
- Megan noted that the steel structure has been designed to reduce overall bulk by having upstanding edges. Upstands also may add to sense of security for pedestrians crossing the bridge.
- Kim (BMCC) – is the bridge only meant to serve Medlow Bath? Are the viewpoints for visitors? Can the design be streamlined. Rad noted that Heritage NSW noted this precinct has a leisure component– eg people coming to Medlow Bath for leisure activities such as cycling, Hydro visits and eco-tourism. The infrastructure will serve a number of users.
- Megan noted on many projects, desire lines can adjust to suit site context
- Michael noted desire lines are generally based on what's available as a walking path, rather than empirically ideal walking routes
- Siobhan (BMCC) noted that materiality selection of lift shafts may be presenting a bulkier structure that does not respect the station, referring to bridge at Windsor
- Siobhan (BMCC) expressed opinion that cladding in brick does not reduce overall bulk
- Elizabeth (BMCC) Brick fading, is that deliberate? Megan noted that brick was used to embed it into the earth and recognise heritage station (made out of bricks). Brick design is not 100% confirmed.

- Siobhan (BMCC) – The materiality designs shown (eg. Brick work) is seen not as respecting the heritage of the station or the surroundings. Seen as contrived.
- Shane- visualised the lift shafts to mimic of the brickwork on the station. This design does not capture that. Noted that the brickwork may not necessarily reflect comments made for similarity to brickwork at station
- Rad – this is a discussion focused on concept options – detail design development is yet to come in the next phase
- Kim (BMCC) - materiality can make a significant influence on perception of design
- Megan – light colour is preferred - not too heavy visually
- Question – Does the lift tower on the north side provide access to a bus stop? Yes and advice to date has been that both bus stops need to remain.

Action: TfNSW to set up meeting with local bus operators to confirm frequency and use of bus stops on GWH. Meeting booked for 1/3/23.

**Item 4:
Design #2 presentation**

- Elizabeth (BMCC) - Is there enough space for ramp at GWH E/B?
- Megan noted that further exploration will take place. A switch-back ramp was impractical due to space constraints
- Elizabeth (BMCC) - Can a lift be incorporated into the design instead of stairs/ramp? The design is too bulky.
- Martin- Can the bus stop on the highway be removed and instead use the stop in the Railway Pde U-turn bay primarily? This was received well and will be explored more (see action above).
- Siobhan (BMCC) - re: option 2. bus stop location is critical and may allow us to streamline the design even more.
- Kim (BMCC) – how many people use it- will it be an inconvenience? Bus use/stop statistics to be examined.
- Kim (BMCC) - Was there a conscious choice not to show the Hydro Majestic in the view space? REF viewpoint was chosen for easy comparison between options (from footpath adjacent to Hydro Majestic). Preference has been given for viewpoint from carriageway as main impact will be on road users.
- Kim (BMCC) – Urban design of corridor rather than piecemeal, to achieve a consistent look. Julie stated that no other footbridges being delivered as part of the corridor.
- Nicholas - with Options 2 and 3 you mentioned that would retain the original kiss and ride down near the turning circle (is that right)? Will there be a shelter there? (The earlier design had some sheltering from the

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- longer bridge.) – Yes, sheltered bus stops on Railway Parade as seen in the original REF design will remain
- Narelle - Option 2 is more of a piece of art
 - Feedback on the graduated brick is that it does not work on the circular ramp. It is quite sculpture-like and should be one colour.
 - Elizabeth (BMCC) - preference is option 2 without the ramp, or option 3 without the ramp

**Item 5:
Design #3 presentation**

- Martin asked whether pedestrians can use existing traffic lights. Would it be wheelchair accessible down to the highway? (Footpaths on Station Street are outside of scope and will remain as they currently are. Footpaths on Railway and GWH between the footbridge and the bus stop will become DSAPT compliant as part of Option 3)
- DesignInc confirmed yes to all, including an accessible ramp leading from existing footbridge to existing kiss and ride.
- Does the existing bridge need protection screens? Advised that this will only need to happen if a new bridge is built, existing infrastructure does not need them.
- QON (Nicholas online) - How far is the walk to the bus stop on GWH from the Railway Pde bus stop?
- TfNSW to respond post meeting with figures. **See attached walking distance table.**
- Rad pointed out that time needed to take lift/stairs will increase compared to using level crossing currently (due to wait times at lifts / interrupted crossing).
- Kim (BMCC) - suggested moving the bus stop from GWH to Railway Pde be incorporated into this design.
- Martin - regular commuter and current uses level crossing so doesn't get coffee at café. This design steers pedestrians to walk past the Pot Belly Café which is a positive outcome as it is supporting local business.
- Shane – accessibility concern – quite steep and narrow [Railway Parade]. Rad: there is no footpath currently available in Railway Parade. Footpath of appropriate width and grade would be provided which may mean use of rail land if needed.
- Nicholas online asked the question - How far would the walk be additional for a Medlow resident who would have previously walked straight across the level crossing and straight across the two-lane highway to drop his kids off at the Blackheath bound bus stop as a result of Option 3?

Action: TfNSW to measure distance and report back.

See attached walking distance table.

Overall preference

- Nicholas online - I favour option 3 as the most sympathetic, but the bus stop locations need to be resolved. I am drawn to the Corten steel but thought needs to be given to how it can be included in other elements in the precinct to tie it all together. It currently does jar with the Hydro (I do personally love weathering steel).
- Kim (BMCC) – general comment, vast improvement for all options, need to look at bus options. Option 2 or 3 is preferred.
- Shane- option 2, attractive to look at (please note, Shane changed his preference to Option 3)
- Narelle- option 2
- Elizabeth (BMCC) - option 2 without the ramp, or option 3 without the ramp
- Kim- vast improvement for all options, need to look at bus options. Option 2 or 3, but will email through more feedback
- Martin- option 3
- Michael online – emailed through preference for option 2 (superior accessibility) or 3 (less visual impact)

Other business

Meeting with Heritage Council on 28 Feb. Any formal feedback that you would like presented to Heritage needs to be received by TfNSW by COB 27/2/23

(Update – Michael Patterson, Narelle Morrissey and BMCC supplied feedback which was passed on to the Heritage Council)

TfNSW is considering another pop-up stand at Pot Belly Café in in early April.

Digital sharing of the bridge images can commence from 1 March.

TfNSW to confirm inclusion of the digital images on the Medlow Bath online portal.

Next meeting

Early April, date TBC to discuss preferred option and materiality.

		Bus Stop 1 to BAZ	Bus Stop 2 to BAZ	Bus Stop 3 (+ K&R) to BAZ	Across HWY & Rail: Bus Stop 1 to Bus Stop 3	Across Highway only Bus Stop 1 to Bus Stop 2	Across Rail corridor : Bus Stop 2 to Bus Stop 3	BAZ to additional K&R (Option 3 only)
Option 1	Lift	Distance: 116m Time: 2 min 36 sec	Distance: 119 m Time: 2 min 39 sec	Distance: 95 m Time: 2 min 15 sec	Distance: 65 m Time: 1 min 45 sec	Distance: 81 m Time: 2 min 01 sec	Distance: 106 m Time: 2 min 26 sec	
	Stair	Distance: 116 m Time: 3 min 17 sec	Distance: 119 m Time: 3 min 01 sec	Distance: 95 m Time: 3 min 09 sec	Distance: 65 m Time: 2 min 39 sec	Distance: 81 m Time: 2 min 55 sec	Distance: 106 m Time: 3 min 11 sec	
Option 2	Lift	Distance: 120m Time: 2 min 40 sec	Distance: 228 m Time: 4 min 08 sec	Distance: 100 m Time: 2 min 20 sec	Distance: 70 m Time: 1 min 50 sec	Distance: 98 m Time: 2 min 18 sec	Distance: 230 m Time: 4 min 10 sec	
	Stair	Distance: 124 m Time: 3 min 26 sec	Distance: 124 m Time: 4 min 28 sec	Distance: 126 m Time: 3 min 40 sec	Distance: 93 m Time: 3 min 07 sec	Distance: 114 m Time: 3 min 31 sec	Distance: 244 m Time: 4 min 44 sec	
Option 3	Lift	Distance: 226 m Time: 4 min 26 sec	Distance: 227 m Time: 4 min 07 sec	Distance: 202m Time: 3 min 52 sec	Distance: 182 m Time: 3 min 22 sec	Distance: 344 m Time: 6 min 04 sec	Distance: 230 m Time: 4 min 10 sec	Distance: 85 m Time: 1 min 45 sec
	Stair	Distance: 234 m Time: 4 min 54 sec	Distance: 227 m Time: 4 min 06 sec	Distance: 202 m Time: 3 min 51 sec	Distance: 182 m Time: 3 min 21 sec	Distance: 350 m Time: 6 min 30 sec	Distance: 244 m Time: 4 min 44 sec	Distance: 85 m Time: 1 min 44 sec

Key to figures 1 to 3:

- Bus Stop 1 - Near Mazda Dealership
- Bus Stop 2 - Between Highway & Rail
- Bus Stop 3 - Railway Pde Bus Stop
- K&R at Bus Stop 3 (provided in Options 1, 2 and 3)
- K&R adjacent to Existing Footbridge - drop-off zone (only in Option 3)
- BAZ - Boarding Assistance Zone (at platform near existing footbridge)

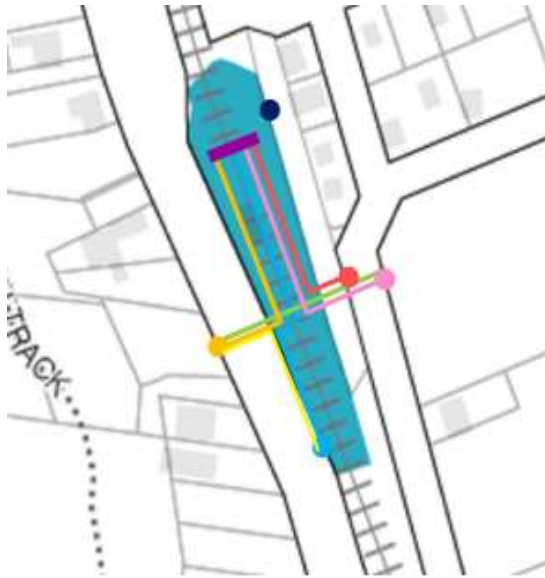


Figure 1 - Option 1



Figure 2 - Option 2



Figure 3 - Option 3