



# Great Western Highway Upgrade Medlow Bath Railway Station

## Heritage Design Report



tonkinzulaikhagreer

Prepared for Transport for NSW  
November 2022



Figure 1: 1930. Aerial view of Medlow Bath, New South Wales, ca. 1930, 1.  
Fairfax Corporation.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-162354898/view?searchTerm=Medlow+bath#search/Medlow%20bath>

ACKNOWLEDGEMENT OF COUNTRY

Transport for NSW and the project team acknowledge the traditional owners and custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today - from rail lines, to roads, to water crossings - follow the traditional Songlines, trade routes and ceremonial paths in Country that our nations's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.

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Figure 2: c1906. American actress May Yohé, former wife of Lord Francis Hope, is greeted on Medlow Bath Station by Mark Foy.

Source: Blue Mountains City Library, Item no. 000837, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012025/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012025/0).



# 1.0

## Introduction



# 2.1 Project Overview

## 2.1.1 Background

### Great Western Highway Upgrade

Transport for NSW (TfNSW) is proposing to upgrade a 1.2 kilometre section of the Great Western Highway at Medlow Bath, between Railway Parade and around 330 metres south of Bellevue Crescent (the proposal). The upgrade will provide a safer, more efficient link between Central West NSW and the Sydney Motorway network. Key features of the project include:

- upgrade of the existing highway to a four-lane divided carriageway allowing for two lanes of traffic in each direction, either side of a central median with planted trees
- upgrade of the Bellevue Crescent intersection with new turning lanes, U-turn bay and traffic signals
- a new right turn lane providing access to the Hydro Majestic Hotel
- improvements on Railway Parade to formalise parking provisions, U-turns and rail customer parking
- new indented bus bays on both sides of the highway close to Medlow Bath Railway Station
- construction of a new pedestrian bridge, stairs and lifts to provide an accessible path of travel between the bus bays, the Medlow Bath Railway Station platforms and Railway Parade
- new shared path for pedestrians and cyclists on the western side of the highway
- ancillary works such as the replacement of road surfaces, reconstruction works associated with local roads, driveways, footpaths, kerbs, gutters and retaining walls, drainage works and relocation of services.

Construction of the proposal is anticipated take around 20 months to complete, weather permitting.<sup>1</sup>

The proposal is located about 115 kilometres west of Central Station in the Blue Mountains local government area (LGA). The Great Western Highway at Medlow Bath follows a narrow and difficult alignment constrained by the Blue Mountains National Park, steep topography, a railway line and existing villages for which the

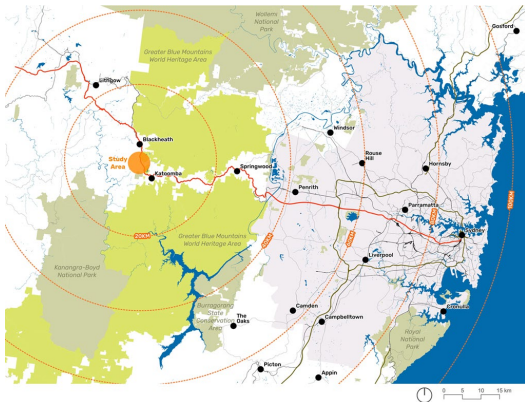


Figure 4: Location of the proposal.  
Source: Great Western Highway Upgrade Medlow Bath Review of Environmental Factors, p.23.



Figure 5: Key features of the Great Western Highway Upgrade proposal.  
Source: Spackman Michaels Mossop 2021.

1: MRB Technical Services and Transport for NSW, Great Western Highway Upgrade - Medlow Bath Review of Environmental Factors (REF) July 2021.  
2: Weston Williamson + Partners, Great Western Highway Upgrade Program - Medlow Bath Preferred Concept Design, Detailed Design and REF, September 2021.

### Accessibility Upgrade

Additionally, the opportunity has been recognised to deliver an accessibility upgrade to Medlow Bath Railway Station as part of TfNSW's commitment to delivering accessibility upgrades throughout the NSW rail network to ensure compliance with the Disability Standards for Accessible Public Transport 2002 (DSAPT) and the Disability Discrimination Act 1992 (DDA).

The station access component of the wider project is the focus of this Heritage Design Report. This scope includes the removal of the existing pedestrian level crossing south of the station platform and the construction of a new footbridge to provide DSAPT compliant access to the station from both the highway side and Railway Parade.

### Scope of Works

Key elements of the scope for the Medlow Bath station upgrade include:

- Pedestrian footbridge with lifts connecting Railway Parade, the station and the eastern part of Medlow Bath
- Decommission existing pedestrian level crossing in line with government policy to improve public safety
- Upgrade station electrical infrastructure
- Relocate four OHWS stanchions to facilitate the construction of new footbridge and lifts
- Underground 11kV aerial power lines to improve maintenance access and minimise visual impact
- Upgrade existing communications & security infrastructure of the station
- Regrade and resurface the platform to improve customer experience
- Upgrade wayfinding at the station to comply with station wayfinding guidelines.

### Heritage

Medlow Bath is rich in Aboriginal and non-Aboriginal heritage significance. The proposal should aim to protect, minimise impacts on, and promote, the heritage values of the place in addition to complying with all statutory requirements.

Heritage listed items in and around the site include items of World, National, State and local heritage significance which are listed on the following heritage registers:

- The UNESCO World Heritage List
- The NSW State Heritage Register
- State Agency s170 Heritage and Conservation Registers
- Blue Mountains Local Environmental Plan 2015
- The NSW Aboriginal Heritage Information Management System (AHIMS).

There is also potential for further items of archaeological heritage significance to be located sub-surface.

The project needs to consider the heritage conservation and archaeological management plans that apply to items within the immediate vicinity of the site.

### 2.1.2 Report Purpose

Heritage considerations should underpin the development of options for accessibility upgrades at Medlow Bath. This report aims to gather all relevant heritage information related to the site and to establish a heritage framework that will inform the design of the pedestrian link. It includes a review of the history and significance of the site, identifies heritage constraints and opportunities and provides guidelines for the design of new elements within this highly significant heritage context, with a focus on built heritage. The Heritage Design Principles aim to minimise impacts on significant fabric, setting and views.

## 2.2 Methodology and Terminology

### 2.1.3 Key Stakeholders

Consultation with key stakeholders has informed the preparation of this report including representatives from:

- Transport for NSW
- NSW Heritage Council Approvals Committee
- Blue Mountains City Council and
- The local community.

### 2.1.4 Authorship

This report builds on the extensive archive of reports and studies, prepared by others, related to Medlow Bath Railway Station and its surrounds, which are listed in the Reference section of this report.

Tonkin Zulaikha Greer Heritage have prepared this report, on behalf of Arenco, for Transport for NSW.

TZG wish to acknowledge inputs from the project team including:

- TfNSW
- Design Inc
- GHD
- Arenco.

### Methodology

This Heritage Design Report has been prepared in accordance with the following guidelines and requirements:

- *Environment Protection and Biodiversity Conservation Act, 1999 (EPBC Act)*
- *NSW Heritage Act 1977*;
- *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*, (The Burra Charter); and

Blue Mountains City Council LEP and DCP.

### Heritage Conservation

Heritage conservation is the process of looking after important places so that their heritage values can be passed on to future generations. The Burra Charter provides a set of principles that guides conservation work in Australia. It advocates a cautious approach to change - to do as much as necessary to care for a place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained. If changes are made to a place, they should ideally be reversible, as once original fabric is gone it is lost forever.

A key principle of heritage conservation is the importance of understanding the significance of a place before making any decisions about its future. This ensures that the assessment process is as objective as possible and is based only on the intrinsic qualities of the place itself. It also ensures that work on heritage items is designed to retain the significance of the place.

### Cultural significance

Cultural significance is defined by *The Burra Charter* as the aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

The level of significance of a place and the type of impact proposed affects the statutory planning approval pathway of a project and the input required from a specialist heritage consultant. Heritage items can be of national, state or local significance.

### The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013

In order to achieve a consistency in approach and understanding of the meaning of conservation by all those involved, a standardised terminology for conservation processes and related actions has been adopted. The terminology in *The Burra Charter* is a suitable basis for this.

The following terms apply to the historic fabric of the site and are included here to assist in understanding of the intent of the conservation requirements in this section.

*Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

*Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

*Fabric* means all the physical material of the place including components, fixtures, contents, and objects.

*Conservation* means all the processes of looking after a place so as to retain its cultural significance.

*Maintenance* means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair.

*Repair* involves restoration or reconstruction.

*Preservation* means maintaining the fabric of a place in its existing state and retarding deterioration.

*Restoration* means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

*Reconstruction* means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material.

*Adaptation* means modifying a place to suit the existing use or a proposed use.

*Use* means the functions of a place, as well as the activities and practices that may occur at the place.

*Compatible use* means a use, which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

*Setting* means the area around a place, which may include the visual catchment.

*Related place* means a place that contributes to the cultural significance of another place.

*Interpretation* means all the ways of presenting the cultural significance of a place.

### Limitations

Assessments of cultural significance made by others have been adopted for certain items in this report. In the opinion of the authors, the recommendations in this report would not be materially altered by any further primary research.

### Abbreviations

AHIMS	Aboriginal Heritage Information Management System
ARHS	Australian Railway Historical Society (NSW)
BMCC	Blue Mountains City Council
CMP	Conservation Management Plan
GWH	Great Western Highway
GWHUP	Great Western Highway Upgrade Project
HIP	Heritage Interpretation Plan
REF	Review of Environmental Factors
S60	Section 60 approval under the NSW Heritage Act 1977
SHR	State Heritage Register
SOHI	Statement of Heritage Impact
TfNSW	Transport for NSW
TZG	Tonkin Zulaikha Greer Architects



2.3 The Study Area

The study area comprises the entire curtilage of the State heritage listed Medlow Bath Railway Station and spans across the Great Western Highway to the west and to a site located to the north of the Hydro Majestic Hotel.

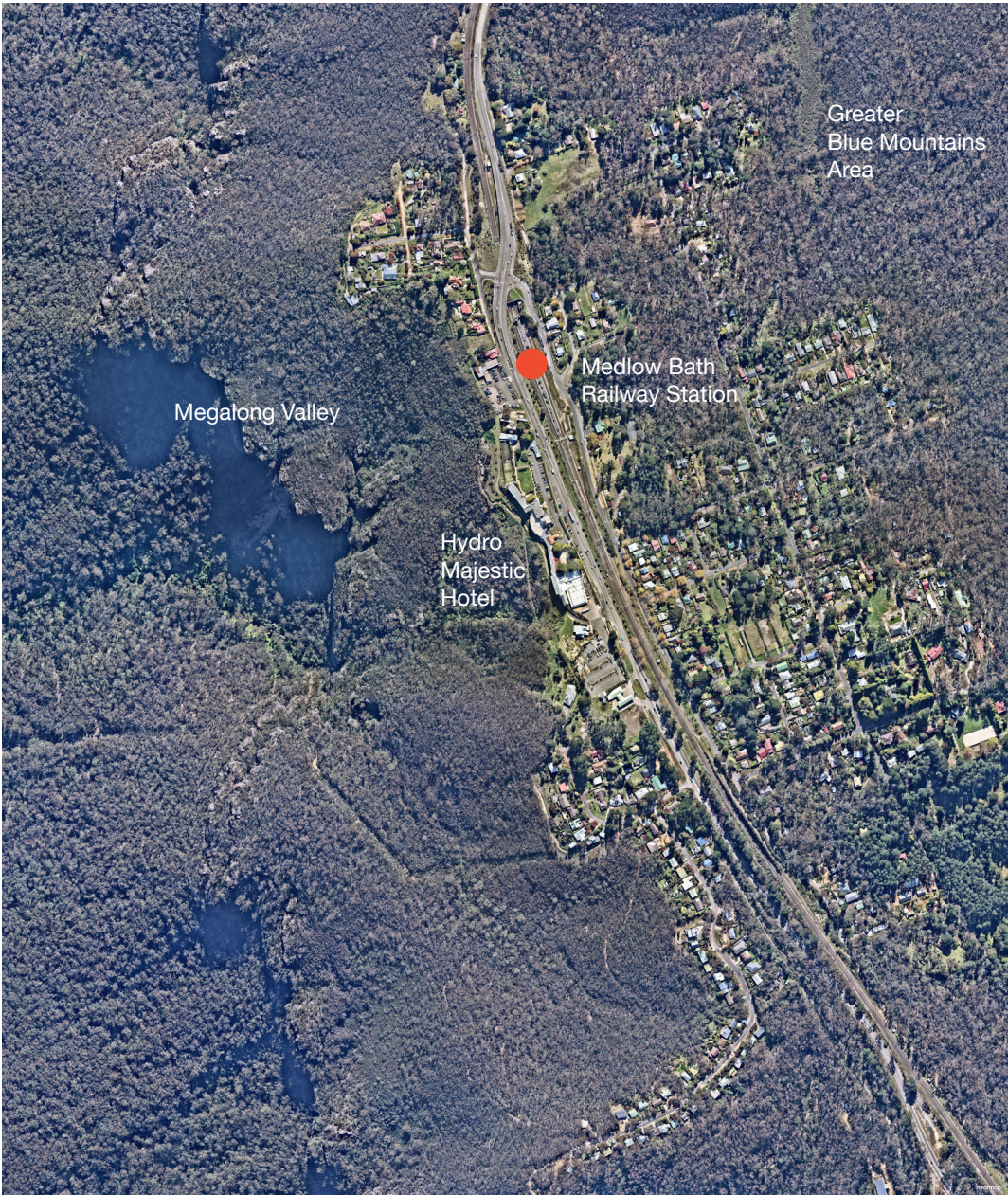


Figure 6: Medlow Bath Aerial Map.  
Source: Nearmaps.



Figure 7: Study Area outlined in dashed orange.  
Source: Nearmaps.





## 2.4 Existing Features

The existing access across the Great Western Highway and Western Railway Line occurs at several locations within the township of Medlow Bath. These existing facilities link transport elements such as bus stops and the Medlow Bath Railway Station with the adjoining local footpath network. These paths provide formal and informal connections to Medlow Bath Park, commercial operations such as the Hydro Majestic, Mazda dealership, United Service Station and a Tournament Café in Railway Parade.

The existing access comprises:

- A 1.2m wide footpath along the western side of the highway
- An existing at grade pedestrian crossing with small central refuge island on the highway
- Pedestrian level crossing at the southern end of the platform at Medlow Bath Railway Station which provides connection between the highway and Railway Parade and the station platform via a steep ramp
- Access to the northern end of the platform via a pedestrian bridge and stairs. The bridge also provides access between the eastbound side of the highway and Railway Parade
- Signalised pedestrian crossing at the intersection of the highway and Railway Parade/Station Street
- A westbound bus stop on the highway south of the Hydro Majestic Road bar
- An eastbound bus stop on the highway at the station
- A school bus stop on Railway Parade opposite the station.<sup>3</sup>

## 2.5 Issues with Existing Arrangement

The existing access arrangement has several deficiencies in the current two-lane configuration that could not support the planned four lane highway configuration to be delivered as part of the Great Western Highway Upgrade Program (GWHUP). The following deficiencies and issues are noted:

- The existing highway pedestrian refuge is substandard and has a crash history which includes crashes involving pedestrians. The refuge is the priority location used for pedestrian access across the highway in the community, so safety incidents involving traffic would continue to occur and likely increase in frequency over time as growth occurs.
- The existing at grade pedestrian refuge connects at a constrained section of the highway corridor between rail and the local heritage listed Hydro Majestic Road Bar. The provision of four lanes plus the refuge would require direct impact on the rail corridor or the Hydro Majestic Road Bar structure due to the limited corridor width at this location.
- The pedestrian level crossing across the railway tracks has a documented history of reported rail safety incidents involving pedestrians and trains. The removal of at grade level crossings is a priority initiative of Transport for NSW to improve railway safety.
- The gradient of the ramp that connects the rail level crossing and the platform does not meet current accessibility standards. The station is not currently accessible or compliant with Disability Standards for Accessible Public Transport (DSAPT) requirements.

- The bridge at the northern end of the platform does not meet current accessibility standards as it only provides stair access (no mobility provisions). The northern bridge is also located away from the desire line for most users, as such its use is limited to pedestrians accessing the Café, Station Street or Coachhouse Lane. There is no defined footpath on Railway Parade south of the existing footbridge, and uncontrolled parking occurs along this area. Formalised commuter parking is not provided at Medlow Bath Railway Station.
- The existing school bus stop was placed in Railway Parade in response to safety concerns with students accessing buses on the highway. This stop prevents students exchanging between buses from having to cross the highway.
- Existing bus stops are substandard facilities that are located on routes that have accessibility restrictions in all paths of travel to the Medlow Bath Railway Station.
- Via level crossing – varies between 140m and 200m to centre of platform.
- Via northern bridge – varies between 194m and 399m to centre of platform.
- Via Station Street TCS – up to 575m to centre of platform.
- Tourism and inter village active transport connections with the Great Blue Mountains Trail are limited, with few reasons or opportunities to cross to the eastern side of Medlow Bath. The railway line and the highway create elements that in lieu of improved connection creates a barrier that limits the urban amenity of eastern parts of Medlow Bath.<sup>4</sup>

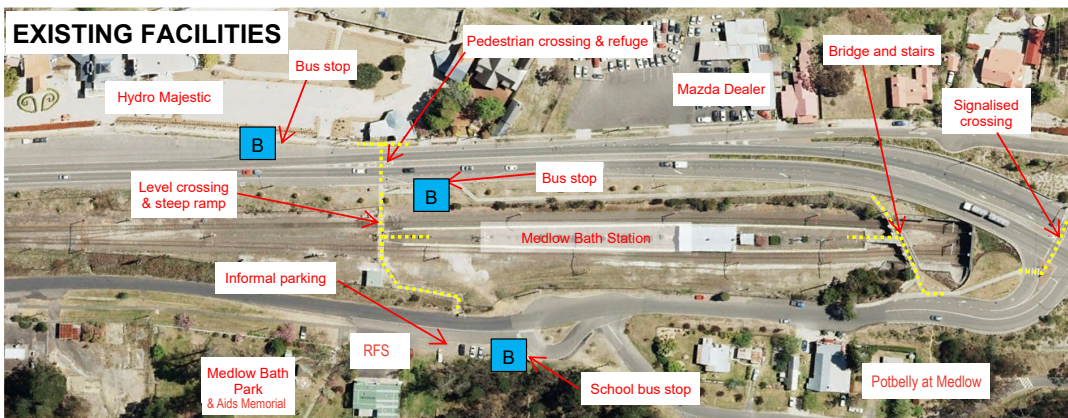


Figure 8: Existing transport facilities and features.  
Source: TfNSW.



Figure 9: Existing transport related desire lines.  
Source: TfNSW.

3: TfNSW, Medlow Bath Pedestrian Bridge, Optioneering report, November 2021 | Version: 3, p.6.

4: TfNSW, Medlow Bath Pedestrian Bridge, Optioneering report, November 2021 | Version: 3, pp.7-8.



2.6 Future Desire Lines

New crossings of both the highway and railway would be required to serve multiple desire lines in the future state. Upgrades would need to facilitate crossing of four lanes, improve pedestrian connectivity, improve urban amenity and improve transport access over both road and rail corridors for people of all abilities.

The southern end of the station platform is the area that remains common to most projected desire line paths in the future state. While the northern bridge and signals at Station Street may attract some pedestrians, the difficulties on this route would be much less desirable to users of all abilities. Regardless of engineering design options, the dominant public desire lines will remain towards the south end of the station.

The Great Western Highway Upgrade Program aims to upgrade the Great Blue Mountains Trail to a higher standard active transport link between Katoomba and Blackheath as part of implementing NSW Government and BMCC strategic plans. Specifically, Project 7 of the NSW Government Sydney’s Western Green Grid Strategy aims to create a major east-west link between Penrith and Blackheath, while Action 2 and 6 of Councils Integrated Transport Strategic Plan both aim to separate users from traffic with dedicated facilities.

Future new pathway connections between Medlow Bath and Blackheath on the eastern side of the railway, would connect with Park Street feeding these active transport users through the Medlow Bath Railway Station precinct to reach the western side of the Great Western Highway.<sup>5</sup>

5: TfNSW, Medlow Bath Pedestrian Bridge, Optioneering report, November 2021 | Version: 3, p.10.

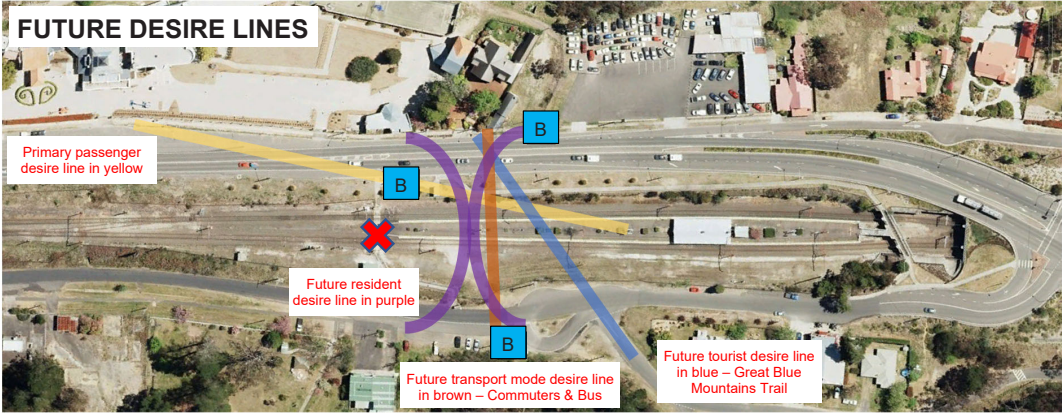


Figure 10: Future transport precinct desire lines.  
Source: TfNSW.

2.7 Design and Optioneering Time Line (to date)

The flow chart below summarises the design and optioneering that has occurred prior to the preparation of this report. For a full history refer to the Optioneering Report prepared by TfNSW in November 2021 which is summarised in Section 5 of this report.

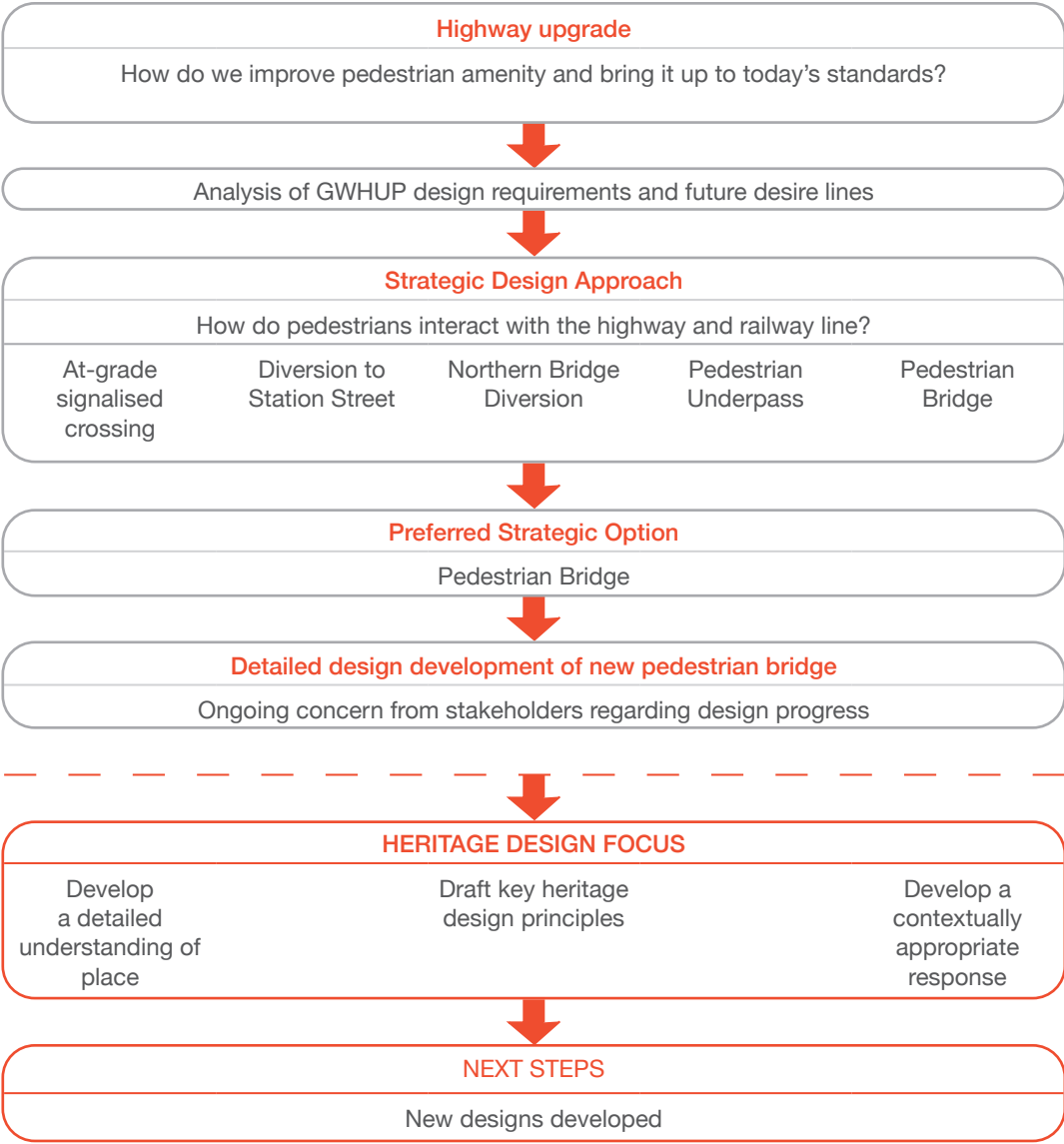






Figure 11: 1890 Parish Map of Kanimba.  
Source: NSW Land Registry Services. <https://lrs.nswlrs.com.au>



3.1 Historical Context

The following historical chronology is based on the history contained in the *Great Western Highway upgrade - Medlow Bath Railway Station (SHR 01190)* prepared by RPS Group in 2021, *Hydro Majestic Hotel Conservation Management Plan* prepared by Graham Brooks & Associates in 2010 along with additional research. Events directly related to Medlow Bath Railway Station are highlighted in orange.

YEAR	EVENT
Pre 1788	Home of many autonomous Aboriginal groups who lived and moved around the region including the Wiradjuri, Gundangarra and Dharug.
	European Crossing of the Blue Mountains (1815 onwards)
1813	Gregory Blaxland, William Lawson and William Charles Wentworth partly crossed the mountains, assisted by local guide James Burnes and four convict servants.
1814	William Evans, surveyor, first European to cross the Great Dividing Range.
1814-1815	William Cox led construction of a road across the mountains to Bathurst. Commenced 18 January 1814, completed 14 January 1815.



Figure 13: Megalong Valley.  
Source: <https://bluemountains-australia.com/blue-mountains-destinations/megalong-valley/>



Figure 14: Aboriginal songlines. Sketch by Craig Kerslake.  
Source: Nguluway DesignInc, 2022.



Figure 15: 1820. R. Havell & Son & Lewin, J. W & Oxley, John. A native chief of Bathurst [i.e. Bathurst].  
Source: NLA, <https://nla.gov.au/nla.obj-135691441/view>



Figure 16: 1811-1826. Suveyor's compass from the family of Gregory Blaxland, Joseph Smith, Maker.  
Source: : SLNSW, <https://collection.sl.nsw.gov.au/record/9qoQBk51/>

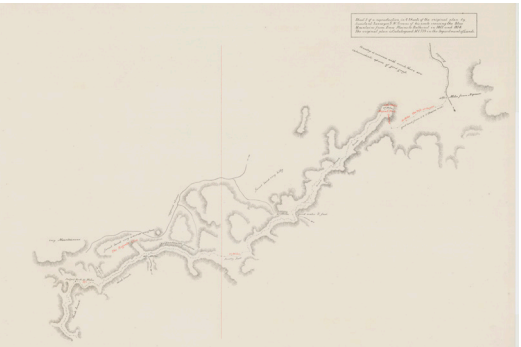


Figure 17: 1814. Survey by GW Evans showing the road over the Blue Mountains.  
Source: SLNSW, <https://collection.sl.nsw.gov.au/digital/EDMGeKw83bM4V>



Figure 18: c.1815-1816. Cox's Pass with Expedition resting (PXE 888/7), in Blue Mountains, ca. 1815-1816] / watercolour drawings by John William Lewin.  
Source: SLNSW, <https://collection.sl.nsw.gov.au/digital/gxg7ajDPkEWrp>



Figure 19: c1815. [Convicts building road over the Blue Mountains, New South Wales, 1833] [picture] / Chs. Rodius.  
Source: NLA, PIC Drawer 3842 #T2083 NK9673, <https://nla.gov.au/nla.obj-135505644/view>



Figure 20: 1830. New line cleared of trees 31/7/1830, in Illustrations from Progress in Public Works & Roads in NSW, 1827-1855 / Sir Thomas Mitchell  
Source: SLNSW, <https://collection.sl.nsw.gov.au/digital/gwaygV0QZPaKp>



Figure 21: c1831. Drawings of Sydney and New South Wales / Robert Marsh Westmacott  
Source: SLNSW, <https://collection.sl.nsw.gov.au/digital/Z8NQMIzz5wADJ>



YEAR	EVENT
	<b>The Main Western Line (1850-1870)</b>
1863	Opening of the Main Western line to Penrith.
1868	Opening of the railway line between Katoomba and Blackheath.
1881	Halt stop known as 'Brown's Siding' (adjacent to Brown's Sawmill Siding) was established at Medlow Bath, including 30 metre long timber platform on down side of single line. (SHR 01190. MB003)



Figure 22: c1855-1925. The Explorers Tree, Katoomba, PART OF Broadhurst collection of postcards of New South Wales scenes.  
Source: SLNSW, PXA 635/371-403, <https://collection.sl.nsw.gov.au/digital/rbWKvjvPIBKr7>



Figure 23: 1860. Our trip to the Blue Mountains, N.S.W. / by Mrs B. H. Martindale [Mary Elizabeth Martindale]  
Source: SLNSW, <https://collection.sl.nsw.gov.au/record/9Na6pVWY/ EVwDzmM6LDogj>



Figure 24: 1830-1855 [Sir Thomas Mitchell sketches and watercolours of New South Wales / drawn by Sir T. L. Mitchell]  
Source: SLNSW, DL PXX 20, IE3250597.



Figure 25: 1863-67. Bolt from the first railway track across the Blue Mountains.  
Source: MAAS, <https://collection.maas.museum/object/354671#&gid=1&pid=1>, short URL: <https://ma.as/354671>, Object No. 2005/248/1

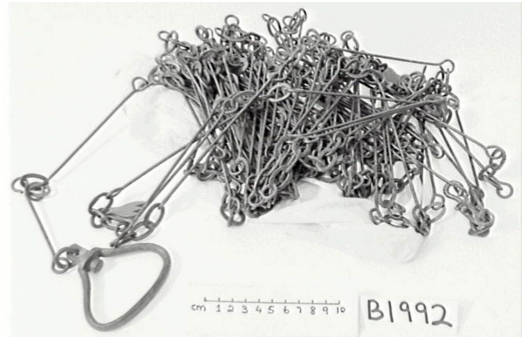


Figure 26: Surveyor's or Gunter's chain made by James Chesterman and Co.  
Source: MAAS, <https://collection.maas.museum/object/210358>

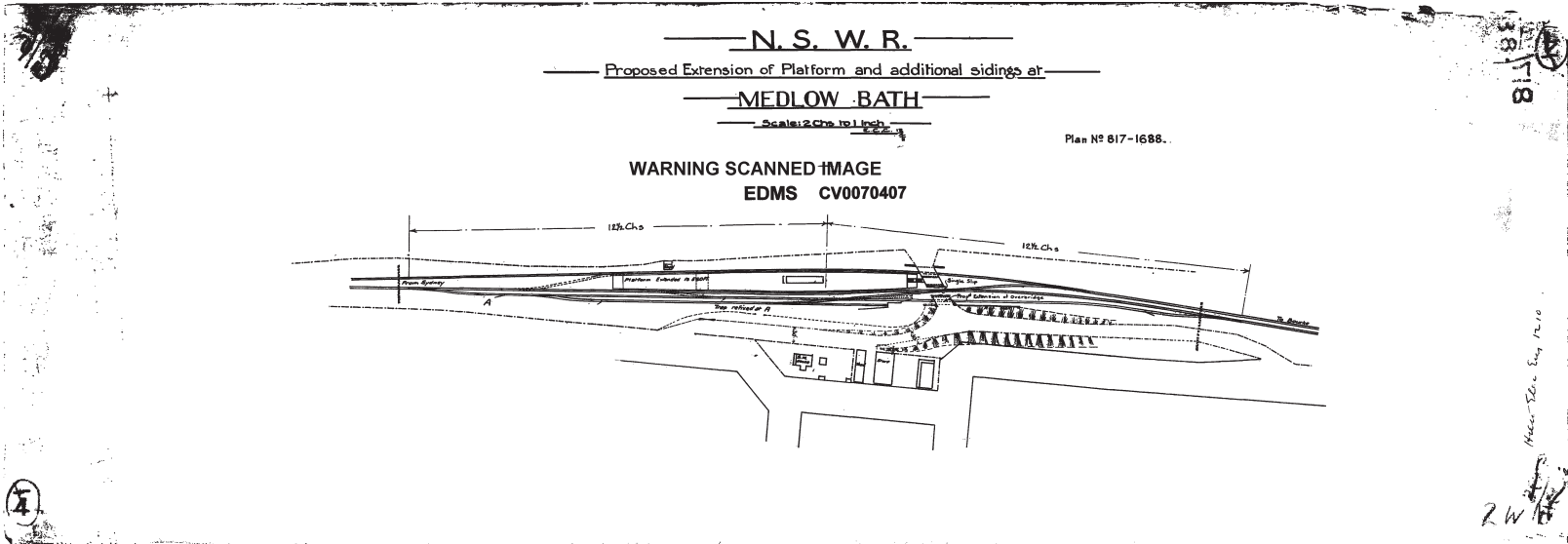


Figure 27: Post 1902. Proposed Extension of platform and additional sidings at Medlow Bath.  
Source: Transport NSW



YEAR	EVENT
	<b>Establishment of Township of Medlow Bath (From 1881)</b>
	Little known prior to development of Railway. Township divided in two by highway and railway line. Parish of Blackheath to east and Kanimbla to west.
1883	<b>Halt stop renamed ‘Medlow’ to avoid confusion with Brown’s Siding in Lithgow.</b>
1886	Crown grant comprising Portion 56 in Parish of Kanimbla, made to William Renton. Purchased by Thomas Smith Richardson of Richardson and Wrench, estate agents shortly after.
	<b>Land Sales and Subdivision (1890-1922)</b>
1890	Crown land sales to east of railway small lots, with larger lots west of the railway. Medlow boasted a railway station, sawmill, Lauraville Orchard and a few residences at this time.
1890s	Development of Medlow in the 1890s hinged on the subdivision of two estates. These were the Belgravia Estate owned by Thomas Smith Richardson and the Buckingham Park Estate owned by William Eyre.
1891	Belgravia Hotel opened on 9 May as a family hotel. Built by Henry James Weine and designed by Charles Slatyer. 1891 Belgravia Hotel purchased by Elizabeth Ellis.
1892	William Henry Hargraves, Chief Clerk in Lunacy (from 1879), Chief Clerk in Equity (from 1885) and Deputy Registrar of the Equity Court (from 1890), purchased a number of allotments in 1892 and 1894.
1895	Brown’s sawmills no longer located adjacent to station.
1893/4	Construction of Hargraves’ house.
1898	Construction of large scale western addition to Hargraves’ house
1899	<b>Alterations made to railway station buildings.</b>



Figure 28: 1890. Detail of Kanimbla Parish Map.  
Source: NSW Land Registry, <https://hlrv.nswlrs.com.au>



Figure 29: c1880-1900. Scenery near Wentworth Falls, Henry King.  
Source: Henry King Photographs from the Tyrrell Collection, MAAS Powerhouse Collection, <https://collection.maas.museum/object/31073>.

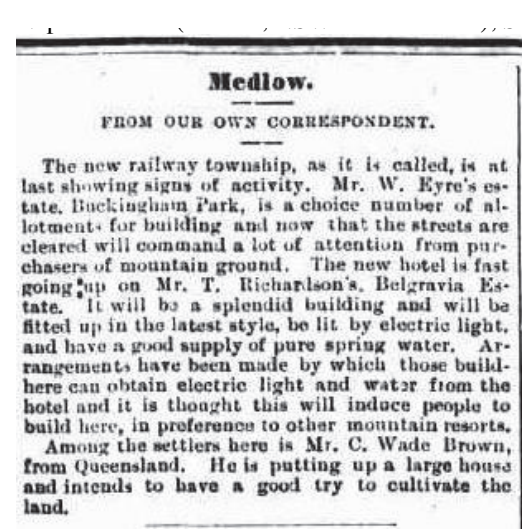


Figure 30: 1890. Medlow  
Source: National Library of Australia via Trove, Nepean Times, Saturday 8 November 1890, p.4.

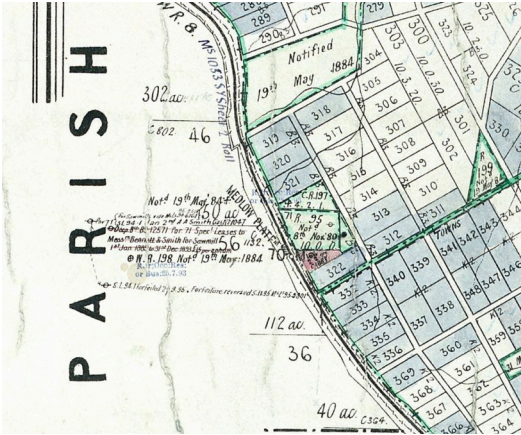


Figure 31: 1890. Detail of Blackheath Parish Map.  
Source: NSW Land Registry, <https://hlrv.nswlrs.com.au>



Figure 32: Belgravia Hotel.  
Source: [www.megalong.com.au/Megalong History & Heritage/belgravia\\_hotel.htm](http://www.megalong.com.au/Megalong%20History%20and%20Heritage/belgravia_hotel.htm)

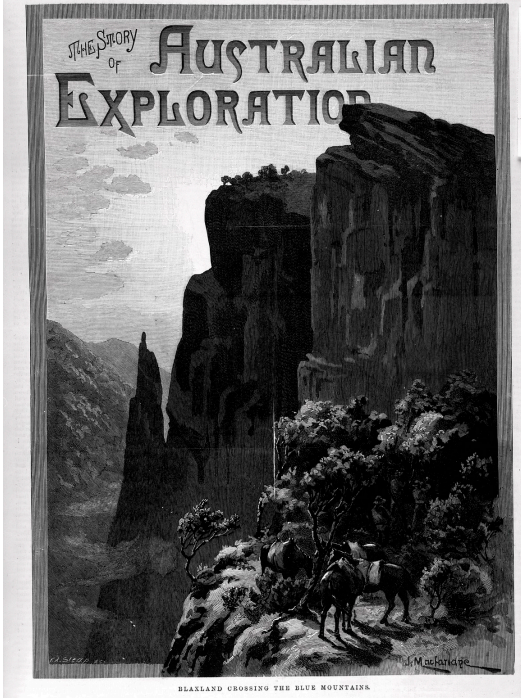


Figure 33: 1891. Blaxland crossing the Blue Mountains, by F.A. Sleep and J. MacFarlane.  
Source: SLVIC, FL 16297384, <http://handle.slv.vic.gov.au/10381/256615>

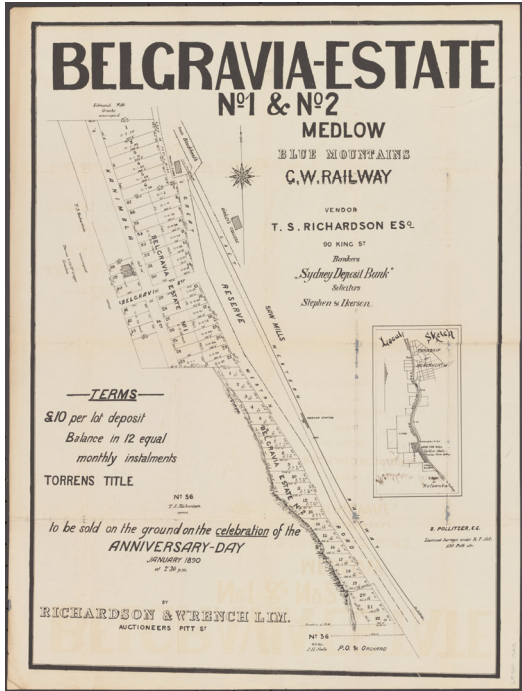


Figure 34: 1890. Belgravia-Estate no. 1 & no. 2, Medlow, Blue Mountains, G.W. Railway [cartographic material] : to be sold on the round on the celebration of the anniversary-day, January 1890 at 2.30 p.m. / by Richardson & Wrench, Auctioneers Pitt St.  
Source: National Library of Australia, <https://trove.nla.gov.au/work/33485596?keyword=Medlow%20bath&startPos=180>



Figure 35: 1890-1899. Eyre, William & Harris, E. A (1890). Plan of Buckingham Park Estate, Medlow. s.n., Sydney.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-230299961/view?searchTerm=Medlow+bath#search/Medlow%20bath>



YEAR	EVENT
	Establishment of the Hydro Majestic Hotel and Residential Development (1900 onwards)
Early 1900s	Construction of houses and holiday retreats commenced including <i>Melbourne House, Cosy Cot and Sheleagh Cottage</i> . (MB019)
c.1900	Tucker's Cottage constructed.
1901	Mark Foy leased Hargraves' house and grounds.
1901	Foy purchased Belgravia Hotel.
1901	Medlow Bath Railway Station Footbridge constructed.
	Cosy Cot constructed at 4 Station Street as the mountain retreat for Henry Hartley, who ran Sargent's pies. (MB019)
1902	Duplication of the Main Western line. Replacement of original platform with present concrete island platform. Construction of standard Type A8 platform building in the Federation style.
1903	Foy purchased lots 14-22 owned by Hargraves.
1903	Foy purchased Tucker's cottage (allotment 13 owned by James Edward Tucker) thereby consolidating his holdings.
1903	Medlow became Medlow Bath following petitioning by Mark Foy to NSW Railways.
1903	Railway station renamed to 'Medlow Bath'. Post office operated out of the station building.



Figure 36: 1901. Elizabeth Foy with Mark Foy Jr and unidentified friends on original wooden Medlow Bath Railway Station, outside waiting room, December 1901.  
Source: Smith 2020, p25.

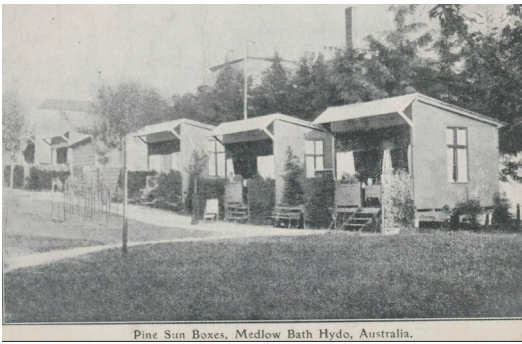


Figure 37: Pine Sun Boxes at Medlow Bath Hydro, N.S.W. - very early 1900s.  
Source: Flickr, <https://www.flickr.com/photos/70994841@N07/47547901921>

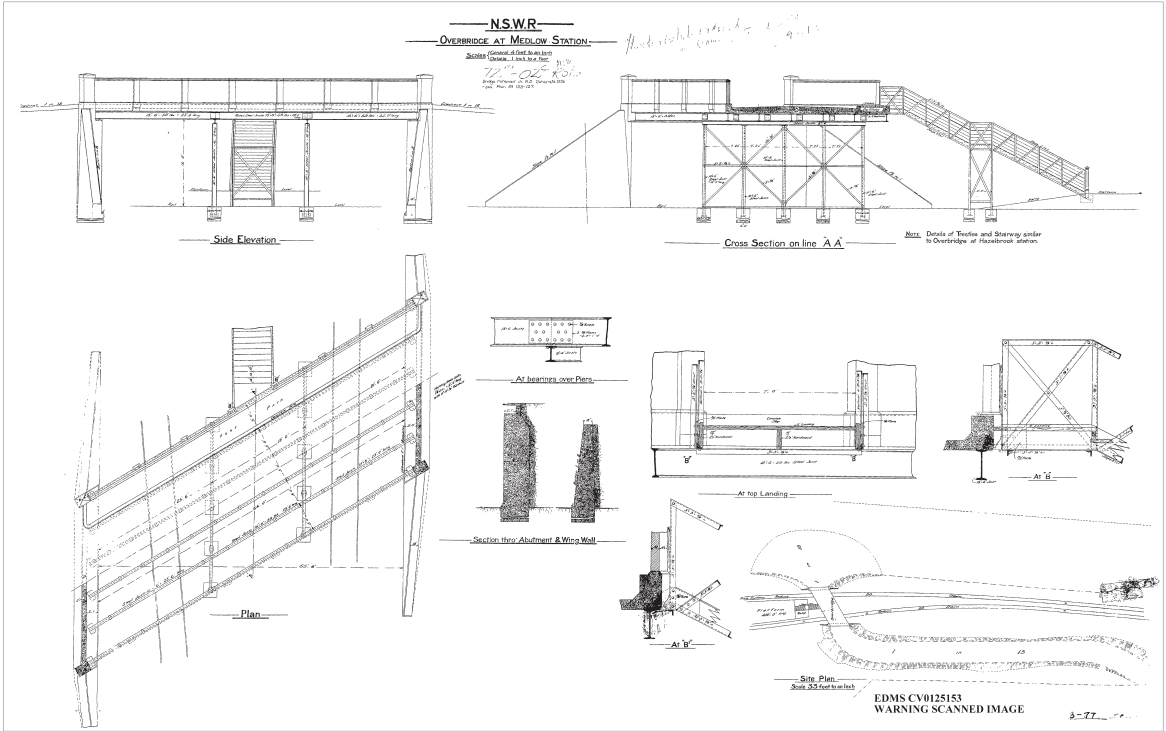


Figure 38: 1901. Overbridge at Medlow Bath Railway Station.  
Source: Transport for NSW.



YEAR	EVENT
	Hydropathic Sanitorium (1903-1909)
c.1903	Construction of Casino, Hargravia, Billiard Room and Hallway, Delmonte Hallway, Laundry, Cellar, Boiler House, balustrades, stairs, masonry fences and gateposts. The new structures effectively linked the Belgravia Hotel, Tucker's Cottage and Hargraves' house.
1904	4 July - Formal opening of Medlow Bath Hydropathic Establishment with 40 accommodation rooms.
1905	Mark Foy purchased site on north east of station, on Railway Parade, and erected a timber and corrugated iron clad hall, known as Flanagan's Hall, used for dances for Hydro guests.
1904	Medlow Bath Hydropathic Sanitorium (Hydro) opened. (MB002)
1904	Avenue of trees planted along the highway. (MB015)
	<i>Sheleagh Cottage</i> at 6 Station Street constructed for Mark Foy as a summer retreat. Designed by Sir Herbert Ross and named after Foy's third daughter. (MB019)
1905	Development of former Post and Telegraph Store site opposite station on Railway Parade. (MB008)
1908	<i>Melbourne House</i> constructed at 2 Station Street by Mr Saunders. (MB019)
1904-1909	Foy carries out various improvements including garden rooms, additions to the rear of the Belgravia Hotel, Delmonte, Dining Room and Kitchen.

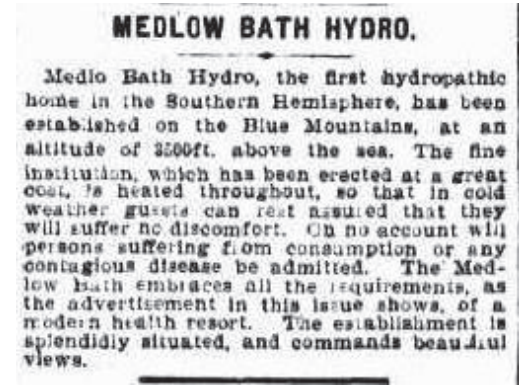


Figure 39: 1904. Medlow Bath Hydro.

Source: National Library of Australia via Trove, Australian Star, Saturday 2 July 1904, p.2.

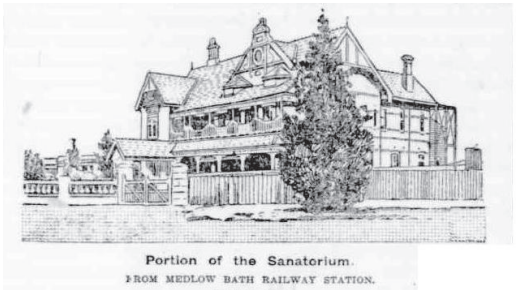


Figure 40: 1903. Portion of the Sanatorium.

Source: National Library of Australia via Trove, Evening News, Thursday 24 December 1903, p.3.



Figure 41: 1905. Raine & Horne & William Brooks & Co (1905). Medlow Bath: for auction sale. William Brooks & Co Ltd. Lith, Sydney.

Source: National Library of Australia, <https://nla.gov.au/nla.obj-230299854/view?searchTerm=Medlow+bath+railway+station#search/Medlow%20bath%20railway%20station>

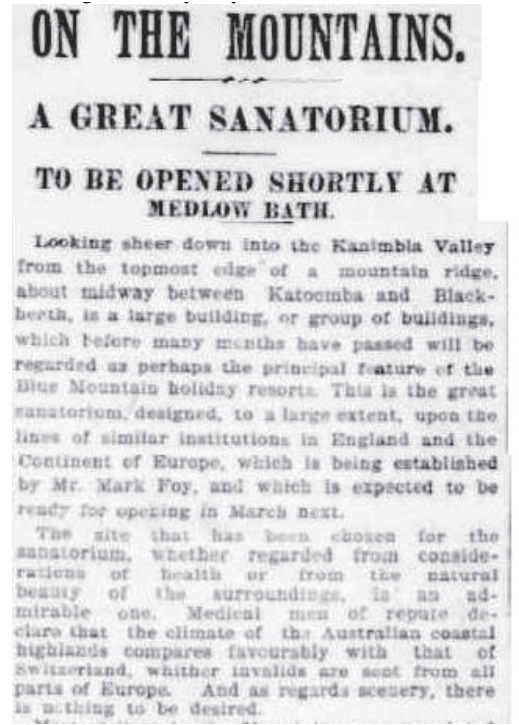


Figure 42: 1903. On the Mountains, A great sanatorium to be opened shortly at Medlow Bath.

Source: National Library of Australia via Trove, Evening News, Thursday 24 December 1903, p.3.



Figure 43: 1905. Photos from her family album - Weine/McFedris.

Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1013575/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1013575/0)



Figure 44: 1908. Tourist's sketch map of Blackheath and Medlow Bath Blue Mountains New South Wales Australia / I.L. Barrow ; issued by the New South Wales Government Tourist Bureau.

Source: National Library of Australia, <https://trove.nla.gov.au/work/12989933?keyword=Medlow%20bath&startPos=60>

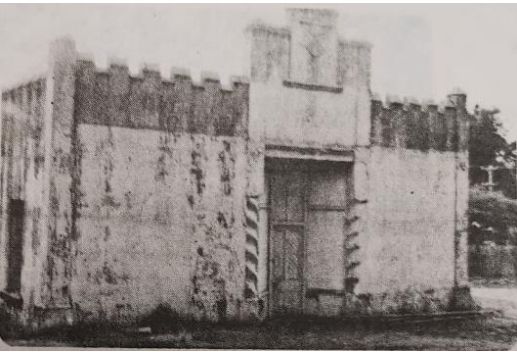


Figure 45: 1905. Former Post and Telegraphic Office.

Source: Kaldy 1983, p65.

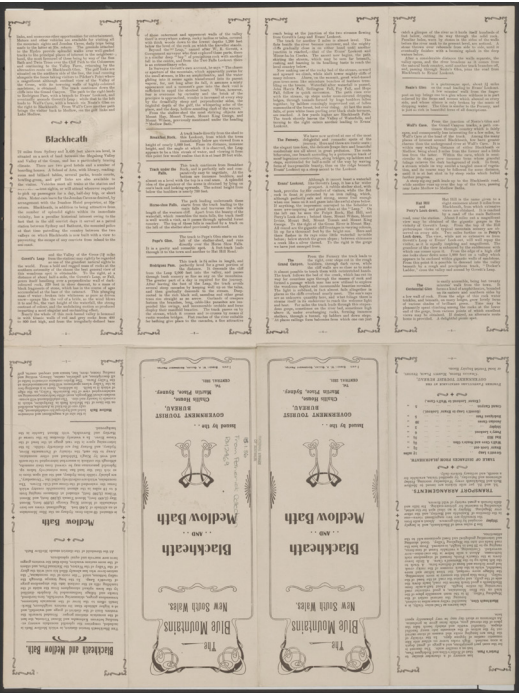


Figure 46: 1908. Tourist's sketch map of Blackheath and Medlow Bath Blue Mountains New South Wales Australia / I.L. Barrow ; issued by the New South Wales Government Tourist Bureau.

Source: National Library of Australia, <https://trove.nla.gov.au/work/12989933?keyword=Medlow%20bath&startPos=60>

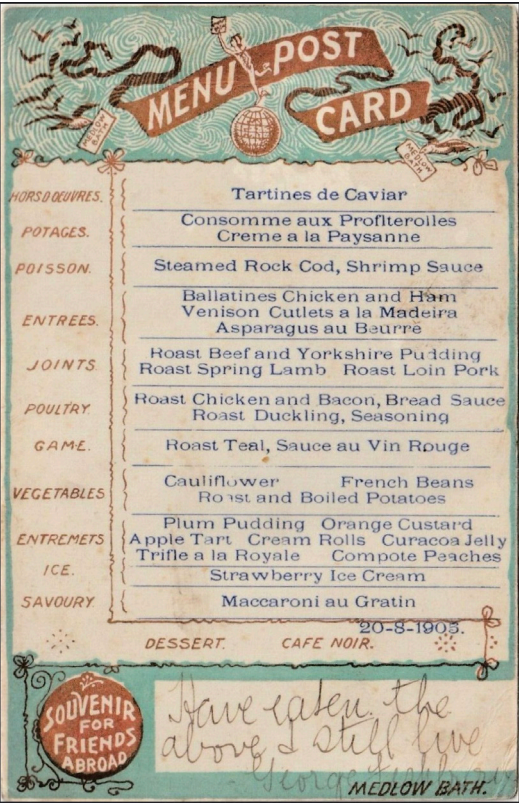


Figure 47: 1905. Hydro, Medlow Bath, Menu Post Card.

Source: National Library of Australia.



## Medlow Hydropathic Establishment

(See Illustrations, Pages 160-161.)

Illustrations which appear in this number give a fair idea of what is a completely novel development in this State.

Medlow Bath Hydropathic Establishment is the outcome of a patriotic desire on the part of a successful business man who has done well here to supply New South Wales with an institution equal to any of the famous hydropathic establishments of Europe. Baden, Baden in Germany, Carlsbad in Austria, Shoenek in Switzerland, Aix-le-Bain in France are well known to those Australians who read of more than the ordinary daily occurrences of their immediate surroundings. Hydropathy as a curative measure is well known in the old world. Australians have had to certain small degrees examples of its marvellous effects, but they have had but a faint conception of what it can accomplish when aided by mountain air and congenial surroundings. The tired, worn-out Australian who can afford the luxury of a voyage to America and Europe sometimes returns after a year's experience with immense measures of praise for the benefits derivable from brief stays in the health-homes of other lands. The chilling, bracing air of the Alps, the revels in the snow fields, the rounds of enjoyment obtainable in the fashionable sanatoriums, where every hour is enjoyable, when described bring to all hearers the longing to have some time in their lives the opportunity to indulge in such experiences. By the establishment of Medlow Bath Mr. Mark Foy has brought them within 70 miles of Sydney folk.

And what is life without health? Humans, although not afflicted with serious chronic diseases, are frequently run down just as their watches become when mainsprings are either weakened or completely unwound. It is at such times that the business man feels every day too long and life a bore.

It is said that Mr. Mark Foy had this kind of feeling, and that his expenditure of £65,000 on Medlow Health Home is the result—a happy idea, although an expensive one. Up 3500ft above sea level on the beautiful Blue Mountains he has acquired 1600 acres, on which he has placed palatial habitations, and placed in the charming valley of Kanimbla pathways along which health seekers may make progress towards complete convalescence.

Who is it that properly estimates the value of health? Pleasure and dyspepsia can never run satisfactorily in double harness. No bank balance can weigh down a disordered liver. The wealthy man motoring along the highway pauses to ask from a stone-breaker some directions about the puzzling roads of the neighbourhood. Information is freely given, and in return a cigar is proffered.

"How long have you lived here, my man?"

"Sixty-five years, sir."

"A healthy place I should say?"

"Yes, sir. I ain't 'ad a doctor or a dose of medicine this last 40 years, but it's main hard work and poor wages on this kind of job. A hard life, master."

"A hard life! Why, man, you are a millionaire. I would give all I possess for your constitution. Here's a £5 note on account."

Three years ago Medlow bore the dual names Hargravia and Belgravia. Mr Hargrave, a well-known mountain pioneer, made a home and built a beautiful commodious cottage on the verge of the Kanimbla Valley, which he set to work to explore. Aided by Mr. McClelland he bravely overcame many difficulties, such as the scaling of cliffs and the construction of tracks. Medlow gradually became, as were other parts of the Blue Mountain heights, popular with pleasure seekers. Cottages were erected and occupied, and in the ordinary course the valley became one of the chief show-sights of New South Wales. At this stage Mr. Foy came along the route and saw certain possibilities. Fresh from European parts, he determined to do something with Medlow. He purchased Hargravia and Belgravia, and connected them by buildings a quarter mile in length in the way shown in the accompanying illustrations. The camera cannot lie. The Casino, shown in the centre of the panoramic picture, is a building of about 60 feet square, which forms a theatre as large as some of the best places used for public entertainment in Sydney. At the back of the long range of substantial buildings there are great, well-grassed plateaux, with balustrades on the extreme edge of the valley, from which a walk down to the bottom of the valley, where the home farm and shooting box are situated, will take about three-quarters of an hour. A return journey involves a couple of hours' work. All Medlow is planned with the one object—the promotion of exercise. Instead of a lofty building like a city hive for humans, with lifts and other modern incentives to ease, there are long passages from place to place, so that there may be the necessity of motion towards the earning of healthful rest or nights.

In front of the buildings there are a bowling green, a croquet lawn, and tennis courts, also the explorers' famous tree, moved from the spot it formerly occupied to the Medlow grounds. Each visitor has to drive into this tree a brass-headed tack. Then right opposite the main entrance is the railway station, and over the way across the railway line the golf links, about a mile from the home. These were laid out by Mr. Carnegie Clark, and are said to be specially conducive to exercise and skill.

Medlow, although centrally placed, is out of the hurly burly of ordinary tourist invasion. When excursions are needed there are opportunities for trips in several directions. Of these, doubtless, the cave excursion by motor cars will be the most popular. Of ordinary vehicles there will be no lack, and the taste of equestrians can be fully met, for

the automobile, powerful though it is, has not yet quite displaced the equine.

It is when chill winter comes with its frosts and snow that the influence of Medlow is likely to be most powerful. All old residents of the Blue Mountains aver that winter is their favourite season—bright sunny days, clear air, and frosty nights. Here comes in with great force the foresight of Mr. Foy in supplying all the comforts which elaborate furnishing and arrangements for artificial warmth can supply. For the purposes of lighting and heating there are in the engine-house a 70 h.p. Robey and a 100 h.p. Fowler, of the latest locomotive models. These lift water 400ft, supply 600 electric lights, each 16 candle power, and supply heat to all parts of the great establishment. There are 700ft of promenade cloisters, all liberally adorned with hundreds of choice works of art and well-carpeted and furnished. There are also a library, a drawing-room, and a large billiard-room, all fitted regardless of expense. Decidedly winter will be the time when these aids towards conviviality will be best appreciated, and to promote enjoyment a lady entertainer is one of the staff.

## HYDRO MAJESTIC MEDLOW BATH, BLUE MOUNTAINS.

VIBRATION MASSAGE, AIX DOUCHE, ELECTRIC BATHS, ELECTRIC LIGHT BATHS, MASSAGE, PACKS, SITZ-BATHS.

THE ONLY COMFORTABLE PLACE IN AUSTRALIA.

PURE AIR, GOOD FOOD, AND BRIGHT AMUSEMENTS

MAKE THE HYDRO A CREDIT TO THE COMMONWEALTH.

MOTORS TO THE CAVES DAILY.

EARP, Manager.

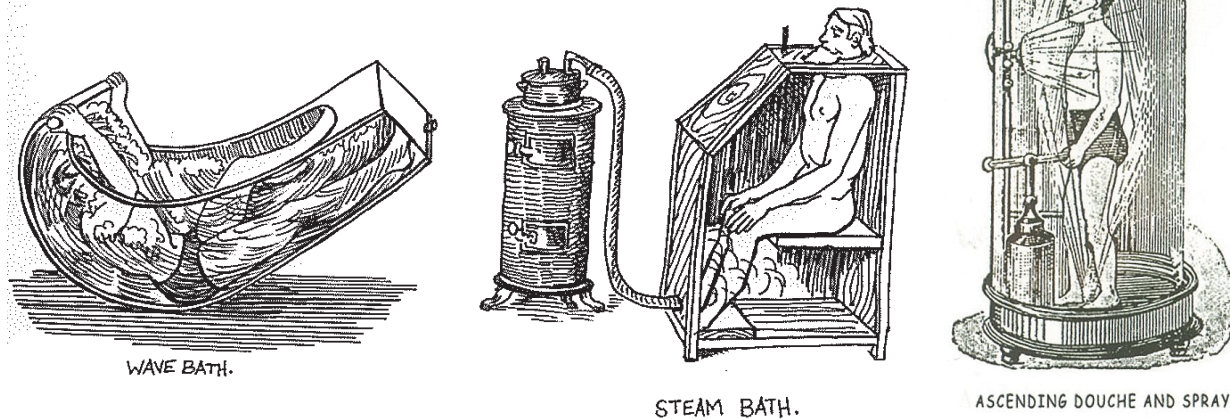


Figure 49: 1904. Hydro Majestic, Medlow Bath.

Source: The Hydro Majestic, Blue Mountains, The Untold Story of an Australian Icon, Perri Prince.



Figure 50: c1906. American actress May Yohé, former wife of Lord Francis Hope, is greeted on Medlow Bath Station by Mark Foy.

Source: Blue Mountains City Library, Item no. 000837, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012025/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012025/0).



Figure 51: c1906. American actress May Yohé, former wife of Lord Francis Hope, is greeted on Medlow Bath Station by Mark Foy.

Source: NLA, PIC Box PIC/6015 #PIC/6015/34, <https://nla.gov.au/nla.obj-146217717/view0>.



Figure 52: c1906. Mark Foy with his wife, son and guests outside the Belgravia end of the Hydro.

Source: Smith 2020, p.55.

Figure 48: 1904. Medlow Hydropathic Establishment.

Source: National Library of Australia via Trove, Sydney Mail and New South Wales Advertiser, Wednesday 20 July 1904, p.159.



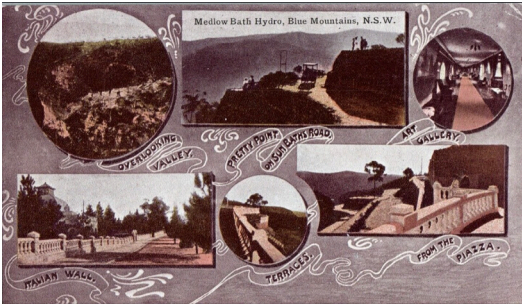


Figure 53: c.1910. Medlow Bath Hydro, Blue Mountains, N.S.W. - early 1900s. Aussie-mobs  
Source: Flickr, <https://www.flickr.com/photos/70994841@N07/51389368863>



Figure 54: nd. Elizabeth Foy (with whip) and James Lewis Duff's bullock team outside the Hydro, Medlow Bath. Photographer unknown.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012023/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012023/0)



Figure 55: 1915. Detail of Kanimbla Parish Map.  
Source: NSW Land Registry, <https://hlrv.nswlrs.com.au>

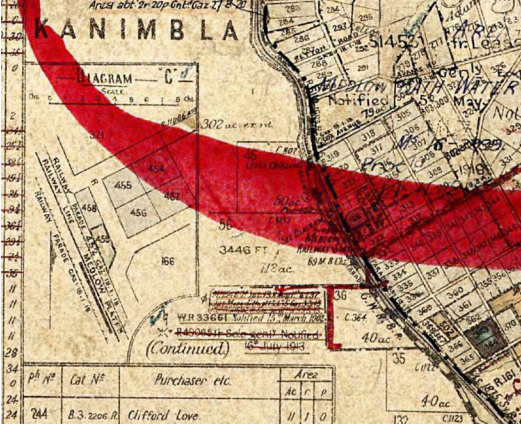


Figure 56: 1915. Detail of Blackheath Parish Map.  
Source: NSW Land Registry, <https://hlrv.nswlrs.com.au>



Figure 57: nd. Guests at the Hydro Majestic, Medlow Bath. Unknown photographer.  
Source: Blue Mountains Council, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1013513/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1013513/0)

YEAR	EVENT
	<b>Hydro Tourist Hotel (1909-1922)</b>
1909	Hydro Tourist Hotel structures painted white.
1909	Open timber signal room added to Medlow Bath Railway Station platform.
c1910	Fourth heritage listed single storey shop with attached single storey residence constructed to the south of Melbourne House. (MB019)
1910	Post office in station building closed.
1910-1916	Alterations and additions to Flanagan's Hall created Medlow Bath's Post and Telegraph Store on Railway Parade.
1913	Hydropathic services no longer offered at Hydro.
1913	Construction of St Luke's Anglican Church. (Recently reconsecrated and converted to a one bedroom home.) (MB010)
1914-1922	Land sales continued particularly to the east of the station from 1914-1922.
1916	Station Master's cottage 'Urunga' built opposite station on Railway Parade. (MB017)
1916	Post office operated out of building on the southern side of the highway.
1918	Former Post and Telegraph Store known as Rice's Hall became the base for the Hydro's chauffer driven day trips between the wars.
1922	18 August. Major bushfire at the Hydro severely damaged the Belgravia Hotel and both levels of the majority of the Belgravia Wing including accommodation and Art Gallery.



Figure 58: c1920. Hydro-Majestic Hotel, Medlow Bath [picture] / C.H. Hunt  
Source: NLA, PIC Poster Drawer 199, <https://nla.gov.au/nla.obj-136185419/view>



Figure 59: nd. The steps to the Tunnel, Medlow Bath. Unknown photographer.  
Source: Blue Mountains Council, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012021/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012021/0)



Figure 60: c.1910. View from the railway bridge towards the Hydro Majestic Hotel at Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-146214315/view?searchTerm=Medlow+bath#search/Medlow%20bath>

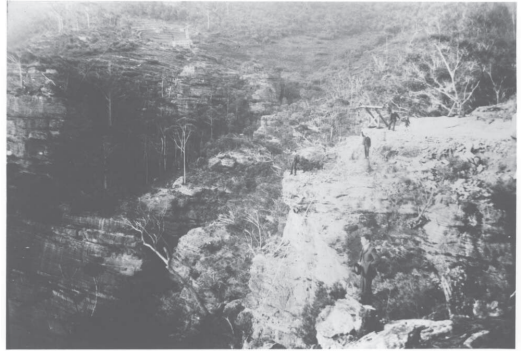


Figure 61: 1910. Men standing on top of a cliff next to the flying fox at Medlow Bath in the Blue Mountains, New South Wales, 1. Photographer unknown.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-146218013/view?searchTerm=Medlow+bath#search/Medlow%20bath>



Figure 62: c.1900-1927. [Concert hall and picture gallery, Hydro Majestic Hotel, Medlow Bath]. Broadhurst collection of postcards of New South Wales scenes  
Source: SLNSW, <https://collection.sl.nsw.gov.au/record/YRIDk03n/jPrJQK5bbXk6a>



Figure 63: c.1900-1927. [Concert hall and picture gallery, Hydro Majestic Hotel, Medlow Bath]. Broadhurst collection of postcards of New South Wales scenes  
Source: SLNSW, <https://collection.sl.nsw.gov.au/record/YRIDk03n/47DRqNjm6yRXl#viewer>



Figure 64: nd. Maxines Bower, Medlow Bath Hydro. Unknown photographer.  
Source: Blue Mountains Council, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012003/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012003/0)





Figure 65: 1910. Group of visitors, Medlow Bath Hydro [picture], Kerry & Co photographer.  
Source: National Library of Australia, <https://nla.gov.au/443/tarkine/nla.obj-146216417>

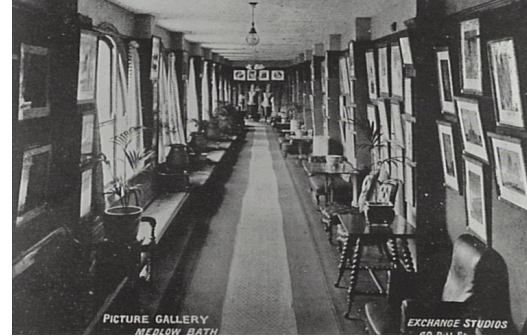


Figure 68: c1910. Picture Gallery, Hydro Majestic, Medlow Bath. Exchange Studios, 49 Pitt Street photographer.  
Source: Blue Mountains Council, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011635/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011635/0)



Figure 71: c1910. Outside of Casino, Hydro Majestic Hotel, Postcard. Photographer Exchange Studios, 49 Pitt Street.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011636/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011636/0)



Figure 74: c.1910. Exterior of the Hydro Majestic Hotel at Medlow Bath, New South Wales, 1.  
Source: National Library of Australia, <https://trove.nla.gov.au/work/34281003?keyword=Medlow%20bath&startPos=60>



Figure 77: c.1910. Vehicle driving through the gates at the Hydro Majestic Hotel, at Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-146217816/view?searchTerm=Medlow+bath#search/Medlow%20bath>



Figure 66: c.1910. Woman and car at the main entrance to the Hydro Majestic Hotel, at Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-146217360/view?searchTerm=Medlow+bath#search/Medlow%20bath>



Figure 69: c1910. Casino, Hydro Majestic, Medlow Bath. Unknown photographer.  
Source: Blue Mountains Council, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011640/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011640/0)



Figure 72: c1910. Smoking Lounge, Hydro Majestic Hotel, Postcard. Photographer Exchange Studios, 49 Pitt Street.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011634/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011634/0)



Figure 75: c.1910. People at the spa bath at Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://nla.gov.au/443/tarkine/nla.obj-146216919>



Figure 78: c.1910. Guests playing croquet on the lawn outside the Hydro Majestic Hotel at Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-146214512/view?searchTerm=Medlow+bath#search/Medlow%20bath>

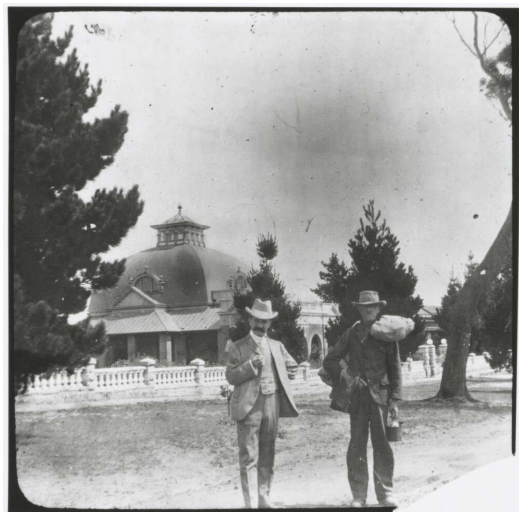


Figure 67: 1910. Man in a suit and a swagman outside the Hydro Majestic Hotel at Medlow Bath, New South Wales. Photographer unknown.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-146217011/view?searchTerm=Medlow+bath#search/Medlow%20bath>



Figure 70: c1910. Casino, Hydro Majestic, Medlow Bath. Medlow Bath. Exchange Studios, 49 Pitt Street photographer.  
Source: Blue Mountains Council, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011639/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011639/0)



Figure 73: 1910. Cloister, Medlow Bath Hydro [picture].  
Source: National Library of Australia, <https://nla.gov.au/443/tarkine/nla.obj-146216014>



Figure 76: c.1910. Library and writing room at the Hydro Majestic Hotel, Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://trove.nla.gov.au/work/34281355?keyword=Medlow%20bath&startPos=60>



Figure 79: 1917. Glass plate negative, full plate, 'In the Garden', Kerry and Co, Sydney, Australia, c. 1884-1917.  
Source: Powerhouse Museum, <https://collection.maas.museum/object/29969>





Figure 80: 1917. Path to the Glen, Hydro Majestic, Medlow' by Kerry and Co from the Tyrrell Collection.  
Source: Powerhouse Museum, <https://collection.maas.museum/object/29969>



Figure 81: 1917. Kerry and Co & Kerry, Charles H (1917). 'Cliff Walls, Hydro Majestic, Medlow Baths' by Kerry and Co.  
Source: Powerhouse Museum, <https://collection.maas.museum/object/29378>



Figure 82: 1910. Hargreave's Old Cottage, Medlow Bath. Photographer unknown.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011660/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011660/0)



Figure 83: 1910. Belgravia Hotel which was part of the Hydro Majestic Hotel complex, at Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://nla.gov.au/nla-object/146217915/view?searchTerm=Medlow+bath#search/Medlow%20bath>



Figure 84: c1910. Medlow Bath stables, New South Wales  
Source: NLA, PIC Box PIC/6015 #PIC/6015/28, <https://nla.gov.au/nla-object/146216810/view>



Figure 85: 1912. Medlow Bath Post Office. Photographer unknown.  
Source: National Archives Australia, <https://recordsearch.naa.gov.au/SearchNRRetrieve/Interface/DetailsReports/PhotoDetail.aspx?Barcode=3026403>

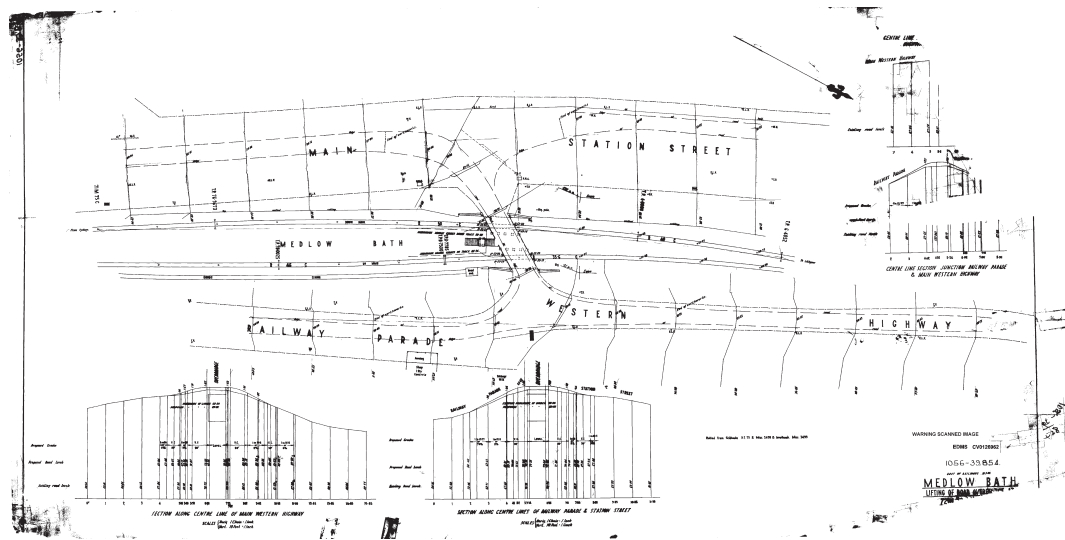


Figure 86: 1912. Medlow Bath Lifting of Great Western Highway.  
Source: Transport NSW

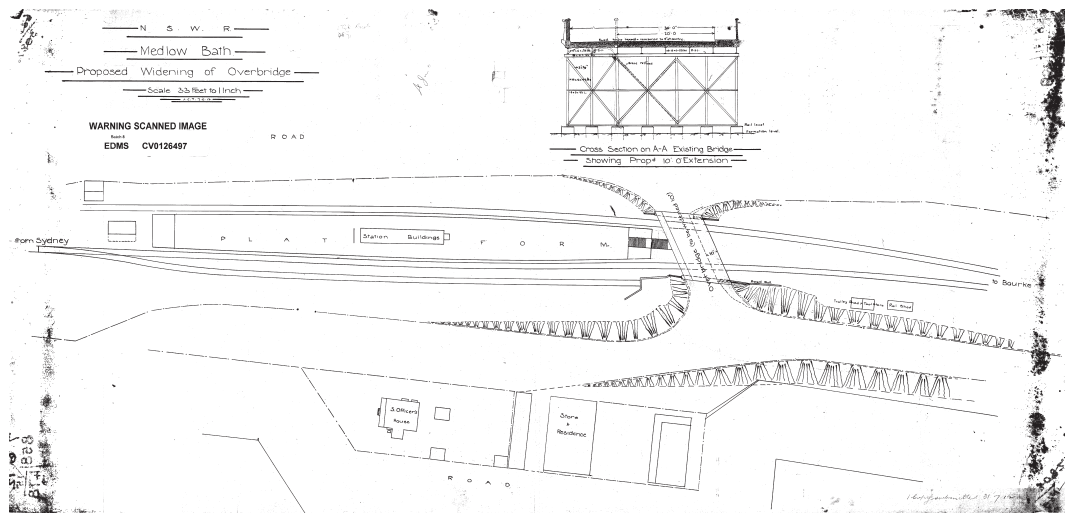


Figure 87: 1912. Medlow Bath Proposed Widening of Overbridge  
Source: Transport NSW

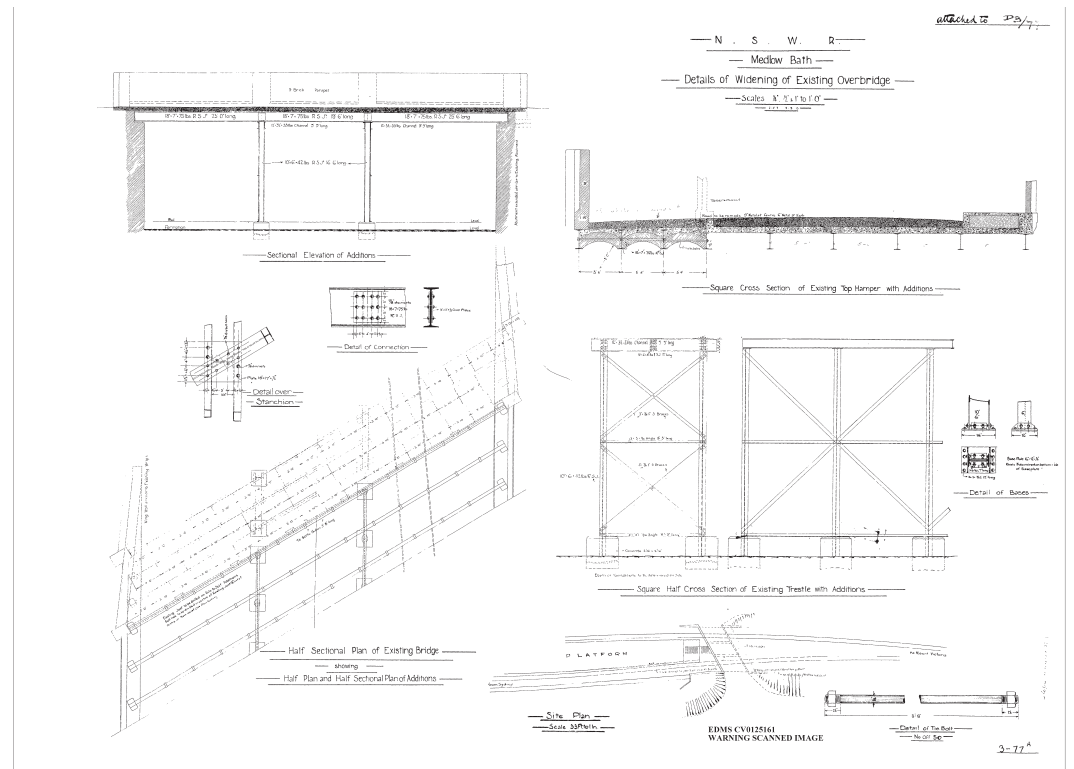


Figure 88: 1913. Details of Widening of Existing Overbridge  
Source: Transport NSW





Figure 89: 1931. Hydro Majestic, Medlow Bath. Souvenir postcard of Easter 1931, April 5th, 1931.  
Source: Blue Mountains Council, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011630/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011630/0)

Figure 90: 1938. Hydro Majestic, Medlow Bath, side view. Photographer Wallace H Green.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012166/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012166/0)



Figure 91: c1935. Snow at Medlow Bath Railway Station, Blue Mountains, New South Wales, ca. 1935 [picture] / E.W. Searle.  
Source: NLA, PIC P838/792a LOC Nitrate store PIC Box 24, <https://nla.gov.au/nla.obj-141914096/view>



Figure 94: c1950. Medlow Bath Railway Station.  
Source: NLA, PIC P838/792a LOC Nitrate store PIC Box 24, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1011911/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1011911/0)



Figure 97: 1954. Medlow Bath Railway Station.  
Source: NSW State Archives, Image Number oai: records.nsw.gov.au:17420\_a014\_a014000748.jpg, 17420\_a014\_a014000748



Figure 100: 1930-1986. Railway ticket New South Wales Government Printer, New South Wales, Australia.  
Source: Museum of Applied Arts and Sciences, <https://collection.maas.museum/object/577113>

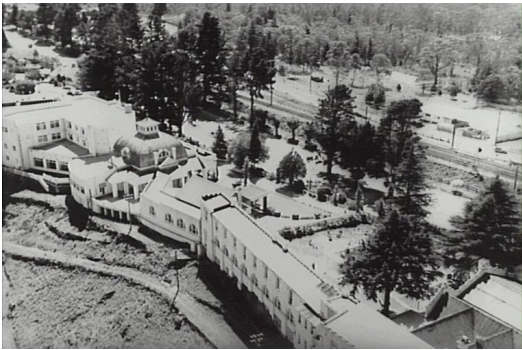


Figure 92: 1938. The Hydro Majestic from above, showing Avenue of Trees running north between the Great Western Highway and the railway  
Source: Blue Mountains City Library item no. 000095.

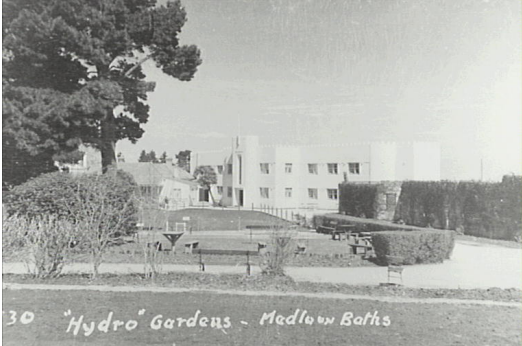


Figure 95: 1940. Hydro Majestic Hotel. Photographer Wallace H Green.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012113/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012113/0)



Figure 98: 1948. Courtyard, Hydro Majestic Hotel. Photographer Wallace H Green.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012084/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012084/0)



Figure 101: 1948. Hydro Majestic Hotel. Photographer Wallace H Green.  
Source: Blue Mountains Library, [https://library.bmcc.nsw.gov.au/client/en\\_AU/search/asset/1012108/0](https://library.bmcc.nsw.gov.au/client/en_AU/search/asset/1012108/0)



Figure 93: 1953. The Hydro Majestic Hotel- Medlow Bath.  
Source: National Archives of Australia, <https://recordsearch.naa.gov.au/SearchNRetrieve/Interface/DetailsReports/PhotoDetail.aspx?Barcode=7462308>



Figure 96: 1950. Medlow Bath Post Office, 35mm b&w photographic negative.  
Source: National Archives Australia, <https://recordsearch.naa.gov.au/SearchNRetrieve/Interface/DetailsReports/PhotoDetail.aspx?Barcode=3021667>

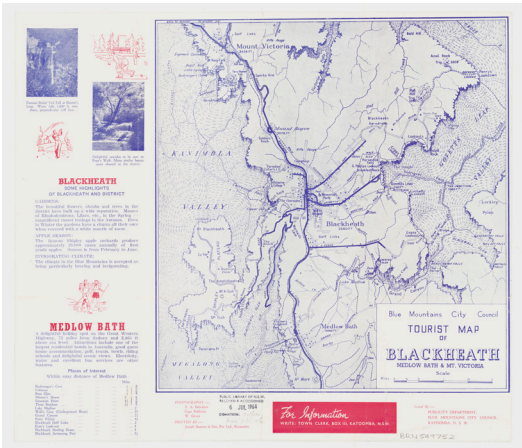


Figure 99: 1964. Tourist map of Blackheath, Medlow Bath & Mt. Victoria [cartographic material] / Blue Mountains City Council.  
Source: SLNSW, <https://collection.sl.nsw.gov.au/record/74VKZpv32r0X/KKybBwZAgV2ZM>



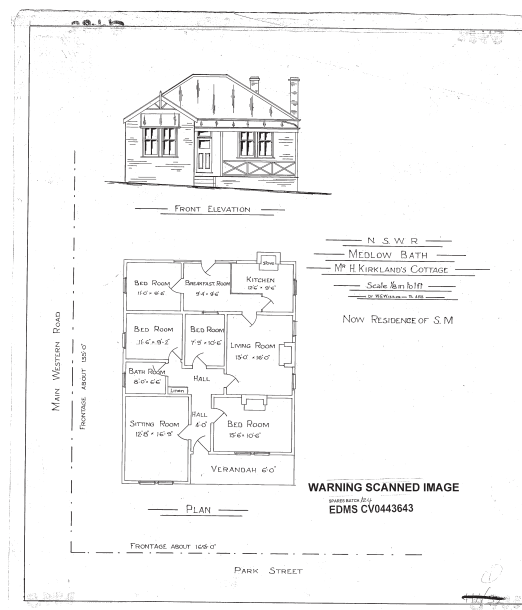


Figure 102: 1924. Medlow Bath Mr H. Kirkland's Cottage  
Source: TfNSW.

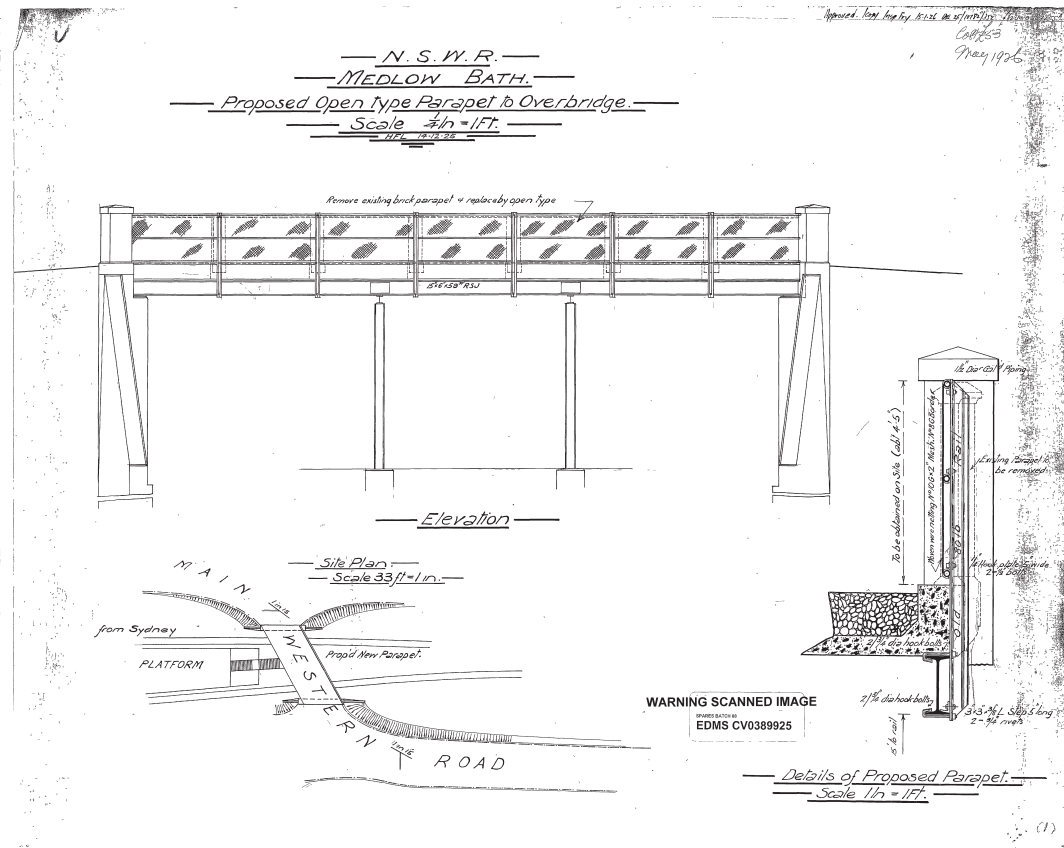


Figure 103: 1925. Details of Proposed Parapet.  
Source: TfNSW.

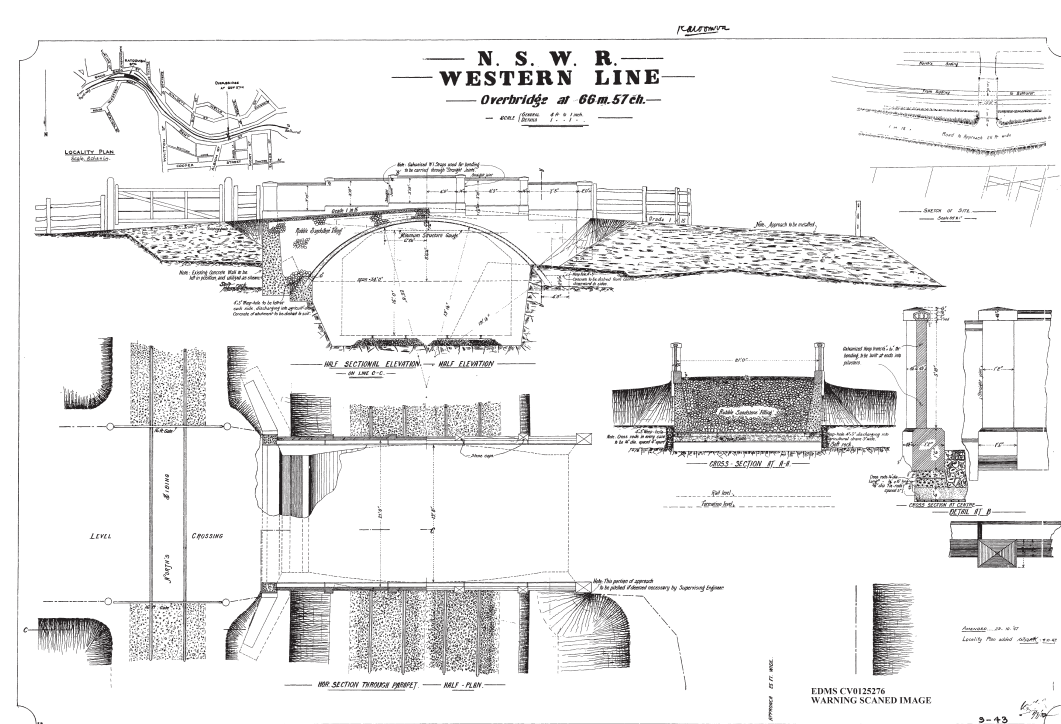


Figure 104: 1947. Western line Overbridge  
Source:

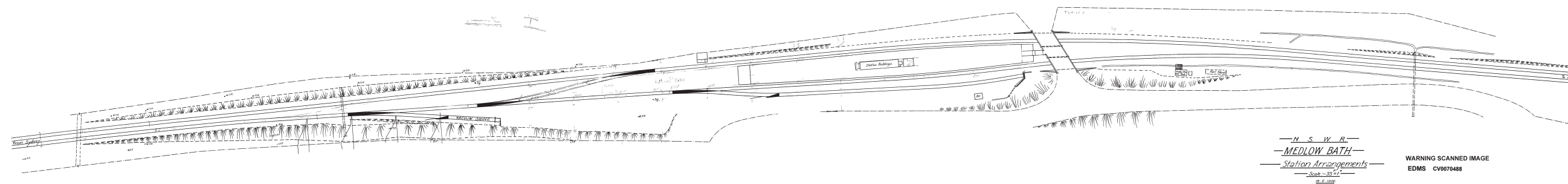


Figure 105: 1930. Medlow Bath Railway Station Arrangements.  
Source:

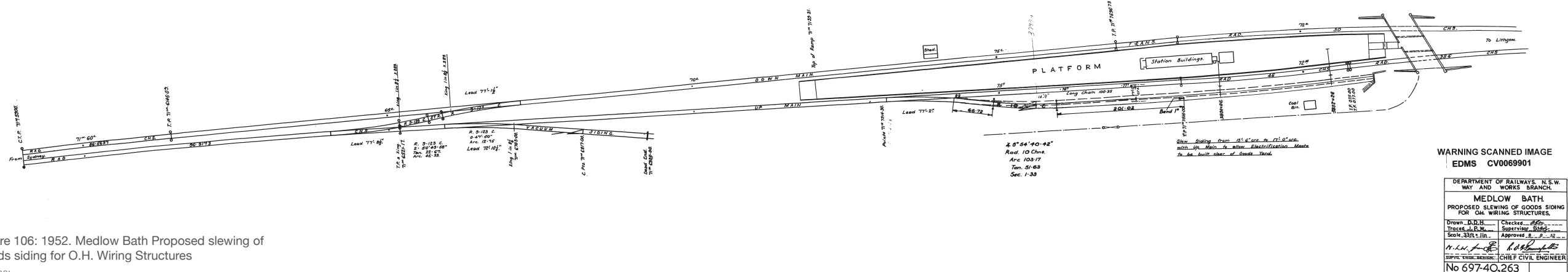


Figure 106: 1952. Medlow Bath Proposed slewing of goods siding for O.H. Wiring Structures  
Source:



YEAR	EVENT
1965	Melbourne Ward's Gallery of Natural History and Native Art housed in a corrugated fibro shed to the south of the Hydro closed.
1972-4	Alterations and redecoration of the interiors of Hydro including addition of bathrooms.
1980/81	Tracks slewed and a section of coping cut back. Overbridge widened and separate footbridge constructed.
1984	Wisteria Holdings purchased the Hydro. Range of alterations and additions. Building painted orange.
1986	Mock Tudor fitout of the Hydro Tavern.
1987	Public Bar at Hydro demolished and Casino Lounge rebuilt. Other alterations included construction of fire stairs to the Belgravia Wing.
1988	Construction of Services Area at the Hydro.
1994	Footbridge upgraded with new deck and handrails added.
1996	Majestic Hydro Hotel Pty Ltd purchases hotel (The Mah family).
1998	Urunga became a private residence.
1998-9	Major refurbishment of Hotel approved by Blue Mountains City Council including reduction of guest rooms from 143 to 89 rooms and refurbishment and redecoration of Hydro Tavern, Belgravia Wing, Belgravia Entry, Casino Lounge, Delmonte Hallway, Delmonte with additional 18 ensuite accommodation. Building housing museum demolished. Work overseen by Peppers.
1999	Hydro name changed to Hydro Majestic Hotel.
1999	Buildings at the Hydro Majestic painted disparate colour schemes relating to different eras of construction.
2000	Greater Blue Mountains Area inscribed on the World Heritage List.
2002-2007	General refurbishment of Hydro Majestic Hotel.
2003-2006	Great Western Highway realigned.
2011	Avenue of trees replaced by the local Medlow Bath community and Council to retain the character of the township following an historic tree falling onto a passenger train.
2017	Platform resurfaced, light pole footings upgraded, height of septic tanks lowered.
2019	Platform cutbacks and build outs on Platform 1 and Platform 2, recessing of services on Platform 1 near station building.

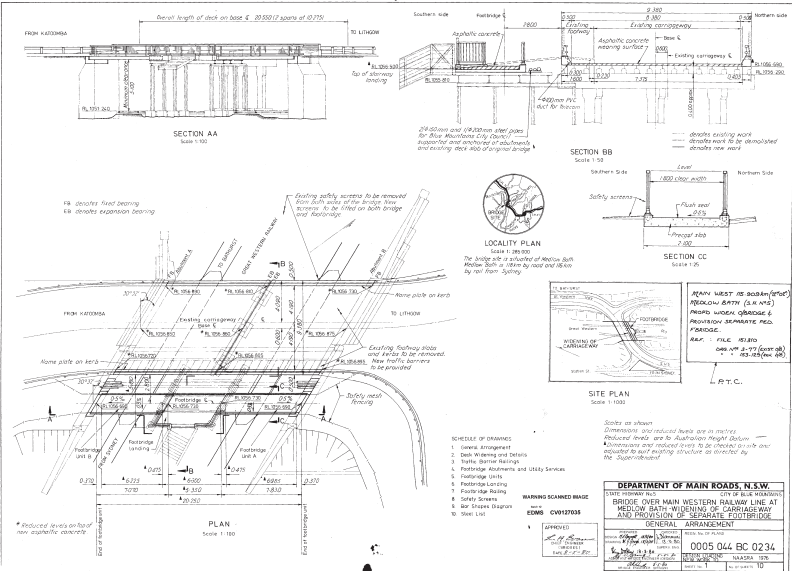


Figure 107: 1980. Bridge over Great Western Railway line at Medlow Bath. Widening of carriageway and provision of separate footbridge.  
Source: Sydney Trains.

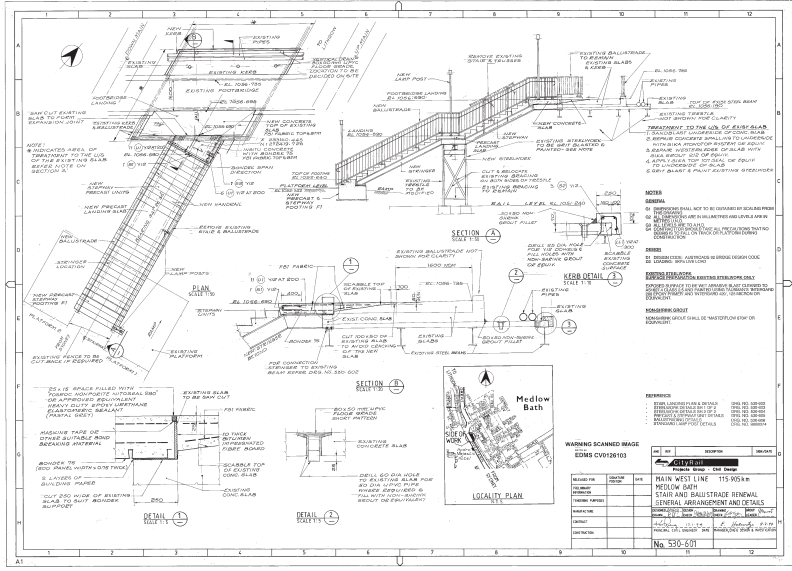


Figure 109: 1994. Medlow Bath Stair and Balustrade renewal general arrangement and details.  
Source: TfNSW.

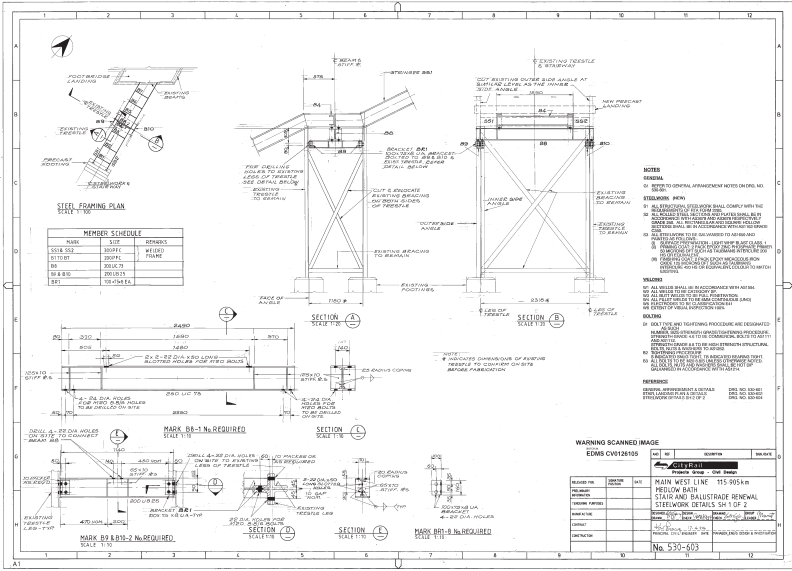


Figure 108: 1994. Medlow Bath Stair and Balustrade Renewal Steelwork Details Sh1 of 2  
Source: Sydney Trains.

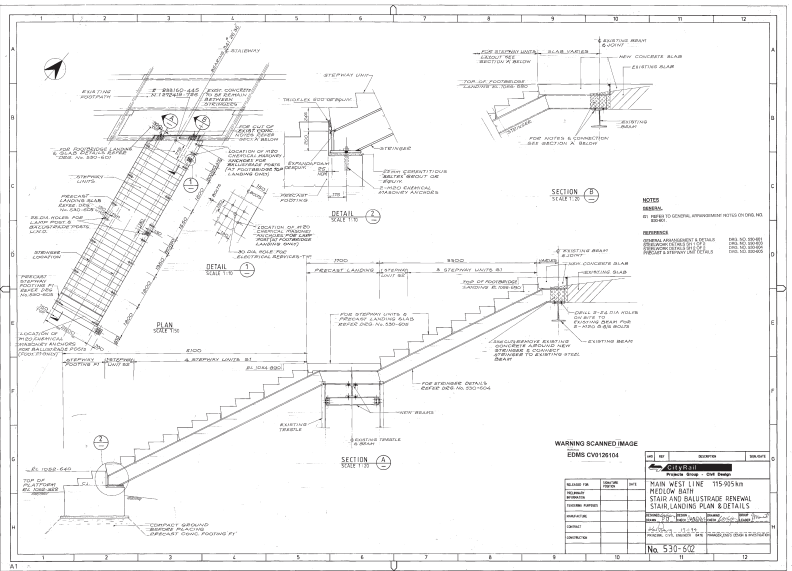


Figure 110: 1994. Medlow Bath Stair and Balustrade Renewal, Stair, Landing Plan & Details  
Source:



3.1.1 History of Changes to Existing Footbridge

A footbridge has existed at the northern end of the platform at Medlow Bath since 1901.

A review of historic drawings coupled with site inspections reveals the extent of changes that have been made during the intervening years.

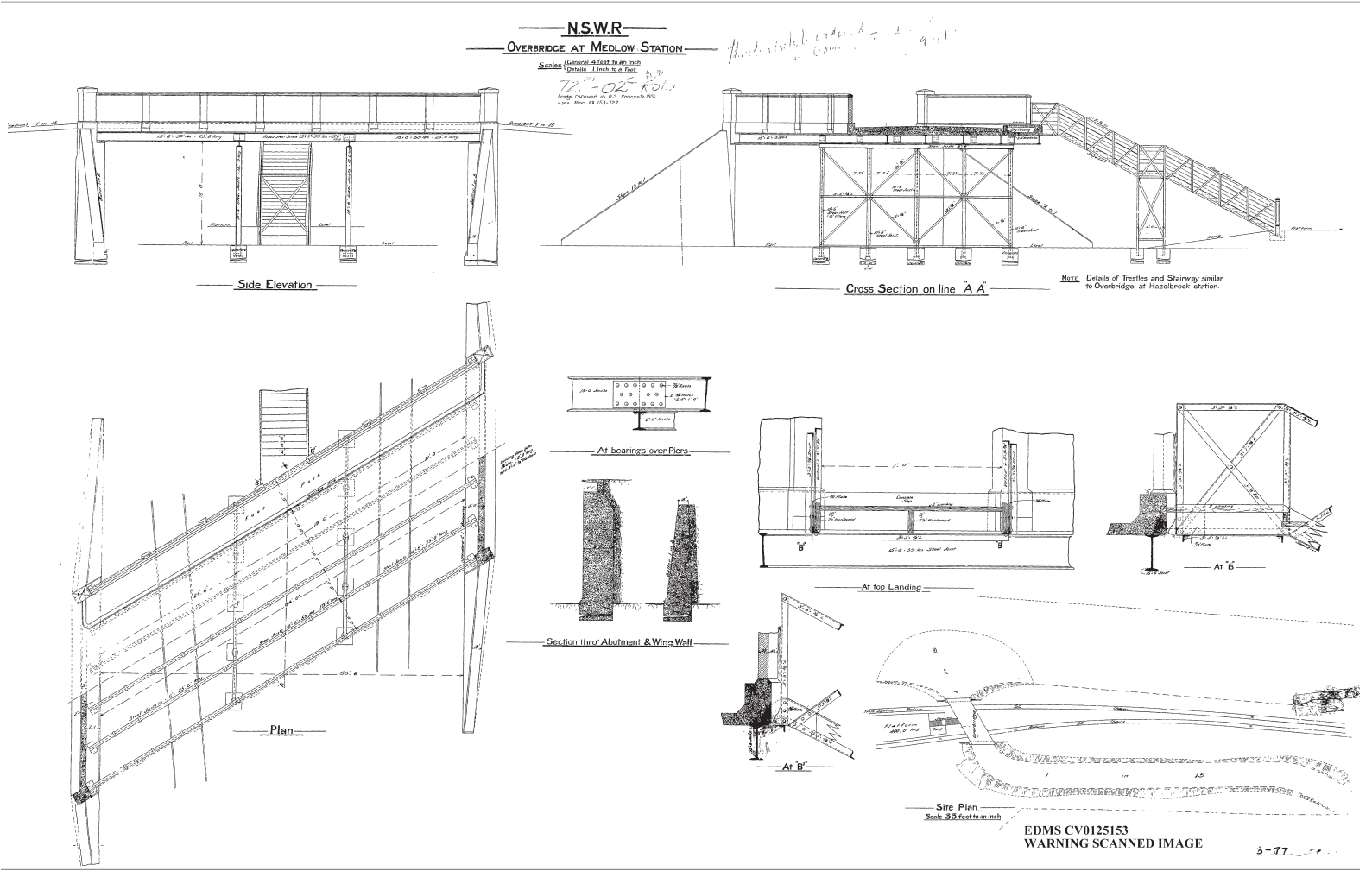
The footbridge was completely rebuilt in 1980, to allow for widening of the road overbridge, and the stair treads, landings and balustrades were replaced in 1994.

The only original fabric which remains appears to be the steel trestles, which were also altered 1994 to accommodate the new stairs.

These changes are outlined in the table below and illustrated via extracts from the original drawings on the following page.

YEAR	EVENT
1901	Medlow Bath Railway Station Footbridge constructed. Timber stair treads and landings. Note no widening of landing at top of stair.  Drawing notes: Details of trestle and stairway similar to Hazelbrook.
1913	Road overbridge widened by 10 feet to the north. Brick parapet wall to north. Original trestles modified to accommodate extension.
1925	Further changes to the road overbridge adjacent to the footbridge. Brick parapet replaced with steel framed mesh balustrade on northern side.
1980	Widening of carriageway of overbridge and provision of separate footway. New footbridge with widened landing and new steel framed balustrades separated from carriageway.
1994	Major renewal of footbridge top landing and stair including new steel stringers beams and balustrades and precast concrete stairs and landings. Modifications to existing steel trestle under mid landing.
2003	Access prevention screens added to northern side of footbridge.  Great Western Highway realigned - away from existing footbridge.

Table 1: History of modifications to the footbridge at Medlow Bath Railway Station.



1901 Figure 111: Original footbridge at Medlow Station. Source: TfNSW.



1943 Figure 112: Aerial Medlow Bath. Source: SIXMAPS.

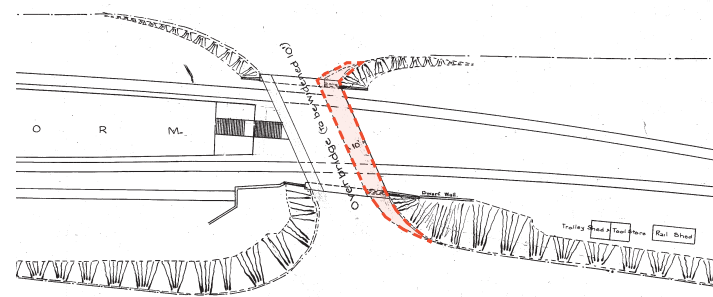


2023 Figure 113: Aerial Medlow Bath. Note the realignment of the highway in relation to the station access. Source: SIXMAPS.



1943/2023 Overlay Figure 114: Aerial overlays. Source: SIXMAPS.





1912

Figure 115: Widening of overbridge to north.  
Source: TINSW.

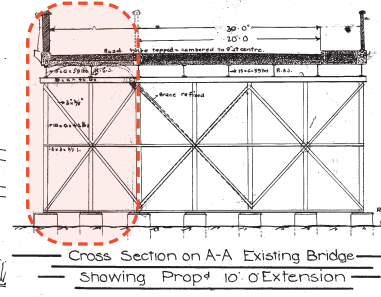
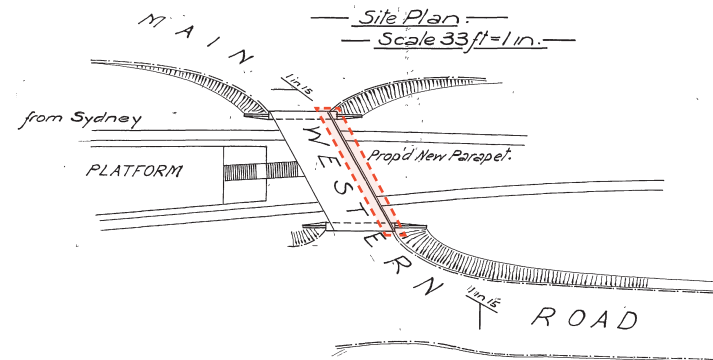


Figure 116: Detail of overbridge widening showing new structure, brick parapet and adjustments to existing steel trestles.



1925

Figure 117: Replacement of brick parapet to northern side of overbridge with steel framed mesh balustrade.  
Source: TINSW.

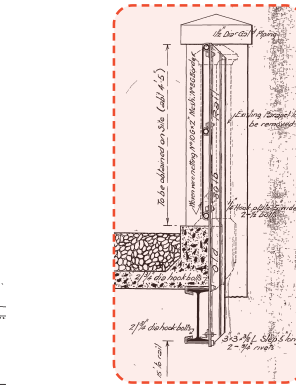
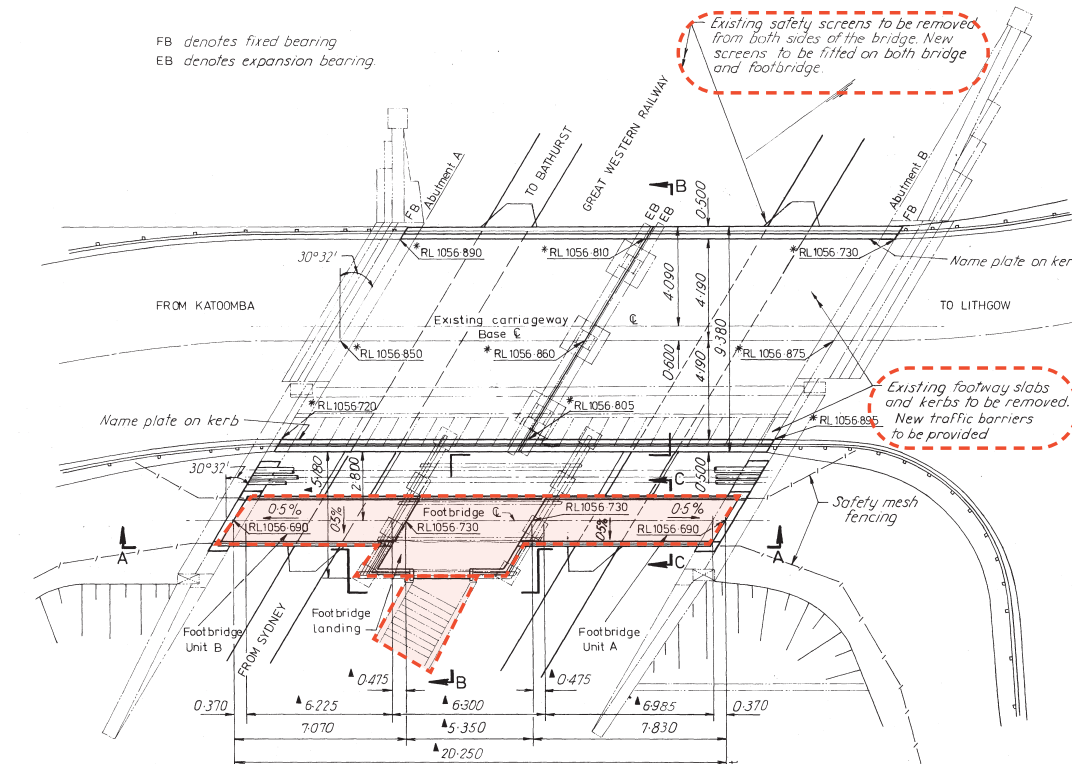


Figure 118: Detail of new steel framed mesh 'parapet' to northern side of overbridge.  
Source: TINSW.



1980

Figure 119: Widening of overbridge to include former footway. Construction of new safety screens and separate footbridge to the south of road bridge.  
Source: TINSW.

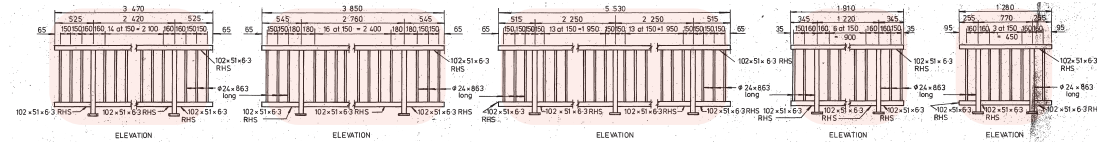
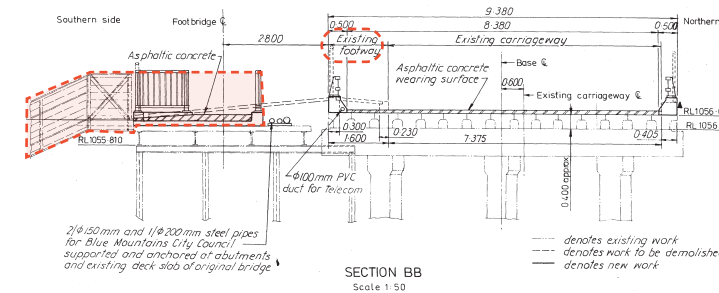


Figure 120: Proposed new balustrades.  
Source: TINSW.



1980

Figure 121: Widening of overbridge to include former footway. Construction of new separate footbridge to the south of road bridge.  
Source: TINSW.

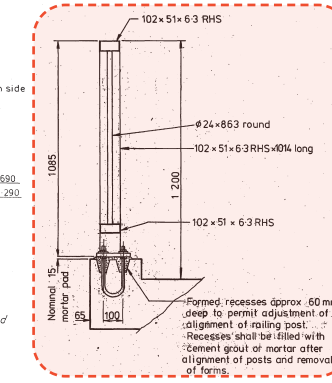
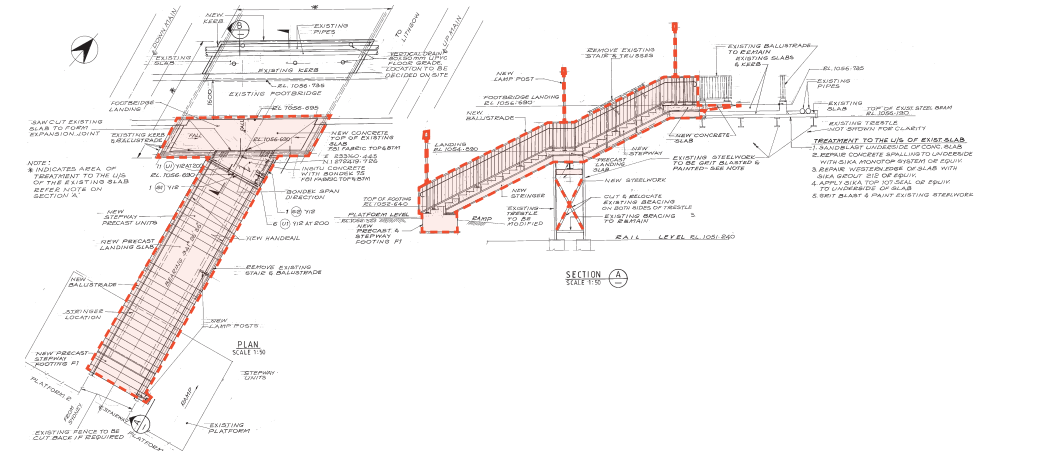
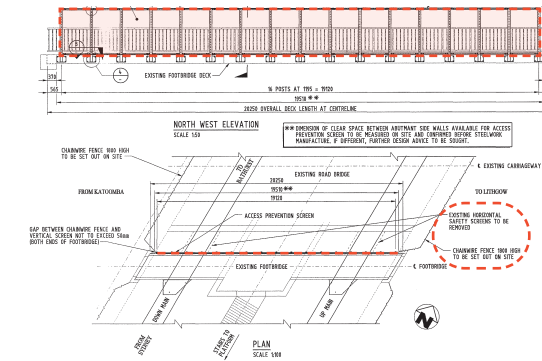


Figure 122: Detail of steel framed balustrades to all sides of new footbridge.  
Source: TINSW.



1994

Figure 123: New stair and landing.  
Source: TINSW.



2003

Figure 124: New access prevention screens to northern side of footbridge.  
Source: TINSW.

## Railway Footbridges Heritage Conservation Strategy

The Railway Footbridges Heritage Conservation Strategy prepared by GAO Heritage Group in 2016 grades the Medlow Bath Footbridge as one of 31 footbridges being of Moderate significance, which although modified, contribute to a railway heritage precinct. The study describes the significance of the footbridge at Medlow Bath as follows:

Medlow Bath - 1901

The Medlow Bath station footbridge is a typical example of standard early 1900s steel beam structure supported on trestles and brick abutments with later concrete deck and steps.

The Precinct is SHR, s170 & LEP listed.

The study acknowledges the 1994 alterations, however, omits to mention the works carried out in 2003. It states:

1994 - Footbridge upgraded with new deck, stepway, and the superstructure cleaned and repainted.

The following strategy applies to footbridges of Moderate significance:

### STRATEGY 9.

Retain footbridges of Moderate significance as a first preference.

- Railway station footbridges of Moderate heritage significance which also contribute to heritage railway precincts should be prioritised for conservation.

- A range of good examples of railway station footbridges of Moderate heritage significance should be earmarked for careful conservation. They should be chosen because of their ability to represent different periods and constructions techniques.



3.2 Current Situation

3.2.1 Medlow Bath Railway Station



Figure 125: View from top of pedestrian bridge looking south towards the island station platform.  
Source: TZG Architects, 2022.



Figure 134: View from top of pedestrian bridge looking south along rail line to Sydney Central Station.  
Source: TZG Architects, 2022.



Figure 135: View from top of pedestrian bridge looking south along rail line to Lithgow Station.  
Source: TZG Architects, 2022.



Figure 136: View from platform looking north to pedestrian bridge over the rail corridor.  
Source: TZG Architects, 2022.



Figure 126: View looking south along platform towards Signal Room and Station building.  
Source: TZG Architects, 2022.



Figure 127: View looking south along platform towards Signal Room and Station building.  
Source: TZG Architects, 2022.



Figure 128: View of Signal Room looking north.  
Source: TZG Architects, 2022.



Figure 129: View of Signal Room and Station Building, looking south along Sydney line.  
Source: TZG Architects, 2022.



Figure 130: View of west facade and awning of Station Building, looking north along Lithgow line with pedestrian bridge beyond.  
Source: TZG Architects, 2022.



Figure 131: View looking north of the south end facade of the Station Building, located centrally on the island platform.  
Source: TZG Architects, 2022.



Figure 132: View looking north along the island platform with the Station Building beyond.  
Source: TZG Architects, 2022.



Figure 133: View looking south along the island platform. Line for trains travelling north to Lithgow Station visible on the right.  
Source: TZG Architects, 2022.





Figure 137: View looking south along the island platform with the Great Western Highway and heritage listed Hydro Majestic Hotel visible on the right.  
Source: Design Inc, 2022.



Figure 138: View looking north-west with the heritage listed 'Urunga' former Station Master's residence visible on the right.  
Source: TZG Architects, 2022.



Figure 147: View looking west from the platform with the heritage listed former Post and Telegraph Store visible through the trees.  
Source: TZG Architects, 2022.



Figure 139: View looking south-west from the platform with the heritage listed 'Urunga' former Station Master's residence visible in the distance.  
Source: TZG Architects, 2022.



Figure 140: View from the Great Western Highway of the Signal Room and Station Building.  
Source: TZG Architects, 2022.



Figure 142: View from the Great Western Highway of the Station's island platform and steps leading to the pedestrian bridge on the left.  
Source: TZG Architects, 2022.



Figure 141: View from the Great Western Highway of the Signal Room and Station Building.  
Source: TZG Architects, 2022.



Figure 143: View from the Great Western Highway of the steps leading to the pedestrian bridge at the northern end of the platform.  
Source: TZG Architects, 2022.



Figure 144: View from the Great Western Highway of the pathway connection to the pedestrian bridge at the northern end of the platform.  
Source: TZG Architects, 2022.



Figure 145: View looking south along the Great Western Highway from the entrance to the pathway connection to the pedestrian bridge.  
Source: TZG Architects, 2022.



Figure 146: View from the pedestrian bridge looking south over the Station platform.  
Source: TZG Architects, 2022.

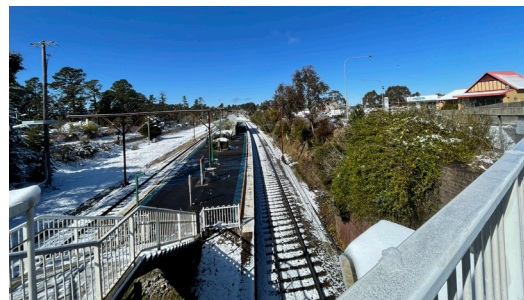


Figure 148: View from the pedestrian bridge looking south over the Station platform in the snow.  
Source: TZG Architects, 2022.



Figure 149: View from the pedestrian bridge looking south over the Station platform in the snow.  
Source: TZG Architects, 2022.

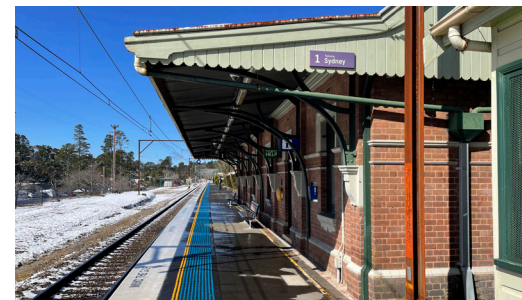


Figure 150: Platform in the snow.  
Source: TZG Architects, 2022.



Figure 151: Platform in the snow looking south.  
Source: TZG Architects, 2022.



3.2.2 West of Great Western Highway



Figure 152: View looking south along the Great Western Highway.  
Source: TZG Architects, 2022.



Figure 154: View looking west down Station Street, location of heritage listed residential homes  
Source: TZG Architects, 2022.



Figure 156: View of heritage item 'Sheleagh Cottage' on Station Street.  
Source: TZG Architects, 2022.



Figure 158: View of heritage item 'Cosy Cot' on Station Street.  
Source: TZG Architects, 2022.



Figure 153: View of entrance gate with of heritage item 'Cosy Cot'.  
Source: TZG Architects, 2022.



Figure 155: View of verandah and signage for heritage item 'Melbourne House', 2 Station Street.  
Source: TZG Architects, 2022.



Figure 157: View of front verandah of heritage item 'Melbourne House', 2 Station Street.  
Source: TZG Architects, 2022.



Figure 159: View of Ellington Manor on Great Western Highway (not a heritage item).  
Source: TZG Architects, 2022.





Figure 160: View looking north along Station Street. The Great Western Highway runs over the sandstone retaining wall on the right.  
Source: TZG Architects, 2022.



Figure 161: View through vacant lot between properties on Station Street looking over Megalong Valley.  
Source: TZG Architects, 2022.



Figure 162: Looking north along the highway showing the entrance to Mazda car dealership on the left and Medlow Bath Railway Station on the right.  
Source: TZG Architects, 2022.



Figure 163: View looking south along the highway with Mazda car dealership on the right and heritage listed 'Avenue of Trees' on the left.  
Source: TZG Architects, 2022.



Figure 164: View of the narrow gravel driveway to the south of Mazda dealership which forms part of the proposal site area.  
Source: TZG Architects, 2022.



Figure 165: View across the highway looking towards Medlow Bath Railway Station.  
Source: TZG Architects, 2022.



Figure 166: View looking across the highway at the level crossing to Medlow Bath Railway Station and pedestrian crossing island in the centre of the road.  
Source: TZG Architects, 2022.



Figure 167: View looking south along the highway with Hydro Majestic boundary wall and low hedges on the right.  
Source: TZG Architects, 2022.



Figure 168: View of decorative low stone wall defining boundary of Hydro Majestic along the highway. Vehicle entrance into the hotel property is visible.  
Source: TZG Architects, 2022.



Figure 169: View of decorative wall of stone balusters, capping, plinth and columns defining the boundary of the Hydro Majestic Hotel.  
Source: Design Inc, 2022.



Figure 170: View of locally listed heritage item 'Hydro Majestic Hotel'.  
Source: TZG Architects, 2022.



Figure 171: View of tennis court and view of Megalong Valley inside the site of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 172: View of locally listed heritage item 'Hydro Majestic Hotel' in the snow.  
Source: TZG Architects, 2022.



Figure 173: View of locally listed heritage item 'Hydro Majestic Hotel' with casino domed roof visible.  
Source: TZG Architects, 2022.



Figure 174: View of Hargravia (1903) glazed wintergarden within the site of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.





Figure 175: View of tennis court and view of Megalong Valley inside the site of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 176: View of Belgravia that forms part of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 177: Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 178: View of the main building of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 179: View of the main entrance and forecourt of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 180: View of one of the entrances of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 181: View of one of the entrances of the Belgravis wing of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 182: View of one of the entrances of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 183: View of one of the entrances to the Hydro Majestic Hotel property along the Great Western Highway.  
Source: TZG Architects, 2022.



Figure 184: View of bus stop adjacent the Medlow Bath Railway Station (potential future heritage item).  
Source: TZG Architects, 2022.





Figure 185: View of the Boiler Room restaurant at the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 186: Entry 1 at the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 187: Expansive view over Megalong Valley from inside the Hydro Majestic Hotel property.  
Source: TZG Architects, 2022.



Figure 188: Expansive view over Megalong Valley from the Hydro Majestic Hotel in the snow.  
Source: TZG Architects, 2022.



Figure 189: Expansive view over Megalong Valley from inside the Hydro Majestic Hotel property.  
Source: TZG Architects, 2022.



Figure 190: View of residential properties in low-density, tree lined streets situated to the south of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 191: View of letterbox on Bellevue Crescent situated to the south of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 192: View of typical residential property in low density, tree lined streets to the south of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 193: View of the heritage item 'Avenue of Trees' along the Great Western Highway.  
Source: TZG Architects, 2022.



Figure 194: View looking north along the Great Western Highway with the Hydro Majestic Highway on the left.  
Source: TZG Architects, 2022.



Figure 195: View of decorative wall of stone balusters, capping, plinth and columns defining the boundary of the Hydro Majestic Hotel.  
Source: TZG Architects, 2022.



Figure 196: View of decorative stone balusters, capping and plinth.  
Source: TZG Architects, 2022.



Figure 197: View of the northern buildings defining the boundary of the Hydro Majestic Hotel along the Great Western Highway.  
Source: TZG Architects, 2022.



Figure 198: View of the level crossing to Medlow Bath Railway Station from the Great Western Highway.  
Source: TZG Architects, 2022.



Figure 199: View of bus stop adjacent the Medlow Bath Railway Station (potential future heritage item).  
Source: TZG Architects, 2022.



3.2.3 East of the Great Western Highway



Figure 200: Views of the Hydro Majestic dominate views west from Railway Parade.  
Source: TZG Architects, 2022.



Figure 209: Medlow Bath Community Notice Board.  
Source: TZG Architects, 2022.



Figure 201: View looking south along Railway Parade with the heritage listed former Post and Telegraph Store visible.  
Source: TZG Architects, 2022.



Figure 202: View looking south along Railway Parade with mostly single storey residential houses.  
Source: TZG Architects, 2022.



Figure 203: View of 1 Park Street.  
Source: TZG Architects, 2022.



Figure 204: Medlow Bath Park.  
Source: TZG Architects, 2022.



Figure 205: Medlow Bath Park.  
Source: TZG Architects, 2022.



Figure 206: Decorative bus stop.  
Source: TZG Architects, 2022.



Figure 207: View along Railway Parade lined with mature trees, setbacks and low fences.  
Source: TZG Architects, 2022.



Figure 208: View of single storey residential house on Railway Parade.  
Source: TZG Architects, 2022.



Figure 210: Railway Parade falls to the north.  
Source: Design Inc, 2022.



Figure 211: Tree lined streets fall away from Railway Parade towards the Greater Blue Mountains Area.  
Source: Design Inc, 2022.



Figure 212: View of two storey residential house and entry driveway on Railway Parade.  
Source: TZG Architects, 2022.



Figure 213: View of low fences and on-grade pathway adjacent Railway Parade.  
Source: TZG Architects, 2022.



Figure 214: 1954. Medlow Bath Railway Station.  
Source: NSW State Archives, Image Number oai: records.nsw.gov.au:17420\_a014\_a014000748.jpg, 17420\_a014\_a014000748



# 4.0

## Heritage Significance



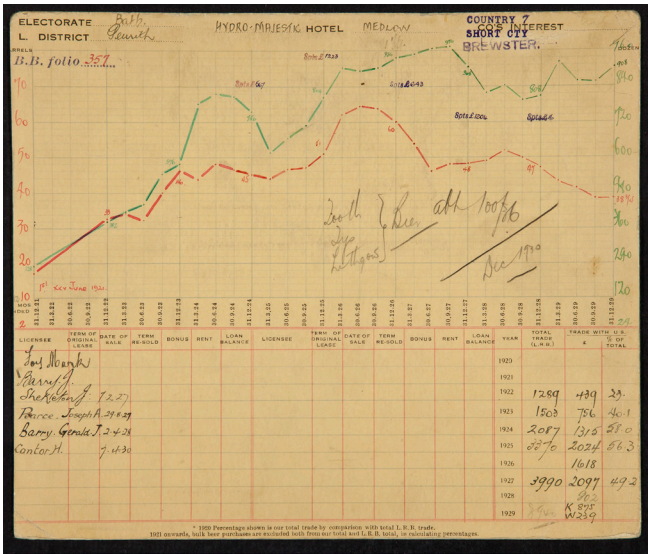


Figure 215: 1920s. Hydro Majestic Hotel, Card 1, Side 1.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125223>



Figure 216: 1920s. Hydro Majestic Hotel, Card 1, Side 2.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125222>

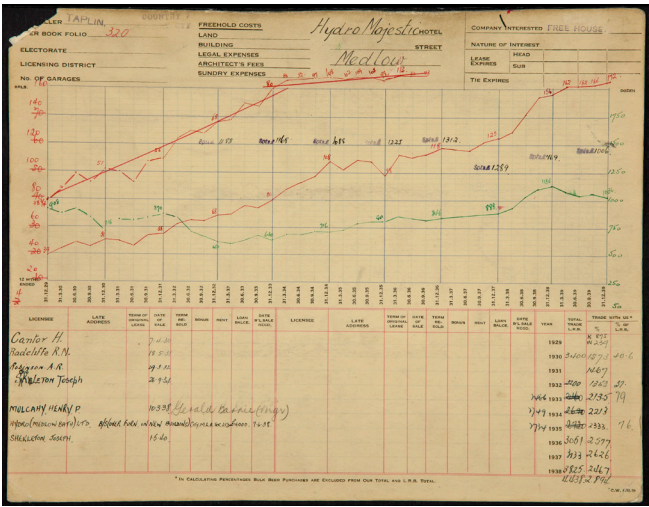


Figure 217: 1930s. Hydro Majestic Hotel, Card 3, Side 1.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125220>

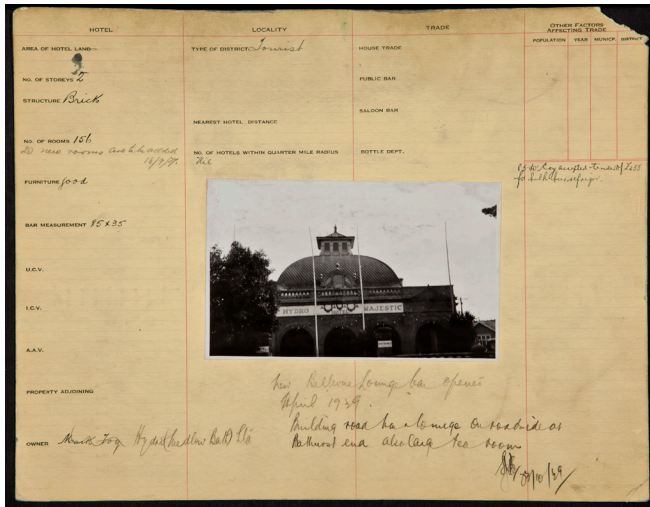


Figure 218: 1930s. Hydro Majestic Hotel, Card 3, Side 2.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125219>

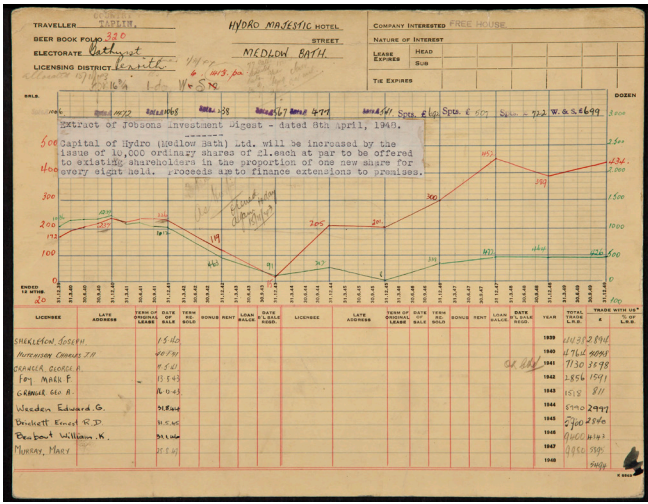


Figure 219: 1940s. Hydro Majestic Hotel, Card 4, Side 1.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125218>

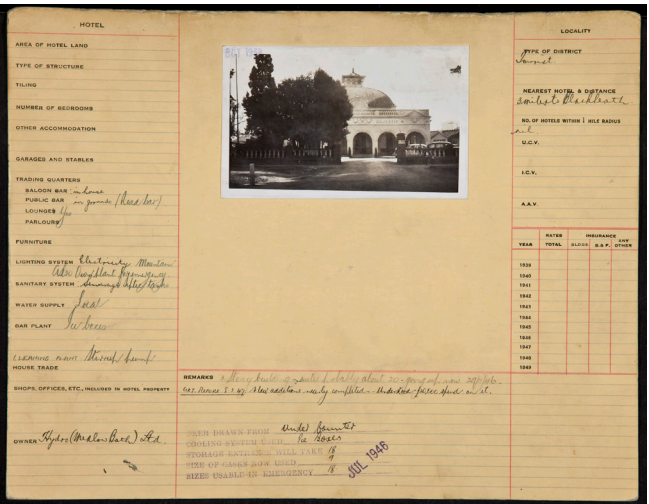


Figure 220: 1940s. Hydro Majestic Hotel, Card 4, Side 2.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125217>

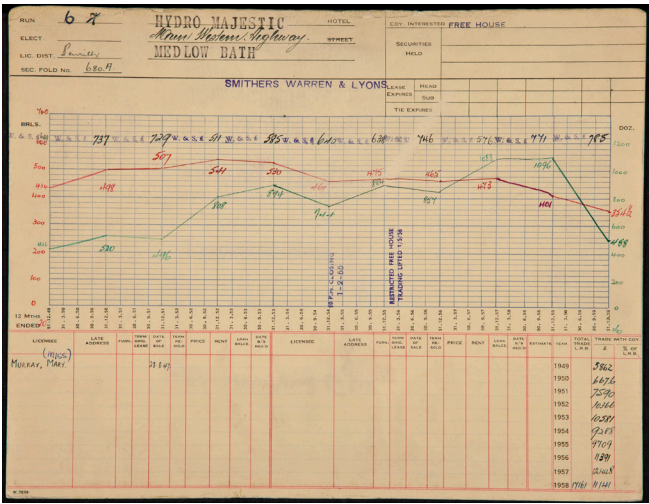


Figure 221: 1950s. Hydro Majestic Hotel, Card 5, Side 1.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125216>

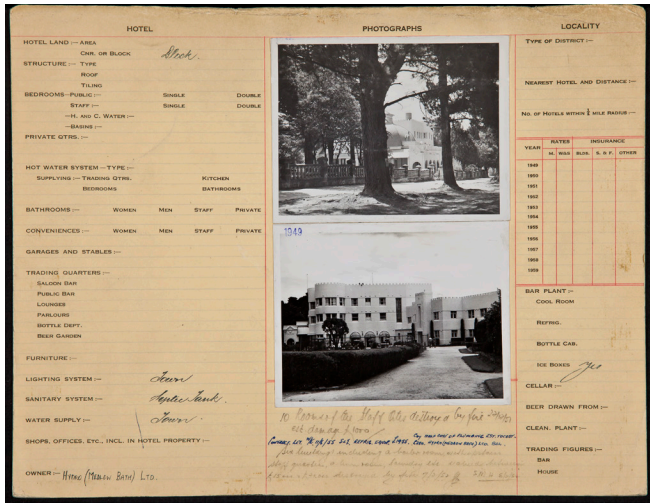


Figure 222: 1950s. Hydro Majestic Hotel, Card 5, Side 2.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125215>



Figure 223: 1950s. Hydro Majestic Hotel, Card 6, Side 1.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125214>

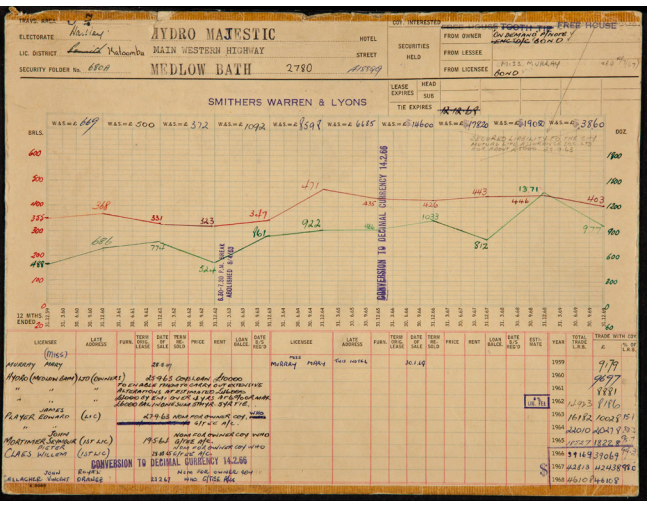


Figure 224: 1960s. Hydro Majestic Hotel, Card 7, Side 1.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125213>

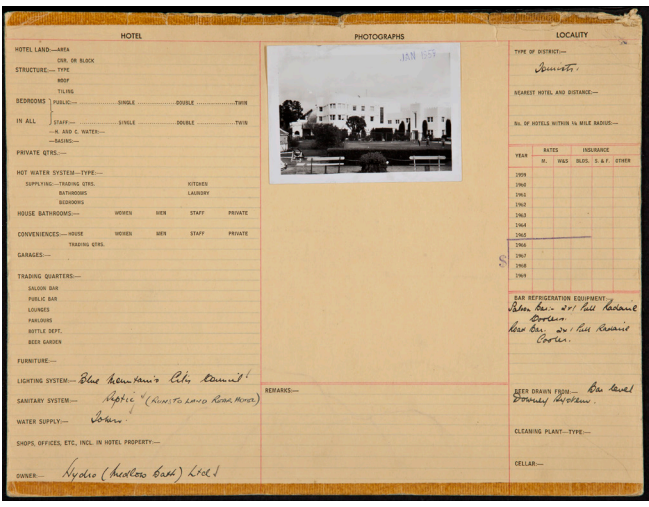


Figure 225: 1960s. Hydro Majestic Hotel, Card 7, Side 2.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125212>

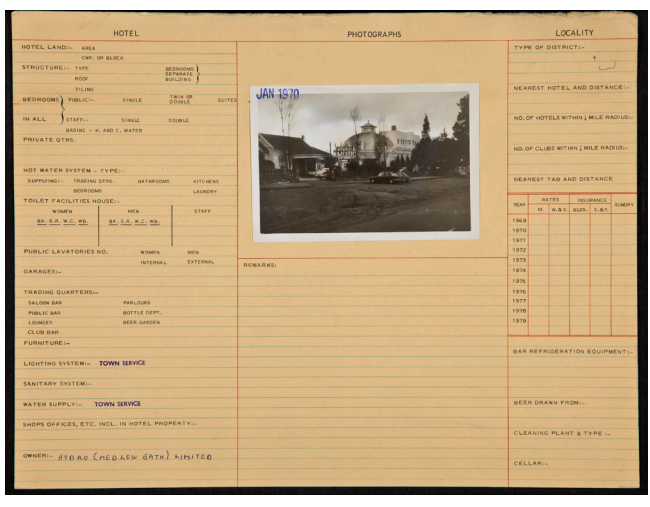


Figure 226: 1970s. Hydro Majestic Hotel, Card 8, Side 2.  
Source: Australian National University, Noel Butlin Archives, Tooth & Co, <http://hdl.handle.net/1885/125210>



# 4.1 Statutory Context

Environmental heritage in NSW is protected and managed under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*, the *NSW Heritage Act 1977* and the *NSW Environmental Planning and Assessment Act 1979 (EP&A Act)*.

## 4.1.1 World Heritage Convention

The General Conference of UNESCO adopted the Convention Concerning the Protection of World Cultural and National Heritage (World Heritage Convention) on 16 November 1972, and it came into force on 17 December 1975. The World Heritage Convention aims to promote international cooperation to protect places of outstanding cultural significance.

### World Heritage List

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

## 4.1.2 Environment Protection and Biodiversity Conservation Act (Cth) 1999

The *Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)* is the principal environmental Act at a Commonwealth level. It provides for the protection and management of nine matters of national environmental significance as defined in the Act. Matters of national environmental significance include but are not limited to flora, fauna, ecological communities and heritage places of national and international importance.

In addition, the *EPBC Act* applies to actions with a significant impact on the environment where the actions affect, or are taken on, Commonwealth land, or are carried out by a Commonwealth agency (even if that significant impact is not on one of the nine matters of ‘national environmental significance’).

The *EPBC Act* requires approval from the Minister for actions with a significant impact on places included on the National Heritage List or Commonwealth Heritage List.

### National Heritage List

The National Heritage List was established under the EPBC Act to protect places of outstanding significance to Australia.

The Greater Blue Mountains Area is listed the National Heritage List (Place No.105999) and is located within the vicinity of the proposal area.

### Commonwealth Heritage List

The Commonwealth Heritage List was established under the *EPBC Act* to protect places owned and managed by Commonwealth agencies.

There are no places on the Commonwealth Heritage List within or near the proposal area.

## 4.1.3 Heritage Act (NSW) 1977

The *NSW Heritage Act 1977* (Heritage Act) is the principal Act for the management of the environmental heritage of NSW. It establishes the State Heritage Register (SHR) and includes provisions for Interim Heritage Orders, Orders to Stop Work and the management of archaeological relics. It also requires government agencies such as Transport for NSW to maintain a Heritage and Conservation Register.

To assist management of NSW’s environmental heritage, the Act distinguishes between assets of state and local significance.

### State Heritage Register

The State Heritage Register (SHR) identifies places and objects of importance to the whole of NSW.

Medlow Bath Railway Station Group is listed on the State Heritage Register (SHR No.01190).

### Section 170 Heritage and Conservation Register

Section 170 of the Act requires government agencies to establish a Heritage and Conservation Register that identifies all assets of environmental heritage that it owns or occupies. Government agencies are required to provide the NSW Heritage Council notice of any intention to remove an asset from a Section 170 Heritage and Conservation Register, transfer ownership of an asset included on a Section 170 Heritage and Conservation Register, cease to occupy an asset on a Section 170 Heritage and Conservation Register or demolish an item included on a Section 170 Heritage and Conservation Register and assets must be maintained with due diligence in accordance with the State Agency Heritage Guide (NSW Heritage Office 2005). Proposals to alter or demolish assets of State significance must be referred to the NSW Heritage Council.

Medlow Bath Railway Station Group is listed on the TfNSW RailCorp Section 170 Heritage and Conservation Register (SHI No.4801011).

### Relics Provisions

Historical archaeological resources or ‘relics’ are defined by the *NSW Heritage Act*. Section 139 protects archaeological ‘relics’ from being ‘exposed, moved, damaged or destroyed’ by the disturbance or excavation of land. This protection extends to the situation where a person has ‘reasonable cause to suspect’ that archaeological remains may be affected by the disturbance or excavation of the land. It applies to all land in New South Wales that is not included on the SHR. A relic is an archaeological deposit, resource or feature that has heritage significance at a local or State level. The definition is no longer based on age. A ‘relic’ is defined by the *Heritage Act* as:

Any deposit, object or material evidence:(a) which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and (b) which is of State or Local significance.

## 4.1.4 Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (EP&A Act) regulates land-use planning and assessment for NSW. The project was assessed through a Review of Environmental Factors (REF) under Division 5.1 of the EP&A Act, specifically a development without consent to be determined by TfNSW.

### Blue Mountains Local Environmental Plan 2015

The Blue Mountains Local Environmental Plan (LEP) 2015 sets out a range of planning, development and environmental controls for the Blue Mountains City Council Local Government Area (LGA). Schedule 5 of the LEP identifies heritage items within the LGA.

The following heritage items listed on the Blue Mountains LEP 2015 are located in the immediate vicinity of the proposal area.

- Hydro Majestic (Item No. MB002)
- Medlow Bath Railway Station Group (Item No. MB003)
- Former Post and Telegraph Store (Item No. MB008)
- Avenue of Radiata Pines (Item No. MB015)
- Urunga (Item No. MB017)
- Melbourne House, Cosy Cot, Sheleagh Cottage (Item No. MB019)
- Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic) (Conservation Area No. MB026)

### Potential heritage items

The SOHI prepared by RPS (July 2021) to support the REF for the Great Western Highway upgrade, Medlow Bath, identified Medlow Bath Bus Shelter and Sandstone Railway culvert as potential heritage items. The bus shelter is located within the road reserve beside the railway within the proposal area, while the sandstone railway culvert is located around 100 metres south of the SHR curtilage for Medlow Bath Railway Station.

### Blue Mountains Development Control Plan 2015

The Blue Mountains Development Control Plan (DCP) 2015 outlines the planning, design and environmental objectives and controls against which Blue Mountains City Council assesses Development Applications (DAs).

Blue Mountains DCP 2015 requires a Heritage Impact Statement to be submitted with any proposal which involves development in the vicinity of a heritage item, heritage conservation area, archaeological site or Aboriginal site that addresses any potential impacts and outlines mitigation measures.



## 4.2 Heritage Listing Summary

Medlow Bath Railway Station is listed on the State Heritage Register (SHR) (No. 01190), the TAHE S170 Heritage and Conservation Register (SHI No. 4801011). It is also identified as an item of State significance on the Blue Mountains Local Environmental Plan (LEP) 2015 (Item MB003).

The site is located within a significant cultural landscape as evidenced by the heritage listings of many places in the vicinity of the station. These range from the World Heritage listed Greater Blue Mountains Area to locally listed heritage items including the Hydro Majestic Hotel and Former Post and Telegraph Store.

### 4.2.1 Statutory Listings

#### State Heritage Register

NAME OF ITEM	SHR#.
Medlow Bath Railway Station	01190

#### TAHE S170 Heritage and Conservation Register

NAME OF ITEM	PLACE ID
Medlow Bath Railway Station	4801011

#### Schedule 5 Blue Mountains LEP 2015

NAME OF ITEM	ID NO.
Medlow Bath Railway Station	MB003

### 4.2.2 Non Statutory Listings

A listing on non-statutory registers does not provide any legal protection to heritage items or sites, but does demonstrate the recognised heritage value. Non-statutory heritage registers include the *Register of the National Estate* and those maintained by the Australian Institute of Architects, Engineers Australia and other organisations with an interest in heritage.

#### Register of the National Estate

The *Register of the National Estate* is a list of some 13,000 places of natural, Indigenous and historic significance throughout Australia that was originally established under the Australian Heritage Commission Act 1975. *The Register of the National Estate* ceased to be a statutory register in 2012 and is now maintained on a non-statutory basis as a publicly available archive and educational resource.

There are no sites listed on the Register located in Medlow Bath.

#### Register of the National Trust of Australia (NSW)

The National Trust of Australia (NSW) maintains a Register of Significant Heritage Places. National Trust listing is not a statutory listing and has no legal effect, but is a good indication of community concern for a place or item.

NAME OF ITEM	
Hydro Majestic Hotel	R3522
Medlow Bath Railway Group	R3517
Former Railway Gatehouse No.11	R3517
St Lukes Community Church	R6259

### 4.2.3 Heritage Items in the Vicinity

There are heritage items of International, National, State and Local significance in the vicinity of the Medlow Bath Railway Station. These items are mapped on the following pages.

#### World Heritage List

NAME OF ITEM	#
The Greater Blue Mountains Area	917

#### National Heritage List

NAME OF ITEM	PLACE NO
The Greater Blue Mountains Area	105999

#### Schedule 5 Blue Mountains LEP 2015

The following heritage items are listed on the LEP to be of Local hertiage significance:

NAME OF ITEM	ITEM NO
Hydro Majestic	MB002
Former Post and Telegraph Store	MB008
Avenue of Radiata Pines	MB015
Urunga	MB017
Melbourne House, Cosy Cot, Sheleagh Cottage	MB019
Medlow Bath Hydro Majestic original walking track complex (only the parts within the grounds of the Hydro Majestic). Conservation Area	MB026

### 4.2.4 Potential Heritage Items

The 2021 Statement of Heritage Impact prepared by RPS identified the following potential heritage items.

#### Potential Heritage Items

NAME OF ITEM	
Medlow Bath Bus Shelter (within road reserve beside railway within proposal area)	
Sandstone Culvert (100m south of SHR curtilage for station)	



4.2.5 Summary of Heritage Items

The diagram to the right summarises heritage items, of varying levels of significance, in the vicinity of Medlow Bath Railway Station.

	NAME OF ITEM	#	SIGNIFICANCE
1	The Greater Blue Mountains Area	917 105999	World National
2	Medlow Bath Railway Station	01190 4801011 MB03	State
3	Hydro Majestic	MB002	Local
4	Former Post and Telegraph Store	MB008	Local
5	Avenue of Radiata Pines	MB015	Local
6	Urunga	MB017	Local
7	Melbourne House, Cosy Cot, Sheleagh Cottage	MB019	Local
8	Medlow Bath Hydro Majestic original walking track complex. Conservation Area.	MB026	Local
9	Medlow Bath Bus Shelter		Potential Local
10	Sandstone Culvert		Potential Local





4.3 Heritage Listings

4.3.1 State Heritage Register Listing - Medlow Bath Railway Station - SHR # 01190

The SHR listing for Medlow Bath Railway Station contains the following assessment of significance.

Statement of Significance

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.

CRITERION	ASSESSMENT OF SIGNIFICANCE
Criteria a) Historical Significance	Medlow Bath Station Group is of historical significance 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. It was built in anticipation of a boom period in the mountains, particularly in connection with large holiday resorts such as the nearby Hydro-Majestic Hotel.
Criteria b)	-
Criteria c) Aesthetic/ Technical Significance	Medlow Bath station building is a good example of a standard design island platform building and demonstrates typical architectural elements of Federation period standard buildings that were built between Penrith and Lithgow following the duplication of the railway line. It maintains its overall architectural quality and setting.
Criteria d) Social/Cultural Significance	The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.
Criteria e)	-
Criteria f) Rarity	The timber signal room is a rare example of a separate platform level signal box as the majority of the signal rooms along Blue Mountains Line are incorporated into the main station building.
Criteria g) Representative	The station building is one of the early examples of a large number of standard railway designs that were commonly used in the 1910s-20s after a decade from the construction of Medlow Bath station building. The 1901 superstructure of the footbridge is a typical example of standard steel beam structure supported on trestles and brick abutments with later concrete deck and steps.
Integrity/ Intactness	The station building has a high degree of integrity externally, however; the interiors have lost their intactness due to the poor condition. The timber signal room is intact. The footbridge is relatively intact as it retains its original steel superstructure.





4.3.2 TAHE S170 Listing - Medlow Bath Railway Station - Place ID 4801011

The S170 listing for Medlow Bath Railway Station contains the following assessment of significance and recommended management.

Statement of Significance

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.



Figure 229: Medlow Bath Railway Station.  
Source: Heritage NSW, 2022.

CRITERION	ASSESSMENT OF SIGNIFICANCE
Criteria a) Historical Significance	Medlow Bath Station Group is of historical significance 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. It was built in anticipation of a boom period in the mountains, particularly in connection with large holiday resorts such as the nearby Hydro-Majestic Hotel.
Criteria b)	-
Criteria c) Aesthetic/ Technical Significance	Medlow Bath station building is a good example of a standard design island platform building and demonstrates typical architectural elements of Federation period standard buildings that were built between Penrith and Lithgow following the duplication of the railway line. It maintains its overall architectural quality and setting and some rare interior fixtures and fittings, including fireplaces, internal ticket window frame, and fitted timber seating in the waiting room. Platform gardens and early electric light poles contribute to the heritage character and setting.
Criteria d) Social/Cultural Significance	The place has the potential to contribute to the local community’s sense of place, and can provide a connection to the local community’s past.
Criteria e)	-
Criteria f) Rarity	The timber signal room is a rare example of a separate platform level signal box as the majority of the signal rooms along Blue Mountains Line are incorporated into the main station building Interior fixtures and fittings in the platform building are now rare, including fireplaces, internal ticket window, and fitted timber seating in the waiting room.
Criteria g) Representative	<p>The station building is one of the early examples of a large number of standard railway designs that were commonly used in the 1910s-20s after a decade from the construction of Medlow Bath station building.</p> <p>The 1901 superstructure of the footbridge is a typical example of standard steel beam structure supported on trestles and brick abutments with later concrete deck and steps. The footbridge was identified as an item of moderate heritage significance in the comparative analysis from the 2016 ‘Railway Footbridges Heritage Conservation Strategy’.</p>
Integrity/ Intactness	The station building has a high degree of integrity externally and internally, however; the interiors are deteriorating due to lack of use. The timber signal room is intact. The footbridge is relatively intact as it retains its original steel superstructure. Platform gardens and early electric lighting are traditional elements that contribute to overall integrity, although treated pine log borders to garden beds and modern flood lights detract from heritage character.

Description

Buildings

Station Building - type 11, island station building ‘A8’ design, brick (1902) Signal Room - gabled roof, timber (c1922)

Structures

Island Platform - brick faced (1902) Footbridge (1901, 1994)

Station Building (1902)

External: Constructed of face brick with corrugated metal gabled roof extending as an awning to both platforms, the Medlow Bath station building is an early phase island building in standard ‘A8’ Federation style design. It features 6 bays with linear arrangement along the platform with tuckpointed red brickwork with engaged piers between the bays. Other features include rendered and moulded two rows of string courses, moulded cornice, timber framed windows and doors with contrasting decorative trims and sills, standard iron brackets over decorative corbels supporting ample platform awnings, fretted timber work to both ends of awnings and gable ends, timber finials to gable apex, tall corbelled chimneys, timber framed double-hung windows with multi-paned and coloured upper sashes, and timber door openings with multi-paned fanlights with coloured glazing.

Internal: Medlow Bath Station is an unattended station and its interiors are in an abandoned state. The floor layout of the building comprises a booking office, waiting room, ladies waiting and toilets and male toilets with access from the south end of the building. The interiors generally feature custom orb ceilings with ceiling roses, fireplaces with no grates, timber floor boards to main rooms and tiling to toilets, beaded dado line and timber bead style moulded cornices. Toilet fittings are modern.

Signal Room (c1922)

External: A small timber building at the booking office end of the station on axis with the platform. Historical evidence suggest that this weatherboard building covered an interlocking frame, which was originally erected as an open frame. It appears to be used as a store room after being taken out of service in 1957. It has a steep gabled corrugated metal roof, rusticated timber boarding with small four-paned windows on three elevations, and a four-panelled timber door with timber awning on the south elevation.

Internal: Access to the interior of the signal room was not available (2009).

Island Platform (1902)

A typical island platform running north-south, with the buildings located approximately at the centre. The platform is brick faced with a concrete deck and asphalt finish. Two raised round shaped slabs are located to the south of the station building probably for access to the services below the platform. A number of garden beds along the axis of the platform enhance the setting of the station. Modern platform furniture including light fittings, signage, timber bench seating and aluminium palisade fencing at both ends of the platform are other features along the platform.

Footbridge (1901,1994)

A standard concrete slab structure supported on original brick abutments and two steel trestles with new stairs to the platform and bridge with new concrete deck over the tracks spanning between the Great Western Highway and Railway Parade. The footbridge marks the northern end of the station. A concrete level crossing with relatively new fabric is also located on the southern end of the station. 1994 metal balustrades provides safety along the edges of the stairs and the bridge.

Movable Items

Two timber bench style seats in the waiting room.

Landscape Features

Other than small plantings along the platform no notable landscape features have been identified. The existing plantings are not considered significant.



4.3.3 Blue Mountains LEP 2015, Schedule 5 Listing - Medlow Bath Railway Station - MB003

The LEP listing for Medlow Bath Railway Station contains the following assessment of significance.

Statement of Significance

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.

CRITERION	ASSESSMENT OF SIGNIFICANCE
Criteria a) Historical Significance	Medlow Bath Station Group is of historical significance 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. It was built in anticipation of a boom period in the mountains, particularly in connection with large holiday resorts such as the nearby Hydro-Majestic Hotel.
Criteria b)	-
Criteria c) Aesthetic/ Technical Significance	The station is a representative example of a Federation free classical railway station built to a standard pattern used for the majority of stations on the Blue Mountains railway following the duplication of the railway line.
Criteria d) Social/Cultural Significance	The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.
Criteria e)	-
Criteria f) Rarity	The timber signal room is a rare example of a separate platform level signal box as the majority of the signal rooms along Blue Mountains Line are incorporated into the main station building.
Criteria g) Representative	The station building is one of the early examples of a large number of standard railway designs that were commonly used in the 1910s-20s after a decade from the construction of Medlow Bath station building. The 1901 superstructure of the footbridge is a typical example of standard steel beam structure supported on trestles and brick abutments with later concrete deck and steps.
Integrity/ Intactness	Main Building: High



Figure 230: Medlow Bath Railway Station.  
Source: Heritage NSW, 2022.

Medlow Bath Footbridge

The Railway Footbridges Heritage Conservation Strategy prepared by GAO Heritage Group in 2016 grades the Medlow Bath Footbridge as one of 31 footbridges being of Moderate significance, which although modified, contribute to a railway heritage precinct. The study describes the significance of the footbridge at Medlow Bath as follows:

Medlow Bath (1901).  
The Medlow Bath station footbridge is a typical example of standard steel beam structure supported on trestles and brick abutments with later concrete deck and steps. Precinct is SHR, s170 & LEP listed.

The following strategy applies to footbridges of Moderate significance:

STRATEGY 9.

Retain footbridges of Moderate significance as a first preference.

- Railway station footbridges of Moderate heritage significance which also contribute to heritage railway precincts should be prioritised for conservation.
- A range of good examples of railway station footbridges of Moderate heritage significance should be earmarked for careful conservation. They should be chosen to because of their ability to represent different periods and constructions techniques.



4.4 Heritage Listings for Heritage Items in the Vicinity of the site

4.4.1 Blue Mountains LEP 2015, Schedule 5 Listing - Hydro Majestic - MB002

The LEP listing for the Hydro Majestic, located adjacent to the subject site at 52-88 Great Western Highway Medlow Bath, contains the following assessment of significance.

Statement of Significance

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 free standing 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.

Medlow Bath Station Upgrade

CRITERION	ASSESSMENT OF SIGNIFICANCE
Criteria a) Historical Significance	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.
Criteria b)	-
Criteria c) Aesthetic/ Technical Significance	<p>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.</p> <p>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.</p> <p>Some individual elements including the Casino and Reception buildings are fine examples of Federation free style architecture.</p> <p>The tennis courts have a rare quality with their rustic stone walling and location on the edge of the ridge</p>
Criteria d) Social/Cultural Significance	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.
Criteria e) Research Potential	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.
Criteria f) Rarity	-
Criteria g) Representative	-
Integrity/ Intactness	-



Figure 231: View towards Hydro looking south along GWH. Source: TZG Architects, 2022.



Figure 232: View towards Hydro looking south along GWH. Source: TZG Architects, 2022.



Figure 233: View towards Hydro Casino building. Source: TZG Architects, 2022.



Figure 234: View towards Hydro Casino building. Source: TZG Architects, 2022.



Figure 235: Hydro Majestic Hotel. Source: TZG Architects, 2022.



Figure 236: View of the Megalong Valley from the tennis court. Source: TZG Architects, 2022.



4.4.2 Blue Mountains LEP 2015, Schedule 5 Listing - Former post and telegraph store and interiors - MB008

The LEP listing for the former post and telegraph store and interiors, located at 1 Railway Parade on the eastern side of the station, contains the following assessment of significance.

Statement of Significance

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 a crenellated 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.

CRITERION	ASSESSMENT OF SIGNIFICANCE
Criteria a) Historical Significance	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.
Criteria b)	-
Criteria c) Aesthetic/ Technical Significance	The former Post and Telegraph Office and Store is an unusual example of a Federation Gothic shopfront. An unusual form for a post office, the building features crenellated parapet, twisted columns and a decorative shield in the centre of the façade.
Criteria d) Social/Cultural Significance	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.
Criteria e)	-
Criteria f) Rarity	-
Criteria g) Representative	-
Integrity/ Intactness	High



Figure 237: Former post and telegraph store.  
TZG Architects, 2022.



Figure 238: Former post and telegraph store in the snow.  
TZG Architects, 2022.



Figure 239: Former post and telegraph store.  
TZG Architects, 2022.



4.4.3 Blue Mountains LEP 2015, Schedule 5 Listing - Avenue of Radiata Pines - MB0015

The LEP listing for the Avenue of Radiata Pines, located from 52 Great Western Highway to 33 Station Street on the western side of the station in the vicinity of the Hydro Majestic Hotel, contains the following assessment of significance.

Statement of Significance

The avenue is an integral part of the significance of the Hydro Majestic, and a 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.

Many of the Radiata Pines were damaged during the wind storms of 2012, and were removed by the RMS for safety reasons. The entire avenue has been replaced with a new species of line plantings - Western Red Cedar (thuja plicata). The item retains some significance which is expected to be restored as the new plantings reach maturity.



Figure 240: Avenue of trees on Great Western Highway. TZG Architects, 2022.

CRITERION	ASSESSMENT OF SIGNIFICANCE
Criteria a) Historical Significance	<p>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, in 2000 was considered to be of state significance.</p> <p>However, since the 2000 assessment, many of the Radiata Pines were damaged during the wind storms of 2012, and were removed by the RMS for safety reasons. The entire avenue has been replaced with a new species of line plantings - Western Red Cedar (thuja plicata). The item retains some significance which is expected to be restored as the new plantings reach maturity.</p>
Criteria b)	-
Criteria c) Aesthetic/ Technical Significance	<p>The avenue is a highly significant aesthetic feature of Medlow Bath and the Hydro Majestic.</p> <p>The entire avenue has been replaced with a new species of line plantings - Western Red Cedar (thuja plicata). The item retains some significance which is expected to be restored as the new plantings reach maturity.</p>
Criteria d) Social/Cultural Significance	-
Criteria e)	-
Criteria f) Rarity	-
Criteria g) Representative	-
Integrity/ Intactness	High

4.4.4 Blue Mountains LEP 2015, Schedule 5 Listing - Urunga - MB0017

The LEP listing for Urunga, located at 1 Park Street on the eastern side of the station, contains the following assessment of significance.

Statement of Significance

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.



Figure 241: Urunga. TZG Architects, 2022.



Figure 242: Urunga. TZG Architects, 2022.

4.4.5 Blue Mountains LEP 2015, Schedule 5 Listing - Melbourne House, Cosy Cot, Sheleagh Cottage - MB0019

The LEP listing for Melbourne House, Cosy Cot, Sheleagh Cottage, located from 2, 4, 6 and 10 Great Western Highway, does not contain a statement of significance.



Figure 243: Cosy Cot. TZG Architects, 2022.



Figure 244: Melbourne House. TZG Architects, 2022.



Figure 245: Sheleagh Cottage. TZG Architects, 2022.



4.4.6 Blue Mountains LEP 2015, Schedule 5 Listing - Medlow Bath Hydro Majestic original walking track complex Conservation Area - MB0026

The LEP listing for the Medlow Bath Hydro Majestic original walking track complex Conservation Area, contains the following assessment of significance which applies to the whole of the former Hydro Majestic walking track system, not only that portion remaining within the present Hotel grounds. However, lots on lands adjacent to the Hotel grounds have been excluded from the listing boundary at this stage.

Statement of Significance

The Hydro Majestic Hotel walking track complex has been assessed as being potentially of state significance as the most extensive privately constructed walking track complex in Australia and for its association with Australia’s only hydropathical resort developed on the European model.

The Hydro Majestic walking track complex has potential 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 hydropathic 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 potentially 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 19th and early 20th 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 as survived virtually fully intact to the present time.

CRITERION	ASSESSMENT OF SIGNIFICANCE
Criteria a) Historical Significance	The Hydro Majestic Hotel walking track complex has been assessed as potentially of state significance as the most extensive privately constructed walking track complex in Australia and for its association with Australia’s only hydropathical resort developed on the European model.
Criteria b) Historical Association Significance	The Hydro Majestic walking track complex has been assessed as potentially of 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 hydropathic resort. The track complex has local significance for its association with William Hargraves, Chief Clerk in Equity of NSW and Blackheath pioneer.
Criteria c) Aesthetic/ Technical Significance	The Hydro Majestic walking track complex has aesthetic significance potentially at the state level for the design values in its construction which demonstrate superb integration of natural and constructed features.
Criteria d) Social/Cultural Significance	-
Criteria e) Research Potential	As nearly all of the track complex is intact, it offers an opportunity to research late 19th and early 20th century walking track design and construction techniques, significant at the local level.
Criteria f) Rarity	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 as survived virtually fully intact to the present time.
Criteria g) Representative	-
Integrity/ Intactness	Nearly all of the track fabric is intact.

Physical Description

The central core of Hydro Majestic tracks on Portion 56 includes:

- 1. Hotel to “Sunbath” track
- 2. Cliff top track between Sunbath area and Hotel via (later) septic tanks
- 3. Connections between 1 & 2 including Glen Rosa
- 4. Megalong Valley Tracks - including Colosseum & connection to Megalong Valley Road
- 5. Garden and short walk terraces to west and south west of hotel

Additions by Mark Foy

- 1. Wonderland/Marks Tomb Tracks
- 2. Hotel to Swimming Pool Track
- 3. Three Brothers track
- 4. Lovers Track
- 5. Flying Fox Track and Access Road
- 6. Belgravia Street Connections
- 7. Sunbath Road
- 8. Murphys Track
- 9. McLennans Track
- 10. Maxine Bower Track
- 11. Prisoners Glen Track
- 12. Numerous connection tracks

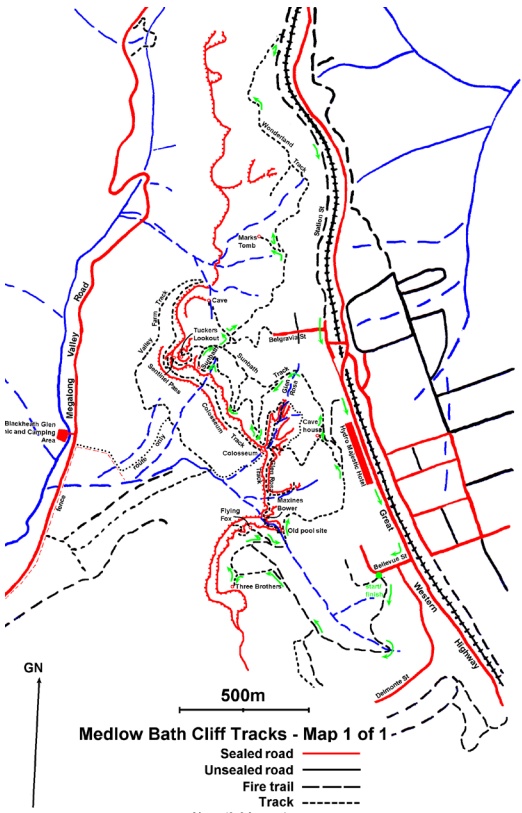


Figure 246: Medlow Bath Cliff Tracks Map. Source: <https://bushwalkingsw.com/walk.php?nid=737>



Figure 247: Medlow Bath Cliff Track. Source: Design Inc, 2022.



4.4.7 Potential Heritage Items

Three potential heritage items have been identified in the area of Medlow Bath within the site boundary of the GWH upgrade. These include an advertising sign for the Hydro Majestic, a sandstone railway culvert and bus shelter.

The 2021 Review of Environmental Factors<sup>6</sup> contains the following statements of significance for the bus shelter and sandstone railway culvert, which are located in the vicinity of the proposed footbridge.



Figure 248: Location of potential heritage items.  
Source: REF, 2021, p.157.

Medlow Bath Bus Shelter

The Medlow Bath Bus shelter has been identified in many previous studies of Medlow Bath as a potential heritage item. The bus shelter is located near the southern entrance to the Railway Station via the level crossing and subsequently may need to be relocated as part of the project.

Statement of Significance

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. Medlow Bath Bus Shelter



Figure 249: Bus shelter looking north, showing interior mural.  
Source: TZG Architects, 2022

Sandstone Railway Culvert

The sandstone culvert runs beneath the railway embankment south of Medlow Bath Railway Station. Visible on both sides of the embankment, the culvert has been recently modified through the addition of a plastic pipe.

Statement of Significance

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 250: Sandstone culvert on western side of railway embankment looking east.  
Source: REF, 2021, p.159.

Hydro Majestic Sign

The timber sign advertising the 'Majestic Lounge and Public Bar' is located south of the site on the western side of the GWH. Overgrown with roadside vegetation, the sign is in a dilapidated condition.

Statement of Significance

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



Figure 251: Rear of advertising sign.  
Source: REF, 2021, p.160.



Figure 252: Hydro Majestic advertising sign.  
Source: REF, 2021, p.160.

6: Great Western Highway Upgrade, Medlow Bath, Review of Environmental Factors, 2021, pp.157-160.



4.5 Intangible Heritage

Intangible heritage refers to the ‘invisible’ elements of culture that imprint on the identity of groups but cannot be perceived by touch, and is experienced through customs, history and values. Medlow Bath, as a place, holds many intrinsic and intangible heritage values that should be respected and celebrated, including historic associations, stories, memories and meanings.

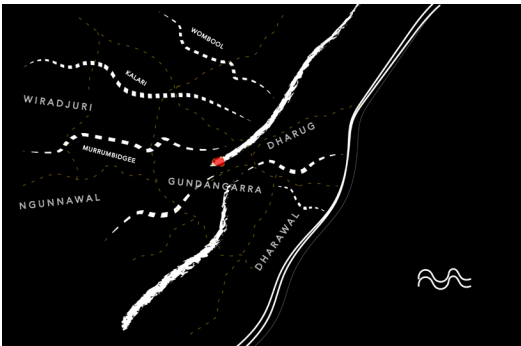


Figure 253: Aboriginal songlines. Sketch by Craig Kerslake.  
Source: Nguluway DesignInc, 2022.

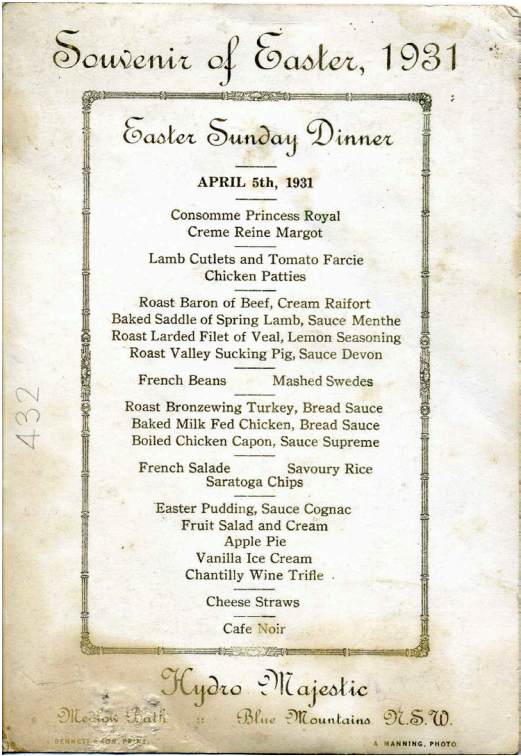


Figure 254: 1931 Easter Menu souvenir.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>



Figure 255: Receipt from the Hydro Majestic Hotel.  
Source: Powerhouse Museum, <https://collection.maas.museum/object/378508>



Figure 256: 'Evening Rails', Medlow Bath footbridge, Rhys Pope photography.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>



Figure 257: Hydro Majestic postcard.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>



Figure 258: Hydro Majestic postcard.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>



Figure 259: Hydro Majestic postcard, Billiard Room.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>

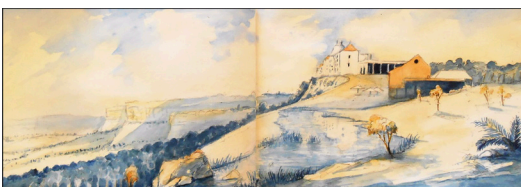


Figure 260: The Hydro Majestic, watercolour, by km0737.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>



Figure 261: 1986. Facade of the Hydro Majestic Hotel at Medlow Bath. Photographer: Peter Moxham.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>

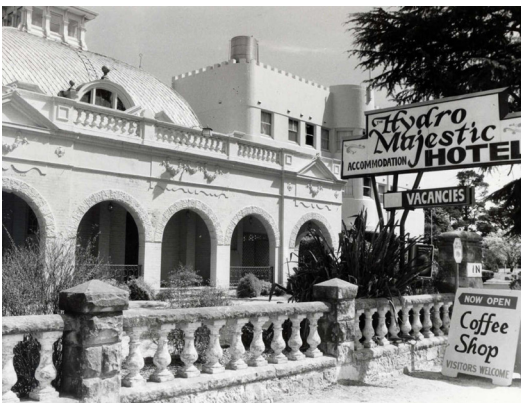


Figure 262: 1986. Exterior of the Hydro Majestic Hotel at Medlow Bath. Photographer: Peter Moxham.  
Source: Sydney Morning Herald, A history of the Hydro Majestic Hotel, June 14 2013, [https://static.fpx.io/images/width\\_1668/t\\_resize\\_width/q\\_62%2Cf\\_auto/a6202ac9941b74ac7b331162167bd9043df940b4](https://static.fpx.io/images/width_1668/t_resize_width/q_62%2Cf_auto/a6202ac9941b74ac7b331162167bd9043df940b4)



Figure 263: 2012. The Hydro Majestic Hotel in the Blue Mountains. Photographer: Janie Barrett.  
Source: Sydney Morning Herald, A history of the Hydro Majestic Hotel, June 14 2013, [https://static.fpx.io/images/width\\_1668/t\\_resize\\_width/q\\_62%2Cf\\_auto/4070c353366251071282d8090096894d44ae433b](https://static.fpx.io/images/width_1668/t_resize_width/q_62%2Cf_auto/4070c353366251071282d8090096894d44ae433b)

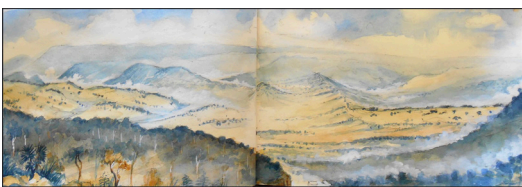


Figure 264: View from the Hydro Majestic, watercolour, by km0737.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>



Figure 265: 2012. Original steam chamber and sculpture from around 1904 at the Hydro Majestic Hotel in the Blue Mountains. Photographer: Janie Barrett.  
Source: Sydney Morning Herald, A history of the Hydro Majestic Hotel, June 14 2013, [https://static.fpx.io/images/width\\_1668/t\\_resize\\_width/q\\_62%2Cf\\_auto/ade6cc06b126137d519b2c3eab2f2ad4f4b26bdf5](https://static.fpx.io/images/width_1668/t_resize_width/q_62%2Cf_auto/ade6cc06b126137d519b2c3eab2f2ad4f4b26bdf5)



Figure 266: 1900s. Staff ball in 1900s at Hydro Majestic hotel at Medlow Bath in Blue Mountains, NSW.  
Source: The Hydro Majestic Hotel, the place where Sir Edmund Barton died, reopens its doors after months of restoration work, 31 October 2014, <https://content.api.news/v3/images/bin/4388a10f3fe0e5929c00d08e6a6d0cc3>



Figure 267: Charleston for Charity at the Hydro Majestic, Trish Davies photographer.  
Source: Flickr, <https://www.flickr.com/search/?text=medlow%20bath>  
<https://www.flickr.com/search/?text=medlow%20bath>



Figure 268: 1930. Aerial view of Medlow Bath, New South Wales, ca. 1930, 2.  
Fairfax Corporation.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-162355018?searchTerm=Medlow%20bath>

# 5.0

## Constraints and Opportunities



## 5.1 Overview

The interconnected heritage values of items within, and adjacent to, Medlow Bath Railway Station result in a number of constraints and opportunities which should be taken into account in the design of any pedestrian link.

Potential constraints and opportunities arise from the following:

- Heritage significance
- Integrity and physical condition
- Significant views
- Heritage Interpretation
- Design

## 5.2 Heritage Significance

*The Australia ICOMOS Burra Charter for Places of Cultural Significance, 2013*, known as the Burra Charter, is widely accepted in Australia as the underlying methodology by which all works to heritage places are undertaken.

Items within, or adjacent to, the study area are identified to be of National, State and local heritage significance and any station upgrade should take a significance-based approach. The heritage significance of the items within, and in close proximity to, Medlow Bath Railway Station should be respected and retained. This requirement is based on those aspects of the items that contribute to their overall significance, as outlined in the Assessment of Significance and Statement of Significance for each heritage item.

Heritage significance should not be seen as an imposition, rather an opportunity to provide meaningful, holistic placemaking, historical connections and sustainable outcomes. Items of heritage significance, and their corresponding curtilage, however, impose physical constraints on new development within the site. This applies to both elements within the site and to heritage listed items located adjacent to the site. Future development within the site should take these constraints into consideration, and explore opportunities as identified in the discussion that follows.

### 5.2.1 Conservation Principles

The Burra Charter provides specific guidelines and principles for actions that should occur in relation to significant places and structures. Measures that are particularly relevant to the Medlow Bath Project include the following:

#### Article 2: Conservation and management

*–Places of cultural significance should be conserved. (Article 2.1)*

#### Article 3: Cautious approach

*–Conservation is based on a respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible. (Article 3.1)*

#### Article 5: Values

*–Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others. (Article 5.1)*

#### Article 7: Use

*–Where the use of a place is of cultural significance it should be retained. (Article 7.1)*  
*–A place should have a compatible use. (Article 7.2)*

#### Article 8: Setting

*–Conservation requires the retention of an appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the cultural significance of the place. New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate. (Article 8)*

#### Article 15: Change

- Change may be necessary to retain cultural significance, but is undesirable where it reduces cultural significance. The amount of change to a place and its use should be guided by the cultural significance of the place and its appropriate interpretation. (Article 15.1)*
- Changes which reduce cultural significance should be reversible, and be reversed when circumstances permit. (Article 15.2)*
- Demolition of significant fabric of a place is generally not acceptable. However, in some cases minor demolition may be appropriate as part of conservation. Removed significant fabric should be reinstated when circumstances permit. (Article 15.3)*
- The contributions of all aspects of cultural significance of a place should be respected. If a place includes fabric, uses, associations or meanings of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance. (Article 15.4)*

#### Article 21: Adaptation

- Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of the place. (Article 21.1)*
- Adaptation should involve minimal change to significant fabric, achieved only after considering alternatives. (Article 21.2)*

#### Article 22: New work

- New work such as additions or other changes to the place may be acceptable where it respects and does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation. (Article 22.1)*
- New work should be readily identifiable as such, but must respect and have minimal impact on the cultural significance of the place. (Article 22.2)*

#### Article 25: Interpretation

*–The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and engagement, and be culturally appropriate. (Article 25)*

#### Article 33: Removed fabric

- Significant fabric which has been removed from a place including contents, fixtures and objects, should be catalogued, and protected in accordance with its cultural significance.*
- Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place. (Article 33)*

### 5.2.2 Integrity and Physical Condition

The ongoing use of Medlow Bath Railway Station is dependent on the maintenance of its building fabric. The platform building and signal room are generally in good condition. The existing footbridge and level crossing are fairly rudimentary.

The integrity of the elements within the station is relatively high. Later modifications, associated with the footbridge and fencing have a greater tolerance for change than the original components.

### 5.2.3 Opportunities arising from heritage significance

The following opportunities relating to heritage significance should be taken into consideration:

- The opportunity to repair and conserve existing significant fabric and remove intrusive elements should be taken.
- Adaptive reuse of significant elements could be undertaken in accordance with the principles of the Burra Charter.
- Opportunities for interpretation should be explored to enhance public appreciation and understanding of the heritage significance of the place.
- The opportunity to recognise the interconnected heritage values of the Medlow Bath precinct, focusing on elements around the pedestrian link.

Tonkin Zulaikha Greer Heritage



## 5.3 Key Heritage Considerations

### 5.3.1 The Greater Blue Mountains Area

Medlow Bath is surrounded by the Blue Mountains National Park with the Megalong Valley located to the west and the Greater Blue Mountains World Heritage area to the east. The Hydro Majestic Hotel forms a wall of buildings oriented towards the view to the west.

#### Key Considerations

- Minimise environmental impacts during construction.
- Include information about the Blue Mountains in interpretation.
- Include directions to popular bushwalks and bike trails in wayfinding signage.

### 5.3.2 Medlow Bath Railway Station

The station comprises a standard Federation platform building and a rare timber signal room. The platform is accessed via an early footbridge at the northern end and a level crossing at the south. Platform gardens and early electric light poles contribute to the heritage character and setting. The SHR listing contains the following generic recommendations regarding management of Medlow Bath Railway Station.

#### Key Considerations:

1. Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the ‘Australia ICOMOS Charter for Places of Cultural Significance’.
2. Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.

3. Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.

4. Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the ‘Minimum Standards of Maintenance & Repair’.

5. Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.

6. Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.

7. Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.

8. Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.

### 5.3.3 Hydro Majestic Hotel

Whilst the Hydro Majestic Hotel is not currently listed on the State Heritage Register, it forms a landmark in Medlow Bath and has been a major health and leisure tourist destination since 1904. Mark Foy’s Hotel is also associated with the construction of the railway station.

#### Key Considerations:

- Minimise impacts on views to and from the Hydro Majestic Hotel.
- Include aspects of the history and significance of the Hydro Majestic as a major tourist destination in interpretation.
- The architecture of the hotel (1904-1940s) may provide a point of reference for the design of the pedestrian link. Consider interpreting distinctive details from the Hydro Majestic Hotel such as the castellated parapets, curved corners, glazing and patterned detailing at entrances in a contemporary manner.

### 5.3.4 Former Post and Telegraph Store

The Former Post and Telegraph Store is located outside the project boundary on the eastern side of the rail corridor near the old footbridge at the northern end of the station. It is currently used as a cafe and shop. The distinctive castellated parapet of the street facade links the building visually to the Hydro Majestic Hotel, which it once served, housing Mark Foy’s chauffeur service.

#### Key Considerations:

- Consider including the history of the building in interpretation.

### 5.3.5 Avenue of Radiata Pines

The avenue of Radiata Pines are located outside of the project boundary. It is understood that works associated with the road widening will affect these trees.

#### Key Considerations:

- Landscaping of the public domain should respect the cultural landscape of Medlow Bath.

### 5.3.6 Urunga

Urunga, located at 1 Park Street, to the east of the rail corridor, once served as the Station Master’s Residence. It is now in private ownership and is located outside the project boundary.

#### Key Considerations:

- Retain views between the station and ‘Urunga’.
- Consider including references to ‘Urunga’ in Station interpretation.

### 5.3.7 Melbourne House, Cosy Cot, Sheleagh Cottage

The Federation houses located from 2, 4, 6 and 10 Great Western Highway are located to the north of the Mazda dealership adjacent to the project area.

#### Key Considerations:

- Maintain privacy of the houses.
- Minimise light spill to surrounding residential properties.

#### Key Considerations:

- Relocate bus shelter and conserve.

### 5.3.8 Medlow Bath Hydro Majestic original walking track complex. Conservation Area

This Conservation Area is located immediately to the west of the project area.

#### Key Considerations:

- Ensure the no environmental damage throughout construction.
- Include directions to the Hydro Majestic original walking track complex in wayfinding signage.

### 5.3.9 Potential Heritage Items

Whilst not listed, it is important to consider the following potential heritage items which have been identified in past studies of Medlow Bath.

#### Medlow Bath Bus Shelter

The existing bus shelter which features a painted mural will need to be relocated as part of the road widening works.

#### Key Considerations:

- Relocate bus shelter and conserve.

#### Sandstone Culvert

The sandstone culvert is located to the south of the project area. It runs beneath the railway embankment south of Medlow Bath Railway Station.

#### Key Considerations:

- Retain and conserve if possible.



5.3.10 Integrity and Physical Condition

Medlow Bath Railway Station

The platform building, signal room and platform are generally in good condition. The footbridge has recently been upgraded. The level crossing poses a danger to public safety.

Hydro Majestic Hotel and Walking Trails

The Hydro Majestic Hotel has been recently upgraded and is in generally good condition. The walking tracks are maintained and servicable.

Former Post and Telegraph Store

The former Post and Telegraph Store has been adapted for use as a cafe and general store and is in good condition.

Avenue of Radiata Pines

The avenue of Radiata Pines were replanted in 2012 and are juvenile.

Urunga

Urunga is now used as a private residence and appears to be in good condition.

Melbourne House, Cosy Cot, Sheleagh Cottage

These four heritage listed houses are well maintained and appear to be in good condition.

Medlow Bath Bus Shelter

The bus shelter is in reasonable condition however needs maintenance.

Sandstone Railway Culvert

The culvert appears to be in reasonable condition.

5.3.11 Constraints Arising from Heritage Significance

The following constraints relating to heritage significance should be taken into consideration:

Aboriginal Cultural Heritage

Whilst there are no known Aboriginal sites located within the study area, based on the *Aboriginal Archaeological Survey Report (PACHCI Stage 2)* prepared by Artefact in October 2015, the following constraints could arise if Aboriginal archaeology were found during construction:

- If archaeologically or culturally significant Aboriginal sites are located, conservation should be considered. Any impacts should be undertaken in consultation with the Aboriginal stakeholders.
- If Aboriginal skeletal material is located, conservation in situ may be required as a reflection of its significance to Aboriginal people.
- Aboriginal cultural themes should be a central part of any heritage interpretation approach.

Non-Aboriginal Archaeology

There is no known archaeology within the study area, which has been disturbed in the past through construction of the Great Western Highway and railway. The following constraints would arise if Non-Aboriginal archaeological items were found within the site during construction:

- An archaeological assessment would be required prior to impacts to provide a detailed appraisal of archaeological potential and significance within the site.
- Impacts to significant archaeology should be avoided where possible. Intact State significant archaeology should be conserved in situ where ever possible.

Built Heritage and Setting

The cultural significance of heritage items located within, and in the vicinity of, the site should be respected. The following constraints relating to heritage significance should be taken into consideration:

- The design should aim to minimise impacts on significant fabric.
- The design should aim to minimise impacts on significant views and vistas associated with heritage items within and adjacent to the site, particularly to and from the Medlow Bath Railway Station and the Hydro Majestic Hotel.
- Advice from a qualified heritage specialist should be sought during all phases of the project.
- The proposal should be accompanied by a Heritage Impact Statement as part of the assessment and approval phase of the project.

5.3.12 Significant views

The Hydro Majestic Hotel forms a landmark within Medlow Bath and defines the town to many visitors. The built form of the hotel hugs the escarpment and forms a wall along the Great Western Highway. Distant views of the Megalong Valley are afforded either side of the built form. The rail corridor is set down below the road limiting views to the railway station. Views toward the former Post and Telegraph Store are offered from the highway as it crosses the rail corridor. Views to the east are limited by dense vegetation.

The proposed pedestrian link will be a substantial new element within the setting of Medlow Bath, visible on approach from the highway and the rail corridor from both directions. An understanding of the character of the ‘place’ including the scale, form, siting, materials, colour and detailing of significant built elements in the vicinity of the site will help inform an appropriate design response within this historic setting which aims to minimise visual impacts on existing views.

Constraints Relating to Significant Views

The following constraints relating to significant views should be taken into consideration:

- The design of the pedestrian link should aim to minimise impacts on existing views. This could be achieved through a ‘place’ specific response which includes a careful consideration of siting, form, materials, colours and detailing.
- The Hydro Majestic Hotel should remain the dominant element within views of Medlow Bath, with the Megalong Valley as a backdrop.

Opportunities Relating to Significant Views

The following opportunities relating to significant views should be taken into consideration:

- There is an opportunity to provide viewing platforms from the pedestrian link which offer views towards the Megalong Valley to the west.



Significant Views

- 1 Public views available to the Megalong Valley
- 2 Views of the Hydro Majestic Hotel
- 3 Views of Medlow Bath Railway Station and former Post and Telegraph Store

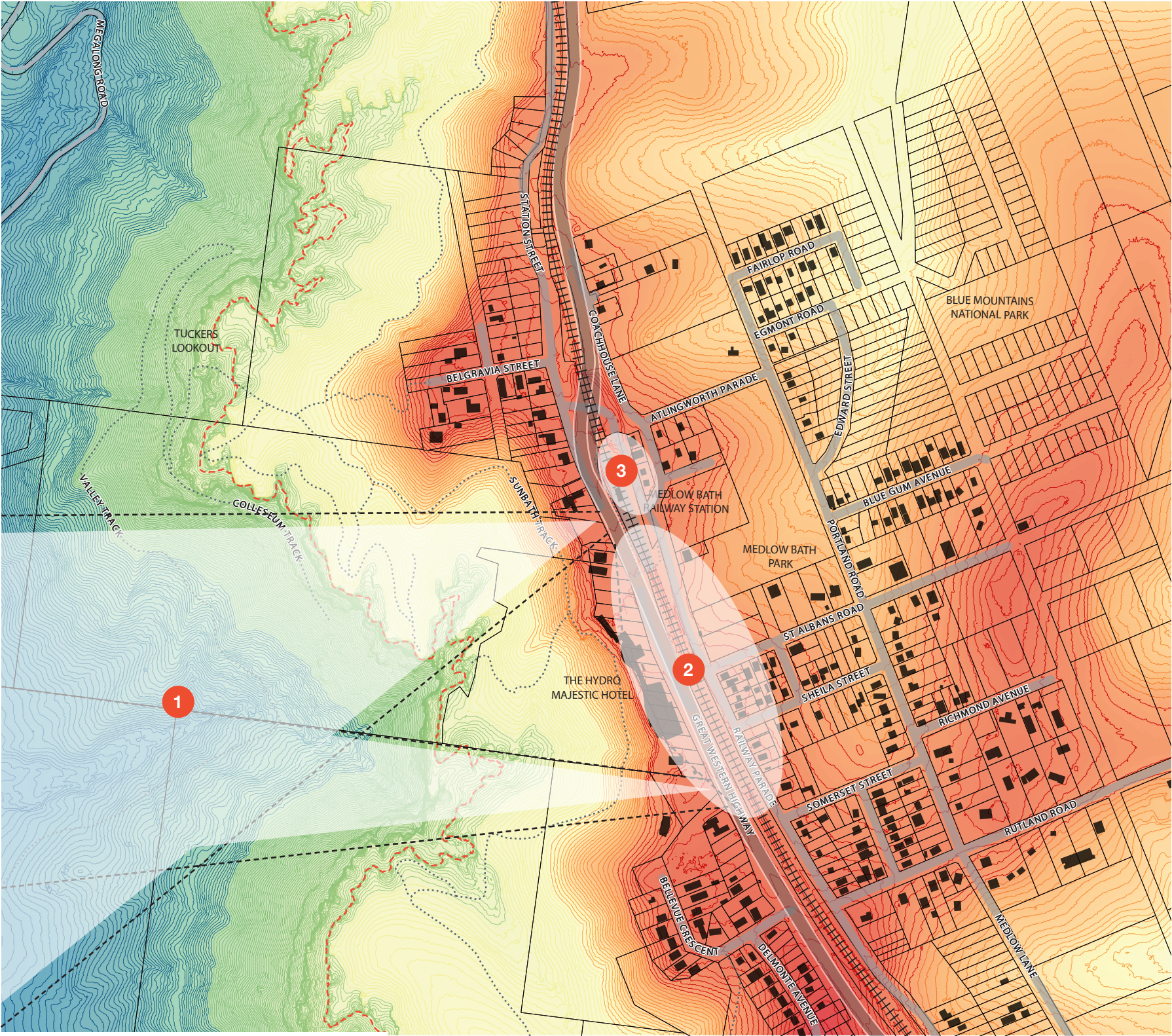


Figure 269: Significant views mapped over topographic map.  
Source: REF, 2021, p.157.



5.3.13 Opportunities Relating to Design

The design of the proposed pedestrian link at Medlow Bath should aim to minimise heritage impacts on the original fabric of the station, but also on the setting of Medlow Bath and significant views. The following design opportunities arise in relation to the project from the protection of the significant heritage values of the site:

- Potential to enhance interpretation of the history and significance of the site, including Aboriginal cultural significance.
- Potential for Aboriginal design principles to help inform works within the landscaped areas of the site. Also refer to the *Designing with Country* Guidelines prepared by the NSW Government Architects Office.
- Potential to design a 'place' specific pedestrian link which responds to the history and significance of Medlow Bath as a major health and tourist destination associated with the Hydro Majestic Hotel.



# 5.4 Site Analysis - Historic Context

## 5.4.1 Upper Blue Mountains

Medlow Bath is located in the Upper Blue Mountains. The *Great Western Highway Katoomba to Lithgow, Strategic Urban Design Framework* describes this part of the mountains as follows:

Between Katoomba and Mount Victoria the Upper Blue Mountains constitute a unique cultural landscape comprised of a string of towns and villages. The settlements are set within the Blue Mountains World Heritage Area with its unique natural landforms and dense bushland cover.

The history of settlement is closely linked with the development of the GWH and the railway. Their alignments intertwine following the route of ancient Aboriginal tracks leading across the Blue Mountains.

Towns in the Upper Blue Mountains have retained their historic character with a large proportion of heritage buildings and other non-Aboriginal heritage items.

The spatial character of the Upper Blue Mountains is predominantly enclosed due to the combination of built form and dense bushland cover. As a result, views are generally limited, with notable exceptions provided at Medlow Bath and Victoria Pass.

## 5.4.2 Medlow Bath

The *Blue Mountains Heritage Study* outlines the setting, form, layout, buildings and heritage significance of Medlow Bath as follows:

### Setting

Beyond Katoomba the plateau narrows and bushland surrounds the transport corridor in the form of the Lake Medlow catchment to the north and the upper reaches of the Megalong Valley to the south. Medlow Bath is located to the north west of this bushland on a narrow section of the plateau above the cliffs forming the northern end of Megalong Valley.

### Form, Layout and Buildings

The town is dissected by the transport corridor. The southern section is mainly a commercial area dominated by the Hydro Majestic Hotel. North of the railway is a small residential area which ends abruptly in a bushland water catchment area.

Most houses are constructed of weatherboard or fibro with corrugated iron roofs and are generally of pre-World War II age. The town is distinctive in that the dominant street and garden vegetation is Ratiata Pine which provide a montaine atmosphere. There are many fine gardens in Medlow Bath, with ‘Ahbunwe’ in Portland Road being representative.

### Heritage Significance

Medlow Bath’s strongest association is with the theme of recreation and tourism. The best evidence of this is the Hydro-Majestic Hotel.

Little has changed since 1983 when the Heritage Study was prepared.

## 5.4.3 Design in Context

The Medlow Bath pedestrian link offers an opportunity to improve amenity for cyclists and pedestrians whilst also upgrading the associated public domain at either end.

A detailed analysis of both the site and its context should underpin any new work. This analysis should also take into account an understanding of the heritage significance of the place and the relative significance of the components of built fabric and their tolerance for change.

New development in this highly significant context should aim to preserve the special qualities that contribute to the ‘sense of place’ in a way that respects the old while embracing the new, setting up a lively dialogue between the two. Well-designed, the pedestrian link will achieve contemporary standards and improve pedestrians’ and cyclists’ experience, whilst also enhancing the heritage setting and the social value of the place.

### Design in context

*Design in Context* (2005), prepared by the NSW Heritage Office and the Australian Institute of Architects NSW Chapter is an excellent general guide for new infill developments in heritage environments. It provides a methodology for analysis of the context and the relationship between old and new elements in terms of character, scale, form, siting, materials, colour and detailing, and aims for design excellence.

In summary, the following principles apply:

### Character

The character of a place is shaped by many contributing factors including topography, distinctive landscape qualities, street and subdivision patterns, density, site coverage, views, vistas, skylines and land uses.

Built elements also shape the character of a place through their heights, position, date and style, materials and details, proportions of openings, craftsmanship, and solid to void ratios, as do local cultural traditions and the uses of a place.

### Scale

The relationship between new elements and their context should be considered in terms of the scale of surrounding built elements – their wall heights, modulation and façade rhythms, massing, density, proportions and relationship to the ground and street plane.

Recognising the predominant scale of the context and responding appropriately can help reduce the visual impact of new structures in an historic environment.

### Form

The relationship of form between new structures and existing built elements should be carefully considered in the design process. Whether a likeness or distinction is sought between the old and the new, the new forms should relate to the heritage elements in a positive way.

### Siting

New elements in a historic context should be complementary to the streetscape and the urban grain of the area, responding to the patterns and scale of other built forms to ensure the proposal results in the creation of quality urban spaces between the old and the new. The siting of new elements should retain key views, natural features of significance such as trees and landscaped elements and archaeological remains.

### Materials and colour

New infill elements should recognise the characteristic materials, textures and colours of the surrounding area and respond to them. They need not be copied but rather used as a point of reference and reinterpreted in either a considered harmonious, complementary or contrasting way. Light and shadow affect how materials and colours are perceived and this should be considered in the design process.


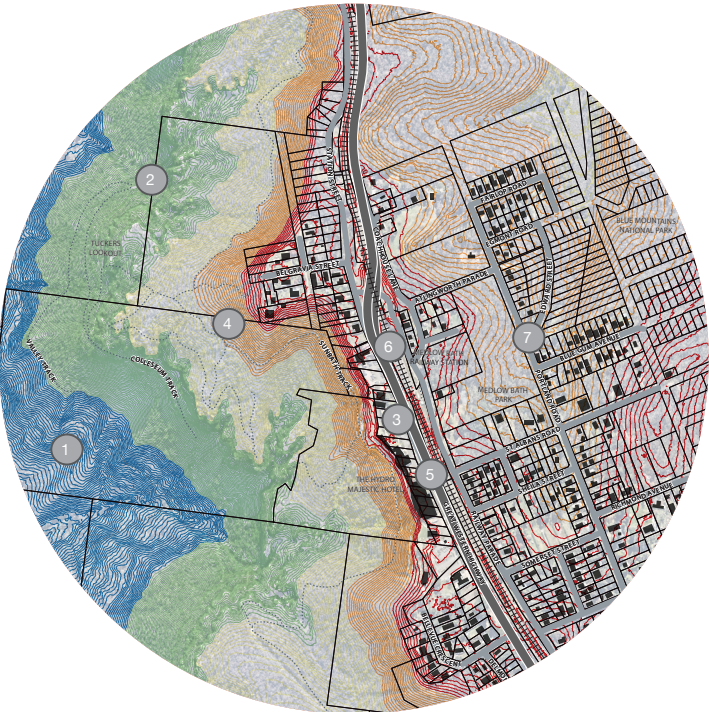
The quality of the new materials should be commensurate with those of existing built elements in the surrounding area – as good or better - and the design should aim to set a benchmark.

### Detailing



Contemporary details can reinterpret the traditional details that contribute to the heritage character of a place, to create complementary relationships between new and old elements and provide a level of visual interest. This principle can be used for both built elements and landscape elements. Analysis of existing details can help inform the language of compatible new elements, without imitation. Similarly the overall texture of the building – the amount of modulation or detail can be an important factor in ensuring a positive relationship with an adjoining heritage building.

Figure 270: Spackman Mossop Michaels, in association with Balarinji and GML Heritage, Great Western Highway Katoomba to Lithgow, Strategic Urban Design Framework, Preliminary Draft, August 2022, p.19.





DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
<b>01. CHARACTER</b>				
<p>–topography of site and its surroundings;</p>	<p>Megalong Valley - Blue Mountains National Park</p> <p>Bush</p> <p>Escarpment</p> <p>Plateau – Hydro Majestic,</p> <p>Great Western Highway (GWH) rises gradually to the north</p>	<p>Railway cutting deeper to north – levels out to south</p>	<p>Railway street falls to the south</p> <p>Land slopes east more gradually towards the bush</p> <p>Greater Blue Mountains Area (world heritage)</p>	<p>The pedestrian link spans a site which slopes down from the west (Great Western Highway) towards the east (Railway Parade) and up from the south to the north.</p> <p>Visual impact of lifts affected by rise of highway towards the north.</p> 
<p>–distinctive landscape elements and quality;</p>	<p>Megalong Valley – Blue Mountains National Park</p> <p>Australian bush</p> <p>Escarpment</p> <p>Exotic plantings within Hydro gardens</p> <p>Cultural landscape</p> <p>Hedge behind sandstone boundary wall</p> <p>Deciduous trees characteristic of the mountains</p> <p>Avenue of trees</p>	<p>Railway cutting</p> <p>Hedged bushes on platform</p>	<p>Medlow Bath Park</p> <p>Aids Memorial</p> <p>Tree lined residential streets</p> <p>Radiata pines</p> <p>European plantings within gardens</p> <p>Cultural landscape</p> <p>Australian bush</p> <p>Greater Blue Mountains Area (world heritage)</p>	<p>Landscape design to respond to the character of the surrounding cultural landscape.</p> 





DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
01. CHARACTER (continued)				
<p>–street and subdivision patterns;</p>	<p>Hydro Majestic hugs narrow ridge line at the edge of the escarpment</p> <p>–Set back from GWH behind garden setting, road, garden hedge and stone wall</p> <p>–Parking from GWH</p> <p>Low density residential expands west either side</p> <p>Great Western Highway bends at rail crossing</p> <p>Side streets perpendicular</p>	<p>Railway cutting</p> <p>Hedged bushes on platform</p>	<p>Railway cutting defines alignment of Railway Street</p> <p>Perpendicular streets, no footpaths, grass verge</p> <p>Large residential allotments with generous gardens</p> <p>Low height fences with houses set back from street</p>	<p>Respect setbacks of neighbouring development.</p>  <ol style="list-style-type: none"> <li>Hydro Majestic hugs narrow ridge line at the edge of the escarpment</li> <li>Set back from Great Western Highway behind garden setting, road, hedge and stone wall</li> <li>Parking from Great Western Highway</li> <li>Low density residential</li> <li>Great Western Highway bends at rail crossing</li> <li>Side streets perpendicular to railway</li> <li>Railway cutting defines Railway Parade</li> <li>Perpendicular streets, no footpaths, grass verge</li> <li>Large residential allotments with generous gardens</li> <li>Low height fences with houses set back from street</li> </ol>
<p>–date and style of built form;</p>	<p>Houses to north early 1900s</p> <p>Federation to recent</p> <p>Hydro Majestic</p> <p>–1904 Federation</p> <p>–1938 Art Deco/Ocean Liner reconstruction post 1922 fire + various more recent additions</p> <p>Petrol Station modern</p> <p>Houses to south recent</p>	<p>Platform Building</p> <p>1902 Federation</p> <p>1922 Signal building</p> <p>Steel overhead gantry structures</p>	<p>1901 former Post Office</p> <p>1916 former Station Master's Residence</p> <p>Residential early 1900s Federation to more recent</p> <p>Predominantly pre WWII</p>	<p>The pedestrian link will be a new element in a historic context.</p> <p>The Hydro Majestic has the most memorable built form associated with Medlow Bath. Architecture of the hotel 1904-1940s may provide a point of reference or interpretation for the design.</p>  <ol style="list-style-type: none"> <li>Houses to north early 1900s Federation to recent</li> <li>Hydro Majestic 1904 Federation, fire 1922, 1938 reconstruction + various additions</li> <li>Petrol Station Modern</li> <li>Houses to south recent</li> <li>Railway Station 1902</li> <li>Former Post Office 1901</li> <li>Former Station Master's Residence 1916</li> </ol>

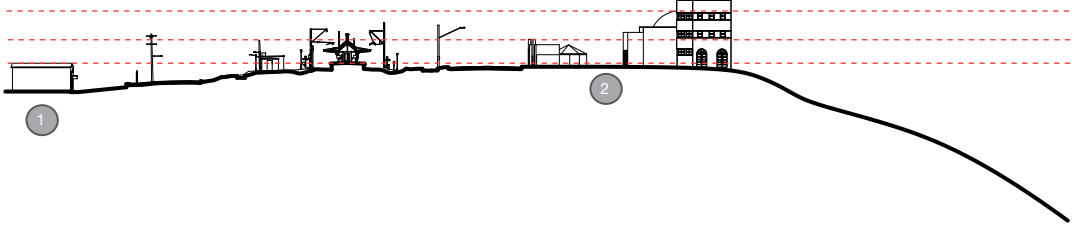






DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
<b>01. CHARACTER (continued)</b>				
<p>–figure/ground and figure/landscape qualities;</p>	<p>Hydro Majestic – wall of irregular buildings perched on the escarpment</p> <p>Exotic landscape setting</p> <p>Road, hedge, fence, parking</p> <p>Great Western Highway</p>	<p>Railway cutting</p> <p>Overbridge</p> <p>Individual buildings on a platform.</p>	<p>Low scale residential</p> <p>Large garden blocks</p> <p>Houses setback from street behind low scale front fences</p>	<p>Relationship of lifts and stairs to surrounding landscape and built form to be carefully considered.</p>  <ol style="list-style-type: none"> <li><b>1 Hydro Majestic</b> <ul style="list-style-type: none"> <li>• Wall of irregular buildings perched on the escarpment</li> <li>• Exotic landscape setting</li> <li>• Road, hedge, fence, parking</li> </ul> </li> <li><b>2 Great Western Highway</b></li> <li><b>3 Railway cutting</b></li> <li><b>4 Low scale residential</b> <ul style="list-style-type: none"> <li>Houses setback from street, low scale front fences, large garden block</li> </ul> </li> </ol>
<p>–views, vistas and skylines;</p>	<p>Service Station sign intrusive</p> <p>Formal planting - sense of arrival</p> <p>Hydro Majestic – forms a landmark which is dominant in views, even from east of rail corridor</p> <p>Glimpses of the Megalong Valley either side of Hydro</p> <p>Blue Mountains National Park - Australian bush</p> <p>Mazda car yard - open yet intrusive in views</p>	<p>Railway cutting</p> <p>Station precinct</p>	<p>Views from Railway Parade west are dominated by the railway cutting and the Hydro Majestic Hotel</p> <p>Streets fall away from rail cutting towards bush</p> <p>Open views not offered</p>	<p>Opportunity for viewing platforms.</p> <p>Views to Megalong Valley, Hydro Majestic, Railway Station, Post and Telegraph Office, Blue Mountains National Park.</p>  <ol style="list-style-type: none"> <li><b>1 Megalong Valley - Blue Mountains</b></li> <li><b>2 Hydro Majestic - dominant views from east of rail corridor</b></li> <li><b>3 Bush Land</b></li> <li><b>4 Former Post Office</b></li> <li><b>5 Mazda car yard</b></li> <li><b>6 Avenue of trees</b></li> </ol>

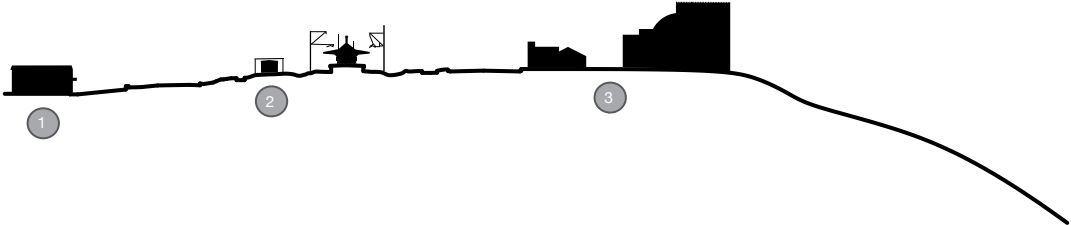






DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
01. CHARACTER (continued)				
<p>–local culture and traditions;</p>	<p>Residential on fringes of commercial area</p> <p>Petrol station</p> <p>Hydro Majestic – Tourism, history, tradition</p> <p>–Resort - health, sanitorium, alternative medicine, relaxation, beauty</p> <p>–Bushwalking, pure air</p> <p>–Tennis</p> <p>–Drama, theatre, art</p> <p>–Casino</p> <p>–Food, fine dining, high tea</p> <p>–Wealth, privilege, elegance – Cat's Alley</p> <p>Mazda car dealership</p>	<p>Railway station - train travel</p>	<p>Former Post Office/Hall – café</p> <p>Former Station Master's Residence</p> <p>Rural Fire Service</p> <p>Playground</p> <p>Low scale residential</p>	<p>Interpretation opportunities associated with history of Medlow Bath as a major tourist destination.</p> 
<p>–uses;</p>	<p>Residential on fringes of commercial area</p> <p>Petrol station</p> <p>Hydro Majestic hotel complex dominant</p> <p>Commercial car dealership</p>	<p>Train travel, commuting</p>	<p>Cafe/shop</p> <p>Residential</p> <p>Community facilities</p> <p>Medlow Bath Park</p> <p>Aids Memorial</p> <p>Residential</p>	<p>Provide safe access for pedestrians and cyclists over the rail corridor and highway for locals and tourists that is DDA compliant.</p> 
<p>–consistency or repetition of above factors.</p>	<p>Hydro Majestic – retreat, stage set bygone era, opulence, eclectic, eccentric</p> <p>Highway – constant flow of traffic, noisy</p>	<p>Rail corridor – irregular trains</p> <p>Divides Medlow Bath into two distinct parts</p>	<p>Less dense, more rural</p> <p>Quieter residential character</p>	<p>Pedestrian link connects three places of differing character.</p>

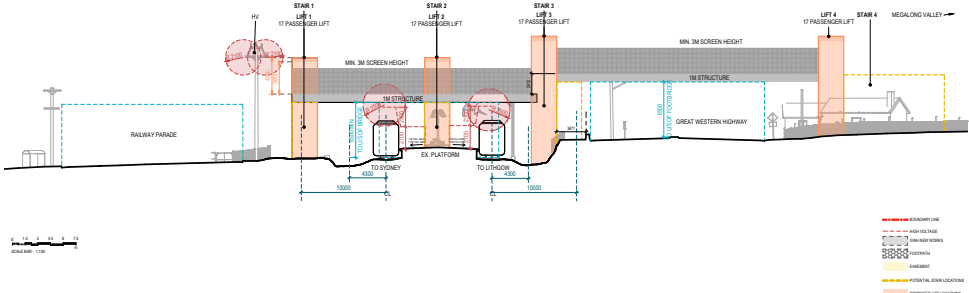



DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
<b>02. SCALE</b>				
–scale of buildings;	<p>Hydro Majestic dominant element - highest scale</p> <p>1-3 storeys</p> <p>Domed roof of Casino striking element</p> <p>Low density residential domestic scale</p> <p>1-2 storeys</p>	Station buildings single storey	<p>Former Post Office single storey with parapet</p> <p>Low density residential domestic scale</p> <p>1 - 2 storeys</p>	<p>The pedestrian link has the potential to be a substantial element in the precinct.</p> <p>Take steps to reduce impact on the scale of the surrounding buildings.</p>
–building and wall heights;	3-12m	3m	3-6m	<p>Minimise height through material choice where possible.</p>  <p>1 Low density residential - domestic scale</p> <p>2 Hydro Majestic dominant element - highest scale</p>
–massing;	<p>Simple residential forms in garden setting</p> <p>Hydro - solid massing with castellated tops, articulated in plan</p> <p>Largely flat roofs other than domed Casino</p>  <p>Hydro majestic</p>	<p>Station buildings</p> <p>Simple rectilinear form, Type 8 brick platform building, pitched roof with awnings</p> <p>Weatherboard signals building, simple form, pitched roof</p>  <p>Station buildings</p>	<p>Former Post Office</p> <p>Simple residential forms in garden setting</p> <p>Residential vernacular housing forms, weatherboard, brick, painted stone</p> <p>Verandahs</p> <p>Pitched metal roofs, chimneys</p>  <p>Former Post office</p>	<p>The Hydro Majestic forms a landmark within Medlow Bath which may provide a point of reference or interpretation for the design of the new pedestrian link.</p> 

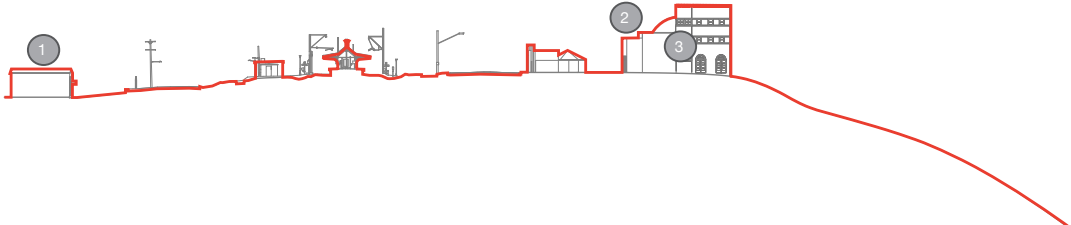
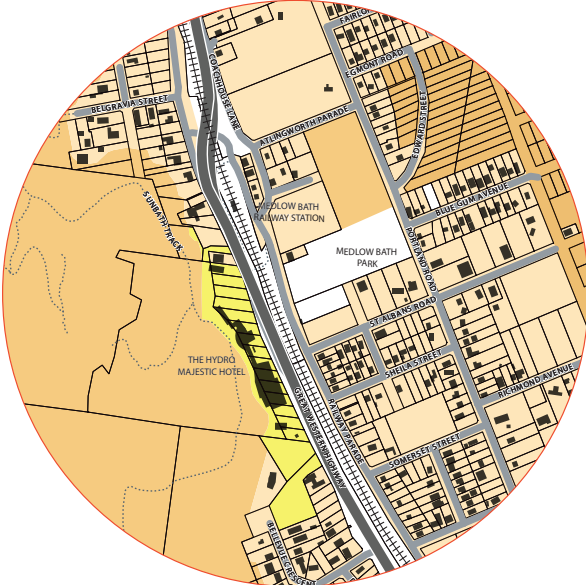


DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
02. SCALE				
– density - pattern of arrangement of buildings and size of buildings;	Domestic scale buildings on large lots  Hydo - buildings joined to form a staggered wall of development, set back from the GWH, in a garden setting	Individual buildings x 2 on a railway platform	Domestic scale buildings on large lots	Minimise footprint of lifts and stairs to ensure that they are presented in a landscape setting.   1 Domestic scale 2 Individual buildings 3 Hydro Majestic - staggered wall development
– proportions;	Hydro - horizontal bands with vertically proportioned windows	Vertically proportioned openings.	Vertically proportioned openings.	Vertical proportions to glazing and screens. The Hydro Majestic may provide inspiration.
– rhythm of buildings and landscape;	GWH - string of pearls concept Bush Service station Hydro Majestic and houses set back behind hedges and gardens Open at car dealership site   Hydro majestic	Buildings centred on railway platform   Station buildings	Fairly regular block sizes and house placement.   Single storey residential house	Respond to rhythm of built elements within the landscape at stair and lift locations.   Hydro majestic

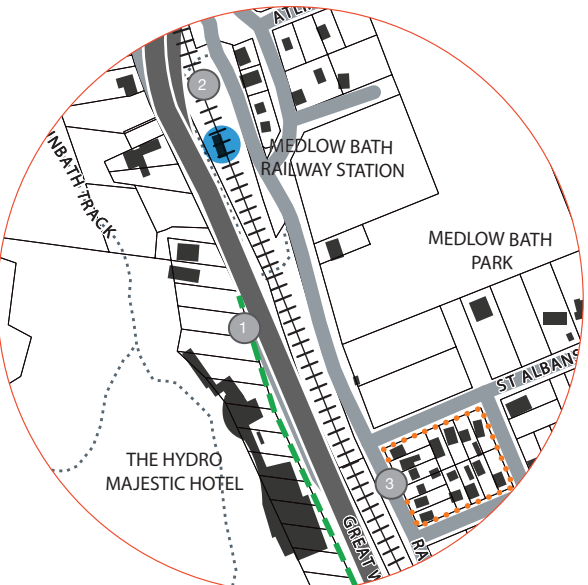





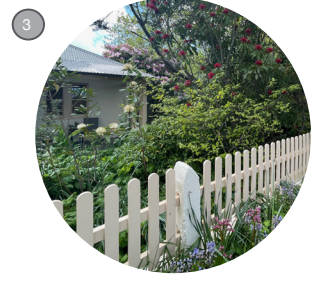
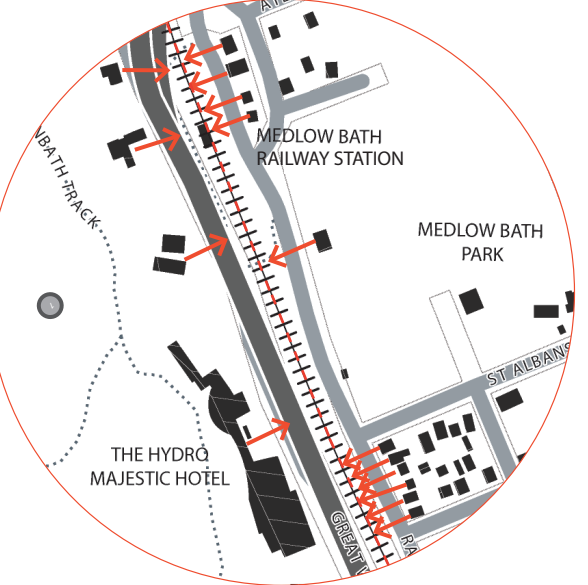


DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
<b>02. SCALE</b>				
<p>– floor-to-floor heights and relationship to ground or street plane;</p>				<p>Minimum heights of some built elements determined by Code.</p> 
<p>– modulation of walls, openings and roof planes in response to the scale of neighbouring buildings;</p>	<p>Hydro - regular rhythm of windows in masonry walls.</p> <p>– Curved corners.</p>			<p>Regular rhythm of elements.</p> <p>Streetscape analysis to inform design.</p>
<p>– transition between different heights (for example, through the use of setbacks).</p>				<p>Relationship between vertical and horizontal elements should consider height transitions in context.</p> 



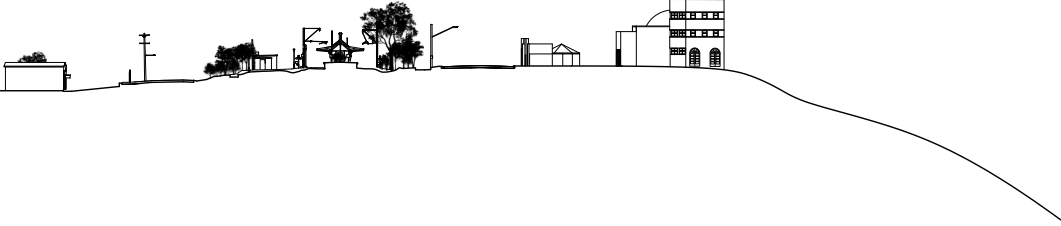


DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
<b>03. FORM</b>				
<p>–predominant form of neighbours;</p>	<p>1-3 storeys</p> <p>Hydro Majestic - block forms with curved corners and details</p> <p>Hydro Majestic forms a landmark - dominant building form within Medlow Bath</p>	<p>1 storey, pitched roof, set down in rail cutting</p>	<p>1 storey vernacular forms</p>	<p>The use of curves could be explored to soften the impact of the overall form of new elements.</p>
<p>–roof form and skyline — ridge and parapet lines, roof slopes, punctuation by party walls, chimneys and lanterns or skylights;</p>	<p>Pitched and flat metal roofs - residential</p> <p>Hydro Majestic - rendered painted masonry with castellated parapet tops, curved corners and flat roofs</p> <p>Domed Casino rises up</p>	<p>Station buildings</p> <p>Simple rectilinear form, type 11, island station building ‘A8’ design, brick platform building, pitched roof</p> <p>Weatherboard signals building, simple form, pitched roof</p>	<p>Residential vernacular housing forms, weatherboard, fibro, brick, painted stone</p> <p>Verandahs</p> <p>Pitched and flat metal roofs, chimneys</p>	 <div data-bbox="1644 856 1923 974"> <p>1 Pitched and flat metal roofs</p> <p>2 Castellated Parapet top</p> <p>3 Domed Roof</p> </div>
<p>–proportion and number of openings;</p>	<p>Hydro openings punched into rendered and painted masonry walls except glazed wintergarten</p>	<p>Vertical proportioned windows</p>	<p>Vertical proportioned windows</p>	<p>Vertical proportions to openings in lift shafts.</p>
<p>–solid to void ratios;</p>	<p>Hydro - high solid to void ratio to street, more open to west - views to Megalong Valley</p> <p>–Most dominant building form GWH in Medlow Bath</p>	<p>High solid to void ratio</p>	<p>High solid to void ratios</p>	<p>High solid to void ratio could be explored for lift shafts.</p>
<p>–relationship between internal and external spaces.</p>	<p>Residential development set back from street in large garden settings. Front and back yards.</p> <p>Hydro Majestic- set back from GWH behind hedge and garden.</p> <p>Views to rear towards Megalong Valley</p>	<p>Platform buildings currently unattended.</p> <p>No public access.</p>	<p>Residential development set back from street in large garden settings. Front and back yards.</p>	<p>-</p>  <div data-bbox="2338 1373 2605 1478"> <p>Residential</p> <p>Hydro Majestic</p> <p>Environmental conservation</p> </div>




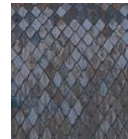
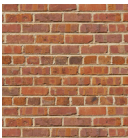

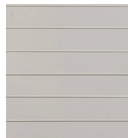

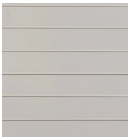

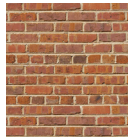







DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
<b>04. SITING</b>				
<ul style="list-style-type: none"> <li>–predominant setbacks — front, side and rear;</li> <li>–location and dimensions of driveways and garages and design strategies to reduce their visual and physical impact on the streetscape;</li> </ul>	<p>Hydro Majestic setback from GWH behind stone fence with balusters and hedge</p> <ul style="list-style-type: none"> <li>–Highway widening will affect perceived relationship as currently parking</li> <li>–Internal road and garden setting Residential fronting GWH set behind fences and tall trees.</li> </ul>	Buildings centred on platform	<p>Residential east side setback behind low height fences and front gardens.</p> <p>Generous side and rear setbacks.</p> <p>Driveways, garages</p>	<p>Minimise footprint of built elements.</p> <p>Respect neighbouring setbacks.</p> <div>  <ul style="list-style-type: none"> <li> Hydro Majestic west side setback - behind stone fence</li> <li> Station Building - centered on platform</li> <li> Residential east side setback - generous side and rear set backs</li> </ul> </div>
<ul style="list-style-type: none"> <li>–boundary walls and fences;</li> </ul>	<p>Low height stone, timber, and masonry fences often with tall hedges to GWH</p> <p>Higher timber paling fences to side boundaries</p>	White painted hooped steel	<p>Low height picket/masonry fences to street. Higher timber paling fences to side boundaries</p>	<div>    </div> <div> <p>Hydro Majestic Low height stone fences</p> <p>Station Precinct White Painted hooped steel</p> <p>Residential Low Height picket fences</p> </div>
<ul style="list-style-type: none"> <li>–orientation and address of buildings;</li> </ul>	Oriented towards the street	Aligned with the railway platform	Oriented towards the street	<p>Stairs, lifts and associated entrances to provide direct access from footpaths.</p> 






DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
04. SITING				
<ul style="list-style-type: none"> <li>retention of views and vistas to and from the new development, across townscape or landscape;</li> </ul>	<p>Built form west of the rail corridor focuses on views towards Megalong Valley.</p> <p>Hydro Majestic – built form forms a wall towards the escarpment.</p> <p>Built form focused towards views of Megalong Valley.</p> <p>Obscures views of the Blue Mountains from the highway.</p> <p>Car dealership intrusive.</p>	<p>Views from station towards east - former Post and Telegraph, low scale residential, bushland rural setting</p> <p>Hydro Majestic dominant in views west from station</p> 	<p>Hydro Majestic dominant in views from east to west across rail corridor from Railway Parade.</p> <p>Views east softened by surrounding vegetation</p>	<p>Minimise impacts on existing views.</p> <p>Take advantage of views offered across the Megalong Valley, to the Hydro Majestic Hotel, the Railway Station, former Post and Telegraph Office, Urunga and to the Blue Mountains National Park.</p> <p>Opportunity to connect to Country aided by interpretation.</p> 
<ul style="list-style-type: none"> <li>retention of natural features of significance;</li> </ul>	<p>Avenue of trees GWH to be relocated</p> <p>Hedge behind stone wall in front of Hydro</p> <p>Blue Mountains National Park</p> <p>Views over Megalong Valley below</p>		<p>Street trees</p> <p>Blue Mountains World Heritage Area beyond</p>	<p>The subject site has no natural features of significance.</p> 
<ul style="list-style-type: none"> <li>retention of significant archaeological remains;</li> </ul>	None known.	None known.	None known.	A Watching Brief for an archaeologist is recommended.
<ul style="list-style-type: none"> <li>quality of spaces created between existing and new.</li> </ul>	Not applicable.	Not applicable.	Not applicable.	Careful design of spaces between old and new elements needed.



DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
<b>05. MATERIALS AND COLOUR</b>				
<p>–response to predominant materials, textures and colour palette – harmonious, complementary, contrasting;</p>	<p>Hydro Majestic</p> <ul style="list-style-type: none"> <li>– Roughfaced sandstone wall with turned balusters</li> <li>– Smooth rendered masonry walls with castellated tops and curved corners currently painted white</li> <li>– Textured decoration at key entrances</li> <li>– Timber window frames, painted</li> <li>– Dome – slate roof</li> </ul>	<p>Platform Building - Face brick, rendered surrounds to timber framed windows</p> <p>Signal Room - Weatherboard, paint finish</p> <p>Corrugated metal roofs</p>	<p>Older residential building stock - weatherboards, fibro, brickwork and stone, mostly painted</p> <p>Low scale timber picket fences</p> <p>Traditional timber framed windows and verandahs</p> <p>Corrugated metal roofs</p> <p>Newer building stock – face brick, weatherboards</p> <p>Corrugated metal roofs</p>	<p>Consider use of local materials.</p> <p>Sympathetic colour palette.</p> <p>Combination of smooth surfaces and textured patterns at the Hydro could be explored.</p> <div> <div>Hydro Majestic</div> <div>  <p>Roughfaced sandstone</p> </div> <div>  <p>White Render</p> </div> <div>  <p>Textured decoration</p> </div> <div>  <p>Slate Roof Casino</p> </div> </div> <div> <div>Station Buildings</div> <div>  <p>Face brick</p> </div> <div>  <p>White Render</p> </div> <div>  <p>Weatherboard</p> </div> <div>  <p>Corrugated metal</p> </div> </div> <div> <div>Residential buildings</div> <div>  <p>Weatherboard</p> </div> <div>  <p>Fibro</p> </div> <div>  <p>Brickwork</p> </div> <div>  <p>Stone</p> </div> <div>  <p>Timber Picket Fence</p> </div> <div>  <p>Timber framed windows</p> </div> <div>  <p>Timber framed verandah</p> </div> <div>  <p>Corrugated Metal Roof</p> </div> </div>
–commensurate quality of new materials;	<p>Hydro - reminiscent of former grandeur</p> <p>Varied quality of materials in existing residential building stock</p>	<p>Station well constructed and maintained</p>	<p>Varied quality of materials in existing residential building stock</p>	<p>High quality materials should be used.</p>
–qualities of light and shadow;	<p>Hydro - curves soften the shadows</p> <p>Many houses have verandahs</p>	<p>Platform exposed.</p> <p>Awnings to platform building provide shade.</p>	<p>Tree canopy produces dappled light.</p> <p>Many houses have verandahs</p>	<p>Explore use of curves and modelling.</p>
–hierarchy of material use (for example, solid masonry base and lightweight upper levels);	<p>Hydro - masonry base and walls</p> <p>Residential - mixed construction some all solid, some with solid base and lightweight upper levels</p>	<p>Platform building - masonry base and walls</p> <p>Signal Room - weatherboard cladding</p>	<p>Residential - mixed construction some all solid, some with solid base and lightweight upper levels</p>	<p>Solid base to lifts at a minimum.</p> <p>Explore solid lift shafts on three sides.</p>
–relationship between skeleton or structure and skin.	<p>Hydro - generally concealed structure other than the wintergarden glazed elements</p>	<p>Platform building - load bearing masonry with exposed awning brackets and roof structure.</p> <p>Signal Room weatherboard cladding to concealed structure</p>	<p>Generally concealed structure other than exposed rafter ends</p>	<p>Combination of solid lift vertical elements and lighter horizontal elements could be explored.</p>



DESIGN CRITERIA	MEDLOW BATH WEST	STATION PRECINCT	MEDLOW BATH EAST	RELEVANCE TO DESIGN OF PEDESTRIAN LINK
06. DETAILING				
<ul style="list-style-type: none"> <li>– response to distinctive details of neighbouring existing buildings — reinterpretation in contemporary materials, contrast;</li> </ul>	<p>Hydro Majestic</p> <ul style="list-style-type: none"> <li>– Solid walls – high solid to void ratio towards GWH – more windows to view</li> <li>– Belgravia wintergarden – timber framed glazing</li> <li>– 1904 Federation, 1930s, 1940s and more recent</li> <li>– Castellated parapet</li> <li>– Curved corners</li> <li>– Patterned detailing at entrances</li> <li>– Exotic gardens set against bush backdrop</li> </ul>	<p>Platform building – pattern book, type 11, island station building ‘A8’ design, brick, Federation brick with rendered details</p> <p>Metal roof with bracketed awnings</p> <p>Signal Room – simple weatherboards with pitched roof</p>	<p>Residential – ranges from Federation to contemporary</p> <p>Grander residences north of Hydro Majestic on western side</p> <p>Former Station Master’s residence simple weatherboard detailing</p> <p>Timber framed verandah with traditional detailing</p> <p>Timber framed windows.</p> <p>East timber picket fences, older building stock</p> <p>West higher fences to GWH</p> <p>Newer building stock south of Hydro</p>	<p>Consider interpreting distinctive details from the Hydro Majestic Hotel such as the castellated parapets, curved corners, patterned detailing at entrances, exotic garden plantings and the wintergarden in a contemporary manner.</p> <p>Hydro Majestic</p>  <p>Station Buildings</p>  <p>East Side</p> 
<ul style="list-style-type: none"> <li>– relationship of new fences, garden walls, planting and landscape elements to important existing details;</li> </ul>				Careful design of landscape required.
<ul style="list-style-type: none"> <li>– unobtrusive design of new service elements, such as solar panels and water tanks.</li> </ul>				Services to be carefully co-ordinated to minimise impacts on views.



## 5.5 Heritage Interpretation

Heritage interpretation is a means of sharing and exploring cultures and histories within communities, and is an integral part of the experience of significant heritage places. Through the use of a range of media and techniques, accessible to target audience groups, heritage interpretation can:

- Reveal meanings and significance
- Provide information to enhance understanding
- Make explicit a sense of place
- Explore relationships and histories that connect people and place
- Act as a catalyst for community curiosity and engagement.

Interpretation can highlight both the tangible and the intangible. Heritage interpretation should encompass both Aboriginal and non-Aboriginal heritage, values and histories of the site, be tailored to the target audience and located where it is accessible but unobtrusive.

### 5.5.1 Historic Themes

Historic themes are used in interpretation as a tool to organise information and to determine the core messages and stories to be communicated.

In order to place the history and significance of a place within the broader Australian context, it is important to be able to use an established and widely-recognised framework of historic themes to group key historical activities or events to better contextualise their role in the cultural development of Australia.

The Australian Heritage Commission published a national framework of historic themes in 2001 and the NSW Heritage Council developed a series of linked State-specific themes. These, in turn, provide the over-arching framework for a sub-set of local themes, which generally relate to Local Government Area boundaries, and site specific local sub-themes.

Refer to Section 11 in the Appendix for a more detailed Heritage Interpretation Framework for the project.

### 5.5.2 Great Western Highway Upgrade Project Interpretive Framework

In April 2022, GML Heritage prepared the Great Western Highway Upgrade, Katoomba to Lithgow Non Aboriginal Heritage Thematic Study. This study identifies key themes to be explored along the Great Western Highway upgrade which were developed to form an Interpretive Framework.

- Eternal Horizon
- In search of a Good Road
- Beyond the Mountains
- Highway to High Street
- The Leisure Highway.

The Local theme ‘In search of a Good Road’ has been identified as appropriate to interpret in Medlow Bath.

Upon review, the themes ‘Eternal Horizon’, ‘Highway to High Street’ and ‘The Leisure Highway’ also seem relevant given the views afforded to Megalong Valley and the World Heritage listed Greater Blue Mountains Area from the site and the prominence of the Hydro Majestic Hotel as a health and leisure tourist destination throughout history.

### 5.5.3 Historic Themes identified in Heritage Listings

In addition to the themes identified in the GWHUP Interpretive Framework, historic themes are identified in the heritage listings for Medlow Bath Railway Station and for Heritage Items and Heritage Conservation Areas in the vicinity of the site, including the Hydro Majestic Hotel, which should be taken into consideration when arriving at a place specific interpretation strategy. These are shown in the table of historic themes included in the Interpretation Framework included in the Appendix.

### 5.5.4 GWHUP Aboriginal Cultural Design Principles

In 2022, Balarinji prepared an Aboriginal Narrative Report and an Aboriginal Heritage Cultural Interpretation Plan and Art Strategy for the Great Western Highway Upgrade which was based on extensive consultation with Aboriginal stakeholders. Balarinji’s approach is

‘to co-design with local Aboriginal Custodians and their endorsed creative practitioners to interpret the project location’s Aboriginal culture and heritage story. Implementation of this will deepen the project’s sense of place and the understanding of the Aboriginal cultural, physical and spiritual context.’

Balarinji did not identify any specific stories related to Medlow Bath, however, they identified cultural design principles which could be used to inform interpretation, provided it was undertaken in consultation with the local Aboriginal community.



5.5.5 Interpretive Media Options

Heritage interpretation communicates ideas, information and knowledge about natural or historic places in a way which helps visitors to make sense of their environment. Successful interpretation will create engaging, unique and meaningful experiences for visitors.

The identified interpretative messages will need to be communicated to the target audience using interpretative media. Interpretation takes many forms including integrated design, artworks, the naming of places, guided tours, brochures, digital technologies (including web based triggers in the landscape), site programming, artefact displays and graphic panels with text and images as well as any other way in which ideas can be communicated.

There is a range of potential interpretative media options that could be used at the Medlow Bath site.

GWHUP Aboriginal Heritage Cultural Interpretation Plan

The Balarinji report includes a range of cultural design principles which aim to connect to Country and celebrate Aboriginal culture. Aboriginal interpretation should be undertaken in consultation with the local Aboriginal community.

Interpretive media options identified include:

- Integrated design
  - Native planting
  - Use of animal totems
  - Use of local materials
  - Water sensitive design
- Interpretive signage
  - Use of Aboriginal language
- Digital interpretation
- Public art
- Education programmes
- Ongoing Partnerships and Community Engagement with the Aboriginal community.<sup>9</sup>

GWHUP Non Aboriginal Interpretive Framework

The GML Interpretive Framework identifies two types of interpretive devices which could be appropriate to use at Medlow Bath:

D1: Interpretive Installations

- Integrated design - including furniture in the public domain
- Public art
- Sensory devices

The recreational trails provide opportunity for recreational users such as cyclists and hikers to move through the historic landscapes as well as those traveling public/road users, for example those stopping locally in the towns in both directions. The landscape could feature themed installations such as public art, furniture or sensory interpretive devices...

D2: Tunnel Installations

Not applicable.

D3: Digital

- Mobile phone application
- Website - database and publications

This initiative is already supported by a network of local government partners including Blue Mountains City Council. As a digital platform it can be augmented with additional content with the approval of the managing committee. The opportunity to link European heritage sites with relevant colonial history such as the Hartley Vale Cemetery would help highlight the importance of these places to visitors and potentially support their ongoing conservation.

In consultation with local studies and key heritage organisations there is the potential to plan for an online platform that links collections across local government areas, allowing both researchers, visitors and heritage enthusiasts to share content. It also provides an opportunity to digitise a wealth of resources held in private or small collections.<sup>11</sup>











Orchids <i>Asplenium platyneuron</i>	Wattle <i>Acacia dealbata</i>	Red Waratah <i>Trochodendron araliifolium</i>	Flannel Flowers <i>Acaulopetalum heterophyllum</i>	Camden White Gum <i>Eucalyptus leucoxylon</i>
				
False Indigo <i>Baptisia australis</i>	Sheoak <i>Casuarina</i>	Eucalyptus	Yellow Boxwood <i>Eucalyptus melliodora</i>	Fern <i>Trachypogon</i>
				

Figure 271: Native plants that could be used in the landscape design.  
Source: Balarinji, GWHUP, Body of Story Report, 2022, p.16.



Figure 272: Integrated interpretation Oatley Station footbridge.  
Source: <http://www.tzg.com.au/project/oatley-railway-station-upgrade/>

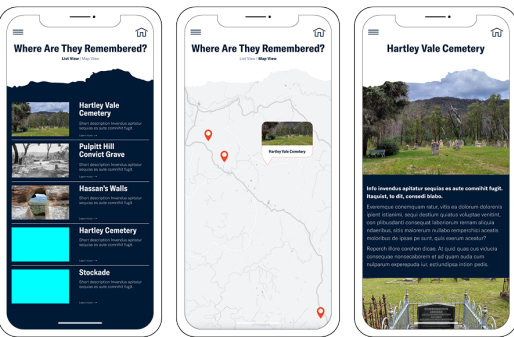


Figure 273: Phone App.  
Source: GML, GWHUP, Interpretive Framework, 2022, p.62.

7: Balarinji,Great Western Highway Upgrade Program, Aboriginal Heritage Cultural Interpretation Plan and Art Strategy, Body of Story Report, September 2022.

8: GML Heritage, Great Western Highway Upgrade Project | Interpretive Framework, October 2022, p.62.

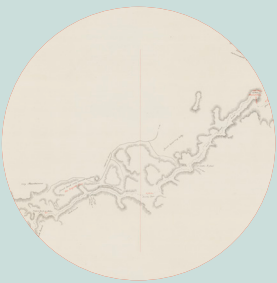




**NATURAL ENVIRONMENT**  
Eternal Horizon  
Megalong Valley



**ABORIGINAL CULTURE**  
Eternal Horizon  
Wiradjuri



**TRANSPORT**  
In Search of a Good Road  
Great Western Highway



**TOURISM**  
The Leisure Highway  
Health and Leisure  
Hydro Majestic Hotel

**MEDLOW BATH**  
Highway to High Street

**MEDLOW BATH**  
Highway to High Street  
Post and Telegraph Store

**TRANSPORT**  
Rail

**NATURAL ENVIRONMENT**  
Eternal Horizon  
Greater Blue Mountains Area  
World Heritage

**ABORIGINAL CULTURE**  
Eternal Horizon  
Gundungarra



Interpretation Framework





5.6 Great Western Highway Urban Design Framework

The Great Western Highway Katoomba to Lithgow, Strategic Urban Design Framework includes an Urban Design Vision and Urban Design Objectives and Principles as shown in the table to the right. Principles identified by the previous design team which relate to the design of the footbridge at Medlow Bath are highlighted blue. Items shown teal could also be considered.

5.6.1 GWH Urban Design Vision

The following statement constitutes the urban design vision for the GWHUP and is intended to inform all future decision making within the program, including the design at Medlow Bath Railway Station.

The Great Western Highway will continue to function as the major east-west link from Sydney to the Central West, but will reinforce the Aboriginal origins of the route over the Blue Mountains.

The highway will sensitively integrate with and reinforce the unique natural and cultural landscapes and communities of the Blue Mountains, the Hartley Valley and Lithgow.

The corridor will provide for a rich journey as well as improved connectivity and permeability for vehicles, cyclists and pedestrians.<sup>9</sup>

5.6.2 GWH Urban Design Objectives and Principles

OBJECTIVE	PRINCIPLES
Objective 1: Develop an integrated design that responds to the high scenic and ecological values of the area.	1. Protect the integrity and scenic values of natural, rural and bushland areas
	2. Maintain and enhance scenic landscape views and vistas
	3. Avoid fragmentation or disturbance of high quality bushland
	4. Maximise the retention and reinstatement of mature trees, bushland and endemic vegetation
	5. Provide for the safe movement of fauna across the corridor where appropriate
	6. Protect and enhance hydrological systems
	7. Maximise the provision of green infrastructure that is in keeping with the Blue Mountains and Hartley Valley landscape
	8. Minimise lighting intrusion in bushland and rural areas, through careful design.
Objective 2: Respect and celebrate heritage and cultural values, items, areas/ precincts and sites in consultation with the community and stakeholders.	1.Protect Aboriginal and non-Aboriginal heritage, historic and culturally important sites, settings, items and artefacts (whether listed or not) including the history and heritage of the GWH itself
	2. In collaboration with the Aboriginal community, design the highway to foster a connection to Country and living culture
	3. Design the highway and its elements to strengthen heritage and cultural values
	4. Retain and reinforce views towards cultural and historic elements and landscapes to strengthen the sense of place
	5. Ensure that arrival sequences into settlements reflect the cultural and historic identity of places
	6. Use culturally appropriate species in settings such as approaches to towns, settlements and historic places.

OBJECTIVE	PRINCIPLES
Objective 3: Design the project to sensitively integrate with, interpret and express the landscape and settlement patterns that it traverses.	1. Maintain and enhance the contrast between settlements and intervening bushland and pastoral areas, retaining and enhancing the existing spatial qualities
	2. Sensitively integrate earthworks batters/ cuttings to fit with the area's unique landform
	3. Ensure the project is consistent in scale and character to the existing built fabric and character
	4. Help foster a clear sense of arrival for towns, settlements and places of interest along the route
	5. Integrate with existing patterns including street layouts, the highway and rail alignment and land use interfaces
	6. Provide visual separation between the highway and adjoining sensitive uses
	7. Connect to the landscape setting by expressing the underlying geology
	8. Use finishes that respond to the colours, textures and patterns of the natural landscape and built elements
	9. Ensure treatments for residual lands are compatible with the character and use of adjoining land parcels
	10.Maximise shared infrastructure (including shared utility corridors) in order to minimise the corridor footprint and hard surfaces while maximising opportunities for vegetation.

OBJECTIVE	PRINCIPLES
Objective 4: Contribute to the functioning of communities and enhance local and regional connectivity.	1. Design the corridor to clearly distinguish between primary movement sections and settlements with community function
	2. Ensure the route facilitates ease of interaction with, and access to, towns, settlements and places of interest
	3. Sensitively integrate the upgrade with the public domain of towns, settlements and places of interest and enhance their respective safety and amenity
	4. Enhance connectivity along and across the corridor for all modes and integrate with other movement and green grid systems, particularly in settlements and at places of interest
	5. Investigate the potential for redundant road sections to facilitate the development of community places or attractions.
Objective 5: Provide a memorable journey that positively contributes to the identity of the area.	1. Acknowledge the origin of the route as traditional Aboriginal pathways
	2. Design for intuitive way-finding and a clear sense of orientation
	3. Maintain and enhance the unique qualities and lifestyle of communities and destinations along the route
	4. Design infrastructure elements to make a positive contribution within the local context
	5. Maximise visual connections to surrounding areas and landmarks
	6. Provide interest and variety along the route including within tunnel sections.

9: Spackman Mossop Michaels, in association with Balarinji and GML Heritage, Great Western Highway Katoomba to Lithgow, Strategic Urban Design Framework, Preliminary Draft, August 2022, pp.29-30.



### 5.6.3 Design of Key Project Elements

The *Great Western Highway Katoomba to Lithgow, Strategic Urban Design Framework* prepared in August 2022 includes design guidance for a range of key project elements including bridges.

The key design principles for project elements throughout the GWHUP are as follows:

- Design all project elements and their arrangement in an integrated composition that considers their relationship to each other as well as the natural, built and community context, including the road network and hierarchy
- Consistent with Beyond the Pavement, this will provide both consistency and variety to deliver a memorable, safe and enjoyable experience
- Aim for simplicity and refinement in the design, form, materials and arrangement of all elements.

Section 5.1 of the Urban Design Framework includes Urban Design concepts and recommendations for the corridor in its entirety, including design guidance for a range of distinct settings and typical situations, as well as specific requirements for a number of key sites and specific project components. It states:

Specific Urban Design intervention can contribute to the successful achievement of the overall Proposal objectives and principles. The design guidance allows for the refinement and development of project components to better fit sensitively in the setting, in order to celebrate heritage and cultural values and connection to Country.<sup>11</sup>

### Design of Bridges

Section 5.4 of the GWH Urban Design Framework focuses on the design of Bridges. It states:

Bridges are highly visible and enduring structures in the landscape that constitute key visual markers for travellers along the GWH corridor as well as for people viewing the corridor from adjoining areas.

In response, the design of bridges warrants careful consideration and attention to detail to ensure integration with the natural and cultural landscape setting as well as a cohesive outcome that integrates with the other project elements to provide a considered and unified whole.

Building on the GWHUP urban design principles and the guidance outlines in Bridge Aesthetics, a number of specific bridge urban design principles will apply:

- Bridges will demonstrate a high standard of architectural and structural design and detailing
- The various bridge elements including spans, bridge deck profile, piers, abutments, parapets and barriers will be coordinated to produce a well considered composition
- The design of bridges is reflective of their location and function including the level of visibility and likely view angles. Bridges in prominent locations will be designed as landmark structures that enhance the sense of place
- Bridges will be simple with refined clean lines designed to reduce visual bulk and clutter, in order to maintain and reinforce the landscape and vistas as the predominant visual items when travelling along the corridor

- The design of bridge components such as parapets and barriers will be consistent for each type of bridge along the GWHUP as well as maximise consistency with bridges of the same type along other sections of the GWH
- All bridges will display consistency of detailing in all their components and finishes to ensure they appear as a unified suite of elements while allowing variations to suit the particular context of each bridge
- The design of bridges will facilitate and enhance active transport connectivity across the corridor
- Bridges will integrate opportunities for art or interpretive elements (also refer to Section 5.10)
- Bridges will be robust, durable and easily maintained.

It is also important to determine the most appropriate design resolution for bridge approaches.

### Medlow Bath Bridge

The proposed pedestrian/cycle bridge at Medlow Bath is identified as a Type B Pedestrian/cycle bridge and is the only one of this type between Katoomba and Lithgow. The Urban Design Framework states:

This bridge has high visibility over the Great Western Highway and western railway line at Medlow Bath.

Key design considerations for the pedestrian bridge are:

- Design of the bridge should consider the prominent position it will occupy and its potential landmark qualities in the setting
- The bridge should be expressed as an uncluttered horizontal form
- All materials should be selected for their robustness and durability, to respect the areas heritage values and to minimise the bulkiness of the structure
- Design bridge piers so that the proportion of their vertical height to width should be controlled such that the piers appear tall and fine, rather than squat and bulky
- Design peripheral bridge elements including stair alignment and lift structures to integrate with adjoining pedestrian undercroft and create functional and safe civic spaces.

10: Spackman Mossop Michaels, *Great Western Highway: Medlow Bath Urban Design, Landscape Character and Visual Impact Assessment Report*, October 2021, p.



# 5.7 Medlow Bath Urban Design Framework

## 5.7.1 Project Specific Design Vision

A Project Specific Urban Design Vision was developed as part of the previous design work which amended the standard vision for a number of reasons as follows:

- The study area’s character and setting as a key point in the journey’s transition along Great Western Highway from bushland to village.
- The significant history and heritage values in close proximity to the Proposal.
- The Proposal will facilitate the implementation of safer pedestrian connections across the Great Western Highway and Medlow Bath Train Station.
- The Proposal will formalise and enhance adjacent space to upgrade and consolidate public amenity and connections.

The urban design vision adopted for the previous Proposal was articulated in the *Great Western Highway: Medlow Bath Urban Design, Landscape Character and Visual Impact Assessment Report* prepared by Spackman Mossops Michaels in October 2021:

Within the context of the rugged terrain and bushland setting of the Blue Mountains and the unique natural and cultural landscapes and precincts through which it passes, the Great Western Highway should:

- Reinforce the journey sequence of bushland and village;
- Evoke a sense of its history and heritage; Provide connectivity and permeability for pedestrians;
- Provide views and a clear sense of orientation for users;
- Maximise the amenity of the public domain; Create a road design that integrates urban design and engineering.<sup>10</sup>

The report identifies the following points in relation to heritage:

- The Proposal needs to consider physical and visual impacts on heritage items within or in close proximity to Proposal area, including changes to views to and from heritage items
- There is an opportunity for the Proposal to draw on the history and heritage of the area in the development of design treatments for Proposal elements.

# 5.8 Sustainable Design

The design of the proposed footbridge at Medlow Bath should aim to minimise heritage impacts on the original fabric of the station, but also on the setting and views. The following design opportunities arise in relation to the renewal project from the protection of the significant heritage values of the site:

- Potential to enhance interpretation of the history and significance of the site, including Aboriginal cultural significance.
- Potential for Aboriginal design principles to help inform future works within the landscaped areas at either end of the bridge. Also refer to the *Designing with Country* Guidelines prepared by the NSW Government Architects Office.

TfNSW aims to incorporate sustainability into their project design and decision making. A number of sustainability principles have been developed for the project, one of which is cultural heritage. This principle promotes the protection and celebration of the heritage significance, including Aboriginal cultural values.

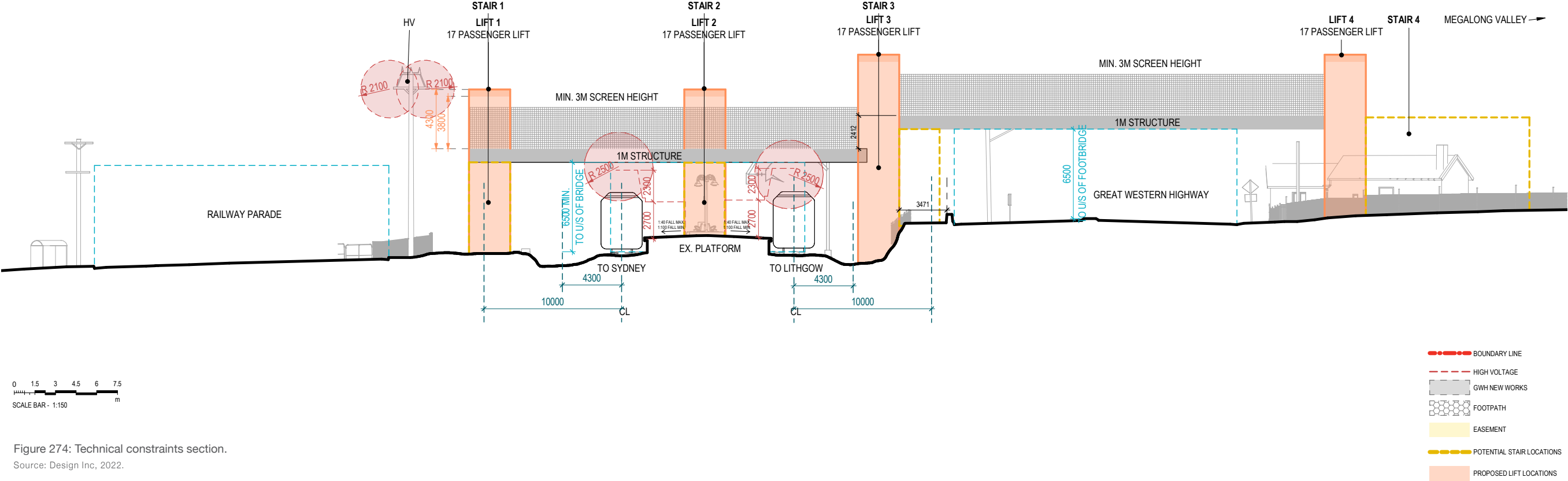
A desired outcome is for the project to deliver a place which includes positive and ongoing indigenous engagement whilst promoting, enhancing and minimising impacts to the physical and intrinsic heritage values of the place.

11: Spackman Mossop Michaels, in association with Balarinji and GML Heritage, Great Western Highway Katoomba to Lithgow, Strategic Urban Design Framework, Preliminary Draft, August 2022, p.69, p.75.



# 5.9 Technical Constraints and Opportunities

There are many technical constraints associated with the project. These are illustrated in the diagrams on the following pages.





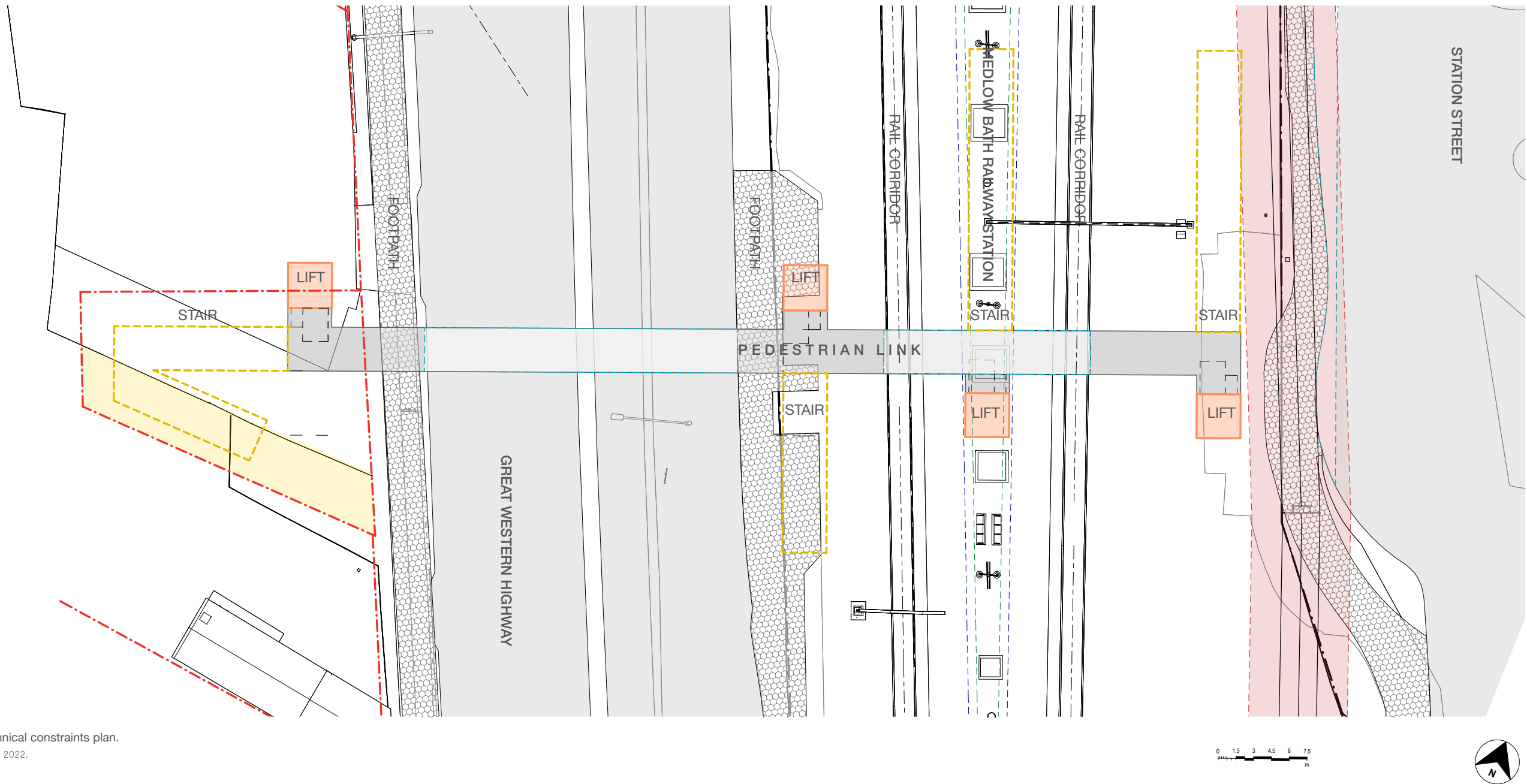


Figure 275: Technical constraints plan.  
Source: Design Inc, 2022.



The following constraints and opportunities were discussed in a workshop held with TfNSW and the project team on 17 November 2022, however additional constraints and opportunities are also included in various reports supplied by TfNSW as part of the head contract documents. Those previously investigated items should be read in conjunction with the table below.

ITEM #	DESCRIPTION	CONSTRAINT	OPPORTUNITY
<b>1.0</b>	<b>STRUCTURAL</b>		
<b>1.1</b>	<b>Fire Rating Requirements</b>		
	Over Rail	AMB standard requires 1hr fire rating.	If classed as Type 9B possible to proceed under BCA requirement – 30mins for floor with ancillary usage beneath.  Performance solution to be investigated to fire engineer the rating out.
		New Functional Spaces standard to be reviewed – contains fire & life safety requirements that may impact.	
			Fire Study by TfNSW can be provided for input + Potential for AMB Concession if required.
	Over Road		AS5100 requires to be in accordance with asset owner however TfNSW/RMS don't seem to have any fire rating requirement.
<b>1.2</b>	<b>Collision Impact Loading Requirements</b>	Collision loading may dictate structural requirements more than the fire rating requirements. 0-10m clearance from track has a 500kN impact load consideration in the standards.	10-15m reduces this to 0kN.
	Lift 1 (Railway Pde)		Currently outside 10m, no collision impact applicable.
	Lift 2 (Island Platform)	200kN @ 2m above rail / 100kN @ 3m above rail.	
	Lift 3 (between rail and GWH)	Currently within 10m and may require 500kN – Deflection Wall required.	Potential to swap lift and stair (pending spatial constraints).
			Slim style lift could be reviewed.
		If deflection wall is combined with retaining wall, may have adverse impacts structurally.	Deflection wall could be combined with retaining wall.
	Lift 4 (GWH / Mazda Dealership)		No impact rating applicable from rail – however further review for traffic impact.
<b>1.3</b>	<b>Durability Requirements</b>	Contract documents identifies Design Life and warranty requirements which will impact design outcomes.	
<b>1.4</b>	<b>Bolted Connections</b>	Inspection to bolts required annually and need to be made accessible.	Potential for bolted connections to be located to provide access access for maintenance whilst concealed from external views.
<b>1.5</b>	<b>Loading Impacts</b>	Snow loading required as Medlow Bath is in Alpine region.  Structural loading may not be an issue but snow impacts need to be considered (refer “Place” section).	Wind loading not expected to be drastically impacted.

ITEM #	DESCRIPTION	CONSTRAINT	OPPORTUNITY
<b>2.0</b>	<b>SPATIAL</b>		
<b>2.1</b>	<b>Height requirements</b>	Height requirement over Rail to be as per AMB / Rails Standards.	Opportunity to have differing levels for spans over road vs rail.
<b>2.2</b>	<b>Screen Height Requirements</b>		
	Over rail	3m height required per AMB standards.	May be opportunity to risk assess heights – check AMB standards.
	Over road	Screen slopes may be required, however may not be needed depending on interpretation– to be reviewed further.	Height to be reviewed further.
<b>2.3</b>	<b>Boundary and easement</b>	Negotiations still in progress – currently can't build on easement adjacent Mazda dealership.	Easement may be used to provide paving or similar – just no structures until negotiations with TfNSW are completed.
<b>2.4</b>	<b>Lift position</b>		Lifts could be staggered, some north of the bridge and some south of the bridge.
<b>2.5</b>	<b>Bus stop locations</b>	Driven by Roads design which is at 100% - unlikely that relocation of bus stops can occur.	
<b>2.6</b>	<b>Road levels</b>	Driven by Roads design which is at 100% - unlikely that can be changed.	
<b>3.0</b>	<b>SERVICES</b>		
<b>3.1</b>	<b>Service Runs</b>		
	Services including CCTV, power, comms to lift etc		Potential for concealment can be explored.
	Up lift shafts	Risers required in lift shafts – may increase shaft size requirements.	Concealment inside lifts allow visual benefit.
	Platform and station buildings	Access into buildings need to be underground, but may be limited due to footing structure – wall access potential.	Underground routes likely for most services.
<b>3.2</b>	<b>Lighting</b>	Visible light poles across the bridge AMB standards lighting requirements including access restrictions (need to be higher than 2.4m).	Low height lighting can be reviewed – dependence on AMB standards requirements.
		CCTV requires specific lighting levels for some cameras.	



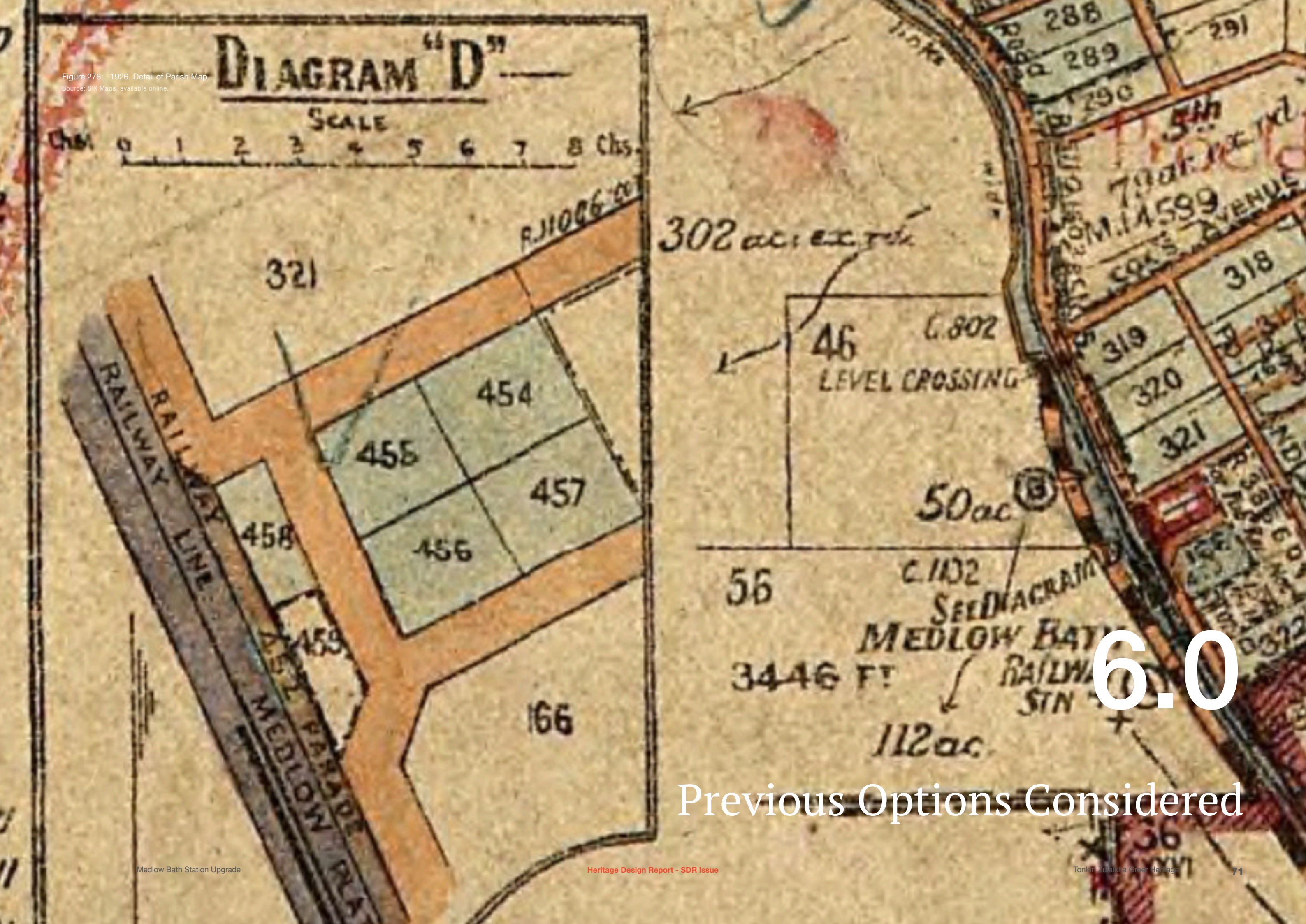
ITEM #	DESCRIPTION	CONSTRAINT	OPPORTUNITY
3.0	<b>SERVICES (continued)</b>		
3.3	Lux levels	150 lux to covered areas (lift lobbys), inside station building comms room.	42 lux to all open pedestrian areas.
			Possibility to review further in road areas to reduce below 42 lux.
			DSAPT lighting requirements may not need to be met on section of the pedestrian link over the Great Western Highway. Standard applies only to the egress path.
3.4	Motion Sensors proposed as part of scope	Issues with acceptance from Sydney Trains maintenance.	
		Can they be triggered by birds/bats etc May have adverse impacts on light spill (flickering lighting), also deterioration of life span.	May help to improve light spill especially if commuter/pedestrian usage is low.
3.5	Stormwater / Downpipe Connections	No stormwater on platform – lift canopies may need to drain to track – AMB concession required.	
		Downpipes from lift roof areas likely to be visible.	Concealment within lift riser possible – but may increase lift structure.
4.0	<b>MATERIALS SELECTION</b>		
4.1	Locally Sourced materials	Issues with current market in obtaining products manufactured overseas.	Locally sourced products preferred and provides a benefit to sustainability.
4.2	Vandalism	Certain materials may be more susceptible to vandalism.	
4.3	Screen Materials	Max 25mm perforations in screens over rail. Max 50mm perforations in screens over road. Solid screens required around catenary wires.	Material types could be flexible.
5.0	<b>PLACE</b>		
5.1	Linking with Hydro Majestic	New pedestrian link could have adverse impacts on views.	Possibility to enhance the existing views.
5.2	Privacy and Security	Surveillance issues at certain pinch points Privacy could be impacted both with views from the bridge, and views up towards the bridge from below.	Station is security classification E (lowest security classification).
5.3	Pedestrian Flow		Opportunity to improve flow of pedestrians and commuters in and around the station area.

ITEM #	DESCRIPTION	CONSTRAINT	OPPORTUNITY
5.4	Low patronage station		Opportunity to be more innovative in the design outcomes of the pedestrian link.
5.5	Aboriginal Interpretation		Engagement with Aboriginal Community may provide further understanding of interpretation options.
5.6	GWH Roads Design Interface	Limited to current AFC design where interfacing with the GWH entries including landscaping and plant selections, material selection etc.	
5.7	Community Groups	Some pushback from community regarding having a bridge.	Varying community groups, which have different usage for the pedestrian link, provides opportunity for innovative design i.e. split bridge.  – Walking trails and footpath / journeying / leisure destination – Access to Hydro Majestic – Local commuters
5.8	Ownership of Assets	Delineation of standards applicable to different parts of the bridge i.e. road vs rail.	
5.9	Disability requirements of works	Requirements generally have some limitations in which design can be flexible.	Opportunity to explore where some disability features are not required. Innovations may be possible such as touchless lift sensors for 2 stop lifts (some details below).
5.10	Snow impacts on open footbridge	Maintenance considerations for snow falling on accessible pathways.	
6.0	<b>CONSTRUCTABILITY</b>		
6.1	Dependence on Rail Weekend Shutdown Possessions	Only a select number of possessions available for installation.	
		Installation requires large modular sections for efficiency.	
6.2	Dependence on Road Shutdown	Very limited time for highwat to be closed.	
6.3	Access for Cranes	Good access for large cranes to be used within reason.	
6.4	Modular Construction	Provides flexibility with Cranes required.	

Table 2: Technical constraints and opportunities.  
Source: Arenco, November 2022.



Figure 276: 1926. Detail of Parish Map.  
Source: SIX Maps, available online.





# 6.1 Background

From 2019-2022, prior to the current design team being engaged, a range of strategic options were investigated for crossing the rail corridor and upgraded Great Western Highway at Medlow Bath. The options fell into four main categories:

- At grade pedestrian signals or diversion to the Station Street traffic signals
- Retrofits to the northern pedestrian bridge with connecting elements via Station Street traffic signals
- New underpass pedestrian tunnel with connecting elements
- New pedestrian bridge with connecting elements.

Options that were not suited to the site constraints and could not meet the objectives were not progressed to design.

These options are summarised in the *Medlow Bath Pedestrian Bridge Optioneering Report* prepared by TfNSW in November 2021, extracts of which follow.

## 6.1.1 At Grade Signalised Crossing

The existing road crossing facilities are unsuitable in an upgraded highway design as design standards do not permit such a narrow treatment on a four lane divided highway. A compliant pedestrian refuge could not be provided at the desired location without risking impact to heritage buildings due to the constrained roadway width between the Hydro Majestic and the station.

While the existing refuge and level crossing is close to the desire line for the users in the future state, an uncontrolled pedestrian crossing facility would not be consistent with other treatments in other lower Blue Mountains townships where treatments assure pedestrians can safely cross the Great Western Highway.

A narrow unprotected and uncontrolled pedestrian refuge does not meet current road design standards and would not prevent future crashes involving pedestrians with highway traffic. To meet design standards, a fully signalised pedestrian crossing would be needed with sufficient crossing time for all users to cross the highway without stopping.

The desired location, at less than 300m from the Station Street / Railway Parade TCS intersection, could create signal timing issues due to the operational nature of both sites. This could generate uncontrolled delay conditions during peak periods which then generates knock on increase in noise and emissions due to increased need for vehicles stopping and starting.

The impact that this type of at grade signalised crossing would have on highway traffic flow would directly contradict GWHUP objectives and benefit realisation.

From a rail safety perspective, the at grade level crossing would also need accessibility improvement to meet current standards if the existing refuge location were to be maintained as the design crossing location.

### Decision Statement

Based on safety concerns (road and rail), heritage constraints (Hydro Majestic) and poor traffic performance outcomes, an at grade pedestrian crossing was not progressed through strategic design.

## 6.1.2 Diversion to Station Street

Closing the pedestrian refuge on the highway and redirecting users to the Station Street signals was also considered. This would take users well away from desire lines on a much longer detour.

The trip distance between key points could reach 600m which offers no improvement to the existing site deficiencies. Hydro Majestic visitors travelling by train would be the worst affected.

This would likely lead to ongoing user compliance issues with uncontrolled crossing of the highway near the rail level crossing. Pedestrian fencing or lengthy physical barriers would be needed to redirect pedestrians toward Station Street.

Increasing pedestrian demand at the Station Street traffic signals would only further reduce the efficiency of this intersection, while steep grades in Station Street would also require accessibility improvements. With limited space to accommodate changes switch back ramps to address grade issues would only further increase distance for users.

Other transport infrastructure such as commuter parking, bus stops and kiss & ride spaces could not be provided at the constrained Station Street intersection.

By directing users away from the desire line pedestrian accessibility objectives are not met. As a result, this type of at grade redirected approach was considered a poor outcome for highway traffic, local traffic, pedestrians and transport users across the board.

### Decision Statement

Due it's poor location relative to transport elements such as bus stops and desire lines, redirecting pedestrians to cross at the existing Station Street traffic signals was not progressed through strategic design.



6.1.3 Northern Bridge Diversion

The potential to install a lift at the northern pedestrian bridge was considered in early strategic optioneering. Users would be directed via the Medlow Bath Railway Station northern pedestrian bridge (which would need to be upgraded, replaced and/or supplemented with lifts to provide equitable access with users then crossing the highway at Station Street.

As is the case with the Station Street at grade diversion scenario, other transport infrastructure such as commuter parking, bus stops and kiss & ride spaces could not be provided at the constrained Station Street intersection.

In the future state via the northern pedestrian bridge, users would experience a 150m increase in journey length to reach the Railway Parade transport infrastructure and at least a 220m increase in journey length to highway bus facilities (measured from the existing centre of platform). Hydro Majestic visitors travelling by train would be the worst affected.

By directing users away from the desire line pedestrian accessibility objectives are not met.

Lift access from the existing footbridge location would facilitate access to the platform only. This would not account for access to the wider station precinct including bus stops and any future accessible parking or kiss and ride facilities, as there is not enough space to co-locate these with the footbridge.

Engineering constraints were also confirmed during the concept phase due to limited width between the railway tracks at this location and the close proximity of the rail underpass below Station Street. Installation of a lift would require track relocation, platform extension and the modification of the road over rail bridge structure including its retaining walls. These impacts are all well beyond the scope of the highway upgrade project. These constraints meant a lift was not feasible at this location.

Concourse sub-option

To meet the engineering constraint, a substantial new concourse structure could be extended toward the existing station building over the northern end of the platform to provide a lift down to the platform.

Any extension of this structure over the platform would detrimentally impact on the heritage elements of the state heritage listed station due to the substantial width required to maintain circulation. An extended concourse structure over top of the station platform would permanently change the physicality of the Station as a whole.

In either scenario substantial modification of the existing northern pedestrian bridge would be required.

Heritage concerns weighed heavily on this as a strategic option, as the existing pedestrian bridge is still supported by the original substructure of the early 1900 era pedestrian bridge and the station buildings are located closer to the northern stairs. Any options that place the state heritage listing at risk were not progressed.

The principal of avoiding impact on the northern pedestrian bridge structure was later seen as desirable through preliminary discussions with Heritage NSW, due to the extensive impacts this kind of approach would generate.

Decision Statement

Based on poor accessibility outcomes, heritage constraints (Medlow Bath Railway Station), rail track constraints, and limitations at the Station Street traffic signals, extending or modifying the northern bridge to incorporate a lift and concourse was not progressed through strategic design.

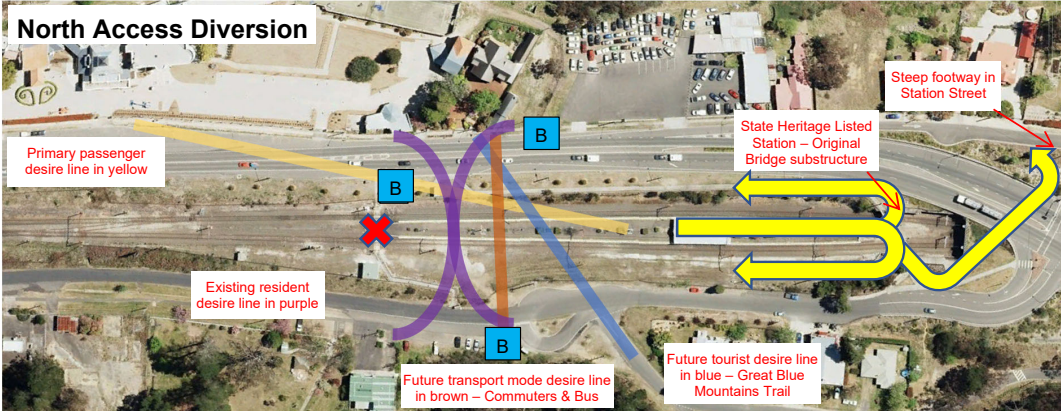


Figure 277: Northern access pathways and desire lines. Source: TfNSW, 2021.

6.1.4 Pedestrian Underpass

During the strategic phase, the potential to install an underpass was considered. This was also raised by the community during the July 2020 public display of the strategic design. While this treatment would generally be inconsistent with other pedestrian grade separations of the existing highway between Emu Plains and Katoomba, the scenario was considered.

In the future state, users of the southern underpass would experience a minimum 100 metre increase in journey length to all transport facilities (measured from the existing centre of platform). This option could generally follow the primary passenger to Hydro Majestic desire line as shown in Figure 5.

The Railway Parade side could exit at road level, however this is a low volume pedestrian movement offering little net benefit. Positioning the underpass away from residential properties would also limit passive surveillance increasing CPTED issues (Crime Prevention Through Environmental Design).

While the underpass option is better suited to desire lines than the northern bridge and Station Street diversion options, by directing users away from other transport element desire lines, accessibility objectives are not met.

Long gently graded ramps, lifts or escalators for users to return to the surface level on both sides of the highway would also need to be considered, including the physical impacts on utilities, drainage and private property impact that these would generate.

Heritage concerns subsequently weighed on this option, as any tunnel ramp, lift or escalators would need to surface on the western side of the highway in front of the Hydro Majestic Hotel and/or at the Hydro Majestic Road Bar while also impacting on the original sandstone wall. This would likely have a detrimental impact on the locally heritage listed tourist destination.

Engineering constraints also arose due to the strict rail safety requirements for constructing pedestrian tunnels under active railway tracks. The high complexity of construction staging, limitations of rail standards and poor outcomes for user security limited the effectiveness of an underpass at this location.

Decision Statement

Based on poor accessibility outcomes, security concerns for users, heritage constraints (Hydro Majestic Hotel, Stone wall and Road Bar), and highly complex rail constructability requirements, an underpass option was not progressed through strategic design.

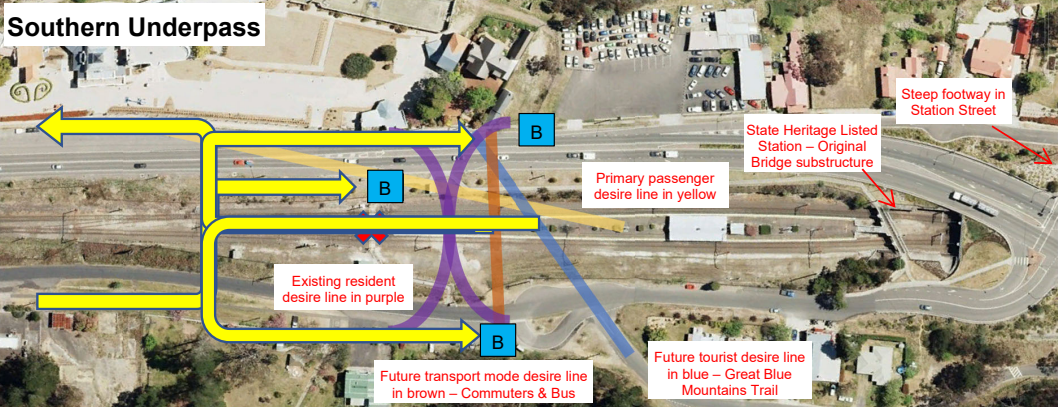


Figure 278: Underpass access pathways and desire lines. Source: TfNSW, 2021.



6.1.5 Pedestrian Bridge

A pedestrian bridge scenario could meet the objectives of accessibility and safety, while best fitting with desire lines, subsequently improving access across the precinct. This was due a bridges ability to connect with all adjoining transport elements and desire lines in the shortest possible distance.

The northern bridge and Station Street connection could remain in this scenario as a supplementary access point, while primary access would be directed via the pedestrian bridge to access all transport elements via lifts at each location.

A pedestrian bridge could offer the most flexibility to achieve the GWHUP accessibility objectives by providing opportunities for improved urban amenity, placemaking, improved surveillance and accessibility across the precinct for all users.

Heritage impact on both Medlow Bath Railway Station and the Hydro Majestic remained a substantial factor in considering the feasibility and structural elements of this scenario. By limiting the bridge to lift and stair arrangements, the accessibility aspects could be optimised, while also limiting the physical footprint and visual impact on these heritage sites.

Direct impact could be completely avoided on the Hydro Majestic curtilage, while station impacts would be concentrated on the southern end of the station away from the main station buildings and northern footbridge.

This option would generally be consistent with other treatments on the Great Western Highway, however the structure type and engagement with the community would play a key role in public acceptance of the outcome as some bridges have generated higher visual impacts than others.

If progressed, the type of structure would need careful consideration in design due to the visual impact a pedestrian bridge would generate at Medlow Bath. The greater visual impact of a bridge option within a heritage area and the indirect impacts it could generate would need further attention as part of design development and the environmental assessment.

Decision Statement

Based on optimal accessibility outcomes, least impact potential on heritage sites and consistency with other locations in the Blue Mountains a pedestrian bridge option was progressed through

6.1.6 The Preferred Strategic Option

The primary benefit which led to selection of a pedestrian bridge as the preferred strategic option, was the ability to best fit with desire lines in both the existing and future state.

Other factors which influenced the selection and subsequent refinement of the preferred strategic option included:

- Optimising safety for all users including removal of the railway level crossing to improve pedestrian rail safety
- Maintaining the operation and functionality of the Great Western Highway
- Consideration of Great Western Highway regional context and the Urban Design Strategy applied between Emu Plains and Lithgow to date
- Opportunities for surrounding views afforded by a bridge (place making)
- Minimising impacts to Heritage based on both the Hydro Majestic (Locally Listed) and Medlow Bath Station (State Listed) through reducing structure form and footprint, considering circulation, physical heritage element impact and adjoining interfaces
- Security and safety - bridges are ‘open’ structures which allow users to see and be seen
- Making best opportunity of GWHUP to address DSAPT requirements as part of the Medlow Bath project through an integrated transport solution developed to limit the impact on community. One project delivery – rather than coming back for future TAP upgrades after the highway works are complete.
- Optimising accessibility in the future state for all users including those impaired by vision, hearing, mobility and other means as part of one project.<sup>12</sup>

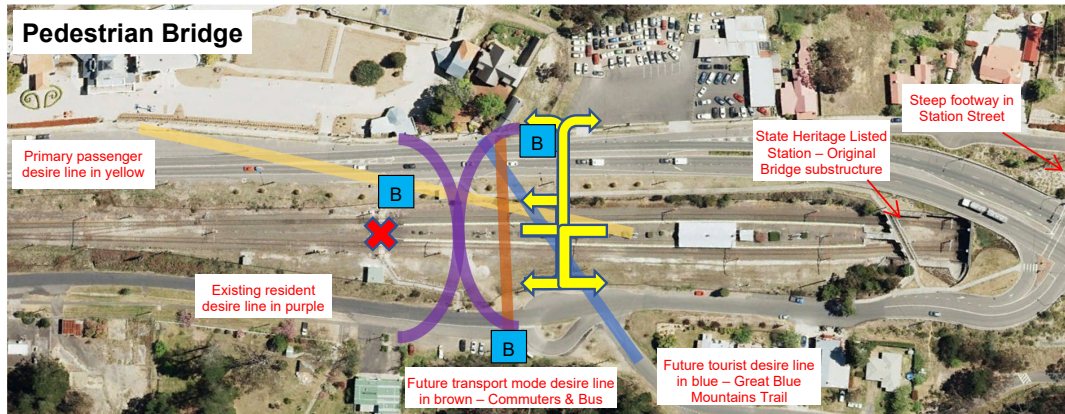


Figure 279: Existing transport facilities and desire lines.

Source: TfNSW, 2021.

12: TfNSW, Medlow Bath Pedestrian Bridge Optioneering Report, November 2021, pp.6-16.



## 6.2 Concept Design Options

The *Medlow Bath Pedestrian Bridge Optioneering Report* prepared by TfNSW in November 2021, discusses how the concept design for the footbridge was developed. Extracts from this report follow.

Development of the concept design for the pedestrian bridge then focussed on how to minimise the visual impact and select a structure type best suited to the urban amenity of Medlow Bath.

Structural options excluded during initial discussions due to excessive or poor visual impact outcomes at Medlow Bath were:

- Standard TfNSW / RMS Tied arch bridge and steel arch designs
- Super T structure with deep supporting girders supporting thin deck with balustrades
- Suspension bridges and complex variants of this design

Ramps were also ruled out due the physical, visual and property impact these would generate. A lift and stair arrangement could provide the least visual and footprint impact while meeting all accessibility needs.

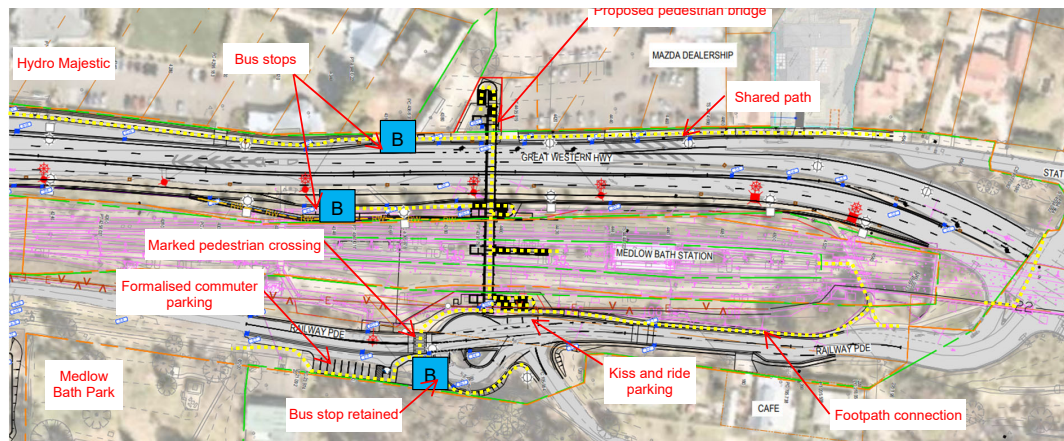


Figure 280: Enhanced access links provided by proposed bridge.  
Source: TfNSW, 2021.

### 6.2.1 Design requirements

Any bridge option, while meeting transport standards in terms of anti-throw screens, lighting, CCTV and maintenance access would need to span the full width of the highway and each rail span with slender deck lines which would minimise visual impact.

Strict rail safety standards limit the use of paint over live tracks due to maintenance restrictions and fire safety ratings. Structural load supporting elements would need to be either weathered steel or concrete which must also be capable of withstanding derailment impact loads, substantial fire condition and meet full electrical earthing / bonding requirements.

### 6.2.2 Location considerations

The selection of a suitable location for the bridge was chosen after considering; space on the platform for stairs and lifts, proximity to Railway Parade bus stop and car parking and possible kiss and ride set-down and pick-up location; available land on the western side of Great Western Highway for lift and stairs and proximity to the proposed bus stops on the highway.

The height over the highway and rail both played a major factor in determining the final location of the bridge as any design needed to assure that BCA requirements for stairs balanced carefully with height requirements to clear highway traffic as the highway rises towards Station Street.

### 6.2.3 Choosing a bridge form

From the beginning of bridge optioneering, structural form and deck thickness had a big influence over the options presented. The location of the bridge and its surrounding environment required the bridge to be as slender as possible, maximising see through visibility while also considering other elements required such as hand rails, lighting, anti-throw screens and drainage.

Three structure types were considered during concept bridge design assessment:

- A. Concrete Through Girder a slim deck with solid concrete walls and attached anti throw screens and potentially a roof
- B. Pratt Truss – A steel truss design with vertical, horizontal and angle elements tied together to sustain the loads (similar to Hazelbrook)
- C. Vierendeel Truss – A steel truss without the angular members of the Pratt design. Thicker steel elements carry the load.

The bridge options were developed for formal structural assessment. The assessment matrix and findings of this investigation are presented in the table overleaf.

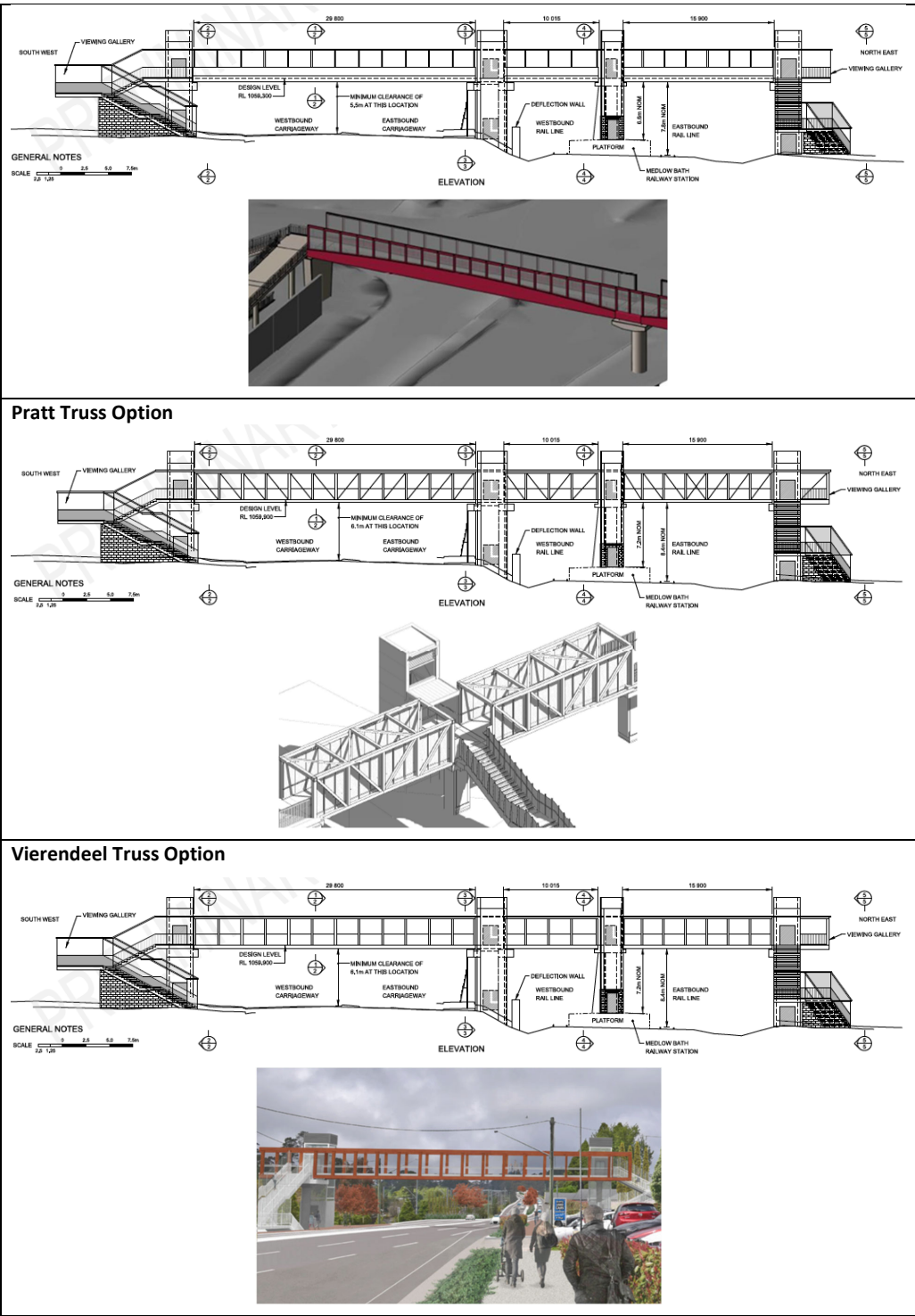


Figure 281: Bridge forms considered.  
Source: TfNSW, 2021.



BRIDGE FORMS CONSIDERED			
CRITERIA	OPTION 1 - VIERENDEEL TRUSS	OPTION 2 - PRATT TRUSS	OPTION 3 - CONCRETE THROUGH GIRDER
Spatial arrangement and cross section	<p>Rigid connections provide a more robust truss structure vs Option 2.</p> <p>Uniform steel member size based on the critical span (Span 1) can provide fire design capacity for the other spans.</p> <p>Heavier steel sections required compared with Pratt Truss (350SHS vs 200SHS).</p> <p>The full truss depth lies within the safety screens.</p> <p>Higher vertical clearance required above GWH compared with concrete option.</p> <p>Most flexibility in spacing of vertical members to provide even spacing.</p>	<p>Lighter weight truss structure compared to Option 1.</p> <p>Uniform steel member size based on the critical span (Span 1) can provide fire design capacity for the other spans.</p> <p>The full truss depth lies within the safety screens.</p> <p>Higher vertical clearance required above GWH compared with Concrete option.</p> <p>More restrictions in spacing of verticals due to consideration of diagonal members.</p>	<p>More robust and less sensitive to wind effects compared to Options 1 and 2.</p> <p>Fire rating can be easily achieved by increasing the cover.</p> <p>Lower vertical clearance required compared to Options 1 and 2.</p> <p>Inefficient span-to-depth ratios for the shorter spans.</p> <p>Safety screen will sit outside main superstructure members.</p>
Durability	Low corrosivity category environment for steel (C2).	Low corrosivity category environment for steel (C2).	Exposure classification A.
Construction Issues	Superstructure will be lighter than Option 3, but heavier than Option 2.	Lightest superstructure, therefore smallest mobile crane required to lift spans into place.	Heaviest superstructure; large mobile crane required to lift superstructure into place.
Maintenance	<p>Painting of superstructure will be required several times during the design life, necessitating encapsulation and temporary scaffolding.</p> <p>Other maintenance will include replacement of bearings.</p>	<p>Painting of superstructure will be required several times during the design life, necessitating encapsulation and temporary scaffolding.</p> <p>Other maintenance will include replacement of bearings.</p>	<p>100 year design life can be achieved with minimal maintenance of concrete.</p> <p>Bearings will require replacement over the design life of the structure. Jacking loads will be larger than for steel options.</p>
Utilities and drainage	May be possible to provide small diameter conduits within concrete deck.	May be possible to provide small diameter conduits within concrete deck.	<p>More scope to accommodate conduits within superstructure.</p> <p>More scope to accommodate drainage within superstructure.</p>
Work Health and Safety	Similar hazards during construction and maintenance.	Similar hazards during construction and maintenance.	Similar hazards during construction and maintenance.
Departures from standard	BCA Performance Solution Report required due to more than 36 stairs required on straight alignment.	BCA Performance Solution Report required due to more than 36 stairs required on straight alignment.	Fewer stairs required due to lower headroom, but departure from BCA requirements still required.
Urban Design	<p>Simplest and most elegant appearance.</p> <p>Open bay configuration (ie no diagonals) provides visual continuity across the piers, where users need to walk ‘through’ the truss.</p>	<p>Less elegant appearance; diagonals produce an asymmetric appearance in spans which have an uneven number of bays.</p> <p>Interruption of diagonals at the piers is visually discontinuous.</p> <p>Arrangement of diagonals for Pratt Truss non-symmetrical.</p>	More robust structure detracts from surroundings.
Capital and whole of life costing	Higher capital cost than Pratt Truss option. Periodic painting less awkward than Pratt Truss Option due to flatter, larger surfaces.	Least amount of materials. More ongoing maintenance cost due to requirement for periodic painting.	Lowest capital cost, lowest ongoing maintenance cost.

Table 3: Bridge forms considered.  
Source: TfNSW Optioneering Report, 2021, p.20.

#### 6.2.4 Preferred Concept Option

The preferred option selected was a 3 span Vierendeel truss bridge with spans of 28m, 11m and 15m respectively. Each span simply supported on reinforced concrete piers.

The preference for a Vierendeel truss was primarily based on its visual advantages. The square truss bays are simple and the overall steel structure will be visually elegant and sympathetic to the surrounding urban environment and landscape. The open bay configuration allows users to walk ‘through’ the truss when accessing it at the piers, providing additional opportunities to provide access to stairs and lifts away from supports.

The Pratt truss option would have diagonal members in elevation, which would be more visually intrusive than the Vierendeel option. The arrangement of diagonals on a Pratt Truss is irregular due to the requirement for all diagonals to be in tension. Accordingly, the closest diagonal to the support is orientated in the opposite direction to the adjacent diagonals. Where there are an odd number of bays, a double arrangement of diagonals is required at the centre bay. A number of dummy members would be required at the supports to ensure the structure remains statically determinate and all diagonals remain in tension under all load cases.

The concrete through girder option offered a lower headroom than the steel options due to less onerous requirements for maintenance during the service life of the structure. However, due to the large span across the main carriageway, construction would be significantly more challenging, as individual element weights would be significantly larger. The through girder option would not adhere to the urban design principles stated in the Urban Design Strategic Report, by providing a ‘hard’, visually intrusive superstructure.

The key differentiators were:

- A concrete through girder option would not adhere to the urban design principles stated in the Urban Design Strategic Report, since it provided a ‘hard’, visually intrusive superstructure. This structure would also lead to heavier elements making construction much more challenging. While the main supporting structure could be a relatively simple form, the addition of anti-throw screens, and lighting would quickly lead to a very bulky physical form overall.
- A Pratt truss option would have had diagonal members in elevation including dummy members and supporting members leading to busier structural form. From an Urban Design perspective, despite a Pratt Truss having lighter structural members, the structure would appear more cluttered than a Vierendeel Truss Option leading to greater visual impact. Learnings from the Hazelbrook Pedestrian Bridge were also considered in the assessment of this option.
- The Vierendeel Option was found to be most feasible whilst providing the optimal urban design outcomes as it required the least structural elements, giving it a greater permeability and as such less visual impact. The simpler construction methodology compared to the through girder offered reduced impact on the road and rail operations.

The Vierendeel Truss option was progressed as the preferred structure type based on the assessment conclusions within the Concept Structures Report.<sup>13</sup>

13: TfNSW, Medlow Bath Pedestrian Bridge Optioneering Report, November 2021, pp.17-20.



6.3 Development of Previous Preferred Concept Option

6.3.1 Design Development

As design development progressed to the public display of the Review of Environmental Factors the project team engaged in a series of architectural challenge workshops. Specialists involved in this process included:

- Urban Designers
- Heritage Specialists
- Architectural Specialists
- Transport Access Program Engineers
- Civil & Structural Design Engineers
- The Project Manager

The workshops challenged a range of key issues in the design to assure the design was optimised before being presented to the community. The architectural challenge workshops examined a number of key refinement areas.

Materials

Weathering steel was chosen for the superstructure material. The provision of weathering steel simplifies the maintenance requirements, compared to ordinary structural steel. Weathering steel also reduces the need for periodic maintenance of the superstructure compared to painted steelwork.

The stable oxide ‘patina’ that forms on weathering steel obviates the need to paint the steelwork. The selection of a material with a red patina took inspiration from ‘Red Hands Cave’ near Glenbrook which fits naturally into the surrounding World Heritage Listed national park.

Further consideration and engagement would be applied through detailed heritage interpretation processes as design progresses.

The use of weathered steel was ultimately seen as an opportunity to best meet structural fire rating and maintenance requirements, while being visually appealing and sympathising with the surrounding village and heritage environment.

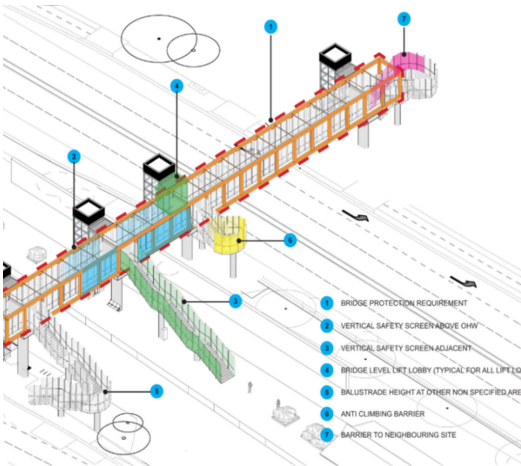


Figure 282: Features of the footbridge. Source: TfNSW, 2021.

The use of weathered steel also allowed the level of the bridge to be lowered through the thinner deck and supporting structure it requires. This lowering of the soffit generated a number of other benefits, including minimising the visual impact of the bridge from its overall height, and deck thickness, while also reducing the number of stairs required to ground level.

Stair Layout

Extensive consideration was given to the layout of the stairs, lift wells and forecourt areas to assure circulating areas were clear, walking pathways most direct and the number of steps reduced. Consideration of maximising accessibility was consistently applied during all design iterations and workshops held.

A number of changes were made to the bridge, lifts and stair arrangement. These include:

- Moving the bridge 4 metres to the north, where the station platform had greater width to accommodate the stairs
- The stairs on the western side of the bridge were reversed to create a common entry space for the stairs and lift
- Lift shafts were repositioned to make them more visible at ground level
- Changing the lower section of the stairs to a built-in arrangement to eliminate the hard to maintain area under the treads.<sup>14</sup>

14: TfNSW, Medlow Bath Pedestrian Bridge Optioneering Report, November 2021, pp.17-21.

6.3.2 Consultation

The previous project team engaged in a wide range of consultation during design development. In addition to community consultation, the table on the right outlines engagement with key stakeholders to date.

Blue Mountains City Council

The Weston Williamson + Partners design for the footbridge was presented to Blue Mountains City Council on several occasions during design development.

ENGAGEMENT TO JULY 2022		
TIMING	STAKEHOLDER	ACTIVITY
Ongoing from June 2021	BMCC Heritage Team	Ongoing 3 weekly heritage meetings
3 June 2021	Heritage NSW	Briefing #1 - GWHUP & Medlow Bath project
25 June 2021	TfNSW Design Review Panel	Presentation to DRP and feedback taken
14 July 2021	BMCC	Station precinct detailed site walk
27 July - 5 September 2021	All stakeholders	Public display of Medlow Bath including broad SOHI
12 August 2021	BMCC Heritage Advisory Committee	Presentation & engagement
5 November 2021	Heritage NSW	Formal REF response
November 2021	Heritage NSW	Detailed Station Works SOHI & Options Development Paper submitted to Heritage NSW
23 November 2021	Heritage NSW	Briefing #2 - Options Development
1 December 2021	Heritage Council	Project referred to Heritage Council Approvals Committee February Meeting
1 February 2022	Heritage Council Approvals Committee	Presentation to Committee
27 April 2022	BMCC	Meeting / presentation to BMCC regarding bridge option in which a decision statement was provided regarding the underpass option:  “Based on poor accessibility outcomes, security concerns for users, heritage constraints (Hydro Majestic Hotel, Stone wall and Road Bar), and highly complex rail constructability requirements, an underpass option was not progressed through strategic design.”
May 2022	Various meetings held with Sydney Trains, GWHUP and other stakeholders.	Presentation to gain consensus on constructability, security, WOL cost impacts of the underpass option
31 May 2022	Heritage NSW	Presentation to Heritage Approvals Committee regarding underpass option.
5 July 2022	Heritage Council Approvals Committee	Alternative process to develop an appropriate pedestrian bridge design discussed.



Transport for NSW Design Review Panel June 2021

The design of the footbridge was presented to the TfNSW Design Review Panel (DRP) in June 2021. The DRP acknowledged the constraints imposed on the project.

The footbridge location has been dictated by two constraints: land acquisition at the southern corner of the car dealership and circulation space around the lift on the tapering island platform.

A new stair and through-lift connects to the new footbridge on the western side of the highway. The lift and stair have been oriented to prioritise customer access to the Hydro Majestic, however the stair is visible and easily accessible from either the north or the south. The lift and stair have been set away from the footpath to accommodate the new shared cycle path and clearance to the vehicle crossing of the car dealership.

A new stair and through-lift connects to the new footbridge on the eastern side of the highway, adjacent to the western rail boundary. The lift and stair have been oriented to face the relocated bus stop. This blocks access to the footpath to the north, which will be planted with significant trees as part of the vegetation offset strategy.

A new stair and standard lift connects the new footbridge to the island platform. Use of the stair has been prioritised by facing the stair towards the station building. The standard lift also directs customers towards the station building, which is the location of the covered boarding assistance zone.

A new stair and standard lift connects to the new footbridge on the western side of Railway Parade, adjacent to the eastern rail boundary. The lift and stair have been oriented to create a new entry forecourt, with DDA parking and a kiss-and-ride space. An upgraded footpath leads south-east to the Commuter Car Park.

Medlow Bath Railway Station currently has no staff in attendance. The station building is currently always locked so no upgrade is proposed to any of the interior rooms or toilets.

The panel provided the following advice and recommendations:

General

The Panel commended the presentation team for their robust urban analysis and clear presentation. The Panel supports the strong concept and rational layout.

The proposal

The Panel supports:

- The use of glass and dark steel structure for the upper section of the lift shafts.
- The use of concrete for the lower section of the lift shafts, stairs and supporting structure.
- The adjustable light levels of the footbridge.

The Panel recommends:

- Further investigation of the material selection for the footbridge structure. The relevance of the proposed weathering steel to the Art Deco character of Medlow Bath and the adjacent landscape was not apparent.
- Further investigation of concrete colour and texture to ensure consistency across lift bases, stairs and columns.
- Design development of the footbridge structural steel and truss type to improve connection details and reduce member sizes.
- Design development of the truss concept to better integrate with the descending stair at the western end.
- Generosity of Station entry points.
- Rationalisation of column clusters that support stair landings and footbridges to minimise visual impact and provide clear lines of sight.
- Improving access to the western stair, especially when approached from the south. The approach is partially obstructed by the lift, and the path of travel appears to conflict with

- the lift waiting area.
- The use of through-lifts on the platform and Railway Parade, consistent with AS1428.2, rather than prioritising direction of travel towards the centre of the platform.
- The footbridge be fully lit when a train approaches the Station.
- The adjustable lighting strategy (noted above) to work for general public cross-corridor access as well as for rail customers.

Landscape and public domain

The Panel supports:

- Planting significant offset trees within and around the precinct. The Panel recommends:
- Clearly identifying existing and proposed planting on the same drawings. Clearly identifying RMS scope and TfNSW scope on the same drawings
- New landscaping and planting making a significant contribution to place-making.<sup>15</sup>

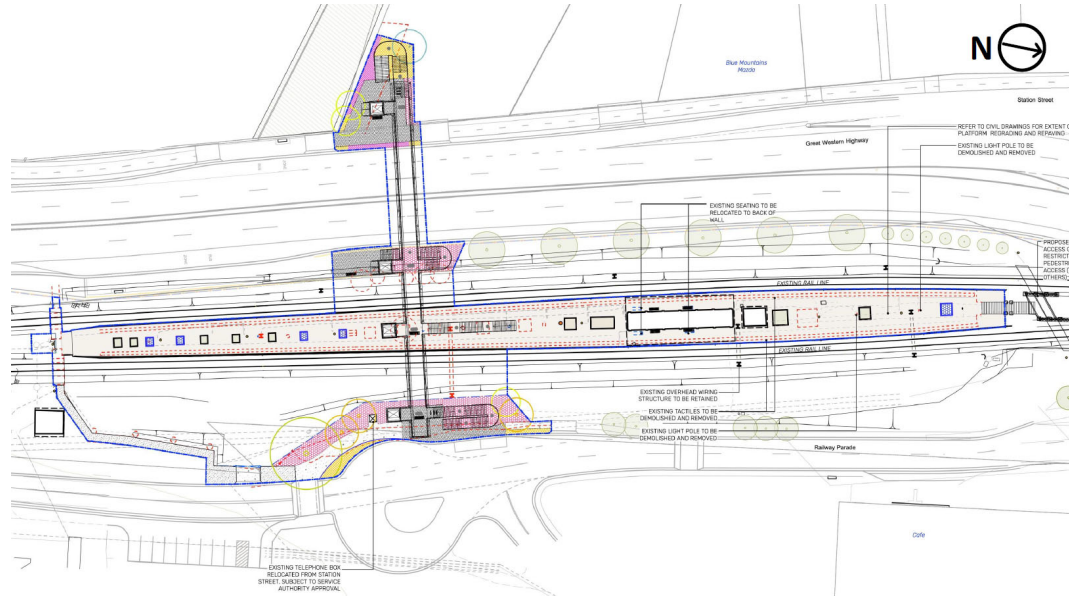


Figure 283: Plan of proposed footbridge at Medlow Bath. Source: Weston & Williamson, June 2021.

15: TfNSW Design Review Panel, Medlow Bath TAP – Design Development FINAL Advice sheet #156 25/06/21, pp.1-3.

Heritage Council of NSW

The footbridge design was discussed with Heritage NSW on several occasions and presented to the Heritage Council of NSW on the 1 December 2022. The project was then referred to the Heritage Council of NSW Approvals Committee meeting.

Heritage Council of NSW Approvals Committee 01 February 2022

The footbridge design was presented to the Heritage Council of NSW Approvals Committee on 1 February 2022. The following resolutions were issued following the meeting:

1. **Notes** the information in the report presented including its attachments.
2. **Notes** the Transport for NSW presentation.
3. **Acknowledges** that an appropriate solution needs to be developed to address the DDA requirements for equitable access to Medlow Bath Station.
4. **Supports** the integration of connecting with Country into the development of the design.
5. **Encourages** looking beyond archaeology to better incorporate both Aboriginal and non Aboriginal living cultural values of the place.
6. **Recommends** further development of an interpretation strategy that will inform the design, so that it responds to the character of the Place as a significant historic health and leisure destination.
7. **Recommends** that the Underpass option be further explored at the location of the bridge option, terminating with lifts and stairs in lieu of ramps.

An underpass was explored, however, safety was a major concern due to the length of the tunnel required to cross the highway and the lack of surveillance.

The design of the footbridge needs to connect to Country and fit into the historic context of Medlow Bath. There is an opportunity for the bridge form to interpret the significance of the site by referencing the Hydro Majestic, which has direct links to the development of the station and the town as a health and tourist destination.





Figure 284: View of tunnel Option.  
Source: TfNSW 2022.

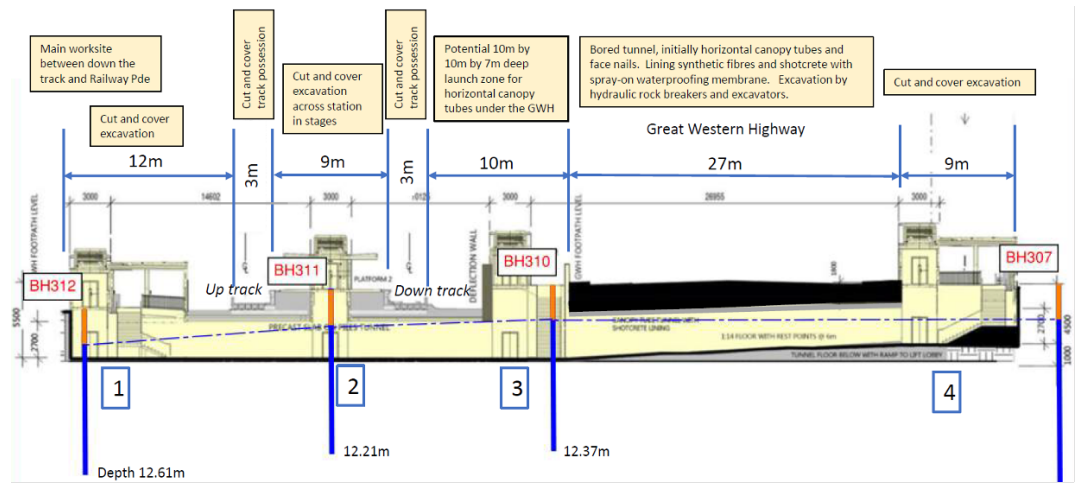


Figure 285: Details of tunnel Option discussed at workshops held in May 2022.  
Source: TfNSW 2022.

### Heritage Council of NSW Approvals Committee 31 May 2022

The project was presented to the Heritage Council of NSW Approvals Committee on 31 May 2022. The Committee discussed community feedback on the design proposal, various operational aspects of the underpass option, and outcomes of TfNSW's Underpass Viability Workshops, before focusing discussions on the bridge crossing as the proponent's preferred option. Key points raised included:

- The Committee questioned whether requirements across the station platforms and the road could be addressed separately to reduce the scale of the project
- Members agreed that large and modern statement bridges may work in some heritage settings, however, this proposal would significantly disrupt the authenticity of Medlow Bath as a 1920s leisure destination and people's attachment to the Place. The bridge should either complement the existing ensemble of buildings or be as recessive as possible. Any bridge design in this location must support the feeling of having an authentic historical experience and reflect the qualities of the site.
- Members raised the opportunity to incorporate a viewing platform to the Hydro Majestic side of the bridge so that it is not merely functional but improves user experience.
- Members also discussed the Station Street crossing as a legitimate option and the opportunity to acquire the adjacent Mazda property to support the most appropriate development for the long term.

The following key comments were issued following the meeting:

- Notes the concerns of the local community and Blue Mountains City Council and encourages ongoing engagement with them and other key stakeholders to reach an acceptable solution.
- Notes that the underpass option, which all parties agree has the least heritage impact, has been explored, including the constructability, public safety and maintenance issues, and that the bridge remains the proponent's preferred option.
- The Approvals Committee discussed the Station Street crossing as an option.
- The Approvals Committee remain concerned with the design of the bridge crossing, including bulk and materiality, and its heritage impacts on the World Heritage setting.
- The pedestrian bridge option should be designed to better respond to the significant heritage values of the Blue Mountains setting and the local precinct including the Hydro Majestic Hotel. The pedestrian bridge should respond to the character of the Place as a significant historic health and leisure destination.
- The Approvals Committee encourages TfNSW to continue to develop the interpretation strategy to inform the design, including connecting with Country.
- Recommends a design competition or alternative process to find an appropriate solution. The Approvals Committee offers to comment on the design brief and recommends that a heritage architect is embedded in the project team.
- The Approvals Committee welcomes ongoing discussion with TfNSW.

### Tunnel Option Assessment 31 May 2022

In response to the request from the Heritage Council of NSW Approvals Committee, Transport for NSW further investigated the Tunnel Option and presented their findings to key stakeholders including BMCC and the NSW Heritage Council Approval Committee following three internal workshops on 31 May 2022. An underpass is not considered to be a viable option from a public security or a customer safety and experience point of view. Further, the tunnel option was also costed by a quantity surveyor and it was determined that the tunnel would cost an additional \$24.6M compared to the footbridge option and add 6 months to the construction program.

### TfNSW Workshop 1 4 May 2022 - Maintenance & Safety

#### Positive Findings

- Generally a tunnel would be simpler to maintain (no road closures, no possessions)

#### Negative Findings

- Significant concerns about security of the asset as the station is not manned
- Significant concern about safety of customers. There are thousands of cameras on the network and any incidents are unlikely to be picked up on CCTV in time
- Nearest police are at Katoomba or Blackheath so any attempt at assistance would be late.
- Security representative would not support an underpass.

#### Final Position

- Security is opposed to an Underpass
  - Maintenance does not have a preference
- Concern was raised after the meeting regarding issues regarding general cleanliness, maintenance and amenity of underpass options vs at-ground and overpass options.

### TfNSW Workshop 2

#### 12 May 2022 - Constructability

#### Positive Findings

- The site is tight but there is sufficient width for a tunnel launch zone
- Tunnel under road & rail can be built

#### Negative Findings

- Removal of excavated material would generate significant amount of construction traffic in the area
- A wider tunnel would be necessary to mitigate fear of confined spaces (70 meters long tunnel), increasing the quantity of excavated material and impacting costs and schedule
- Underpass would increase the overall construction duration due to tunnelling activity and limited opportunities for concurrent works
- Underpass would increase project design and construction costs

#### Final Position

Underpass can be constructed

### TfNSW Workshop 3

#### 25 May 2022 - Customer Safety & Experience

#### Positive Findings

- An underpass would provide cover in inclement weather
- A footbridge would create new opportunities to appreciate the heritage precinct from a height, including photo opportunities for steam trains etc.

#### Negative Findings

- Underpass has zero passive surveillance
- Underpass would be 70 metres long and 4 metres below ground at both ends,
- Fully below ground underpass confines customers and creates risk for entrapment and assault

- CCTV cameras are useful, but do not deter vandalism/anti-social behaviour
- Tunnels are not perceived as being safe by the public, unless there is a lot of pedestrian traffic
- Station does not provide amenities and, based on experience in other tunnels, the underpass will be used as a toilet making it unattractive to use
- Wayfinding a Footbridge crossing is easier as it is intuitive
- Lift shafts are not easily read as crossing points and will result in uncontrolled pedestrian crossings across 4 lanes of traffic
- This is a sub-alpine area with intermittent reduction in visibility through winter from rain snow and fog, increasing risks to life and/or injury if customers attempt to cross the four lanes of traffic
- Street lighting at Medlow Bath is low due to resident pressure, adding to poor visibility at night and increasing risks of injury

#### Final Position

- Attendees unanimously opposed an underpass solution

### Heritage Council of NSW Approvals Committee 5 July 2022

An alternative design process was discussed on 5 July with the NSW Approvals Committee. Discussion focused on how to inform the design brief to provide clear guidance on developing a contextually appropriate bridge that achieves the non-negotiable safety requirements. It was agreed that the brief should focus less on producing a visually recessive design, and more on responding to the Blue Mountains World Heritage values and the character of the precinct, including the Hydro Majestic Hotel, as a historic health and leisure destination.

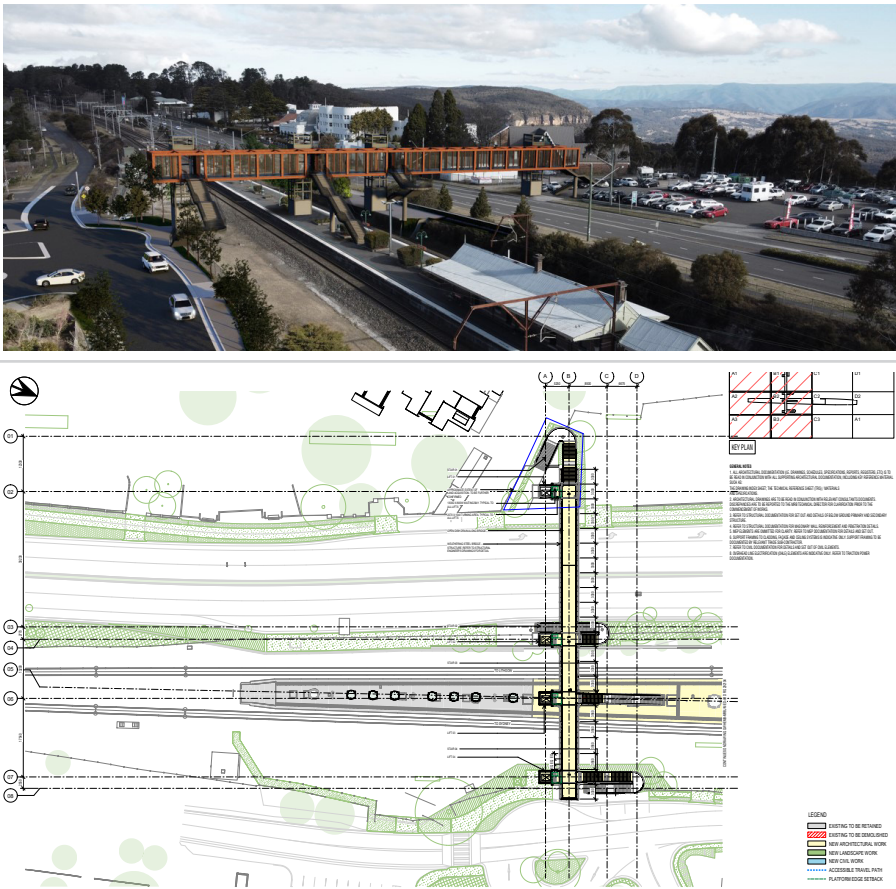
The Heritage Council Approvals Committee supported TfNSW's proposed alternative process to develop an appropriate pedestrian bridge design and recommended continuing consultation with Heritage NSW during the design development stages along with ongoing engagement with Blue Mountains City Council.





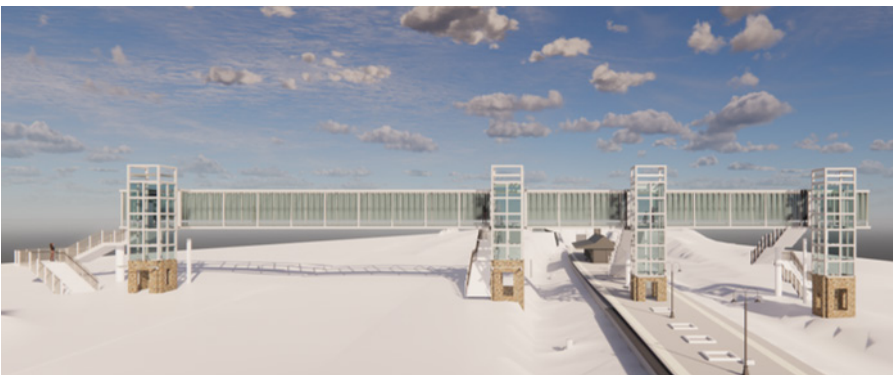

6.4 Other Options Considered

**DesignInc Options March - April 2022**

DesignInc were engaged by TfNSW in March 2022 to conduct a high level review of the design of the footbridge at Medlow Bath prepared by Weston Williamson + Partners and to explore alternative options which took into consideration the feedback received from BMCC, Heritage NSW and the local community. These options were discussed at three workshops with TfNSW carried out between 8 March and 28 April 2022. Eight options were initially explored. This was reduced to four options by the third workshop.

OPTIONS COMPARISON			
OPTION	DESCRIPTION	VISUALISATION	LESSONS LEARNT
<b>80% Design</b> August 2021 Weston Williamson + Partners	<b>Base Case</b>  –Location of bridge aligns with community desire lines, providing access across the Great Western Highway, Medlow Bath Railway Station and the local road, Station Street. This ultimately encourages transport use, safe access for commuters, and connection to township.  –80% design uses a Vierendeel truss with simple but heavy/ oversized steel members finished in weathering steel.  This design formed the Base Case for the initial review by DesignInc. Given the extent to which the bridge had been developed and program timing, the initial brief was to review the Base Case and to identify simple cost effective options to meet the Heritage Approvals Committee feedback.		<ul style="list-style-type: none"><li>–The Base Case option resulted in a visual impact that was unacceptable to the Heritage NSW and the local community.</li><li>–Colour of weathering steel dominant in views.</li><li>–Public perception weathering steel is a low quality material.</li><li>–Integration of connecting with Country into the development of the design and incorporation of both Aboriginal and non Aboriginal living cultural values of the place recommended.</li><li>–Development of an interpretation strategy could inform the design so that is responds to the character of the Place as a significant historic health and leisure destination</li><li>–Further exploration of the Underpass option at the location of the bridge terminating with lifts and stairs in lieu of ramps required to test viability.</li></ul>



DESIGN INC OPTIONS COMPARISON						
W1	W2	W3	DESCRIPTION	INITIAL VISUALISATION	REASON NOT PURSUED/DEVELOPED VISUALISATION	LESSONS LEARNT
1			<b>OPTION 1 - Modification to Base Case</b> <ul style="list-style-type: none"> <li>–Lighter colour – either off-white (painting) or silver grey (hot-dipped galvanising) responding to the exterior of the Hydro Majestic.</li> </ul>		<ul style="list-style-type: none"> <li>–Painting the bridge was not supported as this would trigger the requirement for greater clearance above the road to allow scaffolding under to permit maintenance to be carried out above live traffic. This would in turn increase the height of the lift shafts and the number of stairs required. Painting the bridge would effectively increase the height of all elements resulting in an adverse visual impact. This option was not pursued any further.</li> <li>–Although heavily supported by the roads teams, with many galvanised finish bridge examples around the state, galvanised steel was also perceived as a lower quality finish compared to a painted finish and hence not pursued.</li> </ul>	<ul style="list-style-type: none"> <li>–Minor colour and finish changes not likely to overturn initial negative reactions.</li> </ul>
1			<b>OPTION 2 - Modification to Base Case</b> <ul style="list-style-type: none"> <li>–Lighter colour – either off-white (painting) or silver grey (hot-dipped galvanising), responding to the exterior of the Hydro Majestic.</li> <li>–Interpretive safety screen mesh on the inside face for a more transparent appearance reducing visual impact and representative of the drapery at the Hydro Majestic (Mark Foy).</li> </ul>		<ul style="list-style-type: none"> <li>–Comments relating to Option 1 apply here too. Painting the steel would have resulted in an overall higher bridge. Galvanising the steel was perceived to be a lower quality finish.</li> <li>–Although the ‘curtain’ safety screen was seen to potentially provide an effective visual outcome, particularly in combination with architectural feature uplighting, it did not change or ameliorate the bulk and scale of the Vierendeel truss bridge.</li> </ul>	<ul style="list-style-type: none"> <li>–Minor colour and finish changes not likely to overturn initial negative reactions.</li> </ul>
1	2	3	<b>OPTION 3 - Modification to Base Case</b> <ul style="list-style-type: none"> <li>–Lighter colour – either off-white (painting) or silver grey (hot-dipped galvanising).</li> <li>–Interpretive safety screen facade.</li> <li>–Triangulation of truss systems reducing steel member sizes. In response to Aboriginal Cultural Heritage, the bridge represents a signpost between nations, Wiradjuri in the west and Gundungurra to the east (Emu footprint as arrows.)</li> </ul>			<ul style="list-style-type: none"> <li>–Minor member size and finish changes not likely to overturn initial negative reactions.</li> </ul>
1	2	3	<b>OPTION 4 - Modification to Base Case</b> <ul style="list-style-type: none"> <li>–Lighter colour – either off-white (painting) or silver grey (hot-dipped galvanising) responding to the exterior of the Hydro Majestic</li> <li>–Interpretive safety screen mesh for a more transparent appearance on the outside reducing visual impact and representative of the drapery at the Hydro Majestic (Mark Foy).</li> <li>–Introduce sandstone cladding / colours to the lift base, reflective of the Megalong Valley escarpment.</li> </ul>			<ul style="list-style-type: none"> <li>–Minor colour and finish changes not likely to overturn initial negative reactions.</li> </ul>



DESIGN INC OPTIONS COMPARISON

W1	W2	W3	DESCRIPTION	INITIAL VISUALISATION	REASON NOT PURSUED/DEVELOPED VISUALISATION	LESSONS LEARNT
1			<b>OPTION 5 - Sloped Bridge</b> <ul style="list-style-type: none"> <li>Slope bridge deck to reduce height at station end – top of lifts drop with it. This could apply to all bridge options to reduce visual impact of the development.</li> </ul>		<ul style="list-style-type: none"> <li>Although responding directly to the clearance requirements, this option was felt to appear 'droopy' and if it remained a Vierendeel truss it would not fit with the naturally straight strong lines of the truss.</li> <li>Curving the overall form may have more potential with a different structural bridge typology.</li> </ul>	<ul style="list-style-type: none"> <li>If this produced an overall curved/arched form the result could be good.</li> </ul>
1			<b>OPTION 6 - Hybrid Option at Existing Northern Bridge</b> <ul style="list-style-type: none"> <li>Underpass to be located at the northern end of the station with access from Station Street and existing footpath along GWH reducing visual impact.</li> <li>Existing bridge to be maintained with two additional lift shafts for accessibility services.</li> </ul>		<ul style="list-style-type: none"> <li>-v</li> </ul>	<ul style="list-style-type: none"> <li>Underpass to be reassessed.</li> <li>Heritage impact to significant early bridge to be assessed.</li> </ul>
1	2	3	<b>OPTION 7 - Underpass</b> <ul style="list-style-type: none"> <li>Underpass from east to west, mid way along the platform, at the southern end of the platform in the location of the bridge, equipped with four sandstone clad lifts at both existing footpaths along GWH, platform access, and Railway Parade, limiting visual impact.</li> </ul>			<ul style="list-style-type: none"> <li>Underpass not seen to be safe due to overall length and lack of surveillance.</li> <li>Difficult to construct.</li> <li>Prohibitively expensive.</li> </ul>
1	2	3	<b>OPTION 8 - Dancing Truss</b> <ul style="list-style-type: none"> <li>Bespoke to the precinct, the intertwining, 'dancing truss', curvilinear plan reflects upon the playful, entertainment destination of the Hydro Majestic and also represents ridge lines of the Megalong Valley.</li> <li>The geometry of the bridge layout integrates the lift shafts reducing overall visual impact.</li> <li>Triangulation of truss system reflective of Aboriginal Cultural Heritage, the bridge represents a signpost between nations, Wiradjuri in the west and Gundungurra to the east (Emu footprint as arrows.)</li> </ul>			<ul style="list-style-type: none"> <li>Overall approach - ie more sculptural 'gateway' could be pursued, however would rely on public support.</li> </ul>







# 7.1 Heritage Design Principles

An analysis of the site and its context, together with an understanding of the history of Medlow Bath and the significance of key elements, leads to the following heritage design principles which apply to the proposed footbridge at Medlow Bath.

The bridge spans a site which slopes down from the west (GWH) towards the east (Railway Parade) and from the north to the south. The topography affects the visual impact of the bridge, especially when viewed from the south from the Great Western Highway, approaching the Hydro Majestic Hotel, and along Railway Parade on the quieter eastern side of the rail corridor.

## Consultation

The Draft Heritage Design Principles were presented to representatives from the Medlow Bath community and to Heritage NSW in December 2022 and further refined based on their feedback.

## 7.4.1 Character

The character of Medlow Bath is defined by the natural landscape and key buildings. The existing built forms are integrated into the landscape through a combination of natural bushland and planned landscape features. The Hydro Majestic presents an urban scale with a streamlined Art Deco character which transitions to the finer grain Federation detailing of the railway station and residential housing beyond. The formal subdivision and set out of the railway are juxtaposed by the rambling composition of the Hydro Majestic and walking trails that surround Medlow Bath.

The pedestrian bridge should be designed to respect and respond to the existing varied natural and historic character of the place. Considering the prominent position it will occupy, and its potential landmark qualities in the setting, the footbridge should strive to be a simple elegant intervention.

## Respond to Context

- Undertake detailed design to ensure that design is contextually appropriate and that the differing character of the built form east and west of the rail corridor is acknowledged. The Hydro Majestic, the most memorable built form associated with Medlow Bath, could be used as a point of reference.
- New landscape elements should respond to the character of the surrounding cultural landscape.

## Simple Elegant Design

- The bridge should be contemporary in character. Its design should be simple with refined clean lines to reduce visual bulk and clutter and to reinforce the landscape setting and vistas as the predominant visual items when travelling along the corridor.
- The various bridge elements including spans, bridge deck profile, piers, abutments, parapets and barriers should be coordinated to produce a well-considered composition.

## Role as Gateway

- Ensure that the landmark role of the bridge as a gateway along the highway, that also provides a sense of arrival by train, is reflected in appropriate, high quality design. The bridge could potentially be designed as a sculptural artefact in the landscape.

## Viewing Point

- Consider the viewing opportunities offered by the bridge to the west towards the Megalong Valley and to the east towards the Greater Blue Mountains in the design.

## 7.4.2 Scale

As you approach Medlow Bath, which is located on the Ridgeline, views to the sky open up and the sense of enclosure of the landscape reduces. The scale of the built form is relatively low. The Hydro Majestic is the tallest reference point at 2-3 storeys and the scale grades down to predominantly single storey for the railway station and surrounding residential dwellings.

The pedestrian bridge by necessity will be a sizeable element within the historic context of Medlow Bath owing to the functional need and technical requirements associated with rail and road safety, DDA access and maintenance. Given the low height of the natural and built form, the perceived scale of the pedestrian bridge should be minimised through careful design to avoid overwhelming the place.

## Reduce Overall Scale as Much as Possible

- Minimise height through material choice. Explore possible height transitions for bridge span to break up the overall length.
- Make the horizontal span of the bridge as slender and elegant as possible.
- Maximise the transparency of the balustrades and throw-screens to reduce the perceived overall height of the bridge.

## Minimise Impacts on Significant Views

- Minimise the footprint of lifts and stairs to ensure that they are presented in a landscape setting.
- Proportion individual elements to respond to the articulation of the heritage buildings in the vicinity of the site.

## Detailed Design to Reduce Scale

- A combination of solid lift towers and a lighter bridge span could be explored.
- Design bridge piers and lift towers so that the proportion of their vertical height to width is controlled such that the piers appear tall and fine, rather than squat and bulky.
- Consider how the colour of bridge elements, read in context, can work as a whole to reduce the scale of the overall composition.



### 7.4.3 Form

The sweeping alignment of the roadway following the ridgeline and the walking tracks in and around Medlow Bath highlight the natural form of the place. The Hydro Majestic is the dominant building form in the precinct, however the use of curved forms in the massing and detailing softens the presence of the building ensemble in the landscape. Although the railway station and residential housing present more traditional forms, they share some similarities with the Hydro Majestic, including a high solid to void ratio and vertical proportions to glazed openings.

The form of the pedestrian bridge is constrained by functional needs and technical requirements. Nonetheless, the pedestrian bridge should be designed to acknowledge and respond to the subtle underlying natural forms as well as the dominant built forms to ensure it is appropriately grounded in its significant setting within Medlow Bath.

#### Uncluttered Horizontal Form

- The bridge should be expressed as an uncluttered and well co-ordinated horizontal form.
- Consider how the vertical lift towers can be designed to read as subservient forms to the bridge spans.

#### Soften Engineering

- The use of curves could be explored to soften the impact of the overall form of the footbridge.
- Integrate primary and secondary structure to create a more visually seamless form.

#### Enhance User Experience

- Provide adequate space on the footbridge for people to stop and enjoy the views offered by the elevated position across the Megalong Valley, to the Hydro Majestic Hotel, the Railway Station, former Post and Telegraph Office, Urunga and to the Blue Mountains National Park.

### 7.4.4 Siting

The siting of existing built form in Medlow Bath generally addresses the road or rail, which both cut through the landscape and effectively divide the town in half. Although constrained somewhat by the position on the narrow ridge, built forms are generally set well back from the roadway and rail cutting providing a more gradual transition. As a series of interconnected precinct elements, maintaining the visual relationship between the key historic features of Medlow Bath is important.

The siting of the pedestrian bridge is constrained by access and land ownership. Stairs, lifts and associated entrances need to be located to provide direct access from connecting footpaths. The built form should respond to the established setbacks where possible and provide a generous approach reflecting the high-quality recreation and leisure history of Medlow Bath. Significant views should be maintained, and opportunities for new views explored. The immediate site of the footbridge has no natural features of significance.

#### Connect to Country

- Include a strong connection to Country aided by interpretation, appropriate material and colour choices and response to the broader landscape setting.

#### Minimise impacts to Heritage Fabric

- Minimise impacts to significant heritage fabric.

#### Respect the Neighbourhood

- Design the spaces between old and new elements carefully.
- Minimise the footprint of built elements at each landing point to reduce impacts on the adjoining townscape and heritage values.

#### High Quality Urban Design

- Provide generous and high-quality spaces at each entry point for orientation and wayfinding.
- Consider the locations of lift towers and how their placement impacts the balance of the overall composition of the bridge.

### 7.4.5 Materials and colour

The materials of the existing built form are rich and varied, ranging from sandstone to brickwork and rendered masonry. The use of earthy materials ground the existing buildings in the landscape context of Medlow Bath.

Materials and colours will play an important role in the overall design success of the pedestrian footbridge, and need to be selected for their quality, durability and maintainability.

#### Quality, Durability and Maintenance

- All materials should be selected for their high quality and durability to ensure the bridge retains its design quality over time with minimal maintenance.

#### Appropriate Materials and Structure

- High quality materials should be used for the footbridge that respect the area's heritage values and minimise the apparent bulkiness of the structure.

#### Relate Materials and Colours to Context

Consider the use of characteristic local materials such as sandstone, brickwork and rendered masonry as a point of reference that could be reinterpreted in the design.

### 7.4.6 Detailing

The existing built form at Medlow Bath presents distinctive detailing reflective of different architectural styles and building uses. The common theme across the precinct is generally high-quality detailing and integration with the landscape setting.

The bridge serves a civic purpose and should demonstrate a high standard of architectural and structural design with carefully considered detailing that responds to the quality of the existing environment.

#### Consistent Detailing

- Simple consistent detailing that considers all of the bridge elements to ensure a coherent design. Use a purposeful rhythm of elements across the bridge to frame balustrades and throw screens.

#### Reflect Character of Medlow Bath

- Consider interpreting distinctive details from the Hydro Majestic Hotel such as the castellated parapets, curved corners and patterned detailing at entrances in a contemporary manner.
- A variation between smooth surfaces and textured patterns, similar to the Hydro Majestic, could be explored.
- A high solid to void ratio with vertical proportions to openings could be explored for the lift shafts to respond to the heritage architecture adjoining the site.

#### Incorporate Interpretation

- Integrate heritage interpretation associated with Medlow Bath as a health and leisure tourist destination.
- Interpretation should also strengthen connecting with Country.







Figure 287: 1930. Aerial view of Medlow Bath, New South Wales, ca. 1930, 3. Fairfax Corporation.

Source: National Library of Australia, <https://nla.gov.au/nla.obj-162355132/view?searchTerm=Medlow+bath#search/Medlow%20bath>

# 8.0

## Precedents



# 8.1 Precedents

## 8.1.1 Historic Bridges

The architecture of historic bridges constructed in the 1930s and 1940s reflect the time in which they were built. Solid masonry abutments with patterned bridge spans were common. These historic bridge forms are typically solid in appearance and large in scale, relying on decorative detail for effect.

The design of the new footbridge at Medlow Bath, however, should be unique to the site and an innovative response to the significance of the place, without replicating historic design.<sup>16</sup>

Northbridge, 1892



Figure 288: 1892, Northbridge, Sydney.  
Source: <https://sydney-city.blogspot.com/2009/12/northbridge-long-gully-bridge.html>

Art Deco Bridges, Queensland



Figure 293: Hornibrook Highway Bridge, Qld.  
Source: <https://queenslanddecoproject.com/2015/10/04/hornibrook-highway/>



Figure 294: Walter Taylor Bridge, commonly known as the Indooroopilly Bridge. [queenslanddecoproject](https://queenslanddecoproject.com).  
Source: <https://roseobrienwriter.files.wordpress.com/2021/05/bridges-walter-taylor-bridge-2007.jpg>

Merritt Parkway Bridges, CT, USA



Figure 289: 1930s. The North Avenue Bridge spans the Merritt Parkway in Westport, CT. It's an Art Deco bridge featuring ferns, flowers, and a snail depicted in sgraffito panels at the top of the low protective wall.  
Source: <https://www.knowol.com/information/connecticut/merritt-parkway-bridges-pictures-history/>



Figure 290: 1930s. Merritt Parkway, New York to Connecticut, 1941. Courtesy of the Library of Congress, Prints and Photographs Division.  
Source: <https://www.antiquetrader.com/features/merritt-parkway-bridges-dazzle-travelers>



Figure 292: 1930s. Merritt Parkway, New York to Connecticut. Photo: Connecticut Highway Department.  
[https://portal.ct.gov/lib/dot/merritt\\_bridge1.jpg](https://portal.ct.gov/lib/dot/merritt_bridge1.jpg)



Figure 291: 1930s. Merritt Parkway, New York to Connecticut, 1941. Courtesy of the Library of Congress, Prints and Photographs Division.  
Source: <https://www.antiquetrader.com/features/merritt-parkway-bridges-dazzle-travelers>

16: Heritage NSW comment December 2022.



8.1.2 Contemporary Bridges

Contemporary bridges that cross both rail and road on confined sites are uncommon, however, the following precedents were reviewed during the preparation of new options for Medlow Bath. Larger spans and more organic forms are now possible using lighter materials through advancements in engineering and developments in materials technology. Characteristic lightness and the potential for elegant curvilinear forms have the potential to be more successful in the Medlow Bath environment.

Albert Tibby Cotter Bridge, Sydney



Figure 298: Albert Tibby Cotter Bridge, Anzac Parade, Kensington, Sydney.  
Source: [https://www.tensile.com.au/wp-content/uploads/2015/11/SWP\\_TENSILE-ATC-BRIDGE\\_IMG\\_0517-1000x667.jpg](https://www.tensile.com.au/wp-content/uploads/2015/11/SWP_TENSILE-ATC-BRIDGE_IMG_0517-1000x667.jpg)



Figure 299: Albert Tibby Cotter Bridge, Anzac Parade, Kensington, Sydney.  
Source: [https://www.tensile.com.au/wp-content/uploads/2015/11/SWP\\_TENSILE-ATC-BRIDGE\\_IMG\\_0445-1000x667.jpg](https://www.tensile.com.au/wp-content/uploads/2015/11/SWP_TENSILE-ATC-BRIDGE_IMG_0445-1000x667.jpg)

Warringah Road Pedestrian Bridge, Sydney



Figure 295: Warringah Road Pedestrian Bridge.  
Source: [https://da28rauy2a860.cloudfront.net/outdoordesign.com.au/contents/7347/20190916131806\\_356.jpg](https://da28rauy2a860.cloudfront.net/outdoordesign.com.au/contents/7347/20190916131806_356.jpg)



Figure 296: Warringah Road Pedestrian Bridge.  
Source: [https://da28rauy2a860.cloudfront.net/outdoordesign.com.au/contents/7347/20190916131806\\_875.jpg](https://da28rauy2a860.cloudfront.net/outdoordesign.com.au/contents/7347/20190916131806_875.jpg)



Figure 297: Warringah Road Pedestrian Bridge.  
Source: [https://da28rauy2a860.cloudfront.net/outdoordesign.com.au/contents/7347/20190916131806\\_601.png](https://da28rauy2a860.cloudfront.net/outdoordesign.com.au/contents/7347/20190916131806_601.png)

Barra Bridge Centennial Park, Sydney



Figure 300: Barra Bridge, Centennial Parklands.  
Source: [https://samcrawfordarchitects.com.au/architect/wp-content/uploads/2022/02/SamCrawford\\_KensingtonPonds\\_006906.jpg](https://samcrawfordarchitects.com.au/architect/wp-content/uploads/2022/02/SamCrawford_KensingtonPonds_006906.jpg)



Figure 301: Barra Bridge, Centennial Parklands.  
Source: [https://samcrawfordarchitects.com.au/architect/wp-content/uploads/2022/02/SamCrawford\\_KensingtonPonds\\_000022.jpg](https://samcrawfordarchitects.com.au/architect/wp-content/uploads/2022/02/SamCrawford_KensingtonPonds_000022.jpg)

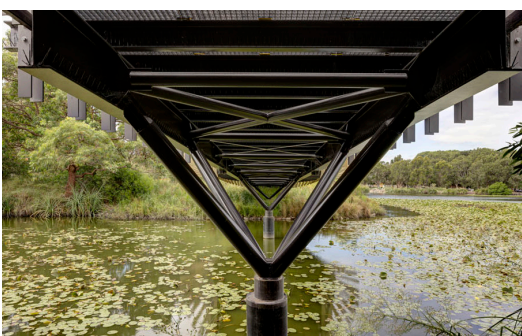


Figure 302: Barra Bridge, Centennial Parklands.  
Source: <https://samcrawfordarchitects.com.au/project/bara-bridge-centennial-park/>

Hobart Bridge of Remembrance

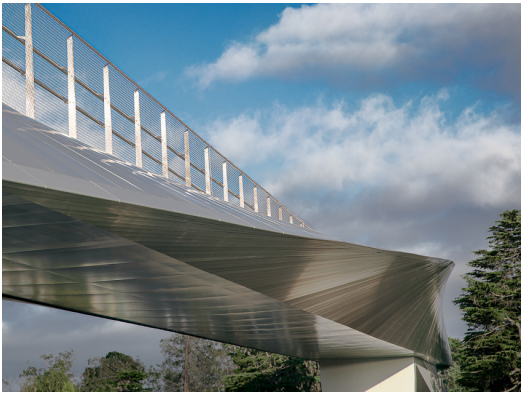


Figure 303: Hobart Bridge of Remembrance.  
Source: <https://www.tensile.com.au/project/bridge-of-remembrance/>

Victoria Street Station, East Maitland



Figure 304: Victoria Street Station.  
Source: <https://www.designinc.com.au/project/victoria-street-station>



Oatley Station



Figure 306: Oatley Station footbridge.  
Source: <http://www.tzg.com.au/project/oatley-railway-station-upgrade/>

Adelaide Riverbank



Figure 309: Adelaide Riverbank pedestrian bridge.  
Source: <http://www.tzg.com.au/project/adelaide-riverbank-pedestrian-bridge/>

Craigiburn Bypass, Victoria



Figure 312: Craigiburn Bypass, Peter Hyatt photographer.  
Source: <http://www.tzg.com.au/project/adelaide-riverbank-pedestrian-bridge/>

Lachlan Line Footbridge, Ryde



Figure 305: Lachlan Line Footbridge, Ryde, Sydney.  
Source: <https://www.tensile.com.au/wp-content/uploads/2020/12/gwp-mavic-0021-Edit.jpg>



Figure 307: Oatley Station footbridge.  
Source: <http://www.tzg.com.au/project/oatley-railway-station-upgrade/>



Figure 310: Adelaide Riverbank pedestrian bridge.  
Source: <http://www.tzg.com.au/project/adelaide-riverbank-pedestrian-bridge/>



Figure 313: Craigiburn Bypass, John Gollings photographer.  
Source: <http://www.tzg.com.au/project/adelaide-riverbank-pedestrian-bridge/>

CBD & South East Light Rail Bridge, Sydney



Figure 315: CBD & South East Light Rail Bridge, Sydney.  
Source: <https://www.tensile.com.au/wp-content/uploads/2020/12/gwp-7380-Edit.jpg>



Figure 308: Oatley Station footbridge.  
Source: <http://www.tzg.com.au/project/oatley-railway-station-upgrade/>



Figure 311: Adelaide Riverbank pedestrian bridge.  
Source: <http://www.tzg.com.au/project/adelaide-riverbank-pedestrian-bridge/>



Figure 314: Craigiburn Bypass, John Gollings photographer.  
Source: <http://www.tzg.com.au/project/adelaide-riverbank-pedestrian-bridge/>



8.1.3 International Examples



Figure 316: MAAT Footbridge | Amanda Levete, Pedestrian bridge at the Museum of Art, Architecture and Technology, Lisbon / Portugal / 2018.  
Source: [https://cdn.archilovers.com/projects/c\\_383\\_aabef0b8-789f-4eba-bb4c-3ce9f325098b.jpg](https://cdn.archilovers.com/projects/c_383_aabef0b8-789f-4eba-bb4c-3ce9f325098b.jpg)

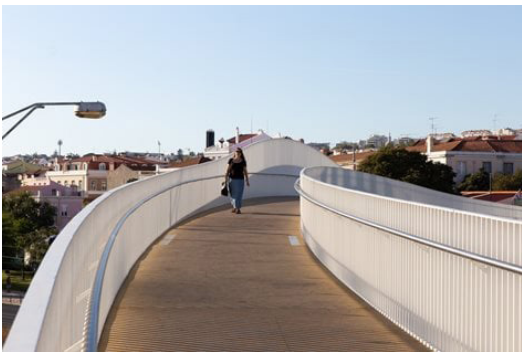


Figure 317: Footbridge at the Museum of Art, Architecture and Technology, Lisbon / Portugal / 2018.  
Source: [https://cdn.archilovers.com/projects/c\\_383\\_f5878e99-d056-4fed-ad03-34cf9a217b43.jpg](https://cdn.archilovers.com/projects/c_383_f5878e99-d056-4fed-ad03-34cf9a217b43.jpg)



Figure 318: MAAT Footbridge | Amanda Levete, Pedestrian bridge at the Museum of Art, Architecture and Technology, Lisbon / Portugal / 2018.  
Source: <https://www.archilovers.com/projects/237588/maat-footbridge-gallery?2253210>



Figure 319: The Technion's Entrance Gate, Shwartz Besnosoff Architects.  
Source: <https://www.archdaily.com/952689/the-technions-entrance-gate-schwartz-besosoff-architects>



Figure 320: Fußgängerbrücke Töss, Winterthur, Zurich, Switzerland, 1933.  
<https://structurae.net/en/structures/toss-footbridge>



Figure 321: Ney & Partners, William Matthews Associate, Tintagel Castle Footbridge. Photographs Jim Holden, Hufton + Crow.  
<https://divisare.com/projects/449301-ney-partners-william-matthews-associates-jim-holden-hufton-crow-tintagel-castle-footbridge>



Figure 322: Ney & Partners, William Matthews Associate, Tintagel Castle Footbridge. Photographs Jim Holden, Hufton + Crow.  
<https://divisare.com/projects/449301-ney-partners-william-matthews-associates-jim-holden-hufton-crow-tintagel-castle-footbridge>





Figure 324: Jarrod Bridge, Norwich, UK.

Source: <https://www.shstructures.com/projects/jarrold-bridge-norwich/>



Figure 327: Three footbridges over Hringbraut & Njardagata, Studio Granda. Photographer SIGURGEIR SIGURJÓNSSON.

Source: <https://divisare.com/projects/270664-studio-granda-sigurgeir-sigurjonsson-three-footbridges-over-hringbraut-njardagata>



Figure 323: DVVD, Pedestrian bridge in France - Saint-Omer, 2017.

<https://divisare.com/projects/397412-dvvd-a-line-in-the-landscape>



Figure 325: Jarrod Bridge spanning River Wensum, Norwich, UK.

Source: <https://www.shstructures.com/projects/jarrold-bridge-norwich/>



Figure 328: Shaped underside of bridge over Hringbraut & Njardagata, Studio Granda. Photographer SIGURGEIR SIGURJÓNSSON.

Source: <https://divisare.com/projects/270664-studio-granda-sigurgeir-sigurjonsson-three-footbridges-over-hringbraut-njardagata>



Figure 326: Jarrod Bridge, Norwich, UK.

Source: <https://www.shstructures.com/projects/jarrold-bridge-norwich/>



Figure 329: Phantom Falls in the Blue Mountains, Ben Pearce Photography 2013.  
Source: <https://benpearsephotography.files.wordpress.com/2013/07/phantom-falls-in-the-blue-mountains-july-2013-low-res.jpg>

# 9.0

## New Options



9.1 Introduction

The Base Case presents as an engineering solution, with little connection to Country or place. Using the Heritage Design Principles as a guide, the project team developed three new options for the footbridge, which aim to develop a contextually appropriate response and minimise impacts on this heritage listed context.

The design team drew inspiration from both the natural setting and the built environment of Medlow Bath. The first option is more architectonic, whilst the third option is more of a landscape solution; the second is somewhere in between. All options provide the opportunity to connect to Country.

Materials, colours and detailing will be further developed in the next phase of the project, along with heritage interpretation and connecting to Country to further embed the new bridge into the existing character of Medlow Bath, while reflecting the wider natural environment and history of the place.

Consultation

Consultation has been held with the following key stakeholders and feedback incorporated into the concept options which follow:

–TfNSW DRP

The new options were presented in draft form to the TfNSW Design Review Panel on 3 February 2023 and again on 28 April 2023.

–Community Consultation

The options were presented to representatives from the Medlow Bath local community on 22 February 2023.

–Aboriginal Engagement

A meeting was held with key stakeholders from the Aboriginal community on 22 February 2023.

–Heritage NSW

A further workshop was held with the Heritage Council Approvals Committee on 28 February 2023.

HERITAGE SIGNIFICANCE



Medlow Bath Railway Station



Blue Mountains National Park



Hydro Majestic Hotel

COUNTRY AND PLACE DEFINING THE BRIDGE



Natural Environment



Health and Leisure

Built Environment



## 9.2 Options

The following three options are described in terms of their proposed structural form, precinct movements and materials and then tested against the Heritage Design Principles in this section of the report.

Option 1 - Split Bridge

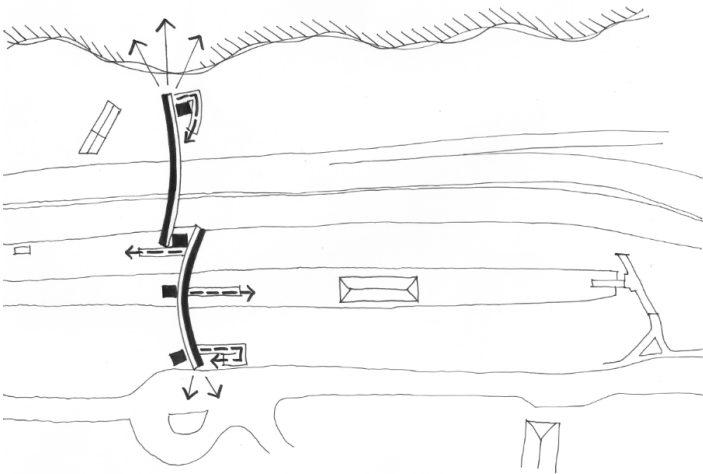


Figure 330: Option 1 - Split Bridge.  
Source: DesignInc February 2023.

Option 2 - Curved Bridge

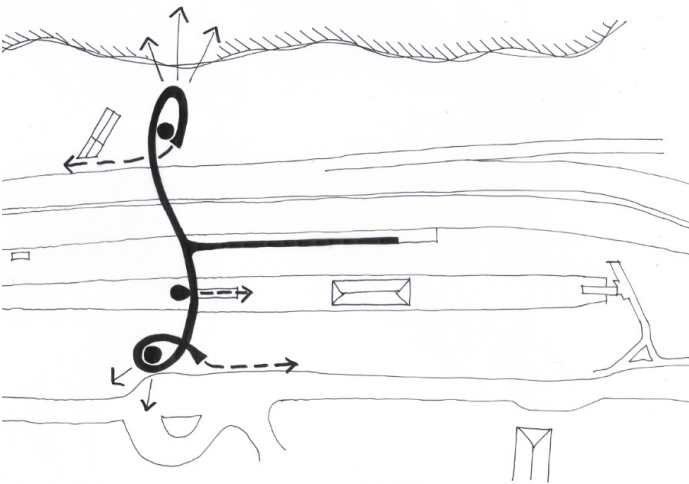


Figure 331: Option 2 - Curved Bridge.  
Source: DesignInc February 2023.

Option 3 - Half Bridge

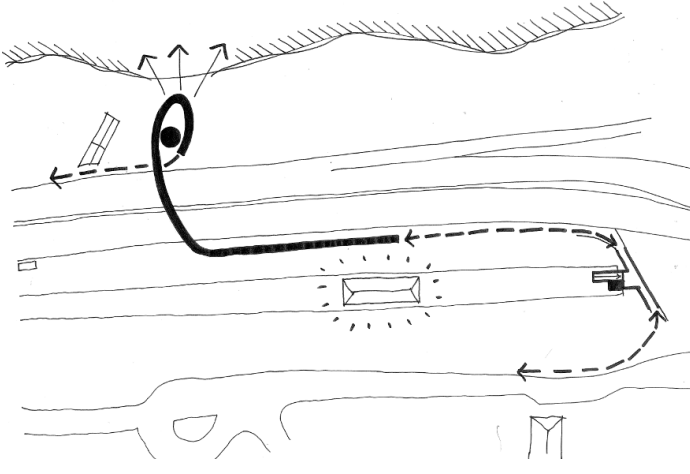
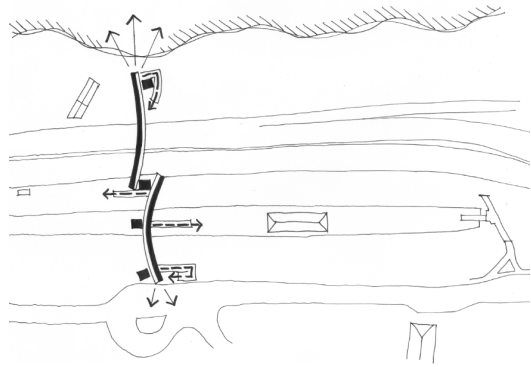


Figure 332: Option 3 - Half Bridge.  
Source: DesignInc February 2023.





### 9.2.1 Option 1 - Split Bridge

The Split Bridge is located in the same location as the REF design and maintains the movement desire lines for residents with a new lift and stair entry point on Railway Parade from the interchange area.

The design aims to more sensitively manage scale and visual impacts by splitting the bridge into two separate gentle curves. It is a response to the two distinct characters in Medlow Bath – the grand scale of the Great Western Highway, Hydro Majestic and escarpment, and the lower scale of the station, Railway Parade cafe and surrounding residential areas.

The split bridge brings a more delicate approach to resolving the built form and minimising visual impacts by reducing the apparent size of the bridge and breaking it down into smaller elements. The fabricated steel bridge has a one-sided section to reduce the depth of the leading edge from one side and provide visual variety to the bridge expression, and a smooth soffit. This dynamic bridge shape allows the screens on one side to extend to the floor, increasing the transparency of the experience and the passive surveillance. The transparent mesh screens will not interrupt the lines of the bridge and are designed to appear ephemeral just like clouds, allowing views through and out. Those with concerns for heights or the strong sensory experience of passing over live traffic, can choose to walk on the side of the bridge with the higher, protective balustrade.

The bridge spans are supported on blade walls, set discretely next to the lifts shafts to limit the visual clutter of multiple support columns below the bridge. The neutral soft light grey bridge colour responds directly to the Hydro Majestic and reduces the visibility of the bridge when set against the sky.

Four rectangular lift shafts, each with a stair, provide the connections to ground or station platform. Inspired by the colour and solidity of the surrounding geology and built brick buildings, particularly the station platform buildings, the brick cladding to the lift shafts uses earthy colours to ground the lift shafts into the natural landscape. The lift colour lightens into glazed white bricks, rising towards the sky where glazed window inserts increase the sense of transparency and reflect the sky. The four lift shafts create a natural wayfinding tool for the community and commuters, as well as current and future visitors to the area.

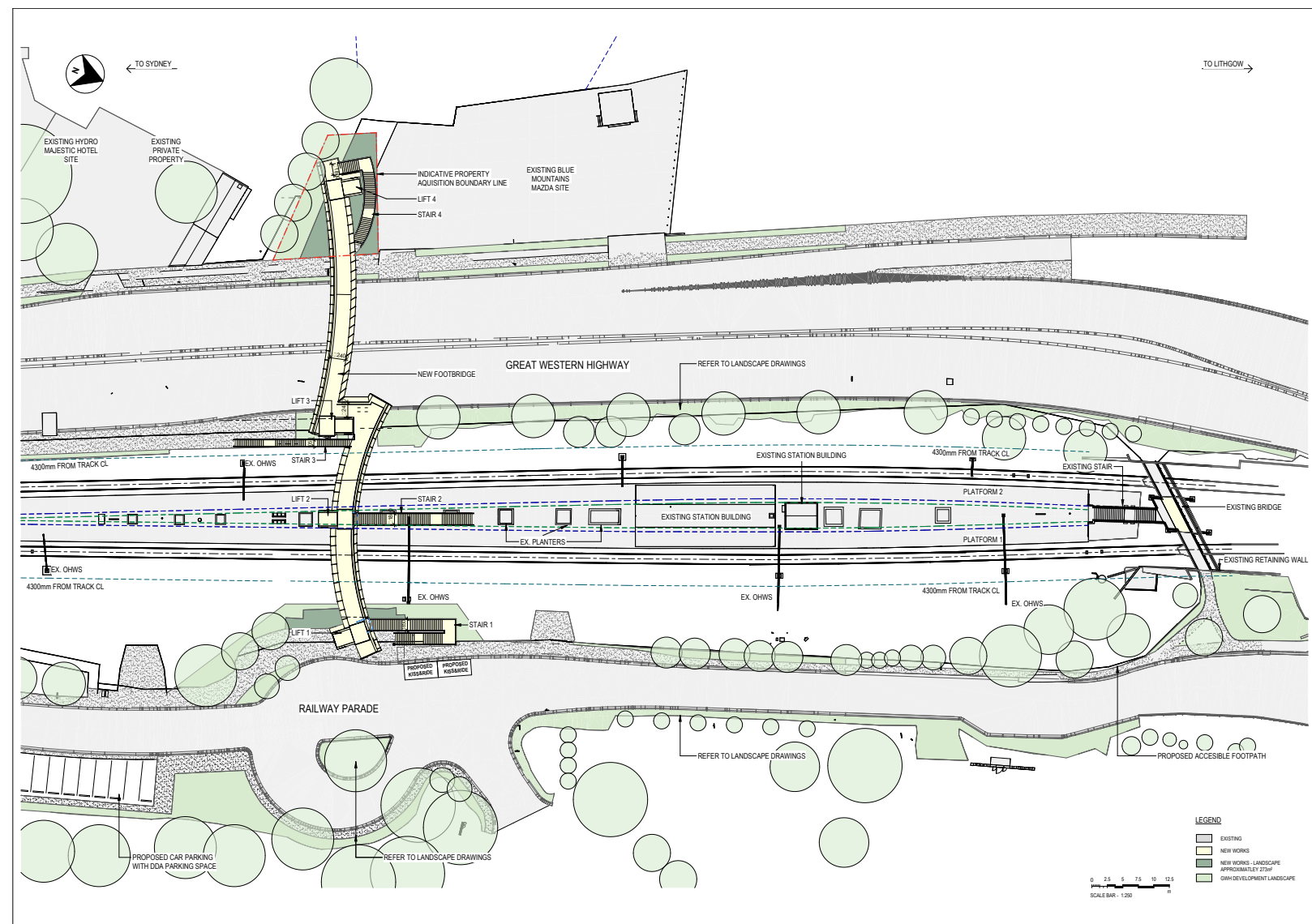


Figure 333: Option 1 - Split Bridge Plan.

Source: DesignInc February 2023.





Figure 334: Option 1 - View of Split Bridge looking north along Great Western Highway.  
Source: DesignInc February 2023.



Figure 335: Option 1 - View of Split Bridge looking north towards station from Railway Parade.  
Source: DesignInc February 2023.

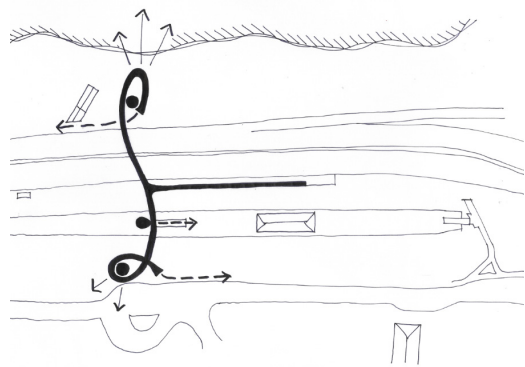


Figure 336: Option 1 - View of Split Bridge looking south towards station from Railway Parade.  
Source: DesignInc February 2023.



Figure 337: Option 1 - View of Split Bridge looking south along Great Western Highway.  
Source: DesignInc February 2023.





### 9.2.2 Option 2 - Curved Bridge

The Curved Bridge is in the same location as the REF design and maintains the movement desire lines, improving travel distances for residents with a new lift and stair entry point on Railway Parade.

This option takes a fresh look at the movement patterns through the precinct and seeks to develop a compromise between the need for efficient movement and scale of built elements by having only three lift shafts. The reduction in visual impact is achieved at the expense of slightly increasing travel distance via a ramp to the eastbound bus stop on the Great Western Highway, which removes one lift tower from the composition.

Using a graceful curved language, inspired by the meandering natural pathways through and over the mountains, the bridge design aims to be more sensitive to the need to balance scale, visual impact and architectural style. This option brings an elegant approach to resolving the built form and softening the visual impact by removing the hard-edged man-made forms and reflecting the softer curves of the Blue Mountains formations.

The fabricated steel bridge delivers a free-flowing form with a smooth continuous soffit. The bridge spans are supported by walls integrated into the lift shaft forms to remove the visual clutter of multiple support columns below the bridge. The trough-shaped bridge section with solid parapet edges enfolds the user, giving protection from the strong sensory experience of passing over live traffic at a height. The transparent mesh screens will not interrupt the lines of the bridge and are designed to appear ephemeral just like clouds, allowing views through and out. The bridge colour of a neutral soft light grey responds directly to the Hydro Majestic and reduces the visibility of the bridge when set against the sky.

Circular lift shafts introduce a strong but soft language, echoing the curved building forms of the Hydro Majestic, and allowing the outer two access stairs to gently encircle the lift towers. The resulting landings create a dynamic viewing experience looking west across the escarpment and the Megalong Valley, or to the east across the local bushland blocks.

Inspired by the colour and solidity of the surrounding geology and built brick buildings, particularly the station platform buildings, the brick cladding to the lift shafts uses earthy colours to ground the lift shafts into the natural landscape. The lift colour lightens into glazed white bricks, rising to reflect the sky. The three remaining lift shafts create a natural wayfinding tool for the community and commuters, as well as current and future visitors to the area.

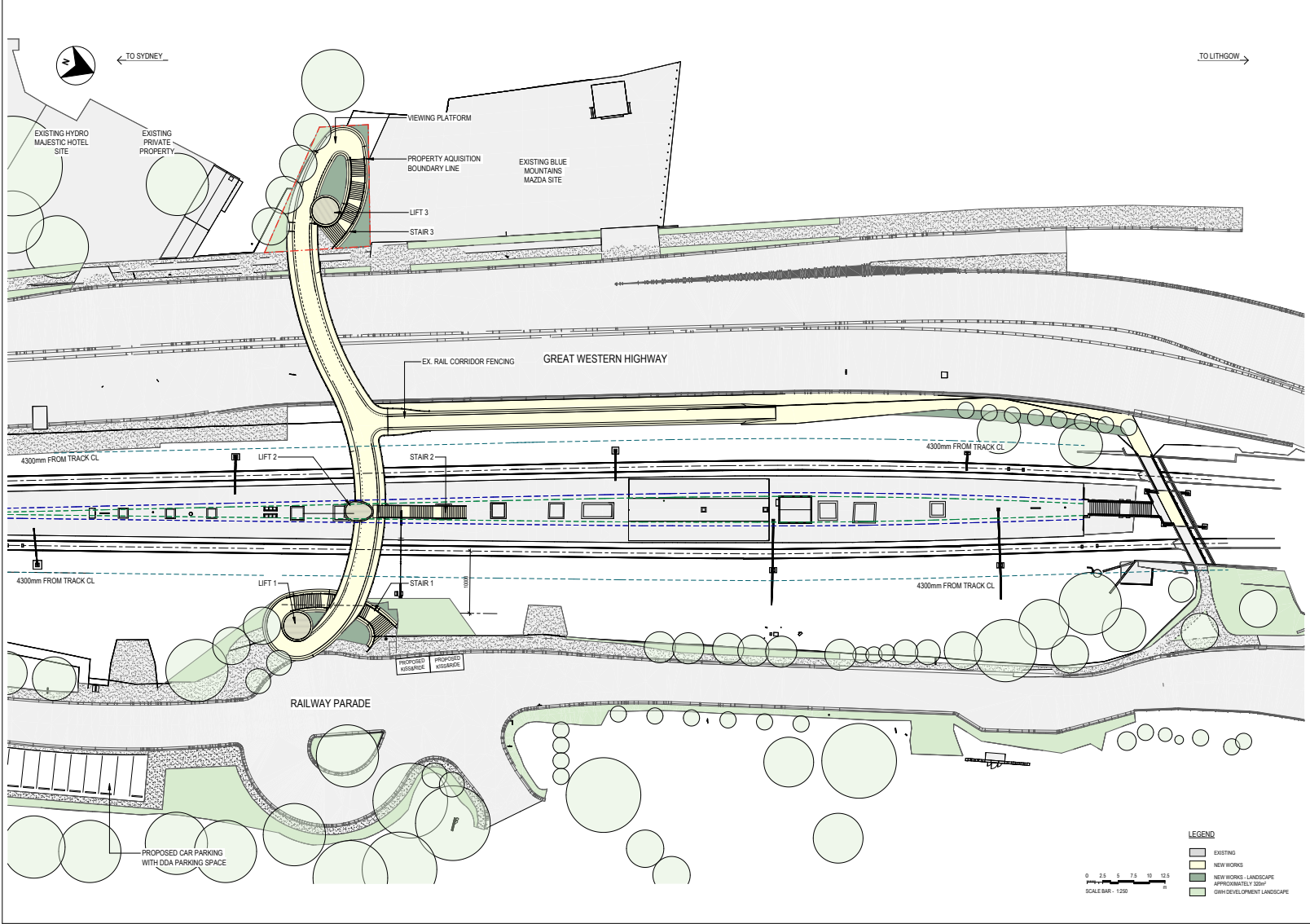


Figure 338: Option 2 - Curved Bridge Plan.  
Source: DesignInc February 2023.





Figure 339: Option 2 - View of Curved Bridge looking north along Great Western Highway.  
Source: DesignInc February 2023.



Figure 342: Option 2 - View of Curved Bridge looking south towards station from Railway Parade.  
Source: DesignInc February 2023.

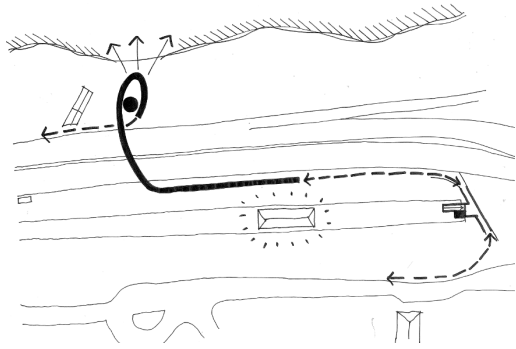


Figure 341: Option 2 - View of Curved Bridge looking north towards station from Railway Parade.  
Source: DesignInc February 2023.



Figure 340: Option 2 - View of Curved Bridge looking south along Great Western Highway.  
Source: DesignInc February 2023.





### 9.2.3 Option 3 - Half Bridge

The Half Bridge option maintains the operational usage of the station in its historical configuration with access via a new lift and reconfigured stair from the existing footbridge at the country end, respecting the heritage values of the place. This option takes a fresh look at the essential movement patterns through the precinct and seeks to reduce the scale of built elements even further by requiring only two lift shafts.

The result is a 'half' bridge that spans only the Great Western Highway and is separate from the rail infrastructure, resulting in a much-reduced scale of built form. This significant reduction in visual impact needs to be balanced by changes to the established pedestrian desire lines with the closure of the level crossing and increase in the travel distances for some of the community and visitors.

The graceful, curved language of Option 2 is repeated here with the single span bridge again inspired by the meandering natural pathways through the mountains. This option brings an elegant approach to the built form by minimising hard-edged man-made forms and reflecting the softer curves of the Blue Mountains formations.

The fabricated steel bridge delivers a free-flowing form with a smooth continuous soffit. The single bridge span is supported by walls cleverly integrated into the lift shaft form to remove the visual clutter of multiple support columns below the bridge. The trough-shaped bridge section with solid parapet edges enfolds the user, giving protection from the strong sensory experience of passing over live traffic at a height. The transparent mesh screens will not interrupt the lines of the bridge and are designed to appear ephemeral just like clouds, allowing views through and out.

The bridge colour of a neutral soft light grey responds directly to the Hydro Majestic and reduces the visibility of the bridge when set against the sky.

A single circular lift shaft introduces a strong anchor point for the sinuous curve of the bridge, echoing the curved building forms of the Hydro Majestic, and allowing the access stair to gently encircle the lift tower.

The resulting landings create a dynamic viewing experience looking west across the escarpment and the Megalong Valley. Similar to Option 2, a ramp grades to ground to bring users to the existing station entry footbridge, utilising the natural slope of the ground to help limit its length. The ramp reduces the visual impact on the precinct by eliminating the need for a lift in this location.

Inspired by the colour and solidity of the surrounding geology and built brick buildings, particularly the station, the brick cladding to the lift shaft uses earthy colours to ground the lift shaft into the natural landscape. The lift cladding lightens into glazed white bricks, rising to reflect the sky.

Access to the State heritage listed station is proposed via a reconfigured stair and lift which connect into the existing footbridge at the country end of the platform, reducing the overall scale and visual impact of this option. The lift shaft at the station would have a warm toned brick base to tie into the heritage station character and glazed elements in the upper section to increase the sense of transparency of the new structure and reflect the sky.

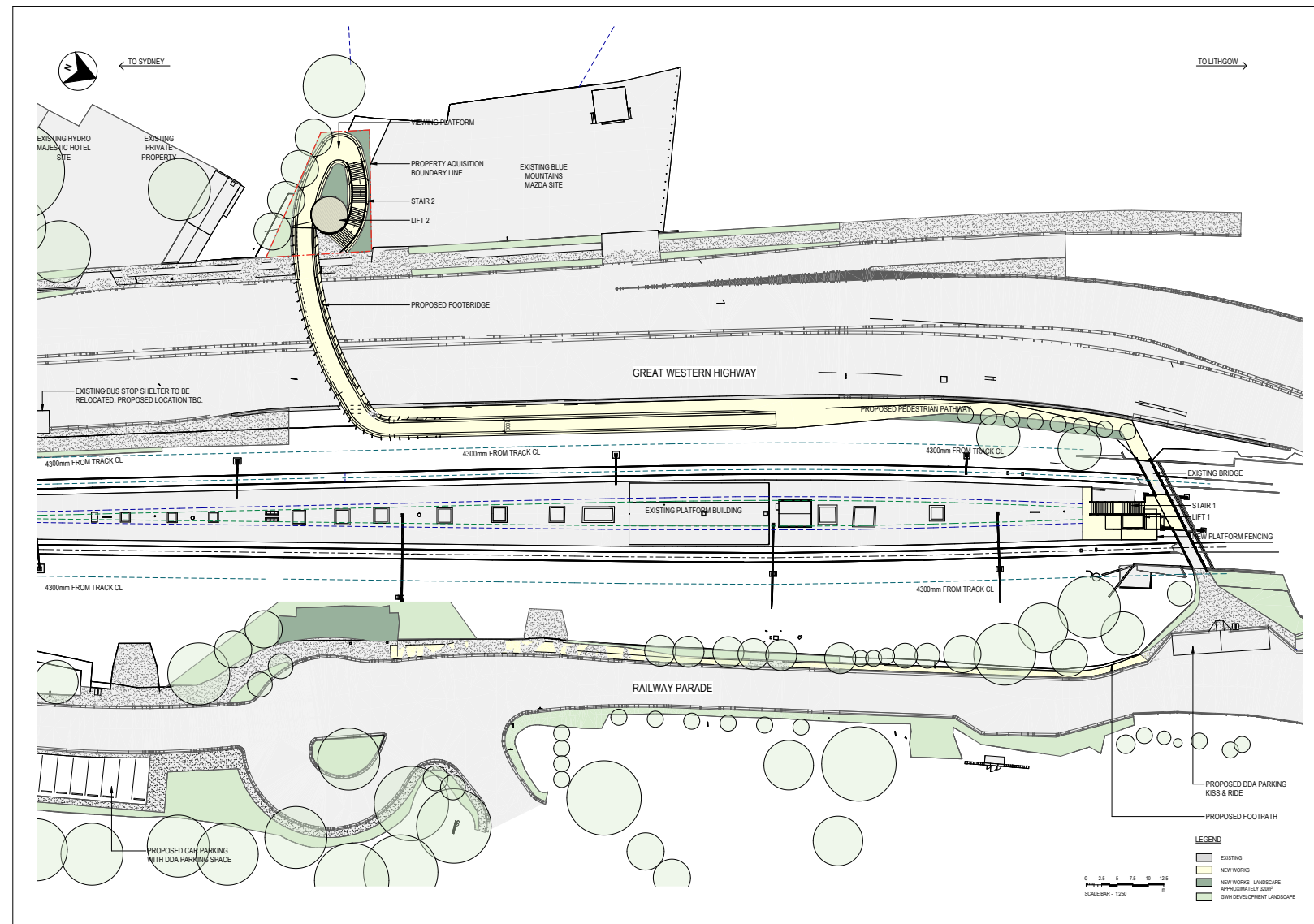


Figure 343: Option 3 - Half Bridge Plan.

Source: DesignInc February 2023.





Figure 344: Option 3 - View of Half Bridge looking north along Great Western Highway.  
Source: DesignInc February 2023.

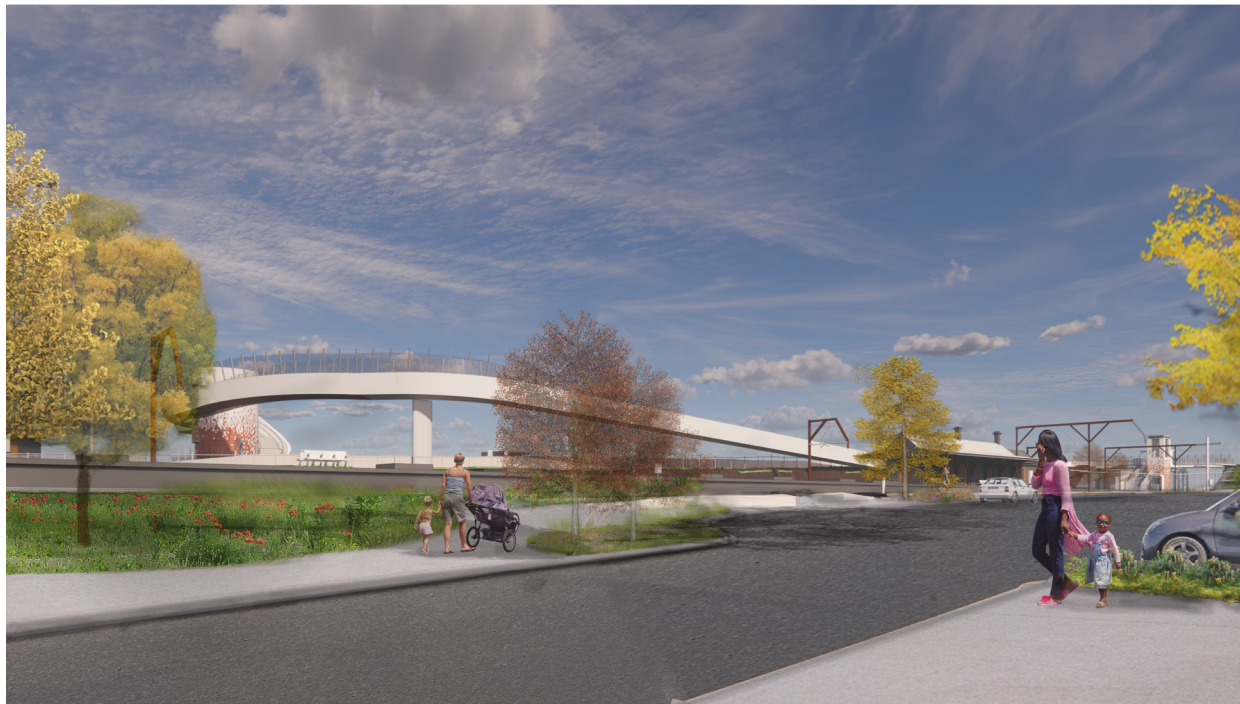


Figure 346: Option 3 - View of Half Bridge looking north towards station from Railway Parade.  
Source: DesignInc February 2023.



Figure 347: Option 3 - View of Half Bridge looking south towards station from Railway Parade.  
Source: DesignInc February 2023.



Figure 345: Option 3 - View of Half Bridge looking south along Great Western Highway.  
Source: DesignInc February 2023.



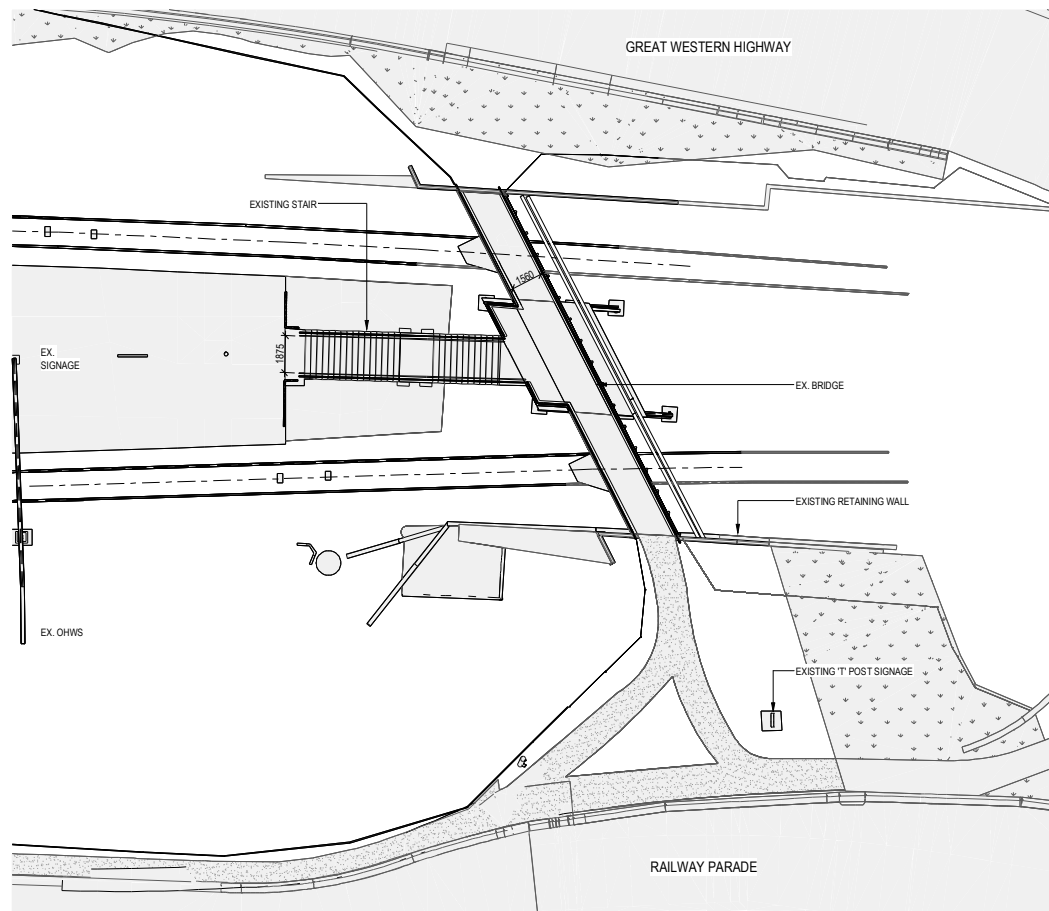


Figure 348: Existing footbridge plan.  
Source: DesignInc February 2023.

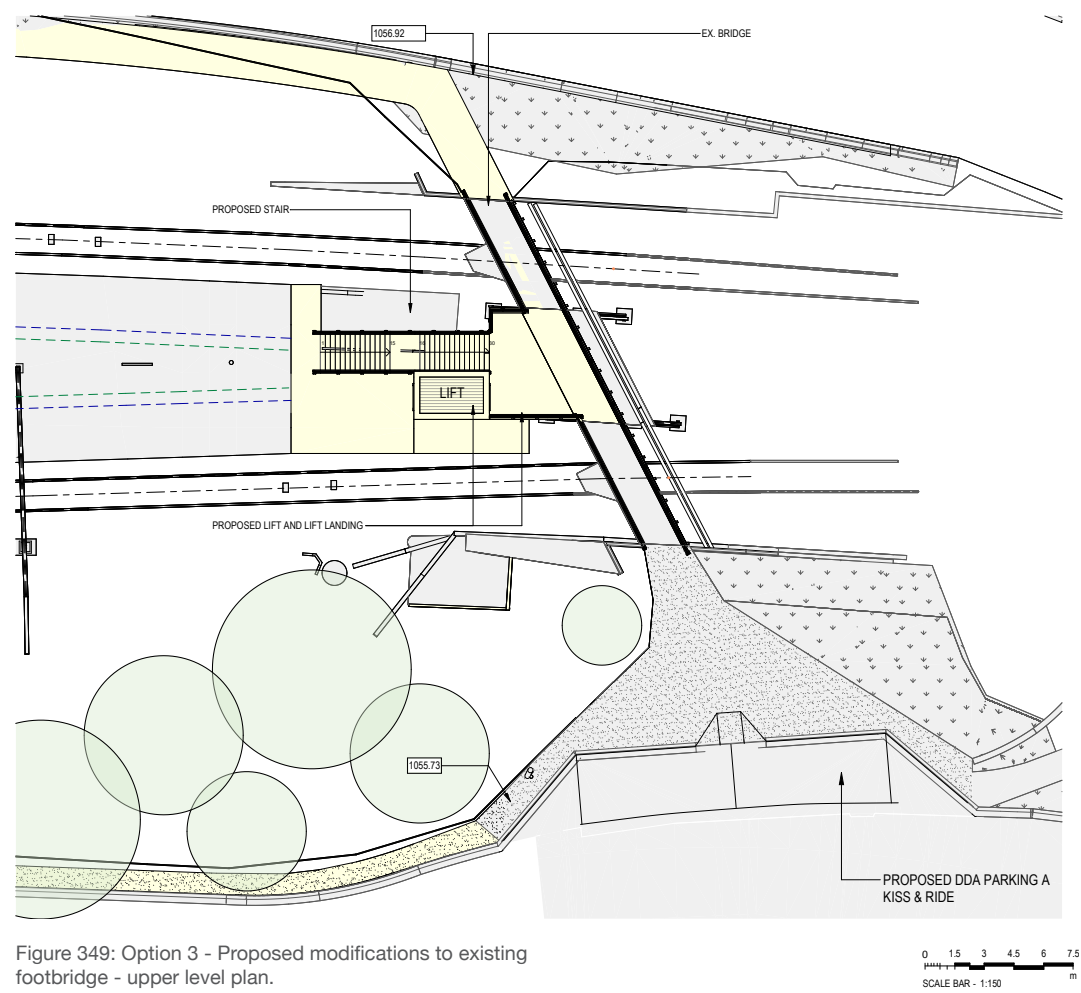


Figure 349: Option 3 - Proposed modifications to existing footbridge - upper level plan.  
Source: DesignInc February 2023.



Figure 350: Option 3 - Proposed modifications to existing footbridge, showing relocated stair and new lift.  
Source: DesignInc February 2023.



9.2.4 Option 3B - Half Bridge -  
Weathering Steel

A range of materials have been considered for the proposed footbridge which will be further explored in the next phase of the project.

The overall bulk and scale of Option 3 could be further reduced if weathering steel was used for the bridge span. This sub option would lower the bridge by 500mm and reduce the ramp length by 9m. The images below illustrate this difference.



Figure 351: Option 3 - View of Half Bridge looking south along Great Western Highway.  
Source: DesignInc February 2023.



Figure 352: Option 3B - View of Half Bridge - weathering steel - looking south along Great Western Highway.  
Source: DesignInc February 2023.



9.2.5 Options Comparison - Testing against Heritage Design Principles

SCORE	SCORING CRITERIA
2	Achieves aim strongly.
1	Achieves aim.
0	Does not achieve aim.
1	TBC - Not yet detailed. Minimum score of 1 must be achieved by the design.

HERITAGE DESIGN PRINCIPLE	BASE CASE DESIGN	SCORE	OPTION 1 SPLIT BRIDGE	SCORE	OPTION 2 CURVED BRIDGE	SCORE	OPTION 3 HALF BRIDGE	SCORE
CHARACTER								
<b>Respond to context</b> –Hydro Majestic as key reference point. –Landscape design to respond to context.	Functional design with little reference to context.	0	Twin spans break down the scale of the bridge to better relate to Hydro and Station. Architectural solution.	1	Number of lift towers reduced and curved form relates to natural environment and softens impact. Hybrid solution.	1	Shorter span, curved form and least number of lifts minimises impact. Landscape solution.	2
<b>Simple elegant design</b> –Contemporary character. –Coordinated design of different elements.	Contemporary design with coordinated elements.	1	Overall split ‘S’ shaped bridge. Two opposing curved forms articulated with rectilinear lift shafts. Contemporary design with coordinated elements.	1	Elegant curvilinear ‘S’ shaped form incorporates all elements including lift shafts. Contemporary design with coordinated elements.	1	Reduced elegant curvilinear form over highway with existing footbridge at station incorporated into solution. Contemporary design with coordinated elements.	2
<b>Role as gateway</b> –Appropriate, high quality design. –Could form sculptural artefact in the landscape.	Bridge forms dominant gateway.	1	Separated bridges form highway and rail gateways.	1	Continuous bridge forms looping gateway over highway and rail.	1	New bridge forms gateway over highway only. Station served by upgraded existing footbridge.	2
<b>Viewing point</b> –Inclusion of places for viewing to west and east.	Good viewpoints west and east.	2	Good viewpoints west and east.	2	Good viewpoints west and east.	2	Good viewpoints west and east.	2
SCALE								
<b>Reduce overall scale as much as possible</b> –Minimise height. –Slender elegant bridge spans. –Maximise transparency of throwscreens.	Singular truss bridge with 4 lifts and 4 stairs reads as a dominant large scale functional form.	0	Reduction of perceived scale due to separation of bridge into 2 spans. 4 lifts and 4 stairs.	1	Reduction of perceived scale due to curvilinear form of single bridge. 3 lifts, 3 stairs and 1 ramp.	1	Smallest overall scale. Single curvilinear form over highway. 1 lift, 1 stair and 1 ramp. Upgraded existing station footbridge. 1 lift, 1 stair	2
<b>Minimise impact on significant views</b> –Minimise footprint of lifts ramps + stairs. –Proportions to respond to adjoining heritage buildings.	Dominant single span truss structure.	0	Split forms reduces overall impact on views.	1	Curvilinear form and reduced number of lifts and stairs reduces impact on views.	1	Smallest footprint and number of lifts and stairs minimises impact on views, particularly east of the highway.	2
<b>Detailed design to reduce scale</b> –Explore slender solid lift towers with lighter bridge spans. –Use of colour to reduce scale.	Inappropriate material and colour selections and dominant lift towers.	0	Depends on detailed design. Capable of good resolution.	1	Depends on detailed design. Capable of good resolution.	1	Depends on detailed design. Capable of good resolution.	1
FORM								
<b>Uncluttered horizontal form</b> –Uncluttered coordinated horizontal form. –Lift towers subservient to bridge spans.	Lift towers dominate bridge form viewed from the south.	1	Split form more complex with multiple lift towers.	1	Simple elegant curved form less lift towers.	1	Smaller elegant curved form with least number of lift towers.	2
<b>Soften engineering</b> –Curves to soften impact of overall form. –Integrated primary and secondary elements.	Poorly resolved junctions between elements. Truss very dominant.	0	Depends on detailed engineering design. Capable of good resolution.	1	Depends on detailed engineering design. Capable of good resolution.	1	Depends on detailed engineering design. Capable of good resolution.	1
<b>Enhance user experience</b> –Provide spaces to stop on bridge to rest.	Rest and viewing points available at either ends of bridge.	1	Multiple rest places and differing viewpoints offered by split form and curve.	2	Multiple rest places and differing viewpoints offered by curve.	2	Multiple rest places and differing viewpoints offered by curved bridge and refurbished station foot bridge.	2



SCORE	SCORING CRITERIA
2	Achieves aim strongly.
1	Achieves aim.
0	Does not achieve aim.
1	TBC - Not yet detailed. Minimum score of 1 must be achieved by the design.

HERITAGE DESIGN PRINCIPLE	BASE CASE DESIGN	SCORE	OPTION 1 SPLIT BRIDGE	SCORE	OPTION 2 CURVED BRIDGE	SCORE	OPTION 3 HALF BRIDGE	SCORE
SITING								
<b>Connect to Country</b> – Strong connection to Country aided by interpretation.	No connection to Country evident in the final design.	0	Depends on consultation outcomes. Capable of good resolution.	1	Depends on consultation outcomes. Capable of good resolution.	1	Depends on consultation outcomes. Capable of good resolution.	1
<b>Minimise impacts to heritage fabric</b> – Minimise impacts to significant heritage fabric.	Acceptable impacts to station platform	1	Acceptable impacts to station platform.	1	Acceptable impacts to station platform.	1	Acceptable impacts to existing footbridge and station platform.	1
<b>Respect the neighbourhood</b> – Careful design of spaces between old and new. – Minimise footprints of built elements.	Multiple lifts and stairs take up public space.	1	Multiple lifts and stairs take up public space.	1	Reduced number of lifts and stairs, but long ramp.	1	Least number of lifts and stairs, but long ramp. Smallest footprint overall.	2
<b>High quality urban design</b> – Generous spaces at entry points. – Well placed lift towers.	Functional placement and design of entry points.	1	Capable of good resolution.	1	Capable of good resolution.	1	Capable of good resolution.	1
MATERIALS AND COLOURS								
<b>Quality durability and maintenance</b> – High quality durable materials to retain design quality with minimal maintenance.	Use of durable materials.	1	Depends on detailed design. Capable of good resolution.	1	Depends on detailed design. Capable of good resolution.	1	Depends on detailed design. Capable of good resolution.	1
<b>Appropriate materials and structure</b> – Appropriate high quality materials that respect heritage values of the place.	Corten steel truss not considered appropriate to heritage context.	0	Capable of good outcomes.	1	Capable of good outcomes.	1	Capable of good outcomes.	1
<b>Relate materials and colours to context</b> – Consider use of local materials such as stone, brick and rendered masonry.	Corten steel truss not considered appropriate to heritage context.	0	Capable of good outcomes.	1	Capable of good outcomes.	1	Capable of good outcomes.	1
DETAILING								
<b>Consistent detailing</b> – Simple consistent detailing with purposeful rhythm to ensure coherent design.	Consistent detailing	1	Depends on detailed design. Capable of good resolution.	1	Depends on detailed design. Capable of good resolution.	1	Depends on detailed design. Capable of good resolution.	1
<b>Reflect character of Medlow Bath</b> – Contemporary interpretation of key heritage details. – Explore texture variation. – High solid to void ratio in lift towers with vertical proportions.	Engineering solution with no obvious relationship to character of Medlow Bath.	0	Capable of good outcomes.	1	Capable of good outcomes.	1	Capable of good outcomes.	1
<b>Incorporate interpretation</b> – Heritage interpretation related to Aboriginal cultural values and Medlow Bath as a health and leisure tourist destination.	Depends on consultation outcomes.	1	Depends on consultation outcomes.	1	Depends on consultation outcomes.	1	Depends on consultation outcomes.	1
<b>TOTAL UNWEIGHTED SCORE</b>		<b>12</b>		<b>22</b>		<b>22</b>		<b>28</b>



## 9.3 Community Consultation

The three options were presented to the community on 22 February 2023 at a series of meetings held at the Hydro Majestic Hotel. Consultation was held with the Medlow Bath Community Liaison Group and Aboriginal stakeholders on 22 February 2023.

Option 1 was the least preferred from a visual impact perspective. Option 2 was preferred in terms of walking distances, whilst it was acknowledged that Option 3 would have the least visual impact.

The Aboriginal stakeholders revealed that the Hydro Majestic walking trails have significance to members of the Aboriginal community, who have always been granted access to these paths to connect with their ancestors.

## 9.4 Heritage Council of NSW Subcommittee Feedback

The options were presented to a Subcommittee of the Heritage Approvals Committee of the Heritage Council of NSW on 28 February 2023. The following feedback was provided:

- In general, the process of the preparation of the Heritage Design Report and Heritage Design Principles to inform design development is supported. The detailed contextual assessment that has been undertaken has enriched the design outcomes and provides a foundation on which to build a context-specific response. The Committee is encouraged that Transport for NSW is in taking on a different way of thinking and investing in new approaches to design at heritage-sensitive sites.
- All options presented are considered to represent a positive shift in the design development process. The Committee agrees that Option 1 is the least preferred option and that Options 2 and 3 present a positive movement towards the Committee's preference for a bespoke, context-responsive design with less heritage impact.
- Option 3 appears to present the least heritage impacts, due to the significant reduction in constructed elements and resulting reduction in impacts to the railway station curtilage, particularly in the vicinity of the station building. However, the resulting impacts on pedestrian movement patterns are noted as well as the local community's preference for Option 2.
- In relation to the reuse of the existing footbridge as required in Option 3, it is understood that while the bridge was constructed in 1901, little original fabric remains, with upgrades in the c1980s and c1990s replacing most bridge components. Given the apparent low level of intactness of the bridge, the construction requirements discussed - including the extension of the platform and the demolition and relocation of the existing stair to accommodate the installation of a lift tower - do not appear to be prohibitive in terms of impacts, particularly in consideration of the overall reduced impacts in comparison to the other options.
- The Railway Heritage Footbridge Strategy document is noted as a reference document for further understanding the existing footbridge structure in comparison to other bridges.
- The further refinement of Option 2 would be required to minimise the structure's appearance through detailing, to reduce its mass and solid appearance, particularly in the vicinity of the railway station platform building. There is potential for the scale of the structure to dominate the platform building without careful consideration of the relationship between the new structure and the platform building.
- The design elements presented across all three options to the reduce the visual dominance of the structure are encouraged. It is noted that construction is proposed using fabricated steel, to enable a lightweight presentation, thinner structure, smooth underside and reduce bulk. The absence of visually intrusive canopies and use of transparent anti-throw screens is supported.
- Using light colours was presented as an option that may be seen as appropriate having regard to the context of the Hydro Majestic. A painted finish was considered. The Committee notes the susceptibility of this finish to developing marking from exhaust fumes.

- While maintaining a general consistency, the option of split lift characters for the two separate lifts, to relate to the differences in each lift's location, is suggested for consideration in Option 3.
- It is noted that the bridge arrangement and form is the focus of this design phase, with further detailing, including design refinement, articulation, colours and materials, to follow. The next stage is considered essential in further reducing the visual prominence of the bridge, responding to its historic context, and integrating interpretation within the new structure.
- The integration of the site's interpretation with the wider GWH Interpretation Plan is noted. The importance of the interpretation element of the project is Plan is noted. The importance of the interpretation element of the project is emphasised. Consideration should be given to interpretation located within the balustrade or inside face of the parapets for the user experience. Reference is made to the ANZAC Walk, Newcastle, as an example of successful bridge interpretation.



9.5 MCA Criteria Analysis

A Multi-Criteria Analysis (Qualitative) Workshop was held on 15 March 2023 at TfNSW Offices at Macquarie Park. Each of the options were presented and discussed at length with reference to the following criteria:

- Customer Experience
- Consultation/Community
- Facility Operations and Maintenance
- Constructability
- Urban Design and Precinct Planning
- Heritage
- Environment and Sustainability.

The criteria were weighted prior to the meeting with Heritage having a 20% weighting, acknowledging the importance of the new bridge fitting into its historic context.

Option 3 was identified as the preferred option based on the outcomes of this workshop. Some shortcomings were identified for this option in terms of walking distances, so it is important that the proposed new accessible path on the Railway Parade side of the station meets DDA standards and gives back to the community in terms of the presentation of the eastern side of the rail corridor.

Qualitative Assessment							
Project							
Network		Western Line					
Site		Medlow Bath					
Multi Criteria Assessment							
Criteria	Weighting	Option 1: Four lifts (two at Great Western Highway, one on platform and one on Railway Parade)		Option 2: Three lifts (one at Great Western Highway, one on platform and one on Railway Parade) and one ramp at Great Western Highway		Option 3: Two lifts (one at Great Western Highway and one on platform at existing footbridge) and one ramp at Great Western Highway	
	Percentage	Unweighted (raw) score	Weighted score	Unweighted (raw) score	Weighted score	Unweighted (raw) score	Weighted score
Customer Experience	10.0%	5 - Ess + desirable req. met	0.50	4 - Ess req. + some deirable	0.40	2 - Some shortcomings	0.20
Consultation/Community	20.0%	2 - Some shortcomings	0.40	4 - Ess req. + some deirable	0.80	2 - Some shortcomings	0.40
Facility Operations and Maintenance	15.0%	3 - Essential req. met	0.45	3 - Essential req. met	0.45	4 - Ess req. + some deirable	0.60
Constructability	10.0%	3 - Essential req. met	0.30	3 - Essential req. met	0.30	5 - Ess + desirable req. met	0.50
Urban Design and Precinct Planning	15.0%	2 - Some shortcomings	0.30	3 - Essential req. met	0.45	4 - Ess req. + some deirable	0.60
Heritage	20.0%	3 - Essential req. met	0.60	4 - Ess req. + some deirable	0.80	5 - Ess + desirable req. met	1.00
Environment and Sustainability	10.0%	2 - Some shortcomings	0.20	2 - Some shortcomings	0.20	4 - Ess req. + some deirable	0.40
Qualitative Score (out of 5)			2.8		3.4		3.7
Qualitative Rank			3		2		1

9.6 Design Development

Testing the options against the Heritage Design Principles revealed that Option 3 was the preferred option from a heritage perspective. This was confirmed as the preferred option based on the outcomes of the Multi Criteria Analysis Workshop and discussed with the local community.

Option 3 was then further developed by the project team in terms of materials, colours and detailing along with heritage interpretation to ensure that the proposal connected with the place. DesignInc and Tonkin Zulaikha Greer had weekly design workshops with Arenco and TfNSW during this phase of the project which aimed for design excellence and minimisation of heritage impacts.

Feedback from stakeholders including Aboriginal stakeholders, the local community, Blue Mountains City Council, the Subcommittee of the Heritage Approvals Committee of the Heritage Council of NSW and the TfNSW DRP were all taken into consideration during the design development phase.

Simpler style for Medlow

A NEW, simpler design for a pedestrian bridge at Medlow Bath has been welcomed by the community.

The Medlow Residents Association said locals had been closely involved in the design process and final selection of the bridge over the highway and railway and welcomed the safety that it will provide.

"It is reassuring that Transport for NSW listened to the community's negative reactions after the release of the original, overly intrusive design," said president Deb Brown.

"The new design provides for only two lifts instead of the original planned four lifts, making it less visually intrusive on the village and heritage listed railway station."

TfNSW said the final design was selected from three options following close consultation not only with local residents but also with Heritage NSW, Blue Mountains City Council and Aboriginal representatives.

The design was checked against several criteria to assess the relative impact of the options with respect to heritage, customer experience, maintainability, sustainability, the environment and constructability.

Transport for NSW Director West Alistair Lunn said



The new design for the pedestrian bridge at Medlow Bath. Pictures Transport for NSW



The original design with three lifts and prominent orange colouring.

"A new lift will be installed on the existing footbridge at the station making it easier to access the platform, and a new kiss and ride bay will be built next to the footbridge to reduce the distance some people will have to walk," Mr Lunn said.

Ms Brown said Medlow Bath's still had "grave concerns" about the major impacts of the duplication of the highway.

"The Medlow Bath 1.2km works are now merely preparatory works for a tunnel which is now in doubt and will create a 1.2km, four-lane stretch in which vehicles will merge either end from two lanes, creating an overtaking speedway.

"We are calling on the new Labor Government to pause the Medlow Bath works and redeploy the funds into more urgently needed upgrades. Time out is needed to enable review of any works being done at Medlow Bath in order to preserve the visual amenity and tourism viability of our unique village and to ensure the road design will also provide the best and safest option."

Figure 353: Simpler style for Medlow. Newspaper article  
Source: Newspaper Gazette, 3 May 2023, p.6.



Figure 354: View looking south.  
Source: DesignInc, May 2023.







# 10.0

## Preferred Option



# 10.1 Proposal Summary

## 10.1.1 Proposed Works

The proposed works include the following elements:

- New entry plaza, lift and stair on western side of the highway.
- New footbridge spanning the highway.
- Ramp leading to original station footbridge.
- Alterations to existing footbridge including new stair and lift.
- Platform levelling.
- Adaptive reuse of free-standing former Signal Hut for electrical purposes.
- Alterations to existing Communications Room within existing platform building.
- New brick edging and planting to existing planter boxes.
- New entry plaza on eastern side of the station with kiss and ride facilities.
- New landscaped pathway running along western side of Railway Parade.
- New fencing to define the rail corridor.
- New Wayfinding signage.

The design has been developed by DesignInc in tandem with Tonkin Zulaikha Greer to ensure that heritage has been considered throughout the design process. The heritage design principles established for the project underpin the design, with the aim of minimising heritage impacts on this significant heritage precinct.

The SDR proposal offers a well considered solution to a complex brief in a sensitive heritage context.

The Architectural and Landscape Scope is described by DesignInc as follows:

## Architectural Scope

The objective of this project is to design an AS1428.1 accessibility upgrade with BCA and DDA, Fire Engineering advice and to upgrade Wayfinding to improve the customer experience. The upgrade to the interchange facilities aims to integrate the public and private transport modes for commuters while respecting the heritage condition and values of the station precinct.

The scope of works for Medlow Bath Station generally comprises design, procurement, supply, construction, testing, commissioning, integration, operational readiness and handover of the following elements:

## Station Entry - Great Western Highway

- New AS1428.1 compliant station entry with lift and stair access to new footbridge over GWH including weather protection and coverage at the street level and footbridge level lift landing.
- Compliant stairs equipped with stair nosing, tactiles and handrails.
- Vertical transport using one 17-person lift with through doors, appropriate lift lobbies, weather protection coverage
- New landscaping and use of use of native planting within the land boundary of the lift landing area.

## Railway Parade Entry

- Provide one accessible Kiss & Ride space, one one DDA space.
- Provide three three new bike hoops
- AS1428.1 compliant footpath and ramp along Railway Parade.

## Footbridge and Ramp

- Great Western Highway – Provide new tactile ground surface indicators (TGSi), stair nosing and handrails to the existing footbridge and stairs
- Screens and 1200mm solid balustrade across length of bridge above GWH.
- Seating on the footbridge.
- AS1428.1 compliant ramp and footpath parallel to GWH.

## Existing Footbridge

- Modify the existing footbridge to accommodate entries to the new lift lobbies.

## Station Building and Platforms

- Decommission and remove the existing Medlow Bath Station pedestrian level crossing and associated infrastructure.
- Vertical transport using one 17-person lift, appropriate lift lobbies, canopies, concourse, protection/ safety screens to access the existing footbridge.
- Provide stairs and lift to access existing platform.
- Provide boarding assistance zones (BAZ) and markings on each platform.
- Resurface platform to provide DSAPT compliant grades providing access to station entrance.
- Provide allocated waiting spaces near the BAZ on both platforms.
- Existing help points, information points, and pay phones at the station to be made accessible.
- Regrade the accessible path of travel and resurface the entire platform to achieve level access along the platform connecting the new lift, boarding assistance zones (BAZ), and help point.
- Provide new Tactile Ground Surface Indicators (TGSi), line marking and stenciling for the full island platform.

- Provide Directional Tactile Ground Surface Indicators (TGSIs) from stairs through to island platform warning TGSi.
- New wayfinding signage.
- Conservation to existing Signal hut to accommodate new IMSB.

## Landscaping

- Extent of landscaping is to tie into the GWHUP landscape works.
- Landscaping is proposed to Lift 2 landing area on the GWH.
- Modify platform planter beds.
- Provide landscaping alongside the footpaths on GWH and Railway Parade
- Upgrade planting at the station entry on Railway Parade.
- Remove / modify the existing fencing, and install new fencing.
- Improve the existing environment of the precinct with use of native flora, where possible.

The scope of works is an opportunity to enhance the station presence and strengthen its function as a transport mode within the existing context and the proposed development of the Great Western Highway. The architectural, urban and landscape design for Medlow Bath Station responds to the built character of the station and its precinct. The design has been informed by thorough site and contextual analysis that identifies key features and opportunities, in collaboration with TZG, community stakeholders, and Aboriginal Community discussions. Refer to the separate Heritage Reports, prepared by Tonkin Zulaikha Greer Heritage (TZG) and Urban Design & Public Domain Plan prepared by DesignInc, Document no: 150496-MED-AR-RPT30002 for further details.<sup>17</sup>

17: DesignInc, Medlow Bath Station Upgrade, Architectural Design Report, 150496-MED-AR-RPT-30001, 31 May 2023, pp.15-16



10.1.3 Architectural Intent

DesignInc describe the architectural intent of the proposal as follows:

The design development into SDR of the preferred option has further explored considerations of detailing, materials and colour to further embed the new bridge into the existing character of Medlow Bath, while reflecting the wider natural environment and history of the place.

The intent of the selected architectural design is to provide an accessibility upgrade that respects the heritage condition of the precinct using as inspiration the local characteristics, natural environment, and history of Medlow Bath. The design has been developed through the testing of elements and their connections to the station fabric that is place specific. The upgrade takes a minimalist approach for the new works with the goal of inserting as little new built fabric as possible, while still meeting the project accessibility scope. The overall design is to be complementary while it is also protecting the heritage fabric and values of the station.

As a result of the contextual analysis process, the new elements were minimized and, more significantly, became divided into two parts to reflect the two distinct characters of the village:

- 1. The smaller scale residential area to the east of the station. Here the lift to access the station is inserted at the end of the platform connecting to the existing footbridge. This retains the historical configuration of the station.
- 2. The larger scale area to the west of the station consists of the GWH, the Hydro Majestic and the Megalong Valley. The new footbridge crossing the highway responds to this character and scale.

18: DesignInc, Medlow Bath Station Upgrade, Architectural Design Report, 150496-MED-AR-RPT-30001, 31 May 2023, p.20.

10.1.2 Architectural Design Description

DesignInc describe the proposal as follows:

The Bridge

The new bridge spans the Great Western Highway, and not the railway line, and is separate from the rail infrastructure, resulting in a much-reduced scale of built form from the original concept. This significant reduction in visual impact is balanced by changes to the established pedestrian desire lines with the closure of the level crossing and increase in the travel distances for some of the community.

On the western side of the GWH, the single circular lift shaft, identified as Lift 1, introduces a strong anchor point for the curve of the bridge, echoing the curved building forms of the Hydro Majestic, and allowing the access stair to gently encircle the lift tower. The resulting landing area creates a dynamic viewing experience looking west across the escarpment and the Megalong Valley.

The fabricated steel bridge delivers a sinuous, free-flowing form with a smooth continuous soffit. It is supported by walls cleverly integrated into the circular lift tower to remove the visual clutter of multiple support columns below the bridge. The trough-shaped bridge section with solid parapet edges enfolds the user, giving protection from the strong sensory experience of passing over live traffic at a height. The transparent tensile mesh screens do not interrupt the lines of the bridge and are designed to allow views through and out.

Between the GWH and the rail corridor, the bridge comes to ground via a ramp, leading users along a new footpath to the existing station entry footbridge. The ramp utilises the natural slope of the ground to help limit its length. The ramp reduces the visual impact on the precinct by eliminating the need for another lift in this location.

The Station Entry Lift

The insertion of a new lift, identified as Lift 2, and reconfigured stair from the existing footbridge at the country end of the station platform maintains the operational usage of the station in its historical configuration, respecting the heritage values of the place. The predominantly steel lift shaft at the station has a warm toned brick base to tie into the heritage station character and glazed elements in the upper section to increase the sense of transparency of the new structure and reflect the sky.

The final overall design incorporates these two additions to the station precinct that are respectful of the heritage values and existing character and at the same time create a positive impact linking some of the most recognisable characteristics of Medlow Bath. The design concept echoes the surrounding context of place through elegant built form, the landscape, and the outstanding natural context.

Material & Finishes Palette

The material palette has been selected to respond to the heritage principles and the character of the station and its surrounding context. The material choices and colours aim to affirm the principle of clean lines and simplicity. The materials and finishes will be durable, robust, sustainable, maintainable, safe, and cost effective.

The Bridge

The steel bridge will be painted a neutral soft light grey colour, responding directly to the Hydro Majestic and reducing the visibility of the bridge when set against the sky. Stainless steel screen posts and mesh will be minimally visible. The lift tower is clad in white glazed bricks in a vertical orientation to better facilitate the laying of brick around the radius of the curve. The lift lobby areas are lined with high gloss green tiles to echo the luxurious fabrics used at the Hydro Majestic.

The Station Entry Lift

Responding directly to the existing station building, the new flat-roofed lift shaft uses brick cladding to ground itself into the earth platform while a steel upper portion with fixed glazing connects into the existing footbridge. All steel work on the lift shaft will be charcoal grey in colour to appear as a subtle addition to the heritage station. The selection injects a neutral, yet sophisticated, tone to the new works and provides a counterbalance to the existing heritage buildings on the station.

19: DesignInc, Medlow Bath Station Upgrade, Architectural Design Report, 150496-MED-AR-RPT-30001, 31 May 2023, pp.21-22

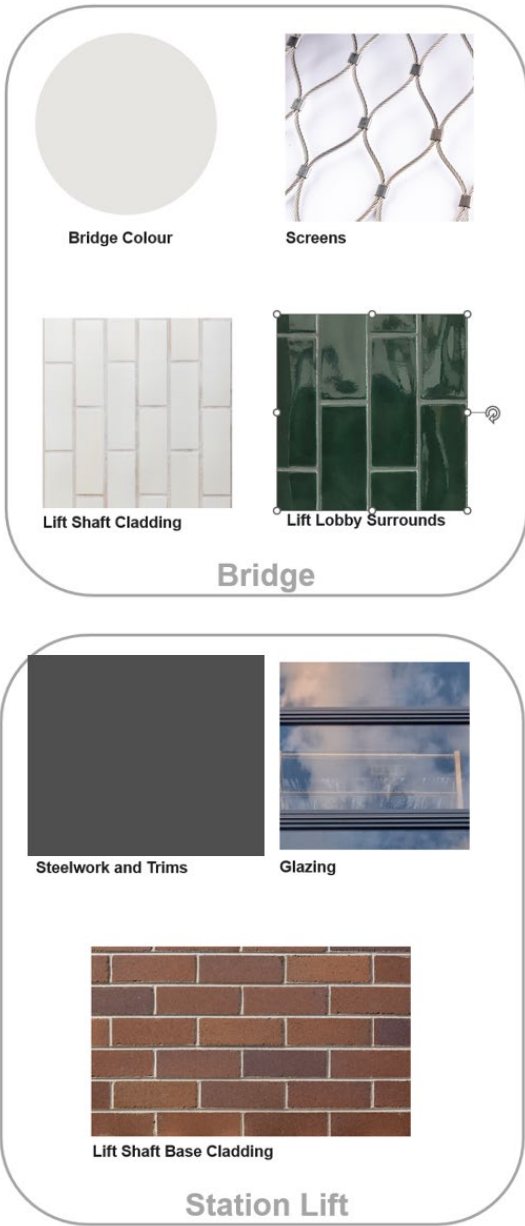


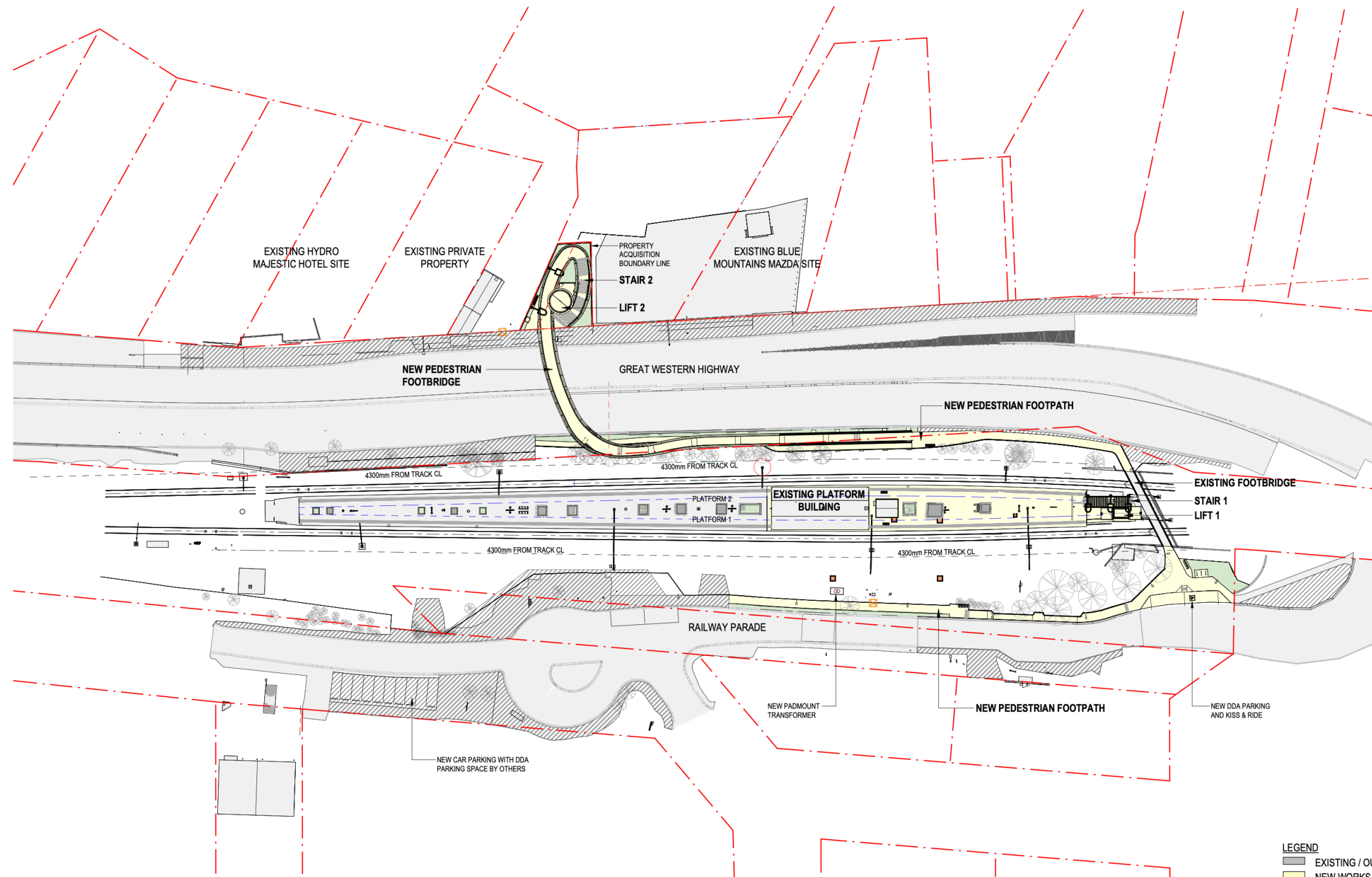
Figure 355: Materials and colours palette.  
Source: DesignInc, May 2023.





TO SYDNEY  
←

TO LITHGOW  
→



1 PROPOSED SITE PLAN  
SCALE 1:500

Figure 356: Site plan.  
Source: DesignInc, May 2023.





Figure 357: View of footbridge looking south along the Great Western Highway.  
Source: DesignInc, May 2023.



Figure 359: View of Lift 2 on the western side of the Great Western Highway in the vicinity of the Hydro Majestic Hotel.  
Source: DesignInc, May 2023.



Figure 358: View of footbridge looking north along the Great Western Highway.  
Source: DesignInc, May 2023.



Figure 360: View north along platform with Signal Hut on left and new lift and stairs to existing footbridge in distance.  
Source: DesignInc, May 2023.



10.2.1 Testing the Proposal against the Heritage Design Principles

SCORE	SCORING CRITERIA
2	Achieves aim strongly.
1	Achieves aim.
0	Does not achieve aim.
1	TBC - Not yet detailed. Minimum score of 1 must be achieved by the design.

10.2 Design in Context Response

The development of the design for the Medlow Bath Station Upgrade has been underpinned by a series of Heritage Design Principles which aimed to ensure that the proposed upgrades would respond in a positive way to the historic environment of Medlow Bath.

The following table demonstrates how the developed design meets these heritage principles in terms of character, scale, form, siting, materials and colours and detailing:

HERITAGE DESIGN PRINCIPLE	PROPOSAL	SCORE
CHARACTER		
<b>Respond to context</b> – Hydro Majestic as key reference point. – Landscape design to respond to context.	– The design takes inspiration from the Hydro Majestic. This is apparent in the colour of the footbridge, Lift 2 tower form and tiled reveals.  – The landscape design responds to both the cultural landscape of the station platform and the Hydro Majestic and the natural landscape of the surrounding bushland through careful plant selection.	2
<b>Simple elegant design</b> – Contemporary character. – Coordinated design of different elements.	– The clean lines and curvilinear form of the bridge and ramp on the western side of the GWH are contemporary in character. The lift to the station has been designed as a simple contemporary addition to the original footbridge.  – All elements, including the lift, stairs, balustrades and services, are well co-ordinated.	2
<b>Role as gateway</b> – Appropriate, high quality design. – Could form sculptural artefact in the landscape.	– The curvilinear bridge forms a gateway over the highway with the sinuous ramp connecting to the existing footbridge.  – The bridge forms a sculptural artefact within the landscape.	2
<b>Viewing point</b> – Inclusion of places for viewing to west and east.	– The bridge provides good viewpoints west and east.	2
SCALE		
<b>Reduce overall scale as much as possible</b> – Minimise height. – Slender elegant bridge spans. – Maximise transparency of throwscreens.	– The height of the bridge has been minimised. – The bridge spans are simple, slender and elegant. – The mesh throw screens are as transparent as possible.	2
<b>Minimise impact on significant views</b> – Minimise footprint of lifts, ramps + stairs. – Proportions to respond to adjoining heritage buildings.	– The footprint of the lifts, ramp and stairs have been minimised to achieve an integrated design. – The proportions of each element has been carefully considered in context.	2
<b>Detailed design to reduce scale</b> – Explore slender solid lift towers with lighter bridge spans. – Use of colour to reduce scale.	– The lift tower is slender yet solid, whilst the bridge span is lighter with transparent throw screens. During the next phase options should be explored to further lighten the detailing of the bridge spans and supports.  – A light colour palette has been chosen for the bridge to reduce its apparent scale, whilst the colour palette for the lift to the platform relates to those of the heritage listed station which are in the darker range.	1



HERITAGE DESIGN PRINCIPLE	PROPOSAL	SCORE
<b>FORM</b>		
<b>Uncluttered horizontal form</b> –Uncluttered coordinated horizontal form. –Lift towers subservient to bridge spans.	–The bridge presents as an uncluttered horizontal form. –The lift tower is subservient to the bridge span.	2
<b>Soften engineering</b> –Curves to soften impact of overall form. –Integrated primary and secondary elements.	–The curved form has softened the engineering. This should be further smoothed out in the next phase of the project if possible. –Primary and secondary elements are integrated into the co-ordinated design.	1
<b>Enhance user experience</b> –Provide spaces to stop on bridge to rest.	–Multiple rest places and differing viewpoints are offered to users along the length of the curved bridge and ramp and refurbished station footbridge.	2
<b>SITING</b>		
<b>Connect to Country</b> –Strong connection to Country aided by interpretation.	–The curved form of the bridge relates to the landscape. –The landscaping includes a selection of local indigenous plants. –Aboriginal themes are included in the Interpretation Strategy. Further consultation will be required with Aboriginal Elders prior to finalisation of interpretive elements.	1
<b>Minimise impacts to heritage fabric</b> –Minimise impacts to significant heritage fabric.	–Impacts to significant heritage fabric have been minimised to the existing footbridge, station platform, associated landscaping, Signal Hut and Platform Building through careful design.	2
<b>Respect the neighbourhood</b> –Careful design of spaces between old and new. –Minimise footprints of built elements.	–The interface between old and new has been carefully designed to respect the neighbourhood. Landscaped areas and new pathways will enhance the presentation of the area around the station and make it safer for locals. –The footprints of built elements has been minimised.	2
<b>High quality urban design</b> –Generous spaces at entry points. –Well placed lift towers.	–Generous spaces have been provided at the station entry points, however, further work is needed to enhance the user experience. –The lift towers have been well placed.	1

HERITAGE DESIGN PRINCIPLE	PROPOSAL	SCORE
<b>MATERIALS AND COLOURS</b>		
<b>Quality, durability and maintenance</b> –High quality, durable materials to retain design quality with minimal maintenance.	–High quality durable materials have been chosen which will retain their design quality with minimal maintenance.	2
<b>Appropriate materials and structure</b> –Appropriate high quality materials that respect heritage values of the place.	–The chosen materials and structure are considered appropriate and respect the heritage values of the place.	2
<b>Relate materials and colours to context</b> –Consider use of local materials such as stone, brick and rendered masonry.	–The materials and colours of each element within the overall composition have been chosen to relate to the site specific context. Bricks are proposed for the base of the platform lift to relate to the station context, whilst tiles have been chosen for the GWH lift, which relate to the Hydro Majestic.	2
<b>DETAILING</b>		
<b>Consistent detailing</b> –Simple consistent detailing with purposeful rhythm to ensure coherent design.	–Simple consistent detailing is proposed with a purposeful rhythm to ensure a coherent design. This needs to be pursued in detail during the next phase.	1
<b>Reflect character of Medlow Bath</b> –Contemporary interpretation of key heritage details. –Explore texture variation. –High solid to void ratio in lift towers with vertical proportions.	–Key heritage details are interpreted in a contemporary manner. –A variation in texture is included in the design. –The lift tower to the GWH has a high solid to void ratio with vertical proportions. Glass is proposed above the level of the existing footbridge balustrade for the platform lift to minimise visual impacts.	2
<b>Incorporate interpretation</b> –Heritage interpretation related to Aboriginal cultural values and Medlow Bath as a health and leisure tourist destination.	–The proposal is accompanied by an Interpretation Strategy which will be further developed into an Interpretation Plan in the next phase of the project.	2
<b>TOTAL UNWEIGHTED SCORE</b>		<b>35/40</b>



### 10.3 Design Recommendations

The following design recommendations should be investigated in the next stages of detailed design to help to avoid, minimise or mitigate impacts on the identified cultural heritage values of Medlow Bath.

The heritage design recommendations to guide development of the Medlow Bath Station Upgrade are as follows:

- Work to smooth out the curves of the footbridge and ramp so that they appear as a seamless, curved horizontal element within the landscape.
- Carefully detail the relationship between the proposed footpath along the GWH and the rail corridor to minimise visual impacts.
- Detail the relationship between the platform lift canopy and wind screens and the existing footbridge balustrade carefully.
- Carefully detail all aspects of the public domain including paths, seating, wayfinding signage and landscaping.
- Pursue and integrate inputs from local Aboriginal Elders.

### 10.4 Heritage Opportunity Works

The following works should be investigated in the next phase of the project to realise improved heritage outcomes:

- Conservation works associated with the Signal Hut, which is proposed to be adapted to house electrical cabinets.
- Conservation works associated with the Communications Room within the Platform Building.
- Detailing of the brick edge treatment to the planter boxes on the railway station platform. This should be similar to those recently installed at Lawson Station.
- Consider replacing protections screens on the northern side of the existing footbridge.
- Explore possible connection of public domain to walking track below the Hydro Majestic.
- Development of the Interpretation Strategy into a detailed Interpretation Plan. Integration of interpretation into the design.

### 10.5 Next Steps

The preferred design will continue to be developed in the next phase of the project to ensure design excellence.

Ongoing consultation with key stakeholders including the local community, Aboriginal stakeholders, Heritage NSW, Blue Mountains Council and the TfNSW DRP is required for a successful outcome at Medlow Bath. Meetings will be scheduled to maintain communication between all parties during the development of the design in the next phase of the project.



Figure 361: c.1910. People at the spa bath at Medlow Bath, New South Wales.  
Source: National Library of Australia, <https://nla.gov.au/443/tarkine/nla.obj-146216919>



# 11.0

## Design Development



Pre Section 60  
Lodgement Consultation

The preferred design option was presented to the Approvals Committee of the Heritage Council of NSW on 4 July 2023, prior to submitting the Section 60 Application. The Approvals Committee queried if the footbridge ramp design and traffic barrier could be integrated, and noted an uncomfortable juxtaposition between the main bridge girder and ramp balustrade.

In the resolutions of the meeting, the Heritage Council Approvals Committee provided in principle support for Option 3 as the preferred design option for the proposed Medlow Bath Railway Station group footbridge, subject to;

- a) the final articulation of the ramp and its relationship with the safety barriers, and
- b) appropriate landscaping.

The Committee agreed that Heritage NSW consider further approvals under delegation, in line with the Approvals Committee’s support for the preferred design.

Section 60 Lodgement

The Section 60 Application was lodged on 7 July accompanied by a Statement of Heritage Impact prepared by RPS.

Request for Information

On 19 July 2023 a Request for Information was received in relation to the application ID 3137. It requested information regarding the relationship between the ramp and the safety barriers and the design of the ramp as follows:

- Information in relation to engineering requirements/limitations for the ramp in relation to the safety barriers - can they be merged.
- Updated/amended ramp design/finish to form a cohesive link between upper and lower portions of the ramp.

Relationship between Ramp and Safety Barriers

The upgrades to the Great Western Highway are being designed by a separate Roads Design Team. Upon reviewing their updated design model it was found that a different type of traffic safety barrier was proposed to the one previously shown in the visualisations.

The updated safety barrier, known as a Type MAO barrier, has a low height concrete base with steel uprights which support two horizontal steel members as shown in the figure below.

It is not possible to merge the ramp balustrade with the safety barrier for the reasons noted in the following section.

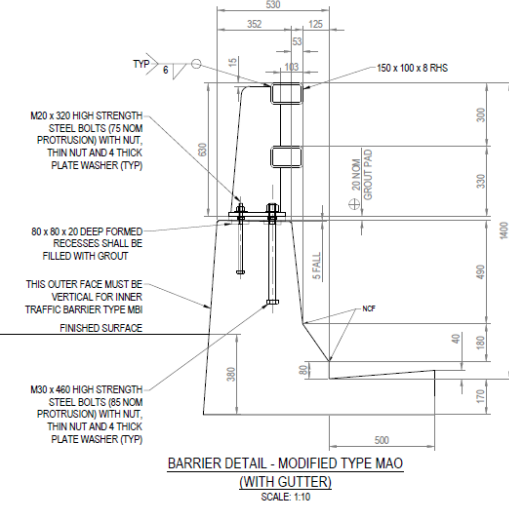


Figure 1: Safety barrier proposed along the Great Western Highway at Medlow Bath.  
Source: TfNSW, July 2023.

TfNSW Road Safety Barrier Technical Details

- The MAO road safety barrier proposed in the MRB design consists of twin rails on top of a concrete parapet with a concrete kerb at the bottom. The barrier system is presumed to be rigid. It’s noted that this system is non-standard for road safety barrier.
- When a vehicle strikes, the barrier will behave in a rigid fashion hence the dynamic deflection is 0. The vehicle will roll, hence a minimum vehicle roll allowance of 650mm is required based on 70 km/hr designed speed at the proposed footbridge location taking into account a Great Western Highway road crossfall allowance of 3%.
- The ramp structure behind the road barrier is required to set back from the front face of the barrier a working width which is the combination of dynamic deflection and vehicle roll allowance. The total minimum working width is 650mm.
- As a requirement from TfNSW Specification PS361, the ramp support structure is to be designed for a collision load from road traffic due to its location within 12m from the nearest travel lane and the road safety barrier in front is not a structural barrier. A structural barrier is a barrier supported on a footing or rigidly connected to another structure such as wall or slab that will provide the capacity to resist the full impact load as specified in AS5100.

The updated renders on the following page show the MAO road barrier in relation to the updated ramp design.

The choice of road safety barrier is outside of the footbridge project team’s remit, however, it is noted that the MAO Type Barrier is less visually bulky than the previous barrier.

Updated Ramp Design

Following receipt of a Request for Information the design team reviewed the link between the upper and lower portions of the ramp and the design was amended.

DesignInc describe the modification as follows:

The expression of the balustrade leading toward the footbridge has been revised to create a seamless interaction between the two opposing architectural typologies. The ramp balustrade appears as a continuation of the angled steel plate on the outside face of the bridge box, both the same colour. The change of the balustrade colour and material addresses the Heritage Council Approvals Committee query to provide a unified composition.

The protection screens on the bridge ramp have been extended to meet the required height of the balustrades on road bridges. The screens taper from the 3m high screens on the footbridge down the ramp to a balustrade height. This provides better safety for pedestrians along the ramp as it is in close proximity to the roadway and softens the transition to the ramp..

This revised design solution provides an integrated approach that further develops the soft form of the bridge ribbon and reinforces the architectural concept.

Heritage Impact

The revised ramp balustrade provides an integrated design solution, with a more cohesive link between the upper and lower portions of the ramp, with no additional heritage impacts and is supported.





Figure 2: Previous view of footbridge looking south along the Great Western Highway showing ramp sides and steel balustrade in contrasting colours. Solid road safety barriers shown.  
Source: DesignInc, May 2023.

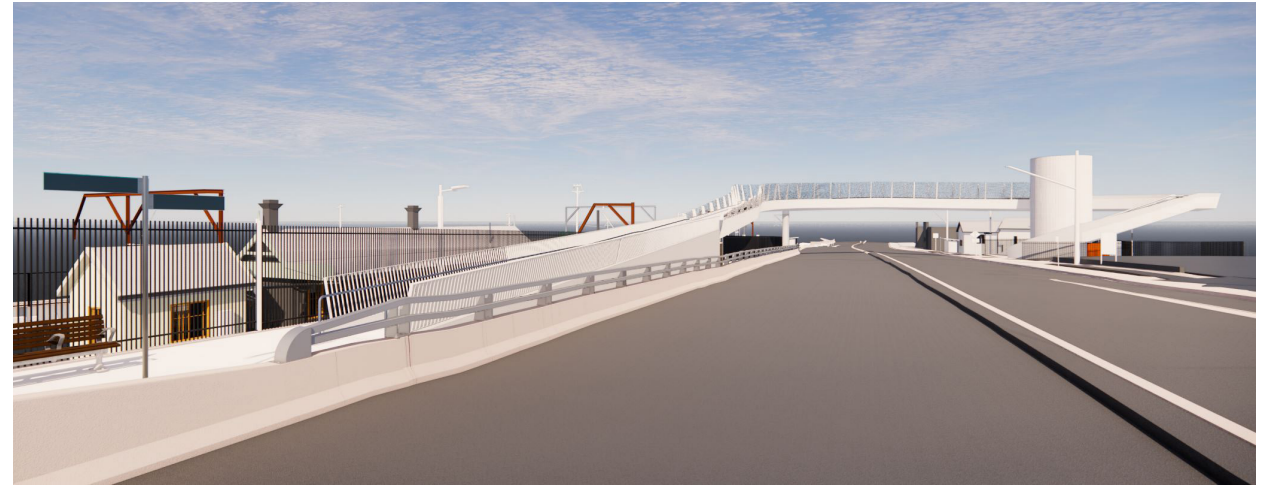


Figure 3: Option considered with ramp sides and steel balustrade in same colour. Solid road safety barriers shown. This was reviewed and discounted in favour of a simpler continuous expression of the footbridge structure as shown in the figures below.  
Source: DesignInc, May 2023.

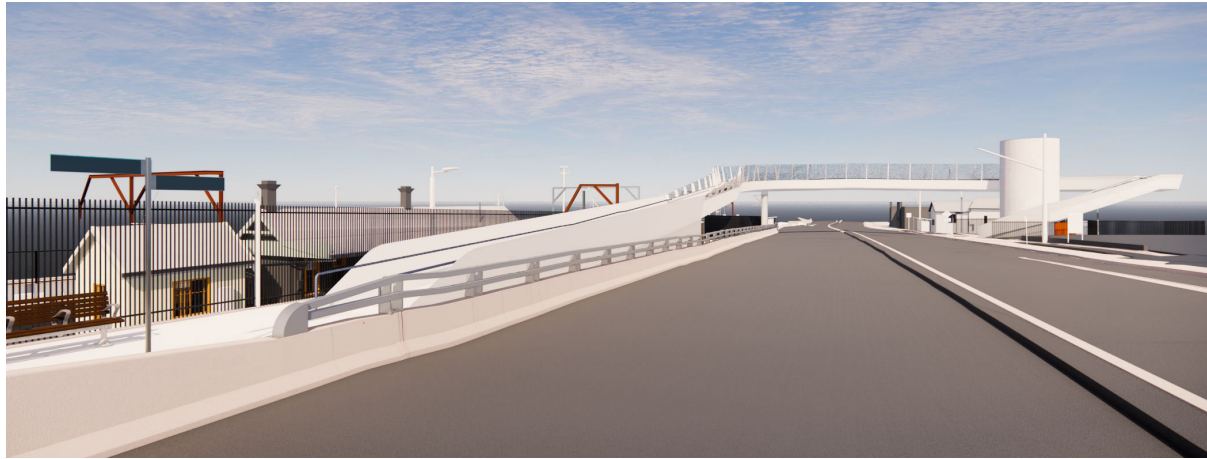


Figure 4: Revised view of footbridge looking south along the Great Western Highway showing amended balustrades and MAO road safety barriers.  
Source: DesignInc, July 2023.

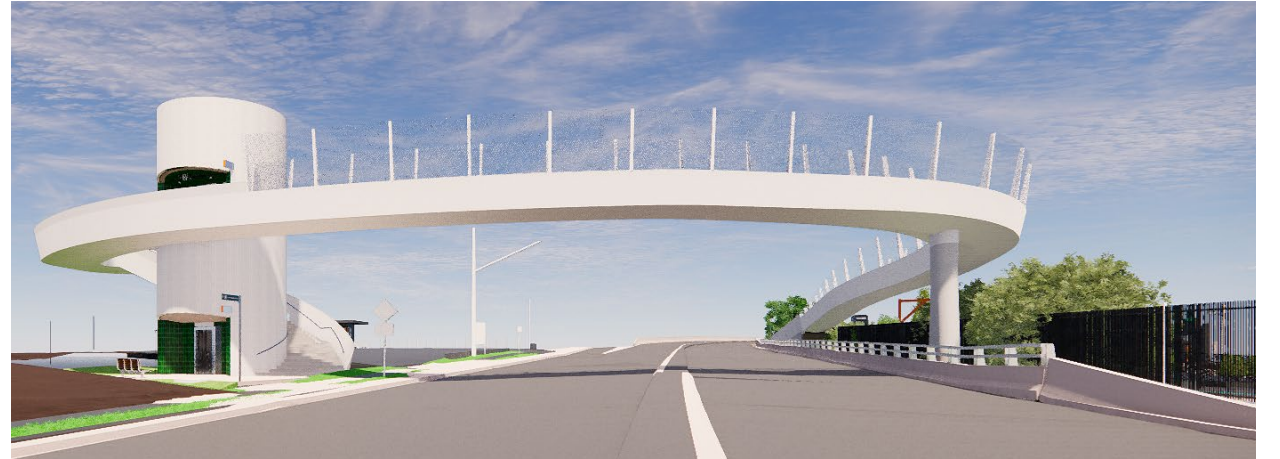


Figure 5: View of footbridge looking north along the Great Western Highway.  
Source: DesignInc, July 2023.

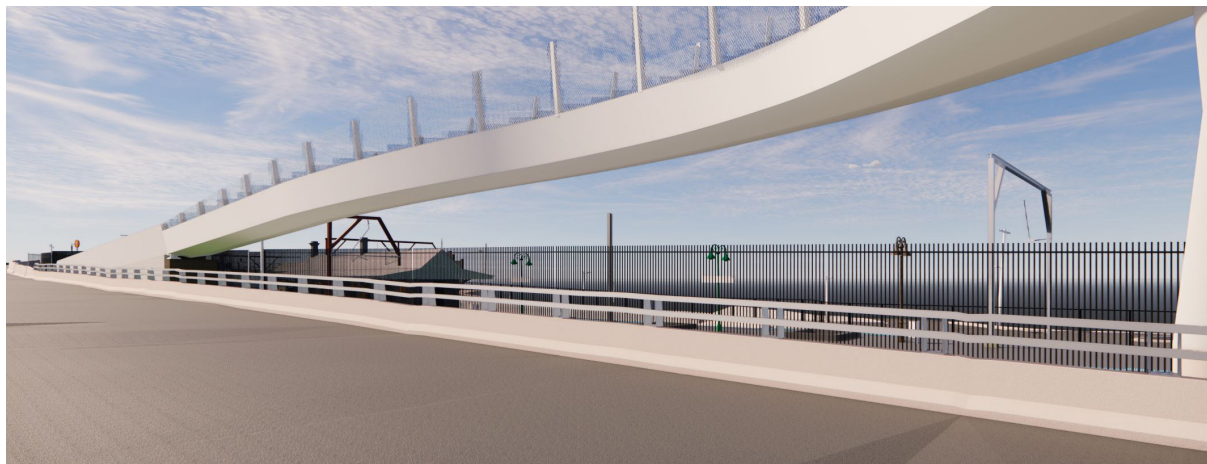


Figure 6: View of ramp looking towards station showing smooth transition of balustrade.  
Source: DesignInc, July 2023.



Figure 7: View of proposed fence and ramp from Medlow Bath station platform.  
Source: DesignInc, July 2023.







# 12.0

## Appendices



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Schedule 5 Blue Mountains LEP

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Mb003: Medlow Bath Railway Station, available online at <https://apps.environment.nsw.gov.au/dpcheritageapp/ViewHeritageItemDetails.aspx?ID=1170281 >, accessed 14 November 2022.

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## 12.2 Project Timeline

PROJECT ACTIVITY / EVENT	DATE	REFERENCE
Strategic Design progresses for the GWH Medlow Bath Upgrade.	2019 - 2020	
<b>Strategic Concept Options Report</b> Pedestrian Bridge over Highway No 5 Great Western Highway and Western Railway Line at Medlow Bath Railway Station 115 km West of the Sydney  The TfNSW project team of the Medlow Bath upgrade engaged New Design group of TfNSW Bridge & Structure Engineering in consultation with TfNSW Urban Designers to provide strategic concept design options for the proposed new pedestrian bridge. This report describes the development of these design options, and provides further recommendations and suggestions of additional investigations to facilitate design development to concept design level after selection of the preferred option.	November 2020	Prepared by New Design Unit, Bridge and Structural Engineering, Infrastructure & Place, TfNSW, dated November 2020
<b>Registration of Interest (ROI)</b> ROI for the Technical Services Panel to develop the design and input to the Review of Environment Factors goes out to Industry.	May 2020	
<b>Request for Tender (RFT)</b> RFT for Professional Services Contract for Preferred Concept Design, Detail Design and Environmental Assessment Scope and Requirements goes out to shortlisted tenderers.	July 2020	
<b>MRB Technical Services Engaged</b> MRB commences Professional Services Contract with a goal to complete a preferred Concept Design by January 2021.  Team: MRB Technical Services with Weston Williamson + Partners, Spackman Mossop Michaels, Balarinji, etc.	October 2020	

20: Great Western Highway Upgrade – Katoomba to Lithgow, <https://roads-waterways.transport.nsw.gov.au/projects/great-western-highway/katoomba-to-lithgow/index.html>  
 21: Great Western Highway Upgrade Medlow Bath Review of Environmental Factors, <https://caportal.com.au/rms/medlow-bath/download-ref>

PROJECT ACTIVITY / EVENT	DATE	REFERENCE
<b>Review of Environmental Factors (REF)</b> A review of environmental factors (REF) was prepared by Transport to assess the potential environmental impacts of the Proposal in July 2021.  This REF was initially placed on public display from Tuesday 27 July 2021 to Tuesday 24 August 2021.  To ensure that community members had more of an opportunity to provide feedback (due to COVID-19 stay at home orders), this was extended to Sunday 5 September 2021. The total consultation was for a period of 41 days.  The main methods used to provide information and notifications for the REF display, included: <ul style="list-style-type: none"> <li>– Website and interactive portal which provided background information, maps, Proposal updates and</li> <li>– announcements, and information on how to provide feedback.</li> <li>– Community Updates – printed and distributed</li> <li>– Poster</li> <li>– Online consultation sessions</li> <li>– Stakeholder group meetings</li> <li>– Business meetings</li> <li>– Media, social media and advertising</li> <li>– Direct contact</li> </ul>	July – September 2021	Chapter 6.7 Aboriginal cultural heritage impacts research and findings sourced from the:  Great Western Highway Duplication – Katoomba to Lithgow Archaeological Survey Report (Jacobs, 2020).  Appendix J of the REF: Statement of Heritage Impact prepared by RPS, dated 7 July 2021.  Appendix K of the REF: Urban Design Concept, Landscape Character and Visual Impact Assessment Report, by Spackman Mossop Michaels, dated 12 July 2021.
Medlow Bath Pedestrian Bridge separated from Great Western Highway main works contract.		
<b>Tender Request 1</b> Arengo asked to submit Tender for D&C to take 80% design, finish the detailing and construction.  Team: Arengo, GHD & DesignInc	October 2021	Request for Quotation  No. IPD-19-7937H  Date Issued: 16 November 2021



PROJECT ACTIVITY / EVENT	DATE	REFERENCE
<b>Additional environmental assessments</b> Additional environmental assessments completed after the REF was finalised for display (July 2021), to assist with the design of the duplication project. These assessments are: –Arborist assessment. –Updated Visual Impact Assessment. –Preferred Design Report - Bellevue Crescent Intersection Options. –Pedestrian Bridge Option Report –Detailed SoHI for Medlow Bath Railway Station and Bridge. –Updated Water Quality Assessment	October – Nov 2021	Appendix 4: Urban Design Concept, Landscape Character and Visual Impact Assessment Report, by Spackman Mossop Michaels, dated 8 October 2021.  Appendix 5 - Pedestrian Bridge Option Report by TfNSW, dated November 2021 (refer to outline below)
<b>Medlow Bath Submissions Report Appendix 5 - Pedestrian Bridge Option Report</b> This report documents the strategic development and optioneering process applied to reach the preferred design of the pedestrian bridge displayed as part of the Review of Environmental Factors of the Medlow Bath Upgrade.  Options: 1. Concrete Through Girder 2. Pratt Truss 3. Vierendeel Truss  The Vierendeel Truss option was progressed as the preferred structure type based on the assessment conclusions within this report.	November 2021	Medlow Bath Pedestrian Bridge  Optioneering Report, by MRB Technical Services, dated November 2021
<b>Heritage Council Approvals Committee</b> Presentation made to Heritage Council Approvals Committee.  Further email notes from Hendry Wan (Heritage Council) to Grace Cann (TfNSW Project Manager) express a desire to further explore a pedestrian underpass, and/or for the bridge form to be more firmly rooted in heritage interpretation.	1 February 2022  9 February 2022	Heritage Council of NSW  Resolutions Only – Approvals Committee Meeting Minutes (Online) held 1 February 2022

PROJECT ACTIVITY / EVENT	DATE	REFERENCE
DesignInc is engaged by TfNSW for Concept Architectural Design Services to explore:  1. Potential modifications to the 80% footbridge design  2. Alternative new bridge concepts to find a more place specific design that is ‘bespoke to the precinct’ as per the Heritage Council recommendation.  3. An underpass concept.	March - April 2022	Options Matrix Summary provided by DesignInc
TfNSW further explore underpass option – constructability, cost, security...what happened here?	May 2022	TfNSW input required here.
<b>Review of Environmental Factors (REF) GWH Upgrade Medlow Bath Submission Report</b> Extract from Executive Summary, Page iv.  Summary of issues raised and TfNSW responses:	Released in June 2022	Review of Environmental Factors (REF) GWH Upgrade Medlow Bath Submission Report, TfNSW, dated June 2022
Design  • Consideration of design alternatives, particularly focusing on lane width, safety, landscaping, Bellevue  Crescent intersection, proposed pedestrian bridge, tunnel, bus shelter, lighting and parking.		
Pedestrian bridge  Further information has been provided expanding on the options considered to improve pedestrian access across the Highway and connecting to the Medlow Bath Railway Station. This includes further details on the factors that influenced the option selection, development and architectural refinement of the pedestrian bridge design.		
Following our ongoing engagement with Heritage NSW and Blue Mountains City Council, the bridge design and station precinct is continuing to progress through a series of design challenge workshops to improve its fit with the surrounding heritage context.		



PROJECT ACTIVITY / EVENT	DATE	REFERENCE
Heritage and architectural specialists will be working with key stakeholders to develop the heritage experience between Medlow Bath Railway Station and the Hydro Majestic in a manner that draws in local context and character. This will be required as part of the Works Application under Section 60 of the Heritage Act 1977.		
Further community information sessions will be held as the design matures, to engage the community on progress made.		
<p><b>Extract from Executive Summary, Page vi. Heritage - Non-Aboriginal</b></p> <ul style="list-style-type: none"> <li>-The bus shelter is an important tourist and community feature in the village. It must be preserved and replicated with a different mural when moved to the other side of the road.</li> <li>-The extent and severity of impact to key heritage items (Majestic Hotel, Medlow Bath Railway Station and Avenue of Trees) is sufficient to warrant comprehensive assessment under an EIS. This should assess the cultural, aesthetic and historical values of the village of Medlow Bath as identified in the 2015 LEP.</li> </ul>		

PROJECT ACTIVITY / EVENT	DATE	REFERENCE
<p>Response:</p> <p>The REF included the Statement of Heritage Impact (SoHI) which was prepared in accordance with the relevant heritage guidelines, and the level of impact assessed is in accordance with the Material Threshold Policy (Heritage NSW, 2020). This SoHI followed industry best practice in terms of detailed assessment and provided a definition of potential impact of the Proposal on the item's significance.</p> <p>Impacts to heritage items identified by the SoHI were mainly associated with the installation of the new pedestrian bridge. RPS provided heritage design advice during the detailed design of the pedestrian bridge and station through specialised workshops described by the bridge options report (appendix 5).</p>		
<p>The design of the highway avoids work within the heritage curtilage of the Hydro Majestic. The SoHI identified that the proposal may have a minor to moderate physical impact and a moderate to major visual impact on the Hydro Majestic. The SoHI recommended measures to mitigate these impacts which include:</p>		
<p>Heritage awareness training for all contractors and project personnel so they become aware of the sensitive nature of the heritage items and have an understanding of unexpected finds procedures</p> <ul style="list-style-type: none"> <li>-Protection of significant heritage fabric (including Hydro Majestic and its stone fence) which will include minimum operating distances of machinery, installation of protective barriers and vibration monitoring.</li> <li>-Archival photographic recording of the heritage items within Medlow Bath</li> <li>-Heritage interpretation plan covering not just Medlow Bath but the whole Great Western Highway upgrade.</li> </ul>		



### 12.3 Summary of Heritage Specialist Involvement

Tonkin Zulaikha Greer were engaged in September 2022 to prepare Heritage Design Principles to guide the design, provide iterative heritage advice to the design team and to peer review the design. Since that time, TZG have attended weekly design meetings along with meetings with key stakeholders including Aboriginal stakeholders, the local community, Heritage NSW, Blue Mountains City Council and the TfNSW Design Review Panel.

PROJECT ACTIVITY / EVENT	DATE	REFERENCE
<p>These have been included within the Construction Environmental Management Plan.</p> <p>In regard to the locally listed Avenue of Trees, many of the original Radiata Pines are no longer along the corridor. An independent arborist assessment has also identified that a majority of the replacement</p> <p>Western Red Cedars were also found to be suffering a degenerative disease. The Medlow Bath Upgrade landscape design aims to generate a new median tree feature that will respond to the intent of the original Avenue of Trees. This presents a long-term outcome that reinterprets the Avenue of Trees.</p>		
<p><b>Extract from Executive Summary, Page vii Heritage – Aboriginal</b></p> <p>There has not been an extensive investigation of potential Aboriginal artefacts on either side of the Great Western Highway. The REF has been completely inadequate in identifying the potential wealth of Aboriginal heritage likely to be demolished between Mount Victoria and Hartley without an EIS.</p>		

PROJECT ACTIVITY / EVENT	DATE	REFERENCE
<p><b>Response:</b></p> <p>Transport has comprehensively investigated the corridor for items of Aboriginal cultural heritage or significance, and as documented in the REF, there are no known Aboriginal sites identified within the proposal area.</p> <p>The Mount Victoria to Hartley Valley section of the highway upgrade is outside the scope of the Medlow Bath Upgrade and will be considered through an environmental assessment of that section of the proposed highway upgrade.</p> <p>The proposal area at Medlow Bath has undergone extensive landscape modification and high level of disturbance from previous transport and other development. This has been documented as part of previous Aboriginal heritage investigations (Jacobs, 2020).</p> <p>In the event of Aboriginal artefacts being uncovered during construction, the Standard Management Procedure – Unexpected Heritage Items (Roads and Maritime Services, 2015) would be followed.</p>		
<p><b>Tender Request 2</b></p> <p>Arenco asked to Arenco to submit Tender pricing for re-design of the concept, design development and construction.</p> <p>Team: Arenco, GHD, DesignInc &amp; TZG</p>	August 2022	Request for Quotation No: IPD-19-7937K Dated: August 2022
<p><b>Contract Awarded to Arenco</b></p> <p>TZG &amp; DesignInc begin to prepare the Heritage Summary Report to determine the Heritage Values, ready for consultation with Stakeholders.</p>	October 2022	



Figure 369: 1930. Aerial view of Medlow Bath, New South Wales, ca. 1930, 2.  
Fairfax Corporation.  
Source: National Library of Australia, <https://nla.gov.au/nla.obj-162355018?searchTerm=Medlow%20bath>

# 13.0

## Interpretation Strategy



# 13.1 Introduction

This Interpretation Strategy has been prepared by Tonkin Zulaikha Greer Heritage for Transport for New South Wales (TfNSW) to accompany the proposal to upgrade access to Medlow Bath Railway Station by providing a pedestrian footbridge which spans the rail corridor and the Great Western Highway. This Strategy forms an Appendix to the Heritage Design Report prepared for the site which outlines the history and significance of the place and describes the site in more detail.

Medlow Bath Railway Station is listed on the State Heritage Register (SHR No.01190), the TAHE S170 Register (SHI No.4801011 ) and Schedule 5 of Blue Mountains LEP 2015 (MB003). There are many other locally listed heritage items in the vicinity of the site including the Hydro Majestic Hotel (MB002) and the former Post and Telegraph Store (MB008).

## Heritage Interpretation

Heritage interpretation can be defined as a form of communication that consciously involves the participation of the audience. It is directed at specific target audiences and uses a range of techniques to reveal meanings and relationships rather than to simply relate factual information. An aim of heritage interpretation is to promote understanding and learning, and it can also encourage interaction between an object and the target audience. Heritage interpretation is intended to:

- Provoke curiosity and interest
- Relate to the target audience
- Reveal a message
- Address the whole story within unifying themes and
- Increase the public’s knowledge and understanding of the history and significance of the place.

## 13.1.1 Project Brief

The Project Brief included the requirement to prepare a Heritage Interpretation Strategy for the project. It states:

- Identify themes for station heritage interpretation including previous principles/ advice from the Heritage Council including:
- “The pedestrian bridge option should be designed to better respond to the significant heritage values of the Blue Mountains setting and the local precinct including the Hydro Majestic Hotel. The pedestrian bridge should respond to the character of the Place as a significant historic health and leisure destination.”
- “continue to develop the interpretation strategy to inform the design, including connecting with Country.”
- Identify opportunities for integrated heritage interpretation, relating to both the Aboriginal and non Aboriginal significance of the site within Medlow Bath.
- These opportunities could be on the platform, in the public domain and/or incorporated into the new infrastructure
- These opportunities could be informative (eg a sculpture or a poster), integrated (eg in the lift finish or screen), or expressive (eg restoration works or a framed viewing point)
- These opportunities should not override the essential requirement for the footbridge to be ‘visually recessive’<sup>20</sup>

22: TfNSW, Exhibit B, Works Brief – Medlow Bath Station Upgrade  
Great Western Highway Upgrade Program, IPD-19-7937K Medlow Bath Station, pp.25-26.

## 13.1.2 Report Purpose

This Heritage Interpretation Strategy has been prepared to identify interpretation opportunities for the Medlow Bath upgrade project that reveal the history and heritage values of the site through a range of interpretative devices tailored to suit the target audiences.

The heritage interpretation that accompanies the Medlow Bath project should:

- provide an interpretive experience that is captivating, relevant, and that influences or broadens the thoughts and behaviours of target audiences
- reveal the important stories and historical associations of the site so that they are legible to target audiences
- respect and engage with those with strong personal connections to the site
- contribute to the richness and distinctive identity of Medlow Bath and
- deliver best practice interpretation.

The interpretation will also demonstrate alignment with the TfNSW Aboriginal Culture and Heritage Framework.

## 13.1.3 Stakeholder Consultation

Consultation with key stakeholders including the local community, Blue Mountains City Council and Heritage NSW is recognised as being key to achieving a successful outcome for the project.

## Aboriginal and Torres Strait Islander communities and stakeholder ongoing consultation

Ongoing engagement with local Aboriginal and Torres Strait Islander communities is planned throughout the life of the Project, with the aim of ensuring community needs and concerns are addressed, and to identify opportunities to celebrate the Aboriginal culture of Medlow Bath. Aboriginal heritage and culture has, and will continue to be considered and incorporated into the detailed design of the Project.

## 13.1.4 Key References

The following key documents have formed the basis for this Interpretation Strategy, supplemented by additional research.

## Unpublished Reports

- Balarinji, *Great Western Highway Upgrade Program, Preliminary Aboriginal Narrative Report*, March 2022.
- Balarinji, *Great Western Highway Upgrade Program, Aboriginal Heritage Cultural Interpretation Plan and Art Strategy, Body of Story Report*, September 2022.
- GML Heritage, *Great Western Highway Upgrade, Katoomba to Lithgow, Non Aboriginal Heritage Thematic Study*, April 2022;
- GML Heritage, *Great Western Highway Upgrade Project Interpretive Framework*, October 2022.
- Graham Brooks & Associates, *Hydro Majestic Hotel Conservation Management Plan*, 2010.

## Other Publications

- Australian Heritage Commission, 2001, Australian Historic Themes Framework.
- Australia/ICOMOS & International Council on Monuments and Sites 2000, The Burra Charter: the Australia ICOMOS charter for places of cultural significance with associated guidelines and code on the ethics of co-existence, Australia ICOMOS, Burwood, Vic.
- Heritage Council of NSW, 2006, New South Wales Historical Themes.

## Heritage Listings

## State Heritage Inventory

<https://www.environment.nsw.gov.au/topics/heritage/search-heritage-databases/state-heritage-inventory>

A full list of references is included in this report.

## 13.1.5 Methodology and Terminology

## Australia ICOMOS Charter for Places of Cultural Significance, 2013 (The Burra Charter)

The *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, (known as The Burra Charter), is widely accepted in Australia as the underlying methodology by which all works to any sites/ buildings, which have been identified as having national, state, regional or local significance are undertaken.

In order to achieve consistency in approach and understanding of the meaning of conservation by all those involved, a standardised terminology for conservation processes and related actions has been adopted. The definitions as provided by the Burra Charter have been adopted by this strategy.

The Burra Charter defines Interpretation as follows:

*Interpretation* means all the ways of presenting the cultural significance of a place.

## Interpreting Heritage Places and Heritage Interpretation Policy (2005)

The NSW Heritage Council’s publication *Interpreting Heritage Places and Heritage Interpretation Policy* (2005) has guided the preparation of this Heritage Interpretation Strategy. It takes into consideration the contextual history and development of the overall site and the cultural significance of the station building and the identified historical themes. Relevant historic themes are identified in order to establish a framework for interpreting the history and significance of the site and to aid in integrating interpretation within the overall design.

This Heritage Interpretation Strategy will be further developed into a Heritage Interpretation Plan in the next phase of the project.



## 13.2 Target Audience

The proposed footbridge will provide pedestrian and cyclist access to Medlow Bath Railway Station across the rail corridor and the Great Western Highway. The footbridge provides connections between Medlow Bath west, which includes the Hydro Majestic Hotel and surrounding residential area, and Medlow Bath east, which comprises the former Post and Telegraph Store and residential area.

The target audience comprises locals, commuters and tourists visiting Medlow Bath to stay at the Hydro Majestic Hotel and surrounding Blue Mountains.

### Locals

The proposed footbridge will provide locals with a safe method of crossing both the rail corridor and the highway. The integration of interpretation into the design of the footbridge provides an opportunity to connect to Country and reveal stories related to the history and significance of the place.

### Commuters

Medlow Bath is serviced by both trains and buses. Commuters including workers at local businesses such as the Hydro Majestic Hotel and locals commuting for work will access the train station and bus stop via the footbridge. This target audience may be in a hurry and are less likely to stop and engage with interpretation.

### Tourists

The introduction of the railway opened up the Blue Mountains to tourists. Whilst this mode of travel is less popular today, the Hydro Majestic Hotel at Medlow Bath remains a popular tourist destination. Tourists also visit Medlow Bath to go bushwalking in the Blue Mountains. This target audience typically has more time and may be interested in gaining information about the history and significance of the local area.

## 13.3 Opportunities

The project provides many interpretation opportunities including:

- The opportunity to reveal Aboriginal stories and associations with the place.
- The opportunity to connect to Country.
- The opportunity to reveal information about the Megalong Valley and Greater Blue Mountains Area.
- The opportunity to reintroduce native flora and fauna.
- The opportunity to reveal stories related to the construction of the road linking Sydney to the land beyond the Great Dividing Range.
- The opportunity to reveal the relationship between the construction of the railway station and Mark Foys Hydropathic Sanitorium and the subdivision and development of Medlow Bath as a town.
- The opportunity to reveal stories about Medlow Bath as a tourist destination focused around the Hydro Majestic Hotel, for both health and leisure.
- The opportunity to integrate interpretation into the design of the footbridge and public domain which links to the history and significance of Medlow Bath as a place.

## 13.4 Constraints

Constraints for interpretation include:

- Interpretation must be constructed of robust materials which are suitable for exterior use and UV resistant.
- The site may be prone to graffiti and other anti social behavior.
- Any new signage needs to be co-ordinated with the TfNSW established suite of signage.
- Use of artefacts within the public domain would be subject to risk assessments for safety and climability.



13.5 Historic Themes

Historic themes are used in interpretation as a tool to organise information and to determine the core messages and stories to be communicated.

In order to place the history and significance of a place within the broader Australian context, it is important to be able to use an established and widely-recognised framework of historic themes to group key historical activities or events to better contextualise their role in the cultural development of Australia.

The Australian Heritage Commission published a national framework of historic themes in 2001 and the NSW Heritage Council developed a series of linked State-specific themes. These, in turn, provide the over-arching framework for a sub-set of local themes, which generally relate to Local Government Area boundaries, and site specific local sub-themes.

13.5.1 Great Western Highway Upgrade Project Interpretive Framework

In April 2022, GML Heritage prepared the Great Western Highway Upgrade, Katoomba to Lithgow Non Aboriginal Heritage Thematic Study. This study identifies key themes to be explored along the Great Western Highway upgrade which were developed to form an Interpretive Framework.

- Eternal Horizon
- In search of a good road
- Beyond the Mountains
- Highway to High Street
- The Leisure Highway.

These themes are expanded in the table to the right.

GWHUP INTERPRETIVE FRAMEWORK THEME	STORY	KEY LOCATIONS
<b>Theme 1: Eternal horizon</b> Home to the First Australians since the last ice age, the omnipotent Blue Mountains determined what was possible and impossible for those trying to traverse and occupy it.	-What can you see from the road? (views and vistas)	-Mt York Rd -Victoria Pass -Hassans Walls
<b>Theme 2: In search of a good road</b> The highway was borne out of the 1813 expedition of the ‘dauntless three’: Blaxland, Lawson and Wentworth. It was built in iterative phases with convict labour. The road’s subsequent evolution into a stock route and gateway into the Central West had far-reaching consequences that still reverberate in Aboriginal communities today.	-What was it like to build the road? -What encounters happened on the route, road, journey? (encounters with Dharug, Gungungurra and Wiradjuri) -Life and death on the road	Pulpitt Hill  Victoria Pass
<b>Theme 3: Beyond the Mountains</b> This theme explores the western expansion to Bathurst and the development of the pastoral economy far from the seat of power in Sydney. The road became a major artery for trade from the Mountains to the sea and back, laying the foundation for twentieth-century transport of people and goods and the settlement of the Central and Far West.	-Why were people travelling the road? (i.e. curiosity, greener pastures, in search of gold) -What was it like to travel the road? (staying at the early inns) -Life and death on the road	-Little Hartley -Hartley Historic Village -South Bowenfells
<b>Theme 4: Highway to High Street</b> The significance of the highway has waxed and waned alongside changes in modes of transport, and the purpose and fortunes of each town on the route. The heritage items and vernacular style of these places help us trace the course and pattern of history in the project corridor.	-Where did the builders, travellers, colonists live? (i.e. villages, convict stockades) -Where are they remembered?	-Blackheath -Hassans Walls -Pulpitt Hill

Table 4: Great Western Highway Upgrade Heritage Study Themes.  
Source: GML Heritage, Great Western Highway Upgrade Project | Interpretive Framework, October 2022, p.57.

GML identify the theme ‘In search of a good road’ for Medlow Bath, with stories still to be confirmed. The following considerations are included in the Interpretive Framework for the Medlow Bath pedestrian bridge:

- Aboriginal content may be incorporated into Bridge design
- Heritage approvals may include a condition to provide heritage interpretation at Medlow Bath Railway Station.

In terms of next steps, the GML report contains the following recommendations:

1. Confirm thematic approach to site including concurrent work being developed by Balarinji.
2. Confirm requirements for future heritage interpretation works.

13.5.2 Historic Themes identified in Heritage Listings

In addition to the themes identified in the GWHUP Interpretive Framework, historic themes are identified in the heritage listings for Medlow Bath Railway Station group and for Heritage Items and Heritage Conservation Areas in the vicinity of the site, including the Hydro Majestic Hotel, which should be taken into consideration when arriving at a place specific interpretation strategy. These are shown in the table of historic themes included in the Interpretation Framework.

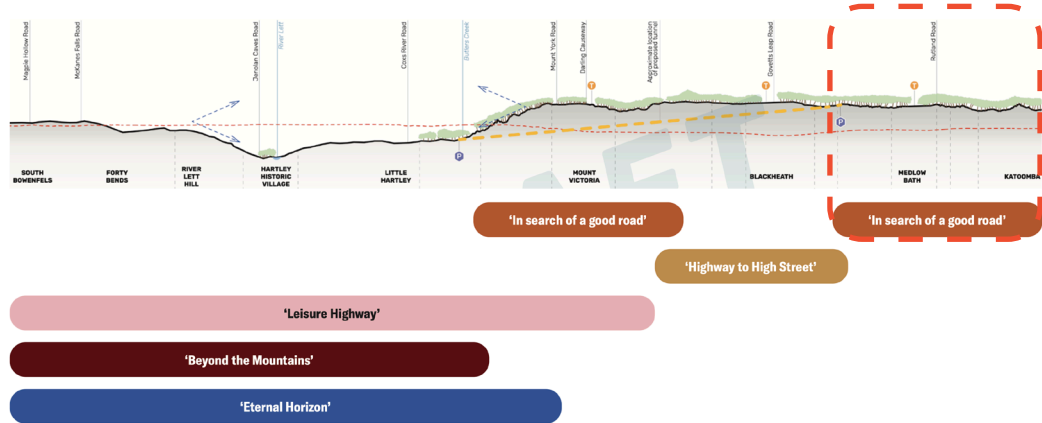


Figure 370: Preliminary Theme Locations - Medlow Bath circled.  
Source: GML Heritage, Great Western Highway Upgrade, Interpretive Framework, October 2022.



### 13.5.3 GWHUP Aboriginal Cultural Design Principles

In 2022, Balarinji prepared an Aboriginal Narrative Report and an Aboriginal Heritage Cultural Interpretation Plan and Art Strategy for the Great Western Highway Upgrade which was based on extensive consultation with Aboriginal stakeholders. Balarinji's approach is *'to co-design with local Aboriginal Custodians and their endorsed creative practitioners to interpret the project location's Aboriginal culture and heritage story. Implementation of this will deepen the project's sense of place and the understanding of the Aboriginal cultural, physical and spiritual context.'*

Key messages from the Body of Story report are as follows:

The Great Western Highway Upgrade Program (GWHUP) Design Team has a duty to acknowledge Aboriginal people as Traditional Owners, and a responsibility to Country. Through meaningful engagement with Aboriginal people and the placement of Aboriginal design within the GWHUP, the project provides a great opportunity to tell the story of Aboriginal people. As this will be a location with a high volume of local and regional visitors, there is an opportunity for the sharing of culture and stories.

A successful outcome for the Aboriginal communities would be to create a highway where people can reflect and connect with Country, acknowledge Dharug, Gundungurra and Wiradjuri people and celebrate the oldest continuous living culture in the world.

Aboriginal histories and stories are an intrinsic part of the GWHUP and should be celebrated through its people and culture. The locally connected Aboriginal communities believe it is important to respect the Country that the GWHUP is on; people belong to Country, rather than Country belonging to people. Sustainable management and respect will keep Country and people healthy and strong

for future generations. They also believe that acknowledging Aboriginal people and integrating Aboriginal sensibility of place will contribute to wellbeing and connectedness to Country and Aboriginal culture.

Aboriginal spirituality and connection with Country can be explored through design and spatial thinking, language and art integration. Installations allow a sense of Aboriginal culture to be in the GWHUP while providing opportunities to give back to the local community. The prospect of creating a space to reconnect to the waterways, to Country and to traditional and contemporary culture excites the Aboriginal communities.

Balarinji is committed to continuing the work of codesign to achieve design outcomes that are deeply connected to place. The next stage in this process is to engage artists that the locally connected Aboriginal communities endorse to be part of this project. These artists will be invited to a co-design workshop where they will work to respond to a brief formulated by Balarinji based on the key themes and cultural design principles from this report.

#### Cultural Design Principles

The following Cultural Design Principles provide a high-level translation of the collated narrative and Aboriginal aspirations, both specific to the project and more broadly reflective of universal Aboriginal experience and thinking. They are intended to guide the design team's thinking about interpreting and embedding Aboriginal sensibility in the project. They seek to encourage questions and curiosity in project designers to consider Aboriginal integration in a new way. Importantly, the consultative process has established channels of communication and goodwill where those questions can continue to be raised with appropriate Aboriginal stakeholders in a collaborative and productive manner, to best serve the Aboriginal communities and the project.

#### Connection to Country

Country is everything. From the sky and stars to the land and the people within it. Technology, cosmology, biology, ecology, philosophy and society are all determined by Country. Country is ever-changing and ephemeral.

Knowledge about Country is passed through oral tradition from generation to generation, from experience and location-activated storytelling. Country has multiple purposes and functionalities however it always lends its name to the people who are connected to it, and have responsibilities for it – those who call that Country home. Connecting to Country through reintroducing native planting, native materials and respecting Mother Earth is significant for the community and will reconnect the site with thriving culture.

#### Aboriginal Culture is a Living Culture

The Great Western Highway Upgrade is on Country where there are many Songlines and stories. Despite hardship, Dharug, Gundungurra and Wiradjuri cultures have all thrived in many ways in the region, giving way to strong and healthy local cultural groups and communities. The old and the new are deeply intertwined, with Aboriginal history and culture informing culture today and in future, developing resilient and thriving communities. The Aboriginal community is clear that its culture is very much alive and wishes its stories, and connection to Country, to be evident in the design of the Upgrade.

#### The Importance of Language

All workshop attendees acknowledged the importance of language integration across the Upgrade. The use of language is a clear celebration of people and culture. It depicts a resilient and vibrant community, promotes understanding, supports the cultural learning and cultural pride of young Dharug, Gundungurra and Wiradjuri people and infuses culture back into Country.

#### Water Country

Water Country is the giver of life. It has figured in the Dreaming, the Songlines and the stories of Aboriginal people since time immemorial. It connects Aboriginal people with each other, supporting major gatherings, trade, ceremony and knowledge transfer. It is a habitat for marine life, and showers the land with rain from the sky to form the rivers, the lakes and the mangroves that weave throughout Australia. Its tide and currents connect to Sky Country, ensuring an everlasting flow of water to sustain, manage and cleanse all living things.

#### Interconnectedness

The Songline of the Great Western Highway stretches from Sydney Harbour and continues through various Countries along a network of ancient walking tracks around the Blue Mountains area. The Songline is a source of connection for the Dharug, Wiradjuri and Gundungurra but also for numerous cultural groups who travelled to or through these Countries for trade, marriage and ceremony. It is a vehicle through which stories, knowledge and resources are shared. The interconnectedness of the cultural groups is one of mutual dependence in caring for Country, of sharing sacred sites and of resistance and resilience.

The Songline intertwines a cultural landscape of sites and stories supporting the ongoing connection of custodians to Country. Stakeholders would like to see the interconnectedness represented in the Upgrade and allow non-Aboriginal people to connect to Country and respect Country in their travels.

#### Healing Country

Country is in a state which needs to be healed and rehabilitated in site-specific ways. The effects of colonisation, industrial development and population growth around the area means Country needs to be healed using traditional Aboriginal practices and philosophies. Ancient Aboriginal land management and bush regeneration practices, sustainability protocols and cultural lore are all underpinned by caring for Country principles that are key to resolving environmental issues prevalent today.

Country is connected by a continuous, ever-changing web of ecosystems that all give life to one another. All people that live on Country have a responsibility to care for Country and heal Country. Healing Country must be a holistic approach, and inclusive of all Country and all people who are connected to the area.

Those connected to the area must have access to Country to practice culture in order to further promote healing.

#### Truth-telling

All attendees spoke of the importance of truth-telling. Truth-telling is a process of looking back and looking forward. Truth-telling is showcasing the richness of Country when it is managed and cared for. It is acknowledging the trauma of dispossession and the strength and resilience of Dharug, Gundungurra and Wiradjuri people in withstanding efforts to disconnect them from their Country and each other. Looking forward is about pride for young people, changing attitudes to move forward in reconciliation and celebrating that this will always be Dharug, Gundungurra and Wiradjuri Countries.<sup>23</sup>

Balarinji did not identify any specific stories related to Medlow Bath.

23: Balarinji, Great Western Highway Upgrade Program, Aboriginal Heritage Cultural Interpretation Plan and Art Strategy, Body of Story Report, September 2022, pp.5-66,pp.33-34.



13.6 Interpretive Media Options

The identified interpretative messages will need to be communicated to the target audience using interpretative media. Interpretation takes many forms including integrated design, artworks, the naming of places, guided tours, brochures, digital technologies (including web based triggers in the landscape), site programming, artefact displays and graphic panels with text and images as well as any other way in which ideas can be communicated.

There is a range of potential interpretative media options that could be used at the Medlow Bath site.

13.6.1 GWHUP Aboriginal Heritage Cultural Interpretation Plan

The Balarinji report includes a range of cultural design principles which aim to connect to Country and celebrate Aboriginal culture. Aboriginal interpretation should be undertaken in consultation with the local Aboriginal community.

Interpretive media options identified include:

- Integrated design
  - Native planting
  - Use of animal totems
  - Use of local materials
  - Water sensitive design
- Interpretive signage
  - Use of Aboriginal language
- Digital interpretation
- Public art
- Education programmes
- Ongoing Partnerships and Community Engagement with the Aboriginal community.<sup>24</sup>

13.6.2 GWHUP Non Aboriginal Interpretive Framework

The GML Interpretive Framework identifies two types of interpretive devices which could be appropriate to use at Medlow Bath:

D1: Interpretive Installations

- Integrated design - including furniture in the public domain
- Public art
- Sensory devices

The recreational trails provide opportunity for recreational users such as cyclists and hikers to move through the historic landscapes as well as those traveling public/road users, for example those stopping locally in the towns in both directions. The landscape could feature themed installations such as public art, furniture or sensory interpretive devices.

D2: Tunnel Installations

Not applicable.

D3: Digital

- Mobile phone application
- Website - database and publications

This initiative is already supported by a network of local government partners including Blue Mountains City Council. As a digital platform it can be augmented with additional content with the approval of the managing committee. The opportunity to link European heritage sites with relevant colonial history such as the Hartley Vale Cemetery would help highlight the importance of these places to visitors and potentially support their ongoing conservation.

In consultation with local studies and key heritage organisations there is the potential to plan for an online platform that links collections across local government areas, allowing both researchers, visitors and heritage enthusiasts to share content. It also provides an opportunity to digitise a wealth of resources held in private or small collections.<sup>25</sup>

13.6.3 Interpretive Media Options

The table on the following page outlines interpretive media options, with opportunities and constraints associated with each media type identified.

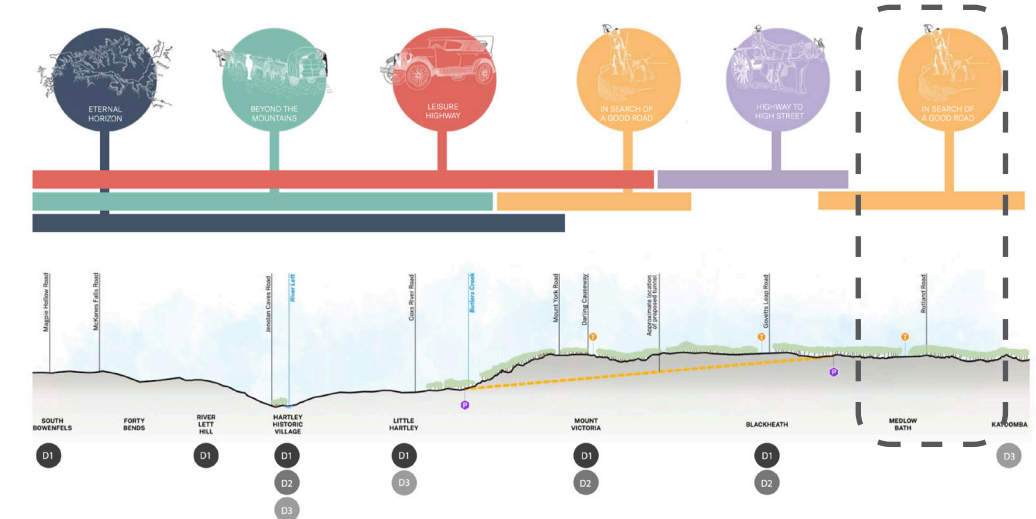


Figure 371: Preliminary Device Locations - Medlow Bath circled.

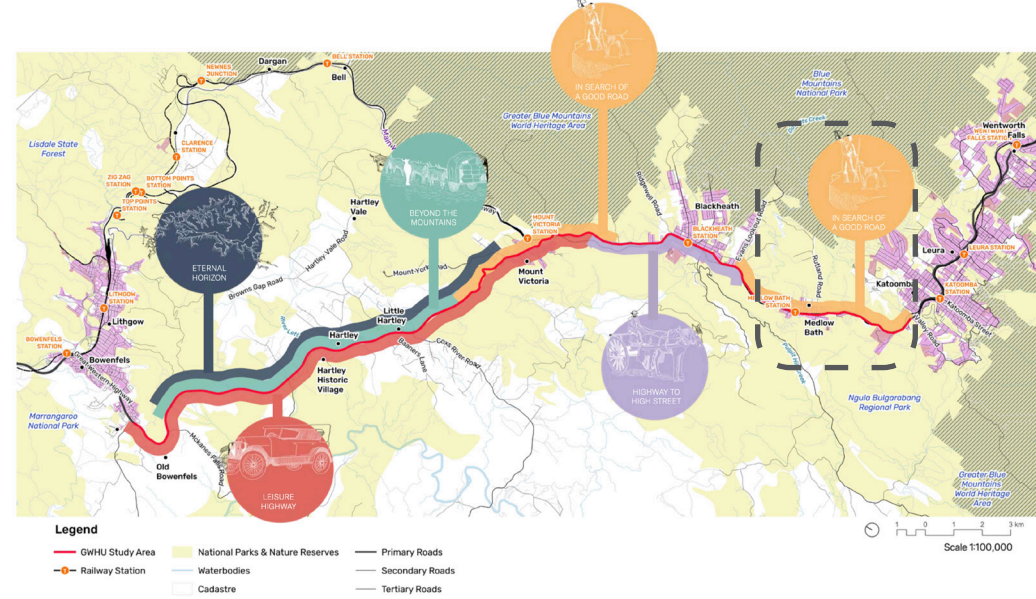


Figure 372: Preliminary Device Locations - Medlow Bath circled.

Source: GWHUP Interpretive Framework GML, p.63.

24: Balarinji, Great Western Highway Upgrade Program, Aboriginal Heritage Cultural Interpretation Plan and Art Strategy, Body of Story Report, September 2022.

25: GML Heritage, Great Western Highway Upgrade Project | Interpretive Framework, October 2022, p.62.



INTERPRETATIVE MEDIA OPTIONS	OPPORTUNITIES	CONSTRAINTS
Integrated design	<p>The design of the public domain could integrate interpretation of the site's history and significance - both Aboriginal and non Aboriginal.</p> <p>Native species could be incorporated into the landscape design.</p> <p>Conservation works could enhance the significance of Medlow Bath Railway Station.</p> <p>Local materials could be used.</p> <p>The design of the footbridge could reference the architecture of the Hydro Majestic Hotel and the railway station.</p> <p>Interpretation could be integrated into furniture within the public domain.</p> <p>The bridge could incorporate viewing platforms.</p>	Needs to be considered early in the design process in order to achieve successful integration.
Artworks	Public artworks could incorporate interpretation, both Aboriginal and non Aboriginal. These could be in the form of landscape elements or sensory interpretive devices.	Time and cost of artist engagement.
Naming Places	Aboriginal language could be used in signage for dual naming and a Welcome to Country.	Wayfinding needs to be clear and simple.
Tours	The footbridge could be part of a guided or unguided tour of Medlow Bath. These could be provided by Blue Mountains City Council, the local Historical Society or in partnership with the Hydro Majestic Hotel.	<p>Guided tours require paid guides or trained volunteers. This requires an ongoing commitment to the education of guides.</p> <p>Brochures would need to be made available for unpaid tours. This could be online.</p>
Digital Technologies	<p>The development of digital technologies continues to create new opportunities for interpretation. Digital products have the potential to relate all themes of the site and contain a wide range of images and text that could explore the layers of the site's history. Triggers could be installed within the footbridge and the landscape that link to a mobile application that reveals a web based site history.</p> <p>The use of digital products including QR codes and smartphone apps can be a more discreet way to provide layers of interpretation at a site. An interpretation sign or a heritage item display, when combined with such elements, could have minimal text but still engage the public and provide relevant and robust historic information.</p>	<p>Digital products are expensive to set up.</p> <p>Requires careful co-ordination and extensive technical input.</p> <p>Necessitates frequent maintenance/continuous highly trained IT management.</p> <p>Technology can date quickly.</p>
Site Programming	Not appropriate.	<p>Spatial constraints either side of the rail corridor and a major highway.</p> <p>Requires ongoing commitment to staffing and programming of activities.</p>
Artefact/ Movable Heritage Items Display	Aboriginal or Non Aboriginal artefacts discovered during any archaeological excavations could be displayed with associated interpretative material.	<p>Security of artefacts. Vandalism including graffiti.</p> <p>Cost of display including lighting.</p> <p>Conservation requirements related to environmental conditions.</p>
Graphic panels with text and images	<p>Graphic signage panels with text and images have the potential to interpret all themes with supporting historic images at a relatively low cost and could be in the form of a timeline.</p> <p>High visual presence can aid orientation. Needs minimal supervision.</p> <p>Historic images provide an effective 'link' to the past.</p> <p>Easy for the audience to use, particularly those not tech savvy.</p>	<p>Prone to vandalism. Need to be appropriately located and well lit.</p> <p>Can be counter-productive if over utilised and result in visual clutter.</p> <p>Content must be by an interpretation designer with knowledge of target audiences.</p> <p>Signage for interpretation should be compatible with any wayfinding signage.</p>

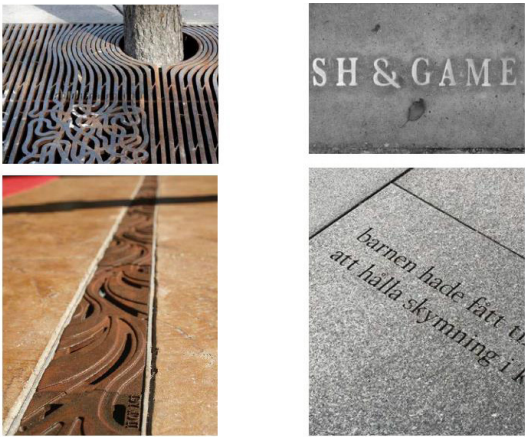


Figure 373: Precedent examples of paving inlays.  
Source: Trigger 2018.



Figure 374: Precedent examples of digital products comparing historic images to current.  
Source: Curio Projects 2018.

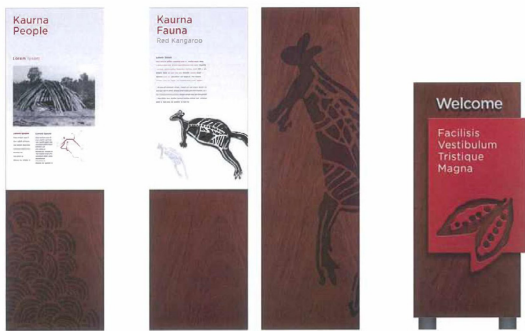


Figure 375: Examples of signage and wayfinding signage.  
Source: Balarinji 2018.

Table 5: Interpretive Media Options.  
Source: TZG Architects 2022.













Orchids	Wattle <i>Acacia dealbata</i>	Red Waratah <i>Telopea speciosissima</i>	Flannel Flowers <i>Actinotus helianthi</i>	Camden White Gum <i>Eucalytus benthamii</i>
	Food Source			Significant to Gundungurra
				
False Indigo <i>Baptisia australis</i>	Sheoak <i>Casuarina</i>	Eucalyptus	Yellow Boxwood <i>Eucalyptus melliodora</i>	Fern <i>Tracheophyta</i>
Used for pain				Gundungurra symbol
				

Figure 376: Native plants that could be used in the landscape design.  
Source: Balarinji, GWHUP, Body of Story Report, 2022, p.16.



Interpretive text inlaid into furniture elements at Pirrama Park, Pyrmont. (Source: Deuce Design)



Corten seats with interpretive text. (Source: Pinterest)



Esperance Waterfront (Source: Creative Spaces)

Figure 383: Interpretive furniture and public art.  
Source: GML, GWHUP, Interpretive Framework, 2022, p.65.



Figure 380: Integrated interpretation Rooty Hill Station and Commuter Carpark.  
Source: <https://www.designinc.com.au/project/rooty-hill-station-and-commuter-carpark>



Memory Wall (Source: Landezine)

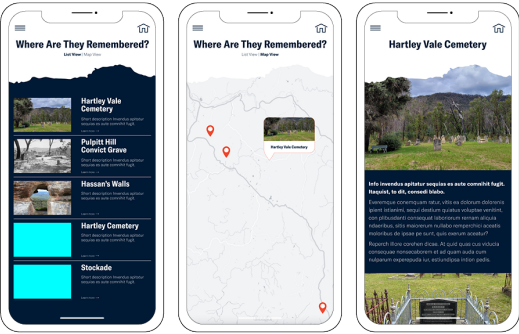
Figure 384: Sculpture and public art.  
Source: GML, GWHUP, Interpretive Framework, 2022, p.65.



Figure 377: Interpretive signage at Marrickville Railway Station.  
Source: Photograph TZG.



Figure 379: Database and publications.  
Source: GML, GWHUP, Interpretive Framework, 2022, p.63.



Indicative design of GWHUP app (GML Heritage)

Figure 381: Phone App.  
Source: GML, GWHUP, Interpretive Framework, 2022, p.62.



Figure 385: Sensory devices.  
Source: GML, GWHUP, Interpretive Framework, 2022, p.62.



Figure 378: Integrated interpretation Oatley Station footbridge.  
Source: <http://www.tzg.com.au/project/oatley-railway-station-upgrade/>

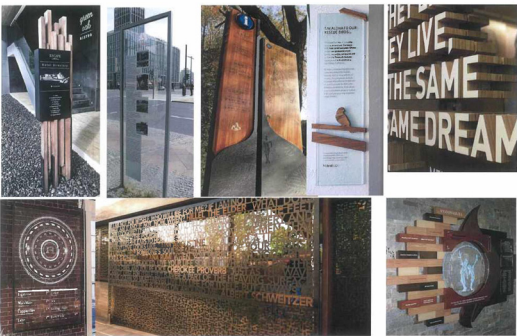


Figure 382: Precedent examples of external recognition plaques/signage.  
Source: Balarinji 2018.



Figure 386: Integrated timeline interpretation panel, Paddington Reservoir Gardens.  
Source: TZG Architects, [tzg.com.au](http://www.tzg.com.au)

### 13.7 Interpretation Framework

The project offers the opportunity to incorporate interpretation into the design of the footbridge and the public domain. This could be supplemented by interpretative media of different forms including static interpretation panels and extend to digital media.

The interpretation framework on the following pages connects the Australian, State and Local Themes with place specific stories related to the site and includes options for interpreting them.



Figure 387: Integrated interpretation in the landscape. The Goodline, Sydney  
Source: ASPECT Studios



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	MEDLOW BATH RAILWAY STATION SHR LISTING	OTHER LEP LISTINGS	PROJECT SITE THEMES	POSSIBLE STORIES TO BE INTERPRETED	INTERPRETIVE MEDIA OPTIONS
1. Environment- Tracing the evolution of a continent's special environments	Environment - naturally evolved	Eternal Horizon			Hydro Majestic - original walking track complex (part within Hydro grounds) (MB026)	Natural Environment	Blue Mountains National Park	Viewing platform. Interpretive signage. Digital media.
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Connection to Country  Restoring Country  Land management  Native planting	Aboriginal pre contact Railway Station  Building the rail network  Building and maintaining the public railway system  Administering the public railway system	Urunga (MB017)	Aboriginal Culture	Incorporating native plants is a key opportunity to connect people with Country and to regenerate Country.  Native plants also present an educational opportunity to integrate language, teach about the uses of plants, their role as seasonal indicators, as well as to highlight the precolonial landscape and associated Aboriginal cultural practices.	To be determined in consultation with the Aboriginal community. Could include:  Native planting within the public domain. Interpretive signage. Digital media.
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Native Fauna			Aboriginal Culture	Native planting also has the potential to increase the number of animals in the area and with them the sounds of Country. Animal totems or animal tracks could be used in the design to assist in recognising culturally significant animals and those that are endangered.	To be determined in consultation with the Aboriginal community.  Use of animal totems or animal tracks in the design of elements. Interpretive signage. Digital media.
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Cultural Protocols			Aboriginal Culture	'Keeping Country on Country' is in line with cultural protocols. In accordance with the principle of sustainability that is central to an Aboriginal worldview of Country, excavated materials and felled trees should be used where possible in construction and potentially in design.  The principle of sustainability should be respected by travellers using the highway with Dharug Knowledge ...people should 'take nothing but photographs and leave nothing but footprints.'	Use of Local Materials in the design.
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Water Country			Aboriginal Culture	The waterways of the area are a life source. They are indicators of seasonal change and routes for transportation, as well as places of healing, birth and ceremony.	Water Sensitive Design
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Sky Country			Aboriginal Culture	Sky Country and Aboriginal astronomy could be explored in the design. Wiradjuri stakeholders discussed the importance of astronomy and how the constellations of the sky linked to the land, indicating seasonal changes.  Looking to the sky is a universal thing - Sky Country presents an opportunity to celebrate Aboriginal astronomy in a way that connects people.	To be determined in consultation with the Aboriginal community. Interpretive signage. Digital media. Artwork. Viewing platforms. Bridge iconography.

Table 6: Interpretive Framework Options.

Source: TZG Architects 2022.



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	MEDLOW BATH RAILWAY STATION SHR LISTING	OTHER LEP LISTINGS	PROJECT SITE THEMES	POSSIBLE STORIES TO BE INTERPRETED	INTERPRETIVE MEDIA OPTIONS
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon In Search of a Good Road	Songlines Interconnectedness  A Travelling and Meeting Place			Aboriginal Culture	<p>The Great Western Highway was both a travelling place and a meeting place for Aboriginal people. It traverses Dharug, Gundungurra and Wiradjuri Countries and there are many sites where these cultural groups would meet, establish connections and trade.</p> <p>The Blue Mountains are rich in Songlines and trading paths that would have been used regularly by local Aboriginal people prior to colonisation. The Great Western Highway is commonly considered to follow a prominent Songline that existed for thousands of years which followed the ridgeline all the way to Sydney Harbour before the construction of the first European roads.</p> <p>Ridge and escarpment represented as songlines.</p> <p>Pathway between nations of Wiradjuri in the west and Gundungurra to the east.</p>	<p>To be determined in consultation with the Aboriginal community.</p> <p>Interpretive signage.</p> <p>Digital media.</p> <p>Artwork.</p>
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Aboriginal culture is a living culture			Aboriginal Culture	<p>The recognition of Aboriginal people both past and present is vitally important to the community's views on the success of design integration.</p>	<p>To be determined in consultation with the Aboriginal community.</p> <p>Interpretive signage.</p> <p>Digital media.</p>
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Connection and Belonging			Aboriginal Culture	<p>'Place is fundamental to our being and without it, we are lost.'</p> <p>Acknowledge the connection of Aboriginal people to Medlow Bath and encourage travellers to see this connection and form connections themselves that will increase their respect for Country.</p>	<p>To be determined in consultation with the Aboriginal community.</p> <p>To be determined through continued consultation with the Aboriginal community.</p>
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Aboriginal language			Aboriginal Culture	<p>Language tells you of Country and as you learn language, and place names that come from language, it provides more narrative, knowledge and connection.</p>	<p>To be determined in consultation with the Aboriginal community.</p> <p>Naming places - Use of Aboriginal language in dual naming.</p> <p>Welcome to Country.</p>
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Technology and Artefacts			Aboriginal Culture	<p>Density of artefacts in this region is a reflection of the highway as a major trade route that connected meeting places.</p> <p>Technology and artefacts should be explored through design interventions to provide an educational opportunity and link designs more closely to place.</p>	<p>To be determined in consultation with the Aboriginal community.</p> <p>Artefact display.</p> <p>Interpretive signage.</p> <p>Digital media.</p>



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	MEDLOW BATH RAILWAY STATION SHR LISTING	OTHER LEP LISTINGS	PROJECT SITE THEMES	POSSIBLE STORIES TO BE INTERPRETED	INTERPRETIVE MEDIA OPTIONS
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Truth telling			Aboriginal Culture	Acknowledge Aboriginal people and their history of dispossession. There is a wide knowledge of colonial sites and stories celebrated in the region but Aboriginal history is not widely known. Balancing both the Aboriginal history and colonial history is necessary to combat the colonial bias currently present in the narratives that are showcased in the Blue Mountains area. Truth-telling is about both acknowledging the trauma of dispossession and exploring the proud history of resistance and resilience of local cultural groups.	To be determined in consultation with the Aboriginal community. Interpretive signage. Digital media.
2 Peopling Australia	Convict	In Search of a Good Road  Beyond the Mountains			Former post and telegraph store (MB008)  Melbourne House, Cosy Cot, Sheleagh Cottage (MB019)	Establishment of Medlow Bath	Construction of the Great Western Highway	Interpretive signage. Digital media.
2 Peopling Australia	Ethnic Influences	Beyond the Mountains  Highway to High Street		Working on public infrastructure projects  Working in the public service  Railway work culture		Transport - rail	Construction of the railway  Working on the railways	Interpretive signage. Digital media.
3. Economy Developing local, regional and national economies	Agriculture	In Search of a Good Road  Beyond the Mountains		Building settlements, towns and cities  A Picturesque Residential Suburb	Former post and telegraph store (MB008)	Establishment of Medlow Bath		
3. Economy Developing local, regional and national economies	Commerce	In Search of a Good Road  Beyond the Mountains  Highway to High Street			Former post and telegraph store (MB008)  Melbourne House, Cosy Cot, Sheleagh Cottage (MB019)	Establishment of Medlow Bath  Tourism	Medlow Bath Post and telegraph store  Hydro Majestic Hotel - Health and leisure destination	Interpretive signage. Digital media.
3. Economy Developing local, regional and national economies	Communication	In Search of a Good Road  Beyond the Mountains			Former post and telegraph store (MB008)	Establishment of Medlow Bath	Former Post and Telegraph Store	Interpretive signage. Digital media.
3. Economy Developing local, regional and national economies	Environment - cultural landscape	Beyond the Mountains  The Leisure Highway			Avenue of trees (MB015)  Hydro Majestic - original walking track complex (part within Hydro grounds) (MB026)	Tourism	Planting of the avenue of Radiata Pines  Creation of the Hydro Majestic Gardens and walking tracks  Medlow Bath Railway gardens	Interpretive signage. Digital media.
3. Economy Developing local, regional and national economies	Events	Beyond the Mountains  The Leisure Highway		Landscapes of institutions - productive and ornamental  Developing local, regional and national economies	Avenue of trees (MB015)  Hydro Majestic - original walking track complex (part within Hydro grounds) (MB026)	Tourism	Planting of the avenue of trees  Events and performances at the Hydro Majestic Hotel	Interpretive signage. Digital media.



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	MEDLOW BATH RAILWAY STATION SHR LISTING	OTHER LEP LISTINGS	PROJECT SITE THEMES	POSSIBLE STORIES TO BE INTERPRETED	INTERPRETIVE MEDIA OPTIONS
3. Economy Developing local, regional and national economies	Exploration	In Search of a Good Road  Beyond the Mountains  The Leisure Highway		Other open space Modification of terrain  Changing the environment	Hydro Majestic - original walking track complex (part within Hydro grounds) (MB026)	Tourism	Construction of the Great Western Highway  Bushwalking in the Blue Mountains	Interpretive signage.  Digital media.
3. Economy Developing local, regional and national economies	Forestry	Highway to High Street				Establishment of Medlow Bath	Brown's Sawmill Siding	Interpretive signage.  Digital media.
3. Economy Developing local, regional and national economies	Health	Beyond the Mountains  The Leisure Highway  Highway to High Street			Hydro Majestic (MB002)	Tourism	Hydropathic Sanitorium, Medlow Bath as a health destination	Integrated design. Interpretive signage. Digital media.
3. Economy Developing local, regional and national economies	Mining	Highway to High Street		Changing land uses - from rural to suburban Townships Suburban Centres Resuming private lands for public purposes Granting Crown lands for private farming Changing land uses - from rural to tourist Administering and alienating Crown lands 1820s-1850s land grants	Former post and telegraph store (MB008) Urunga (MB017)  Melbourne House, Cosy Cot, Sheleagh Cottage (MB019)	Establishment of Medlow Bath		Interpretive signage.  Digital media.



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	MEDLOW BATH RAILWAY STATION SHR LISTING	OTHER LEP LISTINGS	PROJECT SITE THEMES	POSSIBLE STORIES TO BE INTERPRETED	INTERPRETIVE MEDIA OPTIONS
3. Economy Developing local, regional and national economies	Pastoralism	In Search of a Good Road  Beyond the Mountains		Going drinking in bars or clubs Visiting lookouts and places of natural beauty Tourism Outdoor relief Going to a restaurant Going dancing Going bushwalking Gathering at landmark places to socialise Enjoying public parks and gardens Climbing mountains and peaks Activities associated with relaxation and recreation	Hydro Majestic (MB002) Hydro Majestic - original walking track complex (part within Hydro grounds) (MB026)	Establishment of Medlow Bath Tourism	Medlow Bath as a destination for locals and tourists	Interpretive signage. Digital media.
3. Economy Developing local, regional and national economies	Transport	In Search of a Good Road  Beyond the Mountains			Urunga (MB017) Horse Trough (MB013)	Transport - road and rail	Medlow Bath Railway Station and Urunga - Station Masters cottage	Interpretive signage. Digital media.
4. Settlement Building settlements, towns and cities	Towns, suburbs and villages	Beyond the Mountains Highway to High Street The Leisure Highway		Railways connecting industry and ports Suburban Consolidation Roadways to Inland Settlements Public Transport - suburban railway lines		Establishment of Medlow Bath Transport - road and rail	Establishment of Medlow Bath as a town Medlow Bath Railway Station	Interpretive signage. Digital media.



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	MEDLOW BATH RAILWAY STATION SHR LISTING	OTHER LEP LISTINGS	PROJECT SITE THEMES	POSSIBLE STORIES TO BE INTERPRETED	INTERPRETIVE MEDIA OPTIONS
4. Settlement Building settlements, towns and cities	Land tenure	Highway to High Street		Developing roles for government - providing public transport  Developing roles for government - conserving cultural and natural heritage  Developing roles for government - building and operating public infrastructure  Developing roles for government - building and administering rail networks  Developing roles for government - administration of land	Former post and telegraph store (MB008) Urunga (MB017)  Melbourne House, Cosy Cot, Sheleagh Cottage (MB019)	Establishment of Medlow Bath  Transport - road and rail	Establishment of Medlow Bath as a town Medlow Bath Railway Station	Interpretive signage. Digital media.
4. Settlement Building settlements, towns and cities	Utilities	Highway to High Street		Railways to inland settlements	Horse Trough (MB013)	Transport - road		Interpretive signage. Digital media.
4. Settlement Building settlements, towns and cities	Accommodation	Beyond the Mountains Highway to High Street The Leisure Highway			Former post and telegraph store (MB008)	Establishment of Medlow Bath Tourism	Hydro Majestic Hotel Residential Accommodation	Interpretive signage. Digital media.
5. Working-Working	Labour	In search of a Good Road		Working in the public service  (See also Migration)		Transport - road and rail	Railway workers	Interpretive signage. Digital media.
7. Governing	Defence	Highway to High Street The leisure highway			Former post and telegraph store (MB008)	Establishment of Medlow Bath	American soldiers in Hydro during WWII	Interpretive signage. Digital media.
7. Governing	Government and Administration	In search of a Good Road  Beyond the Mountains Highway to High Street		State government	Former post and telegraph store (MB008)	Transport - road and rail Establishment of Medlow Bath	Medlow Bath Railway Station Former post and telegraph store	Interpretive signage. Digital media.
7. Governing	Law and order	In Search of a Good Road  Beyond the Mountains Highway to High Street			Hydro Majestic (MB002)	Tourism	Hydro Majestic Hotel	Interpretive signage. Digital media.
7. Governing	Welfare	Highway to High Street The Leisure Highway		20th century Suburban Developments 19th Century infrastructure 20th Century infrastructure	Horse Trough (MB013)	Transport - road and rail	Provision of public transport	Interpretive signage. Digital media.



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	MEDLOW BATH RAILWAY STATION SHR LISTING	OTHER LEP LISTINGS	PROJECT SITE THEMES	POSSIBLE STORIES TO BE INTERPRETED	INTERPRETIVE MEDIA OPTIONS
8. Culture- Developing cultural institutions and ways of life	Domestic Life	Beyond the Mountains  Highway to High Street  The Leisure Highway				Tourism	Hydro Majestic Hotel staff	
8. Culture- Developing cultural institutions and ways of life	Creative endeavour	Highway to high street  The Leisure Highway			Former post and telegraph store (MB008)	Establishment of Medlow Bath  Tourism	Hydro Majestic Hotel buildings  Former post and telegraph store	Integrated design.
8. Culture- Developing cultural institutions and ways of life	Leisure	Beyond the Mountains  Highway to High Street  The Leisure Highway			Hydro Majestic (MB002)  Avenue of trees (MB015)  Hydro Majestic - original walking track complex (part within Hydro grounds) (MB026)	Tourism	Hydro Majestic Hotel, Medlow Bath as a health and leisure destination	Interpretive signage.  Digital media.
8. Culture- Developing cultural institutions and ways of life	Religion	Beyond the Mountains  Highway to High Street  The Leisure Highway			Former post and telegraph store (MB008)	Establishment of Medlow Bath		
8. Culture- Developing cultural institutions and ways of life	Social Institutions	Highway to High Street  The Leisure Highway			Hydro Majestic (MB002)  Former post and telegraph store (MB008)  Avenue of trees (MB015)	Tourism	Hydro Majestic Hotel  Flannagans Dance Hall  Planting of Avenue of trees	Interpretive signage.  Digital media.
8. Culture- Developing cultural institutions and ways of life	Sport	Highway to high street  The Leisure Highway			Former post and telegraph store (MB008)	Tourism	Hydro Majestic Hotel  Bushwalking	Interpretive signage.  Digital media.
9. Marking the phases of life	Persons	In Search of a Good Road  Beyond the Mountains  Highway to High Street  The Leisure Highway			Hydro Majestic (MB002)  Former post and telegraph store (MB008)  Avenue of trees (MB015)	Establishment of Medlow Bath  Tourism	Hydro Majestic Hotel  Mark Foy  Dr Baur  Dr Cale  Sir Joynton Smith	Interpretive signage.  Digital media.



13.8 Interpretation Strategy

The following table, and diagram on the following page, identify key historic themes to be explored within the Medlow Bath project during the next phases of development.



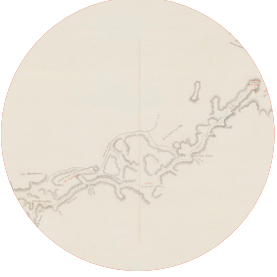



AUSTRALIAN THEME	NEW SOUTH WALES THEME	LOCAL THEMES GWHUP (GML)	ABORIGINAL THEMES (BALARINJI)	PROJECT SITE THEMES	
1. Environment	Environment - naturally evolved	Eternal Horizon		Natural Environment	
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Eternal Horizon	Multiple themes	Aboriginal Culture <ul style="list-style-type: none"><li>– Wiradjuri</li><li>– Gundungurra</li></ul>	
3. Economy	Transport	In Search of a Good Road		Transport <ul style="list-style-type: none"><li>– Great Western Highway</li></ul>	
				Transport <ul style="list-style-type: none"><li>– Railway</li></ul>	
4. Settlement	Towns, suburbs and villages	Highway to High Street The Leisure Highway		Medlow Bath	
8. Culture	Leisure	Highway to High Street The Leisure Highway		Tourism <ul style="list-style-type: none"><li>– Health</li><li>– Leisure</li></ul>	

Table 7: Key historic themes for interpretation.



Key Historic Themes

NATURAL ENVIRONMENT  
Eternal Horizon  
Megalong Valley

ABORIGINAL CULTURE  
Eternal Horizon  
Wiradjuri

TRANSPORT  
In Search of a Good Road  
Great Western Highway

TOURISM  
The Leisure Highway  
Health and Leisure  
Hydro Majestic Hotel

MEDLOW BATH  
Highway to High Street

MEDLOW BATH  
Highway to High Street  
Post and Telegraph Store

TRANSPORT  
Rail

NATURAL ENVIRONMENT  
Eternal Horizon  
Greater Blue Mountains Area  
World Heritage

ABORIGINAL CULTURE  
Eternal Horizon  
Gundungurra



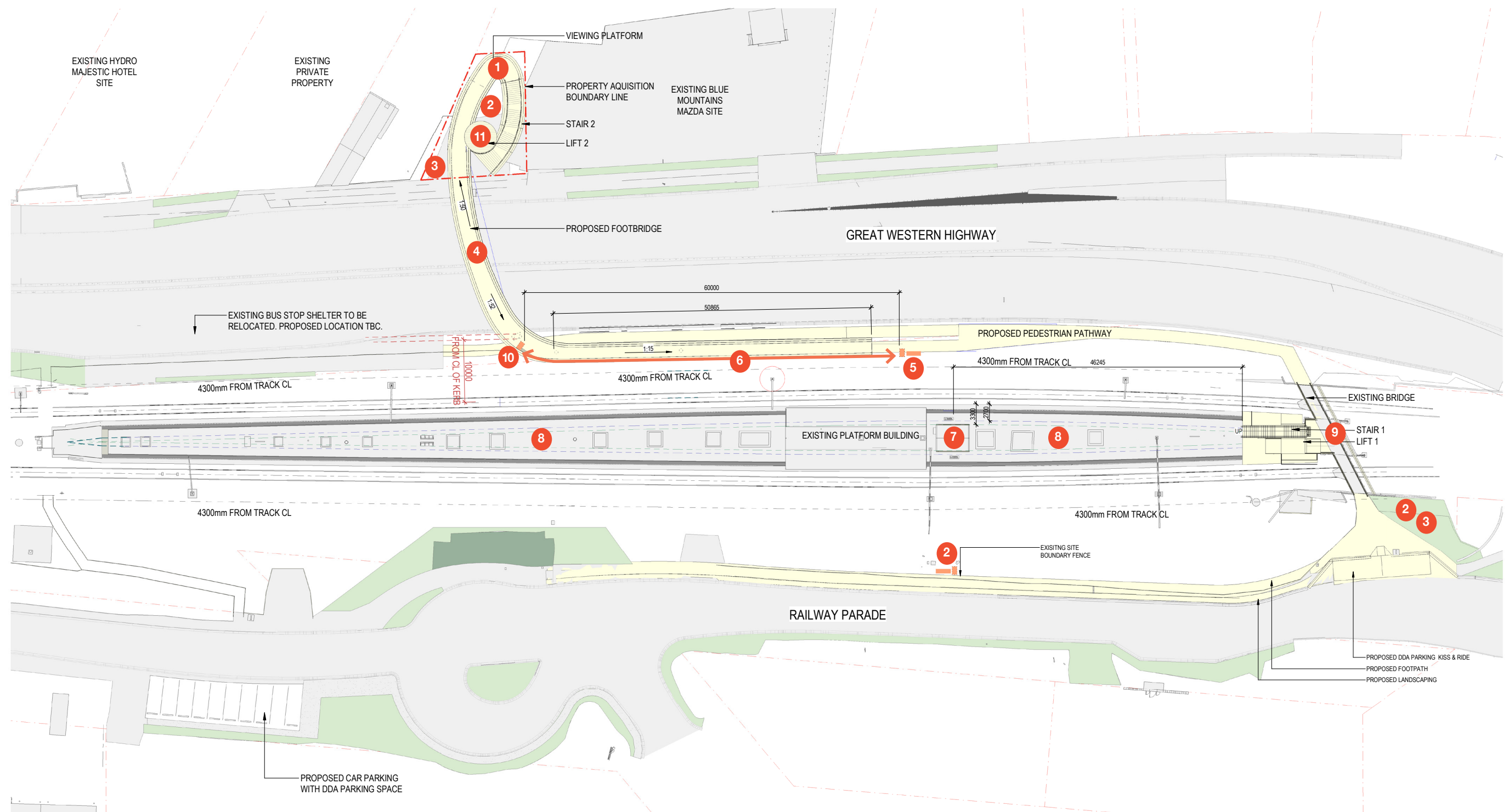


13.9 Interpretation Summary

LEVEL	INTERPRETIVE THEMES	PROJECT SPECIFIC THEMES	STORIES		INTERPRETATION OPPORTUNITY	LOCATION	#
National	Environment	Natural Environment		Megalong Valley, the Blue Mountains National Park and Greater Blue Mountains World Heritage Area.  Native and endangered flora and fauna.	Lookout incorporated into the bridge with views towards the Megalong Valley and walking trails.  Integrated design/Interpretive signage with text and graphics. QR code could link to further digital content.	Bridge lookout - western side of highway.	1
State	Environment - naturally evolved				Native planting in the public domain including rare and endangered species.  Use of local materials and water sensitive design	Public domain - landscaped areas.	2
Local	Eternal Horizon						
National	Peopling Australia	Aboriginal Culture - Wiradjuri - Gundungurra		To be guided by an Aboriginal Elder.  Relationship between Wiradjuri and Gundungurra people.  Significance of walking trails below the Hydro Majestic to the local Aboriginal community.  Aboriginal stories related to the Megalong Valley, the Blue Mountains National Park and World Heritage Area.	To be guided by an Aboriginal Elder.  Integrated design/Interpretive signage with text and graphics including a Welcome to Country and the use of Aboriginal language.	Public domain	3
State	Aboriginal cultures and interactions with other cultures				Integrated design - bridge as a pathway between two nations with ridge and escarpment as songlines.	Bridge	4
Local	Eternal Horizon				Native planting, use of local materials and water sensitive design.	Public domain - landscaped areas. Refer 2.	
National	Economy	Transport - Great Western Highway		Construction of Great Western Highway.	Integrated design/Interpretive signage with text and graphics. Could be integrated into design of rest spot.  QR code could link to further digital content.	Rest spot before ramp.	5
State	Transport				Integrated design - patterned concrete balustrade along railway corridor side of ramp.	Between rest spots.	6
Local	In Search of a Good Road						
National	Economy	Transport - Railway		Construction of the railway.  Browns's Sawmill siding.  Working on the railways.  Urunga, Station Master's Cottage.	Conservation works to Signal Hut.  Integrated design/Interpretive signage with text and graphics.  QR code could link to further digital content.  Cultural plantings in planters on platform.	Railway Station	7
State	Transport						8
Local	In Search of a Good Road						
National	Settlement	Medlow Bath		Establishment of Medlow Bath as a town.  Medlow Bath Post and Telegraph Store.  Horse Trough.  Avenue of trees.	Wayfinding signage to include map with identification of key heritage items within Medlow Bath.  QR code could link to further digital content.	Station Footbridge wayfinding signage.	9
State	Towns, suburbs and villages						
Local	Highway to High Street The Leisure Highway						
National	Culture Persons	Tourism - Health - Leisure		Hydropathic Sanitorium.  Medlow Bath as a health and leisure destination.  Events and performances at the hotel.  Bushwalking in the Blue Mountains - Hydro Majestic walking track complex.  Persons - Mark Foy, Dr Baur, Dr Cale, Sir Joynton Smith	Integrated design/Interpretive signage with text and graphics. Could be integrated into design of rest spot.  QR code could link to further digital content.	Rest spot at top of ramp looking towards Hydro complex.	10
State	Leisure				Integrated design - choice of cladding materials for lift reveals.	Lift west side	11
Local	Highway to High Street The Leisure Highway						

Table 8: Interpretation Summary.  
Source: TZG Heritage.







Relevant Precedents



Figure 388: Example of interpretive signage at the lookout point on Calle Cerro in Malaga, Spain.  
Source: Archdaily, <https://www.archdaily.com/918219/360-degrees-viewpoint-waterscales-architectos>.



Figure 394: View from lookout point.  
Source: TZG Architects, 2022.



Figure 389: Example of native plants that could be used in the landscape design.  
Source: Balarinji, GWHUP, Body of Story Report, 2022, p.16.

Orchids; Acacia dealbata; Telopea speciosissima; Actinotus helianthi; Eucalytus benthamii; Xylomelum pyriforme; Baptisia australis; Casuarina; Eucalyptus; Eucalyptus melliodora; Tracheophyta



Figure 391: Cast bronze plaques installed on the summit of Mt Talowla in Toorale National Park.  
Source: Trigger, <https://www.triggerdesign.com.au/toorale-national-park-interpretive-experience/>

Horizontal format



Figure 390: Collection of 24 dendroglyphs by Aboriginal artist Warwick Keen at the Mosman Art Gallery.  
Source: ABC News, <https://www.abc.net.au/news/2016-02-19/warwick-keen-bringing-back-lost-aboriginal-art-of-carved-trees/7185890>.

Vertical format

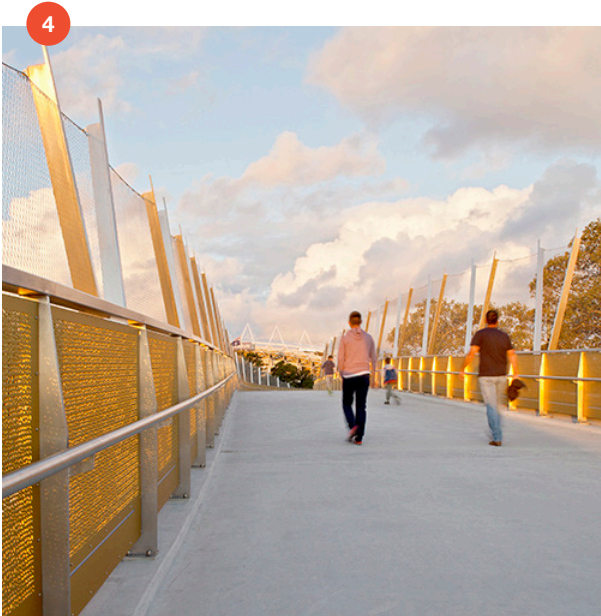


Figure 392: Albert Tibby Cotter Bridge, Anzac Parade, Kensington, Sydney.  
Source: <https://www.tensile.com.au/project/albert-tibby-cotter-pedestrian-bridge/>



Figure 393: Example of seating with interpretive text at Parramatta Square.  
Source: <https://www.triggerdesign.com.au/parramatta-square-interpretation>





Figure 396: Signal Room.  
Source: TZG Architects, 2022.



Figure 397: Photo of the platform gardens taken in c1935 (top) and 1954 (below).  
Source: NLA, PIC P838/792a LOC Nitrate store PIC Box 24, <https://nla.gov.au/nla.obj-141914096/view>  
NSW State Archives, Image Number oai: records.nsw.gov.au:17420\_a014\_a014000748.jpg, 17420\_a014\_a014000748



1890s Ferns; agave; aloe; cannas; climbing fig; geraniums; ivy-leaved geraniums; honeysuckle; ivy; Kennedyia; native gigantic lily; cabbage tree palm; date palm; pig-face; cypress pine; native trailing plants

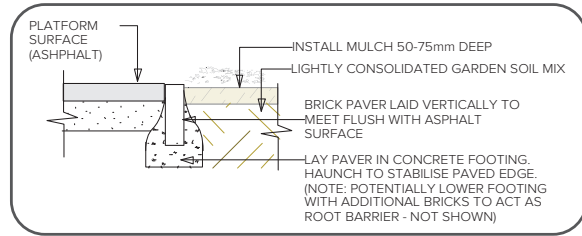
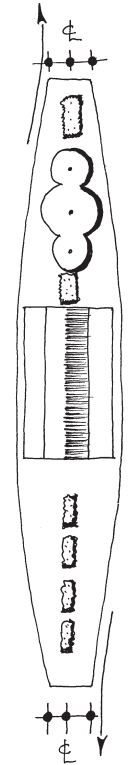


Figure 400: Example of brick edge detail for the garden beds at Lawson Station.  
Source: Woodside Plants & Design, 2018.



1900s Ferns; palms; salt bush; amaranthus; Ampelopsis aaderaces; snapdragon; asters; balsams; begonias; bougainvillea; box; brugmansia; Calliopsis; candytuft; carnations; catalpa; cinerarias; Clematis jacmanni; cockscomb; cosmos; daffodil; dahlias; delphiniums; dianthus; digitalis; birds--nest ferns; tree ferns; Ficus stipulate; fuchsia; gaillardia; gloxinias; heliotrope; hollyhocks; elk--horns; stag--horns; hyacinths; larkspur; liliums; blue lobelia; Magnolia anonaefolia; marigolds; mignonette; pansies; sweet pea; pelargoniums; penstemons; pepper trees; petunia; Phlox drummondii; perennial phlox; Phaseolus caracalla; pittosporum; myrabolam plum; poppies; primulas; evergreen prunus; climbing roses; roses; scabiosa; Brompton stocks; sunflowers; tasconia; tecoma; tulips; verbenas; lilac; wisteria; zinnias; anemones; boronia; bougainvillea; buffalo grass; dolichos; eriostemon; geraniums; ixia; palms; Acacia baileyana; cannas; chrysanthemum; cornflowers; Escallonia macranthe; escholtzia; freesias; fuchsias; gazanias; ligustrum; pig's face; narcissus snowflakes; sweet peas; climbing pelargonium; spiraea



Garden Location Type 3 - Centreline of Island Platforms  
A SINGLE OMNIPRESENT PATTERN WITH FOUR VARIANT PLANTING TYPES:  
1. TREES  
2. CLIPPED SHRUB BUNS  
3. MIXED SPECIES FLOWER BEDS  
4. MIXTURES OF TYPES 1, 2, 3.

Figure 401: Typical Garden Layout for Island Platforms.  
Source: J Longworth, The Patterned Landscape: A history of gardening in the NSW Government Railways, Railway Services Authority, 1998.

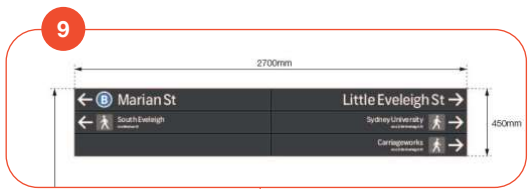


Figure 395: Example of local destination signage on footbridge to match TfNSW standard.  
Source: TZG Architects, 2022.

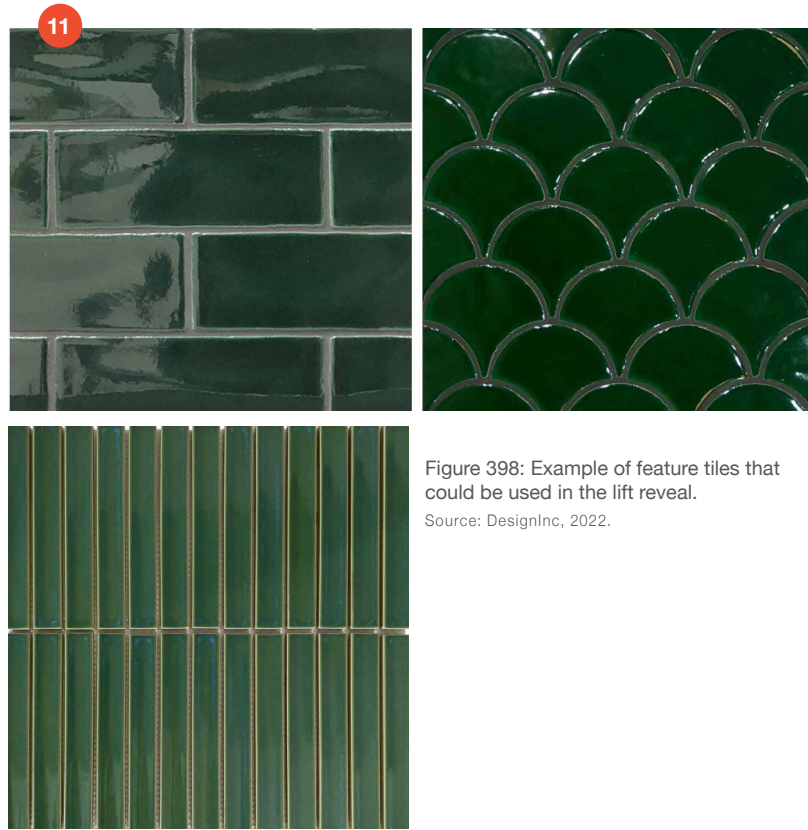


Figure 398: Example of feature tiles that could be used in the lift reveal.  
Source: DesignInc, 2022.

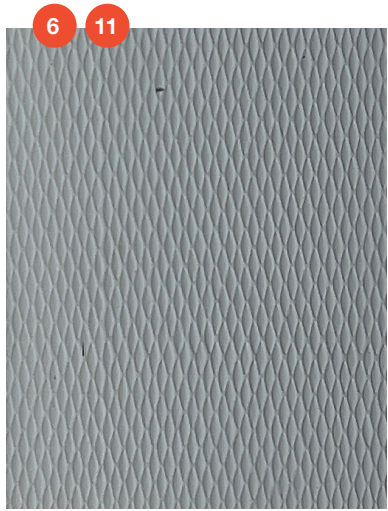
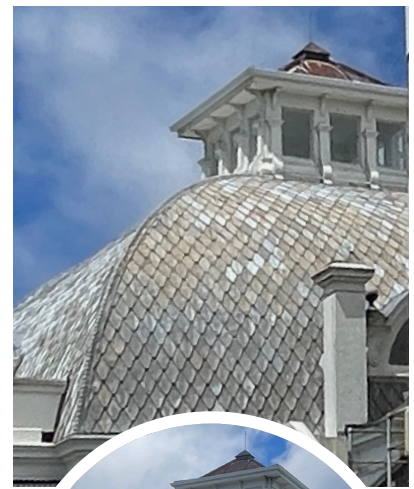


Figure 399: Examples of patterns from the surrounding buildings that could be interpreted.  
Source: TZG Architects, 2022.





# 13.10 Implementation

## 13.10.1 Funding

As most of the interpretation proposed is integral to the design it has been included in the overall budget for the Medlow Bath footbridge.

## 13.10.2 Skills

The skills of experienced tradespeople will be required to ensure the works proposed at Medlow Bath Railway Station are achieved with minimal heritage impact. This work will need to be carefully documented in the drawings and specification for the project.

The production of the interpretative media including signage and digital material will require specialist skills to write the text, secure copyright clearances for content, design artwork and design web based content and to arrange for manufacture.

## 13.10.3 Timeframe

Material and technology choices for interpretive media need to be based on a clear understanding of their expected lifespan, upgrading requirements and audience use, particularly for elements located within the public domain which are subjected to the elements and heavy public use.

On-going maintenance of the interpretive media such as regular cleaning and periodic remedial work to remove graffiti will be required.

## 13.10.4 Management

### Role of Owners

The installation of the interpretative media will require management supervision. The site will be used by a variety of users. It is best practice if the management of the interpretative media is undertaken by the owners of the site (Transport for NSW). Clear lines of responsibility will need to be drawn prior to handover of the various parts of the site.

Transport for NSW should ensure:

- The users of Medlow Bath Railway Station are aware of the heritage values of the site.
- Furniture, plantings, signs, etc do not obscure interpretative media.
- The interpretative media is not damaged.
- The interpretative media is covered by the insurance policy for the place.

Transport for NSW is responsible for the endorsement of this Interpretation Strategy.

The proposed interpretative media should be open to review by the Transport for NSW in the future.

If ownership of the site is transferred the responsibility for the management of the interpretation should also be transferred.















