

# Minutes

## Community Briefing (Heritage Principles)

### Attendees

#### Community Liaison Group

- Martin Howell
- Narelle Morrissey
- Michael Patterson
- Shane Porteous
- Nick Stolk

#### Blue Mountains Council

- Sara Reilly - Senior Heritage Planner
- Simon Porter – Planning Manager

**TfNSW:** Elisabeth Sacco (ES), Kate Walsh (KW), Radivoie Miletich (RM), Joanna Lesak (JL), Tim Graffen (TG), Sarif Ridoy (SR), Alistair Lunn (AL), Brittany Aiken (BA), Megan Wallis (MW), Van Bardzhamian (VB), Tomi Vasilevski (TV) Steven Barry (SB)

**Arengo:** Steven Williams, Daniel Vartuli

**TZG/DesignInc:** Julie Mackenzie

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### Apologies

George Saad, Truong Nguyen, Hydro Majestic Hotel

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### Items

#### 1. General/Background

- All attendees introduced themselves
  - Community representatives introduced themselves and provided background on interest in Medlow Bath station upgrade:
    - Martin Howell: noted some poor examples along the highway that he felt were not aesthetically appropriate (very solid and dominant). Medlow Bath already split by highway. One of the highest spots in Mountains.
    - Narelle Morrissey: Disability access is important for her and family, including 'colours and sounds'. Resident of 20 odd years.
    - Hydro Majestic (George Saad/Huong) did not attend
    - Michael Patterson: wants to see bridge not be a 'dominant' feature. A member of BMCC disability advocacy group Lives in Katoomba and has travelled up for last 20 years.
    - Shane Porteous: particularly interested in heritage values of Medlow Bath village and tourism potential. Would like to see the new design enhance rather than detract from heritage

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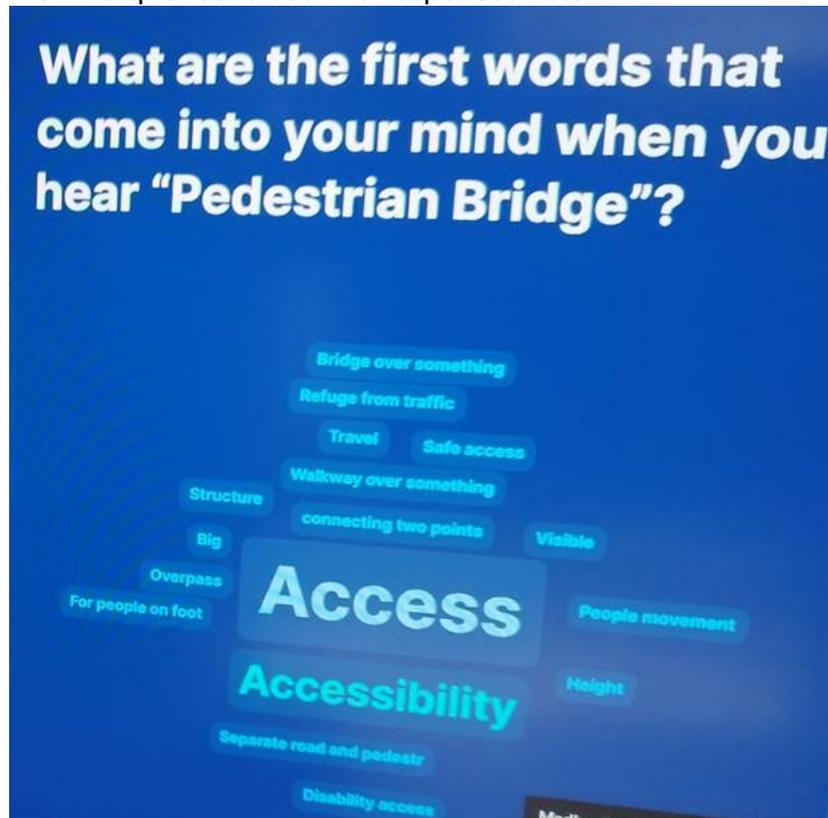
significance of Medlow Bath Representative of Medlow Bath community where he's lived for 47 years.

Nick Stolk: brings his children to the site and would like to be involved in improvements Resident of Medlow Bath, has three young children. Will be walking kids to bus stop for next 16 years and using the train to commute to work.

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**2: Presentation run-through**

- SLIDO queries raised and responses below:



What are the first words that come into your mind when you hear the word "Accessibility"?



What are the first words that come into your mind when you hear the word "Heritage"?



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- RM (TfNSW) clarified that the process we are taking involves an exercise to draw out the heritage values of the precinct and today's focus is to better understand wider thought on heritage principles and help decide what's important in designing in the heritage precinct, prior to footbridge design development
  - Underpass option: RM advised that TfNSW undertook assessments to determine constructability, operability and customer use/safety for an underpass option
    - Consultant was engaged to determine feasibility of an underpass; results showed that 4.5m depth would be required below ground level at tunnel entry points
    - 3 workshops were held with Sydney Trains
      - Constructability, schedule of possessions considerations - additional 6 months required to build
      - Maintenance and Security - looked at both footbridge and underpass options. Maintenance considerations are similar. Security and Customer Safety strongly opposed the underpass due to potential risk of vulnerable people being 'entrapped' in an unmanned underpass, particularly elderly or less mobile members of the community.
      - Customer Experience/Safety - Purpose of accessibility upgrades is to improve access for all people, however this option would potentially increase risk of harm to commuters and customers and thus strongly against
    - RM noted that due to ramp DDA compliance, landing requirements would result in excessively long ramps and an unsightly design, of a scale similar to Ingleburn NSW station
    - Question raised that number of stairs would be the same in both options. TfNSW clarified that due to lack of visibility, possibility of 'entrapment' and lack of passive surveillance, underpass was seen as unfavourable regardless of requiring similar extent of stairs
    - Sara Reilly (Heritage planner at BMCC) reiterated that Council has pressed the underpass option to TfNSW
      - Sought clarity on whether a 'cut and cover' type option can be considered in one of the options to allow people to cross over railway station and over to Hydro Majestic while vehicles travel underneath; potential for place making at the 'cover' portion
      - TfNSW raised concerns around existing ground levels and headroom clearance requirements for any vehicle underpass; including problems of access for vehicles to Mazda and similar sites in the area
      - SW (Arenco) raised that given the existing road-rail geometry, a 'tunnel' type structure would not be feasible from road design perspective
  - Heritage Lead design
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- TfNSW reiterated that Heritage Council (HNSW) requested a process which includes developing 3 distinct options, a subsequent engagement with Council and Community will be held once the options are developed for discussion and selection of a single option to be taken forward
  - TfNSW will require a Section 60 approval from Heritage Council with the selected option
    - Heritage NSW Approvals Committee: A sub-committee of the NSW Heritage Council Approvals Committee has been formed to review Medlow Bath station project
  - July 2022: TfNSW made four commitments to Heritage Council, first of which is being followed through with this engagement process

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### 3: TZG Heritage Report

- TZG has been engaged to develop a Heritage Design Report to understand the heritage significance of Medlow Bath, to inform the design development so it is contextually appropriate
- JM (TZG) noted that the precinct is inclusive of local precinct heritage significance, rather than simply the State Heritage Listed Station
  - Medlow Bath seems to be split in the middle by the rail corridor which impacts the heritage character;
  - Important to consider the surrounding sites, incl Hydro Majestic and the natural landscape that the station and highway sit within

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### 4: Heritage principles discussed

#### Character:

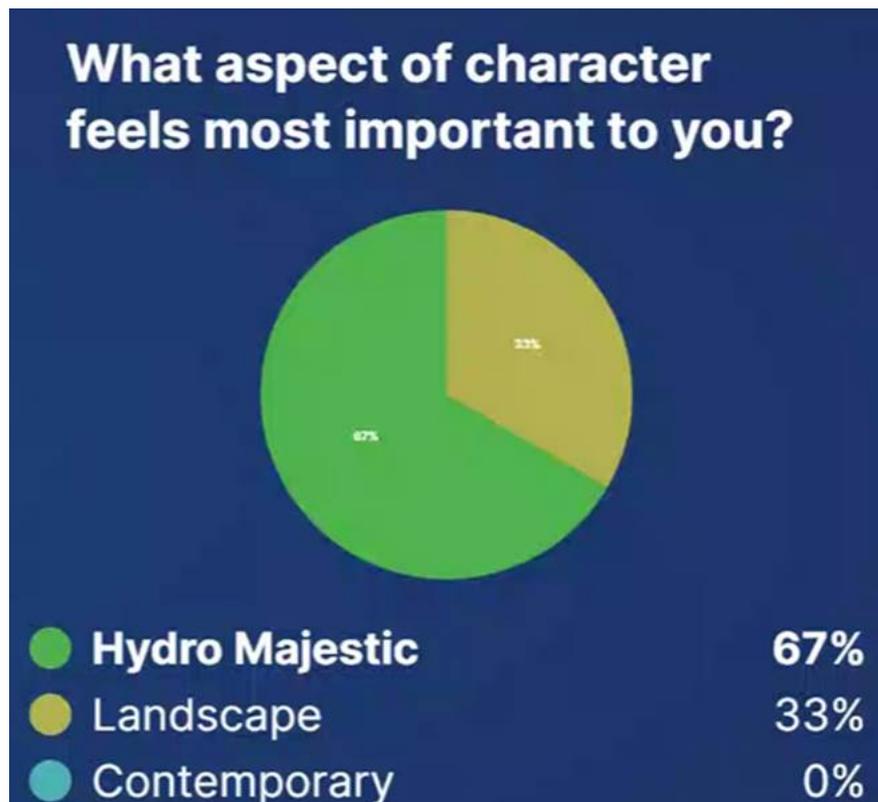
- A question of viewing point considerations was discussed; SR (BMCC) noted that viewing point elevation or location needs to be balanced with dominant character of the platform
  - Potential to check views using drone footage
- General sentiment amongst community reps and Council that viewing opportunities shouldn't drive design or larger scale to accommodate viewing platforms etc.
- BMCC noted that the bridge should be subservient to all other elements of the precinct – not wanting a landmark bridge or for Medlow Bath to become known as the place with a bridge.

Existing drone imagery added to chat during presentation:

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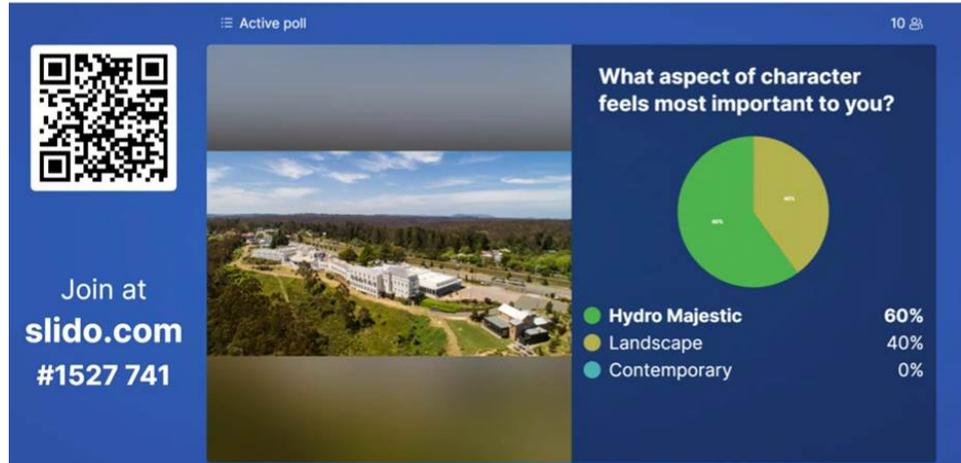


- KW asked the community what the idea of 'simple elegant design' represents in their minds
  - Martin: a simple bridge would almost 'disappear' from sight
  - SR (BMCC) noted that there is a tension between balancing the desires and needs of residents vs tourists



*NB. Was agreed that this question was taken to mean what aspect of the existing character of Medlow Bath is most important to the individual, not necessarily what aspect should inform the pedestrian bridge design.*

By end of session:

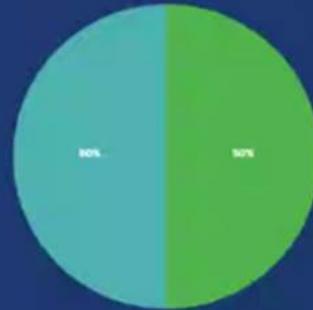


OTHER: Station itself is important as well as Hydro; Neither Simple and clean as possible

**Scale:**

- How to detail design to alter the scale of the design
- BMCC noted that the Hydro is a significant site in Hydro and the new footbridge should not detract from its significance; bridge should be 'polite'
  - JM suggested that sense of scale should be minimised for footbridge
  - Seeking to avoid an 'engineered' looking solution, akin to superseded design
- Minimising horizontal span: (Shane) noted that anything that graduates height or softens the horizontal span would be favourable.

## What aspect of scale do you think is most important for consideration in the design? (choose up to 3)



- Minimising the horizontal span 50%
- The context of the precinct h... 50%
- Minimising height 0%

- Desire lines: Martin noted that most people are either commuters or visitors to Hydro - not many linger and there aren't other attractions such as shopping malls in Medlow Bath; Tim Graffen noted that the current solution considers adjacent properties
- Narelle: a curved footbridge would be acceptable from an accessibility perspective since we are not proposing extensively long or difficult paths

Breaking up the line visually

Narelle Morrissey: breaking up level would be fine as only slight

Sara Reilly asked for consideration of minor cut and cover (similar to koala crossings); RM suggested that this approach requires depth in excess of 10m from current road levels and that this option not feasible

### Form:

- Martin noted a preference for an 'invisible' bridge
- SLIDO: What aspect of form feels most important to you? 50% Un-cluttered; 50% Using curves (6pp)

### Siting / Material & Colour / Detailing:

Brief overview was provided but no questions were raised by attendees - BMCC noted the cultural landscape, including the planned landscape of the 'Avenue of Trees'

### Design options:

BMCC raised question of the weatherproofing of the footbridge. TfNSW noted that despite design being yet to develop; the

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outcome will likely be without a cover/roof due to wind load, cost and constructability requirements and that a roof over the footbridge would increase the bulk of the footbridge to the detriment of the precinct.

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**Next steps:**

- TfNSW to provide Balarinji/GML reports to Council for information – **action complete**
- BMCC/Community group to review draft Heritage Report - **action complete, emailed to attendees and now available on the Medlow Bath website at [Medlow Bath | Transport for NSW | Community Analytics \(caportal.com.au\)](#)**
- 2 x Pop-up stalls in Medlow Bath, 14/12 (Medlow Bath Railway Station) and 17/12 (Pot Belly Café at Medlow) – **action complete**
- TfNSW Aboriginal representative meeting to review draft Heritage Report (meeting now confirmed for 24 Jan 2023)

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**Next meeting**

Date: 23 Feb 2023, 10am-12pm  
Location: Hydro Majestic (location to be confirmed in the new year, pending venue availability)  
Calendar and agenda will be sent out in the NY.

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