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# Coffs Harbour Bypass

## Environmental Impact Statement

September 2019

VOLUME

8

### Aboriginal and non-Aboriginal heritage assessments

Appendix L – Aboriginal cultural heritage assessment report

Appendix M – Non-Aboriginal heritage assessment



Appendix L

# Aboriginal cultural heritage assessment report





## **PACIFIC HIGHWAY UPGRADE COFFS HARBOUR BYPASS**

### **Aboriginal Cultural Heritage Assessment Report**

Prepared for Arup Pty Ltd  
on behalf of Roads and Maritime Services NSW

Coffs Harbour Local Government Area

July 2019

Ref. 1605

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## Executive Summary

Roads and Maritime Services (Roads and Maritime) is seeking approval for the Coffs Harbour Bypass (the project) located to the west of Coffs Harbour CBD in northern NSW. The approval is being sought under Division 5.2 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act) as Critical State Significant Infrastructure (CSSI).

The project includes a 12 kilometre bypass of Coffs Harbour from south of Englands Road to Korora Hill in the north and a 2 km upgrade of the existing highway between Korora Hill and Sapphire. The project would provide a four-lane divided highway that bypasses Coffs Harbour, passing through the North Boambee Valley, Roberts Hill ridge and then traversing the foothills of the Coffs Harbour basin to the west and north to Korora Hill. A concept design has been developed for the project, which forms the basis of this assessment. This assessment supports the environmental impact statement (EIS) prepared for the project.

Kelleher Nightingale Consulting Pty Ltd (KNC) were engaged to prepare an Aboriginal Cultural Heritage Assessment Report (CHAR) for Aboriginal heritage within the projects construction footprint (the 'study area'). The CHAR has been prepared in accordance with the SEARs, Stage 3 of the Roads and Maritime's *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI) and NSW Office of Environment and Heritage (OEH) requirements and guidelines relating to the assessment of Aboriginal heritage in NSW.

The study area has been subject to a series of archaeological investigations as part of the project. The investigations have included Aboriginal archaeological surveys and test excavations. The archaeological investigations identified 24 Aboriginal archaeological sites within the study area. The sites comprise:

- |              |              |
|--------------|--------------|
| • CHB AFT 1  | • CHB AFT 14 |
| • CHB AFT 2  | • CHB AFT 15 |
| • CHB AFT 3  | • CHB IF 1   |
| • CHB AFT 4  | • CHB IF 2   |
| • CHB AFT 5  | • CHB IF 3   |
| • CHB AFT 6  | • CHB IF 4   |
| • CHB AFT 7  | • CHB IF 5   |
| • CHB AFT 8  | • CHB IF 6   |
| • CHB AFT 9  | • CHB IF 7   |
| • CHB AFT 10 | • CHB6 IF 2  |
| • CHB AFT 11 | • CHSS-3     |
| • CHB AFT 13 | • Coffs Dump |

Consultation with Aboriginal stakeholders has been undertaken in accordance with the SEARs and the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*. The study area and surrounding region are known to have been important to and extensively used by past Aboriginal people. Aboriginal people's use of the region is well-documented in historic accounts and continues today among the contemporary Aboriginal community. Members of the contemporary Gumbaynggirr community continue to experience connection with the area through cultural and family associations. Waters Consultancy prepared a detailed cultural assessment report for the study area which has been incorporated into this CHAR. The detailed cultural assessment was undertaken in consultation with identified knowledge holders for the area.

Five specific sites of intangible cultural significance have been identified within and in the immediate vicinity of the study area. These sites include storylines, pathways and camping sites. Specific identified cultural sites include:

- Site A: Roberts Hill Pathway
- Site B: Gumgali Storyline and Pathway
- Site C: Sealy Point Pathways
- Site D: East Boambee Camp
- Site E: West Korora Living Place

A number of locations in the surrounding landscape were also identified as holding cultural significance, these included ancestral figures in the landscape, ceremonial grounds, birthing sites, ritual increase sites, women's and men's business sites, burial places, occupation sites, resource areas, and high points that provide lines of sight.

A significance assessment was undertaken for identified cultural sites and found that Gumgali Storyline and Pathway displayed very high significance, Roberts Hill Pathway and Sealy Point Pathways displayed high significance, and East Boambee Camp and West Korora Living Place displayed medium significance. Four cultural sites are partially located within the proposed construction footprint and will be impacted to varying extents. West Korora Living Place is located immediately adjacent and will not be impacted.

Roads and Maritime took the location of the cultural sites, recommendations of the cultural assessment report and feedback from knowledge holders and the registered Aboriginal stakeholders into consideration during the design process. Refinement of the design and adjustments to the construction footprint has avoided impact to one cultural site (Site E) and reduced the impact to two cultural sites (Sites A and C) to retain connection along important cultural pathways and reduce physical impact.

The inclusion of tunnels through Roberts Hill and Shephards Lane ridgelines support recommendations within the cultural assessment report that tunnels are preferred in order to minimise impact on the cultural landscape and avoid the severing of pathways within Roberts Hill Pathway (Site A) and Sealy Point Pathways (Site C). With the inclusion of a 190 metre long tunnel for Roberts Hill and a 360 metre long tunnel at Shephards Lane, the ridgelines associated with Site A and Site C respectively have been retained.

Other suitable mitigation measures identified by knowledge holders included revegetation and landscape management of affected areas with appropriate native species, development of a booklet (in a format appropriate for local publication) on the cultural values and historical records relating to the identified cultural landscape, and interpretive signage relevant to each site to be displayed in an appropriate area. All mitigation measures should be undertaken in consultation and partnership with RAPs and knowledge holders.

The knowledge holders all emphasized that the wider area within which the construction footprint sits holds cultural meanings, values and significance as part of the broader cultural landscape. The knowledge holders and the RAPs identified their concerns regarding the impact of works on the ecosystems of the project corridor and beyond. The waterways that cross or lie near the corridor, and the plants and animals that live in or around the corridor, all hold cultural value and meaning. It is noted that the RAPs and the knowledge holders also place cultural value on the material objects (artefacts) identified through the archaeological investigations for this project.

Roads and Maritime took Aboriginal archaeological heritage into consideration during the design process. Early identification of Aboriginal heritage during the archaeological assessment process and consultation with registered Aboriginal stakeholder resulted in the avoidance of impact to one Aboriginal archaeological site with moderate significance (CHB AFT 12), one Aboriginal archaeological site with moderate-high significance (CHB6 AS01) and one area of PAD (PAD 22). In addition, two Aboriginal archaeological sites of moderate significance (CHB AFT 1 and CHB AFT 5) will be partially impacted.

Archaeological significance of the identified Aboriginal archaeological sites was defined by the information exhibited by each site. A mitigation program comprising archaeological salvage, undertaken prior to construction, would be required where portions of at least moderately significant Aboriginal archaeological sites would be impacted by the proposal. Mitigative salvage excavation would be required for five sites: CHB AFT 1, CHB AFT 5, CHB AFT 8, CHB AFT 11 and CHB AFT 13.

Surface artefact collection is recommended for the Aboriginal archaeological sites where surface artefacts were identified during the previous assessment. Surface artefact collection is recommended for seven sites: CHB AFT 5, CHB AFT 9, CHB AFT 11, CHB IF 7, CHB6 IF 2, CHSS-3(AHIMS 22-1-0142) and Coffs Dump (AHIMS 22-1-0195).

The remaining 14 archaeological sites displayed a combination of high disturbance levels and limited archaeological information. As a result, these sites exhibited low archaeological significance and no mitigation would be required on archaeological grounds. No surface artefacts exist for collection.

Project approval is required before impacting Aboriginal objects/sites identified within the study area.

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# 1 Introduction

## 1.1 Overview

Roads and Maritime Services NSW (Roads and Maritime) is seeking approval for the Coffs Harbour Bypass (the project) located to the west of Coffs Harbour CBD in northern NSW. The project is located in the Coffs Harbour local government area (Figure 1). The approval is being sought under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) as Critical State Significant Infrastructure (CSSI).

Kelleher Nightingale Consulting Pty Ltd (KNC) were engaged to prepare an Aboriginal Cultural Heritage Assessment Report (CHAR) for Aboriginal heritage within the projects construction footprint (the 'study area'). The CHAR has been prepared in accordance with the SEARs, Stage 3 of the Roads and Maritime *Procedure for Aboriginal Cultural Heritage Consultation and Investigation* (PACHCI) and NSW Office of Environment and Heritage (OEH) requirements and guidelines relating to the assessment of Aboriginal heritage in NSW.

A concept design has been developed for the project, which forms the basis of this assessment. This assessment supports the environmental impact statement (EIS) prepared for the project.

## 1.2 The project

The project includes a 12 kilometre bypass of Coffs Harbour from south of Englands Road to Korora Hill in the north and a 2 kilometre upgrade of the existing highway between Korora Hill and Sapphire. The project would provide a four-lane divided highway that bypasses Coffs Harbour, passing through the North Boambee Valley, Roberts Hill and then traversing the foothills of the Coffs Harbour basin to the west and north to Korora Hill.

The key features of the project include:

- Four-lane divided highway from south of Englands Road roundabout to the dual carriageway highway at Sapphire
- Bypass of the Coffs Harbour urban area from south of Englands Road intersection to Korora Hill
- Upgrade of the existing Pacific Highway between Korora Hill and the dual carriageway highway at Sapphire
- Grade-separated interchanges at Englands Road, Coramba Road and Korora Hill
- A one-way local access road along the western side of the project between the southern tie-in and Englands Road, connecting properties to the road network via Englands Road
- A new service road, located east of the project, connecting Solitary Islands Way with James Small Drive and the existing Pacific Highway near Bruxner Park Road
- Three tunnels through ridges at Roberts Hill (around 190 metres long), Shephards Lane (around 360 metres long), and Gatelys Road (around 450 metres long)
- Structures to pass over local roads and creeks as well as a bridge over the North Coast Railway
- A series of cuttings and embankments along the alignment
- Tie-ins and modifications to the local road network to enable local road connections across and around the alignment
- Pedestrian and cycling facilities, including a shared path along the service road tying into the existing shared path on Solitary Islands Way, and a new pedestrian bridge to replace the existing Luke Bowen footbridge with the name being retained
- Relocation of the Kororo Public School bus interchange
- Noise attenuation, including low noise pavement, noise barriers and at-property treatments as required
- Fauna crossing structures including glider poles, underpasses and fencing
- Ancillary work to facilitate construction and operation of the project, including:
  - Adjustment, relocation and/or protection of utilities and services
  - New or adjusted property accesses as required
  - Operational water quality measures and retention basins
  - Temporary construction facilities and work including compound and stockpile sites, concrete/asphalt batching plant, sedimentation basins and access roads (if required).



### 1.3 Purpose of this report

This Aboriginal cultural heritage assessment report (CHAR) has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) for the project for the purpose of seeking project approval under Division 5.2 of the EP&A Act. Table 1 outlines the requirements relevant to this assessment and where they are addressed in the report.

**Table 1. SEARs: Aboriginal Heritage**

Requirement	Where addressed in this document
1. The Proponent must identify and assess any direct and/or indirect impacts (including cumulative impacts) to the heritage significance of:	
(a) Aboriginal places and objects, as defined under the <i>National Parks and Wildlife Act 1974</i> and in accordance with the principles and methods of assessment identified in the current guidelines;	Section 8
(b) Aboriginal places of heritage significance, as defined in the Standard Instrument – Principal Local Environmental Plan	Section 4 Section 8
3. Where archaeological investigations of Aboriginal objects are proposed these must be conducted by a suitably qualified archaeologist, in accordance with section 1.6 of the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW</i> (DECCW 2010).	Section 4
4. Where impacts to Aboriginal objects and/or places are proposed, consultation must be undertaken with Aboriginal people in accordance with the current guidelines.	Section 5

The purpose of this technical paper is to identify and assess the Aboriginal heritage impacts of the project. This CHAR addresses the Aboriginal heritage requirements identified in the project SEARs. The objectives of the CHAR combine Aboriginal community consultation with an archaeological investigation in accordance with:

- SEARs
- PACHCI (Roads and Maritime 2011)
- *Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW* (OEH 2010a)
- *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW* (OEH 2011)
- *Aboriginal cultural heritage consultation requirements for proponents 2010* (OEH 2010b).

Aboriginal cultural heritage assessment for the project was designed to meet the SEARs. This included:

- Assessment of impacts to Aboriginal heritage (both cultural and archaeological significance)
- Consultation with Aboriginal communities, including Coffs Harbour and District Local Aboriginal Land Council (CHDLALC) and registered Aboriginal stakeholders (Registered Aboriginal Parties or RAPs) for the project, to assess impacts and develop mitigation measures
- Preparation of and community consultation on an archaeological assessment methodology. The methodology was distributed to registered Aboriginal stakeholders for review (allowing 28 day review period) and discussed at an Aboriginal Focus Group meeting
- Evaluation of landscape features and potential archaeological significance
- Detailed archaeological assessment of the project to fully identify spatial extent and impacts
- Identification of mitigation and management measures
- Distribution of draft CHAR to Aboriginal stakeholders and Aboriginal Focus Group meetings to discuss the CHAR results and agree on appropriate mitigation measures.



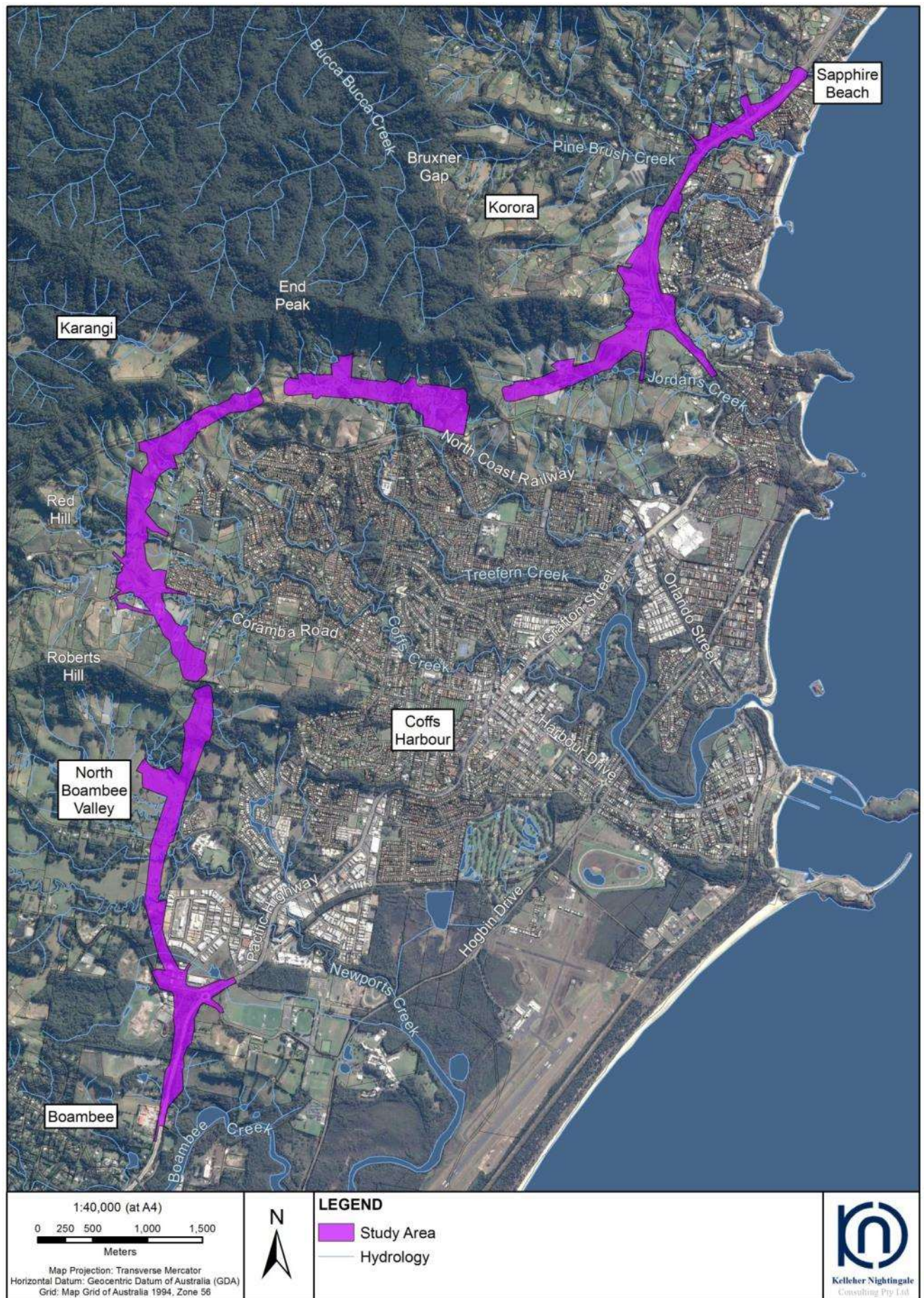


Figure 1. Study area



## 2 Landscape Context

### 2.1 Geology

The study area is located in the North Coast bioregion, one of the most diverse bioregions in NSW (National Parks and Wildlife Service (NPWS) 2003). At the time of the opening of the Tasman Sea by plate movements 80 to 100 million years ago during the break up of Gondwana, the coast of the Australian continent was uplifted and warped. As the ocean widened, the uplifted block subsided at the coast and river systems developed that eroded back toward the inland flexure along the warp. Rapid headward erosion of these streams formed the Great Escarpment and cut deep gorges back into the plateau areas of the adjacent New England Tablelands Bioregion. The Great Escarpment is very prominent in the North Coast bioregion. The present-day coastline below is a relatively recent development. During the cold periods of the Quaternary, the sea level was more than 100 m lower than at present and in the past 18,000 years it has risen to its present position, sweeping sand from the continental shelf before it. This sand has accumulated in the coastal barrier systems (NPWS 2003:172).

The underlying geology of the study area is a combination of very old Carboniferous sedimentary bedrock (c. 350-359 million years ago (mya) and overlying Quaternary sediments associated with more recent development of the coastal and alluvial plains below the Escarpment. Dipping beds of the older sedimentary rocks form prominent local landmarks along the north coast, including at Seal Rocks, Coffs Harbour and Cape Byron. The study area is located atop the Brooklana Beds (southern part) and Coramba Beds (northern part) of Carboniferous age (Figure 2). The Brooklana Beds comprise siliceous argillite, slate and rare siliceous greywacke, thinly bedded siliceous mudstone and siltstone with rare lithofeldspathic wacke and local occurrences of chert, jasper, magnetite-bearing chert and metabasalt (Leitch et al 1971, Gilligan et al 1992). The geological boundary with the adjoining Coramba Beds to the north occurs at the approximate midpoint of the study area near where Shephards Lane crosses the North Coast Railway and runs southeast to the coast below Coffs Creek. The Coramba Beds are of similar age and comprise greywacke, slate and siliceous argillite, with lithofeldspathic wacke, minor siltstone, siliceous siltstone, mudstone, metabasalt, chert and jasper with rare calcareous siltstone and felsic volcanics (Leitch et al 1971, Gilligan et al 1992). Both of these bedrock formations form part of the Coffs Harbour Association, a group of metasediments and contact metamorphosed metasediments including massive grey meta-claystone, foliated metasiltstone, fine-grained lithic sandstone, medium-grained lithic wacke; minor conglomerate quartz-magnetite rock and chert. Raw materials suitable for stone-tool making occur throughout the Coffs Harbour Association and would have been widely available in the region.

The unconsolidated sediments of more recent Quaternary Period coastal plain development have also been described for the study area (Hashimoto and Troedson 2008; Troedson and Hashimoto 2008). These more recent alluvial deposits are associated with development of the stream channels and floodplains draining the Escarpment to the west and the coastal systems to the east. In the south, the study area skirts the Holocene saline swamp and estuarine basin associated with the lower reaches of Boambee Creek (Qhes, Qhem, Qhap; part of the Estuarine Plain system) before passing through a series of Quaternary valley fills (Qav) and alluvial/colluvial fan deposits (Qavf) of fluvial sands, silts, gravel and clay associated with the North Boambee Valley and alluvial plain system surrounding Newports Creek. Older Pleistocene terraces (Qpat) and former floodplains (Qpa) are surrounded by these more recent Holocene floodplain deposits. North of Newports Creek, the study area swings around to the north and east around the margins of the Coffs Creek catchment. On the slopes below the escarpment, the study area clips the margins of Quaternary valley fills and alluvial/colluvial fan deposits as well as Pleistocene terraces and alluvial fill. Passing north east into the Korora Basin, the study area intersects more areas of Quaternary valley fill and passes immediately to the west of an older Tertiary to Pleistocene high-level terrace south of Pine Brush Creek (TQpat).

### 2.2 Soil landscapes

The complex underlying geology and topography influences the formation and characteristics of overlying soils. The study area passes through the four major soil landscapes of Ulong, Megan, Suicide and Coffs Creek, with smaller areas of Moonee, Newports Creek, and Disturbed Terrain (Figure 3). Ulong and Coffs Creek soil landscapes dominate the drainage valleys of Boambee Creek and Newports Creek south of the Roberts Hill ridgeline. Erosional Ulong soils are present on the undulating to rolling low hills in the Coast Range, typically as shallow, sloping footslopes beneath steeper mid-slopes descending from the escarpment. Local relief is up to 90 m with slopes 5 - 20%, occasionally to 33%, and elevation to 360 m. Soils are moderately deep to deep (>100 cm), well-drained structured Red Earths, Brown Earths, Red and Yellow Podzolic Soils, plus deep (>150 cm), well-drained Krasnozems in wetter areas. Soils are susceptible to water erosion and sheet/rill erosion and localised gully erosion occur where vegetation has been cleared.

The alluvial Coffs Creek soil landscape occurs on the level to gently undulating floodplains, inset floodplains and terraces on Quaternary alluvium in the lower catchments of the coastal streams draining the Gleniffer-Bonville Hills. Slopes are 0 - 5% with relatively low relief < 20m and elevation 2 - 25m. Soils comprise deep, moderately-poorly drained Alluvial Soils, Yellow Podzolic soils and Yellow Earths on floodplains; deep moderately poorly drained Red Podzolic Soils on drainage plains; moderately deep to deep, moderately well-drained Yellow Podzolic Soils and Yellow Earths on terraces; and deep, poorly drained Gleyed Podzolic Soils on drainage plains and floodplains (Milford 1999). Coffs Creek soils are part of active floodplains and are subject to cycles of flooding erosion/deposition.







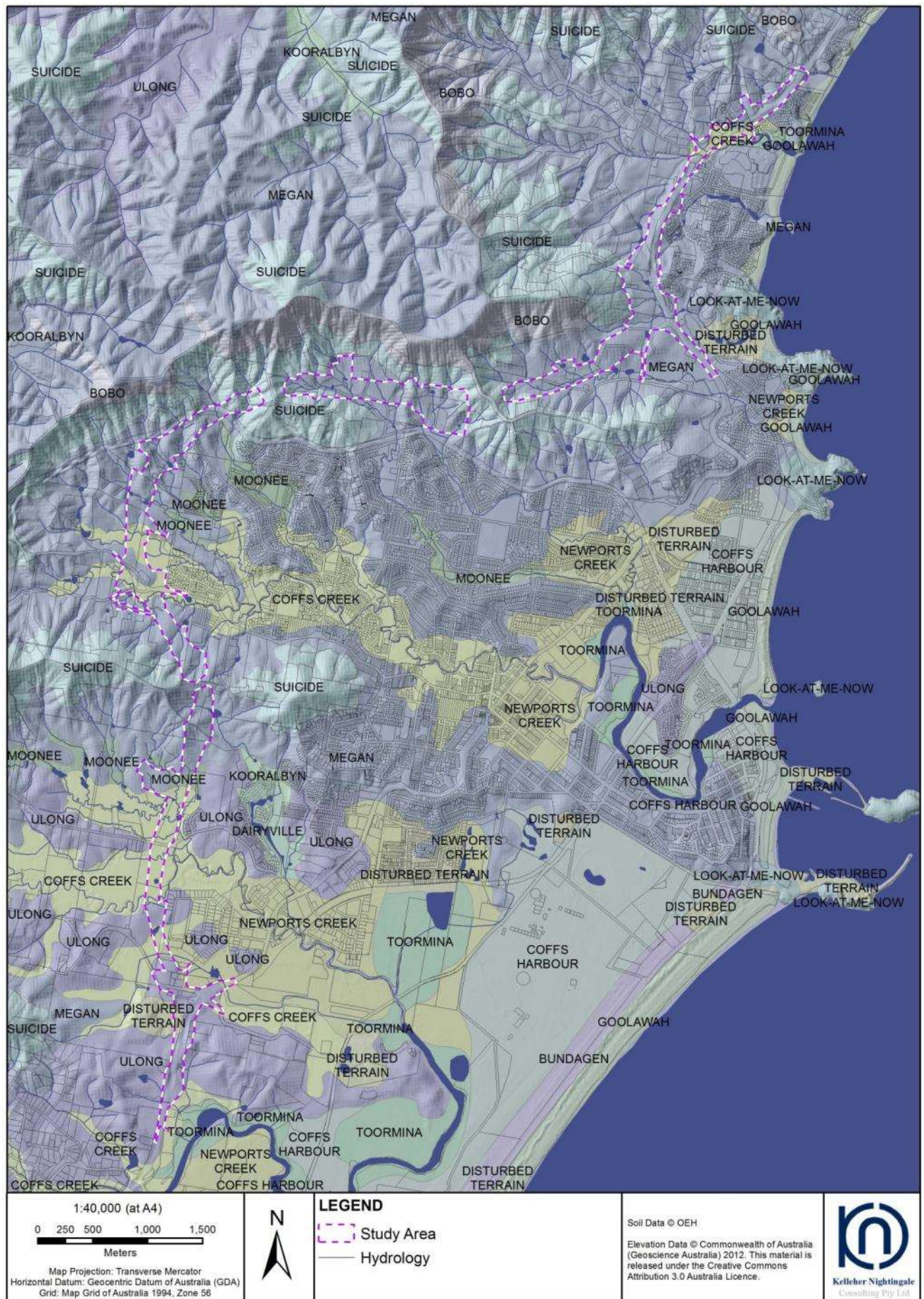


Figure 3. Soil landscapes of the study area



North of Roberts Hill, the study area traverses more elevated ground and skirts around the base of the escarpment. Soil landscapes in this area are dominated by Megan and Suicide soils, with small areas of alluvial Coffs Creek soils around the upper reaches of Coffs Creek. Megan soils are an erosional soil landscape and occur across the rolling hills in the Coast Range and northern Gleniffer-Bonville Hills, particularly as shallower, lower slopes beneath steep mid-slopes. Soils comprise moderately deep to deep (>100 cm), well-drained structured Red Earths, Brown Earths, Brown and Red Podzolic Soils, with moderately deep to deep (>100 cm) structured Yellow Earths and Yellow Podzolics in drier situations. Moderately deep to deep (>120 cm), well-drained Krasnozems occur in the moistest sites (Milford 1999). Megan soils display moderate to high erosion where vegetation has been cleared, resulting in exposure of hardsetting soil materials, and discontinuous gully erosion.

The Suicide soil landscape occurs on the steep hills and dissected valleys along the Coast Range below the escarpment. Local relief is 100 - 300 metre with slopes 33 - 56% and elevation up to 590 metre. Landforms comprise steep hills, often as sideslopes beneath rolling plateau tops with narrow crests (<100 metre), long slopes (>300 metre) and narrow vee-shaped valleys (<100 metre) (Milford 1999). Significant areas of this landscape to the north and west of Coffs Harbour have been cleared and replanted with bananas, resulting in localised severe land degradation, e.g., partial to complete erosion of topsoil or, in the most severe cases, complete removal of soil. Soils comprise well-drained, stony structured Yellow Earths on crests and upper slopes, with stony Lithosols and structured Red Earths on mid-slopes and footslopes.

Heading north off the ridge slopes into the Korora Basin, erosional Megan soils dominate the shallower slopes with areas of Coffs Creek alluvial along Pine Brush Creek. Soil landscapes within the study area have variable capacities to conserve archaeological deposit. Erosional processes may expose archaeological material, leaving it vulnerable to colluvial movement. Within the alluvial landforms, preservation of archaeological context is strongly linked to the nature of flooding – more gentle aggradation episodes are likely to conserve material, while higher-energy erosion may expose and disturb deposits. Land use practices also have an effect, especially on steeper slopes where vegetation clearance may accelerate erosion.

## 2.3 Hydrology and landforms

Landscape assessment for the project has been undertaken as part of the SSI application report (Roads and Maritime Service 2016). The Coffs Harbour urban area is located mostly on the flat topography adjacent to the coast. The urban area is surrounded by coastal hinterland, with the forested mountains of the Great Dividing Range to the west. The project alignment begins in the Boambee Valley, sweeping to the western side of the Coffs Basin, finishing at the eastern end of the Korora basin. The project is located on the western side of the Coffs Harbour urban area, traversing mostly cleared farmland associated with grazing and plantations with some vegetated corridors. Topography and elevation are shown in Figure 4. Three distinct landscapes of the local area were identified and are summarised below:

1. The Great Dividing Range to the west of the Coffs Harbour basin which is primarily vegetated with north coast mixed hardwood. The forested mountains are comprised mainly of National Parks and State Forests.  
*Steep slopes, ridges and upland areas.* The slopes and ridges of this terrain unit rise steeply from the coastal area with gradients ranging from 30 to 60 per cent. The upland areas rise to over 250m AHD and are often deeply incised by drainage lines that flow down the scarp face of the Great Dividing Range. Major ridge lines also project from the scarp face such as the obvious ridge to the south of Coramba that ends as Roberts Hill.
2. The hinterland adjacent to the mountains comprise of undulating hills primarily used for agriculture. The main agricultural uses include pasture, blueberry plantations and banana plantations.  
*Undulating footslopes.* This unit comprises the mid to lower slopes between the alluvial areas and the steep slopes associated with the Great Dividing Range scarp face and the steep ridges that protrude from the range towards the coastline. The slope grades are generally between 10 and 30 per cent.
3. The urban and industrial areas of Coffs Harbour are located on relatively flat topography adjacent to the agricultural hinterland and coastline. Some of the urban development is located on coastal floodplains and from time to time subject to flood events.  
*Alluvial coastal plain.* The majority of the alluvial landscape lies between 5 and 10m AHD, along and to the east of the existing highway. The alluvial floodplains are associated with the lower reaches of Newports and Coffs Creeks that traverse the project footprint. The floodplains quickly recede as the topography rises steeply to the west and the alluvium becomes restricted to the creek beds.

The project crosses four main creeks and catchments. South of the Roberts Hill ridgeline, these include Boambee Creek and Newports Creek, both of which drain from the escarpment to the west through the coastal plain to the Pacific Ocean. Numerous first and second order tributaries originate on the steeper hills and slopes to the west. North of Roberts Hill, the Coffs Basin is drained by Coffs Creek. As the project skirts the western edge of this basin, it primarily intersects lower order tributary creeklines draining the slopes north east of Red Hill. Treefern Creek is a larger tributary to the north and the study area passes through the Jordans Creek valley towards Korora, where it ends



just north of Pine Brush Creek. Natural springs and pools also occur in the hills and fresh water would have been widely available.

## 2.4 Vegetation and landuse

The North Coast Bioregion is one of the most diverse in NSW, with a wide variety of vegetation communities recorded on the various complex geologies and soil landscapes of the region (NPWS 2003). A number of vegetation communities have been mapped in the vicinity of the project footprint and give some idea of what flora would have been present in the landscape prior to European land clearance (Coffs Harbour City Council 2012). The chief communities are 'Coast And Escarpment Blackbutt Dry Forest', and wet sclerophyll forests including 'Coast And Hinterland Riparian Flooded Gum -Bangalow Wet Forest', 'Foothills To Escarpment Brush Box - Tallowwood - Blackbutt Wet Forest' and 'Northern Escarpment Blackbutt - Apple Wet Ferny Forest'. Smaller areas of 'Coastal Paperbark - Sedgeland Dominated Forest' and 'Estuarine Mangrove Forest' occur on the lowlands and the upper reaches of Boambee Creek. Exotic agricultural plantings dominate the steeper slopes off the Roberts Hill ridgeline and below the escarpment to the north, including blueberry and banana plantations. Remnant patches of original native vegetation are also present on the steeper upper slopes below the escarpment. The higher terrain supports 'Escarpment and Lowland Bangalow - Carabeen - Black Booyong Palm Gully Rainforest'.

In general, wet sclerophyll forests would have been the most common landscape along the study area. White Mahogany (*Eucalyptus acmenioides*), Tallowwood (*E. microcorys*), Blackbutt (*E. pilularis*), Sydney Blue Gum (*E. saligna*), Brush Box (*Lophostemon confertus*), Turpentine (*Syncarpia glomulifera*) occur in various combinations in the canopy. On rich lowland soils Flooded Gum (*Eucalyptus grandis*) dominates, while on colluvial soils at mid elevations in the foothills White Gum (*E. dunnii*) is predominant. Shrub species and ground layer vegetation differ depending on elevation and topography. On the coastal plain, the mid layer is composed of a diverse array of species including Bangalow Palm (*Archontophoenix cunninghamiana*), Forest Oak (*Allocasuarina torulosa*), Scentless Rosewood (*Synoum glandulosum* subsp. *glandulosum*), Forest Maple (*Cryptocarya rigida*), Tree Heath (*Trochocarpa laurina*), Black Wattle (*Callicoma serratifolia*), Wilkiea (*Wilkiea huegeliana*) and Banana Bush (*Tabernaemontana pandacaqui*). There are several epiphytes and climbers including Small Supplejack (*Ripogonum fawcettianum*), Elkhorn (*Platyserium bifurcatum*) and Layer Vine (*Smilax australis*). The ground layer consists of Pastel Flower (*Pseuderanthemum variabile*), Palm Lily (*Cordylina stricta*), Gristle Fern (*Blechnum cartilagineum*), Native Violet (*Viola banksii*) and Creeping Beard Grass (*Oplismenus imbecillis*).

On the foothills, there is a mid layer of predominantly Forest Oak (*Allocasuarina torulosa*) and Rose Myrtle (*Archirhodomyrtus beckleri*). The ground layer is moist with a mix of grasses and ferns. The main species are Soft Bracken (*Calochlaena dubia*), Spiny-headed Mat-rush (*Lomandra longifolia*), Blue Flax-lily (*Dianella caerulea*), Bracken Fern (*Pteridium esculentum*), Creeping Beard Grass (*Oplismenus imbecillis*) and Gristle Fern (*Blechnum cartilagineum*). In the gully heads of the escarpment, a diversity of small rainforest trees and shrubs are present such as Jackwood (*Cryptocarya glaucescens*), Scentless Rosewood (*Synoum glandulosum* subsp. *glandulosum*), Scrub Turpentine (*Rhodamnia rubescens*), Rose Myrtle (*Archirhodomyrtus beckleri*), Forest Maple (*Cryptocarya rigida*), and Murrogun (*Cryptocarya microneura*). Water Vine (*Cissus hypoglauca*) grows in dense smothering layers in canopy gaps. Tree Ferns (*Cyathea australis*) are often common. The sparse ground layer comprises Gristle Fern (*Blechnum cartilagineum*) and Pastel Flower (*Pseuderanthemum variabile*).

Current land use along the study area is varied. There are industrial areas around Englands Road in the south, followed by environmental conservation and rural landscape areas in the North Boambee Valley. Residential and urban development has taken place across most of the coastal lowlands on either side of the Roberts Hill ridgeline, extending into the foothills surrounding the Coffs Basin. The steeper slopes and rolling hills below the escarpment to the north and west are primarily rural landscapes with numerous plantations and rural residential development. Within the Korora Basin, the study area passes through residential lands of various density. Other infrastructure includes the North Coast Railway, which crosses the study area near Shephards Lane, roads and various utilities.

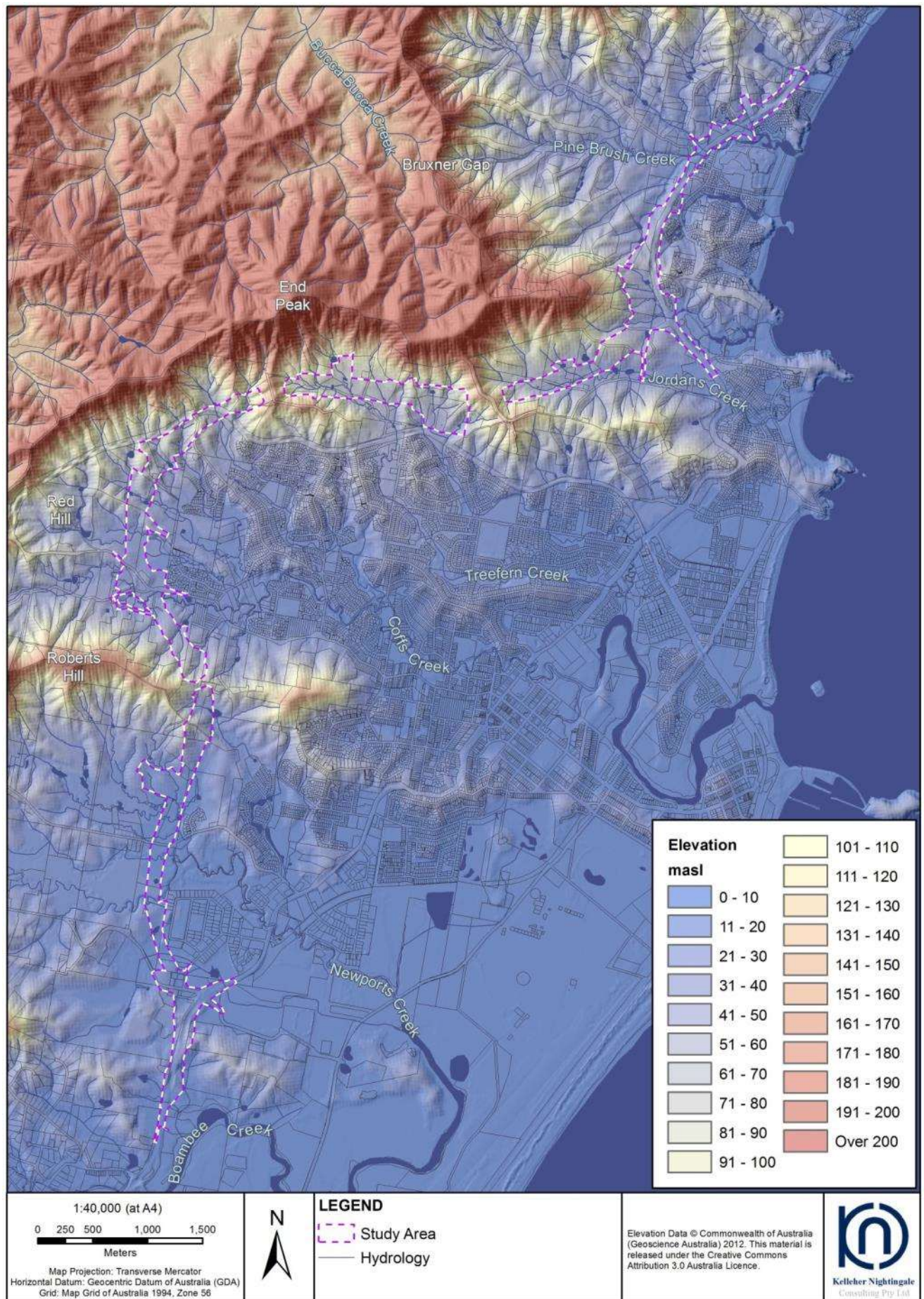


Figure 4. Topography and elevation



### 3 Ethnohistoric Context

Historic accounts of the Indigenous inhabitants of the region provide one avenue of insight into Aboriginal life at the time of initial European exploration and settlement. The study area lies within a landscape which was important to, and frequently used by, past Aboriginal peoples. Aboriginal people living in the North Coast region of NSW at the time of first European contact were distinguished by various language groups. The project footprint lies in the traditional lands of peoples of the Gumbaynggirr group. People appear to have been organised into economic units of small residential groups or ‘bands’ who had an association with certain areas of land and spoke the same dialect of language. Language group boundaries described by Tindale (1974) also place the study area near the centre of Gumbaynggirr lands, with Jiegera/Youngai and Badjalang to the north, Banbai to the west and Dainggati and Ngaku to the south.

Most European attempts at mapping the fluid and intangible boundaries of these language groups agree that the Gumbaynggirr occupied the lands around Coffs Harbour. Tindale described Gumbaynggirr territory as from the “lower course of Nymboida River and across the range toward Urunga, Coff (Korff) Harbour, and Bellingen; at South Grafton and Glenreagh; along the coast south from near One Tree Point; at Woolgoolga and Nambucca Heads” (Tindale 1974). Alternative spellings of names and words of Aboriginal origin are common in the ethnohistoric literature, a product of attempting to transcribe the language into English and the Latin alphabet. Despite differences in words used, customs and material culture, the Gumbaynggirr people would have interacted for ceremonies, intermarriage, dispute resolution, trade and access to certain resources with other language groups of the region. Some researchers consider Banbai a dialect of Gumbaynggirr, underscoring the close connection between neighbouring groups (Hoddinott 1967).

The high diversity and abundance of natural resources available to the Gumbaynggirr resulted in a high density of Aboriginal occupation in the North Coast bioregion, particularly around the northern rivers close to the coast. The marine environment coupled with the lush vegetation along the coast at the meeting of the tropical north and temperate south east provided the people with much of what they needed to subsist (NPWS 2003). Food, medicine and material culture were sourced from the surrounding environment. Gumbaynggirr people continue to use natural resources on the coastal plain, hinterland and escarpment for traditional purposes and the sharing of this traditional cultural knowledge down the generations remains important (Arrawarra Culture 2009; Perkins 1997).

Hunting of animals took place along the coastal plain and up into the hinterland and escarpment. A wide variety of game was available and hunted in a variety of ways, both by individuals and as part of concerted group efforts. Descriptions discussed by Ryan (1964:133) include “opossums, kangaroo and wallaby, rat kangaroo and bandicoot, porcupines and snakes, flying foxes [...]. The echidna was looked upon as a delicacy and was carefully cooked by being rolled in clay and baked in ashes, so that the quills came off with the clay after cooking. The Aboriginals ran down kangaroos single handed, following them for hours until they were exhausted and could be speared. At certain seasons they drove the kangaroos to some place where they had fastened nets to trees and added wings of brushwood in some narrow valley. The whole tribe took part in these drives, young men being posted along the drive to take up the running and force the terrified creatures into the nets, where they were soon despatched with spears and waddies”.

Tree-climbing was also undertaken in order to access arboreal game and birds as well as honey from native bees. Climbing was usually undertaken by young men, who would use a tough, flexible vine rope with looped ends, passed around the tree and held in the hands to allow them to ‘walk’ up the tree. For smooth-barked trees, a series of toe-holds were cut into the bark using a stone hatchet (Yeates 1990). Other hunting implements included throwing sticks, boomerangs and spears with varying points including barbed, tapered and even trident-like forms. Spear tips were made from stone or shell. Spears were made both from straight, young saplings and older hardwood that was cut out of larger trunks. Shafts were hardened over flames and polished and seasoned with animal fat (McFarlane 1935).

Coolamon (bark containers) were used for gathering food including fruits, berries, tubers and vegetables and for collecting and transporting water. The leaf sheaths of Bangalow palms were used as water and honey carriers by simply folding each sheath over itself and inserting a sharpened stick through the top of the two arms, so as to form a handle and provide rigidity (Yeates 1990). Bark was also used for shields and canoes. Large sheets of bark from mature swamp mahogany trees were used to make huts (Arrawarra Culture 2009). Kangaroo, koala and possum skins were treated and sewn into cloaks and blankets using fine bone needles and sinew from kangaroo tails as thread. Cloaks were important items as they offered an opportunity for artistic expression laden with social meaning and were practical for warmth and protection from the elements.

Plant resources were used for food, medicine and to make both practical and decorative objects. Nets, bags and snares were made from long strands of fibre obtained from bark of the wild hibiscus bushes which grow along the creeks. Babies were wrapped in soft tea-tree bark, slung in a woven bag and supported on the mother's back by a band passing round her forehead (Thomas 2013). Fishing nets were made from the inner bark of hibiscus and kurrajong trees, which was cleaned, split and spun into strong two-ply string. The string was then knotted or looped to start the net, adding more length to the string until the net was complete (Somerville et al 1999; Arrawarra Culture 2009). Running postman vine was used to weave traps to place in the creeks.

The swamps, wetlands and anabranch channels related to the river and creek systems running through the coastal plain were a rich source of various foods. Aquatic resources including fish, eels, crustaceans and shellfish were utilised, as well as waterbirds and native wetland plants. Birds were captured using nets, traps, and throwing sticks and were a source of both food and feathers. Around Moonee Creek north of the study area, the sandy soils and minkwood trees attracted large numbers of pigeons in the autumn months when the berries ripened. Hunters would lie in wait below the branches and spear or capture the birds when they came to feed (Thomas 2013:5). Wonga pigeons were often hunted in winter, when they would congregate to feed on the flowers of the broad-leaved paperbark (*Melaleuca quinquenervia*) (Arrawarra Culture 2009). Pigeons and other birds were also recorded as game in the areas around Boambee and Banville Creeks (Yeates 1990).

Fishing was a particularly important economic and community activity. Many different fishing methods were used by the Gumbaynggirr to catch fish and are still in use by the contemporary community. Men would fish off the rocks or beach using hooks fashioned from the shells of turban snails, abalone and other molluscs. These shellfish were harvested as a common food source, with the shells subsequently repurposed into tools, hooks and decorative items. Ryan (1964) describes the large mussels in coastal lagoons being particularly prized. Fishing lines were made from the strong inner bark fibres of cottonwood hibiscus (Arrawarra Culture 2009). Fishing was also undertaken from canoes and in community 'fish drives' along a creek chasing fish into a net. Stone fish traps have also been recorded at Arrawarra Headland, with historical descriptions of their use. The traps were baited with scraps of fresh shellfish, meat, or fish heads. Fish entered from an opening in the trap wall at high tide and when a number had swum inside, this opening was blocked off. As the tide ebbed, men would enter the traps with nets and spears to harvest the catch (Arrawarra Culture 2009; Thomas 2013; Yeates 1984). Night-fishing from canoes, armed with spears and torches, was also undertaken at the fish traps and elsewhere along the coast. Canoe fishing was also used to provide large quantities of fish for special occasions, such as gatherings or ceremonies, where several groups would come together for a period of time (Arrawarra Culture 2009).

The sharing of the abundant resources from their lands led to an epithet for the Gumbaynggirr as 'the sharing people' (Arrawarra Culture 2009). Sharing of resources was particularly important when several groups came together for corroborees or ceremonial purposes. Spiritual and ceremonial activity was and continues to be an integral and important part of everyday life. Ceremonies were used to commemorate births, celebrate initiation into adulthood, to honour deaths and burials, and to conduct Men's Business and Women's Business. Traditional Men's Business ceremonies have been attested for Arrawarra Headland, including rain-making and initiation rites. Pigmented ochre was used to paint the body and to perform healing and smoking ceremonies. Gatherings and feasts were also held for social reasons, providing opportunities to trade and share news and stories.

Given the widespread availability and diversity of resources, it has been suggested that Gumbaynggirr people and others on the North Coast lived a more settled lifestyle than other Aboriginal groups, although some seasonal movement to take advantage of specific resources was likely. A main or 'base' camp was therefore likely used as an origination point for numerous temporary, seasonal camps which were relocated frequently to allow the resting of favoured sites and to take advantage of different foodstuffs (Thomas 2013). Each camp would be used by individual family groups or several cooperating families (Henderson 1851 and Lane 1970, in Biosis 2017). McFarlane (1934) describes the larger base camps as being located in protected, well-resourced areas. Aboriginal people had a deep understanding of their landscape, the seasons and the availability of particular resources in the region. Long-term occupation geared towards exploitation of a particular resource (i.e. specialisation) has previously been documented across the North Coast region (NSW Department of Planning 1989).

The region remains important to local Aboriginal people, who have maintained their traditional ties to the area through the sharing of knowledge and lore down generations. Aboriginal culture and cultural heritage is dynamic and continues to evolve in contemporary times. While the ethnohistorical and historical record may be limited in some areas, there is no denying the strong contemporary cultural associations that Aboriginal people and groups hold for the landscape, and the traditional knowledge that has been safeguarded and maintained. It is the aim of the consultation process to illuminate the way in which Aboriginal people relate to the area today, based on their own traditional affiliations, identities and cultural histories. The consultation process to date has identified a number of people who hold a cultural interest in the study area, demonstrating the tangible link that members of the contemporary Aboriginal community retain to the land. Aboriginal cultural heritage values identified during the consultation process enrich our understanding of the area. Existing publications, research and community knowledge for the Coffs Harbour area demonstrates a rich and proudly held Aboriginal cultural landscape (e.g. Arrawarra Culture 2009).

## 4 Archaeological Context

The study area has been subject to a series of archaeological investigations as part of the project. The investigations have included Aboriginal archaeological surveys and test excavations. This section details the findings of these investigations.

### 4.1 2017 PACHCI Stage 2 assessment

An Aboriginal archaeological survey report (PACHCI Stage 2 survey report) was prepared for the project by Biosis Pty Ltd in 2017 (Biosis 2017). The assessment comprised an archaeological field survey of the PACHCI Stage 2 assessment area in addition to a comprehensive review of previous archaeological investigations and environmental context. The PACHCI Stage 2 assessment area encompassed an area of approximately 318 hectares that extended along the eastern edge of the escarpment from the Pacific Highway at Boambee in the south and to Korora to the north.

The desktop review included a search of the Aboriginal Heritage Information Management System (AHIMS) and other heritage registers and lists. The AHIMS search identified two previously recorded sites within the current study area: CHSS-3 (AHIMS 22-1-0142) and Coffs Dump (AHIMS 22-1-0195). No other registered Aboriginal archaeological sites or Aboriginal places were found to be recorded or declared in or in close proximity to the PACHCI Stage 2 assessment area.

The review of the environmental context undertaken during the PACHCI Stage 2 assessment determined that it was located within a landscape characterised by three landform groups, described as the escarpment, sub-coastal ramp and coastal plain. The PACHCI Stage 2 assessment area traversed low, level to gently undulating alluvial coastal floodplains with steeper slopes, ridges and valleys sloping down towards the coastal plains around the base of the escarpment behind the Coffs Basin. A total of six general landforms were identified as being present in the coastal plains and sub-coastal ramp: flats, gentle slopes, moderate slopes, steep slopes, ridges and creek banks (Biosis 2017:10).

The PACHCI Stage 2 assessment determined that the construction of roads, utilities and structures in addition to agriculture/horticulture, clearance of native vegetation, landscaping and natural process such as erosion were likely to have had a generally detrimental effect on archaeology. It was noted that the majority of the Coffs Creek catchment area was recognised as disturbed, which would affect its archaeological integrity (Biosis 2017:12). Land clearance and subsequent development was likely to have affected archaeological integrity, especially with respect to surface finds, however the likely survival of sites or areas of potential archaeology deposit (PAD) was considered to be higher in areas of deeper soils. The assessment noted that banana plantations and other agriculture had resulted in substantial localised soil disturbance. A large portion of the PACHCI Stage 2 assessment area was also found to be located in existing road corridors, access tracks, rural residential and agricultural areas resulting in large areas of disturbance (Biosis 2017:39).

The desktop review of previous archaeological investigations demonstrated that the region was utilised for a diverse range of activities by past Aboriginal people. Archaeological sites in the region were predominantly artefact scatters or isolated finds in open contexts, as the region's geology is not commonly conducive to the formation of rockshelters. Overall, archaeological investigations and historical sources were found to support a predominantly coastal habitation pattern, with less intensive use of the sub-coastal (foothills/hinterland) and escarpment landforms; however, the narrow coastal plain in the immediate Coffs area was considered likely to affect the validity of the general regional model.

A predictive model was developed for the PACHCI Stage 2 assessment, based on the following factors (Biosis 2017:26):

- Site distribution in relation to landscape descriptions within the project footprint
- Consideration of site type, raw material types and site densities likely to be present within the project footprint
- Findings of the ethnohistorical research on the potential for material traces to present within the project footprint
- Potential Aboriginal use of natural resources present or once present within the project footprint
- Consideration of the temporal and spatial relationships of sites within the project footprint and surrounding region

The location of previously recorded Aboriginal archaeological sites on AHIMS was examined and analysed against various landscape parameters, including local soil landscape, local underlying geology, distance to water, stream order of nearby watercourses, elevation and landform. Overall, the model considered the potential for open context artefact sites and areas of PAD within the PACHCI Stage 2 assessment to be high:

“Artefact scatters and isolated artefacts are the most common site type found in the Coffs Harbour region. Previous work has identified this site type in any of the local landforms: coastal plain, sub-coastal ramp and escarpment. On the coastal plain these site types are most likely to be present on elevated topography overlooking water sources. Within

the sub-coastal and escarpment landforms these site types are predicted to occur on flat spurs or ridges with lower densities than those on the coast. PADs have been previously recorded in the region across a wide range of landforms. Along the coastal plain, PADs are most likely to exist on elevated topography overlooking water sources. Further inland, they are predicted to occur on low gradient spurs or ridges, particularly close to water sources. PADs have the potential to be present in undisturbed to moderately disturbed landforms” (Biosis 2017:35).

The potential for shell middens, stone quarries and burial sites was considered to be moderate overall, strongly dependent on the occurrence of suitable geology and soil types, with middens considered to be more likely in coastal areas or as small, scattered deposits along the major watercourses. Scarred trees, grinding grooves, rock shelters, Aboriginal ceremony and dreaming sites and post-contact sites were considered unlikely to occur within the study area, given the scale of previous land clearance, unsuitable geology or the lack of recorded historical or contemporary identification of specific cultural values within the actual PACHCI Stage 2 assessment.

The Aboriginal archaeological survey for the PACHCI Stage 2 assessment was undertaken with representatives from the Coffs Harbour and District Local Aboriginal Land Council (CHDLALC). The PACHCI Stage 2 assessment area was divided into 39 survey units. The survey targeted areas which were assessed as having higher archaeological potential, namely crests and rises, as they were considered to possess the highest potential for artefact sites, particularly when located near creeklines. All landforms were sampled over the course of the survey. Overall, ground surface visibility was considered to be poor due to dense vegetation and grass cover. Wherever small areas of exposure were identified, these were closely inspected, however exposures were generally associated with ground disturbance from vehicle movement or farming activities, impacting the likelihood of intact subsurface archaeological objects in these areas (Biosis 2017:44). Despite the lack of surface visibility, it was still possible to assess the archaeological potential based on landform.

The Aboriginal archaeological survey identified two new Aboriginal archaeological sites (CHB6 IF2 and CHB6 AS01) and 20 areas of PAD (PADs 1 to 20). The two previously recorded AHIMS sites (CHSS-3 and Coffs Dump) were revisited and their locations confirmed, although no artefacts were observed at either location. The newly identified sites comprised one open artefact scatter (CHB6 AS01) and one isolated artefact (CHB6 IF2).

Site CHB6 AS01 was located across the crest and saddle of a prominent ridgeline in a banana cultivation area below the escarpment (Figure 6). Artefacts were identified in a series of exposures across access tracks and the adjacent plantation rows. Approximately 50-100 artefacts were identified, including a fragment of a basalt ground edge axe and a multidirectional silcrete core. Artefacts appeared to be eroding out of subsurface deposit and it was considered highly likely for further Aboriginal objects to be present at the site. A large area of PAD was recorded in association with the site (PAD 15).

Site CHB6 IF2 consisted of a hammerstone fragment that was located in a disturbed exposure associated with a dressage ring on a low crest/upper slope landform north of Bruxner Park Road (Figure 6). It was considered that the crest/upper slope landform had the potential to contain subsurface objects and PAD 18 was recorded in this adjoining area to the south. The hammerstone fragment had three negative scars on the proximal end and pecking on the dorsal end and on one side.

The 20 areas of PAD were recorded in varied landform context along the project alignment, but were most common on ridge/crest and upper slope landforms. The lower-lying parts of the landscape were considered to be unfavourable for past Aboriginal use as occupation sites or transit routes, and those PADs identified during the survey within drainage depression and alluvial flat landforms were located on elevated rises providing more stable ground. Overall, the results of the survey were considered to be consistent with the predictive model.

Significance assessment undertaken for the identified sites considered the newly identified sites (CHB6 AS01 and CHB6 IF2) to display moderate significance, based on landform, moderate site condition and association with areas of PAD. Previously recorded sites CHSS-3 and Coffs Dump were considered to display low significance, based on poor site condition and high levels of disturbance, as well as low potential for associated intact subsurface deposit. Impact assessment, based on the PACHCI Stage 2 assessment area, found that all of the identified sites and areas of PAD would be subject to direct impact from construction of the proposal. The PACHCI Stage 2 assessment recommended that the identified areas of PAD be subject to archaeological test excavation in order to determine the nature, extent and significance of any Aboriginal archaeology contained therein.

Beyond the identified Aboriginal sites and PADs, the remainder of the study area was considered to display low archaeological potential due to combinations of archaeologically unfavourable topography, geology, erosion, or the extent of land use disturbance limiting the potential for subsurface deposits. The PACHCI Stage 2 assessment recommended that if Aboriginal sites/PADs could not be avoided by the proposed works, PACHCI Stage 3 assessment would be required, including consultation with Aboriginal stakeholders and preparation of an Aboriginal cultural heritage assessment report (CHAR). Results from the proposed test program would be used to inform the CHAR and EIS.

As the project progressed, the project footprint was refined and three areas of PAD (PADs 11, 13 and 14) were excluded from the impact area.



## 4.2 2018 Test excavation program

Archaeological test excavation was carried out by KNC and field representatives of registered Aboriginal stakeholder groups in February/March 2018 as recommended by the PACHCI Stage 2 assessment and in accordance with the SEARs and the OEH *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (OEH 2010a). The test excavation was undertaken at 16 of the 17 areas of PAD within the refined project footprint. PAD 1 was not part of the initial test excavation program due to access restrictions to private property and was part of the subsequent test excavation described below (Section 4.3).

The primary aim of the test program was to determine if intact archaeological deposits were extant at each area of PAD and to assess the nature and extent of these deposits. Test excavation focused on defining the boundary of any subsurface archaeological deposit in relation to artefact distribution and disturbance from land use practices or natural processes.

The test excavation program identified the presence of Aboriginal stone artefacts at 11 of the 16 areas of PAD tested. The 11 archaeological sites identified during the test excavation program consisted of two subsurface isolated artefacts (CHB IF 1-2), six subsurface archaeological deposits with mean artefact densities of less than ten artefacts per square metre (CHB AFT 2, CHB AFT 3, CHB AFT 4, CHB AFT 5, CHB AFT 6 and CHB AFT 7) and three subsurface archaeological deposits with mean artefact densities of over nine artefacts per square metre (CHB6 AS01, CHB AFT 1 and CHB AFT 8). The results of the test excavation program indicated that the presence of Aboriginal stone artefacts and overall artefact density was influenced by landform, topographic location and disturbance.

The three sites where the highest densities of Aboriginal stone artefacts were identified (CHB6 AS01, CHB AFT 1 and CHB AFT 8) were located within different landscapes. Site CHB6 AS01 was situated on a prominent ridge crest, oriented north-south running down from the escarpment above. The ridge crest formed a gentle slope that ascended from the junction of Treefern Creek and Coffs Creek in the south east to approximately 190 metres above sea level. The remaining ascent from the site to the top escarpment would involve climbing slopes with angles of inclination between 20 and 40 degrees. The deposit integrity varied across the test area at CHB6 AS01, with soils on the southern knoll found to be shallow, eroded and severely disturbed, while those on the saddle were disturbed and mixed/redeposited. The greatest soil depths and highest deposit integrity was found on the broad northern knoll where the majority of artefacts had been previously recorded.

A variety of modified artefacts and tools were recorded, including retouched flakes, adze flakes, scrapers, a broken hammerstone/anvil and a number of utilised artefacts. The presence of good quality cores retaining cortex and some heavily cortical artefacts also indicates both primary and secondary production of flaked artefacts on site. The test excavation program demonstrated that an intact and moderate to high density archaeological deposit was present at the site, despite cultivation disturbance from the banana plantation that now covers the ridge.

CHB AFT 1 was located across a low lying narrow spur/knoll overlooking a tributary to Newports Creek to the north and within the North Boambee Valley. The site was a low artefact density, limited artefact types and materials; however, the site exhibited low levels of disturbance and may have had a different function to CHB6 AS01.

CHB AFT 8 was situated on an east-west oriented ridgeline forming part of a series of connected spurs and crests that divide the Coffs Basin from the Korora Basin to the north. Test results indicated that soils across the crest have largely remained in place despite the mixing of the upper A horizon and cultivation disturbance. A variety of artefact types and raw materials were recovered, including good quality quartz. Artefact types included cores, core tools, flakes, retouched flakes and two modified cobbles with pecking, percussion notches and smooth, ground surfaces.

The areas of PAD where very low density or no archaeological deposits were present were located on either floodplains (PADs 3- 5) or slopes (CHB IF 1-2 and PADs 6 and 9). The very low density or absence of artefacts within these areas is likely the result of a combination of unfavourable location and high levels of disturbance from European land use practices and natural processes. The remaining sites were generally situated on crest landforms with the exception of CHB AFT 4 which was located in a gully at the base of the steep slopes descending from the escarpment and contained abundant gravels that appeared to represent a deposit that has accumulated from the surrounding elevated locations.

The more intact and stable deposits identified during the test program occurred on level spur crests and saddles, particularly in the more elevated foothills/hinterland below the escarpment. Despite evident disturbance (particularly from banana cultivation), some intact deposits exhibiting at least moderate archaeological information were found to remain, and had the potential to provide important information on Aboriginal landscape use of these elevated landforms.

Subsequent to the 2018 test excavation, the construction footprint was refined and site CHB6 AS01 was avoided.

#### 4.3 2019 Assessment and test excavation program

Subsequent to the 2018 test excavation program, Roads and Maritime refined the construction footprint and identified several additional locations that may be required as ancillary sites. Several areas of the refined footprint were located outside the previously assessed study area, and were therefore assessed for archaeological potential. The assessment included a desktop review of previous archaeological investigations, landscape context, the results of the 2018 test excavation program and an archaeological survey that was conducted by representatives from KNC and the registered Aboriginal stakeholders.

As a result of the assessment three new Aboriginal archaeological sites (CHB AFT 11, CHB AFT 12 and CHB IF 7) and 13 areas of potential archaeological deposit (PAD) were identified. Three additional areas of PAD (PADs 21, 23 and 26) were identified outside of the revised study area. The assessment also determined that three previously recorded areas of PAD (PADs 11, 13 and 14), located outside the revised study area, were heavily disturbed by modern landuse practices and did not have potential for archaeological deposits. Beyond the identified Aboriginal sites and PADs, the remainder of the previously unassessed area was considered to display low archaeological potential due to combinations of archaeologically unfavourable topography, geology, erosion, or the extent of land use disturbance limiting the potential for subsurface deposits.

An archaeological test excavation program was carried out by KNC and field representatives of registered Aboriginal stakeholder groups between March and May 2019. The test excavation was undertaken at the 12 areas of potential archaeological deposit and PAD 1 which had not been previously tested due to access restrictions. One additional area of PAD (PADs 22) was not tested as further design refinement removed the area from the construction footprint.

The test excavation program was undertaken in accordance with the SEARs and the OEH *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (OEH 2010a). The primary aim of the test program was to determine if intact archaeological deposits were extant at each area of PAD and to assess the nature and extent of these deposits. Test excavation focused on defining the boundary of any subsurface archaeological deposit in relation to artefact distribution and disturbance from land use practices or natural processes.

The test excavation program identified the presence of subsurface Aboriginal stone artefacts at eight of the 13 tested areas and surface artefacts at one area of PAD (CHB AFT 9). The eight archaeological sites identified during the test excavation program consisted of four subsurface isolated artefacts (CHB IF 3-6), three subsurface archaeological deposits with mean artefact densities of less than ten artefacts per square metre (CHB AFT 10, CHB AFT 14 and CHB AFT 15) and one subsurface archaeological deposit with mean artefact densities of over nine artefacts per square metre (CHB AFT 13). In addition further subsurface artefacts were identified on the landform of CHB AFT 1 and demonstrated that the site continued to the east.

The results of the test excavation program provided additional evidence that the presence of Aboriginal stone artefacts and overall artefact density was influenced by landform, topographic location and disturbance. Site CHB AFT 13 had the highest densities of Aboriginal stone artefacts and exhibited generally good integrity with some localised disturbance. The types of artefacts at CHB AFT 13 were predominantly flakes, flake fragments and angular fragments. The artefact assemblage also included one asymmetrical backed artefact of agate and two multidirectional cores. The two multidirectional cores comprised one large core of agate and one core of fine grained siliceous material. The artefacts were predominantly made from fine grained siliceous material (FGS), with lesser quantities of medium grained siliceous material (MGS), tuff/indurated mudstone (Tuff/IM), quartz and agate.

The areas of PAD where no archaeological deposits were present were located on creek flat (Site 3C and Site 3E) or slope landforms (PAD 25 and Site 3G). The sites where very low density archaeological deposits were present (CHB IF 4, CHB IF 5 and CHB IF 6) were located on slope landforms. Site CHB IF 7 was located on a spur crest; however, the artefact was found within the disturbed context of a demolished structure.

The remaining sites consisted of low density deposits with variable levels of disturbance. The presence of low artefact densities in these areas may reflect transitory or low-intensity landscape use as people moved across Country. Lower-lying landforms and slopes within the coastal plain have also been more heavily affected by sustained European land use, erosion and colluvial mixing, flooding, and more landscape disturbance, potentially affecting the survivability of intact deposits.



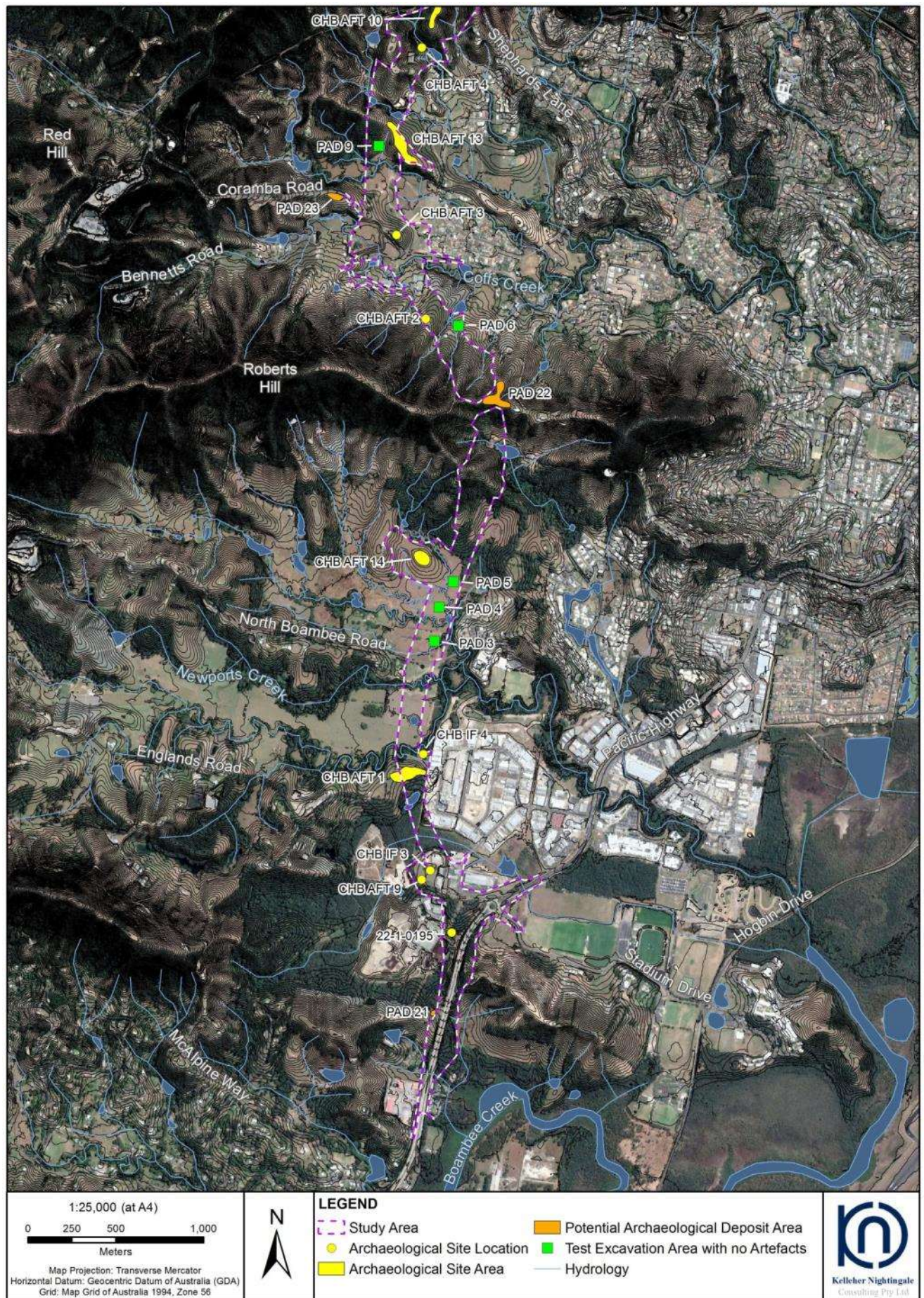


Figure 5. Archaeological sites and areas of PAD identified during archaeological investigations – southern section



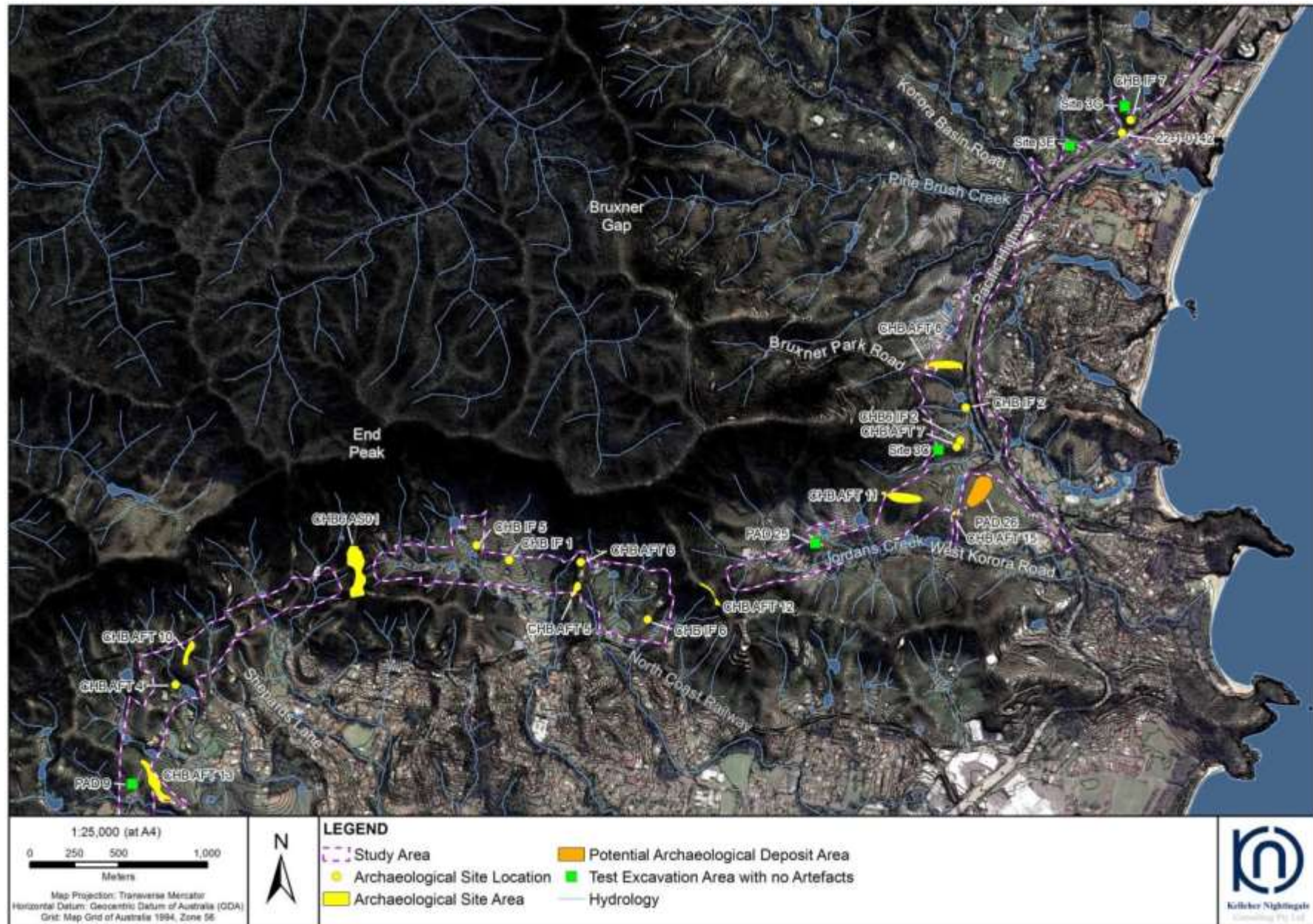


Figure 6. Archaeological sites and areas of PAD identified during archaeological investigations – northern section

## 5 Aboriginal Community Consultation

### 5.1 Aboriginal stakeholder consultation overview

Roads and Maritime is committed to effective consultation with Aboriginal communities regarding Roads and Maritime activities and their potential for impact on Aboriginal cultural heritage. The PACHCI was developed to provide a consistent means of effective consultation with Aboriginal communities regarding activities which may impact on Aboriginal cultural heritage and a consistent assessment process for Roads and Maritime activities across NSW.

The aim of consultation is to integrate cultural and archaeological knowledge and ensure registered stakeholders have information to make decisions on Aboriginal cultural heritage. For the preparation of this CHAR, consultation with Aboriginal people has been undertaken in accordance with the project SEARs, the PACHCI, the OEH *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (OEH 2010b) and the requirements of Clause 80C of the *National Parks and Wildlife Regulation 2009*.

Roads and Maritime advertised and contacted potential Aboriginal stakeholders identified from government agency notification responses. Roads and Maritime invited Aboriginal people who hold knowledge relevant to determining the cultural heritage significance of Aboriginal objects and Aboriginal places in the area in which the proposed activity was to occur to register an interest in a process of community consultation. Investigations for the project have included consultation with eight Aboriginal community groups and individuals as listed in Table 2.

**Table 2. Registered Aboriginal Parties (RAPs)**

Organisation/Individual Name
Jagun Aged Care Elders
National Koori Site Management
Norman Archibald
Kullila Site Consultants
Wanggaan Gumbayngirr Corporation
Gumbayngirr People application (via NTSCorp)
Coffs Harbour and District Local Aboriginal Land Council (CHDLALC)
Garby Elders Aboriginal Corporation

The formal consultation process has included:

- Advertising for registered stakeholders (Appendix A) in the *Koori Mail* (27/07/2016), *National Indigenous Times* (28/07/2016) and *Coffs Advocate* (27/07/2016)
- Government agency notification letters
- Notification of closing date for registration
- An Aboriginal Focus Group (AFG) (1) meeting held on 28 June 2017 to discuss archaeological assessment methodology and cultural assessment (refer Appendix B)
- Provision of proposed archaeological assessment methodology (28 day review period) outlining the methodology to prepare the CHAR and undertake the test excavation
- Follow-up AFG (2) meeting on 8 February 2018 to further discuss the test excavation methodology and additional matters relating to the incorporation of Aboriginal cultural knowledge in the assessment (refer Appendix B)
- Provision of draft CHAR (version 1 August 2018) for review (28 day review period provided)
- A third AFG (3) meeting was held on 13 September 2018 to discuss investigation results, draft CHAR (version 1) and detailed mitigation strategies (minutes Appendix B)

Following Roads and Maritime design refinements related to ancillary areas:

- A fourth AFG meeting on 11 February 2019 to provide an project update and discuss potential ancillary areas and Aboriginal stakeholder comments from the draft CHAR (version 1) related to the previous 2018 concept design
- Consultation undertaken during fieldworks for the second round of survey and test excavation (2019) to determine any additional Aboriginal archaeological or cultural areas

As part of ongoing consultation with the local Aboriginal community, the following is proposed:

- Provision of draft CHAR (version 2 June 2019) for review (28 day review period will be provided) during exhibition of the EIS
- AFG (5) (proposed, date tba) to discuss investigation results, draft CHAR (version 2) and detailed mitigation strategies (minutes Appendix B)
- Proposed AFG (5) to discuss investigation results, draft CHAR (version 2) and detailed mitigation strategies.

## 5.2 PACHCI Stage 2: Survey and cultural assessment report

Aboriginal community consultation and involvement in the project was commenced as part of the PACHCI Stage 2 archaeological investigations undertaken by Biosis (2017). Background information gathering included a review of previous cultural heritage assessments and information available for the study area. A discussion of available landscape resources in the area was informed by previous work undertaken by Gumbaynggirr knowledge holders to record past and present food resources in the region (see Biosis 2017: section 3.1.4). Known sites of special cultural significance were also identified, including Roberts Hill and associated ridgelines. The landmark hill and ridgeline forms part of a travel corridor facilitating the movement of people between the Orara River valley, across the hinterland and down into the Coffs Basin and the coast.

The presence of archaeological sites on this landscape feature provides a tangible, physical link to this Aboriginal landscape use, including important objects such as ground edge axes/hatchets which have been reported during previous assessments in the area. Gumbaynggirr cultural knowledge is therefore a valuable resource for understanding and informing the context of the archaeology in the landscape.

The archaeological field survey was conducted in consultation with the CHDLALC. Site officers Luana Ferguson and Ian Brown attended the survey over eight days in June, August and September 2016. Subsequent to the field survey, CHDLALC provided a survey and cultural assessment report for Roads and Maritime in accordance with the PACHCI. The comments were incorporated into the assessment and included in the PACHCI Stage 2 survey report.

The CHDLALC report identified Roberts Hill as a significant travelling route from the Orara Valley through to Coffs Harbour and then through Bruxner Park Road and Korora West. The study area also crosses the Gumgali Track, a landscape feature with mythological significance which tells the story of how Gumgali the black goanna moved down from the escarpment at Korora Lookout to the sea off MacCaulays Headland. The report noted that “the Gumgali track and its associated creation story is very significant for Gumbaynggirr people”.

Following the survey, CHDLALC identified that all sites and potential sites within the area displayed cultural significance, given their ability to add to existing cultural knowledge about Gumbaynggirr ancestors and their movements and activities through Gumbaynggirr Country. In particular, Senior Aboriginal Cultural Heritage Officer and Knowledge Holder Ian Brown identified newly recorded artefact scatters site CHB6 AS01 as displaying high cultural significance as it appeared to be in situ. CHDLALC acknowledged the high levels of previous disturbance across some parts of the study area but noted that Aboriginal cultural heritage features (including archaeological sites) remained present throughout the landscape. This includes mythological sites, which are bound to the cultural story of the landscape and persist even when physical features are disturbed or absent. The ongoing connection of the contemporary Gumbaynggirr community to the landscape was also emphasised, with it being noted that traditional bush foods and medicines were frequently used and activities such as hunting and fishing were undertaken. This knowledge and lore remain an important aspect of contemporary Aboriginal culture and identity.

## 5.3 Proposed CHAR methodology

Following completion of the PACHCI Stage 2, an assessment methodology for the PACHCI Stage 3 cultural heritage assessment report and proposed test excavation program was prepared. This was provided to RAPs for a 28 day review and comment period, with an additional extended review periods provided for later registrants. RAPs were also invited to attend an Aboriginal Focus Group meeting (AFG) to discuss the methodology and the cultural heritage assessment process. RAPs were also invited to apply for Site Officer positions to attend the test excavation program.

The AFG was held on 28 June 2017 and a number of RAPs attended including representatives from Garby Elders, Jagun Aged Care Elders and CHDLALC. Minutes are attached in full as Appendix C. Specific topics from the meeting included discussion of the existing archaeological context of the study area and previously recorded sites along the proposed alignment. A high level of knowledge existed among RAPs about previous studies in the area and the location of significant sites, including around the new residential area near Shepherds Lane. The connection of sites through the landscape was also identified as significant, regardless of the presence of artefacts.

Further discussion occurred about the requirement for testing to follow the OEH *Code of Practice* in accordance with the SEARs and the use of 50cm x 50cm test squares. RAPs expressed concerns that small test pits of this size would not adequately capture site conditions. It was noted during subsequent correspondence that there was some flexibility here, i.e. test squares could be combined into larger units where required. The long-term care and storage of artefacts



recovered by the test program was also raised, and the possibility of a Care and Control permit or similar was discussed, to be determined following community review of the Stage 3 report and mitigation options.

RAPs were asked to nominate or identify cultural knowledge holders for the study area who could participate in the cultural heritage assessment, especially to provide information and advice on intangible aspects of the area's Aboriginal heritage. The protocol for the storage and dissemination of such information was also discussed. Logistics around the employment of site officers and the fieldwork was the following topic of discussion, with RAPs encouraged to submit site officer applications and any additional comments on the methodology. It was confirmed the Aboriginal community consultation for the project was in accordance with the PACHCI, project SEARs and the *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010*.

A follow-up meeting was held on 08 February 2018 with a representative from OEH in attendance to further discuss the test excavation methodology and additional matters relating to the incorporation of Aboriginal cultural knowledge in the assessment. Further discussion of the consultation process centred on the need to gather further information from the appropriate cultural knowledge holders, and the form this would take in the assessment, as in this regard the PACHCI Stage 2 report was a good starting point but more work would be required.

The OEH representative clarified the requirements of the *Code of Practice* and that this would need to be followed for the test excavation. It was noted that certain types of sites such as mythological sites had intangible aspects that could not be captured by a test excavation and that further work on these was needed as part of the overall assessment. The importance of capturing cultural as well as scientific knowledge was acknowledged. This included other aspects such as local food resources/plants and environmental aspects of the area. The sensitivity of cultural knowledge and the need for confidentiality was also discussed, with the level of appropriate access to be decided as part of the final report. This type of information in the report can be kept confidential. After confirming that the excavation methodology would need to maintain some flexibility, attendees confirmed that they were comfortable with the test methodology.

#### 5.4 Aboriginal cultural heritage values

The study area has cultural value for the local Aboriginal community. The identified cultural value is a feeling of attachment and responsibility for the land. These values become tangible when tied to identified Aboriginal objects found at archaeological sites. In this way, the Aboriginal objects can be seen as exhibiting both scientific information and cultural meaning, knowledge about the past tied with social values and belief systems. The presence of Aboriginal objects is not required for a site to hold value for the Aboriginal community. Aboriginal sites may have social, spiritual or landscape values which are not tangible. Some of the Aboriginal cultural heritage values expressed by stakeholders for the project footprint and wider region include:

- Ancestral association with the land, including connection and descentance from the original traditional owners
- Responsibility to look after the land, including the heritage sites, plants and animals, creeks, rivers, ocean and the land itself
- Artefact sites and landscape features
- Culturally modified trees
- Connectivity of sites and pathways throughout the landscape
- Creek lines, particularly larger landscape features and waterways
- Indigenous plants and animals
- General concern for burials, as their locations are not always known and they can be found anywhere.

Detailed values expressed by stakeholders about specific archaeological sites within the study area will be included in this section following review of the draft CHAR and finalisation of the detailed cultural assessment. The EIS for public display will not include any specific cultural information that the Aboriginal parties have stated is confidential or identify individuals contrary to their privacy requests.

#### 5.5 CHAR review

Draft CHAR version 1 (based on the September 2018 concept design) was issued in August 2018. An AFG (3) was held to discuss the results of the archaeological assessment, test program and detailed cultural assessment. Following the meeting a letter from Coffs Harbour and District Local Aboriginal Land Council, Jagun Aged Care Services and Garby Elders Aboriginal Corporations was issued to Roads and Maritime outlining a range of concerns: the identification of PADs (with the position that additional PADs were present); images used in the cultural assessment; geotechnical testing; bullying and harassment; rates of pay; confidentiality of cultural information; preference for tunnels; cultural heritage inductions for construction workers and flexibility for site officers to attend cultural events.

To address the concerns raised, AFG (4) was held (11 February 2019) which provided an opportunity to also discuss the proposed design changes to include ancillary areas. Minutes of AFG (4) are in Appendix B. Following the meeting it was agreed that additional archaeological and cultural value investigation was required to assess the design

refinement and ancillary areas. Part of this process involved a survey and test excavation program, which would aim to identify any new PADs/site related to the boundary changes caused by refinements/additions to the project area. It was agreed that the same methodology used during 2018 would apply for the 2019 program. It was also agreed that improved communications would address concerns regarding: geotechnical activities, disagreements, confidentiality, and the attendance of site officers at cultural events. The meeting noted the increased pay rates for site officers from July 2018.

Draft CHAR version 2 (June 2019) incorporates the design refinements, ancillary areas, Aboriginal stakeholder comments, updated survey and a second round of archaeological test excavation. Draft CHAR version 2 is to be provided to registered Aboriginal stakeholders for review and comment during exhibition of the EIS. All registered Aboriginal stakeholders will be provided a minimum 28 day period for review. Comments and information received from stakeholders during this period will be integrated into an updated report (where appropriate) and attached in full in Appendix D.

Roads and Maritime are proposing to hold an AFG (5) during the review period to further discuss the findings of the overall assessment, with minutes to be included in an updated Appendix B.

The final CHAR will be appended to the Submissions Report / Preferred Infrastructure Report which will be made publicly available.

## **5.6 Detailed cultural assessment**

Roads and Maritime recognises the importance of cultural knowledge and the acknowledgement and incorporation of this has been a key feature of Aboriginal community consultation to date. For this reason, Waters Consultancy was engaged to prepare a detailed cultural assessment of the study area (Waters Consultancy 2019). Identified cultural values resulting from this assessment form part of the overall cultural heritage assessment and relate to intangible heritage values of the study area. The full report is attached as Appendix C.

The study area for the detailed cultural assessment comprised the construction footprint (CHAR study area) with a 200 metre buffer on either side. The cultural values assessment has been undertaken in consultation with knowledge holders, as identified by the RAPs, regarding historical and cultural values within this study area. As a result of the cultural assessment process, five specific sites of intangible cultural significance have been identified. All are located partially within the study area. These sites include storylines, pathways and camping sites. A number of locations in the surrounding landscape were also identified as holding cultural significance, these included ancestral figures in the landscape, ceremonial grounds, birthing sites, ritual increase sites, women's and men's business sites, burial places, occupation sites, resource areas, and high points that provide lines of sight.

A summary of the methodology and findings of the assessment is presented below (after Waters Consultancy 2019) with the full report attached as Appendix C.

### 5.6.1 Cultural assessment methodology

Consultation with Aboriginal knowledge holders is a key component to the assessment of Aboriginal cultural heritage values. As stated in the guidelines produced by the International Council on Monuments and Sites (ICOMOS) on the application of the Burra Charter to Indigenous heritage:

*Indigenous people are the relevant knowledge-holders for places of Indigenous cultural significance. Their traditional knowledge and experience must be appropriately used and valued in the assessment of places. Advice may need to be sought on who are the relevant knowledge holders. (Australia ICOMOS 2013).*

The assessment of Aboriginal cultural heritage values was undertaken collaboratively with the Aboriginal community and identified Aboriginal knowledge holders. This is consistent with the guidelines for the assessment of Aboriginal cultural heritage produced by OEH.

On 28 June 2017 an AFG meeting was held and a verbal invitation was given for the nomination of cultural knowledge holders by 31 July 2017. On 5 December 2017 Roads and Maritime sent a follow up letter to government agencies and parties nominated by government agencies as potential cultural knowledge holders. As a result of this process four individuals were nominated as cultural knowledge holders. In March 2018 Waters Consultancy were engaged to undertake an Aboriginal cultural values assessment. On 24 April 2018 Roads and Maritime sent an email to all RAPs notifying them of the engagement of Waters Consultancy and of the proposed cultural assessment methodology.

Attempts were made by Waters Consultancy in late April and June 2018 to contact all registered individuals by telephone, email or letter. All RAPs were spoken with directly other than the Wanggaan Gumbaynggirr Corporation and the Gumbaynggirr People applicants. For these two groups only one individual, a member of both groups, could be contacted. No response was received from the other individuals, including the Chairperson and Secretary. As a result of these discussions a further three cultural knowledge holders were identified giving a total of seven identified individual knowledge holders. Detailed face-to-face interviews have been conducted with three of the knowledge holders and a telephone discussion and subsequent face to face meeting occurred with one knowledge holder and a telephone discussion only with one knowledge holder. One knowledge holder decided on further discussion that they had no cultural knowledge directly relevant to the project impact area and chose not to participate. One knowledge holder was overseas at the time of the assessment and was contacted by email but was not in a position to engage in further discussions, a copy of the draft report was provided to allow him an opportunity to comment. Further details regarding consultation are available in Appendix C.

The identified knowledge holders spoken with provided cultural and historical information on the broader cultural landscape of the region. This information has informed the assessment process in relation to the cultural heritage values and significance of the broader region. Consultation with the knowledge holders have identified five intangible cultural sites within the study area (discussed further below).

### 5.6.2 Cultural landscape of the Coffs Harbour area

The understanding and perception of the landscape expressed by the knowledge holders, and by the community more broadly, is as an area traversed by an interconnecting network of physical, social and spiritual meanings. The term 'associative cultural landscape' has come to be used within the international heritage profession to refer to such complex understandings of landscape. The World Heritage Convention of UNESCO defines an associative cultural landscape as one that has "powerful religious, artistic or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent".

Mythological sites and beings are imprinted in the topography of the landscape and the energy or sentience of the mythological being is understood as remaining in the physical environment. In this sense the mythological beings, and their pathways, are seen as animating the landscape. This belief system is common to all totemic Australian geographies. This inscription of meaning onto the landscape applies not only to the actions of mythological beings but also to the actions of the ancestors and events in historical time. The inscription of meaning onto the landscape, a process captured in the term Dreaming, is not restricted to a distant and mythological past but is a continuous cultural process, "... a way of 'pre-understanding' that 'signs and topographises' the land, provided a culturally conditioned conceptual framework within which people are empowered to create new meanings" (Tamasari and Wallace 2006:215).

All of the knowledge holders identified the study area as being located within a culturally significant landscape. The documentary record and the knowledge holders identified a range of places of cultural significance within the broader area that the project sits within, demonstrating the cultural richness of the Coffs Harbour landscape and people. As one knowledge holder stated:

*I was born at a time when culture was still very very strong... and it's still strong to us today, very powerful beliefs and see in our culture once we have that belief we can't break that, that's forever, which means there's a lot of spiritual thing we believe in still, all of that. We come through a very bad time as kids, a time where our*

*cultural movements were sort of taken from us... but we still know a lot about what was back in time and even some of the Dreamtime things, we still retain that because we learnt that from our old people who are not with us today.*

The places of cultural significance identified by the knowledge holders include ancestral figures in the landscape, ceremonial grounds, birthing sites, ritual increase sites, women's and men's business sites, burial places, occupation sites, resource areas, and high points that provide lines of sight. The pathways or songlines/storylines that traverse the region weave all these places and sites into an interconnected network. One knowledge holder alluded to this pattern of movement in explaining that the people of the region are linked to both the coast and the inland:

*We're saltwater/freshwater people here, land/sea people. Obviously that seasonal movement, coming down to the ocean in the wintertime 'cause of the better conditions, too cold up in the valley and the mountains, travel back up in the summertime when it's cooler and to harvest the fresh water turtle, it's coming up just as spring's coming. And [we travelled] also for initiation ceremony up in the Orara Valley.*

The songlines/storylines or pathways are understood by all of the knowledge holders as linking communities for reasons of ceremony, lore, harvest sharing, trade and marriage. A range of cultural values, significance and meaning is present in the Coffs Harbour landscape as known through both contemporary Aboriginal communities understandings and the documentary record.

### **5.6.3 Identified cultural sites**

Consultation with the knowledge holders has identified five specific areas of cultural significance (Plates 88-92). All five intersect the CHAR study area. In addition, it is acknowledged that the archaeological record, that is the tangible material objects themselves, hold significant cultural value to Aboriginal people of the region and that this value has been expressed during consultations with the RAPs and the identified knowledge holders. The nature of cultural significance is such that it is an ongoing process that must allow for the attachment of cultural values and significance to emerging archaeological sites. As such it is acknowledged that the material objects uncovered as a result of archaeological investigation, and the locations from which they were retrieved, can and do hold significant cultural value to Aboriginal people of the region and that this has been specifically expressed in relation to the investigations that have occurred within the project footprint. In addition, plant and animal species, and wild resource use places, hold cultural value for their links to cultural activities, including resource gathering, to cultural stories that retain and transmit knowledge and for their spiritual and religious significance. The knowledge of country includes knowledge of landforms, waterways, plants, animals and the ways in which these all come together to form specific local ecosystems. This knowledge links the environment to spiritual, ethical and community values and is "... an integral part of people's life and knowledge systems." (English, 2002: 24).

A summary of the identified cultural sites and their assessed significance is presented below. Detailed cultural significance assessment for each site is available in Waters Consultancy 2019, Chapter 9 (Appendix C).

### 5.6.3.1 Site A: Roberts Hill Pathway

A culturally significant pathway running from Corambirra Point to the Orara Valley including Roberts Hill Ridge.

This pathway has High Significance to the local Aboriginal community as a key pathway connecting the coast with the Orara Valley and traversing the culturally significant Roberts Hill Ridge. This cultural significance is a result of the pathway's association with traditional patterns of movement and resource use, the Roberts Hill Ridge that is considered a cultural significant site, and with the intangible story lines that link the coast to the inland valleys. This pathway links to the culturally highly significant Corambirra Point and Giidany Miirlalr (Muttonbird Island area).

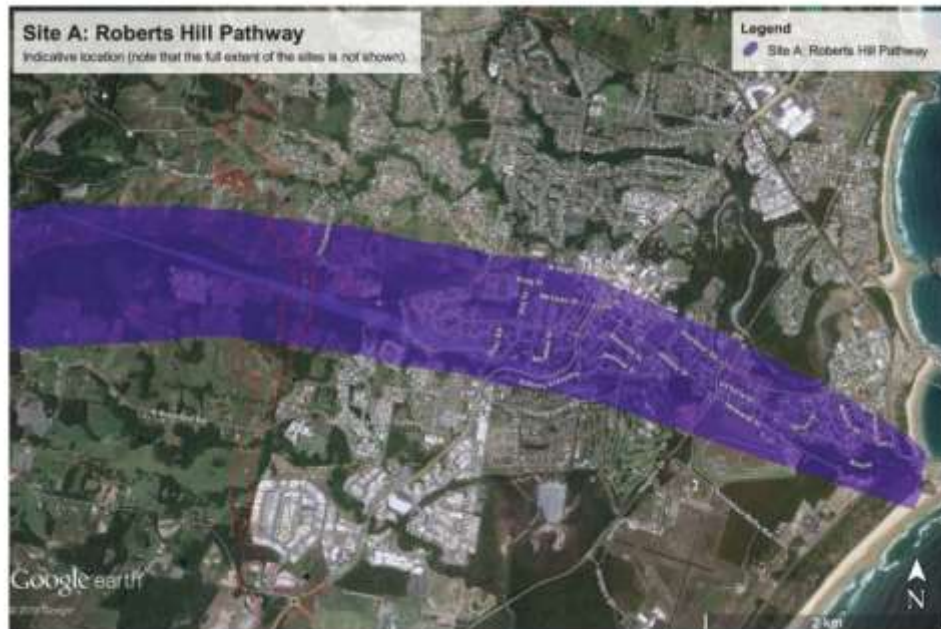


Plate 1. Site A: Roberts Hill Pathway cultural site (Waters Consultancy 2019: Figure 3)



### 5.6.3.2 Site B: Gumgali Storyline & Pathway

A culturally significant storyline and associated pathway running from Macauleys Headland to Sealy Point and through to Mount Coramba and the Orara Valley and Nana Glen.

The Gumgali storyline pathway is of Very High Significance to the local Aboriginal community. This cultural significance is a result of the pathway's association with the Gumgali or black goanna Dreaming storyline. The pathway links to other key sites within the region including Mount Coramba.



Plate 2. Site B: Gumgali Storyline & Pathway cultural site (Waters Consultancy 2019: Figure 4)

### 5.6.3.3 Site C: Sealy Point Pathways

A culturally significant pathway linked to the pathway following the Gumgali storyline (Site B); running along Sealy Point to the Orara Valley, Mount Browne, the Coffs Creek headwaters, and the Roberts Hill pathway (Site A).

The Sealy Point pathways are of High Significance to the local Aboriginal community. This cultural significance is a result of the pathway's association with traditional patterns of movement and resource use and with the intangible story lines that link the coast to the inland valleys.

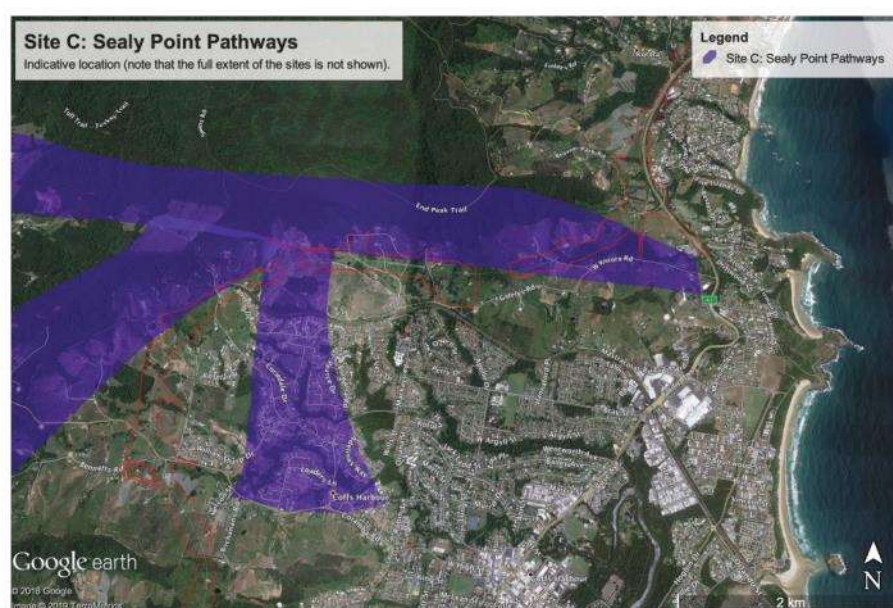


Plate 3. Site C: Sealy Point Pathway cultural site (Waters Consultancy 2019: Figure 5)

#### 5.6.3.4 Site D: East Boambee Camp

A traditional and historical camp area associated with seasonal and ritual movement patterns within the wider region.

This site has Medium Significance for the Aboriginal community as a traditional and historical camp area that was associated with seasonal and ritual patterns of movements into the Coffs Harbour area that brought people together from the wider region for resource gathering and ceremonial business.



Plate 4. Site D: East Boambee Camp cultural site (Waters Consultancy 2019: Figure 6)

#### 5.6.3.5 Site E: West Korora Living Place

A historical living place located on the West Korora Road in the 1940s.

This site has Medium Significance for the Aboriginal community as a historical living place used in the 1940s and understood to be located on an older traditional camp site area.



Plate 5. Site E: West Korora Living Place cultural site (Waters Consultancy 2019: Figure 7)

Four cultural sites (Sites A-D) are partially located within the proposed construction footprint and will be impacted to varying extents. Site E: West Korora Living Place will be avoided. Management and mitigation measures are discussed further in sections 10 and 11 of this report.



## 6 Summary and analysis of background information

Analysis of the background information presented in Sections 2, 3, 4, 5 and 6 allows an assessment of the cultural heritage values within the study area to be made. Combining data from historical/ethnographic sources, Aboriginal community consultation, landscape evaluation and archaeological context provides an insight into how the landscape around the study area was used and what sort of events took place in the past.

The Coffs Harbour region remains important to local Gumbaynggirr Aboriginal people, who have maintained their traditional ties to the area through the sharing of knowledge and lore down generations. The consultation process to date has identified a number of people and organisations who have indicated their interest in the Coffs Harbour area, demonstrating the tangible link that members of the contemporary Aboriginal community retain to the land. Gumbaynggirr people continue to use and care for the natural resources available to them across Country and have an intimate understanding and respect for the landscape. It has been identified that all Aboriginal sites within the study area display cultural significance, and that the archaeological information exhibited by sites also has cultural value.

The local area contains a number of resources which would have been important to local Aboriginal groups. Varied environmental settings including creeks, alluvial plains and terraces, rolling foothills and elevated ridgelines were all accessible and useful for Aboriginal land use activities. A wide variety of plant and animal resources would have been available to Aboriginal people to collect and use as they moved around the various parts of the landscape. Raw materials suitable for stone tool-making would also have been readily available along the creek systems, having been transported in gravel and cobble form down from the eroding ranges. Outcropping bedrock on crests and slopes would also have provided ready access to a range of lithics from the complex underlying geologies of the region. Local people continue to use bush foods and natural remedies and a high level of knowledge exists about the natural landscape, which is inextricably connected to the cultural landscape. The presence of numerous native species and discussion of their uses was a feature of the test excavation program, and further recording of this knowledge may form part of interpretation options for the project or future archaeological work (e.g. salvage excavation and interpretation).

Archaeological sites identified by previous archaeological investigations demonstrate that the wider region was utilised for a diverse range of activities by past Aboriginal people. Archaeological sites in the region are predominantly artefact scatters or isolated artefacts in open contexts, as the geology of the coastal basin is not commonly conducive to the formation of rockshelters. Overall, an analysis of previous archaeological investigations and historical sources were found to support a predominantly coastal habitation pattern, with less intensive use of the sub-coastal (foothills/hinterland) and escarpment landforms, however the narrow coastal plain in the immediate Coffs area was considered likely to differ somewhat from the general regional model given the close proximity of these three landscape features.

The predictive model developed during the PACHCI Stage 2 assessment (Biosis 2017) considered that on the coastal plain, the highest archaeological potential for both sites and PADs was associated with elevated topography overlooking water sources. Within the sub-coastal/hinterland and escarpment landforms these site types were predicted to occur on flat or low-gradient spurs or ridges near water sources, with expected lower artefact densities than those on the coast. The chief factors affecting the preservation of archaeological deposit in the project footprint were erosion, colluvial movement, flooding and modern landscape disturbance. While Aboriginal objects may exist in any location within the landscape, stable areas of low disturbance retain the archaeological context that gives these objects meaning.

The topography of the region and the inclination of slope gradients across the Basin give some indication of likely movement corridors between the escarpment, foothills and coastal plain (Figure 7). The escarpment is characterised by increasingly steep slopes which would have made direct east to west movement challenging: this is likely to have resulted in the concentration of movement along the crests of larger ridgelines and within drainage lines where the slopes were gentler. Ridgelines and crests have consistently been identified as important travel routes that link the various areas of Country and facilitated people's movement through the landscape. Certain of these features also hold special cultural and mythological significance to Gumbaynggirr people.

The angle of inclination of slopes descending from the escarpment indicate that the drainage lines along Pine Brush Creek may have allowed movement through the Bruxner Gap and into the Bucca Bucca Creek system while the ridge crests and drainage lines between Roberts Hill and Red Hill also appear to have allowed for easy east to west movement. Between these two areas, the slopes of the escarpment are predominantly very steep and movement appears to have been funnelled along the crests of two prominent ridges (Figure 7). Sites CHB6 AS01 and CHB AFT 12 were located on these ridge crests and may be related to more frequent use of these landforms.



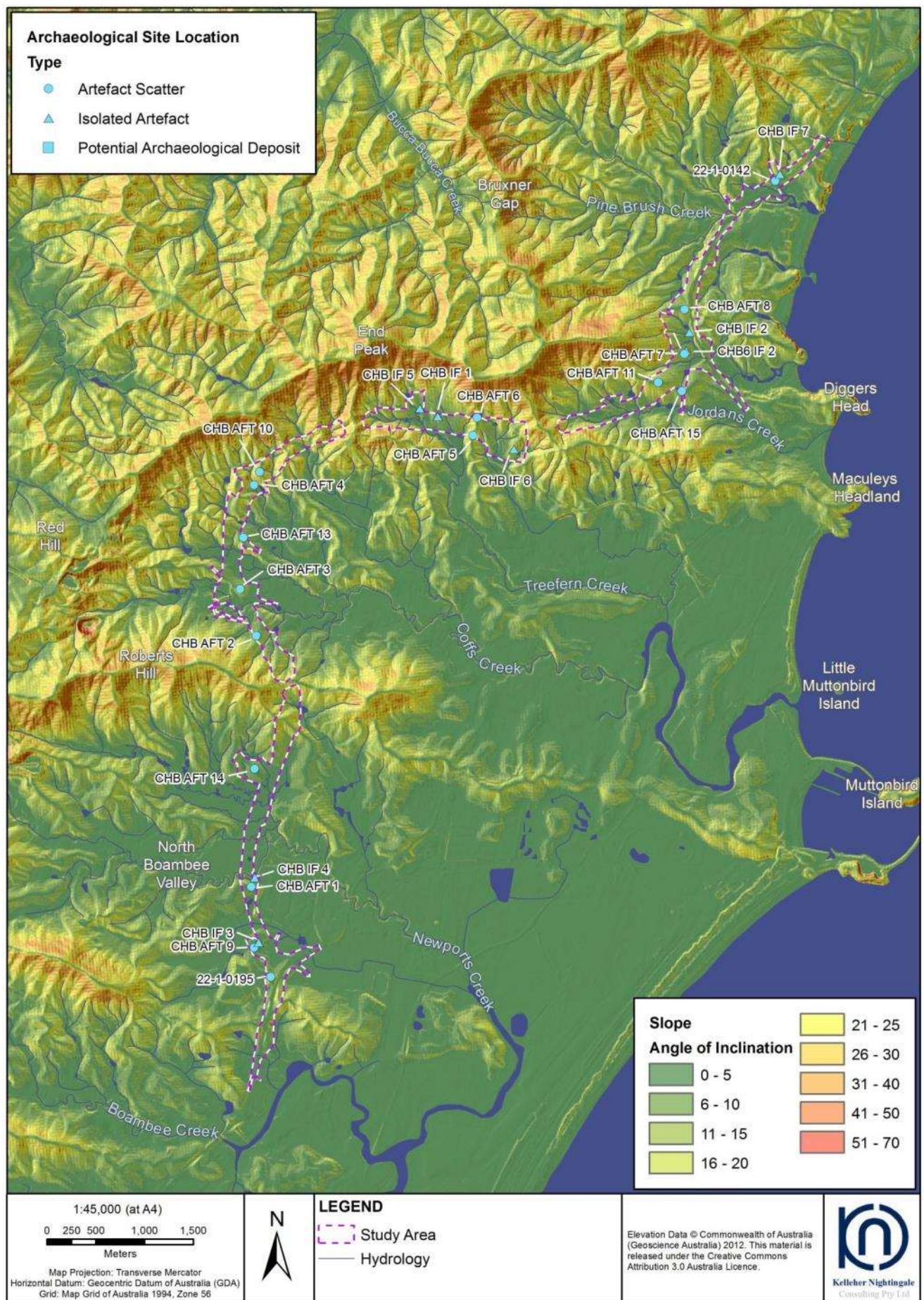


Figure 7. Slope and archaeological sites within the study area

Within the study area, ridgelines and crests were identified as displaying generally good archaeological potential, leading to their selections as PADs during landscape mapping carried out as part of the PACHCI Stage 2 investigation. Within the hinterland, many of these landscape features have suffered disturbance as a result of European land use including intensive agriculture; however, test excavation and Aboriginal community consultation have confirmed that artefacts and sites can still occur through the landscape. This includes intangible cultural heritage features as well as artefact sites.

As mentioned above, the general region model indicates a predominantly coastal habitation pattern, with less intensive use of the foothills/hinterland, however the narrow coastal plain around Coffs Harbour was considered likely to influence this pattern. Results from the test excavations tend to agree, with the most (archaeologically) significant deposits of the current program identified on prominent crests/saddles in the more marginal and elevated hinterland area, as opposed to the coastal plain. This accords with the identification of these elevated areas as significant cultural pathways through the landscape.

The majority of the newly identified sites were dispersed, low-density subsurface deposits within a variably disturbed landscape. The presence of low artefact densities in these areas may reflect transitory or low-intensity landscape use as people moved across Country. Lower-lying landforms and slopes within the coastal plain have also been more heavily affected by sustained European land use, erosion and colluvial mixing, flooding, and more landscape disturbance, potentially affecting the survivability of intact deposits. Several of the PADs subject to testing were located on slopes which showed the effects of colluvial movement, negatively impacting the survivability of intact archaeological deposit. The more intact and stable deposits identified during the test program occurred on level spur crests and saddles, particularly in the more elevated foothills/hinterland below the escarpment. Despite evident disturbance (particularly from banana cultivation), some intact deposits exhibiting at least moderate archaeological information were found to remain, and have the potential to provide important information on Aboriginal landscape use of these elevated landforms.

## 6.1 Summary of Aboriginal archaeological sites within the study area

The study area has been subject to a series of archaeological investigations as part of project. The investigations have included Aboriginal community consultation, review of background information, identification of previously recorded Aboriginal sites registered on the AHIMS database, predictive modelling, Aboriginal archaeological survey and test excavation (see Section 4).

In total, 24 Aboriginal archaeological sites have been identified within the study area (Table 3). Five Aboriginal cultural areas were identified during the detailed cultural assessment (see Section 5). The locations of the Aboriginal archaeological sites and the identified cultural areas are shown on Figures 8 and 9. The Aboriginal archaeological site summaries are given below.

**Table 3. Identified Aboriginal archaeological sites within the study area**

Site Name	Former PAD	AHIMS ID	Site features	Mean artefact density from test program
CHB AFT 1	PAD 2 and Site 1D	tbc	Subsurface deposit	4.36 artefacts/m <sup>2</sup>
CHB AFT 2	PAD 7	tbc	Subsurface deposit	2.7 artefacts/m <sup>2</sup>
CHB AFT 3	PAD 8	tbc	Subsurface deposit	1.6 artefacts/m <sup>2</sup>
CHB AFT 4	PAD 10	tbc	Subsurface deposit	2 artefacts/m <sup>2</sup>
CHB AFT 5	PAD 12	tbc	Surface artefacts and subsurface deposit	6 artefacts/m <sup>2</sup>
CHB AFT 6	PAD 17	tbc	Subsurface deposit	5.3 artefacts/m <sup>2</sup>
CHB AFT 7	PAD 18	tbc	Subsurface deposit	1.1 artefacts/m <sup>2</sup>
CHB AFT 8	PAD 20	tbc	Subsurface deposit	16.7 artefacts/m <sup>2</sup>
CHB AFT 9	Site 1C	tbc	Surface artefacts	N/A
CHB AFT 10	PAD 24	tbc	Subsurface deposit	1.75 artefacts/m <sup>2</sup>
CHB AFT 11	PAD 28	tbc	Surface artefacts and subsurface deposit	N/A
CHB AFT 13	Site 2B	tbc	Subsurface deposit	10 artefacts/m <sup>2</sup>
CHB AFT 14	Site 1G	tbc	Subsurface deposit	0.5 artefacts/m <sup>2</sup>
CHB AFT 15	Site 3B	tbc	Surface artefacts and subsurface deposit	2 artefacts/m <sup>2</sup>
CHB IF 1	PAD 16	tbc	Isolated subsurface artefact	0.06 artefacts/m <sup>2</sup>
CHB IF 2	PAD 19	tbc	Isolated subsurface artefact	0.4 artefacts/m <sup>2</sup>
CHB IF 3	PAD 1	tbc	Isolated subsurface artefact	0.57 artefacts/m <sup>2</sup>
CHB IF 4	Site 1D	tbc	Isolated subsurface artefact	2 artefacts/m <sup>2</sup>
CHB IF 5	Site 2D	tbc	Isolated subsurface artefact	0.8 artefacts/m <sup>2</sup>
CHB IF 6	Site 2E	tbc	Isolated subsurface artefact	0.33 artefacts/m <sup>2</sup>
CHB IF 7	N/A	tbc	Isolated surface artefact	N/A
CHB6 IF 2	N/A	tbc	Isolated surface artefact	N/A
CHSS-3	N/A	22-1-0142	Isolated surface artefact	N/A
Coffs Dump	N/A	22-1-0195	Isolated surface artefact	N/A







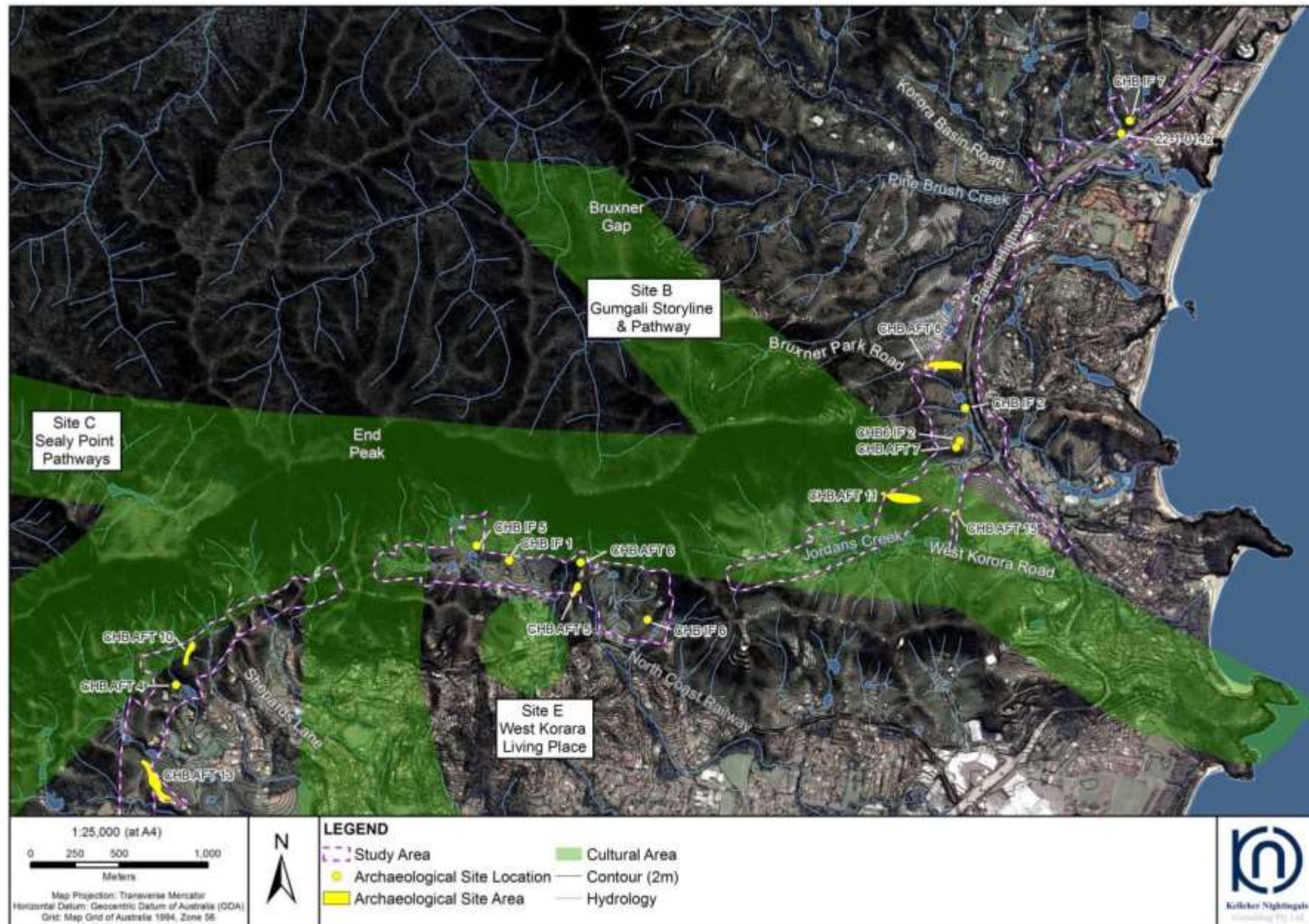


Figure 9. Archaeological sites and indicative cultural areas within the study area – northern section

## 6.2 Aboriginal archaeological sites within the study area

**Site name:** CHB AFT 1

**AHIMS site ID:** tbc

Site CHB AFT 1 was a subsurface archaeological deposit situated on the crest of a narrow spur/knoll overlooking a backwater swamp and floodplain adjacent to the southern bank of a tributary of Newports Creek. The site was located within Lot 22 DP610078, approximately 180 metres west of Industrial Drive and 290 metres north of Englands Road. The site was initially identified as an area of archaeological potential (PAD 2) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of eight artefacts were recovered from the three test squares excavated at the site. Despite some superficial disturbance soil profiles were generally intact and relatively deep (30-40 centimetres). An additional nine test squares were excavated at the site during the archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. A total of four artefacts were recovered from three of the test squares. The test excavation program demonstrated that an intact archaeological deposit was present at the site within the proposed impact area.

It is likely that archaeological deposit associated with the site extends further to the southwest along the spur crest. The site displayed good potential to inform further on Aboriginal landscape use of the North Boambee valley and margins of the coastal plain south of the Roberts Hill ridgeline.

**Site name:** CHB AFT 2

**AHIMS site ID:** tbc

Site CHB AFT 2 was a subsurface archaeological deposit situated on a small elevated north westerly inclined spur beside a minor drainage line. The spur descends from the Roberts Hill ridgeline to the south. The site was located within Lot 730 DP10066743, approximately 350 metres south of Coramba Road and 540 metres south west of the intersection of Coramba Road and Nelson Street. The site was initially identified as an area of archaeological potential (PAD 7) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of two artefacts were recovered from one of the three test squares excavated at the site. The test excavation found the majority of the area had been disturbed by cut/fill associated with a former road and modern rubbish was present throughout the upper levels of deposit. The test excavation program demonstrated that while subsurface deposit exists at the site, the low density of artefacts recovered and generally disturbed soil profile indicated a low potential for further archaeological information.

**Site name:** CHB AFT 3

**AHIMS site ID:** tbc

Site CHB AFT 3 was a subsurface archaeological deposit was situated on the crest of a small knoll that formed the eastern extent a ridge line that descended from the escarpment in the area of Red Hill. The knoll was approximately 140 metres north of Coffs Creek and overlooked the extensive Coffs Creek flood plain to the east. The site was located within Lot 111 DP816131, approximately 20 metres north of Coramba Road and 80 metres north west of the intersection of Coramba Road and Bennetts Road. The site was initially identified as an area of archaeological potential (PAD 8) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of two artefacts were recovered from two of the five test squares excavated at the site. The majority of the hillcrest was found to be severely disturbed due to construction of a house, sheds and driveway. Cultivation disturbance was evident in the north western part of the test area. The test excavation program demonstrated that while subsurface deposit exists at the site, the low density of artefacts recovered and disturbed soil profile indicated a low potential for further archaeological information.

**Site name:** CHB AFT 4

**AHIMS site ID:** tbc

Site CHB AFT 4 was a subsurface archaeological deposit situated on a narrow former floodplain and creek bank on the western side of an unnamed creek. The creek flowed from with headwaters on the southern slope of the escarpment south east into Coffs Creek approximately 1.5 kilometres from the site. The site was located within Lot 106 DP1150637, approximately 270 metres north west of the northern end of McEntyre Street and 540 metres south west of the Shepards Land rail crossing. The site was initially identified as an area of archaeological potential (PAD 10) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of two artefacts were recovered from two of the four test squares excavated at the site. The excavation revealed generally shallow (>30 centimetre deep) soil profiles with abundant



colluvial and alluvial gravels. Flooding from the adjacent creek as well as colluvial deposition from the steep hillslopes above had affected the site.

The remainder of the site area has been disturbed by bike tracks and dam construction. The test excavation program demonstrated that while subsurface deposit exists at the site, the low density of artefacts recovered and landscape context not conducive to the preservation of archaeological deposit have combined to limit the potential for further archaeological information.

**Site name:** CHB AFT 5

**AHIMS site ID:** tbc

Site CHB AFT 5 was a surface artefact scatter and subsurface archaeological deposit situated on a narrow saddle with a small area of level ground within a high ridge and overlooking Treefern Creek to the west and an unnamed tributary to the east. The ridge was formed from a series of knolls, saddles and benches that descended from the steep southern face of the escarpment, approximately 400 metres to the north, to an extensive floodplain at the confluence of Treefern Creek and Coffs Creek, approximately 2.8 kilometres to the south east. The site was located within Lot 7 DP804171 approximately 380 metres south west of the Mackays Road rail crossing. The site was initially identified as an area of archaeological potential (PAD 12) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of nine artefacts were recovered from the six test squares excavated at the site. The test excavation found that soil profiles were generally intact below superficial disturbance and were fully recorded down to weathering bedrock at one location. Some topsoil erosion was evident and was found to have exposed surface artefacts in the vicinity of the higher density test squares along the southern part of the saddle. Despite this, good depth of soil remained (25-45 centimetres) and the deposit likely extended south. The site displayed good potential to inform further on Aboriginal landscape use of the northern foothills and upper Treefern Creek catchment above the coastal plain.

**Site name:** CHB AFT 6

**AHIMS site ID:** tbc

Site CHB AFT 6 was a subsurface archaeological deposit situated on a small level bench that formed part of a high ridge that overlooked Treefern Creek to the west and an unnamed tributary to the east. The ridge was formed from a series of knolls, saddles and benches that descended from the steep southern face of the escarpment, approximately 360 metres to the north, to an extensive floodplain at the confluence of Treefern Creek and Coffs Creek, approximately 2.9 kilometres to the south east. The site was located within Lot 5 DP804171 approximately 480 metres south west of the Mackays Road rail crossing. The site was initially identified as an area of archaeological potential (PAD 17) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of eight artefacts were recovered from three of the six test squares excavated at the site. The deposit across the tested area at PAD 17 was found to be severely disturbed due to modern land use including cultivation and stripping of topsoils in part of the area, likely from a former access track. Other test squares displayed deeper mixed/redeposited homogenous loams with modern rubbish mixed in. The level bench may be a product of previous earthworks. Artefacts recovered from these deposits are considered unlikely to be in situ. The test excavation program demonstrated that while subsurface material exists at the site, the high levels of disturbance indicate a low potential for further archaeological information.

**Site name:** CHB AFT 7

**AHIMS site ID:** tbc

Site CHB AFT 7 was a subsurface archaeological deposit was situated on a spur and upper eastern slope that formed the eastern extent of a ridge that descended to the east from the escarpment in the vicinity of the Korora Lookout. The ground surface ranged from level to moderately sloping. The site was located within Lot 2 DP543614 and was approximate 220 metres north west of the intersection of the Pacific Highway and Bruxner Park Road. The site was initially identified as an area of archaeological potential (PAD 18) during the PACHCI Stage 2 survey. The PAD area incorporated a cleared paddock and a forested area to the south.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of two artefacts were recovered from two of the seven test squares excavated at the site. The deposit in the paddock was found to be variably disturbed from previous land use/cultivation with modern rubbish and disturbed soil profiles present in several squares. Soils within the forest area were affected by bioturbation and large tree roots as well as modern land use disturbance at the western end but were largely intact clay loams. The low artefact density suggests the area was not intensively used and has low potential to offer further archaeological information.

**Site name:** CHB AFT 8**AHIMS site ID:** tbc

Site CHB AFT 8 was a subsurface archaeological deposit situated on an east west oriented ridge that formed part of a series of connected spurs and crests dividing the Coffs Basin in the south from the Korora Basin to the north. CHB AFT 8 was located approximately 150 metres north of CHB IF 2 and was at a higher elevation than CHB IF 2 or CHB AFT 7 further to the south. The site was located on the western side of the Pacific Highway within Lots 36 and 37 DP127066, approximately 80 metres north east of Bruxner Park Road. The site was initially identified as an area of archaeological potential (PAD 20) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A total of 25 artefacts were recovered from six of the seven test squares excavated at the site. The test excavation found a variably disturbed deposit at the site.

Despite the presence of some superficial fill material and topsoil disturbance, intact natural soils were present and comprised sandy loams to clayey sands. Test results indicated that soils across the crest have largely remained in place despite the mixing of the upper A horizon and cultivation disturbance.

The highest artefact densities were recorded on the northern and eastern edges of the test area. These squares were positioned towards the edges of the ridge crest. The artefacts recovered from the site included cores, core tools, flakes, retouched flakes and two modified cobbles with pecking, percussion notches and smooth, ground surfaces. The overall quality of artefact raw material was high and a variety of raw materials were recovered, including good quality quartz. Four cores were identified in the assemblage, including a cobble core of silicified tuff/indurated mudstone.

The site exhibited generally good integrity with some localised disturbance and a diversity of artefact materials and types. The site was assessed as having moderate archaeological significance and would contribute to our understanding of Aboriginal landscape use on the gently elevated landforms below the escarpment at Korora Lookout. This area has been identified as culturally significant due to its association with the Gumgali track, which illustrates the creation story of Gumgali the black goanna. The archaeology at CHB AFT 8 offers an opportunity to further explore the physical, material record of landscape use at this location.

**Site name:** CHB AFT 9**AHIMS site ID:** tbc

Site CHB AFT 9 was a surface artefact scatter situated on the crest of a broad, north running ridgeline that overlooked a swampy, forested flat and unnamed east flowing creek to the north west. The site was located Lot 201 DP800141 approximately 30 metres north of Englands Road and 200 metres west of the intersection of Englands Road and Isles Drive. The site was initially identified as an area of archaeological potential (Site 1C).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. A total of 11 test squares were excavated across the area of archaeological potential; however, no subsurface artefacts were recovered. Soil profiles were moderate to shallow in depth (10-33 centimetres). The soil profiles were disturbed and characterised by a homogenous deposit with introduced gravels, plastic and glass fragments as well as orange basal clay scattered throughout the profile. During the test excavation, two surface artefacts were identified within a surface exposure along the southern edge of a paddock. The test excavation program demonstrated that the site had been disturbed and have a low potential for further archaeological information.

**Site name:** CHB AFT 10**AHIMS site ID:** tbc

Site CHB AFT 10 was a subsurface archaeological deposit situated on the crest of a south running bench landform which formed part of a series of benches that descended from the escarpment to the coastal plain. The crest overlooked the upper reaches of several minor creeks which flowed into Coffs Creek approximately 1.5 kilometres to the south east. The area was located within Lot 2 DP800414 and was approximately 260 metres south west of the Shepards Lane rail crossing. The site was initially identified as an area of archaeological potential (PAD 24).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. A total of seven artefacts were recovered from five of the 16 test squares excavated. The depth of the deposit was fairly shallow across the entire site with the majority of test squares reaching sterile clay at between 10 and 20 centimetres.

All of the test squares showed signs of disturbance including shallow deposits, patches and/or flecks of charcoal and mixing of the basal clay up onto the soil from cultivation. The test excavation program demonstrated that while subsurface deposit exists at the site, the low density of artefacts recovered and disturbed soil profile indicated a low potential for further archaeological information.

**Site name:** CHB AFT 11**AHIMS site ID:** tbc

Site CHB AFT 11 was a surface artefact scatter with an associated area of potential archaeological deposit situated on the crest of a south east running spur that descended from the base of the high escarpment ridgeline containing Korora Lookout. The spur overlooked Jordans Creek to the south and an unnamed east flowing creek to the north. The site was located within a road reserve, Lots 1 and 2 DP226560 and Lot 279 DP752834.

The site was surveyed by KNC and representative from the registered Aboriginal stakeholders in May 2019. The surface artefacts were identified in two locations. The first location was an eroded vehicle track the north eastern side of the crest where two flakes and a cobble core of fine grained siliceous (FGS) material were found. On the south eastern side of the crest, two flakes and a flake proximal fragment made from FGS were identified in an eroded vehicle track on the north western side of a house.

Beyond the eroded vehicle track, the site exhibited low visible disturbance and was assessed as have moderate potential for subsurface archaeological deposit. The site was assessed as having moderate archaeological significance and would contribute to our understanding of Aboriginal landscape use on the gently elevated landforms below the escarpment at Korora Lookout.

**Site name:** CHB AFT 13**AHIMS site ID:** tbc

Site CHB AFT 13 was a subsurface archaeological deposit that encompassed the crest of a knoll and a bench which formed the eastern end of a broad south east running ridgeline that divided two south east flowing tributaries of Coffs Creek. The knoll was approximately between 40 and 45 masl. The ridge descended from the steep slopes on the southern face of the escarpment to the Coffs Creek floodplain south west of the site. The site was located within Lot 113 DP816131 approximately 120 metres west of Roselands Drive and 340 metres north of Coramba Road. The site was initially identified as an area of archaeological potential (Site 2B).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. A total of 54 artefacts were recovered from 17 of the 22 test squares excavated at the site. The highest artefact density was located within TS72 which contained eight artefacts. A low to medium density deposit of stone artefacts were found across the knoll and spur crest. The depth of the deposit was fairly consistent across the entire study area with most soils reaching sterile clay at between 17 and 23 centimetres.

The types of artefacts at site CHB AFT 13 were predominantly flakes, flake fragments and angular fragments. The artefact assemblage also included one asymmetrical backed artefact of agate and two multidirectional cores. The artefact was the left margin of a flake fragment that had been bifacial backed along the right lateral margin in addition to the proximal and distal ends.

The two multidirectional cores comprised one large core of agate and one core of fine grained siliceous material. The artefacts were predominantly made from fine grained siliceous material (FGS) (n=30), with lesser quantities of medium grained siliceous material (MGS), tuff/indurated mudstone (Tuff/IM), quartz and agate. The artefacts of FGS material varied in colour from pale grey green to dark grey and black. The majority of artefacts of FGS (n=16) also had thin light coloured lines running through the material.

The site exhibited generally good integrity with some localised disturbance and a diversity of artefact materials and types. The site was assessed as having moderate archaeological significance and would contribute to our understanding of Aboriginal landscape use on the gently elevated landforms below the escarpment.

**Site name:** CHB AFT 14**AHIMS site ID:** tbc

Site CHB AFT 14 was a subsurface archaeological deposit that encompassed the crest of a broad knoll and low saddle that ran south east from a higher south west running ridgeline. The area overlooked the junction of several unnamed tributaries of Newports Creek and floodplains to the south and east. Site CHB AFT 14 was located within Lot 1 DP883939 approximately 470 metres north of North Boambee Road and 450 metres north west of the intersection of North Boambee Road and Highlander Drive. The site was initially identified as an area of archaeological potential (Site 1G).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. A total of three artefacts were recovered from three of the 24 test squares excavated at the site. The artefacts consisted of one multidirectional chert core, one quartz flake and one flake made from medium grained siliceous material.

The subsurface deposit varied from shallow to moderate in depth (10-34 centimetres). The soil profile was generally homogenous across the knoll and the western upper slope with only subtle changes in colour and texture. The saddle showed greater definition with clearer upper and lower soil units. All landforms showed signs of disturbance including orange basal clay mixed through some of the upper unit/s as well as patches of burning and/or charcoal flecks. The



test excavation program demonstrated that while subsurface deposit exists at the site, the low density of artefacts recovered and generally disturbed soil profile indicated a low potential for further archaeological information.

**Site name:** CHB AFT 15

**AHIMS site ID:** tbc

Site CHB AFT 15 was a subsurface archaeological deposit that encompassed the saddle and crest that divided two knolls. The saddle and adjacent knolls formed part of a prominent east running ridge that descended from the steep slopes of the escarpment and overlooked lower coastal hills to the north and the floodplain of Jordans Creek to the south. The site was located within Lot 279 DP752834 and was approximately 200 metres south of the Bruxner Park Road and 390 metres south west of the intersection of Bruxner Park Road and the Pacific Highway. The site was initially identified as an area of archaeological potential (Site 3B).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. A total of two artefacts were recovered from the four test squares excavated at the site. The subsurface deposit was generally shallow in depth (17-20 centimetres) and contained moderate to high levels of disturbance. A core of medium grained siliceous material was also found during the test excavation on the south side of eroded vehicle track with introduced fill and slope wash. The test excavation program demonstrated that while subsurface deposit exists at the site, the low density of artefacts recovered and disturbed soil profile indicated a low potential for further archaeological information.

**Site name:** CHB IF 1

**AHIMS site ID:** tbc

Site CHB IF 1 was an isolated subsurface artefact that was situated on a south facing slope which overlooked Treefern Creek to the south and a tributary creek to the east. The site was located within a road reserve and Lot 11 DP1018341, approximately 530 metres north of the Mackays Road rail crossing. The site was initially identified as an area of archaeological potential (PAD 16) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A single artefact was recovered from the 17 test squares excavated at the site. The artefact was found within a disturbed, relatively shallow deposit on the slight slope off a small knoll. Soils within the test squares to the east demonstrated a colluvial accumulation of sub-round pebbles and cobbles. Similar material was observed in the bed of the adjacent creek. The test excavation program demonstrated that while a subsurface deposit exists at the site, the low density of artefacts recovered and disturbed soil profile indicated a low potential for further archaeological information.

**Site name:** CHB IF 2

**AHIMS site ID:** tbc

Site CHB IF 2 was an isolated subsurface artefact that was situated at the eastern edge of a gently inclined east-west oriented spur running down to a drainage depression. The site was located within Lot 349 DP752834, approximately 45 metres west of the Pacific Highway and 330 metres north west of the intersection of the Pacific Highway and Bruxner Park Road. The site was initially identified as an area of archaeological potential (PAD 19) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in February/March 2018. A single artefact was recovered from a test square place at the eastern edge of a gently inclined east-west oriented spur running down to a drainage depression. Soils were colluvial with occasionally large local rock fragments, and often disturbed by large tree roots. The low artefact density suggests the area was not intensively used and has low potential to offer further archaeological information.

**Site name:** CHB IF 3

**AHIMS site ID:** tbc

Site CHB IF 3 was an isolated subsurface artefact that was situated on the crest of a broad, north running ridgeline that overlooked a swampy, forested flat and unnamed east flowing creek to the north west. The area of PAD was located within Lots 201 and 202 DP800141 approximately 120 metres north of Englands Road and 210 metres north west of the intersection of Englands Road and Isles Drive. The site was initially identified as an area of archaeological potential (PAD 1) during the PACHCI Stage 2 survey.

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. One artefact was recovered from one of the 16 test squares excavated at the site. The artefact was a large flake (65-69 millimetres) of fine grained siliceous material.

All of the test squares showed signs of disturbance including introduced gravels, plastic fragments and concrete pieces mixed throughout the upper soil unit as well as orange basal clay scattered throughout the lower soil unit. The site was assessed as having low archaeological significance due to the low artefact density and high level of subsurface disturbance.

**Site name:** CHB IF 4**AHIMS site ID:** tbc

Site CHB IF 4 was an isolated subsurface artefact that was situated on the flat landform floodplain adjacent to the southern bank of a tributary of Newports Creek a backwater swamp. The site was located within Lot 22 DP610078 approximately 100 metres west of Industrial Drive and 450 metres north of Englands Road. The site was initially identified as an area of archaeological potential (Site 1D).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. One artefact was recovered from one of the two test squares excavated at the site. The artefact was a distal flake fragment which was made of quartz. The deposit within the test squares consisted of moderately deep homogenous silty clay loam. The low artefact density suggests the area was not intensively used and has low potential to offer further archaeological information.

**Site name:** CHB IF 5**AHIMS site ID:** tbc

Site CHB IF 5 was an isolated subsurface artefact that was situated the gentle lower slope of a south east running spur and adjacent to an unnamed south east flowing tributary of Treefern Creek. The site was located within Lot 10 DP807125 and approximately 680 metres north west of the Mackay Road rail crossing. The site was initially identified as an area of archaeological potential (Site 2D).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. One artefact was recovered from one of the five test squares excavated at the site. The artefact was an agate split flake fragment. The test excavation found that deposit had significantly disturbed by previous land use with test squares on the spur containing stripped deposits of basal clay and the test squares closer to the drainage line containing fill. The site was assessed as having low archaeological significance due to the low artefact density and high level of subsurface disturbance.

**Site name:** CHB IF 6**AHIMS site ID:** tbc

Site CHB IF 6 was an isolated subsurface artefact that was situated on the mid slope of a south west running spur and was adjacent to two unnamed south west flowing creeks. The site was located within Lot 32 DP884461 and was approximately 100 metres north east of the Mackay Road. The site was initially identified as an area of archaeological potential (Site 2E).

An archaeological test excavation was undertaken at the site by KNC and representative from the registered Aboriginal stakeholders in April 2019. One artefact was recovered from one of the 12 test squares excavated at the site. The artefact was a flake of igneous material with smooth ground surface on the dorsal side.

The subsurface deposit at the site varied in depth from shallow to moderate (11-44 centimetres) and was mostly due to the position of the test squares on the slope relative to the amount of colluvial deposition or erosion. The majority of test squares showed evidence of ploughing including lumps of basal clay mixed up into the deposit and a number of squares had blue plastic bag fragments mixed through the soil that were remnant of banana cultivation. The site was assessed as having low archaeological significance due to the low artefact density and high level of subsurface disturbance.

**Site name:** CHB IF 7**AHIMS site ID:** tbc

Site CHB IF 7 was an isolated surface artefact that was situated on the crest of a south east running spur and overlooking a south east flowing unnamed creek. The site was located within Lot 1 DP799262 and approximately 170 metres north of the intersection of the Princes Highway and Opal Boulevard.

The artefact was identified in May 2019 within a disturbed context on western edge of a concrete driveway, six metres from western end of driveway and on the eastern side of a demolished house site. The artefact was a distal flake fragment of tuff/indurated mudstone. The site was assessed as having low archaeological significance due to the low artefact density and high level of disturbance.

**Site name:** CHB6 IF 2**AHIMS site ID:** tbc

Site CHB6 IF 2 was an isolated surface artefact that was situated on a spur slope that descended to the east from the base of the high escarpment ridgeline containing Korora Lookout. The site was located within Lot 2 DP543614 and was approximate 230 metres north west of the intersection of the Pacific Highway and Bruxner Park Road. This site was identified during the PACHCI Stage 2 field survey.

The artefact was a broken hammerstone which was identified in an area of disturbance and exposure associated with a dressage ring. Test excavation of the spur landform containing this site was undertaken at neighbouring CHB AFT 7(PAD 18) 30 metres to the south. The test excavation at CHB AFT 7 exhibited moderate to severe modern land use disturbance. The low artefact density and high levels of disturbance indicate a low potential for further archaeological information.

**Site name:** CHSS-3**AHIMS site ID:** 22-1-0142

Site CHSS-3 was a greywacke flake which was found in a disturbed context. The artefact was identified at the base of a 3 metre high road cutting along the Pacific Highway, directly beside the road pavement. The site is located on the western side of the Pacific Highway, south of a private driveway opposite the intersection with Opal Boulevard, in the northern part of the study area. It was considered likely that the artefact was not in situ and had come from the ridge crest above and no further archaeological potential was identified at this location.

**Site name:** Coffs Dump**AHIMS site ID:** 22-1-0195

Site Coffs Dump comprised an isolated artefact located in a cleared industrial area immediately east of the Coffs Coast Resource Recovery Park on Englands Road, in the southern part of the study area. Landform context was a lower slope approximately 500 metres from the nearest water source, a second order tributary of Newports Creek. The artefact was located in a cleared area of 20 x 10 metres in the vicinity of proposed new buildings. Recommendations on the site card included an application for a Section 90 Consent to Destroy if the proposed works were to affect the site.



## 7 Cultural Heritage Values and Statement of Significance

### 7.1 Significance assessment criteria

One of the primary steps in the process of cultural heritage management is the assessment of significance. Not all sites are equally significant and not all are worthy of equal consideration and management (Sullivan and Bowdler 1984; Pearson and Sullivan 1995:7). The determination of significance can be a difficult process as the social and scientific context within which these decisions are made is subject to change (Sullivan and Bowdler 1984). This does not lessen the value of the heritage approach, but enriches both the process and the long term outcomes for future generations as the nature of what is conserved and why, also changes over time.

The assessment of significance is a key step in the process of impact assessment for a proposed activity as the significance or value of an object, site or place will be reflected in resultant recommendations for conservation, management or mitigation.

The *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (OEH 2010a) requires significance assessment according to criteria established in the *Australia ICOMOS Burra Charter* (Australia ICOMOS 2013). The *Burra Charter* and its accompanying guidelines are considered best practice standard for cultural heritage management, specifically conservation, in Australia.

Guidelines to the *Burra Charter* set out four criteria for the assessment of cultural significance:

- Aesthetic value - relates to the sense of the beauty of a place, object, site or item
- Historic value - relates to the association of a place, object, site or item with historical events, people, activities or periods
- Scientific value - scientific (or research) value relates to the importance of the data available for a place, object, site or item, based on its rarity, quality or representativeness, as well as on the degree to which the place (object, site or item) may contribute further substantial information
- Social value - relates to the qualities for which a place, object, site or item has become a focus of spiritual, political, national or other cultural sentiment to a group of people. In accordance with the OEH *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW*, the social or cultural value of a place (object, site or item) may be related to spiritual, traditional, historical or contemporary associations. "Social or cultural value can only be identified through consultation with Aboriginal people" (OEH 2011:8).

There are 24 Aboriginal archaeological sites with recorded Aboriginal cultural heritage value within the study area. Five cultural sites of intangible Aboriginal heritage value have been identified. The significance assessment for the identified sites has focussed on the social/cultural, historic, scientific and aesthetic significance of Aboriginal heritage values as identified in *The Burra Charter*.

#### **Social Values**

This area of assessment concerns the value/s of a place, feature or site to a particular community group, in this case the local Aboriginal community. Aspects of social significance are relevant to sites, objects and landscapes that are important or have become important to the local Aboriginal community. This importance involves both traditional links with specific areas as well as an overall concern by Aboriginal people for sites generally and their continued protection. Aboriginal cultural significance may include social, spiritual, historic and archaeological values. It has been identified during the consultation process that the local area has cultural heritage value (social value) to local Aboriginal people and the wider Gumbaynggirr community.

Roads and Maritime recognises the importance of cultural knowledge and the acknowledgement and incorporation of this has been a key feature of Aboriginal community consultation to date. For this reason, Roads and Maritime commissioned a detailed cultural assessment of the study area. The assessment resulted in the identification of five cultural sites located in or within the study area. Cultural heritage significance assessment for the identified sites (after Waters Consultancy 2019) resulted in the identification of the following levels of significance:

Site A: Roberts Hill Pathway	<b>High</b>
Site B: Gungali Storyline and Pathway	<b>Very High</b>
Site C: Sealy Point Pathways	<b>High</b>
Site D: East Boambee Camp	<b>Medium</b>
Site E: West Korora Living Place	<b>Medium</b>

### **Historic Values**

Historical research did not identify any information regarding specific historical significance of identified Aboriginal archaeological sites within the study area. No specific historical significance for the sites within the study area has been provided by the registered Aboriginal stakeholders to date. No specific historical significance for the sites within the study area was provided by the registered Aboriginal stakeholders during the review of the draft CHAR. Archaeologically, the study area does not contain these values in relation to Aboriginal heritage.

### **Scientific Values**

For archaeologists, scientific significance refers to the potential of a site to contribute to current research questions. Alternately, a site may be an in situ repository of demonstrably important information, for example rare artefacts of unusually high antiquity.

Scientific significance is assessed using criteria to evaluate the contents of a site, state of preservation, integrity of deposits, representativeness of the site type, rarity/uniqueness and potential to answer research questions on past human behaviour. OEH's recommended criteria for assessing archaeological significance include:

- Archaeological Research Potential - significance may be based on the potential of a site or landscape to explain past human behaviour and can incorporate the intactness, stratigraphic integrity or state of preservation of a site, the association of the site to other sites in the region (connectivity), or a datable chronology.
- Representativeness - all sites are representative of those in their class (site type/subtype) however the issue here relates to whether particular sites should be conserved to ensure a representative sample of the archaeological record is retained. Representativeness is based on an understanding of the regional archaeological context in terms of site variability in and around the project footprint, the resources already conserved and the relationship of sites across the landscape.
- Rarity – which defines how distinctive a site may be, based on an understanding of what is unique in the archaeological record and consideration of key archaeological research questions (i.e. some sites are considered more important due to their ability to provide certain information). It may be assessed at local, regional, state and national levels.

High significance is usually attributed to sites which are so rare or unique that the loss of the site would affect our ability to understand an aspect of past Aboriginal use/occupation of an area. In some cases a site may be considered highly significant because it is now rare due to destruction of the archaeological record through development. Moderate (medium) significance is attributed to sites which provide information on an established research question. Sites with moderate significance are those that offer the potential to yield information that will contribute to the growing holistic understanding of the Aboriginal cultural landscape of the study area. Archaeological investigation of moderately significant sites will contribute knowledge regarding site type interrelationships, cultural use of landscape features and occupation patterns. Low significance is attributed to sites which cannot contribute new information about past Aboriginal use/occupation of an area. This may be due to site disturbance or the nature of the site's contents.

Scientific values have been assessed for the identified Aboriginal archaeological sites in the study area. These values have been developed based on the significance criteria outlined above. Identified archaeological sites in the study area displayed from low to moderate-high scientific significance.

### **Aesthetic Values**

Aesthetic values are often closely related to the social values of a site or broader cultural landscape. Aspects may include scenic sights, smells and sounds, architectural fabric and creative aspects of a place.

The study area displays some aesthetic value as part of the broader coastal landscape. Scenic views are present from a number of the identified sites and offer vistas across the Coffs Basin and coast. Aspect and elevation of some landforms may have influenced the type of activities carried out there by past Aboriginal people, either for their relationship to other important landscape features or for more practical considerations such as ease of transit along ridgelines or offering a good view across Country. Regarding Aboriginal sites identified within the study area, no specific associated aesthetic values have been identified by registered Aboriginal community groups to date. No aesthetic values were provided by the registered Aboriginal stakeholders during the review of the draft CHAR.

## 7.2 Statement of significance

The study area contains 24 identified Aboriginal archaeological sites containing Aboriginal objects as defined under the *National Parks and Wildlife Act 1974*. The significance of recorded Aboriginal archaeological sites within the study area ranges from low to moderate, with the majority having been assessed as being of low significance. This assessment is based on a consideration of the research potential, representativeness, intactness and rarity of the sites. Significance of sites within the study area is shown in Table 4.

Sites of low significance demonstrated few Aboriginal objects, low artefact densities and high levels of landscape disturbance. Recovered artefacts were typical of local assemblages in terms of raw material and artefact type and the sites did not demonstrate particular assemblage complexity or variety. At the majority of low significance sites, artefacts were found in only one or two locations across the tested areas, indicating that the objects represent a discontinuous 'background scatter' of objects across the landscape. In this regard these sites may be considered representative of their type, being subsurface deposits representing Aboriginal activities on the elevated landforms of the coastal plain and foothills, however more intact and better examples of this site type are present both within the study area and wider region. The sites are not rare. High levels of landscape disturbance were also evident. While a low number of Aboriginal objects are present at the sites, they lack the archaeological context that gives them meaning beyond the information exhibited by the objects themselves. Research potential is low as the sites are unlikely to be able to contribute further to our understanding of Aboriginal landscape use in the region.

Sites of moderate significance demonstrated a higher quantity and density of artefacts and less severe landscape disturbance. Archaeological integrity of moderate significance sites was higher than low significance sites, with generally intact soils retained between areas of localised disturbance. Given the nature of land use along the project corridor (agricultural, residential, plantation cultivation etc.) and the natural effects of erosion and colluvial movement, many of the tested sites were found to be disturbed. This increases the value of sites which have retained archaeological context and integrity. Assemblages from the moderate significance sites demonstrated higher levels of complexity of artefact types and included a number of tools. Evidence of a variety of activities was present, including primary, secondary and tertiary lithic reduction, tool manufacture and use. The sites are representative of a more intensive or repeated occupation and use of these areas. Taken together, these sites have moderate archaeological research potential as they represent the best examples of a suite of landforms across the coastal plain and foothills/hinterland, including prominent ridgelines and spurs on the margin of the Coffs Basin, lower elevation spur crests closer to the coast, and elevated landforms on the alluvial plain south of Roberts Hill. Further investigation of these sites has the potential to contribute to our knowledge of Aboriginal landscape use in the wider region.

There is significant variation in landscape context between the higher-significance sites: the sites are not spatially connected by landform, but they offer an opportunity to explore larger landscape connections through the North Boambee Valley, Coffs Basin and up into the Korora Basin. These connections offer insights into past cultural continuums depicting the movements and actions of past Aboriginal people, enabling an understanding of how past people spatially organised their culture and by extension insights into how they perceived the world around them. Integration of archaeological data with contemporary cultural knowledge is an opportunity to explore these connections. Recent research of such landscape continuums has found a strong association between contemporary use/perceptions of landscape and past Aboriginal landscapes as evidenced by the archaeology. The significance of the Coffs Harbour Bypass' Aboriginal heritage has much to do with what it can tell us (via a continuum of knowledge over many thousands of years) about the manner in which people use a landscape, and how the archaeological data fits with established contemporary cultural knowledge (e.g. travel corridors, associations with mythological sites, use of natural resources).

Given the long, linear nature of the study area, this collection of sites has a greater scientific and socio-cultural assessment value than piecemeal assessments. In effect the *en masse* archaeological information represents a higher information value than each individual site – the group is more valuable than any individual part. In this regard the project's collection of impacted archaeological sites are rare as an assessment group, because the group offers a statistically significant level of information about an area where a low level of large scale, connectable or representative information exists. Test data suggests a departure from the established regional model which indicates more intensive use of the coastal plain: the current program demonstrated higher artefact densities and assemblage complexity on the elevated margins of the basin. Information obtained through the proposed salvaging of artefacts at key locations along this continuum (road corridor) will greatly enhance our cultural and archaeological understanding of the area and allow for significant interpretation of past events and better management of Aboriginal heritage. Improved management would then allow for future conservation outcomes, where culturally and statistically significant archaeological sites can be identified and their value empirically established in advance of proposals, thus enabling more informed planning. The information exhibited and collected by salvaging the moderate significance Aboriginal archaeological sites will add substantially to the region's knowledge-base for understanding, interpreting and conserving the region's Aboriginal cultural heritage.



Table 4. Assessed significance of archaeological sites within the study area

Assessed Significance	Site	Justification
<b>Moderate</b>	CHB AFT 1 CHB AFT 5 CHB AFT 8 CHB AFT 11 CHB AFT 13	<ul style="list-style-type: none"> <li>These sites offer good research potential as they represent intact archaeological deposits within the study area</li> <li>Further investigation would add to our understanding of Aboriginal activities in the various landscapes of the Coffs Basin and transitional areas at North Boambee Valley and the margin of the Korora Basin</li> <li>In combination with other identified higher-significance sites, these sites express the Aboriginal cultural heritage of the study area</li> <li>Any change or loss of these sites is likely to diminish the overall Aboriginal cultural heritage values of the study area and wider local area</li> </ul>
<b>Low</b>	CHB AFT 2 CHB AFT 3 CHB AFT 4 CHB AFT 6 CHB AFT 7 CHB AFT 9 CHB AFT 10 CHB AFT 14 CHB AFT 15 CHB IF 1 CHB IF 2 CHB IF 3 CHB IF 4 CHB IF 5 CHB IF 6 CHB IF 7 CHB6 IF 2 CHSS-3 Coffs Dump	<ul style="list-style-type: none"> <li>These sites are highly disturbed and the surrounding area showed very little potential for further archaeology</li> <li>Every Aboriginal site is important to the local Aboriginal community, however, there are more intact or better examples of this site type within the study area and wider local area</li> <li>Any change or loss of these sites is unlikely to diminish the overall Aboriginal cultural heritage values of the study area and wider local area</li> </ul>

## 8 Impact Assessment and Mitigation Strategies

### 8.1 Proposed activity

Roads and Maritime is seeking approval to construct the Coffs Harbour Bypass. The project includes a 12 kilometre bypass of Coffs Harbour from south of Englands Road to Korora Hill in the north and a 2 kilometre upgrade of the existing highway between Korora Hill and Sapphire. The proposed works involve the following key elements:

- Four-lane divided highway from south of Englands Road roundabout to the dual carriageway highway at Sapphire
- Bypass of the Coffs Harbour urban area from south of Englands Road intersection to Korora Hill
- Upgrade of the existing Pacific Highway between Korora Hill and the dual carriageway highway at Sapphire
- Grade-separated interchanges at Englands Road, Coramba Road and Korora Hill
- A one-way local access road along the western side of the project between the southern tie-in and Englands Road, connecting properties to the road network via Englands Road
- A new service road, located east of the project, connecting Solitary Islands Way with James Small Drive and the existing Pacific Highway near Bruxner Park Road
- Three tunnels through ridges at Roberts Hill (around 190 metres long), Shephards Lane (around 360 metres long), and Gatelys Road (around 450 metres long)
- Structures to pass over local roads and creeks as well as a bridge over the North Coast Railway
- A series of cuttings and embankments along the alignment
- Tie-ins and modifications to the local road network to enable local road connections across and around the alignment
- Pedestrian and cycling facilities, including a shared path along the service road tying into the existing shared path on Solitary Islands Way, and a pedestrian bridge to replace the existing Luke Bowen footbridge
- Relocation of the Kororo Public School bus interchange
- Noise attenuation, including noise barriers and at-property treatments as required
- Fauna crossing structures including glider poles and underpasses
- Ancillary work to facilitate construction and operation of the project, including:
  - Adjustment, relocation and/or protection of utilities and services
  - New or adjusted property accesses as required
  - Operational water quality measures and retention basins
  - Temporary construction facilities and work including compound and stockpile sites, concrete/asphalt batching plant, sedimentation basins and access roads (if required).

The study area encompasses both the construction and operational footprints allowing for space to construct the Coffs Harbour Bypass, tie-ins into the existing Pacific Highway, local road alterations and temporary ancillary facilities. In total, 24 Aboriginal archaeological sites will be impacted by the proposed activities. All identified cultural areas will be partially impacted to some degree.

## 8.2 Cultural assessment: impact assessment and mitigation strategies

For the identified cultural places, mitigation strategies are based on the assessed impact and recommendations documented in the detailed cultural assessment report (Waters Consultancy 2019). Five specific sites of cultural significance have been identified within the general area of the proposal. It was noted that in relation to the pathway sites (Site A, Site B, Site C) the severing of the pathway, while minimal in physical area of impact, has substantive impact on the intangible cultural values and significance.

Roads and Maritime took the location of the cultural sites, recommendations of the cultural assessment report and feedback from knowledge holders and the registered Aboriginal stakeholders into consideration during the design process. Refinement of the design and adjustments to the construction footprint has avoided impact to one cultural site (Site E) and reduced the impact to two cultural sites (Sites A and C) to retain connection along important cultural pathways and reduce physical impact (Figures 11 and 12).

The inclusion of tunnels through Roberts Hill and Shephards Lane ridgelines support recommendations within the cultural assessment report that tunnels are preferred in order to minimise impact on the cultural landscape and avoid the severing of pathways within Roberts Hill Pathway (Site A) and Sealy Point Pathways (Site C). With the inclusion of a 190 metre long tunnel for Roberts Hill and a 360 metre long tunnel at Shephards Lane, the ridgelines associated with Site A and Site C respectively have been retained.

In relation to Roberts Hill Pathway (Site A), Gungali Storyline and Pathway (Site B) and Sealy Point Pathways (Site C) recommendations have been made in relation to site rehabilitation and revegetation of the construction footprint with local Indigenous plant species occurring in consultation with the identified knowledge holders.

In relation to Roberts Hill Pathway (Site A), Gungali Storyline and Pathway (Site B), Sealy Point Pathways (Site C) and East Boambee Camp (Site D) the production of a booklet and interpretative signage in consultation with the identified knowledge holders has been recommended; these interpretative elements to be undertaken as one project referencing all five of the cultural sites.

In relation to West Korora Living Place (Site E), impact to the site has been avoided. As such, specific mitigation measures are not required. However, the site is associated with Sites A-D and discussion of it should be included in the booklet and interpretative signage recommended as mitigation for the impact on those sites.

Mitigation measures for the cultural sites are outlined in Table 5. The knowledge holders all emphasized that the wider area within which the construction footprint sits holds cultural meanings, values and significance as part of the broader cultural landscape. The knowledge holders and the RAPs also identified their concerns regarding the impact of works on the ecosystems, waterways, plant and animal species, of the project corridor and beyond. It is noted that the registered Aboriginal stakeholders and the knowledge holders also place cultural value on the material objects (artefacts) identified through the archaeological investigations for this project.

**Table 5. Proposed impact to Aboriginal cultural sites within and in the vicinity of the study area**

Place Name	Assessed Cultural Significance	Type / Degree of Harm
Site A: Roberts Hill Pathway	High	Direct / Partial
Site B: Gungali Storyline and Pathway	Very High	Direct / Partial
Site C: Sealy Point Pathways	High	Direct / Partial
Site D: East Boambee Camp	Medium	Direct / Partial
Site E: West Korora Living Place	Medium	None / None



### 8.3 Archaeological assessment: impact assessment and mitigation strategies

All identified Aboriginal archaeological sites identified within the study area have been considered by Roads and Maritime in relation to the development of the project. The first priority is to avoid harming Aboriginal cultural heritage where possible.

Roads and Maritime took Aboriginal archaeological heritage into consideration during the design process. Early identification of Aboriginal heritage during the archaeological assessment process and consultation with registered Aboriginal stakeholder resulted in the avoidance of impact to one Aboriginal archaeological site with moderate significance (CHB AFT 12), one Aboriginal archaeological site with moderate-high significance (CHB6 AS01) and one area of PAD (PAD 22). In addition, two Aboriginal archaeological sites of moderate significance (CHB AFT 1 and CHB AFT 5) will be partially impacted. Refinements/design changes included:

- refinement of alignment following the archaeological assessment to reduce impact to two sites (CHB AFT 1 and CHB AFT 5) and avoid impact to one area of PAD (PAD 22).
- utilisation of tunnels at Roberts Hill, Shephards Lane and Gatelys Road ridges to avoid impact to CHB6 AS01 and CHB AFT 12 respectively

Detailed design for utility adjustments and fencing is yet to be completed. Should detailed design indicate impact to Aboriginal archaeological sites that have not been tested further consultation will be undertaken with Aboriginal stakeholders to determine what management actions are to be undertaken for these areas.

While conservation is the best approach when considering Aboriginal heritage, some level of impact to the identified archaeological sites is unfortunately unavoidable due to the construction requirements of the road upgrade.

The CHAR evaluated the potential harm of the project on Aboriginal archaeological heritage in terms of Ecologically Sustainable Development (ESD). The ESD assessment of Aboriginal heritage evaluated: long-term and short-term considerations, precautionary environmental impacts, maintenance and enhancement for future generations and cost/benefit of impacting on archaeological objects. In this regard, road designs utilised conservation principles by consolidating the design to closely align with previous development and adjacent highway upgrades (limiting fragmentation) and limiting the construction footprint as much as practical to reduce the cumulative harm to Aboriginal heritage.

Where impact to Aboriginal archaeological sites of moderate or higher archaeological significance cannot be avoided, mitigation is required. The scientific value of archaeological sites is linked to the physical information the sites contain. The salvaged information will increase our understanding, strengthen our interpretations and improve ongoing and future management of Aboriginal heritage in the surrounding area. The spatial extent, presence of archaeological deposits and activities related to Aboriginal occupation at archaeological sites in the surrounding area are not yet fully understood due to limited archaeological investigations. The narrowness of the coastal plain in the Coffs Harbour region is likely to have influenced the area's conformity with the wider regional archaeological model; however, more data would be required to investigate this relationship.

In this light, the project offers an opportunity to advance the interpretation and management of Aboriginal heritage of the surrounding area by contributing to the baseline of information available to future heritage assessments. Aboriginal stakeholders have previously expressed that all archaeological sites hold cultural value and significance, regardless of disturbance or low artefact densities.

Consultation with Aboriginal stakeholders has determined that the loss of intrinsic Aboriginal cultural value of impacted sites cannot be offset; however, information recovered from mitigation activities is equally as valuable to the contemporary Aboriginal community as it is to archaeologists as it expresses the overall cultural story of the area.

Proposed mitigation measures include the collection of recorded surface artefacts and the salvage excavation of sites which display moderate significance. Suitable recommendations for the identified impacts to the sites have been developed based on environmental context and condition, background research and consultation with stakeholders.

Proposed impacts to Aboriginal archaeological sites identified within the study area are detailed in Table 6 and shown in Figures 10-11.

**Table 6. Proposed impact to Aboriginal archaeological sites within the study area**

Site Name	Site Features	Assessed Significance	Type / Degree of Harm	Consequence of Harm
CHB AFT 1	Subsurface deposit	Moderate	Direct / Partial	Partial loss of value
CHB AFT 2	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB AFT 3	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB AFT 4	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB AFT 5	Surface artefacts and subsurface deposit	Moderate	Direct / Partial	Partial loss of value
CHB AFT 6	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB AFT 7	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB AFT 8	Subsurface deposit	Moderate	Direct / Total	Total loss of value
CHB AFT 9	Surface artefacts	Low	Direct/ Total	Total loss of value
CHB AFT 10	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB AFT 11	Surface artefacts and subsurface deposit	Moderate	Direct / Total	Total loss of value
CHB AFT 13	Subsurface deposit	Moderate	Direct / Total	Total loss of value
CHB AFT 14	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB AFT 15	Subsurface deposit	Low	Direct/ Total	Total loss of value
CHB IF 1	Isolated subsurface artefact	Low	Direct/ Total	Total loss of value
CHB IF 2	Isolated subsurface artefact	Low	Direct/ Total	Total loss of value
CHB IF 3	Isolated subsurface artefact	Low	Direct/ Total	Total loss of value
CHB IF 4	Isolated subsurface artefact	Low	Direct/ Total	Total loss of value
CHB IF 5	Isolated subsurface artefact	Low	Direct/ Total	Total loss of value
CHB IF 6	Isolated subsurface artefact	Low	Direct/ Total	Total loss of value
CHB IF 7	Isolated surface artefact	Low	Direct/ Total	Total loss of value
CHB6 IF 2	Isolated surface artefact	Low	Direct/ Total	Total loss of value
CHSS-3	Isolated surface artefact	Low	Direct/ Total	Total loss of value
Coffs Dump	Isolated surface artefact	Low	Direct/ Total	Total loss of value



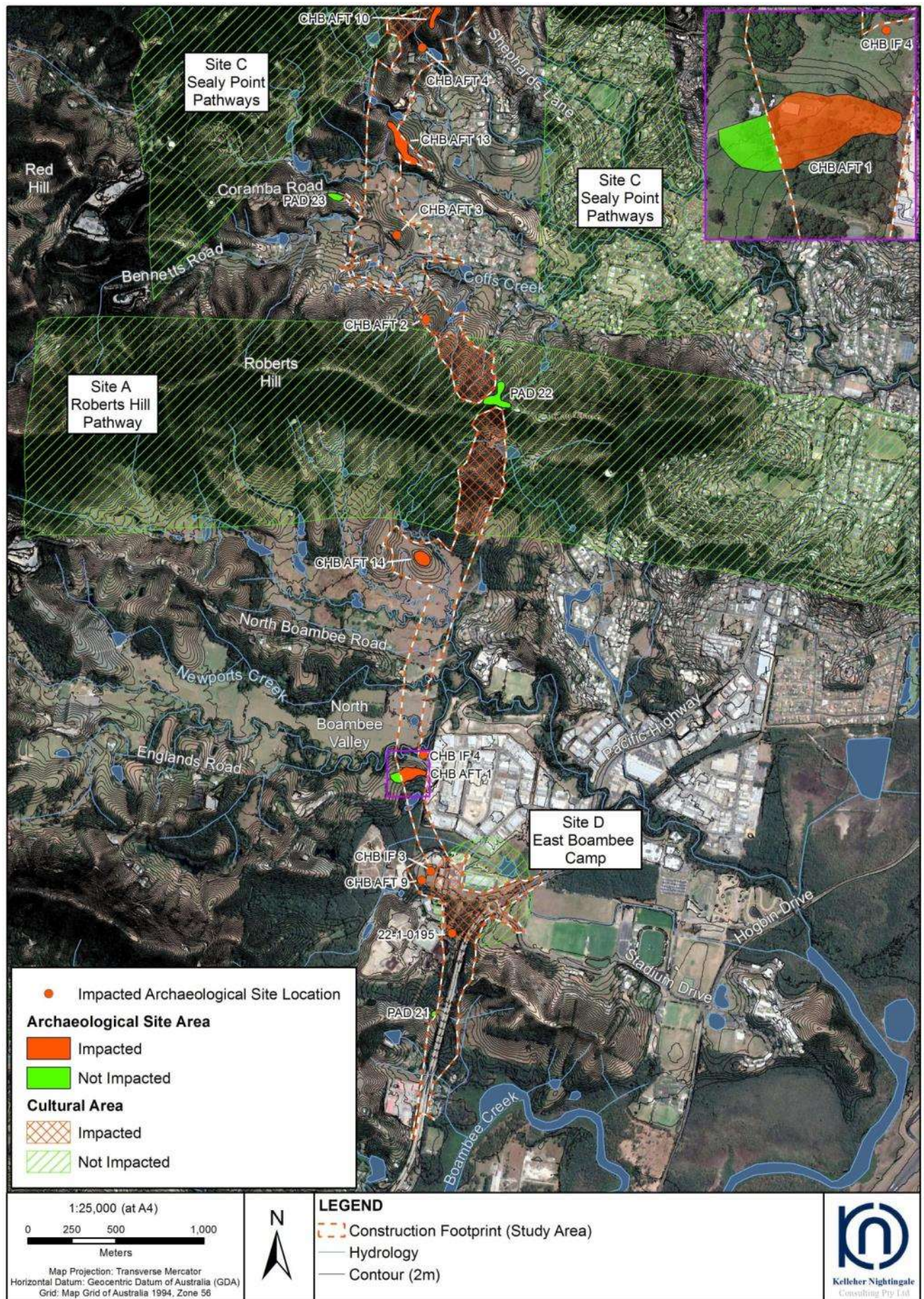


Figure 10. Proposed impact area and Aboriginal heritage – southern section





**Table 7. Mitigation and management measures for Aboriginal cultural heritage**

Site Name	Assessed Significance	Impact Assessment	Mitigation and Management
<b>Site A: Roberts Hill Pathway</b>	High	Direct / Partial	<p>Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Roads and Maritime will also discuss with local Aboriginal organisations opportunities to support the landscaping activities.</p> <p>The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Roberts Hill Pathway is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</p> <p>The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p> <p>The detailed design process should aim to minimise the impact of the construction footprint on the cultural site(s). This process should occur in consultation with a cultural heritage professional and the identified knowledge holders.</p>
<b>Site B: Gungahlin Storyline and Pathway</b>	Very High	Direct / Partial	<p>Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Roads and Maritime will also discuss with local Aboriginal organisations opportunities to support the landscaping activities.</p> <p>The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Gungahlin Storyline and Pathway is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</p> <p>The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p> <p>The detailed design process should aim to minimise the impact of the construction footprint on the cultural site(s). This process should occur in consultation with a cultural heritage professional and the identified knowledge holders.</p>
<b>Site C: Sealy Point Pathways</b>	High	Direct / Partial	<p>Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Roads and Maritime will also discuss with local Aboriginal organisations opportunities to support the landscaping activities.</p> <p>The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Sealy Point Pathways are one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</p> <p>The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p> <p>The detailed design process should aim to minimise the impact of the construction footprint on the cultural site(s). This process should occur in consultation with a cultural heritage professional and the identified knowledge holders.</p>
<b>Site D: East Boambee Camp</b>	Medium	Direct / Partial	<p>Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Roads and Maritime will also discuss with local Aboriginal organisations opportunities to support the landscaping activities.</p>



Site Name	Assessed Significance	Impact Assessment	Mitigation and Management
			<p>The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the East Boambee Camp is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</p> <p>The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p> <p>The detailed design process should aim to minimise the impact of the construction footprint on the cultural site(s). This process should occur in consultation with a cultural heritage professional and the identified knowledge holders.</p>
<b>Site E: West Korora Living Place</b>	Medium	None/ None	<p>The site will not be impacted by the proposed works and it is not considered that specific mitigation measures are required.</p> <p>However, the site is associated with Sites A-D and discussion of it should be included in the booklet and interpretative signage recommended as mitigation for the impact on those sites.</p>
<b>CHB AFT 1</b>	Moderate	Direct / Partial	Archaeological salvage excavation of impacted portion of site. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 2</b>	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 3</b>	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 4</b>	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 5</b>	Moderate	Direct / Partial	Archaeological salvage excavation of impacted portion of site and collection of surface artefacts. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 6</b>	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 7</b>	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 8</b>	Moderate	Direct / Total	Archaeological salvage excavation. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 9</b>	Low	Direct/ Total	Collection of surface artefacts. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 10</b>	Low	Direct/ Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 11</b>	Moderate	Direct / Total	Archaeological salvage excavation and collection of surface artefacts. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 13</b>	Moderate	Direct / Total	Archaeological salvage excavation. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 14</b>	Low	Direct/ Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB AFT 15</b>	Low	Direct/ Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB IF 1</b>	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
<b>CHB IF 2</b>	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.



Site Name	Assessed Significance	Impact Assessment	Mitigation and Management
CHB IF 3	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
CHB IF 4	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
CHB IF 5	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
CHB IF 6	Low	Direct / Total	No archaeological mitigation required. Relevant project approval required prior to commencement of works affecting the site.
CHB IF 7	Low	Direct / Total	Collection of surface artefacts. Relevant project approval required prior to commencement of works affecting the site.
CHB6 IF 2	Low	Direct / Total	Collection of surface artefact. Relevant project approval required prior to commencement of works affecting the site.
Coffs Dump	Low	Direct / Total	Collection of surface artefact. Relevant project approval required prior to commencement of works affecting the site.
CHSS-3	Low	Direct / Total	Collection of surface artefact. Relevant project approval required prior to commencement of works affecting the site.

## 9 Management Outcomes

The following general management outcomes would be implemented in accordance with the mitigation strategy for the proposal as outlined in section 8.

### 9.1 Cultural mitigation

The detailed cultural assessment recommended a number of activities to mitigate the partial impact to the four identified Aboriginal cultural sites/places which occur within the study area (Table 8). While Site E: West Korora Living Place is avoided by the project, the site is associated with Sites A-D and discussion of it should be included in the booklet and interpretative signage recommended as mitigation for the impact on those sites.

**Table 8. Aboriginal cultural heritage sites/places requiring mitigation**

Mitigation activities for cultural sites	
Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Roads and Maritime will also discuss with local Aboriginal organisations opportunities to support the landscaping activities.	<b>Site A: Roberts Hill Pathway</b> <b>Site B: Gumgali Storyline and Pathway</b> <b>Site C: Sealy Point Pathways</b> <b>Site D: East Boambee Camp</b>
The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which each site is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.	<b>Site A: Roberts Hill Pathway</b> <b>Site B: Gumgali Storyline and Pathway</b> <b>Site C: Sealy Point Pathways</b> <b>Site D: East Boambee Camp</b> <b>Site E: West Korora Living Place</b>
The development of interpretative signage relevant to each cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.	<b>Site A: Roberts Hill Pathway</b> <b>Site B: Gumgali Storyline and Pathway</b> <b>Site C: Sealy Point Pathways</b> <b>Site D: East Boambee Camp</b> <b>Site E: West Korora Living Place</b>
The detailed design process should aim to minimise the impact of the construction footprint on the cultural site(s). This process should occur in consultation with a cultural heritage professional and the identified knowledge holders.	<b>Site A: Roberts Hill Pathway</b> <b>Site B: Gumgali Storyline and Pathway</b> <b>Site C: Sealy Point Pathways</b> <b>Site D: East Boambee Camp</b>

### 9.2 Mitigation through archaeological salvage excavation

The Aboriginal sites in Table 9 are of at least moderate Aboriginal heritage significance and would be impacted by the project. The sites will require archaeological salvage excavation to mitigate the impact. Salvage excavation can only occur after project approval is obtained.

Salvage excavation must be completed prior to any activities which may harm Aboriginal objects at these locations. Salvage excavation activities would be undertaken in accordance with the methodology attached as Appendix E.

**Table 9. Aboriginal archaeological sites/PADs requiring mitigation (salvage excavation)**

Archaeological sites requiring mitigation (salvage excavation)	
Archaeological Site (requiring salvage)	CHB AFT 1
	CHB AFT 5
	CHB AFT 8
	CHB AFT 11
	CHB AFT 13

### 9.3 Mitigation through the collection of surface artefacts

The Aboriginal sites in Table 10 are of low to moderate significance and will be impacted by the project. The sites would require the collection of surface artefacts to mitigate the impact. Collection can only occur after project approval is obtained.

The collection must be completed prior to any activities which may harm Aboriginal objects at these site locations and would be conducted as part of the overall salvage program. The collection of surface artefacts would be undertaken in accordance with the methodology attached as Appendix E.

**Table 10. Aboriginal archaeological sites requiring mitigation (collection)**

Archaeological sites requiring mitigation (collection)	
Archaeological Sites (requiring the collection of surface artefact(s))	CHB AFT 5
	CHB AFT 9
	CHB AFT 11
	CHB IF 7
	CHB6 IF 2
	CHSS-3
	Coffs Dump

### 9.4 No cultural/archaeological mitigation required

No archaeological mitigation is required for the sites in Table 11. Sites may only be impacted after project approval is obtained.

**Table 11. Aboriginal archaeological sites with no further archaeological mitigation required**

No further archaeological mitigation required	
Archaeological Sites (no archaeological mitigation)	CHB AFT 2
	CHB AFT 3
	CHB AFT 4
	CHB AFT 6
	CHB AFT 7
	CHB AFT 10
	CHB AFT 14
	CHB AFT 15
	CHB IF 1
	CHB IF 2
	CHB IF 3
	CHB IF 4
	CHB IF 5
	CHB IF 6



## 10 Management Procedures

### 10.1 Management Policy for Aboriginal Cultural Heritage

The policy for the management and conservation of Aboriginal heritage in relation to cultural heritage salvage activities and construction activities (or fencing, geotechnical investigations, minor clearing, establishing site compounds, adjustment to services/utilities etc.) is described below:

#### Responsibility for compliance with Management Policy

1. The Proponent must ensure all of its employees, contractors and subcontractors and agents are made aware of and comply with this management policy.
2. The Proponent must appoint a suitably qualified and experienced environmental manager who is responsible for overseeing the activities related to this management policy.
3. The Proponent must appoint a suitably qualified and experienced Archaeologist who is responsible for overseeing, for and on behalf of the Proponent, the archaeological activities relating to the project.

#### Construction constraints

4. Where archaeological salvage excavation or surface collection has been nominated for impacted sites, no construction activities (or fencing, geotechnical investigations, minor clearing, establishing site compounds, adjustment to services/utilities etc.) can occur on the lands to be investigated until the relevant archaeological excavation at the nominated site have been completed.
5. Prior to the commencement of any work including early works activity (e.g. fencing, minor clearing, establishing site compounds etc.) a construction heritage site map identifying Aboriginal sites to be excavated and avoided (for all sites in proximity to the project boundary) must be prepared. The construction heritage site map should be prepared to the satisfaction of Roads and Maritime.
6. All employees, contractors, subcontractors and agents must undertake a Project induction (including the distribution of a construction heritage site map) to ensure that they have an understanding and are aware of the Aboriginal heritage issues affecting the project.

#### Areas of Aboriginal archaeological sites and objects to be impacted

7. The areas of archaeological sites and objects identified as being impacted by construction activities are listed in Table 7 of this report and are in accordance with the Project Approval.

#### Human Remains

8. This management policy does not authorise any damage of human remains.
9. If potential human remains are disturbed the Proponent must follow the procedures outlined in section 10.2 below.

#### Salvage Activities

10. Archaeological salvage excavation where appropriate must be carried out in accordance with the methodology specified in Appendix E and the Project Approval.

#### Involvement of Aboriginal groups and/or individuals

11. Opportunity will be provided to the registered Aboriginal stakeholders to be involved in the following activities:
  - a. assist with the collection of surface artefacts and salvage excavation.

#### Conservation of salvaged Aboriginal objects

12. Department of Planning, Industry and Environment (DPI&E), as the approval authority, will be consulted
13. Aboriginal objects will be transferred in accordance with a Care Agreement or similar agreement to the Aboriginal community
14. In the event the Aboriginal community is unable to accept the objects, the objects will be transferred to the Australian Museum in accordance with legislative requirements, *Australian Museum Archaeological Collection Deposition Policy v1.0 January 2012*
15. In the event that neither the Australian Museum nor the Aboriginal community are able to accept the archaeological objects, KNC will seek a Care Agreement or similar agreement to curate the objects.

#### Reporting requirements

16. A written archaeological salvage excavation report must be provided to Roads and Maritime within a reasonable time in accordance with the Project Approval following the completion of the archaeological program.

#### Notification and reporting about incidents that breach this management policy

17. Incident reporting requirements in accordance with the Project Approval is to include Aboriginal heritage.

#### Procedure for unexpected archaeological finds

18. Roads and Maritime's *Unexpected Archaeological Finds Procedure* will be used in the event of uncovering an unexpected archaeological find during Roads and Maritime activities (Roads and Maritime 2012).

## 10.2 Procedures for Handling Human Remains

- **Note that Project Approvals do not include the destruction of Aboriginal remains**

This section outlines the procedure for handling human remains in accordance with the *Skeletal Remains – Guidelines for the Management of Human Skeletal Remains* under the *Heritage Act 1977* (NSW Heritage Office 1998) and the *Aboriginal Cultural Heritage Standards and Guidelines Kit* (NPWS 1997). In the event that construction activity reveals possible human skeletal material (remains), the following procedure is to be followed:

1. As soon as remains are exposed, all work is to halt at that location immediately and the Project environmental manager on site is to be immediately notified to allow assessment and management:
  - i. stop all activities
  - ii. secure the site.
2. Contact police, the discovery of human remains triggers a process which assumes that they are associated with a crime. The NSW Police retain carriage of the process until such time as the remains are confirmed to be Aboriginal or historic
3. DPI&E, as the approval authority, will be notified when human remains are found
4. Once the police process is complete and if remains are not associated with a contemporary crime contact DPI&E. DPI&E will determine the process, in consultation with OEH and/or the Heritage Office as appropriate:
  - i. if the remains are identified as Aboriginal, the site is to be secured and DPI&E and all Aboriginal stakeholders and relevant knowledge holders are to be notified in writing. DPI&E will act in consultation with OEH as appropriate. OEH will be notified in writing according to DPI&E instructions, or
  - ii. if the remains are identified as non-Aboriginal (historical) remains, the site is to be secured and the DPI&E is to be contacted. DPI&E will act in consultation with the Heritage Division as appropriate. The Heritage Division will be notified in writing according to DPI&E instructions;
5. Once the police process is complete and if the remains are identified as not being human work can recommence once the appropriate clearances have been given.

## 10.3 Procedure for proposed changes to Approved Projects

Roads and Maritime recognises that during the construction of the project design alterations or other changes to the Approved Project may be required.

A proposed change to the Approved Project (such as an alteration of the current design, the location of ancillary facilities etc.) within the project corridor may result in a:

- Reduced impact to Aboriginal cultural heritage, or an
- Increased impact to Aboriginal cultural heritage.

To ensure consistency with the Approved Project and this document any change in the overall impact on Aboriginal cultural heritage will need to be considered. The process to determine consistency is outlined in section 10.3.1 below.

Where a proposed change to the Approved Project occurs outside of the construction footprint considered for the EIS further heritage assessment will be required to determine if there would be an impact on Aboriginal cultural heritage and whether this represents a modification to the Approved Project (outlined below).

### 10.3.1 Changes in heritage impact

Where the Proponent seeks to make a change to the design and construction of the Approved Project which changes the assessed impact on Aboriginal cultural heritage the Proponent will need to prepare an assessment of the new impacts of this work in consultation with the appointed Archaeologist. The continued involvement of the Aboriginal stakeholders in this process is outlined in section 10.4.

- ♦ New impacts consistent with previously identified impacts

If a proposed change to the Approved Project is considered to have a neutral or lesser impact on Aboriginal cultural heritage than that identified in this document it would be considered a consistent impact.

If the proposed change is considered to be consistent with the Approved Project, Roads and Maritime may approve the change with no requirements to seek further approval. However, in certain circumstances, further consultation with Aboriginal stakeholders may still be required (see section 10.4 below).

- ♦ New impacts inconsistent with previously identified impacts

If a proposed change to the Approved Project is considered to have an increased impact on Aboriginal cultural heritage than that identified in the EIS it would be considered an inconsistent impact.

If the proposed change is considered inconsistent with the assessed impact on Aboriginal cultural heritage, as detailed in the Project Approval, Roads and Maritime would require an amendment to the mitigation measures included in this report. If this proposed change is considered inconsistent with the Approved Project Roads and Maritime would require a modification of the Approved Project. Further consultation with Aboriginal stakeholders will be undertaken (see 10.4 below).

#### **10.4 Process for continued consultation with Aboriginal stakeholders**

The extent to which Roads and Maritime will continue to consult with Aboriginal stakeholders is dependent upon the level of impact and whether the area was assessed as part of the EIS. The types of potential impacts are identified as reduced impacts, increased impacts or unknown impacts.

##### **a) Neutral Impact**

If as a result of alterations to the project design a previously identified impact to an Aboriginal heritage item is neutral then no further consultation is required.

##### **b) Reduced Impact**

If as a result of alterations to the project design an impact to an Aboriginal heritage item is proposed that results in a reduced impact on the overall heritage significance of the study area (i.e. the cumulative impact is reduced), then further consultation with Aboriginal stakeholders will be undertaken. This consultation may entail a phone call and phone log of comments received or the provision of a report for comment (10 working days).

##### **c) Increased Impact**

Where as a result of alterations to the project design an impact on Aboriginal heritage is considered to be greater than identified by the Approved Project further consultation will be undertaken. This consultation will either entail a phone call and phone log of comments received or the provision of a report for comment (10 working days).

##### **d) Unknown impacts: Assessment process**

Where a proposed change is an area located outside of the study area assessed as part of the Approved Project the impact on Aboriginal cultural heritage is considered to be unknown. This area would require preliminary assessment to determine any impacts upon Aboriginal heritage. Should no impacts be identified then no consultation with Aboriginal stakeholders is required. Should potential impacts be identified, consultation with Aboriginal stakeholders will be undertaken. This consultation will entail the provision of a report for stakeholder comment (10 working days) detailing the impacts and mitigation strategies proposed.



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## Appendix A      Advertisement for registration of interest



**NSW GOVERNMENT** | **Transport Roads & Maritime Services**

### Aboriginal Heritage Pacific Highway Upgrade Coffs Harbour Bypass

Roads and Maritime Services invites Aboriginal people and Aboriginal groups who hold cultural knowledge relevant to determining the significance of Aboriginal objects and places for Pacific Highway Upgrade – Coffs Harbour Bypass to register to be consulted.

To register your interest, please contact:  
Graham Purcell  
Aboriginal Cultural Heritage Officer  
Roads & Maritime Services  
76 Victoria Street, Grafton NSW 2460  
T: (02) 6604 9305  
M: 0418 604 439  
E: [graham.purcell@rms.nsw.gov.au](mailto:graham.purcell@rms.nsw.gov.au)

**Registrations must be received by phone or in writing by 10 August 2016.**

The proposal may result in the Roads and Maritime Services:

- investigating in accordance with the Code of practice for archaeological investigations in NSW 2010, and/or
- an environmental impact assessment under the Environmental Planning & Assessment Act 1979.

The NSW Government is funding the planning of the Coffs Harbour bypass. The project includes around a 14 kilometre motorway standard upgrade of the Pacific Highway from Englands Road in the south and connects with the newly upgraded Sapphire to Woolgoolga section in the north.

AD1143

Appeared in: *Koori Mail* (27/07/2016), *National Indigenous Times* (28/07/2016) and *Coffs Advocate* (27/07/2016);



## Appendix B      AFG Meeting Minutes



**Name of meeting:** Aboriginal focus group meeting (AFG) for the Coffs Harbour Bypass Project.

**Location of meeting:** Novotel Coffs Harbour: Cnr Pacific Hwy and Bay Drive, Coffs Harbour NSW

**Meeting facilitator:** Matthew Kelleher

**Date:** 28 June 2017      9:30am – 1:30pm

**Attendees:**

Adam Cameron (Roads and Maritime)	Helen Lambert (Coffs Harbour and District Local Aboriginal Land Council)
Scott Lawrence (Roads and Maritime)	
Barry Williams (Roads and Maritime)	Greg Douglas (Coffs Harbour and District Local Aboriginal Land Council)
Rochelle Hicks (Roads and Maritime)	
Tiarne Marsden (Work experience, Roads and Maritime)	
Mark Cowan (Arup)	Tony Dootson (Garby Elders)
Nic Fleury (Arup)	Ian Brown (Coffs Harbour and District Local Aboriginal Land Council)
Fiona Riley (Arup)	
Matthew Kelleher (Kelleher Nightingale Consulting)	Josh Anderson (Coffs Harbour and District Local Aboriginal Land Council)
Frieda Archibald	
Frank Archibald	
Tony Perkins (Jagun Aged Care Elders)	

**Apologies:**

**Subject:** Archaeological methodology for the Coffs Harbour Bypass Project

## MEETING MINUTES

	Discussion	Action / Response
1	<b>Welcome to country</b> Matthew Kelleher opened the meeting and introduced Tony Dootson to present a Welcome to Country.	
2	<b>Introductions and apologies</b> Matthew facilitated an around the room introduction session.	
3	<b>Proposal</b> Matthew invited Adam Cameron to provide an outline of the proposal. The project is an approximately 14km motorway standard road from Englands Road in the south, connecting with the upgraded Sapphire to Woolgoolga section in the north. The route passes through the North Boambee Valley, through the Roberts Hill ridgeline and then traverses the foothills of the Coffs Harbour basin west and north to Korora Hill. Key considerations for the project include the consideration of cutting or tunnel options at the major ridgelines at Roberts Hill, Shephards Lane and Gatelys Road. An Environmental Impact Statement (EIS) is being prepared by Arup in response to the Secretary's Environmental Assessment Requirements (SEARs). The aim is to have the EIS on display by the end of 2018, and to achieve Planning approval by early 2019. Construction start date is uncertain as funding has not been secured. The cost of the Project will be around \$1b. A question was asked whether the EIS would include assessment of social impacts, including employment and housing. Adam advised that the EIS would assess potential impacts on Aboriginal heritage, social elements (including impacts on land owners, social benefits and community severance), noise, traffic, biodiversity (including native flora and fauna), urban design and visual. Land acquisition for the project is bound by the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> , whereby the landowner receives market value for their property.	
4	<b>Archaeological assessment</b> Matthew Kelleher described the findings from the site walkover and the proposed assessment methodology for the next stage. A site walkover, involving archaeologists and the LALC, has been carried out on a corridor which is intentionally broader than the final footprint. This corridor has been selected to allow minor amendments to the alignment. Matthew advised that elevated areas are less likely to be affected by erosion and therefore ridgelines are more likely to contain artefacts. There are four sites within the corridor, two previously identified, and two identified during the site walkover. 20 potential archaeological deposits (PADs) have also been identified for further investigation. The previously identified sites are: <ul style="list-style-type: none"> <li>• AHIMS 22-1-0142: Isolated greywacke flake located in a disturbed context.</li> <li>• AHIMS 22-1-0195: Isolated artefact located on a lower slope in a disturbed context.</li> </ul> The two recently identified sites are: <ul style="list-style-type: none"> <li>• CHB6 IF2: Broken hammer stone located on the surface of a crest in a disturbed area (within a dressage ring).</li> </ul>	1. Comments on the assessment methodology are to be provided to Barry Williams by 14 July 2017.

	Discussion	Action / Response
	<ul style="list-style-type: none"> <li>CHB6 AS01: Artefact scatter of 50-100 artefacts, recorded within a banana plantation on a ridgeline.</li> </ul> <p>Matthew Kelleher presented a "fly through" of the project corridor and identified the artefact sites and PADs within the corridor and their justification as PADs.</p> <p>Ian Brown advised that there were some major sites recorded near the new residential estate near Shephards Lane. Tony Perkins agreed.</p> <p>Matthew Kelleher explained that the next stage of investigation will be to undertake test excavations at the PADs. These will be standard Office of Environment and Heritage (OEH) test pits (50cm x 50cm).</p> <p>Ian Brown advised that the OEH test pits are insufficient to capture the site conditions. Matthew advised he has been discussing the existing methodology with OEH separate to this project, however the SEARs have specified the OEH methodology.</p> <p>Frank Archibald advised that the paths between sites are significant, even if artefacts are not identified. Concerns raised about the severance of pathways as a result of the project.</p> <p>Tony Dootson asked what would happen to objects found during salvage and whether they can be kept by site officers. Matthew advised that this is to be determined by Roads and Maritime and the RAPs and would be included in the PACHCI Stage 3 mitigation methodology.</p> <p>Any Comments on the assessment methodology are to be provided to Barry Williams by 14 July 2017.</p>	
5	<p><b>Cultural assessment</b></p> <p>Matthew Kelleher requested that any cultural knowledge holders identify themselves, or be nominated. These are people who can provide information about the intangible cultural values in the area.</p> <p>Helen Lambert advised that she could ask the community, although was unsure whether anyone would come forward. There was discussion that a community meeting (without Roads and Maritime) should be held to discuss the project and encourage knowledge holders to come forward. It was questioned whether there would be financial support to hold these meetings. Matthew advised that any meetings are considered consultation and are not paid by Roads and Maritime, however registered knowledge holders, who provide input into a cultural heritage assessment would be paid for their time.</p> <p>Ian Brown asked how the information gathered from knowledge holders would be stored. Matthew described the process, advising that meetings would be held to collect information. This information would be recorded and vetted by the person who provided the information first, before it is provided to Roads and Maritime. A confidential report could be prepared, and provided to the Department of Planning and Environment for assessment, but not provided for public display.</p> <p>Greg Douglas asked that the information be collated and returned to the people to be used as a knowledge resource. Matthew Kelleher recommended providing any requests such as this in writing to be considered as part of the assessment.</p>	<ol style="list-style-type: none"> <li>Cultural knowledge holder nominations are to be provided to Barry Williams by 31 July 2017.</li> <li>A community meeting to be arranged, with date advised to Barry Williams by 5 July 2017.</li> </ol>
6	<p><b>Site officers</b></p> <p>Barry Williams advised that the application forms for site officers had not been posted out, however copies were distributed in the meeting. Forms are to be completed and sent to Barry by 31 July 2017.</p> <p>Tony Dootson raised concerns with regards to the rates for site officers and advised that he had been discussing this with Roads and Maritime previously. Rochelle Hicks asked Tony to send any correspondence through so they can continue discussions.</p>	<ol style="list-style-type: none"> <li>Site officer application forms to be returned to Barry Williams by 31 July 2017.</li> <li>Tony Dootson to provide previous correspondence regarding rates to</li> </ol>



	Discussion	Action / Response
	<p>Matthew Kelleher advised that trainee site officers need to complete forms too. The project will continue for many years so even if someone is not immediately available, they should submit a form as no new applications will be accepted after 31 July 2017.</p> <p>Ian Brown asked if the geotechnical investigation works had been done. Roads and Maritime advised these were completed in January.</p> <p>Concerns were raised the LALC was not present on site during these works. It was advised that any geotechnical investigations were moved to be outside of PAD locations.</p> <p>Greg Douglas advised that the CH&amp;D LALC employs site officers, and asked whether Roads and Maritime employs the site officers directly. Matthew Kelleher advised that Roads and Maritime will only employ individuals if they satisfy the requirements, including insurances etc. Any site officers from the LALC, would be engaged by Roads and Maritime through the LALC (not individually). Greg raised a concern that they would be covering site officers at a loss.</p> <p>Concern was raised that blasting during construction could have an impact on shelters outside of the corridors. Matthew Kelleher advised the geology in the area was unlikely to support shelters.</p> <p>Concerns were raised with regards to the spacing of test pits at PADs. Matthew Kelleher advised that adjusting the spacing interval could be considered if a submission was received on this during the comment period and it is consistent with the OEH methodology.</p>	<p>Rochelle Hicks.</p>

ACTION	RESPONSIBILITY	STATUS
1. Comments on the assessment methodology are to be provided to Barry Williams by 14 July 2017.	Registered Aboriginal Parties	Open until 14 July 2017
2. Cultural knowledge holder nominations are to be provided to Barry Williams by 31 July 2017.	Registered Aboriginal Parties	Open until 31 July 2017
3. A community meeting to be arranged, with date advised to Barry Williams by 5 July 2017.	Registered Aboriginal Parties	Open
4. Site officer application forms to be returned to Barry Williams by 31 July 2017.	Registered Aboriginal Parties	Open until 31 July 2017
5. Tony Dootson to provide previous correspondence regarding rates to Rochelle Hicks.	Tony Dootson	Open

To provide comments on the assessment methodology please write, email or phone by Friday 14 July 2017. To provide comments on the cultural values assessment, or to nominate as a cultural knowledge holder or site officer, please write, email or phone by Tuesday 31 July 2017.

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**MINUTES**

**Transport**  
Roads & Maritime  
Services

**Name of meeting:** Coffs Harbour Bypass Aboriginal heritage consultation

**Location of meeting:** Level 7, 24 Moonee St, Coffs Harbour

**Meeting facilitator:** RMS

**Date:** 8 February 2018 **Time:** 9.00am – 11.00am

**Attendees:** Ian Brown, Coffs Harbour and District Local Aboriginal Land Council (IB)  
Josh Anderson, Coffs Harbour and District Local Aboriginal Land Council (JA)  
Simone Perkins, Jagun Elders (SP)  
Tony Perkins, Jagun Elders (TP)  
Tony Dootson, Garby Elders (TD)  
Michelle Flanders, Coffs Harbour and District Local Aboriginal Land Council (MF)  
Rosalie Neve, OEH (RN)  
Matthew Kelleher, archaeologist (MK)  
Barry Williams, Aboriginal cultural heritage officer RMS (BW)  
David Fleming, project manager RMS (DF)  
Scott Lawrence, environment manager RMS (SL)  
Rowena Mitchell, environment officer RMS (RM)

## 1. Welcome to country and introductions

### Consultation process

- SL provided an overview of consultation process so far, including discussions of methodology at Aboriginal Focus Group (AFG) meeting in June 2017 and 28-day period for providing comments on the methodology.
- TP and MF both said they did not provide comments on the methodology, but they agree with TD's comments and prefer to be able to provide comments at a face-to-face meeting.
- TP said that it was difficult to provide comments when he hasn't set foot in the corridor.
- MF said that Luana and Ian Brown from CHDLALC did the walk over of the site to inform the geotechnical works. No test pits have been dug to date.
- MK explained that the archaeological survey report is a starting point, no decisions have been made yet. There is a lot more work to be done with testing and talking to cultural knowledge holders.
- TP and IB said that they felt like the archaeologist had discounted their knowledge at the AFG meeting by saying that he is almost always right.
- MK said that this is not right there is still a lot more work to do, more information to gather from knowledge holders etc.
- RN asked whether we could get knowledge holders together before or during the next AFG meeting to give them the opportunity to discuss things amongst themselves.
- SL said yes we can do that. The next AFG would most likely be held after the test excavation work.



- MF requested that future meetings be held on Thursdays as she works Thursdays and Fridays. MF asked why RMS doesn't pay for attendance at AFGs. The CHDLALC has to pay its officers to attend but RMS doesn't pay.
- TP said they have to do consultation with their knowledge holders, which is a lot of hours work, which should be paid.
- SL explained that general community consultation is not paid, but there is payment for cultural knowledge that is given in one-on-one interviews with cultural knowledge holders.
- MK mentioned that cultural knowledge holders need to be identified if they haven't been already, so that we know who to speak to.

### Methodology

- IB and TD both said that 50cm x 50cm test pits aren't big enough and don't provide enough information.
- IB also asked if they could go past 3m<sup>2</sup>.
- RN said she understands the issues with the OEH *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales*, but currently that is what we have to work with for initial investigations.
- MF said test pits don't recognise mythological sites such as Roberts Hill and Korora Hill. She also mentioned that these sites were not adequately covered in the archaeological survey report. TD said culture was more important than science. IB said a site is still there, even if it's been destroyed. MK said that if done correctly, culture and science can work together and end up coming to the same conclusions.
- RN thanked everyone for bearing with the communication issues and agreed that there is a need for cultural information.
- MF also said that food resources/plants also need to be considered.
- SL mentioned that we are still at preliminary stage of EIS, so we still need to work through mitigation measures, salvage options etc.
- IB asked whether there was going to be tunnels.
- DF said we still don't know – that is still to be decided.
- TD said the RAPs want the option to change the methodology on site.
- RN said they will have that option.
- TP asked whether they looked at the width of corridor. TD asked who decided the 20 PADs.
- MF said IB identified the PADs. More PADs could be identified on site.
- TD said he was comfortable with the PADs identified by IB.
- MF said she is worried about the dissection of the Gumgali Track which goes down to the coast and is part of a dreaming story. MF requested that RMS looks closely at the Korora Hill area for cultural information.
- TD said the RAPs want their cultural information to be confidential – it should not be shared with any other infrastructure projects or government agencies.
- MK said knowledge holders only need to talk generally about the location of something culturally significant – if the project is going to impact on that thing then they might want to provide more information.
- SL mentioned that cultural information is kept confidential – it does not go out to the public – only appears in EIS submitted to Department of Planning and Environment for approval.
- RN asked whether RAPs were now comfortable with testing methodology. TP and TD replied yes they are.
- SL asked whether everyone was OK with starting site investigations on Monday. All agreed.

**Site investigations**

- MF asked whether we should be inducting all site officers at the same time.
- MK explained that only low risk activities will be undertaken so site induction should only take 15 minutes so it can easily be done on the same day someone starts work.
- IB mentioned that RMS workers will need a cultural induction.
- SL agreed, but said construction is still a long way off as the project is not funded for construction yet.
- TD asked when RMS's Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI) is going to be amended.
- BW replied that he had been informed that rates for site officers would be reviewed by the end of this financial year, however bigger changes to the PACHCI wouldn't happen until the new Aboriginal heritage reforms were passed.
- TP asked whether they could bring trainees to site.
- RM said that approval had been given to have 2 trainees on site under the supervision of more experienced site officers.
- BW said that we would like 4 senior site officers and 2 trainees on site each day and that there should be a representative from each of the three RAPs (in the room) on each day. The RAPs can choose the most appropriate people to do the work as long as they let him know.
- RAPs worked out a schedule and will notify Barry Williams as key contact for all site officer matters.
- BW mentioned that the process for timesheets will be worked out after the meeting.
- IB mentioned that they will need an area for applying disinfectant when working on banana properties.
- MK said this is being sorted out and they will try to group the banana property work together.
- MK and DF asked that site officers be flexible and patient during the site investigations as the majority of properties are not owned by RMS and may not always be able to provide access.

**Action items:**

- Site investigations to start Monday 12 February at 8am at the old Bunnings site.
- RAPs to provide Barry Williams with names of site officers.
- Barry Williams to work out process for timesheets.
- RMS to progress assessment of cultural knowledge.
- RMS to schedule next meeting on a Thursday after test excavations are completed, unless needed sooner.



**Name of meeting:** Aboriginal focus group meeting (AFG) for the Coffs Harbour Bypass Project.

**Location of meeting:** Cavanbah Centre, 191 Harbour Drive, Coffs Harbour NSW

**Meeting facilitator:** Matthew Kelleher

**Date:** 13 September 2018 12pm – 2pm

**Attendees:** Tony Perkins (Jagun Aged Care Elders)  
Milly Webb (Jagun Aged Care Elders)  
Anthony Dootson (Garby Elders)  
Nathan Brennan (Coffs Harbour and District LALC)  
Mark Flanders (Coffs Harbour and District LALC)  
Adam Cameron (Roads and Maritime)  
Scott Lawrence (Roads and Maritime)  
Barry Williams (Roads and Maritime)  
Rowena Mitchell (Roads and Maritime)  
Peter Borrelli (Roads and Maritime)  
Paul Ensby (Roads and Maritime)  
Nic Fleury (Arup)  
Matthew Kelleher (Kelleher Nightingale Consulting)  
Kate Waters (Waters Consultancy)

**Apologies:** Rosalie Neve (OEH)

**Subject:** Aboriginal Cultural Heritage Assessment Report for the Coffs Harbour Bypass Project

	Discussion	Action / Response
1	<b>Welcome to country</b> Tony Dootson presented a Welcome to Country.	
2	<b>Introductions and project update</b> Adam Cameron provided a project update and an around the room introduction session was facilitated. Project update included: <ul style="list-style-type: none"> <li>• The Federal and State governments have committed funding to build the Coffs Harbour bypass</li> <li>• Roads and Maritime is developing the environmental impact statement (EIS) for the project and has carried out a number of investigations for this.</li> <li>• Preferred concept design display will be held soon</li> <li>• The EIS is due to be on display at the end of 2018</li> <li>• Targeting opening the project in 2024.</li> </ul>	
3	<b>Archaeological assessment</b> 20 areas of Potential Archaeological Deposit (PAD) were identified during the assessment and field survey of the previous project area as part of PACHCI Stage 2 investigations. The PACHCI Stage 2 assessment recommended archaeological test excavations of the identified PADs. The current study area is smaller than the PACHCI Stage 2 area and incorporates 17 of the 20 identified PADs. Archaeological test excavations were carried out in early 2018, on 16 of	



	Discussion	Action / Response
	<p>the 17 identified PADs (one PAD was not tested due to access restrictions).</p> <p>Matthew Kelleher outlined the archaeological findings at each of the PADs as described in the Aboriginal Cultural Heritage Assessment Report (CHAR).</p> <p>The archaeological test excavation identified the presence of subsurface archaeological deposit at 11 sites:</p> <ul style="list-style-type: none"> <li>• CHB AFT 1 (formerly PAD 2)</li> <li>• CHB AFT 2 (formerly PAD 7)</li> <li>• CHB AFT 3 (formerly PAD 8)</li> <li>• CHB AFT 4 (formerly PAD 10)</li> <li>• CHB AFT 5 (formerly PAD 12)</li> <li>• CHB6 ASD1 (includes PAD 15)</li> <li>• CHB IF 1 (formerly PAD 16)</li> <li>• CHB AFT 6 (formerly PAD 17)</li> <li>• CHB AFT 7 (formerly PAD 18)</li> <li>• CHB IF 2 (formerly PAD 19)</li> <li>• CHB AFT 8 (formerly PAD 20)</li> </ul> <p>At the remaining five PADs, test excavations were negative with no artefacts or archaeological deposit identified. These areas do not comprise PADs or Aboriginal archaeological sites. In total, 14 Aboriginal archaeological sites comprising Aboriginal objects and one remaining area of PAD are present within the study area boundary.</p> <p>Ancillary construction facilities will be assessed for Aboriginal heritage impacts prior to works proceeding in these areas.</p> <p>The results show that the cultural values (intangible) and archaeology match well.</p> <p>Cultural mapping has been previously prepared for the area which should be considered as part of the cultural values assessment.</p> <p>Concerns raised regarding cut and fill batters extending outside the assessed project boundary. The area assessed includes an allowance for cut and fill batters, ramps, fauna fencing and construction. If design changes resulted in a change to the project boundary this would require a new assessment before construction begins.</p> <p>There was a question raised about what alternatives there are to cuttings at Roberts Hill Ridge.</p> <p>There was a request for artefacts to be dated following salvage work.</p>	<p>1. Tony Dootson to provide Barry Williams with the cultural mapping for the area.</p>
4	<p><b>Cultural values assessment</b></p> <p>The cultural values assessment was carried out with Aboriginal knowledge holders, to identify and map cultural sites.</p> <p>All quotes and maps included in the report have been checked and agreed with knowledge holders. Information knowledge holders wanted kept confidential has not been included in the report.</p> <p>Within the project footprint five specific sites of cultural significance have been identified. All five cultural sites are partially located within the proposed construction footprint and will be impacted to varying extents. The sites and proposed mitigation measures are as follows:</p> <ul style="list-style-type: none"> <li>• Site A: Roberts Hill Pathway – a key pathway connecting the coast with the Orara Valley associated with traditional patterns of movement and resource use between the coast and the valley <ul style="list-style-type: none"> <li>○ Consider potential for a bored tunnel rather than a cut and cover land bridge during detailed design</li> </ul> </li> </ul>	

	Discussion	Action / Response
	<ul style="list-style-type: none"> <li>Rehabilitation and revegetation of the impacted area should occur with local Indigenous plant species at completion of construction works.</li> <li>Site B: Gungali Storyline and Pathway – a culturally significant storyline and associated pathway running from Macauleys Headland to Sealy Point and through to Mount Coramba and the Orara Valley and Nana Glen               <ul style="list-style-type: none"> <li>Detailed design should aim to minimise impact of the construction footprint on the cultural site</li> <li>Rehabilitation and revegetation of the impacted area should occur with local Indigenous plant species at completion of construction works.</li> </ul> </li> <li>Site C: Sealy Point Pathways – culturally significant pathways linked to the previous pathway; runs along Sealy Point to the Orara Valley and down to Coffs Creek headwaters and Mimmi Gawgun (Mount Browne) and the Roberts Hill pathway               <ul style="list-style-type: none"> <li>Detailed design should aim to minimise the impact of the construction footprint on the cultural site</li> <li>Rehabilitation and revegetation of the impacted area should occur with local Indigenous plant species at completion of construction works.</li> </ul> </li> <li>Site D: East Boambee Camp – a traditional and historical camp area associated with seasonal and ritual movement patterns within the wider region               <ul style="list-style-type: none"> <li>Detailed design should aim to minimise the impact of the construction footprint on the cultural site</li> </ul> </li> <li>Site E: West Korora Living Place – a historical living place located on the West Korora Road in the 1940s. It is probable that it is was the location of a traditional campsite used by people travelling from the Glenreagh area.</li> <li>Detailed design should aim to minimise the impact of the construction footprint on the cultural site (impact only on a small area of this site and may be avoidable during construction).</li> <li>The knowledge holders all emphasised that as part of the broader cultural landscape the whole area holds cultural meanings, values and significance.</li> </ul> <p>Overarching recommendations that apply to the first four sites include:</p> <ul style="list-style-type: none"> <li>Interpretative signage relevant to these cultural sites to be displayed in an appropriate area, developed in consultation with the identified Aboriginal knowledge holders</li> <li>Booklet for distribution to the local libraries and educational institutions on the cultural values and historical records relating to the cultural landscape, developed in consultation with identified Aboriginal knowledge holders, with visual documentation of the cultural landscape to occur prior to any construction impacts.</li> </ul>	
5	<p><b>Discussion</b></p> <p>Regarding the interpretive signage the following comments were raised:</p> <ul style="list-style-type: none"> <li>It was noted that there is unlikely to be room within the project corridor of interpretive signage as there are no rest areas proposed for the Coffs Harbour Bypass. Suggestion raised to consider Sealy lookout as a possible location for interpretive signage</li> <li>A question was raised around who pays for the upkeep of signage and any vandalism/damage. This would need to be progressed with owners of the land on which signage is installed. Ways to minimise vandalism risk would need to be considered in the development of</li> </ul>	<p>2. Comments on the CHAR are to be provided to Rowena Mitchell by 25 September 2018 (date extended to <b>2 October</b> 2018 following meeting). Submissions will go on public record, unless advised they are confidential.</p>

Discussion	Action / Response
<p>interpretive signage.</p> <ul style="list-style-type: none"> <li>• Suggestion raised to consider an app that provides information on the area and can be viewed while travelling along the highway</li> <li>• While it was suggested that incorporating art into the project could be considered, it was deemed not to be as important in this part of the land and the focus should be on passing on knowledge and using it as an educational tool.</li> </ul> <p>Concerns raised regarding the short term nature of employment on these projects. It would be good to be able to offer internships to enable training.</p> <p>It was confirmed that the provision of cultural awareness training for construction contractors is included as a mitigation measure in the EIS.</p> <p>Concerns raised regarding the process in which the geotechnical investigations were carried out.</p> <p>Concerns raised regarding the option of a cut and fill land bridge solution at Roberts Hill ridge. A mined tunnel solution, where the ridgeline is kept intact is preferred. A recommendation was made by Chris Spencer (CEO of Coffs Harbour and District LALC) about 15 years ago, stating the Aboriginal community did not support a cut and fill solution at Roberts Hill ridge</p> <p>For the next phase of works, site officers would make new agreements with RMS, so they would work under the new PACHCI rates of pay.</p> <p>For sites where salvage is required, this will occur before construction.</p>	

ACTION	RESPONSIBILITY	STATUS
1. Tony Dootson to provide Barry Williams with the cultural mapping for the area.	Tony Dootson	Open
2. Comments on the CHAR are to be provided to Rowena Mitchell by 25 September 2018 (date extended to <b>2 October</b> following meeting). Submissions will go on public record, unless advised they are confidential.	Registered Aboriginal Parties	Open until <b>2 October 2018</b>

To provide comments on the CHAR please write, email or phone by **2 October 2018**.

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**Name of meeting:** Aboriginal focus group meeting (AFG) for the Coffs Harbour Bypass Project.

**Location of meeting:** Coffs Ex Servicemans Club, 2-6 Vernon Street, Coffs Harbour NSW

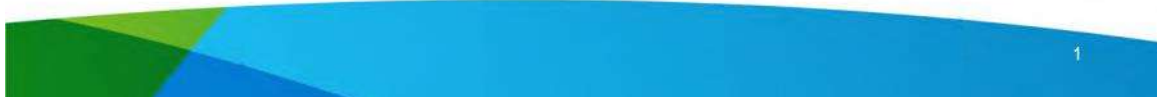
**Meeting facilitator:** Matthew Kelleher

**Date:** 11 February 2019 12.30pm – 2.30pm

**Attendees:** Tony Perkins (Jagun Aged Care Elders)  
 Mark Flanders ((Coffs Harbour and District LALC and Garby Elders)  
 Ian Brown (Coffs Harbour and District LALC and Garby Elders)  
 AJ Perkins (Coffs Harbour and District LALC)  
 Rosalie Neve (OEH)  
 Sally Durham (Roads and Maritime)  
 Adam Cameron (Roads and Maritime)  
 Scott Lawrence (Roads and Maritime)  
 Barry Williams (Roads and Maritime)  
 Crystal Donovan (Roads and Maritime)  
 Rowena Mitchell (Roads and Maritime)  
 Fiona Riley (Arup)  
 Matthew Kelleher (Kelleher Nightingale Consulting)  
 Kate Waters (Waters Consultancy)

**Apologies:** Anthony Dootson (Garby Elders)  
 Nathan Brennan (Coffs Harbour and District LALC)

**Subject:** Aboriginal Cultural Heritage Assessment Report for the Coffs Harbour Bypass Project



## MEETING MINUTES

	Discussion	Action / Response
1	<b>Welcome to country</b> Tony Perkins presented a Welcome to Country.	
2	<b>Introductions and project update</b> Adam Cameron provided a project update and an around the room introduction session was facilitated. Project update included: <ul style="list-style-type: none"> <li>The preferred concept design was displayed last year, with lots of feedback received.</li> <li>Government acknowledged the feedback and requested Roads and Maritime review the design to investigate a design with a lower grade line, and review crossings of ridgelines. The project corridor is unchanged.</li> <li>Environmental Impact Statement will be released this year.</li> <li>State Government is establishing a Community Consultative Committee to provide a forum for discussion with Roads and Maritime, community members, stakeholder groups and local council. Applications closing soon.</li> </ul>	
3	<b>Discussion of RAPs comments on the draft CHAR</b> It was explained that the purpose of the meeting was to work through the concerns raised in the letter provided by the RAPs on 18 October 2018 in response to the CHAR.  i. Site survey – identification of PADS PACHCI Stage 2 survey report was prepared for the project by Biosis Pty Ltd in 2017. The survey report was completed in accordance with the SEARs / OEH requirements, specifically the <i>Code of Practice for the Archaeological Investigation of Aboriginal Objects in New South Wales</i> . Survey of the corridor was undertaken with representatives from Coffs Harbour & District Local Aboriginal Land Council (CHDLALC) including Senior Cultural Sites Officer Ian Brown. Survey results identified 20 potential archaeological deposits (PADs) and two archaeological sites. The location of the identified PADs and sites were detailed in the PACHCI Stage 2 report. The PACHCI Stage 2 report was reviewed by CHDLALC and no concerns were raised. The Stage 2 report was also supported by a cultural heritage survey report prepared by the CHDLALC. The CHDLALC report did not raise any concerns about insufficient PADs being identified or consultation undertaken. The CHDLALC report and the PACHCI Stage 2 formed the basis of the PACHCI Stage 3 methodology and assessment. The PACHCI Stage 2 and Stage 3 methodology report was also presented/reviewed/discussed with the registered Aboriginal parties as part of AFG meetings including meetings (28 June 2017 and follow up meeting 8 February 2018) prior to commencing fieldwork.  It is important to note that since the preparation of the PACHCI Stage 2 and Stage 3 Methodology Report, the design has been refined and some of the PADs are no longer within the corridor, and as a result they were not investigated. PAD 1 and the ancillary sites are still to be assessed.  It was agreed that an updated figure showing the ancillary sites would be provided to the RAPS (attached to these minutes) who would be given	1. Updated figure appended to these notes. Comments

	Discussion	Action / Response
	<p>two weeks to indicate areas of concern where they recommend further investigation be undertaken</p> <p>Concerns were raised that the RAPs were not kept informed of potential design changes. It was recommended that an informal project update be provided for the RAPs when changes are formally approved, noting that design elements are constantly evolving.</p> <p>ii. Cultural assessment</p> <p>Concerns have been raised about images of the deceased being included in the Cultural Values Assessment Report. Permission had been sought to include these images though concerns have since been expressed. A statement is to be provided to the RAPs for approval, which would be included in the report to provide some context. RAPs to discuss and advise whether images can be included with the additional statement or are to be removed from report.</p> <p>iii. Geotechnical testing</p> <p>Concern was raised over the lack of communication provided during geotechnical investigations (GI). It was explained that proposed GI undergo a due diligence assessment process, and where investigations were proposed within PADs, these would be relocated to areas that do not have potential archaeological impacts.</p> <p>It was noted that the issue was the lack of communication of this process with the RAPs rather than the process itself.</p> <p>iv. Bullying and harassment</p> <p>The letter provided by the RAPs on 18 October 2018 detailed concerns over intimidation, bullying and disrespectful tactics employed during archaeological investigations. This was discussed further. Roads and Maritime commented that they had been advised about some issues on site at the time, but they believed the issues had been resolved. The Safe Work Method Statements include process saying that if this sort of behaviour is witnessed, it must be reported. Roads and Maritime emphasised that they take bullying very seriously and it is not tolerated. Any incidents that occur on site should be discussed with Barry Williams or Matthew Kelleher.</p> <p>v. Rates of pay and leave</p> <p>Rates of pay have been updated (July 2018), and will be reviewed every 1-2 years.</p> <p>It was discussed that there are occasions when all Aboriginal people need to gather and would be unable to work. It was agreed that these situations will need to be discussed on a case by case process to reach an agreement.</p> <p>Concerns were raised about the lack of training opportunities for the younger generation of Sites Officers. Training NSW has some options to be investigated.</p> <p>Travel rates were discussed, and it was explained that these are set by the Commonwealth Government and reviewed annually.</p> <p>Concerns were raised about groups registering as RAPs when they are not from the area. OEH Guidelines allow anyone to register. Applications are assessed through a Roads and Maritime process but will also be provided to OEH and the LALC. OEH or LALC can raise any issues they have with Roads and Maritime (Barry Williams in the first instance).</p>	<p>to be provided by Friday 1 March.</p> <p>2. Regular informal updates to be provided to RAPs on project updates.</p> <p>3. Kate Waters to provide example text to be included in report with regards to images of deceased people and explanation of reasons for inclusion. RAPS to review and provide advice.</p>
4	Discussions	



	Discussion	Action / Response
	<p>Concerns were raised with regards to confidentiality of information provided to the team. It was confirmed that the information in the Cultural Values Assessment Report (appended to the CHAR) has been approved by the cultural knowledge holders who provided the information to Kate Waters. Not everything she is told is included in the report, only the information that relates directly to the project and that she has been given permission to include by the cultural knowledge holder who shared the information.</p> <p>The Aboriginal Participation in Construction (APIC) Policy was discussed. The project has not decided on delivery method and is not yet going out to tender, however it is likely that the industry is starting to prepare for the construction of the project in terms of forming joint ventures and business planning. Roads and Maritime will provide the details of construction contractor tendering on the project when that information becomes available to enable LALCs to start to approach them about opportunities for partnering.</p> <p>Concern was raised that the importance of biodiversity has not been adequately captured in the CHAR / Cultural Assessment Report. More discussions to be had with knowledge holders to try to capture this information.</p> <p>It was recommended that a formal submission be provided to Roads and Maritime, which can either be done now, or in response to the EIS. This will ensure the information is captured and directed to the appropriate people. This submission can be directed to Adam Cameron (adam.cameron@rms.nsw.gov.au) or Scott Lawrence (scott.lawrence@rms.nsw.gov.au).</p> <p>There was a discussion about the need for the RAPs to be giving Aboriginal cultural heritage site inductions during construction. RMS confirmed that it would seek the RAPs help in developing the material for the inductions as well as presenting inductions. It was noted that it is Roads and Maritime preference from someone from the local Aboriginal community to give the inductions, however if no one was available from the RAPs / Local Aboriginal community to give an induction on a particular day then that induction may still go ahead to meet construction timeframes.</p> <p>There was discussion about the need for flexibility to allow site officers to attend funerals, cultural events such as NAIDOC week etc. It was pointed out that there are a lot of projects going on in the Coffs Harbour area and it can be difficult for RAPs to source enough site officers at times.</p>	<p>4. Kate Waters to discuss natural environment with knowledge holders and update Cultural Values Assessment Report.</p>

ACTION	RESPONSIBILITY	STATUS
1. Figure of ancillary sites to be provided with meeting notes. Advice is to be received back within 2 weeks.	Registered Aboriginal Parties	Open until 1 March 2019
2. Regular updates to be provided to the RAPs when project elements change	Roads and Maritime	Ongoing
3. Kate Waters to provide example text to be included in report with regards to images of deceased people. RAPS to review and provide advice.	Kate Waters	Open
4. Kate Waters to discuss natural environment with knowledge holders	Kate Waters	Open

To provide comments and advice please write, email or phone.

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## **Appendix C      Detailed Aboriginal Cultural Study**





**WATERS**  
CONSULTANCY

# **COFFS HARBOUR BYPASS PROJECT**

## **Aboriginal Cultural Values Assessment Report**

Prepared for Arup Pty Ltd on behalf of Roads and Maritime Services

July 2019 v.7



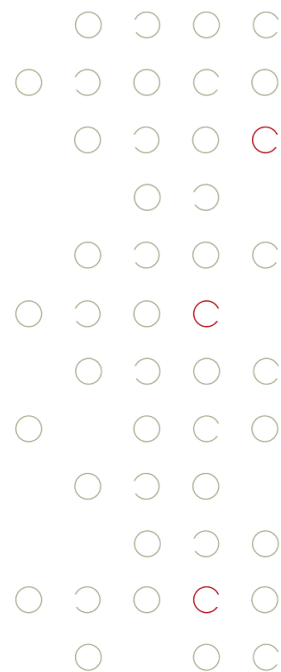
HISTORY • CULTURE • HERITAGE

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**NOTE ON PHOTOGRAPHS OF INDIVIDUALS**

This report contains photographs from the 1870s and 1880s of a number of Aboriginal people who are now deceased. It has not been possible to obtain the permission of the descendants of these people for the inclusion of the photographs as it is not known if they have descendants or who they may be. The photographs are included here with great respect for these people as individuals who stand for the many Aboriginal men, women and children who lived through the violence and dispossession of this period and yet maintained their culture, families and community.

## 1 Introduction

### 1.1 Overview

Roads and Maritime Services (Roads and Maritime) is seeking approval for the Coffs Harbour Bypass (the project). The approval is being sought under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) as Critical State Significant Infrastructure (CSSI).

The project complements the Pacific Highway upgrade program which, when complete, will provide free flowing dual carriageway conditions for the Pacific Highway between Hexham and the Queensland border. The benefits of the project are stated to include:

- Improve road safety by removing through traffic (light and heavy vehicles) and some local traffic from the existing road network will reduce conflicts and improve safety for all road users;
- Improve travel time for through and local traffic, reducing through traffic travel times;
- Improve transport efficiency of the existing Pacific Highway through Coffs Harbour, relieving congestion on the wider Coffs Harbour road network and providing an alternative route for some local trips. This improved transport efficiency and the resulting improvements to accessibility and amenity to the Coffs Harbour CBD would likely result in wider economic benefits for the Coffs Harbour region;
- Improving freight efficiency for heavy vehicles by providing a high standard dual carriageway road to complement the National Land Transport Network, Future Transport Strategy 2056 and the recently upgraded Pacific Highway.

The Pacific Highway upgrade program also seeks to create public value and ensure safety of its workers and travelling public. A concept design has been developed for the project, which forms the basis of this assessment. This assessment supports the environmental impact statement (EIS) prepared for the project.

This report is the outcome of the Aboriginal cultural values assessment undertaken by Waters Consultancy. It is a stand-alone report that will also inform the Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by Kelleher Nightingale Consulting (KNC).

### 1.2 The proposed project

The project includes a 12 km bypass of Coffs Harbour from south of Englands Road to Korora Hill in the north and a 2 km upgrade of the existing highway between Korora Hill and Sapphire. The project would provide a four-lane divided highway that bypasses Coffs Harbour, passing through the North Boambee Valley, Roberts Hill and then traversing the foothills of the Coffs Harbour basin to the west and north to Korora Hill.

The key features of the project include:

- Four-lane divided highway from south of Englands Road roundabout to the dual carriageway highway at Sapphire.



- Bypass of the Coffs Harbour urban area from south of Englands Road intersection to Korora Hill.
- Upgrade of the existing Pacific Highway between Korora Hill and the dual carriageway highway at Sapphire.
- Grade-separated interchanges at Englands Road, Coramba Road and Korora Hill.
- A one-way local access road along the western side of the project between the southern tie-in and Englands Road, connecting properties to the road network via Englands Road.
- A new service road, located east of the project, connecting Solitary Islands Way with James Small Drive and the existing Pacific Highway near Bruxner Park Road.
- Three short tunnels through ridges at Roberts Hill ridge (around 190 m long), Shephards Lane (around 360 m long), and Gatelys Road (around 450 m long).
- Structures to pass over local roads and creeks as well as a bridge over the North Coast Railway.
- A series of cuttings and embankments along the alignment.
- Tie-ins and modifications to the local road network to enable local road connections across and around the alignment.
- Pedestrian and cycling facilities, including a shared path along the service road tying into the existing shared path on Solitary Islands Way, and a new pedestrian bridge to replace the existing Luke Bowen footbridge with the name being retained.
- Relocation of the Kororo Public School bus interchange.
- Noise attenuation, including low noise pavement, noise barriers and at-property treatments as required.
- Fauna crossing structures including glider poles, underpasses and fencing.
- Ancillary work to facilitate construction and operation of the project, including:
  - Adjustment, relocation and/or protection of utilities and services.
  - New or adjusted property accesses as required.
  - Operational water quality measures and retention basins.
  - Temporary construction facilities and work including compound and stockpile sites, concrete/asphalt batching plant, sedimentation basins and access roads (if required).

### **1.3 Aim of assessment**

This report assesses the potential impact of the proposed Coffs Harbour Bypass on intangible Aboriginal cultural heritage values. This report should be read in association with the ACHAR that

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details the findings of the archaeological cultural heritage investigations.

### **1.4 Study Area**

The study area encompasses the proposed project footprint (shown on Figure 1 below) with a minimum buffer zone of 200 metres on each side.

### **1.5 Summary of Results**

Within the construction footprint five specific sites of intangible cultural significance were identified during the cultural values assessment process. These sites include storylines, pathways and camping sites. The information contained in the draft cultural values assessment report on the location and significance of the five identified sites, and the feedback from identified knowledge holders and RAPs, was taken into consideration by Roads and Maritime in the design process. Adjustments and refinements to the construction footprint have removed the impact to one cultural site (Site E) and reduced the impact to two of the cultural sites (Site A and C). The inclusion of tunnels through the Roberts Hill and Shepherds Lane ridgelines supports the recommendations within this report that tunnels are preferred to minimize impact and avoid severing of the cultural pathways at Site A and C by retention of the ridgelines.

A number of locations in the surrounding landscape were also identified as holding cultural significance, these included ancestral figures in the landscape, ceremonial grounds, birthing sites, ritual increase sites, women's and men's business sites, burial places, occupation sites, resource areas, and high points that provide lines of sight.





Figure 1: Coffs Harbour Bypass Study Area.<sup>1</sup>



## 2 Methodology

This Aboriginal cultural values assessment has been undertaken through consultation with knowledge holders<sup>ii</sup>, as identified by the registered Aboriginal parties, regarding historical and cultural values within the study area. Archival research was undertaken in a range of national, state and local institutions to provide the historical and ethnographic context for the assessment. An analysis of the ethnographic literature and historical record was undertaken to provide a contextual understanding to allow for the interpretation and assessment of the cultural information.

Consultation with Aboriginal knowledge holders is a key component to the assessment of Aboriginal cultural heritage values. As stated in the guidelines produced by the International Council on Monuments and Sites (ICOMOS) on the application of the Burra Charter to Indigenous heritage,<sup>iii</sup>

*Indigenous people are the relevant knowledge-holders for places of Indigenous cultural significance. Their traditional knowledge and experience must be appropriately used and valued in the assessment of places. Advice may need to be sought on who are the relevant knowledge holders.*<sup>iv</sup>

The assessment of Aboriginal cultural heritage values was undertaken collaboratively with the Aboriginal community and identified Aboriginal knowledge holders as detailed in the following section. This is consistent with the guidelines for the assessment of Aboriginal cultural heritage produced by the Office of Environment & Heritage (OEH).<sup>v</sup>

## 3 Consultation Process

On 28 June 2017 an Aboriginal Focus Group (AFG) meeting was held and a verbal invitation was given for the nomination of cultural knowledge holders by 31 July 2017 (Appendix A). On 5 December 2017 Roads and Maritime sent a follow up letter to government agencies and parties nominated by government agencies as potential cultural knowledge holders (Appendix B). As a result of this process four individuals were nominated as cultural knowledge holders.<sup>vi</sup> In March 2018 Waters Consultancy were engaged to undertake an Aboriginal cultural values assessment. On 24 April 2018 Roads and Maritime sent an email to all registered Aboriginal parties (RAPS) (Appendix C) notifying them of the engagement of Waters Consultancy and of the proposed cultural assessment methodology.

Attempts were made by Waters Consultancy in late April and June 2018 to contact all registered individuals by telephone, email or letter. All RAPS were spoken with directly other than the Wanggaan Gumbaynggirr Corporation and the Gumbaynggirr People applicants. For these two groups only one individual, a member of both groups, could be contacted. No response was received from the other individuals, including the Chairperson and Secretary.<sup>vii</sup> As a result of these discussions a further three cultural knowledge holders were identified giving a total of seven identified individual knowledge holders. Detailed face-to-face interviews have been conducted with three of the knowledge holders<sup>viii</sup> and a telephone discussion and subsequent face to face meeting occurred with one knowledge holder<sup>ix</sup> and a telephone discussion only with one knowledge holder.<sup>x</sup> One knowledge holder decided on further discussion that they had no cultural knowledge directly relevant to the project impact area and chose not to participate. One knowledge holder was overseas at the time of

the assessment and was contacted by email but was not in a position to engage in further discussions, a copy of the draft report was provided to allow him an opportunity to comment. The identified knowledge holders spoken with provided cultural and historical information on the broader cultural landscape of the region. This information has informed the assessment process in relation to the cultural heritage values and significance of the broader region. Consultation with the knowledge holders originally identified five intangible cultural sites within the construction footprint; subsequent design refinements have resulted in one identified cultural site being avoided and in the impacts on two of the identified cultural sites being reduced. All five sites are discussed within Section 9.

A draft CVA was issued with the draft CHAR to all RAPs on 1 August 2018. Two concerns were raised in relation to the draft cultural assessment report in joint comments received from the Coffs Harbour Local Aboriginal Land Council, Jagun Aged Care Services and the Garby Elders Aboriginal Corporation on 18 October 2018 (see Appendix D). These concerns were that the cultural importance of biodiversity had not been adequately captured and that sensitivities around the inclusion of images of deceased people had not been adequately addressed. These two concerns were discussed further at the AFG on 11 February 2019 (see Appendix E). Further follow-up engagement occurred with knowledge holders and RAPs in February and April/May 2019 in relation to the comments on the draft report and in relation to ancillary areas (all of which sit within the buffer zone of the original survey area). Following this additional consultation with key knowledge holders and RAPs, additional text has been incorporated into the final report to address these concerns. Coffs Harbour Local Aboriginal Land Council provided a copy of a map of *Aboriginal cultural heritage landscapes (known and predictive)* (see Appendix F) in the Coffs Harbour area; it is understood that this map was developed jointly by OEH and the Coffs Harbour City Council. The willingness to share this map is appreciated, unfortunately as there is no accompanying report to assist in identifying the source of the information or the nature of the site(s) being mapped it has not been possible to incorporate the information. On the basis of discussions with the LALC and community members it appears that the main basis for the mapping has been tangible archaeological site(s) rather than the intangible cultural sites that this report is specifically concerned with.

It is acknowledged that the archaeological record, that is tangible material objects themselves, hold significant cultural value to Aboriginal people of the region and that this value has been expressed during consultations with the RAPS and the identified knowledge holders. The nature of cultural significance is such that it is an ongoing process that must allow for the attachment of cultural values and significance to emerging archaeological sites. As such it is acknowledged that the material objects uncovered as a result of archaeological investigation, and the locations from which they were retrieved, can and do hold significant cultural value to Aboriginal people of the region and that this has been specifically expressed in relation to the investigations that have occurred within the construction footprint. It is noted, however, that this report is specifically concerned with the identification of intangible cultural sites that are not identifiable through archaeological investigation.

## 4 Previous Historical and Cultural Assessment

No detailed Aboriginal cultural assessment has previously occurred in relation to the Coffs Harbour Bypass project.

## 5 What is Cultural Significance?

The concept of cultural significance encompasses all the cultural values and meanings that could potentially be associated with a place. The cultural and natural values of a place are generally indivisible in the context of Aboriginal cultural heritage. The cultural values and meanings in a place can be both tangible and intangible.

Cultural significance is embodied in the place: in its tangible or physical form, in the wider cultural landscape that it is located in, in the ways in which the place is used or interacted with, and in the associations, stories, and meanings of the place to the people and community it holds significance for,

*Aboriginal cultural heritage consists of any places and objects of significance to Aboriginal people because of their traditions, observances, lore, customs, beliefs and history. It provides evidence of the lives and existence of Aboriginal people before European settlement through to the present... For Aboriginal people, cultural heritage and cultural practices are part of both the past and the present and that cultural heritage is kept alive and strong by being part of everyday life.<sup>xi</sup>*

The concept of cultural significance is used in Australian heritage practice and legislation to encompass all of the cultural values and meanings that might be recognised in a place. Cultural significance is often defined as the sum of the qualities or values that a place has with particular reference to the five values – aesthetic, historic, scientific, social and spiritual – that are listed in the *Burra Charter*.

The three key values in relation to Aboriginal cultural heritage assessments are the social, spiritual and historic. Social or cultural value refers to the associations that a place has for a particular community or cultural group and the resulting social or cultural meanings that it holds for them. It can encompass traditional, historical or contemporary associations. Spiritual value is often subsumed within the category of social or cultural value. It refers more specifically to the intangible values and meanings embodied or evoked by a place to a specific cultural group and that relate to that group's spiritual identity or traditional practices. Historic values refer to the associations of a place with an individual person, event, phase or activity that has historical importance to a specific community or cultural group.

Consultation with identified Aboriginal knowledge holders is a key component to the assessment of Aboriginal cultural heritage values. The assessment of Aboriginal cultural heritage values must be undertaken collaboratively with the Aboriginal community and identified Aboriginal knowledge holders. This is consistent with the guidelines for the assessment of Aboriginal cultural heritage produced by OEH<sup>xii</sup> and the practice notes produced by the ICOMOS on the application of the *Burra Charter* to Indigenous heritage.<sup>xiii</sup>



## 6 The Cultural Landscape

The understanding and perception of the landscape expressed by the knowledge holders, and by the community more broadly, is as an area traversed by an interconnecting network of physical, social and spiritual meanings. The term 'associative cultural landscape' has come to be used within the international heritage profession to refer to such complex understandings of landscape. The World Heritage Convention of UNESCO defines an associative cultural landscape as one that has, "powerful religious, artistic or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent."<sup>xiv</sup>

Mythological sites and beings are imprinted in the topography of the landscape and the energy or sentience of the mythological being is understood as remaining in the physical environment. In this sense the mythological beings, and their pathways, are seen as animating the landscape. This belief system is common to all totemic Australian geographies.<sup>xv</sup>

This inscription of meaning onto the landscape applies not only to the actions of mythological beings but also to the actions of the ancestors and events in historical time.<sup>xvi</sup> The inscription of meaning onto the landscape, a process captured in the term Dreaming, is not restricted to a distant and mythological past but is a continuous cultural process, "... a way of 'pre-understanding' that 'signs and topographises' the land, provided a culturally conditioned conceptual framework within which people are empowered to create new meanings."<sup>xvii</sup>

The cultural understanding of individual sites situates them within a complex interlinked series of pathways and places created by the patterns of movement of mythological beings and Aboriginal people. Pathways link together nodes in the landscape that are related to resource-rich areas, mythological movement patterns, and places of ceremonial and spiritual importance. Pathways extend through the country of neighbouring groups, linking people and places together in a complex network of social and ceremonial links. Songlines or storylines refer to the pathways formed by mythological beings in their travel through the landscape and carry ritual and ceremonial meaning. Songlines/storylines are themselves pathways that join key sites along a Dreaming Track. Those pathways that are not themselves songlines/storylines are still associated with songlines/storylines; they may be designed specifically to avoid key sites on the associated songline/storyline that are not appropriate for open visitation. As such, pathways and songlines/storylines are strongly interlinked and can at times be one and the same and at other times are culturally and physically interconnected. In contemporary usage in New South Wales there can be slippage between the terms pathways and songlines/storylines as a result of the loss of specificity in the knowledge of these complex networks resulting from the devastating impacts of European colonization on Aboriginal people, communities and on the landscape itself. While specificity of knowledge in regard to distinguishing the precise locations of songlines/storylines from the associated pathways may not always be extant the knowledge of such songlines/storylines and pathways, the locations and communities that they link, and the broad sweep of them across the landscape is knowledge that is retained within Aboriginal communities across New South Wales.

## 7 Aboriginal People and the Coffs Harbour Area

The Coffs Harbour area sits within the country of the Gumbaynggirr people that stretches, broadly speaking, from the Clarence River in the north to the Nambucca River in the south and west to around Ebor.<sup>xviii</sup> Within that wider area, "There are sub language groups and wider local groups that attach to the major rivers. They shared Dreaming tracks with groups to the north, west and south."<sup>xix</sup> All of the knowledge holders identified the project area as being located within a culturally significant landscape. The documentary record and the knowledge holders identified a range of places of cultural significance within the broader area that the project sits within, demonstrating the cultural richness of the Coffs Harbour landscape and people. As Uncle Tony Perkins stated,

*I was born at a time when culture was still very very strong... and it's still strong to us today, very powerful beliefs and see in our culture once we have that belief we can't break that, that's forever, which means there's a lot of spiritual thing we believe in still, all of that. We come through a very bad time as kids, a time where our cultural movements were sort of taken from us... but we still know a lot about what was back in time and even some of the Dreamtime things, we still retain that because we learnt that from our old people who are not with us today.*<sup>xx</sup>

Aboriginal people in the region were able to continue to practice aspects of traditional law and custom well into the second half of the twentieth century despite the destructive impacts of European intrusion. In 1948 the linguist W.E. Smythe recorded Gumbainggar language with people in the area and noted that,

*... some of the remnants of its clans still adhere to the old customs enough to hold periodic meetings for the initiation of the young men, and for corroborees. These meetings are of course kept a close secret from the Europeans, and disfigurements (tooth evulsion, cicatrization, etc.) are avoided. Nominally Christians, many of them have a hidden respect for the "old law," and for the old men whom they remember as the leaders of tribal life in their youth. Some of the older men can recall the days of their youth when the white men were not so numerous, and when tribal life and customs had not been destroyed. They speak with the greatest conviction and sincerity of the deeds of their old medicine men and elders, ascribing to them amazing powers of magic and endurance. The children, brought up in this atmosphere, assimilate enough of it to carry many of them through the days when they are being instructed in the Christian religion. One man with whom this was being discussed gave his reasons for not believing in the latter religion approximately as follows: "Our God Birugan was thousands, or millions of years old before yours was ever thought of, and as for Jesus Christ, He did nothing that our 'clever men' couldn't do, and anyway they killed Him in the end, so He couldn't have been very strong after all."*<sup>xxi</sup>

The places of cultural significance identified by the knowledge holders include ancestral figures in the landscape, ceremonial grounds, birthing sites, women's and men's business sites, burial places, occupation sites, resource areas, and high points that provide lines of sight. A number of increase sites were also identified by the knowledge holders as places of cultural significance. These are sites where specific rituals are undertaken by the appropriate people to encourage the increase of a particular species or condition.

The anthropologist Radcliffe-Brown visited northern New South Wales in 1929 to obtain information from local Aboriginal people on what he defined as, "*localized ceremonies for the increase of natural species*" and which he recognised as "*sacred spots*". The majority of the people he spoke with were from north of the Clarence River where such sites are referred to as *djurbil*. However, he also collected information from Gumbaynggir people who he stated call these sites *mirer* or *mirera*,

*... there is a very real sense in which each mirera belonged to a certain group (horde) and was, if not their exclusive possession, at any rate very definitely their property. Amongst the mirera about which I was told, there were two or three for kangaroo, two for opossum, and others for emu, kangaroo rat, dingo, crab, codfish, perch, oyster, and a species of shell-fish. The only vegetable species for which I heard of an increase rite is a vine with edible fruit called girguru... I heard of a mirera where storms could be made but did not hear of one specifically connected with rain. Two unusual mirera are connected with two diseases: gunandi, a form of diarrhea, or perhaps colitis; and bilir, apparently dysentery. By performing rites at these spots, a man could send a visitation of the sickness upon an enemy.... The mirera for tiger-snake and that for the death adder seem chiefly to have been used for sending these snakes against enemies... An unusual mirera in the Kumbaingeri country is one for ghosts (gumbur), near Coramba.<sup>xxii</sup>*

Radcliffe Brown states in a footnote, "*The word "ghost" was used by my informant, but a better translation would perhaps be "evil spirit" or "demon."*"<sup>xxiii</sup> The knowledge holders spoke of the presence and cultural importance of increase sites including those located at a number of places linked together by the pathways mapped in this report (Cultural Sites A: Roberts Hill Pathway, Site B: Gumgali Storyline & Pathway, Site C: Sealy Point Pathways). A number of increase sites were referred to specifically by the knowledge holders including those for the goanna and crayfish and red-browed finch located at Macauleys Headland, Korora Bay and South Headland; these sites were previously recorded in the 1970s and '80s.<sup>xxiv</sup>

The anthropological and historical literature shows that, "*From Coffs Harbour there are important pathways to the Orara and up that river towards Nymboida with indications also of travel from the Bellinger River to the Coffs area and west towards Ebor.*"<sup>xxv</sup> The knowledge holders shared an understanding of the cultural landscape of the region as one traversed by a number of interconnecting pathways that linked people along the coast with each other and with the people of the inland, the river valleys, and mountains and tablelands to the west. The songlines/storylines or pathways are understood by all of the knowledge holders as linking communities for reasons of ceremony, lore, harvest sharing, trade and marriage.

Pathways are of importance in understanding cultural landscapes as they function to link different communities to each other, to resource-rich areas and to places of ceremonial and spiritual importance. Pathways extend through the country of neighbouring groups, linking people and places together in a complex network of social and ceremonial links. Uncle Mark Flanders alluded to this pattern of movement in explaining that the people of the region are linked to both the coast and the inland,



*We're saltwater/freshwater people here, land/sea people. Obviously that seasonal movement, coming down to the ocean in the wintertime 'cause of the better conditions, too cold up in the valley and the mountains, travel back up in the summertime when it's cooler and to harvest the fresh water turtle, its coming up just as spring's coming. And [we travelled] also for initiation ceremony up in the Orara Valley.*<sup>xxvi</sup>

An important aspect of movement was that between the coast and the hinterland as referred to in the above quote. The historical records show that people traditionally moved between these two zones in line with shifting resources. One example of this is the mullet runs that occurred on the coast in late autumn and early winter when the lilly-pilly trees were also fruiting.<sup>xxvii</sup> As the knowledge holders have noted these movements were also linked to the timing of ceremonial activities.

Traditionally, prior to the impact of European intrusion, high level ceremonies brought people together from a wide area utilizing the cultural network pathways and storylines/songlines. These gatherings were dependent on the availability of sufficient resources to support large groups of people. In an 1898 article the ethnographer and surveyor R.H. Mathews provided a detailed description of what he termed the *Burbung*, a high-level initiation ceremony as carried out by the Gumbaynggirr people. The description does not detail all of the people who attended the ceremony, but it does refer to people attending from Kempsey, Armidale, Tabulam and the Nymboi[da] River. The last group being identified as 'local' indicating that Mathews understood them to be Gumbaynggirr.<sup>xxviii</sup>

Mutton birds (*Puffinus tenuirostris*) are one of the key resources that supported large gatherings along the coastal strip,

*People from the Gumbaynggirr Nation have gathered here [Coffs Harbour] every year for the traditional Mutton Bird Season. The clans camped at a place called Corambarra/Corambirra including the area now called Happy Valley and along both sides [of] the Bangalor [Coffs] Creek to where the showground is today.*<sup>xxix</sup>

Muttonbird Island and the associated South Headland (Corambirra) are both culturally significant sites located near the Coffs Harbour jetty.<sup>xxx</sup>

The Coffs Harbour area sits within a region that was rich in natural resources with access to varied coastal and hinterland environments. Aboriginal people utilized a wide range of land-based resources, including animals such as wallabies, kangaroos, bandicoots, koalas, flying foxes, possums, a range of bird species including pigeons and mutton birds. Marine and freshwater resources were abundant with various species of fish, such as mullet, and shellfish including oysters, pipis, and mussels. A wide range of plant foods, such as lilly-pilly trees, roly-poly trees, native grapes and honey, were important food sources.

Other land-based resources that were utilized by Aboriginal people in the region included plants for bush medicine, rainforest timbers to make shields, clubs, spears and digging sticks, bark for canoes and shelters, and grass trees and cottonwood hibiscus for spear shafts and stone to make axes and

grinding stones. The bark fibre from wild hibiscus bushes was used to make fish nets and Bangalow palm leaves used as water and honey carriers.<sup>xxxix</sup>

Fishing methods included fish and line with the line made from the inner bark of the cottonwood hibiscus and the hooks from mollusk shells. Spear fishing from canoes and fish nets across streams were also techniques that were used in the region.<sup>xxxix</sup> In fresh water Bumbil Bumbil weed was used to poison fish to catch them. In a 1901 article A.C. McDougall described the use of Bumbil Bumbil weed for fishing amongst what he termed the 'Coombangree',

*The practice of catching fish in fresh water by poisoning it, is met with among the Coombangree tribe. A weed called Bumbil Bumbil is collected and tied into small bundles. With a small bunch in each hand they dived under the water and rubbed them together. This was quickly repeated. The poison from the weed so affected the fish by making their eyes smart so much that they could hardly see, and they would shortly after float to the top of the water, where the aborigines (sic) would spear and catch them. The water is so objectionable to the palate, and injurious to the eyes that the aborigines (sic) when diving to carry on the operation have to keep their eyes and mouths shut, otherwise the poison from the weed would injure them. There is also a lather produced from a tree called "Cutiga" used for stupefying fish. The leaves of this tree are gathered and beaten together with a stick until soap has been formed; this is used in the water very much in the same way as the Bumbil Bumbil weed, and has a somewhat similar effect on the fish.*<sup>xxxix</sup>

The ongoing use of wild food and medicine resources in at least some locations along the coastline well into the second half of the twentieth century is demonstrated in the 2002 NPWS study undertaken with the Gumbaingirr people from Corindi Beach. The extent of such use and continuation into the present day is dependent on both the capacity to access wild resource places and the impact of development expansion and land clearing on the extent of such environments. Changing economic situations, the loss of earlier generations, increasing legal prohibitions on harvesting of wild resource have also had an impact. Nonetheless, wild resource use continues to the present day, particularly in relation to coastal resources of fish, shellfish and coastal plants.<sup>xxxix</sup>

The first European recording of the Coffs area was by Captain Cook who sailed past in 1770 and named the Solitary Isles but did not land in the area.<sup>xxxix</sup> The first recorded European intrusion into the Coffs area occurred around 1847 when Captain Korff utilized the southern headland to shelter his ship from a gale, it is probable that other ships had done so previously as there was considerable sea traffic along this coast.<sup>xxxix</sup> The area was originally referred to by Europeans as Korff's harbour.<sup>xxxix</sup>

European squatting settlement had surrounded the Coffs Harbour district by the 1840s, occurring to the south on the Macleay River by the late 1820s, to the west on the New England tablelands by the early 1830s, to the north on the Clarence River by the late 1830s, and coming as close as the Bellinger River in the early 1840s. In the 1860s European settlement came closer with movement into the Orara Valley and Woolgoolah. However, permanent European settlement in the Coffs Harbour area occurred relatively late as a result primarily of the geography of the area with its lack of an obvious harbor or navigable river and the steep terrain of the escarpment separating it from the tablelands to the west.<sup>xxxix</sup>

The first European intruders into the Coffs Harbour region were the cedar cutters. Cedar cutting began on the Hawkesbury in the late 1700s, it expanded up and down the coast in an uneven pattern. Cedar cutters were active on the Macleay River by 1827 and on the Clarence River by 1835, though they were not on the Nambucca River until 1839 and the Bellinger River until around 1842.<sup>xxix</sup> By the mid 1840s cedar cutters were well established in the wider region and by the mid 1860s there were cedar getters camps established in the Coffs Harbour area.<sup>xl</sup> By the 1860s cedar was being cut out of the Bonville Creek, previously Bongil, and taken down to the Bellinger River.<sup>xli</sup> Bonville Creek lies approximately 10 kilometres south of the Coffs Harbour centre.<sup>xlii</sup>

Aboriginal people's knowledge of their country and the associated skills for moving through and utilizing the resources of the country allowed them not only to continue their traditional patterns of life – in so far as possible with the increasing impact of the European intrusion – but also provided access to the emerging European economy through working as guides and labourers with the cedar cutters. Cedar getters relied heavily on Aboriginal guides to locate timber stands and frequently on Aboriginal labour in extracting the timber. Conflict between the intruding European timber getters and Aboriginal people was common throughout the region as it was elsewhere.<sup>xliii</sup>

Walter Harvie is believed to have been the first cedar cutter to establish himself in the Coffs Harbour area,

*Harvie was led to the watershed of Coffs Creek by the Aborigines who told him there was plenty of cedar near the sea at that location. He took his bullock team and men northward along the beach, crossed Coffs Creek near its mouth and set up camp on the creek's north bank, near the present Showground site, opposite Fitzroy Oval.<sup>xliv</sup>*

Accounts variously date Harvie's settlement in Coffs Harbour to the mid 1860s or 1870.<sup>xlv</sup> From the late 1870s other cedar cutters began to follow Harvie in using the Coffs Harbour to ship out their logs, this included those working in the Upper Orara area. Selection followed in the wake of the cedar cutters with selections being taken up at Coramba to the west and Woolgoolga to the north by the end of the 1870s.<sup>xlvi</sup> Although local history generally records that the Coffs Harbour area was not settled by Europeans until the 1870s it is clear that there were already Europeans utilizing the area to varying degrees. In an 1869 newspaper article about a drowning at Coffs Harbour the area appears to be both occupied and traversed by Europeans as a matter of course,

*We regret to learn that Mr. James Davidson, lately residing on the Lower Clarence... is believed to have met his death by drowning in crossing a small stream known as Korff's harbour. It is known that Mr. Davidson called at a hut some short distance from the place, accompanied by his dogs, which afterwards returned to the hut; and were subsequently found on the opposite bank by a party travelling that route and who the dogs then followed up to the hut, when some search was made, and tracks of a person having gone into the creek were plainly discernable, but no traces of his having gone out on the opposite bank, which fact, coupled with the dogs' remaining so long at the creek, would lend one to infer that poor Davidson had met his death by drowning, whilst attempting to cross the creek... Mr. Sub-Inspector Wright has dispatched a trooper to the spot, to search for the body.<sup>xlvii</sup>*





**Image 1: 'Orara William', c.1874.**<sup>xlvi</sup>

This photograph was taken by J.W. Lindt on the north coast, an article at the time the image was printed stated that the man's name was Orara William and that he was "... attired in hunting costume, with his head adorned with the dingo's tail and the skin of a wallaby round his loins; he has also the various weapons used in the chase..."<sup>xlix</sup>

.....





**Image 2: Mother and daughter, Orara River, c.1874.<sup>i</sup>**

This photograph was taken by J.W. Lindt on the north coast, an article at the time the image was printed described the photograph but did not name the two women, it identified them as mother and daughter and stated that they were from the Orara River.<sup>ii</sup>

Europeans were increasingly intruding directly on the Coffs Harbour area and the impact on the Aboriginal people of the region only intensified over the following decades. Small scale European settlement increased throughout the region following the passing of the 1861 Robertson's Land Acts. By 1863 there was a permanent European settlement at Bellinger to the south and settlers had begun to move into the Orara Valley to the west and north-west.<sup>lii</sup> The first European settlers moved into the Coffs harbour area from the Clarence River and Bellinger River areas, travelling either along the Orara River or along the coastal tracks.<sup>liii</sup> By the early 1870s cattle were running on land between Bongil and Boambee Creeks.<sup>liv</sup> The late 1870s and early 1880s saw increasingly intensive European land use in the immediate Coffs Harbour area. Sugar cane had been planted at Korora in the 1870s and by 1881 the first bananas had been planted. These properties are recorded as having employed Aboriginal people.<sup>lv</sup>

In June 1880 the newspapers reported that,

*Four conditional purchases, consisting of 313 acres, were selected yesterday, 160 acres being (sic) at Coff's Harbour, situate nearly midway between the Bellinger and Clarence Rivers. This is the first selection at Coff's Harbour, and is likely to be followed immediately by others, as the locality is represented to have several advantages.<sup>lvi</sup>*

Only two years later this description of one of the farms in the Coffs Harbour area gives some idea of the level of clearing that was already occurring with all the associated impacts on the natural resources of the area that the Gumbayainggar people relied upon,

*The farms in our newly settled districts on the coast are progressing satisfactorily; and, at Coff's Harbour, Mr Shepherd's looks about the best. On it stands a very snug cottage, with a good and healthy looking vegetable garden. Fully 60 acres of good agricultural land has been felled; and burnt off, the greater portion of which is entirely cleared.... There is, at present, a road already cut by a Government gang of axemen, led by Mr Battie, from Mr Sharp's farm at Nana Creek to the mouth of the Moonee. A bridge will have to be constructed over the Moonee, about five miles from Coff's Harbour; and side cuttings will have to be made for a short distance along the top of the range, on the eastern side... it is believed that work will be commenced in January next...<sup>lvii</sup>*

By March 1884 the newspapers were reporting that "... the first teams passed over the newly finished Pine Creek bridges, and there is now a good road for traffic the whole distance from South Grafton to Coff's Harbour."<sup>lviii</sup> There were timber mills operating, schools established, gold mining occurring in the Orara Valley and farming settlements emerging at Coramba and Nana Glen. As occurred throughout Australia the intensification of land use was linked to the increasing pushing out of Aboriginal people from access to their country.<sup>lix</sup>

The Aboriginal people of the region found various ways to adapt and cope with the massive disruption caused by the European intrusion. Many Aboriginal people engaged with the emerging European economy, working as guides, timber cutters, farm labourers and domestic workers. Others utilized the new farm crops as another available resource to replace those that were being reduced by the changing land use patterns. One such man was Paddy from the Orara River who we know of



as he was provided with a 'king plate' terming him the 'King of Boobarrego'. It is not known where Boobarrego is located exactly but it was on the Orara River.



Image 3: 'Paddy, King of Boobarrego'<sup>1x</sup>

While the identification of individuals as 'Kings' or 'Native Chiefs' was a European practice that did not reflect traditional Aboriginal social roles the descriptions of these individuals as part of a group of Aboriginal people linked to a particular tract of country reflects the continuing presence of Aboriginal people on their country. Jakelin Troy, in her history of 'king plates', stated of Paddy,

*.... [he] provided himself and his community with produce from the resources made available, not always willingly, by local farmers. He was made king when the people of the Orara River district were still living a traditional lifestyle. Paddy may have been given his gorget by a settler who wanted to obtain some influence with the local people. The settler may have been the 'best friend' from whom Paddy regularly stole vegetables. Paddy's gorget is now held by the National Museum of Australia... a letter to its original collector, Edmund Milne, provides us with a little of the recipient's history. In 1911 R Duggan wrote to Milne from Ulgundalu [Ulgundahi] Island:*

*"Paddy was about 80 or 90 years old when he died he reigned over about 70 of his own people teaching them to take turnips and other vegetables from the Garden of their best friend when unseen. He was quite strong and active to the last died of a cold*



*ill a fortnight. His Dominion extended about 10 miles up and down the Orara River 7 miles south of Grafton... There are a few of his descendants still living and they are learning to know a better way, but still look back to the old times... This is as much as I can get from them they do not seem to know much The records has the plate will not part with it even to be photographed or in such good company. I am sorry but he gets quite angry if I suggest it now...’’<sup>1</sup>*

Nonetheless throughout the 1880s Aboriginal people in the area whilst engaging with the new emerging European economy also continued with their traditional practices. The most frequent records in the documentary sources refer to instances of fights or violence as these resulted either in the intervention of the European legal system or were simply of interest to the European observers.

Walter Harvie, the cedar cutter who first settled in the Coffs Harbour area, wrote an account in 1927 of a large-scale fight that occurred between Boambee and Bonville Creeks probably in the 1870s.<sup>1</sup> The numbers participating may have been exaggerated in his retelling, however, it is clear that it was a large-scale ritual gathering.

*I was drawing cedar from Bongal scrubs to the Bellinger at the time, and employed two black boys. Their father was boss of the coast blacks from the Bellinger to a good distance north. We named him “Long Billy.” The boys were about 16 and 18 years of age and very intelligent. They were very useful to me in minding the bullocks. Naturally they wanted to go and see the fight, and they asked me to go with them. I went – partly because I was as anxious as they were to see the fight, and partly because I wanted to keep in touch with the boys, in case they might be enticed away. They had been with me about two years and could speak English. Later they joined the Queensland black police.*

*The two boys I had were “Caperas,” which meant that they were a stage between boys and men... They had an appointed chaperone, who was always with them. He was generally an old abo[riginal] who, in addition to his fighting implements carried a notched piece of thin wood with strings attached, which made a buzzing sound when whirled in the air. It was called a “rowrow,” and when used in the right way would make a row all right. This was used by the man in charge to keep all stragglers away from where the caperas were. There were other caperas in the group besides my two boys.*

*The battle ground was on the bald ridges between Bongal and Boambi Creeks, and when we arrived there we met great numbers of blacks. The fighting men were naked, except for strong belts in which they carried their fighting implements. Their bodies were painted with fantastic stripes of different colors. They carried spears and heelman in their hands. The heelman was a piece of light wood about 16 or 18 inches long and about 14 inches wide, rounded on one side, and it had a grip hold for*

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<sup>1</sup> Harvie was identified as the “...only white witness...”, if he was in fact the only European observer it seems probable that it actually occurred sometime prior to the 1880s which is when the newspaper article dates it to, the reference to cedar getting and to the Queensland native police both support the earlier date.....

*the hand on the flat side. This was their shield for warding off spears and blows from other weapons.*

*I was directed by the head men to stay with the boys, as I would be safe with them from any weapons flying about. The boys soon found a suitable spot from which we would have a good view, and all the time the old chap kept up a noise with his whirling machine to keep intruders away.*

*The fighting men were rushing about making an unearthly row on both sides, but after a time they got into two lines about 50 yards apart. Then a large number on either side fell back as reserves, some distance away. Two men who appeared to be distinguished warriors jumped out in front of the line on each side and made short speeches. When they finished they threw boomerangs, which was the signal for a general crash. There was a yell that could be heard a long distance away and boomerangs and throwing sticks filled the air like flocks of birds. After they had expended all these missiles they started with spears about 10ft. long, of which they had great numbers. It was wonderful to see how they could elude them, knocking them aside, catching them on the heelman, jumping straight up to let them pass underneath their feet, and even catching them in their hands and returning them like a flash. But each man kept his eyes glued on his opponent. Spears were picked up by the toes and returned, and it was wonderful how they could protect themselves behind the heelman.*

*After about half-an-hour's strenuous fighting the front line men had used up all their weapons. Then the front line fell back on both sides, removing all who had been put out of action. The reserve took their place in the line and the fighting went on as fierce as before.*

*When all the spears and boomerangs were used up the others joined in and they started with the copens, a very dangerous weapon about 2ft. long with a heavy knob at the end. The contestants then got scattered in pairs over about half-a-mile of clear ridge and there was very fierce hand to hand fighting. We had a good view from where we were and could hear their weapons clashing on the shields. There were desperate yells and we could see the men falling, but whether they were seriously wounded or not we could not tell.*

*About an hour from the time the battle started we could see that both sides had had enough. The southerners began to get away towards their camp in twos and threes, and shortly afterwards there was a general stampede and the battle was over, bar the shouting and rattle of weapons. When the noise had quietened down there was much talk between the leaders of the different tribes (there were a number of tribes engaged) and soon they came to an agreement and began to attend to the wounded, of whom there were many. Some were so seriously wounded that they never recovered. I was told that three were killed outright in the fight.*

*I made a rough count and calculated that about 500 men were engaged in the battle. They were the finest lot of men I've evr sn (sic) together – tall and muscular, and every*

*one an athlete of no mean caliber. The lubras were very plucky. They ran about among the fighting mn (sic) picking up wapons (sic) that had been used... there were dozens lying about the ground in various attitudes. A great many had to be carried off to the different camps. The carriers made rough stretchers of saplings to carry those who could not walk and the wounded were attended to by old abo[riginal]s and lubras, who seemed to be experts at fixing up spear wounds and broken heads.*

*I saw some who had to be helped off the battlefield taking part in the big corroboree that was held at night. There must have been over 1000 blacks congregated there, all in Nature's garb, except for short fringes worn around their hips by the lubras and pieces of the skin of some animal hanging from the belts of the men. They had no blankets – the Government dole had not reached this far. But they had plenty of rugs well tanned and sewn with a thread of their own make.*

*All the tribes took part in the corroboree. I remember that one part was a kangaroo hunt. A number of the blacks camped at Boambi for a long time, feeding and tending the men who were wounded in the fight.<sup>lxii</sup>*

By the 1880s with the establishment of a permanent European settlement at Coffs Harbour there is evidence of increasing intrusion of European law into conflicts that were occurring as part of the traditional Aboriginal legal process. One example of this appears in an 1882 newspaper account of a court case in Sydney in which two Aboriginal men, Nymboid Jack and King Charlie, were charged with murder for an event that occurred at Fernmount some 25 kilometres south-west of Coffs Harbour. Their defense lawyer argued that the killing was an instance of them following "*the law best known to them*",

*Two aboriginals, named Nymboid Jack and King Charlie, were arraigned upon one indictment charging them that they, on the 3<sup>rd</sup> of August, 1881, at Bellinger, did willfully murder one Dickie, also an aboriginal... Dickie had paid attentions to the wife of Jack, one of the prisoners, and a good deal of bad feeling was thereby engendered, especially as Jack's gin appeared to favour Dickie's advances. About the time in question the two prisoners went to a place known as Merryman's Camp, at Fernmount, about six miles from Bellinger, apparently for the purpose of "having it out" with Dickie. They came upon Dickie sitting down, and they both struck him, one with a weapon known as the boomerang and the other with a stick, and thus took his life. For the defence, Mr. Smythe pointed out that the prisoners were differently circumstanced from white men. They had laws of their own, and the prisoners had apparently followed the law best known to them – punishing one of their own countrymen for doing what, amongst all men, was recognised as a great wrong. The jury, after a brief retirement, returned with a verdict of guilty, accompanied by a strong recommendation to mercy.<sup>lxiii</sup>*

As was required under the law both men were sentenced to death.<sup>lxiv</sup> However, the gaol records show that both men's death sentences were subsequently commuted to 5 years on the road gangs.<sup>lxv</sup>



No. *2573* Name *Nymboid Jackie* 98

Date when Portrait was taken, *6 Decr. 1882*  
*10508.81*

Native place *Bellinger River*  
Year of birth *1842*

Arrived in { Ship  
Colony { Year

Trade or occupation { *Labourer*  
previous to conviction { *Eng.*

Religion *me*

Education, degree of

Height *5* feet *11 1/2* inches.

Weight { On committal *162*  
in lbs. { On discharge

Colour of hair *blk*

Colour of eyes *Brown*

Marks or special features:—

Where and when tried { *Sup. Crim. Ct.*  
Offence *24 Feb 82*  
*Murder*

Sentence *Death commuted*  
*to 5 years Roads.*

Remarks:—




Image 4: Nymboid Jackie, c.1882. lxvi

No. *2572* Name *King Charlie* 97

Date when Portrait was taken, *6 December 1882*  
*10509.81*

Native place *Bellinger River*  
*near Newcastle*  
Year of birth *1832*

Arrived in { Ship  
Colony { Year

Trade or occupation { *Labourer*  
previous to conviction { *Re.*

Religion *me*

Education, degree of

Height *5* feet *9 1/2* inches.

Weight { On committal  
in lbs. { On discharge

Colour of hair

Colour of eyes

Marks or special features:—

Where and when tried { *Sup. Crim. Ct.*  
Offence *23 Feb 82*  
*Murder*

Sentence *Death commuted*  
*to 5 years Roads*

Remarks:—




Image 5: King Charlie, c.1882. lxvii

In 1888 a ritual fight occurred at Dundoo Creek near Sherwood Station, the general area being roughly 50 kilometres to the north west of Coffs Harbour. The ritual battle was between people from the Bellinger and Clarence Rivers. An Aboriginal man named Simon died at Coffs Harbour from wounds sustained during the fight and as a result of his death an inquest was held. The ritual battle occurred as a result of the involvement of the Bellinger River people in identifying Nymboida Jack and King Charlie to the authorities. Simon's brother Davey gave evidence at the inquest and stated that, "... the Nymboida blacks made a song about those who were put in gaol. Nymbodia Jack and Charlie were sentenced to five years on information given by the Bellinger blacks. The song said "No [word indecipherable] blanket, life in gaol." That [indecipherable word] the fight. The fight was fair according to blackfellow law."<sup>lxviii</sup>

It was reported that Simon left Coffs Harbour, "... saying that he was going to fight at Kangaroo Creek [west of Dundoo Creek]... Other blacks were going with him from the Bellinger."<sup>lxix</sup> When he returned some time later he said that, "... he had been speared in the left cheek. He also had a little hole in the left side of his chest. He could walk, but not very quickly. He stayed at the Blacks' camp and witness saw him every day."<sup>lxx</sup> The witness referred to was an 18 year old European man John Thompson who was a groom at Campbell's Hotel and had known Simon for around five years; he reported that,

*[Simon] could not eat. He died about nine days after he came back, and was buried on the hill about a mile from the hotel. One sheet of bark was put under him, and another over him, and he was rolled in a blanket. After he returned from the fight he appeared to get worse every day until he died. Food was taken to him from the hotel, but he could not eat it.*<sup>lxxi</sup>

At the inquest a number of Aboriginal men gave evidence including Charlie Brown and Barkaway Georgie, both identified as "Clarence blacks". Charlie Brown was the accused and the police officer who arrested him stated that when arrested Charlie had stated that "... it was blackfellow's law. In reply to Mr. Lee (juryman) the sergeant said he had heard of many blackfellows' fights, but never knew of the authorities trying to put a stop to them."<sup>lxxii</sup>

Billy McDonald also gave evidence, he identified himself as belonging to the "Nymboida blacks". His evidence was summarized in the newspaper account,

*The Bellinger blacks fought the Clarence blacks. He fought on the Clarence River side, but he did not know why he fought. They were making their fight song. This was the first fight he knew of between them. Billy Larrago came and told him there was to be a fight at Dundoo. They fought with spears, boomerangs, paddamelons, and other weapons. The witness, a powerful-looking young man about 20 years of age, almost fainted at this stage. He was caught before he fell and was given a chair. Continuing his evidence, he said Bellinger Blackfellows threw the first spear. It was a big fight. Simon was leading. Charlie Brown speared him in the nose, then Georgie speared him in the chest. Simon fell down. The fight was over for the night. They fought again next morning, but Simon was too bad to fight. He sat in the Bellinger camp. Georgie or Charlie Browne did not go near him next morning. Clarence blacks stopped one night and the Bellinger blacks two nights. Simoon pulled the spear out of his face*



*before Georgie threw the second one at him. Simon had a spear in his hand when hit in the cheek. It was proper blackfellows' law. They spoke blackfellow on the ground. Simon was very angry when he pulled the spear out of his chest. Clarence blacks then thought they won and began to sing. Charlie Brown was hit by a boomerang on the arm, thrown by old Tom. No more were hurt. They fought on sides – no one blackfellow fought another.*<sup>lxxiii</sup>

Further evidence was given by Dundoo Billy who was described as an elderly man who was born at Corindi and worked at Orara, *"I fight with them for Clarence blacks. Bellinger blacks make row, fight. He indicated that Georgie was about six feet away when he speared Simon in the side. Blackfellow then say fight no more."*<sup>lxxiv</sup> Simon's brother Davey also gave evidence apparently identifying the event that led to the ritual fighting, *"... the Nymbodia blacks made a song about those who were put in gaol. Nymbodia Jack and Charlie were sentenced to five years on information given by the Bellinger blacks. The song said "No [word indecipherable] blanket, life in goal." That [indecipherable word] the fight. The fight was fair according to blackfellow law."*<sup>lxxv</sup>

Charlie Brown explained that,

*We fight because of big song about us blacks. Bellinger blacks made the fight. We went to fight them. Bellinger blacks too much mob. Grafton blacks, Orara, Nymbodia. Simon threw spear at me. I catch him along hielaman and then afterwards hit him in nose. Simon pull spear out and throw him on ground. Me from here to door (18 feet) when throw spear. Bellinger blacks all in a lump. Georgie go close up to Simon and spear in chest. Simon fall down when I spear him first; rise up, then Georgie spear him again.*<sup>lxxvi</sup>

The jury found both men guilty of manslaughter, though the newspaper reported that, *"After a half-hour's retirement the jury returned to ask the coroner could the accused be acquitted if it were the custom for blackfellows to fight. The Coroner: They are British subjects under British law."*<sup>lxxvii</sup>

After the 1880s there are no longer any references to large scale gatherings occurring in the region, however, as noted previously, initiation ceremonies and corroborees were still occurring into the second half of the twentieth century but they were actively hidden from European eyes.<sup>lxxviii</sup>

Aboriginal people lived and worked throughout the Coffs Harbour region in the twentieth century, as they continue to do today. The Coffs Harbour Aboriginal heritage study, referencing unpublished local historical records, stated that,

*Historical records reveal that Aboriginal people have contributed their labour to the local economy since the earliest days of white settlement. As early as the 1860s, Aboriginal people were helping Walter Harvie with his cedar-getting activities at Boambee Creek and later at the future Coffs Harbour. In the 1880s, Aboriginal people were employed on the England property at Deep Creek, at Hermann Rieck's property at Kororo, Eugene Rudder's at Coramba, James Small's at Kororo and at the Skinner's at Moonee beach. Work included collecting fresh food, clearing tracks and felling cedar trees, planting crops and acting as lookouts.*<sup>lxxix</sup>



In the twentieth century Aboriginal people worked as labourers on banana and sugar cane farms, general farm labourers, in timber mills, on the goldfields, on the railways, and in domestic labour.<sup>lxxx</sup>

There were a range of camps around the Coffs Harbour township where Aboriginal people lived in the nineteenth and twentieth centuries. Some of the places that have been identified as living places are where the Coffs Harbour Cemetery now is, the East Boambee and West Korora sites mapped in this report (Site D & Site E), the site of the Coffs Harbour Gun Club, the site of the current swimming pool, and the large camps located on the sand dunes between the mouth of Coffs Creek and the harbour. More permanent camps emerged in the mid twentieth century on the south bank of Coffs Creek near Gordon and Duke Streets, Fitzroy Oval, and at the southern end of the jetty near the railway line, *"The camps were near bush tucker and culturally significant sites, while the creek and surrounding forests provided fish and game."*<sup>lxxxi</sup>

In the 1940s there was increasing pressure from the local council and the Aborigines Welfare Board to dismantle these camps with the lack of water and sewerage services being the reasons given though few attempts were made to provide such services.<sup>lxxxii</sup> In the 1950s the authorities began to demolish people's homes in the camps and pushed them into approved housing areas such as the Wongala Estate on the highway north of town. When the Fitzroy Oval camp was demolished in the mid 1950s it is reported that, *"... to the chagrin of the Coffs Harbour City Council, another camp including 8 shacks sprang up on the Coffs Cemetery side of the creek."*<sup>lxxxiii</sup> As a local history states,

*The camps provided a strong sense of identity and freedom, providing Aboriginal people with a link to the past that continues to shape their lives in the present. The camps were gathering places that connected Aboriginal families to the wider cultural landscape in and outside the Coffs Harbour region.*<sup>lxxxiv</sup>

## 8 Overview of Findings and Recommendations

Within the specific study area consultation with the knowledge holders has identified five areas of cultural significance as set out in Table 1 below. A detailed discussion of the cultural significance of these sites is provided in the following section (**Detailed Cultural Significance Assessments**).

**Table 1: Summary of Significance of Identified Cultural Sites**

Site Name	Description	Cultural significance
<b>Site A: Roberts Hill Pathway</b>	A culturally significant pathway running from Corambirra Point to the Orara Valley including Roberts Hill Ridge.	This pathway has High Significance to the local Aboriginal community as a key pathway connecting the coast with the Orara Valley and traversing the culturally significant Roberts Hill Ridge. This cultural significance is a result of the pathway's association with traditional patterns of movement and resource use, the Roberts Hill Ridge that is considered a culturally significant site, and with the intangible story lines that link the coast to the inland valleys. This pathway links to the culturally highly significant Corambirra Point and Giidany Miirlalr (Muttonbird Island area).
<b>Site B: Gumgali Pathway</b>	A culturally significant storyline and associated pathway running from Macauleys Headland to Sealy Point and through to Mount Coramba and the Orara Valley and Nana Glen.	The Gumgali storyline pathway is of Very High Significance to the local Aboriginal community. This cultural significance is a result of the pathway's association with the Gumgali or black goanna Dreaming storyline. The pathway links to other key sites within the region including Mount Coramba.
<b>Site C: Sealy Point Pathways</b>	A culturally significant pathway linked to the pathway following the Gumgali storyline (Site B); running along Sealy Point to the Orara Valley, Mount Browne, the Coffs Creek headwaters, and the Robert Hills pathway (Site A).	The Sealy Point pathways are of High Significance to the local Aboriginal community. This cultural significance is a result of the pathway's association with traditional patterns of movement and resource use and with the intangible story lines that link the coast to the inland valleys.
<b>Site D: East Boambee Camp</b>	A traditional and historical camp area associated with seasonal and ritual movement	This site has Medium Significance for the Aboriginal community as a traditional and historical camp area that was associated with seasonal and ritual patterns of movements into the Coffs Harbour area that brought

	patterns within the wider region.	people together from the wider region for resource gathering and ceremonial business.
<b>Site E: West Korora Living Place</b>	A historical living place located on the West Korora Road in the 1940s.	This site has Medium Significance for the Aboriginal community as a historical living place used in the 1940s and understood to be located on an older traditional camp site area.

Specific site based actions and mitigation measures have been recommended in relation to four of the five identified cultural sites within the study area, these are set out in Table 2 on the following pages. The recommended actions and mitigation measures have been developed in consultation with the knowledge holders.

### 8.1 Overarching Recommendations

In addition to the site-specific recommendations set out in Table 3 it is recommended that an Aboriginal Heritage Management Plan (AHMP) should be prepared and implemented as part of the Construction Environmental Management Plan (CEMP). The AHMP should provide specific guidance on measures and controls to be undertaken to avoid and mitigate impacts on Aboriginal cultural heritage during construction. Measures and controls should include protection measures to be applied during construction, including but not limited to the recommendations in Table 3 below, contractor training in general Aboriginal cultural heritage awareness, and any on-going opportunities for Aboriginal community engagement.

In the event of the unexpected discovery of suspected archaeological Aboriginal human remains during the proposed works, in addition to the procedures outlined in the Roads and Maritime *Unexpected Heritage Items Procedure 2015*, it is recommended that the AHMP require that Roads and Maritime immediately notify the identified knowledge holders<sup>lxxxv</sup> of the discovery. If the material is confirmed to be archaeological Aboriginal human remains it is recommended that consultation occur with the identified knowledge holders in relation to: the development of a Management Plan for proposed works in the relevant area; cultural ceremonies in relation to the human remains and the site of their occurrence; and, repatriation of the human remains.

**Table 2: Overarching Recommendations**

Recommendation	Comment
<b>Development of an AHMP</b>	The AHMP should provide specific measures and controls to avoid and mitigate impacts on Aboriginal cultural heritage during construction (see discussion above).
<b>Unexpected Finds Procedure</b>	The AHMP should provide for an addition to the <i>Unexpected Heritage Items Procedure 2015</i> to require the notification of the identified knowledge holders within 24 hours of any discovery of Aboriginal skeletal remains during the proposed works.



Table 3: Recommended Site Specific Actions and Mitigations

Site Name	Description	Cultural Heritage Significance	Impact? Yes/No	Action	Mitigation
<b>Site A: Roberts Hill Pathway</b>	A culturally significant pathway running from Corambirra Point to the Orara Valley including Roberts Hill Ridge.	High	Yes	In relation to Site A: Roberts Hill Pathway it was recommended in the draft of this CVA report that project consideration be given to the potential for a bored tunnel rather than a cut and cover land bridge. It was noted that boring is a strongly expressed preference by the key knowledge holders for this site on the basis that it would minimise the impact on the cultural landscape. Refinement of the design has led to the inclusion of a 190m long tunnel for Roberts Hill addressing this recommended action. Further detailed design should aim to minimise the impact of the construction footprint on the cultural site. It is recommended that this process occur in consultation with a cultural	<p>In relation to Site A: Roberts Hill Pathway it is recommended that mitigation occur as follows:</p> <ol style="list-style-type: none"> <li>1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.</li> <li>2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Roberts Hill Pathway is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</li> </ol>

Site Name	Description	Cultural Heritage Significance	Impact? Yes/No	Action	Mitigation
<b>Site B: Gumgali Storyline &amp; Pathway</b>	A culturally significant storyline and associated pathway running from Macauleys Headland to Sealy Point and through to Mount Coramba and the Orara Valley and Nana Glen.	Very High	Yes	heritage professional and the identified knowledge holders.  In relation to Site B: Gumgali Storyline & Pathway it is recommended that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. It is recommended that this process occur in consultation with a cultural heritage professional and the identified knowledge holders.	<p>3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p> <p>In relation to Site B: Gumgali Storyline &amp; Pathway it is recommended that mitigation occur as follows:</p> <ol style="list-style-type: none"> <li>1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.</li> <li>2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Gumgali Storyline &amp; Pathway is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The</li> </ol>

Site Name	Description	Cultural Heritage Significance	Impact? Yes/No	Action	Mitigation
					<p>final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</p> <p>3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p>
<b>Site C: Sealy Point Pathways</b>	A culturally significant pathway linked to the pathway following the Gumgali storyline (Site B); running along Sealy Point to the Orara Valley, Mount Browne, the Coffs Creek headwaters, and the Roberts Hill pathway (Site A).	High	Yes	In relation to Site C: Sealy Point Pathways it was recommended that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. It was recommended that this process occur in consultation with a cultural heritage professional and the identified knowledge holders. Refinement of the design subsequent to the draft of this CVA report has led to the inclusion of a 360m long tunnel at Shephards Land substantially reducing the impact on this site.	<p>In relation to Site C: Sealy Point Pathways it is recommended that mitigation occur as follows:</p> <p>1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.</p> <p>2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Sealy Point Pathways are one element. As part of this process the visual documentation of the cultural</p>



Site Name	Description	Cultural Heritage Significance	Impact? Yes/No	Action	Mitigation
<b>Site D: East Boambee Camp</b>	A traditional and historical camp area associated with seasonal and ritual movement patterns within the wider region.	Medium	Yes	In relation to Site D: East Boambee Camp it is recommended that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. It is recommended that this process occur in consultation with a cultural heritage professional and the identified knowledge holders.	<p>landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</p> <p>3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p>
					<p>In relation to Site D: East Boambee Camp it is recommended that mitigation occur as follows:</p> <p>1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.</p> <p>2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the</p>

Site Name	Description	Cultural Heritage Significance	Impact? Yes/No	Action	Mitigation
					<p>cultural values and historical records relating to the cultural landscape of which the East Boambee Camp is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.</p> <p>3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.</p>
<b>Site E: West Korora Living Place</b>	A historical living place located on the West Korora Road in the 1940s. Probable location of earlier traditional camp site.	Medium	No	In relation to Site E: West Korora Living Place it was recommended in the draft of this CVA that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. Refinement of the design subsequent to the draft of this	Design refinement subsequent to the draft of this CVA has resulted in all impacts being avoided. However, the site is associated with Sites A-D and discussion of it should be included in the booklet and interpretative signage recommended as mitigation for the impact on those sites.

Site Name	Description	Cultural Heritage Significance	Impact? Yes/No	Action	Mitigation
				CVA report has led to the avoidance of impact to this site.	

## 9 Detailed Cultural Significance Assessments

This section provides a detailed discussion of the five sites identified within the specific study area as having Aboriginal cultural significance. All five sites of cultural significance are partially located within the proposed construction footprint. In relation to all impacts the recommendations that have been made are based on consultation with the identified knowledge holders and aim to assist in the recording, recognition and preservation of the cultural values and significance of the impacted landscape.



**Image 6: Coffs Harbour, from the top of Giidany Miirlalr (Muttonbird Island).**<sup>lxxxvi</sup>

The knowledge holders and the RAPs also identified their concerns regarding the impact of works on the ecosystems of the project corridor and beyond. The waterways that cross or lie near the corridor, and the plants and animals that live in or around the corridor, all hold cultural value and meaning. Plant and animal species, and wild resource use places, hold cultural value for their links to cultural activities, including resource gathering, to cultural stories that retain and transmit knowledge and for their spiritual and religious significance. As Uncle Mark Flanders stated,

*Tangible and intangible, the land, plants, animals, salt water and fresh water, are all understood together, in an integrated wholistic approach, by Aboriginal people. It brings everything into one – you can't talk about one thing without talking about all the others.*<sup>lxxxvii</sup>

The knowledge of country includes knowledge of landforms, waterways, plants, animals and the ways in which these all come together to form specific local ecosystems. This knowledge links the environment to spiritual, ethical and community values and is "... an integral part of people's life and knowledge systems."<sup>lxxxviii</sup>



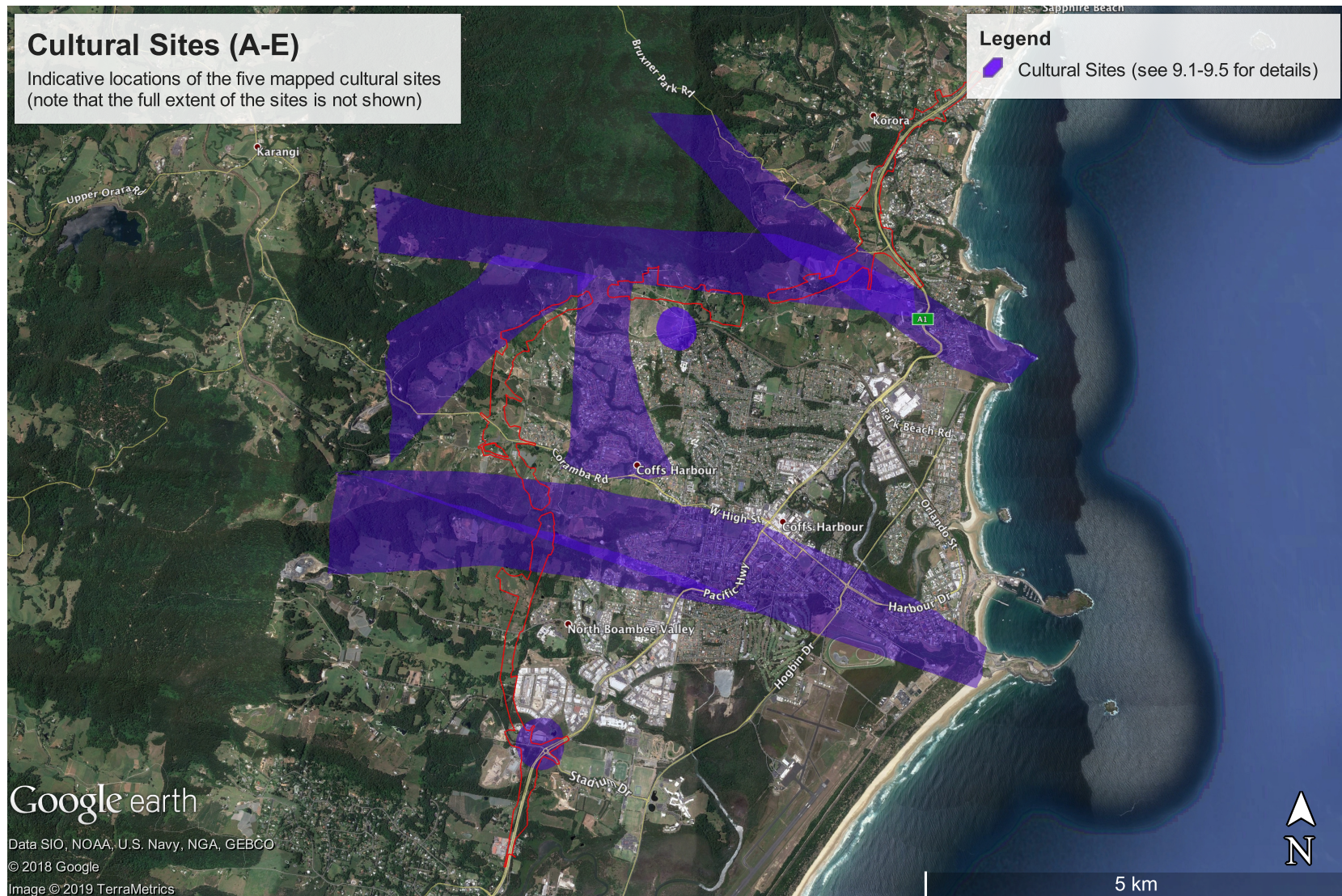
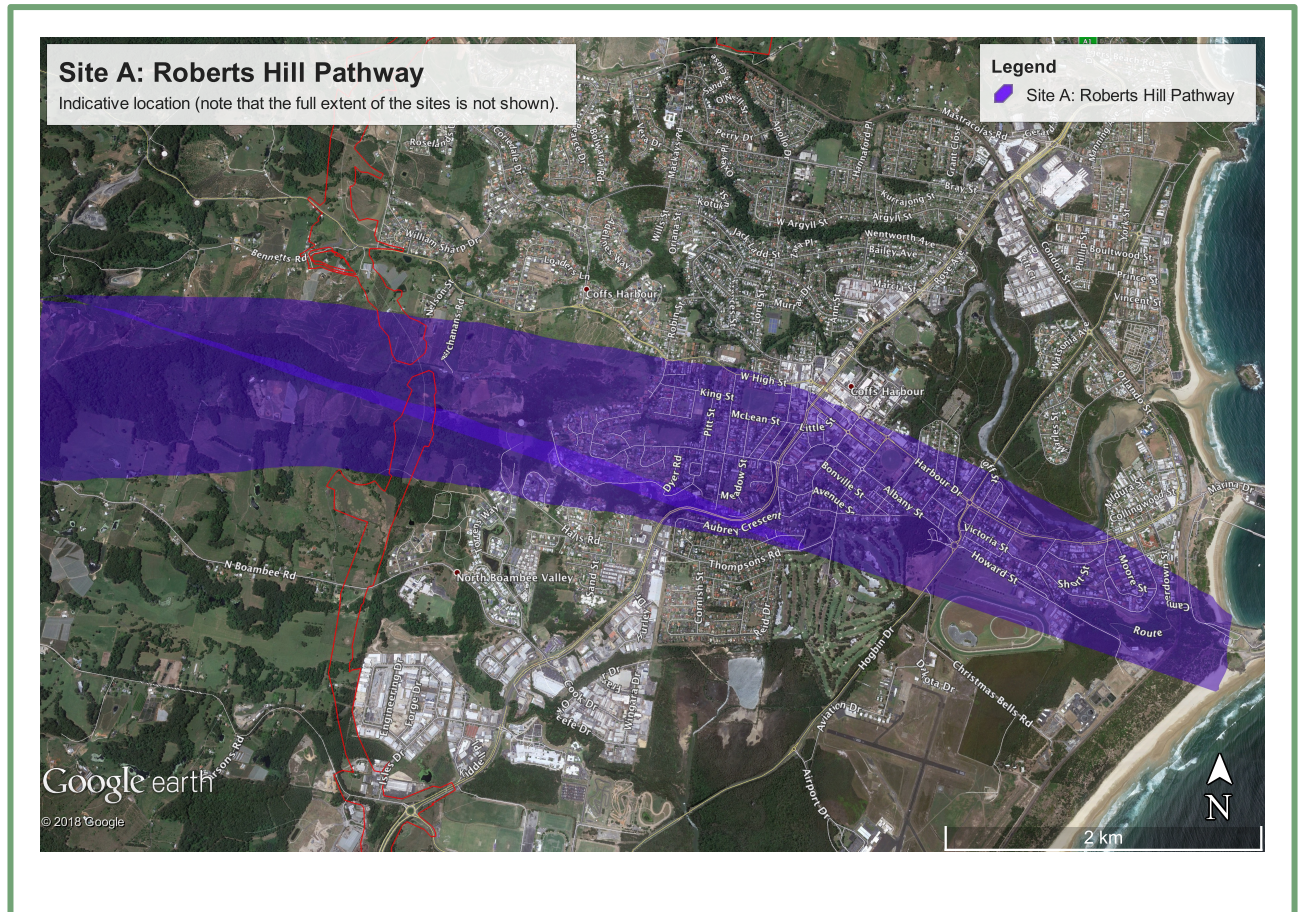


Figure 2: Cultural Sites A to E



## 9.1 Site A: Roberts Hill Pathway

**Location:** The shaded area on the image below delineates the indicative boundaries of the *Roberts Hill Pathway Cultural Site*. This pathway runs west from Corambirra Point along the Roberts Hill ridgeline.



**Figure 3: Site A: Roberts Hill Pathway Cultural Site.**

**Description:** A culturally significant pathway running from Corambirra Point to the Orara Valley travelling along the Roberts Hill Ridge.

**Significance:** This pathway is of High Significance as a key pathway connecting the coast with the Orara Valley and traversing the culturally significant Roberts Hill Ridge. The pathway is associated with traditional patterns of movement and resource use between the coast and the valley. As Uncle Mark Flanders stated,

*There is a pathway that runs from west of Coffs through Roberts Hill and takes you all the way to the fishing club at Corambirra Point. The ridgeline that goes from there leads out west to Roberts Hill and then into the Orara Valley. Orara means food, place of plenty. That pathway is a major connection point [between the coast and the valley]. Roberts Hill area is very crucial right down to the lowland there [on the north side]. It is a site, it may be a koala dreaming site.*<sup>lxxxix</sup>

The pathway is one of a number that were used by Aboriginal people in the wider region to move east into the culturally significant Corambirra Point and Giidany Miirlalr (Muttonbird Island) area, linked to initiation ceremonial networks and including an increase site, men's and women's business sites and traditional burials, and north west into the culturally significant ceremonial sites of the Orara Valley. Movement along this and associated pathways occurred for ceremonial purposes and was regulated by shifting resource availability between the coast and the inland. The Gungali Pathway (Site B) and the East Boambee Camp (Site D) are further examples of the pathways and camps that formed part of this regional resource and ceremonial network.



**Image 7: Corambirra Point and Giidany Miirlalr (Muttonbird Island) seen from Sealy Point ridge<sup>xc</sup>**

The potential impact to Roberts Hill ridgeway of the construction of a land bridge was a source of considerable concern to many in the Aboriginal community as expressed by Uncle Mark Flanders,

*You're cutting apart a cultural landscape, they want to just cut through and do a tunnel and create an artificial landscape.... They're going to destroy that original walking track.... We would prefer they bore... Cutting through is our real big concern, it cuts through the landscape, destroying that ancient walking path, the spiritual intangible meaning to it as well as possibly more artefacts that we'll never know of.<sup>xc</sup>*





**Image 8: Roberts Hill Ridge, taken from the base of Giidany Miirlalr (Muttonbird Island).**<sup>xcii</sup>

**Impact:** Yes.

**Recommended Actions:** In relation to Site A: Roberts Hill Pathway it was recommended in the draft of this CVA report that project consideration be given to the potential for a bored tunnel rather than a cut and cover land bridge. It was noted that boring is a strongly expressed preference by the key knowledge holders for this site on the basis that it would minimise the impact on the cultural landscape. Refinement of the design has led to the inclusion of a 190m long tunnel for Roberts Hill addressing this recommended action. Further detailed design should aim to minimise the impact of the construction footprint on the cultural site. It is recommended that this process occur in consultation with a cultural heritage professional and the identified knowledge holders

**Mitigation Recommendations:** In relation to Site A: Roberts Hill Pathway it is recommended that mitigation occur as follows:

- 1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.
- 2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Roberts Hill Pathway is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational

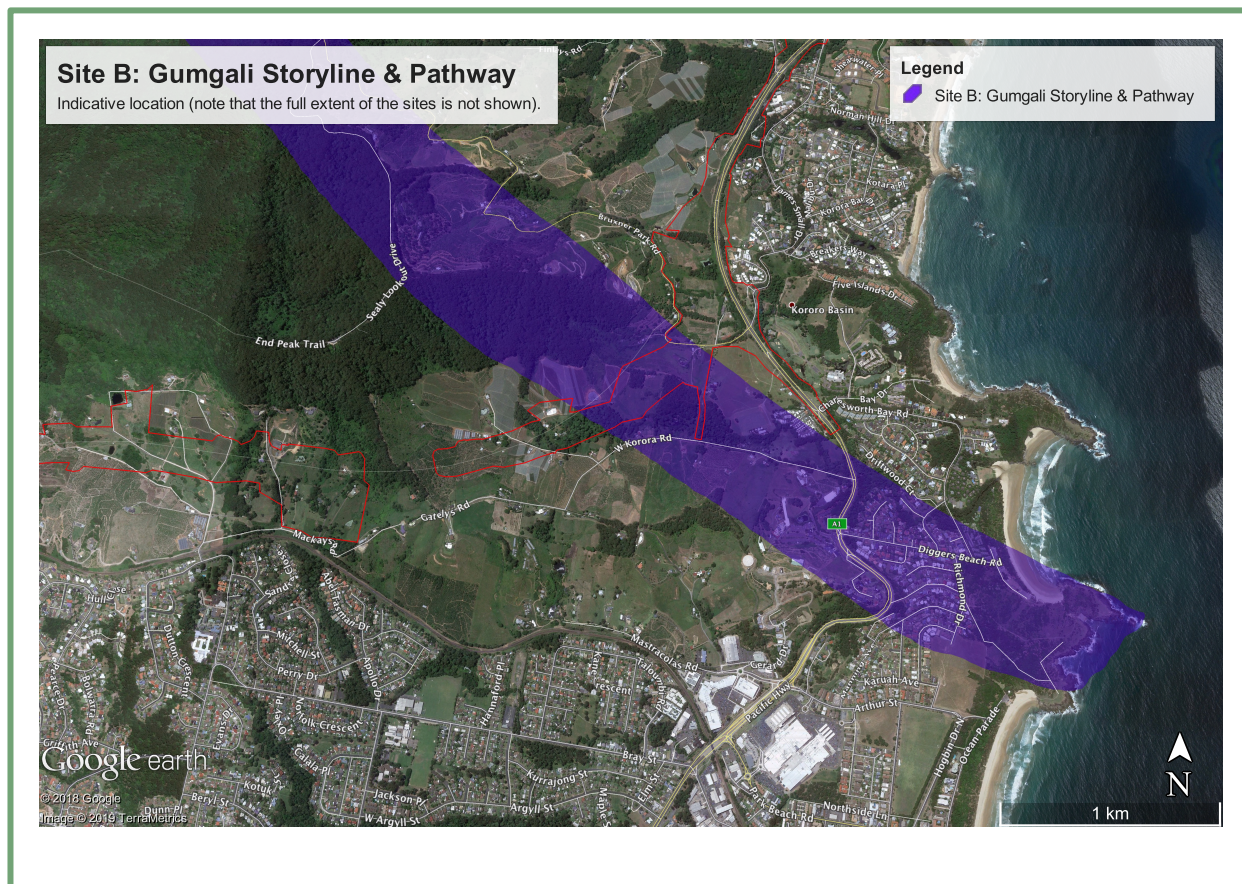


institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.

- 3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.

## 9.2 Site B: Gumgali Storyline & Pathway

**Location:** The shaded area on the image below delineates the indicative boundaries of the *Gumgali Storyline & Pathway Cultural Site*. This pathway runs west from Macauleys Headland to Sealy Point and through to Mount Coramba and the Orara Valley and Nana Glen.



**Figure 4: Site B: Gumgali Storyline & Pathway Cultural Site.**

**Description:** A culturally significant storyline and associated pathway running from Macauleys Headland to Sealy Point and through to Mount Coramba and the Orara Valley and Nana Glen.

**Significance:** This storyline and pathway is of Very High Significance on the basis of its association with the Gumgali or black goanna Dreaming storyline. Uncle Mark Flanders gave a short account of the Gumgali storyline,

*The Gumgali story, the black goanna dreaming site, it's a story about a dreamtime giant goanna they chased from north Queensland, they chased him all the way from north Queensland, he ran into the ocean and turned around and laughed at the hunters and turned to stone. The places where the Great Dividing Range comes down in spurs to the ocean are the routes that he ran down to the ocean. The Great Dividing Range is his backbone.* xciii

He also referred to the pathway as linking to other sites including Mount Coramba to the north west,

*[There is a pathway] just north of here, runs from Macauleys Headland on the ocean, runs right up to Sealy Point Lookout and then follows that ridgeline through to Mount Coramba, a dingo increase site, and then from there the path drops down into the Orara Valley and along the river.<sup>xci</sup>*



**Image 9: Macauleys Headland, from Sealy Point Lookout.<sup>xci</sup>**

Uncle Tony Perkins also spoke of the Gumgali storyline and his movement down from Nana Glen to Macauley's Headland,

*The lizard he's still laying over there in the water... he came from over Nana Glen then he made his way up the top at the Big Banana, behind the Big Banana right at the top, all that rock on the top that's where the big lizard was speared, and what happened they speared him because the fat from the goanna is what our people sort of looked for and all that rock that's there that's his fat and then he crawled his way down to the ocean and he's laying in the ocean there. On a good day you'll see the rock formation of the big lizard in the water.<sup>xci</sup>*

The Sealy Point Pathways (Site C) are directly linked to this pathway. Movement along this and associated pathways occurred for ceremonial purposes and was regulated by shifting resource availability between the coast and the inland. The Roberts Hill Pathway (Site A) and the East Boambee Camp (Site D) are further examples of the pathways and camps that formed part of this regional resource and ceremonial network.

One of the knowledge holders, Uncle Tony Perkins, identified a camp site associated with this pathway, it was located at the back of where the Big Banana now is and was still being used in the



1920s, “... *my grandmother, she lived there on the top, there was a camp there, I think that’s where my Dad was born.*”<sup>xcvii</sup>

**Impact:** Yes.

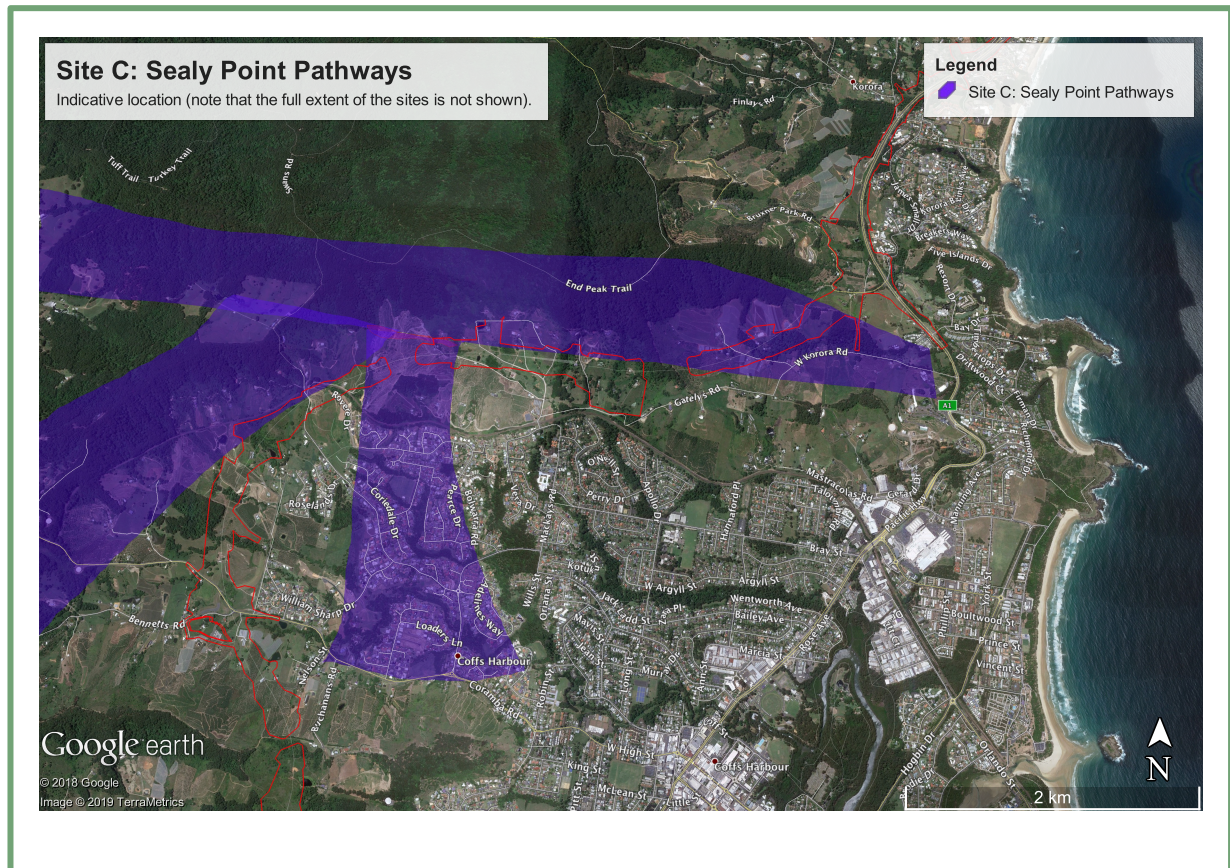
**Recommended Actions:** In relation to Site B: Gumgali Storyline & Pathway it is recommended that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. It is recommended that this process occur in consultation with a cultural heritage professional and the identified knowledge holders.

**Mitigation Recommendations:** In relation to Site B: Gumgali Storyline & Pathway it is recommended that mitigation occur as follows:

- 1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.
- 2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Gumgali Storyline & Pathway is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.
- 3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.

### 9.3 Site C: Sealy Point Pathways

**Location:** The shaded areas on the image below delineate the indicative boundaries of the *Sealy Point Pathways Cultural Site*. These pathways run along Sealy Point to the Orara Valley with branches leading to Mount Browne, the Coffs Creek headwaters, and the Roberts Hill pathway (Site A). They are linked to the Gumgali Storyline & Pathway (Site B).



**Figure 5: Site C: Sealy Point Pathway Cultural Site.**

**Description:** Culturally significant pathways linked to the pathway following the Gumgali Storyline (Site B). The pathway runs along Sealy Point to the Orara Valley with the most eastern branch heading to the Coffs Creek headwaters and the western branch leading towards Mimmi Gawgun (Mount Browne) and to the Roberts Hill pathway (Site A).

**Significance:** The Sealy Point pathways are of High Significance to the local Aboriginal community. This cultural significance is a result of the pathways' association with traditional patterns of movement and resource use and with the intangible story lines that link the coast to the inland valleys, as described here by Uncle Mark Flanders,

*From Sealy Point there's different pathways, one into the valley, up into Mount Coramba and then from there to all different places including Nana Glen, that's very significant too. There's another path down from the Sealey Point pathway and back to the Coffs Creek headwaters... We found some crystal up between Sealey's Point and coast, on the ridge... crystal is associated with ceremony, brings it to a higher significance.*<sup>xcviii</sup>



## HISTORY • CULTURE • HERITAGE

The continued use of these pathways and associated areas was spoken of by Uncle Ian Brown who spoke of how in the 1970s,

*We used to travel there when we were kids to go up to the top of the mountains, behind Sealys Lookout, chasing freshwater crayfish and bush turkeys.<sup>xcix</sup>*

The Sealy Point Pathways (Site C) are directly linked to the Gungali Storyline & Pathway (Site B) that led into the Orara Valley, the pathway also connected to the Orara Valley by heading west along the Sealy Point ridgeline. The Orara Valley was an important resource and ceremonial area for the Aboriginal people of this region. The knowledge holders spoke of the Coffs Creek headwaters, that one of the branch pathways extends to, as an important resource rich area. This pathway also had a branch that connected to the Roberts Hill Pathway (Site A) and extended further to connect up to pathways to Mimmi Gawgun (Mount Browne). Mimmi Gawgun refers to a key cultural ancestral figure who is embodied in Mount Browne as explained by Uncle Tony Perkins,

*Our cultural mother, her home is Mount Browne, that's her home, behind Sealey's Point. Mimmi (mother) Gawgun is her name. Her waterhole is up here, just up here, on top of a mountain up here, straight behind where we are. It's a women's' birthing site... Look at Me Now Headland, that's where our cultural father, Ulidarra, is, that's his home, right on the top of that headland. You go from father to mother's peak and then back to the Islands. What they teach you early is that all our things are in a triangle shape, and that triangle is what creates energy, power...<sup>c</sup>*



**Image 10: Roberts Hill Ridgeline, from Sealy Point Lookout.<sup>ci</sup>**



Movement along this and associated pathways occurred for cultural and ceremonial purposes and was regulated in part by shifting resource availability between the coast and the inland. The Roberts Hill Pathway (Site A) and the East Boambee Camp (Site D) are further examples of the pathways and camps that formed part of this regional resource and ceremonial network.

**Impact:** Yes.

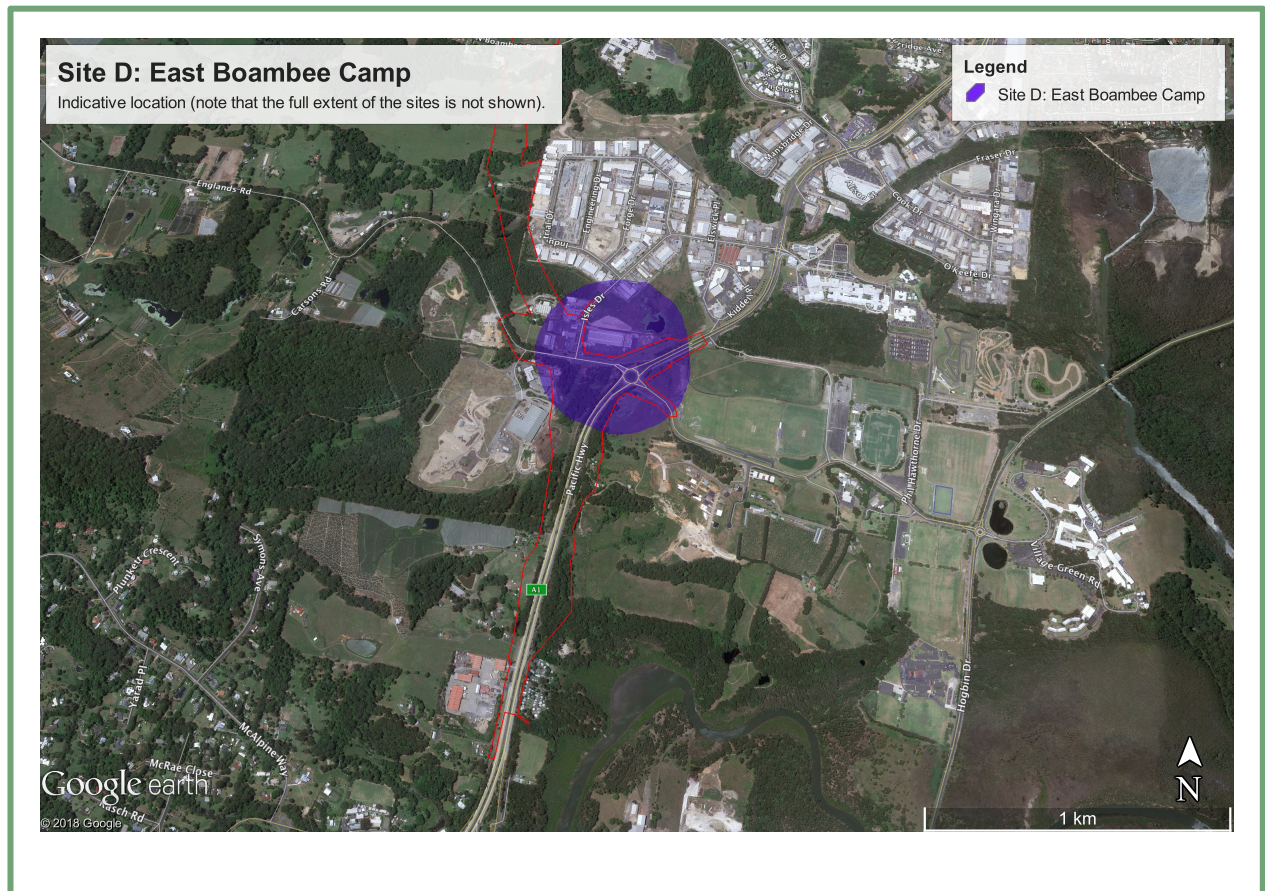
**Recommended Actions:** In relation to Site C: Sealy Point Pathways it was recommended that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. It was recommended that this process occur in consultation with a cultural heritage professional and the identified knowledge holders. Refinement of the design subsequent to the draft of this CVA report has led to the inclusion of a 360m long tunnel at Shephards Land substantially reducing the impact on this site.

**Mitigation Recommendations:** In relation to Site C: Sealy Point Pathways it is recommended that mitigation occur as follows:

- 1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.
- 2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the Sealy Point Pathways are one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.
- 3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.

## 9.4 Site D: East Boambee Camp

**Location:** The shaded area on the image below delineates the indicative boundaries of the *East Boambee Camp Cultural Site*.



**Figure 6: Site D: East Boambee Camp Cultural Site.**

**Description:** This is a traditional and historical camp area associated with seasonal and ritual movement patterns within the wider region.

**Significance:** This site has Medium Significance for the Aboriginal community as a traditional and historical camp area that was associated with seasonal and ritual patterns of movements into the Coffs Harbour area that brought people together from the wider region for resource gathering and ceremonial business.

Uncle Tony Perkins spoke of how people travelled from north, west and south to Coffs Harbour for ceremonial and cultural business. The East Boambee Camp was one of the camps used during this movement that continued to be used into the twentieth century,

*And one lot used to come across and camp, they had a camp there I suppose you call it East Boambee, where old Bunnings was, Englands Road, they used to camp in there, that was the ones coming from the south coming across. The other ones coming from this way [north] used to come over down onto Mackays Road and they used to camp in there at the end of it, near Naranga School. There was another camp across the railway*

*line from the Barringa Hospital, the Glenreagh lot camped there. That was the main pathways, coming this way... they were still doing that in the 1930s.*

*The main connecting sort of travel route came from Urunga they travelled across towards Bellingen, then they come over Boambee and then another pathway straight up behind what they called Dingo Creek at Orara and then they travelled that way through Glenreagh and all them places. That was a sort of connecting line they used to go from like Nymboida back down that pathway, that's the pathway they used to use from one lot to another, back and forth. Then the connection with Coffs Harbour is there was the Islands, Moon and Muttonbird Island, one was a men's place and the other one was a women's site. There was different groups, like at Orara there was one group there, another big mob at Glenreagh, another at Nymboida, another down here at Yellow Rock... but they used to travel that path and then come across to those two places here, to Muttonbird and Moon Island.*<sup>cii</sup>

The Glenreagh people's camp is understood to have been in the same general location as the historical camp identified as the West Korora Living Place (Site E).

**Impact:** Yes.

**Recommended Actions:** In relation to Site D: East Boambee Camp it is recommended that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. It is recommended that this process occur in consultation with a cultural heritage professional and the identified knowledge holders.

**Mitigation Recommendations:** In relation to Site D: East Boambee Camp it is recommended that mitigation occur as follows:

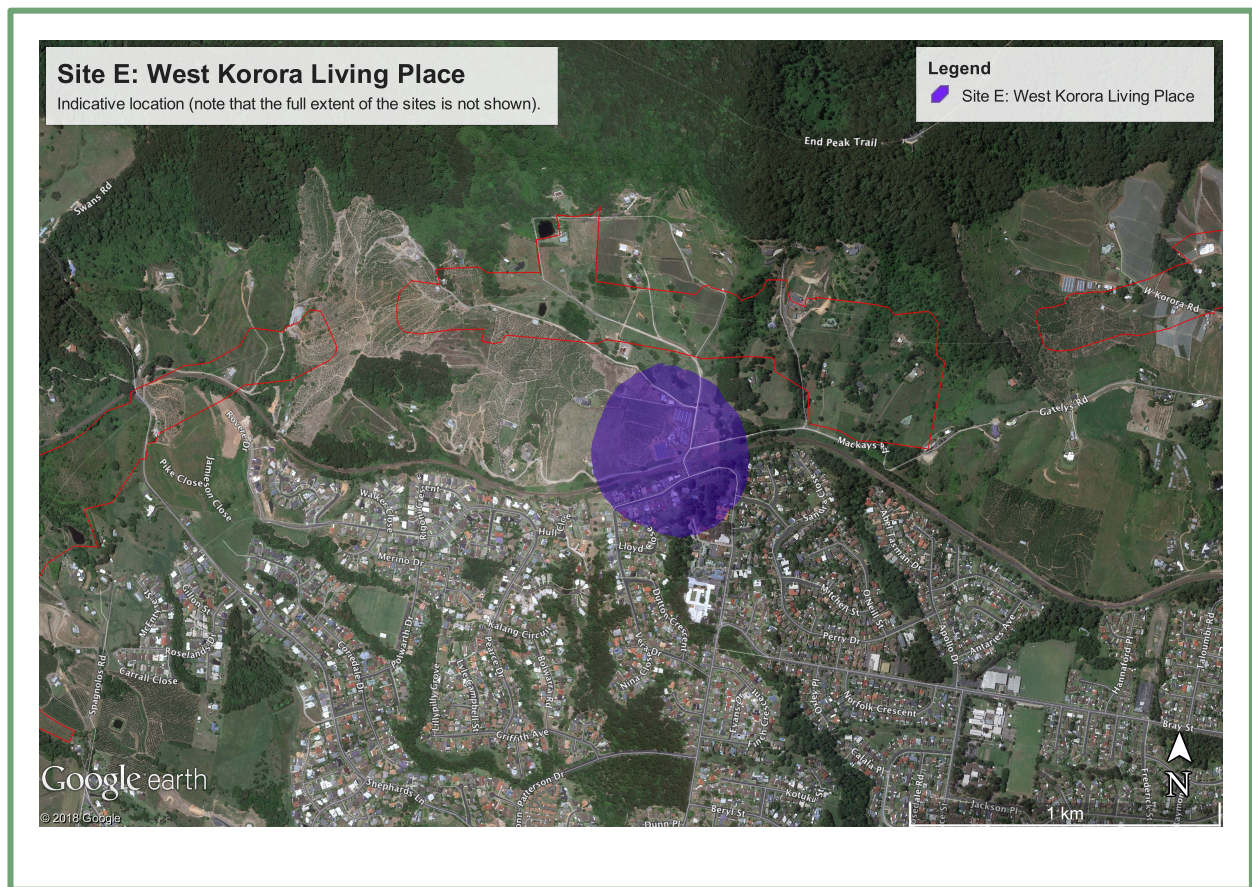
- 1) Rehabilitation and revegetation of the construction footprint should occur with local Indigenous plant species at completion of construction works. The identification of the plant species should be undertaken in consultation with the identified knowledge holders. Opportunities should be provided to local Aboriginal organisations for involvement and potential engagement in the revegetation and landscaping process.
- 2) The development of a booklet (in a format appropriate for local publication) by a cultural heritage specialist on the cultural values and historical records relating to the cultural landscape of which the East Boambee Camp is one element. As part of this process the visual documentation of the cultural landscape should occur prior to any construction impacts. The report to be produced as a full colour booklet for distribution to local libraries and educational institutions. The final content of the booklet to be developed in consultation with the Aboriginal knowledge holders.
- 3) The development of interpretative signage relevant to this cultural site to be displayed in an appropriate area. The content of the signage to be developed in consultation with the



identified knowledge holders. Consultation with the knowledge holders to occur in regard to potential locations for the placement of the signage.

## 9.5 Site E: West Korora Living Place

**Location:** The shaded area on the image below delineates the indicative boundaries of the West Korora Cultural Site.



**Figure 7: Site E: West Korora Living Place Cultural Site.**

**Description:** A historical living place located on the West Korora Road in the 1940s. It is probable that it was previously the location of a traditional campsite used by people travelling from the Glenreagh area.

**Significance:** This site has Medium Significance for the Aboriginal community as a historical living place used in the 1940s and understood to be located on an older traditional campsite area.

*There was another camp across the railway line from the Barringa Hospital, the Glenreagh lot camped there. That was the main pathways, coming this way... they were still doing that in the 1930s.*<sup>ciii</sup>

Aunty Daphne Flanders nee Wilson was born on West Korora Road in the mid 1940s; she recalls that there was a number of Aboriginal families, including the Craigs, Jarrets and Edwards, living there in a camp,

*... I think it might have been an old camp cause there was older people living there from what my Mum told me... There was another camp down near the pool in town and one down at the jetty too.<sup>civ</sup>*

**Impact:** No.

**Recommended Actions:** In relation to Site E: West Korora Living Place it was recommended in the draft of this CVA that the detailed design should aim to minimise the impact of the construction footprint on the cultural site. Refinement of the design subsequent to the draft of this CVA report has led to the avoidance of impact to this site

**Mitigation Recommendations:** Design refinement subsequent to the draft of this CVA has resulted in all impacts being avoided. However, the site is associated with Sites A-D and discussion of it should be included in the booklet and interpretative signage recommended as mitigation for the impact on those sites.



## 10 Statement of Impact

Five specific sites of cultural significance were identified within the study area during the cultural values assessment process. Four cultural sites (Sites A – D) have partial known impacts. As a result of refinements during the detailed design process one cultural site (Site E: West Korora Living Place) has no known impacts. In relation to cultural Site A (Roberts Hill Pathway) and Site C (Sealy Point Pathways) the recommendations within this report that tunnels are preferred to minimize impact and avoid severing of the cultural pathways has been supported through the detailed design process and the inclusion of tunnels through the Roberts Hill and Shepherds Lane ridgelines.

In relation to Roberts Hill Pathway (Site A), Gumgali Storyline & Pathway (Site B), and Sealy Point Pathways (Site C) recommendations have been made in relation to revegetation of the construction footprint with local Indigenous plant species in consultation with the identified knowledge holders. In relation to Roberts Hill Pathway (Site A), Gumgali Storyline & Pathway (Site B), Sealy Point Pathways (Site C) and East Boambee Camp (Site D) the production of a booklet and interpretative signage in consultation with the identified knowledge holders has been recommended; these interpretative elements to be undertaken as one project referencing all five of the cultural sites.

The Korora area generally, located at the northern end of the project corridor, has been identified by knowledge holders as an important camping and resource area that included traditional camps along Pine Brush Creek in the vicinity of the Kororo Nature Reserve. This Korora Bay area has a number of significant increase sites within it, these sit outside the current project corridor. As the specific location of the camps is not known it has not been possible to map them, however, the cultural values of the Korora area should be considered in the recommended booklet and interpretative signage.

The knowledge holders all emphasised that the wider area within which the study area sits holds cultural meanings, values and significance as part of the broader cultural landscape. The knowledge holders and the RAPs also identified their concerns regarding the impact of works on the ecosystems, waterways, plant and animal species, of the project corridor and beyond. It is noted that the RAPs and the knowledge holders also place cultural value on the material objects identified through the archaeological investigations for this project.

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### Interviews

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Mark Flanders, interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

Ian Brown, telephone interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, August 2018.

Daphne Flanders nee Wilson, interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

### Images

Image 1: J.W. Lindt, 1875, Image a224004h, State Library of New South Wales.

Image 2: J.W. Lindt, 1875, image a224008h, State Library of New South Wales.

Image 3: 'Paddy, King of Boobarrego', Orara River, Edmund Milne Collection, National Museum of Australia.

Image 4: 'Nymboid Jackie', No.2573, Goal Photographs, State Records of New South Wales.

Image 5: 'King Charlie', No.2572, Goal Photographs, State Records of New South Wales.

Images 6 & 7: Ella Moon, Waters Consultancy Pty Ltd, June 2018.

Images 8, 9 & 10: Korey Moon, Waters Consultancy Pty Ltd, June 2018.

## **12 Appendix A: AFG Minutes (28 June 2017 & 13 September 2018)**



**Name of meeting:** Aboriginal focus group meeting (AFG) for the Coffs Harbour Bypass Project.

**Location of meeting:** Novotel Coffs Harbour: Cnr Pacific Hwy and Bay Drive, Coffs Harbour NSW

**Meeting facilitator:** Matthew Kelleher

**Date:** 28 June 2017 9:30am – 1:30pm

**Attendees:**

Adam Cameron (Roads and Maritime)	Helen Lambert (Coffs Harbour and District Local Aboriginal Land Council)
Scott Lawrence (Roads and Maritime)	
Barry Williams (Roads and Maritime)	
Rochelle Hicks (Roads and Maritime)	Greg Douglas (Coffs Harbour and District Local Aboriginal Land Council)
Tiarne Marsden (Work experience, Roads and Maritime)	
Mark Cowan (Arup)	Tony Dootson (Garby Elders)
Nic Fleury (Arup)	Ian Brown (Coffs Harbour and District Local Aboriginal Land Council)
Fiona Riley (Arup)	
Matthew Kelleher (Kelleher Nightingale Consulting)	Josh Anderson (Coffs Harbour and District Local Aboriginal Land Council)
Frieda Archibald	
Frank Archibald	
Tony Perkins (Jagun Aged Care Elders)	

**Apologies:**

**Subject:** Archaeological methodology for the Coffs Harbour Bypass Project

# MEETING MINUTES

	Discussion	Action / Response
1	<b>Welcome to country</b> Matthew Kelleher opened the meeting and introduced Tony Dootson to present a Welcome to Country.	
2	<b>Introductions and apologies</b> Matthew facilitated an around the room introduction session.	
3	<b>Proposal</b> Matthew invited Adam Cameron to provide an outline of the proposal. The project is an approximately 14km motorway standard road from Englands Road in the south, connecting with the upgraded Sapphire to Woolgoolga section in the north. The route passes through the North Boambee Valley, through the Roberts Hill ridgeline and then traverses the foothills of the Coffs Harbour basin west and north to Korora Hill. Key considerations for the project include the consideration of cutting or tunnel options at the major ridgelines at Roberts Hill, Shephards Lane and Gatelys Road. An Environmental Impact Statement (EIS) is being prepared by Arup in response to the Secretary's Environmental Assessment Requirements (SEARs). The aim is to have the EIS on display by the end of 2018, and to achieve Planning approval by early 2019. Construction start date is uncertain as funding has not been secured. The cost of the Project will be around \$1b. A question was asked whether the EIS would include assessment of social impacts, including employment and housing. Adam advised that the EIS would assess potential impacts on Aboriginal heritage, social elements (including impacts on land owners, social benefits and community severance), noise, traffic, biodiversity (including native flora and fauna), urban design and visual. Land acquisition for the project is bound by the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> , whereby the landowner receives market value for their property.	
4	<b>Archaeological assessment</b> Matthew Kelleher described the findings from the site walkover and the proposed assessment methodology for the next stage. A site walkover, involving archaeologists and the LALC, has been carried out on a corridor which is intentionally broader than the final footprint. This corridor has been selected to allow minor amendments to the alignment. Matthew advised that elevated areas are less likely to be affected by erosion and therefore ridgelines are more likely to contain artefacts. There are four sites within the corridor, two previously identified, and two identified during the site walkover. 20 potential archaeological deposits (PADs) have also been identified for further investigation. The previously identified sites are: <ul style="list-style-type: none"> <li>• AHIMS 22-1-0142: Isolated greywacke flake located in a disturbed context.</li> <li>• AHIMS 22-1-0195: Isolated artefact located on a lower slope in a disturbed context.</li> </ul> The two recently identified sites are: <ul style="list-style-type: none"> <li>• CHB6 IF2: Broken hammer stone located on the surface of a crest in a disturbed area (within a dressage ring).</li> </ul>	1. Comments on the assessment methodology are to be provided to Barry Williams by 14 July 2017.

	Discussion	Action / Response
	<ul style="list-style-type: none"> <li>CHB6 AS01: Artefact scatter of 50-100 artefacts, recorded within a banana plantation on a ridgeline.</li> </ul> <p>Matthew Kelleher presented a “fly through” of the project corridor and identified the artefact sites and PADs within the corridor and their justification as PADs.</p> <p>Ian Brown advised that there were some major sites recorded near the new residential estate near Shephards Lane. Tony Perkins agreed.</p> <p>Matthew Kelleher explained that the next stage of investigation will be to undertake test excavations at the PADs. These will be standard Office of Environment and Heritage (OEH) test pits (50cm x 50cm).</p> <p>Ian Brown advised that the OEH test pits are insufficient to capture the site conditions. Matthew advised he has been discussing the existing methodology with OEH separate to this project, however the SEARs have specified the OEH methodology.</p> <p>Frank Archibald advised that the paths between sites are significant, even if artefacts are not identified. Concerns raised about the severance of pathways as a result of the project.</p> <p>Tony Dootson asked what would happen to objects found during salvage and whether they can be kept by site officers. Matthew advised that this is to be determined by Roads and Maritime and the RAPs and would be included in the PACHCI Stage 3 mitigation methodology.</p> <p>Any Comments on the assessment methodology are to be provided to Barry Williams by 14 July 2017.</p>	
5	<p><b>Cultural assessment</b></p> <p>Matthew Kelleher requested that any cultural knowledge holders identify themselves, or be nominated. These are people who can provide information about the intangible cultural values in the area.</p> <p>Helen Lambert advised that she could ask the community, although was unsure whether anyone would come forward. There was discussion that a community meeting (without Roads and Maritime) should be held to discuss the project and encourage knowledge holders to come forward.</p> <p>It was questioned whether there would be financial support to hold these meetings. Matthew advised that any meetings are considered consultation and are not paid by Roads and Maritime, however registered knowledge holders, who provide input into a cultural heritage assessment would be paid for their time.</p> <p>Ian Brown asked how the information gathered from knowledge holders would be stored. Matthew described the process, advising that meetings would be held to collect information. This information would be recorded and vetted by the person who provided the information first, before it is provided to Roads and Maritime. A confidential report could be prepared, and provided to the Department of Planning and Environment for assessment, but not provided for public display.</p> <p>Greg Douglas asked that the information be collated and returned to the people to be used as a knowledge resource. Matthew Kelleher recommended providing any requests such as this in writing to be considered as part of the assessment.</p>	<ol style="list-style-type: none"> <li>Cultural knowledge holder nominations are to be provided to Barry Williams by 31 July 2017.</li> <li>A community meeting to be arranged, with date advised to Barry Williams by 5 July 2017.</li> </ol>
6	<p><b>Site officers</b></p> <p>Barry Williams advised that the application forms for site officers had not been posted out, however copies were distributed in the meeting. Forms are to be completed and sent to Barry by 31 July 2017.</p> <p>Tony Dootson raised concerns with regards to the rates for site officers and advised that he had been discussing this with Roads and Maritime previously. Rochelle Hicks asked Tony to send any correspondence through so they can continue discussions.</p>	<ol style="list-style-type: none"> <li>Site officer application forms to be returned to Barry Williams by 31 July 2017.</li> <li>Tony Dootson to provide previous correspondence regarding rates to</li> </ol>

	Discussion	Action / Response
	<p>Matthew Kelleher advised that trainee site officers need to complete forms too. The project will continue for many years so even if someone is not immediately available, they should submit a form as no new applications will be accepted after 31 July 2017.</p> <p>Ian Brown asked if the geotechnical investigation works had been done. Roads and Maritime advised these were completed in January. Concerns were raised the LALC was not present on site during these works. It was advised that any geotechnical investigations were moved to be outside of PAD locations.</p> <p>Greg Douglas advised that the CH&amp;D LALC employs site officers, and asked whether Roads and Maritime employs the site officers directly. Matthew Kelleher advised that Roads and Maritime will only employ individuals if they satisfy the requirements, including insurances etc. Any site officers from the LALC, would be engaged by Roads and Maritime through the LALC (not individually). Greg raised a concern that they would be covering site officers at a loss.</p> <p>Concern was raised that blasting during construction could have an impact on shelters outside of the corridors. Matthew Kelleher advised the geology in the area was unlikely to support shelters.</p> <p>Concerns were raised with regards to the spacing of test pits at PADs. Matthew Kelleher advised that adjusting the spacing interval could be considered if a submission was received on this during the comment period and it is consistent with the OEH methodology.</p>	<p>Rochelle Hicks.</p>



**Name of meeting:** Aboriginal focus group meeting (AFG) for the Coffs Harbour Bypass Project.

**Location of meeting:** Cavanbah Centre, 191 Harbour Drive, Coffs Harbour NSW

**Meeting facilitator:** Matthew Kelleher

**Date:** 13 September 2018 12pm – 2pm

**Attendees:** Tony Perkins (Jagun Aged Care Elders)  
Milly Webb (Jagun Aged Care Elders)  
Anthony Dootson (Garby Elders)  
Nathan Brennan (Coffs Harbour and District LALC)  
Mark Flanders (Coffs Harbour and District LALC)  
Adam Cameron (Roads and Maritime)  
Scott Lawrence (Roads and Maritime)  
Barry Williams (Roads and Maritime)  
Rowena Mitchell (Roads and Maritime)  
Peter Borrelli (Roads and Maritime)  
Paul Ensby (Roads and Maritime)  
Nic Fleury (Arup)  
Matthew Kelleher (Kelleher Nightingale Consulting)  
Kate Waters (Waters Consultancy)

**Apologies:** Rosalie Neve (OEH)

**Subject:** Aboriginal Cultural Heritage Assessment Report for the Coffs Harbour Bypass Project

	Discussion	Action / Response
1	<b>Welcome to country</b> Tony Dootson presented a Welcome to Country.	
2	<b>Introductions and project update</b> Adam Cameron provided a project update and an around the room introduction session was facilitated. Project update included: <ul style="list-style-type: none"> <li>• The Federal and State governments have committed funding to build the Coffs Harbour bypass</li> <li>• Roads and Maritime is developing the environmental impact statement (EIS) for the project and has carried out a number of investigations for this.</li> <li>• Preferred concept design display will be held soon</li> <li>• The EIS is due to be on display at the end of 2018</li> <li>• Targeting opening the project in 2024.</li> </ul>	
3	<b>Archaeological assessment</b> 20 areas of Potential Archaeological Deposit (PAD) were identified during the assessment and field survey of the previous project area as part of PACHCI Stage 2 investigations. The PACHCI Stage 2 assessment recommended archaeological test excavations of the identified PADs. The current study area is smaller than the PACHCI Stage 2 area and incorporates 17 of the 20 identified PADs. Archaeological test excavations were carried out in early 2018, on 16 of	

	Discussion	Action / Response
	<p>the 17 identified PADs (one PAD was not tested due to access restrictions).</p> <p>Matthew Kelleher outlined the archaeological findings at each of the PADs as described in the Aboriginal Cultural Heritage Assessment Report (CHAR).</p> <p>The archaeological test excavation identified the presence of subsurface archaeological deposit at 11 sites:</p> <ul style="list-style-type: none"> <li>• CHB AFT 1 (formerly PAD 2)</li> <li>• CHB AFT 2 (formerly PAD 7)</li> <li>• CHB AFT 3 (formerly PAD 8)</li> <li>• CHB AFT 4 (formerly PAD 10)</li> <li>• CHB AFT 5 (formerly PAD 12)</li> <li>• CHB6 AS01 (includes PAD 15)</li> <li>• CHB IF 1 (formerly PAD 16)</li> <li>• CHB AFT 6 (formerly PAD 17)</li> <li>• CHB AFT 7 (formerly PAD 18)</li> <li>• CHB IF 2 (formerly PAD 19)</li> <li>• CHB AFT 8 (formerly PAD 20)</li> </ul> <p>At the remaining five PADs, test excavations were negative with no artefacts or archaeological deposit identified. These areas do not comprise PADs or Aboriginal archaeological sites. In total, 14 Aboriginal archaeological sites comprising Aboriginal objects and one remaining area of PAD are present within the study area boundary.</p> <p>Ancillary construction facilities will be assessed for Aboriginal heritage impacts prior to works proceeding in these areas.</p> <p>The results show that the cultural values (intangible) and archaeology match well.</p> <p>Cultural mapping has been previously prepared for the area which should be considered as part of the cultural values assessment.</p> <p>Concerns raised regarding cut and fill batters extending outside the assessed project boundary. The area assessed includes an allowance for cut and fill batters, ramps, fauna fencing and construction. If design changes resulted in a change to the project boundary this would require a new assessment before construction begins.</p> <p>There was a question raised about what alternatives there are to cuttings at Roberts Hill Ridge.</p> <p>There was a request for artefacts to be dated following salvage work.</p>	<ol style="list-style-type: none"> <li>1. Tony Dootson to provide Barry Williams with the cultural mapping for the area.</li> </ol>
4	<p><b>Cultural values assessment</b></p> <p>The cultural values assessment was carried out with Aboriginal knowledge holders, to identify and map cultural sites.</p> <p>All quotes and maps included in the report have been checked and agreed with knowledge holders. Information knowledge holders wanted kept confidential has not been included in the report.</p> <p>Within the project footprint five specific sites of cultural significance have been identified. All five cultural sites are partially located within the proposed construction footprint and will be impacted to varying extents. The sites and proposed mitigation measures are as follows:</p> <ul style="list-style-type: none"> <li>• Site A: Roberts Hill Pathway – a key pathway connecting the coast with the Orara Valley associated with traditional patterns of movement and resource use between the coast and the valley <ul style="list-style-type: none"> <li>○ Consider potential for a bored tunnel rather than a cut and cover land bridge during detailed design</li> </ul> </li> </ul>	

	Discussion	Action / Response
	<ul style="list-style-type: none"> <li>○ Rehabilitation and revegetation of the impacted area should occur with local Indigenous plant species at completion of construction works.</li> <li>• Site B: Gungali Storyline and Pathway – a culturally significant storyline and associated pathway running from Macauleys Headland to Sealy Point and through to Mount Coramba and the Orara Valley and Nana Glen <ul style="list-style-type: none"> <li>○ Detailed design should aim to minimise impact of the construction footprint on the cultural site</li> <li>○ Rehabilitation and revegetation of the impacted area should occur with local Indigenous plant species at completion of construction works.</li> </ul> </li> <li>• Site C: Sealy Point Pathways – culturally significant pathways linked to the previous pathway; runs along Sealy Point to the Orara Valley and down to Coffs Creek headwaters and Mimmi Gawgun (Mount Browne) and the Roberts Hill pathway <ul style="list-style-type: none"> <li>○ Detailed design should aim to minimise the impact of the construction footprint on the cultural site</li> <li>○ Rehabilitation and revegetation of the impacted area should occur with local Indigenous plant species at completion of construction works.</li> </ul> </li> <li>• Site D: East Boambee Camp – a traditional and historical camp area associated with seasonal and ritual movement patterns within the wider region <ul style="list-style-type: none"> <li>○ Detailed design should aim to minimise the impact of the construction footprint on the cultural site</li> </ul> </li> <li>• Site E: West Korora Living Place – a historical living place located on the West Korora Road in the 1940s. It is probable that it is was the location of a traditional campsite used by people travelling from the Glenreagh area.</li> <li>• Detailed design should aim to minimise the impact of the construction footprint on the cultural site (impact only on a small area of this site and may be avoidable during construction).</li> <li>• The knowledge holders all emphasised that as part of the broader cultural landscape the whole area holds cultural meanings, values and significance.</li> </ul> <p>Overarching recommendations that apply to the first four sites include:</p> <ul style="list-style-type: none"> <li>• Interpretative signage relevant to these cultural sites to be displayed in an appropriate area, developed in consultation with the identified Aboriginal knowledge holders</li> <li>• Booklet for distribution to the local libraries and educational institutions on the cultural values and historical records relating to the cultural landscape, developed in consultation with identified Aboriginal knowledge holders, with visual documentation of the cultural landscape to occur prior to any construction impacts.</li> </ul>	
5	<p><b>Discussion</b></p> <p>Regarding the interpretive signage the following comments were raised:</p> <ul style="list-style-type: none"> <li>• It was noted that there is unlikely to be room within the project corridor of interpretive signage as there are no rest areas proposed for the Coffs Harbour Bypass. Suggestion raised to consider Sealy lookout as a possible location for interpretive signage</li> <li>• A question was raised around who pays for the upkeep of signage and any vandalism/damage. This would need to be progressed with owners of the land on which signage is installed. Ways to minimise vandalism risk would need to be considered in the development of</li> </ul>	<p>2. Comments on the CHAR are to be provided to Rowena Mitchell by 25 September 2018 (date extended to <b>2 October</b> 2018 following meeting). Submissions will go on public record, unless advised they are confidential.</p>

	Discussion	Action / Response
	<p>interpretive signage.</p> <ul style="list-style-type: none"> <li>• Suggestion raised to consider an app that provides information on the area and can be viewed while travelling along the highway</li> <li>• While it was suggested that incorporating art into the project could be considered, it was deemed not to be as important in this part of the land and the focus should be on passing on knowledge and using it as an educational tool.</li> </ul> <p>Concerns raised regarding the short term nature of employment on these projects. It would be good to be able to offer internships to enable training.</p> <p>It was confirmed that the provision of cultural awareness training for construction contractors is included as a mitigation measure in the EIS.</p> <p>Concerns raised regarding the process in which the geotechnical investigations were carried out.</p> <p>Concerns raised regarding the option of a cut and fill land bridge solution at Roberts Hill ridge. A mined tunnel solution, where the ridgeline is kept intact is preferred. A recommendation was made by Chris Spencer (CEO of Coffs Harbour and District LALC) about 15 years ago, stating the Aboriginal community did not support a cut and fill solution at Roberts Hill ridge</p> <p>For the next phase of works, site officers would make new agreements with RMS, so they would work under the new PACHCI rates of pay.</p> <p>For sites where salvage is required, this will occur before construction.</p>	

ACTION	RESPONSIBILITY	STATUS
1. Tony Dootson to provide Barry Williams with the cultural mapping for the area.	Tony Dootson	Open
2. Comments on the CHAR are to be provided to Rowena Mitchell by 25 September 2018 (date extended to <b>2 October</b> following meeting). Submissions will go on public record, unless advised they are confidential.	Registered Aboriginal Parties	Open until <b>2 October 2018</b>

To provide comments on the CHAR please write, email or phone by **2 October** 2018.

Rowena Mitchell  
Environment Officer  
Roads and Maritime Services  
PO Box 576 Grafton NSW 2460  
Email: Rowena.mitchell@rms.nsw.gov.au  
Mobile: 0459 073 478



## 13 Appendix B: Letter

5 December, 2017

Garby Elders

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

You have been identified by the Office of Environment and Heritage as an Aboriginal person or organisation with the potential to hold cultural knowledge relevant to determining the significance of Aboriginal objects and places within the project area. Accordingly, Roads and Maritime Services (RMS) invites you to participate in community consultation for this project.

To register your interest to be consulted about this project, please contact the following: Barry Williams, Aboriginal Cultural Heritage Officer, ground floor, 76 Victoria Street, Grafton, or email [barry.williams@rms.nsw.gov.au](mailto:barry.williams@rms.nsw.gov.au), or phone 0418 604 439 or 02 6604 9317. To be involved in the consultation process, responses must be received by 22 December 2017.

The RMS proposes to upgrade the Pacific Highway at Coffs Harbour. The Project is an approximately 14 kilometre motorway standard road from Englands Road in the south, connecting with the newly upgraded Sapphire to Woolgoolga section in the north. The route passes through the North Boambee Valley, through the Roberts Hill ridgeline and then traverses the foothills of the Coffs Harbour basin west and north to Korora Hill.

This notification is being undertaken in accordance with section 4.1.1 of the Office of Environment and Heritage's *Aboriginal cultural heritage consultation requirements for proponents (2010)*.

Community consultation may assist the RMS to (a) prepare an Aboriginal Heritage Impact Permit (AHIP) application for the project, or (b) undertake archaeological testing in accordance with OEH's *Code of practice for archaeological testing in NSW*, or (c) prepare an environmental assessment under Part 4.1 or 5.1 of the *Environmental Planning & Assessment Act 1979*.

Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Coffs Harbour and District Local Aboriginal Land Council

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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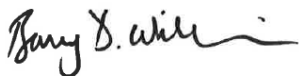
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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Garlambirla Guuyu-girrwa Aboriginal Corporation

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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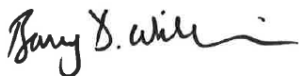
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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region



5 December, 2017

Mudjay Elders

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Bagawa Birra Murri Aboriginal Corporation

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Gurehlgam Corporation Ltd T/A Yarrawarra

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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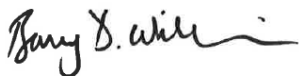
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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Mimi Mothers Aboriginal Corporation

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region



5 December, 2017

Muurrbay Aboriginal Language and Cultural Cooperative Ltd

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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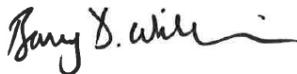
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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Gumbaynggirr Native Title Group

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Gumbaynggirr Elders

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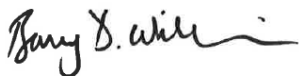
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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Ngurralla Aboriginal Corporation

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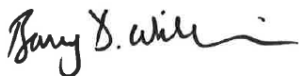
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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region



5 December, 2017

DFTV Enterprises

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

5 December, 2017

Aaron Talbott and Natalene Mercy

Dear Sir/Madam

**Aboriginal community consultation notification for proposed Coffs Harbour Bypass**

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Yours sincerely



Barry Williams  
Aboriginal Cultural Heritage Officer  
Northern Region

## **14 Appendix C: Notification to RAPs**

## HISTORY • CULTURE • HERITAGE

**From:** CAMERON Adam

**Sent:** Tuesday, 24 April 2018 5:34 PM

**To:** [simone@jagunagedcare.com.au](mailto:simone@jagunagedcare.com.au); [g.m.maher@hotmail.com](mailto:g.m.maher@hotmail.com); [jtmanagement@live.com.au](mailto:jtmanagement@live.com.au); [patricia.walker@dpi.nsw.gov.au](mailto:patricia.walker@dpi.nsw.gov.au); [frusso@ntscorp.com.au](mailto:frusso@ntscorp.com.au); [Ceo@coffsharbourlalc.com.au](mailto:Ceo@coffsharbourlalc.com.au); [deb@ngurralla.com](mailto:deb@ngurralla.com); [culture@coffsharbourlalc.com.au](mailto:culture@coffsharbourlalc.com.au)

**Cc:** MITCHELL Rowena; WICKEN Sherry; FERGUSON Garry J

**Subject:** Coffs Harbour Bypass Aboriginal Cultural Values Study

Dear all,

During the process of consultation that has occurred with registered Aboriginal stakeholders regarding the Coffs Harbour Bypass project, a number of individuals have identified the potential for intangible cultural values within or near the project area. In response to these concerns Roads and Maritime Services has engaged Waters Consultancy Pty Ltd to undertake a detailed Aboriginal cultural values study of the proposed Coffs Harbour Bypass. Kate Waters is a historian who has many years' experience working on projects such as this one. This study aims to identify and document intangible Aboriginal cultural values within the Coffs Harbour Bypass footprint. The approach to be taken involves:

- The identification of cultural knowledge holders for the project area through consultation with the registered stakeholders and other parties;
- Consultation with the identified knowledge holders regarding the cultural values of the project area;
- Historical research in documentary and audiovisual holdings of relevance to the cultural heritage of the project area.

The study approach involves consultation with the identified Aboriginal cultural knowledge holders within a context of historical and ethnographic research into the cultural values of the project area and the wider region within which it is located. Consultation with cultural knowledge holders for the project area is the key element of the study. At the Aboriginal Focus Group meeting in June 2017, and again in December 2017, nominations for cultural knowledge holders were requested. All nominated cultural knowledge holders will be contacted directly and asked if they are willing to participate in the cultural values study. Kate Waters can be contacted by letter, email or phone at:

Kate Waters

Waters Consultancy Pty Ltd, 356 Darling Street, Balmain, NSW, 2041

Mob: 0417 438146 Email: [kate@watersconsultancy.com.au](mailto:kate@watersconsultancy.com.au)

If you have any questions about the cultural values study process, please feel free to call Kate on 0417 438146.

We look forward to your participation in the detailed cultural assessment for this project.

Yours sincerely,

Adam Cameron



Senior Project Manager  
Coffs Harbour Bypass Project  
0428 247 869

## **15 Appendix D: RAPS Comments on Draft Report**

18<sup>th</sup> October 2018

NSW Roads and Maritime Services  
Project Manager – Coffs Harbour By-pass  
Grafton NSW 2460

**Re: Proposed Coffs Harbour Bypass Draft Aboriginal Cultural Heritage Assessment Report**

Project Manager,

As Registered Aboriginal Parties' we provide the following feedback on the Draft Aboriginal Cultural Heritage Assessment Report for the proposed Coffs Harbour Bypass project. See feedback as follows:

**Position**

- The Registered Aboriginal Parties' (RAPs) are of the position that the Draft Cultural Heritage Assessment Report as submitted does not satisfy our concerns to protect Aboriginal Cultural Heritage and is therefore rejected.
- Our position is based on numerous concerns, but our main concern is that as RAP's we were not appropriately consulted to the required standard to develop a draft report which we as RAP's are comfortable in supporting. The RAP's have determined the proposed corridor needs to be re-walked and additional Potential Archaeological Deposits (PAD) identified, appropriately recorded with a Global Positioning System, retested, resurveyed and resubmitted to the NSW Roads and Maritime Services.
- Our concerns include that the location and number of PAD's were pre-determined by the preferred RMS contracted Archaeologist without genuine consultation or engagement with RAP's. Given the knowledge held by the RAP's of the cultural landscape in which the proposed corridor passes through, the RAP's believe there are a significant number of unidentified PAD's in the proposed corridor that the archaeologist has failed to identify.
- The RAP's strongly disagree with the methodology in the report which was developed by the preferred RMS contracted Archaeologist. The RAP's believe it is our responsibility to determine the methodology which is appropriate to protect and preserve Aboriginal cultural heritage.
- The RAP's strongly object to land bridges and cuttings as these will impact on significant cultural storylines which are outlined in the draft report. The RAP's believe that tunnels will have less impact on the cultural values of the proposed corridor as tunnels will create less surface disturbance thereby reducing the impact on cultural heritage values.
- The draft report failed to include information on the cultural significance of the environment and cultural landscape to Gumbaynggirr people such as: Waterholes, creeks, plants/bush medicines/totemic plant and animal species living in and surrounding the proposed corridor.
- The RAP's do agree with the current draft report with regard to the strong preference for tunnels over land bridges and cuttings. The Registered Aboriginal parties strongly object to land bridges and cuttings. Land bridges and cuttings will severely impact and destroy culturally significant landscape and objects.

### **Insufficient consultation process**

The process undertaken to formulate the draft report lacked genuine consultation with the knowledge holders, specific examples being:

- The PAD's identified were not correct and not identified in consultation with Gumbaynggirr Elders and knowledge holders (as discussed above) as all the PAD's were identified by the preferred RMS contracted Archaeologist, PAD's were found to be changed and moved.
- Pre-surveys and geo-testing were undertaken without the authorisation, consultation or knowledge of the RAP's. This has led to a major concerns, allegations and complaints that culturally significant objects were removed by a Geotech consultant without the permission of the RAP's and Gumbaynggirr knowledge holders. In addition, it is not clear if AHIP's were obtained to undertake Geotech surveys and testing, in any event RAP's were not consulted regarding any AHIP application for the Geotech work.
- No appropriate consultations were undertaken by the preferred RMS contracted Archaeologist with Gumbaynggirr elders and knowledge holders to determine the Cultural Significance of the Tangible and Intangible as a collective whole; yet a determination was still made by the preferred RMS contracted Archaeologist. We strongly feel that only the RAP's have the knowledge to determine what is and isn't a culturally significant object, place and landscape.
- We felt major concerns over intimidation, bullying and disrespectful tactics employed by the preferred RMS contracted Archaeologists, which led to tensions and breakdown of relationships between the agreed parties' which resulted in inadequate engagement regarding PAD locations and numbers resulting in fewer PAD identifications than could be expected for the size of the proposed corridor.
- The preferred RMS contracted Archaeologist did not agree with the RAP's on PAD's, methodologies that were implemented and used, and ignored extensive cultural knowledge and expertise of the Cultural Heritage Officers. It is our understanding and belief that the RAP's and cultural knowledge holders will lead the site work and the role of a RAP's preferred Archaeologists to be contracted by the RMS is to support the RAP's in this work.
- The time allocated to conduct the fieldwork and collate a report was not of an appropriate timeframe to undertake proper Due Diligence; no consultation was undertaken with the RAP's on what they believed to be a sufficient timeframe. The survey work was therefore rushed and inadequate.

### **Due diligence has not been met under the code of practice**

Under the Due Diligence Code of Practice prescribed by the *National Parks and Wildlife Regulations 2009*, to be followed by members of a particular occupation or organisation and when followed legally satisfy due diligence requirements in taking reasonable and practicable steps to determine whether a person's actions will harm an Aboriginal object and if so what measures can be taken to avoid that harm. We do not feel Due diligence has been followed or met under the *National Parks and Wildlife Regulations 2009*.:-

- The number of PAD's for an 11km route of the proposed corridor is not adequate with the RAP's identifying additional PAD's that have not previously been accessible or not been allowed to survey even though identified by the RAP's Culture Heritage Officers on



site and were disrespectfully rejected by the preferred RMS contracted Archaeologist, and this was ignored throughout the consultation. Again, this comes back to the breakdown in relationship between the preferred RMS contracted Archaeologists and RAP's.

- A new survey needs to be conducted to include areas for ancillaries such as on and off ramps, parking, fauna fencing, drainage, administration areas, borrow pits and batching plants etc. It has come to our attention that houses outside of the proposed corridor have been acquired by the Roads and Maritime Services and that they have been demolished without consulting RAP's to inspect for Aboriginal cultural heritage in accordance with Due Diligence process and protocols. There is no evidence of due diligence undertaken in respect to the demolition of two houses at Red Hill, potentially these works may have required AHIP's. Again, no consultation was undertaken with RAP's. That is why area's outside and surrounding the proposed corridor also need to be identified.
- The methodology (test pitting) used to undertake surveys was not sufficient to satisfy what we believe is due diligence and believe the testing undertaken was not a true indication of the extent of all PAD's as transect excavations was not undertaken after 15 or more Aboriginal Cultural objects were found in a minor percentage of the unknown area to determine the extent of the PAD's, providing a more extensive code of practice would benefit the salvage methodology while limiting future adjustments, enabling the opportunity to provide more of an extensive search which we feel has not been provided.
  - A new survey to be conducted using surface scrapes (1m x 1m) and the 15 or more Aboriginal Cultural Objects discovered (additional 1m x 1m transects must adjoin previous 1m x 1m transect).
  - The use of a mechanical sieve to be leased by RMS.
  - The use of an excavator provided by RMS.

### **Proposal for the RMS**

The RAP's propose to undertake additional Aboriginal culture and heritage surveys to meet due diligence and formulate an Aboriginal Cultural heritage survey that we feel is sufficient. We propose that this be led by RAP's with the assistance of a preferred nominated RAP's Archaeologist. The new survey will include:

- New PAD's added at our discretion and recorded using Global Positioning System (GPS)
- Identify and survey ancillary areas: on and off ramps, batch plans, borrow pits and administration areas etc.
- Engage a preferred archaeologist chosen by the RAP's to participate in test excavations using appropriate methodologies and technologies to meet due diligence (surface scraping (1m x 1m), mechanical sieve and excavator).
- Two representatives from each RAP be present (minimum of one senior officer from each RAP present).
- Consider the surrounding environmental impact that is significant to Aboriginal people (Waterholes, creeks, plants/bush medicines/totemic plant and animal species living in and surrounding the proposed corridor), continued monitoring of the environmental impacts by RAP's with support from EPA prior to and post construction.

- Identify key areas outside of the proposed corridor in which the proposed by-pass construction may affect and undertake testing and surveying. An example of where by-pass activities may have impacted on Aboriginal cultural and heritage outside the corridor is the demolition of two houses at Red Hill without any evidence of due diligence undertaken, AHIP's or consultation with the RAP's.

Our preferred archaeologist to assist with this report is

- Jacqueline Collins who can be contacted on 0427 599 137 or email [jp\\_collins@bigpond.com](mailto:jp_collins@bigpond.com)
- RPS Group (contact person Alex Byrne 0438117685),
- EVERICK Heritage Consultants Pty Ltd – Tim Hill, Senior Archaeologist – 0422 309 822 or [t.hill@everick.com.au](mailto:t.hill@everick.com.au).

#### Other issues

- The inappropriate and disrespectful use of images in the draft report of deceased Aboriginal people were used without consent from the relevant person(s) with cultural authority or descendant are deemed culturally inappropriate.
- The need to ensure that only recognised Gumbaynggirr Traditional Owners are the only RAP's to be engaged to work on the proposed project.

#### Issues for future works

- All onsite workers, contractors and suppliers to undertake the appropriate cultural and heritage training by RAP's as part of their site induction.
- Renegotiation of rates of pay and travel costs based on RAP's business needs of cost of operations.
- Flexibility and consideration for compassionate leave for culture and heritage officers for culturally significant (unexpected) event. Example: Funerals, reconciliation and NAIDOC week.

This document has been collated by the below signed Recognised Aboriginal Parties' who are strongly united in their concerns that are of cultural significance pertaining to the submitted draft Aboriginal cultural heritage report.

We look forward to implementing, conducting and submitting a report that is supported by the RAP's.



Nathan Brennan  
CEO  
Coffs Harbour & District LALC  
0408 264 887



Simone Perkins  
Programs Manager / Director  
Jagun Aged Care Services  
0417 049 962



Anthony Dootson  
Senior Sites Officer  
Garby Elders Aboriginal Corp  
0405 708 865

## **16 Appendix E: AFG Minutes (11 February 2019)**

<b>Name of meeting:</b>	Aboriginal focus group meeting (AFG) for the Coffs Harbour Bypass Project.	
<b>Location of meeting:</b>	Coffs Ex Servicemans Club, 2-6 Vernon Street, Coffs Harbour NSW	
<b>Meeting facilitator:</b>	Matthew Kelleher	
<b>Date:</b>	11 February 2019	12.30pm – 2.30pm
<b>Attendees:</b>	Tony Perkins (Jagun Aged Care Elders) Mark Flanders ((Coffs Harbour and District LALC and Garby Elders) Ian Brown (Coffs Harbour and District LALC and Garby Elders) AJ Perkins (Coffs Harbour and District LALC) Rosalie Neve (OEH) Sally Durham (Roads and Maritime) Adam Cameron (Roads and Maritime) Scott Lawrence (Roads and Maritime) Barry Williams (Roads and Maritime) Crystal Donovan (Roads and Maritime) Rowena Mitchell (Roads and Maritime) Fiona Riley (Arup) Matthew Kelleher (Kelleher Nightingale Consulting) Kate Waters (Waters Consultancy)	
<b>Apologies:</b>	Anthony Dootson (Garby Elders) Nathan Brennan (Coffs Harbour and District LALC)	
<b>Subject:</b>	Aboriginal Cultural Heritage Assessment Report for the Coffs Harbour Bypass Project	



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	Discussion	Action / Response
	<p>two weeks to indicate areas of concern where they recommend further investigation be undertaken</p> <p>Concerns were raised that the RAPs were not kept informed of potential design changes. It was recommended that an informal project update be provided for the RAPs when changes are formally approved, noting that design elements are constantly evolving.</p> <p>ii. Cultural assessment Concerns have been raised about images of the deceased being included in the Cultural Values Assessment Report. Permission had been sought to include these images though concerns have since been expressed. A statement is to be provided to the RAPs for approval, which would be included in the report to provide some context. RAPs to discuss and advise whether images can be included with the additional statement or are to be removed from report.</p> <p>iii. Geotechnical testing Concern was raised over the lack of communication provided during geotechnical investigations (GI). It was explained that proposed GI undergo a due diligence assessment process, and where investigations were proposed within PADs, these would be relocated to areas that do not have potential archaeological impacts. It was noted that the issue was the lack of communication of this process with the RAPs rather than the process itself.</p> <p>iv. Bullying and harassment The letter provided by the RAPs on 18 October 2018 detailed concerns over intimidation, bullying and disrespectful tactics employed during archaeological investigations. This was discussed further. Roads and Maritime commented that they had been advised about some issues on site at the time, but they believed the issues had been resolved. The Safe Work Method Statements include process saying that if this sort of behaviour is witnessed, it must be reported. Roads and Maritime emphasised that they take bullying very seriously and it is not tolerated. Any incidents that occur on site should be discussed with Barry Williams or Matthew Kelleher.</p> <p>v. Rates of pay and leave Rates of pay have been updated (July 2018), and will be reviewed every 1-2 years. It was discussed that there are occasions when all Aboriginal people need to gather and would be unable to work. It was agreed that these situations will need to be discussed on a case by case process to reach an agreement. Concerns were raised about the lack of training opportunities for the younger generation of Sites Officers. Training NSW has some options to be investigated. Travel rates were discussed, and it was explained that these are set by the Commonwealth Government and reviewed annually. Concerns were raised about groups registering as RAPs when they are not from the area. OEH Guidelines allow anyone to register. Applications are assessed through a Roads and Maritime process but will also be provided to OEH and the LALC. OEH or LALC can raise any issues they have with Roads and Maritime (Barry Williams in the first instance).</p>	<p>to be provided by Friday 1 March.</p> <p>2. Regular informal updates to be provided to RAPs on project updates.</p> <p>3. Kate Waters to provide example text to be included in report with regards to images of deceased people and explanation of reasons for inclusion. RAPS to review and provide advice.</p>
4	Discussions	

	Discussion	Action / Response
	<p>Concerns were raised with regards to confidentiality of information provided to the team. It was confirmed that the information in the Cultural Values Assessment Report (appended to the CHAR) has been approved by the cultural knowledge holders who provided the information to Kate Waters. Not everything she is told is included in the report, only the information that relates directly to the project and that she has been given permission to include by the cultural knowledge holder who shared the information.</p> <p>The Aboriginal Participation in Construction (APIC) Policy was discussed. The project has not decided on delivery method and is not yet going out to tender, however it is likely that the industry is starting to prepare for the construction of the project in terms of forming joint ventures and business planning. Roads and Maritime will provide the details of construction contractor tendering on the project when that information becomes available to enable LALCs to start to approach them about opportunities for partnering.</p> <p>Concern was raised that the importance of biodiversity has not been adequately captured in the CHAR / Cultural Assessment Report. More discussions to be had with knowledge holders to try to capture this information.</p> <p>It was recommended that a formal submission be provided to Roads and Maritime, which can either be done now, or in response to the EIS. This will ensure the information is captured and directed to the appropriate people. This submission can be directed to Adam Cameron (adam.cameron@rms.nsw.gov.au) or Scott Lawrence (scott.lawrence@rms.nsw.gov.au).</p> <p>There was a discussion about the need for the RAPs to be giving Aboriginal cultural heritage site inductions during construction. RMS confirmed that it would seek the RAPs help in developing the material for the inductions as well as presenting inductions. It was noted that it is Roads and Maritime preference from someone from the local Aboriginal community to give the inductions, however if no one was available from the RAPs / Local Aboriginal community to give an induction on a particular day then that induction may still go ahead to meet construction timeframes.</p> <p>There was discussion about the need for flexibility to allow site officers to attend funerals, cultural events such as NAIDOC week etc. It was pointed out that there are a lot of projects going on in the Coffs Harbour area and it can be difficult for RAPs to source enough site officers at times.</p>	<p>4. Kate Waters to discuss natural environment with knowledge holders and update Cultural Values Assessment Report.</p>

ACTION	RESPONSIBILITY	STATUS
1. Figure of ancillary sites to be provided with meeting notes. Advice is to be received back within 2 weeks.	Registered Aboriginal Parties	Open until 1 March 2019
2. Regular updates to be provided to the RAPs when project elements change	Roads and Maritime	Ongoing
3. Kate Waters to provide example text to be included in report with regards to images of deceased people. RAPS to review and provide advice.	Kate Waters	Open
4. Kate Waters to discuss natural environment with knowledge holders	Kate Waters	Open
5. LALC to provide written submissions of concerns to Adam Cameron and Scott Lawrence	Registered Aboriginal Parties	Open

To provide comments and advice please write, email or phone.

Barry Williams  
 Aboriginal Cultural Heritage Officer  
 Roads and Maritime Services  
 PO Box 576 Grafton NSW 2460  
 Email: [barry.williams@rms.nsw.gov.au](mailto:barry.williams@rms.nsw.gov.au)  
 Phone: (02) 6604 9317

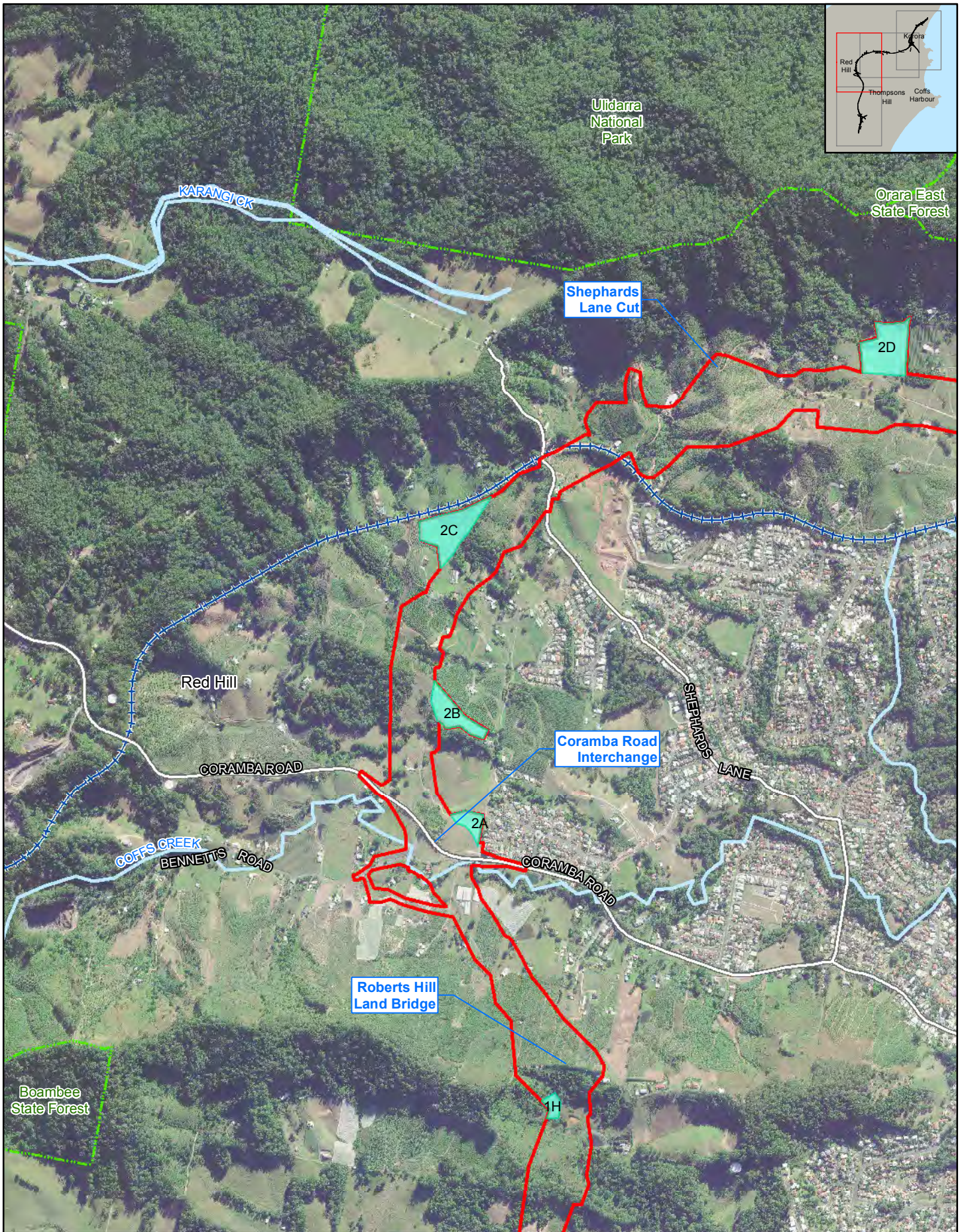




- Legend**
- Construction footprint
  - ++ North Coast Railway
  - Ancillary sites
  - River
  - Park / State forest

Coffs Harbour Bypass  
**Ancillary sites - AFG**  
 Figure - 01





**Legend**

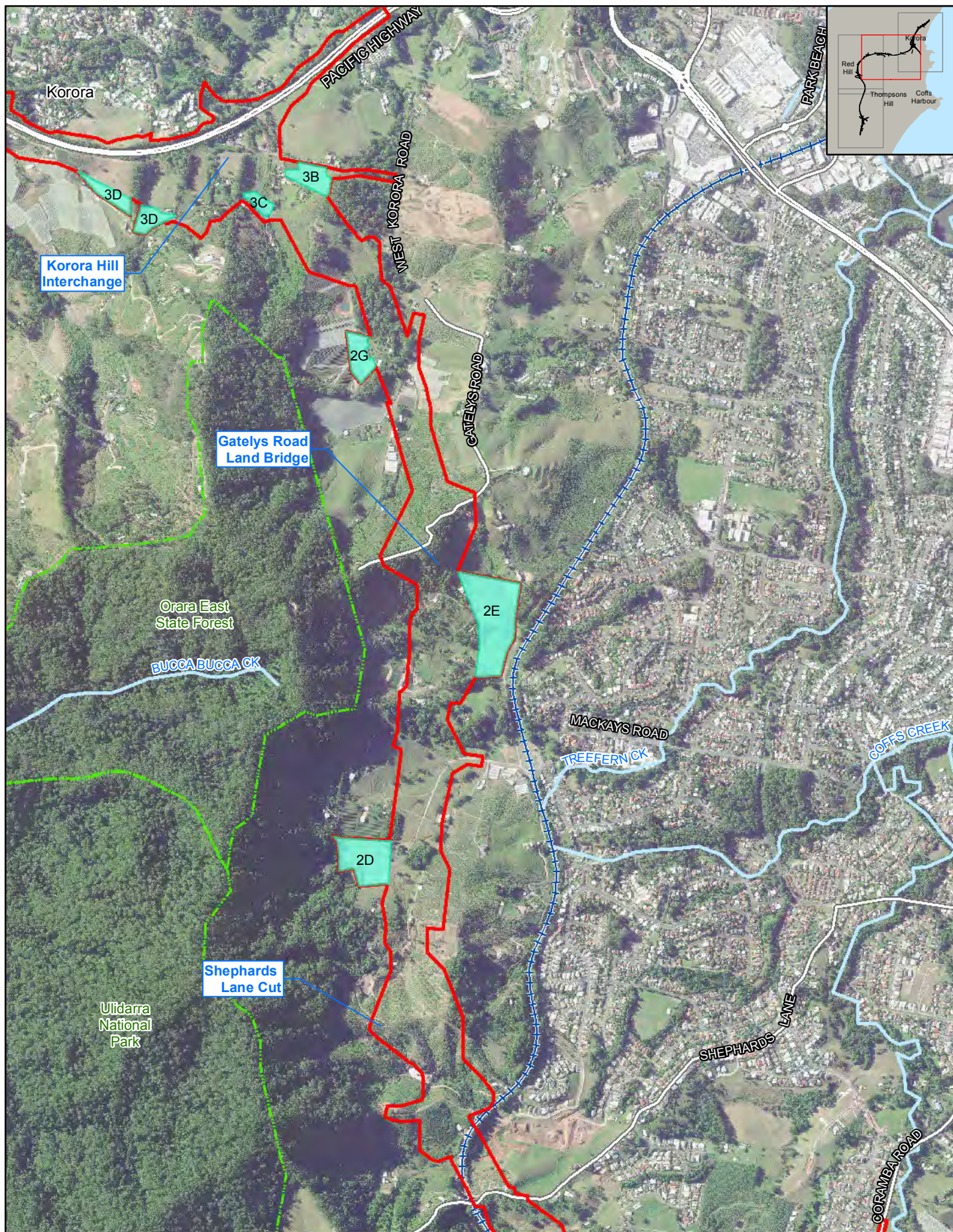
- Construction footprint
- ++ North Coast Railway
- Ancillary sites
- River
- Park / State forest

Coffs Harbour Bypass  
**Ancillary sites - AFG**  
 Figure - 02

0 200 400 600  
 Metres  
 Scale @A4: 1:20,000  
 Grid: GDA 1994 MGA Zone 56







#### Legend

- Construction footprint
- Ancillary sites
- + + North Coast Railway
- River
- Park / State forest

Coffs Harbour Bypass  
**Ancillary sites - AFG**  
 Figure - 03

0 200 400 600  
 Metres  
 Scale @A4: 1:20,000  
 Grid: GDA 1994 MGA Zone 56







**Legend**

- Construction footprint
- Ancillary sites
- + + North Coast Railway
- — River
- Park / State forest

Coffs Harbour Bypass  
**Ancillary sites - AFG**  
 Figure - 04

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 Metres  
 Scale @A4: 1:20,000  
 Grid: GDA 1994 MGA Zone 56

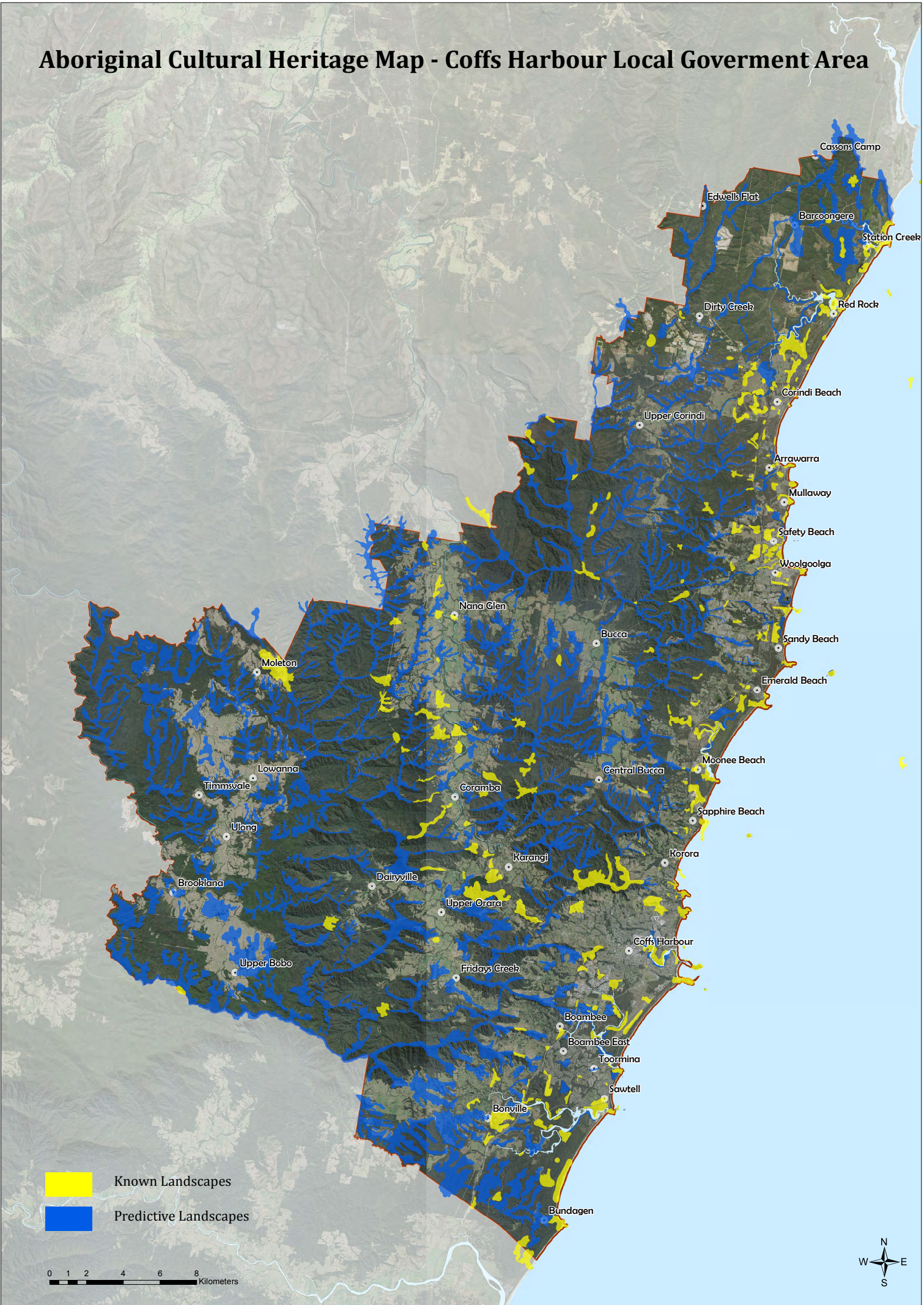




## **17 Appendix F: Aboriginal cultural heritage landscapes (known and predictive) map**



# Aboriginal Cultural Heritage Map - Coffs Harbour Local Government Area





## 18 Endnotes

<sup>i</sup> Construction Footprint (updated) provided by Arup and Roads and Maritime, June 2019.

<sup>ii</sup> Daphne Flanders, Tony Perkins, Mark Flanders, Richard Pacey, Ian Brown. See Section 3 for further discussion.

<sup>iii</sup> See *The Burra Charter* (The Australia ICOMOS Charter for Places of Cultural Significance, 2013), Australia International Council on Monuments and Sites.

<sup>iv</sup> *Practice Note: The Burra Charter and Indigenous Cultural Heritage Management*, Version 1: November 2013, Australia International Council on Monuments and Sites.

<sup>v</sup> See *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW*, 2011, Office of Environment and Heritage (NSW).

<sup>vi</sup> Daphne Flanders, Tony Perkins, Mark Flanders, Ian Brown were nominated as cultural knowledge holders by RAPs. In addition, NTSCORP listed the native title applicants for the Gumbaynggir People (NSD6054/1998) determination area and the directors of the Wanggaan (Southern) Gumbaynggir Corporation (the associated proscribed body corporate). The Gumbaynggir People (NSD6054/1998) determination area is located in the Nambucca Heads area. In addition, NTSCORP provided Waters Consultancy with a list of eight additional individuals who they have listed as having potential interests in the area. One of these additional individuals, Tony Perkins, is a nominated knowledge holder. It is understood that none of the other individuals listed by NTSCORP, including the applicants and directors, have responded to Roads and Maritime's requests for cultural knowledge holders.

<sup>vii</sup> It is noted that telephone numbers and email addresses were not provided for the majority of the directors or applicants by NTSCORP and that over half the numbers that were provided were not in service.

<sup>viii</sup> Daphne Flanders, Tony Perkins, Mark Flanders.

<sup>ix</sup> Ian Brown.

<sup>x</sup> Richard Pacey. The discussion with Richard Pacey was preliminary in nature and it has not been possible to organize a follow up discussion, however, no specific concerns were raised regarding the project impact area with specific sites discussed being located elsewhere in the region.

<sup>xi</sup> See *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW*, 2011, Office of Environment and Heritage (NSW).

<sup>xii</sup> See *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW*, 2011, Office of Environment and Heritage (NSW).

<sup>xiii</sup> See *The Burra Charter* (The Australia ICOMOS Charter for Places of Cultural Significance, 2013) and *Practice Note: The Burra Charter and Indigenous Cultural Heritage Management*, Version 1: November 2013, Australia International Council on Monuments and Sites.

<sup>xiv</sup> *World Heritage Convention*, UNESCO, 1996.

<sup>xv</sup> For discussions of totemic geography see for example, T. Strehlow, 'Geography and the totemic landscape in central Australia: a functional study', *Australian Aboriginal Anthropology*, R. Berndt (ed.), University of Western Australia Press, 1970; Deborah Bird Rose, Totemism, Regions, and Co-management in Aboriginal Australia, Conference Paper at "Crossing Boundaries", British Columbia, Canada, 1998; Nancy Munn, 'Excluded Spaces: The Figure in the Australian Aboriginal Landscape', *Critical Inquiry*, Vol.22, No.3, Spring 1996, pp.446-465.

<sup>xvi</sup> L. Godwin & J. Weiner, 'Footprints of the ancestors: The convergence of anthropological and archaeological perspectives in contemporary Aboriginal heritage studies', in B. David, B. Barker & I. McNiven (eds), *The Social Archaeology of Australian Indigenous Societies*, Canberra, Aboriginal Studies Press, 2006; Franca Tamasari and J. Wallace, 'Towards an Experiential Archaeology of Place: From Location to Situation Through the Body', in Bruno David, Bryce Barker & Ian J. McNiven (eds), *The Social Archaeology of Australian Indigenous Societies*, Canberra, Aboriginal Studies Press, 2006, p.208.

<sup>xvii</sup> Tamasari & Wallace, op.cit., p.215.

<sup>xviii</sup> Liz Thomas, *Aboriginal history of the Coffs Harbour region*, Special Collections Coffs Harbour City Library, n.d.; Goulding, *op.cit.*, pp.43-44; W.E. Smythe, 'Elementary Grammar of the Gumgainggar Language (North Coast, NSW)

(Continued)', *Oceania*, Vol.20, No.1, 1949, pp.29-65; R.H. Mathews, 'Initiation ceremonies of Australian tribes (Gumbaingeri)', *Proceedings of the American Philosophical Society*, Vol.37, 1898, pp.54-73; W.J. Enright, 'Notes on Kumbangerai: A North Coast (N.S.W.) Tribe', *Mankind*, October 1934, pp.239-240; Anthony English, *The Sea And The Rock Gives Us A Feed: Mapping and Managing Gumbaingirr Wild Resource Use Places*, NSW National Parks and Wildlife Service, 2002, p.15.

<sup>xix</sup> Inge Riebe, 'Summary of anthropological material for Coffs Harbour Bypass Project', produced for Waters Consultancy, July 2018. See for example W.E. Smythe, 'Elementary Grammar of the Gumgainggar Language (North Coast, NSW) (Continued)', *Oceania*, Vol.20, No.1, 1949, pp.29-65; E. Palmer, 'Notes on Some Australian Tribes', *Journal of the Anthropological Institute of Great Britain and Ireland*, Vol.13, 1884, pp.276-347; A. W. Howitt, *The Native Tribes of South East Australia*, London, MacMillan & Co, 1904; R.H. Mathews, 'Initiation ceremonies of Australian tribes (Gumbaingeri)', *Proceedings of the American Philosophical Society*, Vol.37, 1898, pp.57-58; R.H. Mathews, 'Language and Sociology of the Kumbainggeri Tribe New South Wales', *Australian and New Zealand Association for the Advancement of Science*, Vol.12, 1909, p.485.

<sup>xx</sup> Tony Perkins, Interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xxi</sup> Smythe, *op.cit.*, 1948, p.131.

<sup>xxii</sup> A.R. Radcliffe-Brown, 'Notes on Totemism in Eastern Australia', *Journal of the Royal Anthropological Institute of Great Britain and Ireland*, Vol.59, July-December 1929, pp.406-407.

<sup>xxiii</sup> Radcliffe-Brown, *op.cit.*, f/n 1, p.407.

<sup>xxiv</sup> *Coffs Harbour Coastal Planning Study: Working Paper 8 Aboriginal Relics & Sites of Significance*, NSW Department of Environment & Planning, Grafton, July 1981.

<sup>xxv</sup> Riebe, *loc.cit.*

<sup>xxvi</sup> Mark Flanders, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xxvii</sup> Thomas, *op.cit.*; Yeates, *op.cit.*, pp.10-11.

<sup>xxviii</sup> Mathews, *op.cit.*, 1898, p.57.

<sup>xxix</sup> *Welcome: Yarm-ug-ay (Here it is) In Bagawa Country of the Gumbyangirr Nation*, Bagawa Birra Murri Aboriginal Women's Council Inc., post 2007, p.6.

<sup>xxx</sup> *Welcome: Yarm-ug-ay...*, *op.cit.*, pp.10, 13-14; Coffs Harbour Coastal Planning Study, *op.cit.*, 1981. Also referred to in all Knowledge Holder interviews as listed in the bibliography.

<sup>xxxi</sup> Thomas, *op.cit.*; Yeates, *op.cit.*, pp.10-11.

<sup>xxxii</sup> Thomas, *op.cit.*

<sup>xxxiii</sup> A.C. McDougall, 'Manners, Customs, and Legends of the Combangree Tribe', *Science of Man and Journal of the Royal Anthropological Society of Australasia*, Vol.4, No.3, 22 April 1901, p.46.

<sup>xxxiv</sup> English, *op.cit.*, pp.15-18.

<sup>xxxv</sup> Neil Yeates, Coffs Harbour: Vol 1 Pre -1880 to 1945, Coffs Harbour City Council, 1990, p.1.

<sup>xxxvi</sup> Yeates, *op.cit.*, p.1; Thomas, *op.cit.*

<sup>xxxvii</sup> 'Supposed Case of Drowning', *Clarence and Richmond Examiner and New England Advertiser*, 10 August 1869, p.3.

<sup>xxxviii</sup> Thomas, *op.cit.*

<sup>xxxix</sup> Norma Townsend, 'A Strange, Wild Set? Cedar-Cutters on the Macleay, Nambucca and Bellinger Rivers, 1838 to 1848', *Labour History*, No.55, November 1988, pp.9-11.

<sup>xl</sup> Thomas, *op.cit.*

<sup>xli</sup> Yeates, *op.cit.*, p.3.

<sup>xlii</sup> Yeates, *op.cit.*, p.3.



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- <sup>xliii</sup> Thomas, op.cit.
- <sup>xliv</sup> Yeates, op.cit., p.20.
- <sup>xl</sup> Yeates, op.cit., p.20.
- <sup>xlvi</sup> Yeates, op.cit., p.21.
- <sup>xlvii</sup> 'Supposed Case of Drowning', *Clarence and Richmond Examiner and New England Advertiser*, 10 August 1869, p.3.
- <sup>xlviii</sup> J.W. Lindt, 1875, Image a224004h, State Library of New South Wales.
- <sup>xlix</sup> 'Lindt Photographs', *Grafton Argus and Clarence River General Advertiser*, 16 November 1874, p.2.
- <sup>l</sup> J.W. Lindt, 1875, image a224008h, State Library of New South Wales.
- <sup>li</sup> 'Lindt Photographs', *Grafton Argus and Clarence River General Advertiser*, 16 November 1874, p.2.
- <sup>lii</sup> Megan Goulding, *Cultural places, contested spaces: A study of Aboriginal peoples' historical attachments to landscape*, Coffs Harbour Region Cultural Heritage Study, Cultural Heritage Division, National Parks & Wildlife Service (NSW), 2001, p.46.
- <sup>liii</sup> Yeates, op.cit., p.2.
- <sup>liv</sup> Yeates, op.cit., p.3.
- <sup>lv</sup> Goulding, op.cit., p.48.
- <sup>lvi</sup> 'Latest Colonial Telegrams: West Kempsey', *Clarence and Richmond Examiner and New England Advertiser*, 8 June 1880, p.3.
- <sup>lvii</sup> 'Coffs Harbour', *Clarence and Richmond Examiner and New England Advertiser*, 12 December 1882, p.4.
- <sup>lviii</sup> 'Roads', *Clarence and Richmond Examiner and New England Advertiser*, 25 March 1884, p.2.
- <sup>lix</sup> Goulding, op.cit., p.48.
- <sup>lxi</sup> 'Paddy, King of Boobarrego', Orara River, Edmund Milne Collection, National Museum of Australia.
- <sup>lxii</sup> Jakelin Troy, *King Plates: A History of Aboriginal Gorgets*, Aboriginal Studies Press, Canberra, 1993, p.18.
- <sup>lxiii</sup> 'Blacks' Tribal fight. A Unique Experience', *Coffs Harbour Advocate*, 14 April 1927, p.3.
- <sup>lxiiii</sup> 'Central Criminal Court. Thursday, February 23', *Sydney Daily Telegraph*, 24 February 1882, p.3.
- <sup>lxv</sup> 'Central Criminal Court. Thursday, February 23', *Sydney Daily Telegraph*, 24 February 1882, p.3.
- <sup>lxvi</sup> 'Nymboid Jackie, No.2573 ; King Charlie, No.2572 in Goal Photographs Series, State Records of New South Wales.
- <sup>lxvii</sup> 'Nymboid Jack', No.2573 & 'King Charlie', No.2572 , Goal Photographs, State Records of New South Wales.
- <sup>lxviii</sup> 'Nymboid Jack', No.2573 & 'King Charlie', No.2572 , Goal Photographs, State Records of New South Wales.
- <sup>lxix</sup> 'Blackfellows' Law. Old-Time Inquest Following Tribal Fight', *Coffs Harbour Advocate*, 3 August 1928, p.2.
- <sup>lxx</sup> *Ibid.*
- <sup>lxxi</sup> *Ibid.*
- <sup>lxxii</sup> *Ibid.*
- <sup>lxxiii</sup> *Ibid.*
- <sup>lxxiv</sup> *Ibid.*
- <sup>lxxv</sup> *Ibid.*
- <sup>lxxvi</sup> *Ibid.*
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<sup>lxxvii</sup> *Ibid.*

<sup>lxxviii</sup> Smythe, *op.cit.*, 1948, p.131.

<sup>lxxix</sup> Goulding, *op.cit.*, p.69.

<sup>lxxx</sup> Goulding, *op.cit.*, pp.69-70.

<sup>lxxxi</sup> Thomas, *op.cit.*

<sup>lxxxii</sup> Thomas, *op.cit.*

<sup>lxxxiii</sup> Goulding, *op.cit.*, p.53.

<sup>lxxxiv</sup> Thomas, *op.cit.*

<sup>lxxxv</sup> Daphne Flanders, Tony Perkins, Mark Flanders, Richard Pacey, Ian Brown.

<sup>lxxxvi</sup> Ella Moon, Waters Consultancy Pty Ltd, June 2018.

<sup>lxxxvii</sup> Mark Flanders, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, May 2019.

<sup>lxxxviii</sup> Anthony English, *The sea and the rock gives us a feed: Mapping and managing Gumbaingirr wild resource use places*, National Parks and Wildlife Service (NSW), August 2002, p.24. See also: Fred Cahir, Ian D. Clark, Philip A. Clarke, *Aboriginal Biocultural Knowledge in South-eastern Australia: Perspectives of early colonists*, CSIRO Publishing, 2018, Introduction; R.H. Mathews, 'Language and Sociology of the Kumbainggeri Tribe New South Wales', *Australian and New Zealand Association for the Advancement of Science*, Vol. 12, 1909, pp. 485-499; A.C. McDougall, 'Manners, Customs and Legends of the Coombangree Tribe', *Science of Man*, Vol. 4 (4), 1901, p.63.

<sup>lxxxix</sup> Mark Flanders, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xc</sup> Korey Moon, Waters Consultancy Pty Ltd, June 2018.

<sup>xci</sup> Mark Flanders, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xcii</sup> Ella Moon, Waters Consultancy Pty Ltd, June 2018.

<sup>xciii</sup> Mark Flanders, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xciv</sup> Mark Flanders, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xcv</sup> Korey Moon, Waters Consultancy Pty Ltd, June 2018.

<sup>xcvi</sup> Tony Perkins, Interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xcvii</sup> Tony Perkins, Interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xcviii</sup> Mark Flanders, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>xcix</sup> Ian Brown, Interview with Kate Waters, Coffs Harbour Bypass Project: Roads and Maritime, August 2018.

<sup>c</sup> Tony Perkins, Interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>ci</sup> Korey Moon, Waters Consultancy Pty Ltd, June 2018.

<sup>cii</sup> Tony Perkins, Interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>ciii</sup> Tony Perkins, Interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

<sup>civ</sup> Daphne Flanders nee Wilson, Interview with Kate Waters & Korey Moon, Coffs Harbour Bypass Project: Roads and Maritime, June 2018.

## **Appendix D                      Aboriginal Stakeholder Comments**

[to be attached following review of draft CHAR]

## Appendix E Salvage Excavation Methodology

### Research Aims

The main aims of the proposed salvage excavation program are:

- ♦ To salvage a representative sample of the identified archaeological sites prior to construction impact.
- ♦ To analyse the salvaged archaeological material to gain and conserve knowledge and understanding of the scientific and cultural information exhibited by the activities associated with a range of landforms on the fringes of the Coffs Basin.
- ♦ To use the excavation results to gain insight into the subsurface archaeology of the wider region and more specifically of adjacent areas not being impacted by the proposal. This would increase future educational opportunities and allow more informed management of Aboriginal heritage. In addition, the excavation results may be incorporated into interpretive options being considered for the project.

The further scientific aim of the salvage excavation program would be to determine the subsurface integrity, extent, spatial distribution and nature of the cultural deposit and the specific types of associated archaeological/cultural activities.

- ♦ Determining the integrity of the deposit involves assessing the degree of disturbance which is present.
- ♦ Determining the statistical extent of the sites and/or activity areas involves identifying the boundaries associated with the identified archaeological deposit.
- ♦ Assessing the spatial distribution involves identifying the presence/absence of archaeological material across the identified archaeological sites.
- ♦ The nature of the sites refers to the type of activities indicated by the artefactual material (e.g. primary production, tool maintenance, domestic knapping, hunting camps). The goal would be to retrieve entire assemblages from specific activities if such activities were present.
- ♦ Retrieved assemblages would be compared with the results from other relevant archaeological projects in order to assess significance.

### Research Questions

The results of the proposed salvage excavation would increase our understanding of subsurface archaeology of the project area, specifically related to the large scale connectivity between sites situated on the fringes of the Coffs Basin. In particular, research would focus on the archaeologically-identifiable cultural activities that took place on the various and dissimilar landforms where salvage is proposed. There is significant variation in landscape context between the sites: the sites are not spatially connected by landform, but they offer an opportunity to explore larger landscape connections through the North Boambee Valley, Coffs Basin and up into the Korora Basin. These connections offer insights into past cultural continuums depicting the movements and actions of past Aboriginal people, enabling an understanding of how past people spatially organised their culture and by extension insights into how they perceived the world around them. Integration of archaeological data with contemporary cultural knowledge is an opportunity to explore these connections. Recent research of such landscape continuums has found a strong association between contemporary use/perceptions of landscape and past Aboriginal landscapes as evidenced by the archaeology.

In order to characterise the physical archaeological manifestations of this cultural landscape, research will aim to address questions about past activity events and survivability of the deposit. In addition, assessment techniques will address how natural processes and modern landuse practices impact on archaeological sites within the local area. This information is of critical importance for determining empirical scientific value.

**Question 1:** What cultural activities are archaeologically identifiable across the project area? What similarities/differences can be identified between landforms? (salvaged landforms include prominent ridgelines and spurs on the margin of the Coffs Basin, lower elevation spur crests closer to the coast, and elevated landforms on the alluvial plain south of Roberts Hill).

**Question 2:** What are the taphonomic features of each site? What does this indicate about site integrity and artefact survivability for sites on similar landforms within the region?

**Question 3:** Based on a statistically suitable sample - do variations in the lithic assemblage between sites represent cultural activities, taphonomy or combinations of cultural and environmental factors?



### What can we expect?

It is anticipated that differences in stone tool assemblages may be related to different cultural activities (e.g. primary reduction vs maintenance flaking). The science of archaeology is paramount to any research question and it is important to stress that the goal for the salvage program for all excavated sites is straight forward: to retrieve a viable sample for comparative analysis using established techniques (see Field Methods below). In this regard interpretation would not precede data collection. The proposed archaeological program would systematically sample the relevant areas using standard techniques with the outcome being a viable, robust and comparable sample. Analysis of the sample would follow and interpretations would be made distinctly separate from the results.

### Archaeological Salvage Areas

Salvage excavation would be undertaken on identified archaeological sites: CHB AFT1, CHB AFT 5, CHB AFT 8, CHB AFT 11 and CHB AFT 13. Salvage excavation of each site would focus on the extraction of collections of artefacts related to activity areas and geomorphic information.

### FIELD METHODS

The goal of the field excavation program is to recover significant assemblages of artefacts.

#### Salvage Program

In order to achieve the most robust and comparable result, KNC advocates an open area salvage excavation. The first phase in open area salvage is to establish the statistical boundaries of the previously identified archaeological deposit. In other words, recording the spread of activities across the site/landscape. This approach is designed to salvage the spatial properties of the site as shown in the lithic continuum.

#### Phase 1

A series of 1 m<sup>2</sup> squares are excavated on a transect grid at 15 metre intervals overlain on each site to mark the spread of lithics and related geomorphic activity. This will build on previous test excavation results.

GDA 94 coordinates would be recorded for each square to enable three dimensional modelling. Statistical salvage following this method is highly beneficial because it creates a robust inter-site sample, sufficiently random, critical for regional comparative analysis. No other method is as efficient or effective. It is anticipated that a minimum of 25m<sup>2</sup> would be excavated at each site during Phase 1.

Individual excavation squares measuring 1 m<sup>2</sup> would be hand excavated in stratigraphic units (Unit A, Unit B, etc.). Squares would be excavated until the basal layer or culturally sterile deposit is reached. Test excavation of the sites indicates no archaeological stratigraphy within units. As such the A1 and A2 soil layers are culturally one layer (suffering from cyclical soil transfer resulting in a mixed cultural profile within the soil) and can be salvaged as one unit where possible. All excavated deposit would be sieved using nested 5.0 mm and 2.5 mm sieves. Where potential micro-debitage is recovered 1.0 millimetre micromesh sieves will be utilised.

The location of each excavated square would be identified on a surveyed plan of the site. Stratigraphic sections detailing the stratigraphy and features within the excavated deposit would be drawn and all squares would be photographed. Soil samples as well as thin section profiles (where feasible) would also be collected. The stratigraphy of all excavated areas would be fully documented and appropriate records archived.

#### Phase 2

Open area salvage of significant deposit follows the Phase 1 assessment. Additional contiguous 1 m<sup>2</sup> squares, constituting an open area, will be excavated around information bearing deposits along the excavation grid. Information bearing deposits are identified by triggers such as: significant quantities of artefacts, variations in raw material, unusual artefacts, chronological material and/or taphonomic indicators. In this context chronologic material is anything that can be used to date artefacts or deposit: charcoal or charcoal bearing deposit (e.g. hearth ash), sandy deposit, gravels (e.g. aluminium feldspar). Taphonomic indicators are generalised to include biospherical process such as bioturbation and geomorphic features such as soil lenses and soil laminates as indicators of post-depositional factors affecting site formation.

Phase 2 open area investigation would expand to encompass entire activity areas. The location of Phase 2 open area investigation would be based on Phase 1 results. It is anticipated that up to 50m<sup>2</sup> of Phase 2 open area salvage would be excavated within each site if Phase 1 results warrant this approach. Total salvage area would be approximately 75m<sup>2</sup> for each site (combining both Phase 1 and Phase 2).

Where possible, carbon samples will be collected and analysed for material relating to both the archaeology and geomorphology. Where appropriate cosmogenic and radiometric dating of soils and rock surfaces will be applied (Nishiizumi et al. 1986, 1993).

### Surface Collection

Surface collection will be undertaken at sites: CHB AFT 5, CHB AFT 9, CHB AFT 11, CHB IF 7, CHB6 IF 2, CHSS-3 and Coffs Dump. The collected objects will be recorded as part of the excavation report and included in the excavation assemblage for long term storage.

### Analysis

Artefacts would be analysed on a comparable level with previous analyses of excavated assemblages. Information derived from this analysis; in particular the identification of specific artefact types and their distributions and associations; would be used to put together interpretations about how sites were used, where sites were located across the landscape, the age of sites and to assess cultural heritage values. By comparing different areas it would be possible to determine whether there were differences in the kinds of activities carried out and if different activities were related to different landforms.

A range of stone artefacts may be present across the salvage areas and the analysis would expand accordingly to account for artefact variability. All information would be recorded in database form (MS Excel). Various types of evidence would be used to determine the kinds of activities that were carried out. A short description of the proposed analysis is outlined below.

- Field analysis would record basic data, such as material type, number and any significant technological characteristics, such as backing or bipolar techniques; added to this would be any provenance data such as pit ID and spit number. The purpose of the field recording is twofold: 1) establish a basic recording of artefacts retrieved and 2) to allow on-going assessment of the excavation regime (e.g. whether higher stratigraphic resolution is required while digging).
- Detailed (laboratory) analysis would entail recording a larger number of characteristics for each individual artefact. These details would be recorded in matrices suitable for comparative analysis (e.g. multivariate and univariate) of the excavated assemblage on a local and regional basis.
- Lithic characteristics to be recorded cover a range of basic information but are not limited to these categories (see example below). For transparency, terms and category types would in large part be derived from Holdaway and Stern (2004).

Sample Categories		
Record Number	% Cortex	Flake Type
Square ID	Length	Termination Type
Spit Number	Width	Core Type
Count	Thickness	Number of Scars (Core)
Raw Material	Weight	Scar Type (Core)
Colour	Modification	Shape of Flake
Quality	Reduction Type	Platform Type

- A detailed explanation and glossary would be provided with the final excavation report.
- Minimum Number of Flake (MNF) calculations formulated by Hiscock (2000, 2002) would be undertaken where applicable (although past experience indicates MNF calculations would not be required for this excavation program).

The analysis of artefacts recovered during the excavation program would be undertaken in a transparent and replicable fashion so as to permit the comparison of the entire excavated assemblage with data from other areas. This would also allow for an interpretation of the project area's archaeological significance.

### Field Team

KNC directors, Dr Matthew Kelleher and Alison Nightingale, would be responsible for the salvage excavation program. Dr Matthew Kelleher would direct the excavation component of the Aboriginal archaeological assessment. Matthew has extensive experience in managing archaeological excavations and research projects. Matthew would also be the principal contact for the overall Aboriginal archaeological assessment for the project. The salvage excavation will be undertaken in association with registered Aboriginal stakeholders.

Appendix M

# Non-Aboriginal heritage assessment

Appendix L

Appendix M



# Coffs Harbour Bypass Non-Aboriginal Heritage Assessment

FINAL REPORT

Prepared for Arup on behalf of Roads and Maritime Services

10 July 2019



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**Report to:** Arup on behalf of Roads and Maritime Services

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**Biosis project no.:** 29580

**File name:** 29580.CoffsBypass.NAH.FIN02.20190709

**Citation:** Biosis (2019). Coffs Harbour Bypass: Non-Aboriginal Heritage Assessment. Report for Arup on behalf of Roads and Maritime Services. Author: R. Morris, M. Butcher, Biosis Pty Ltd, Sydney. Project no.: 29580

## Document control

Version	Internal reviewer	Date issued
Draft version 01	Alexander Beben, Rebecca Steer	07/03/2017
Draft version 02	Amanda Atkinson	08/06/2018
Draft version 03	Alexander Beben	23/07/2018
Draft version 04	Alexander Beben	11/09/2018
Draft version 05	James Cole	05/04/2019
Draft version 06	James Cole	08/04/2019
Final version 01	James Cole	30/05/2019
Final version 02	James Cole	09/07/2019

## Acknowledgements

Biosis gratefully acknowledges the contributions of the following people and organisations (listed alphabetically) in preparing this report:

- Arup
- Coffs Harbour City Council
- Roads and Maritime Services.

Biosis staff involved in this project were:

- Lian Flannery, William Truscott, Kasey Robb, Gary Vines and Ashley Bridge for assistance in the field and reporting.
- Lauren Harley and Anne Murray for mapping.

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## Glossary

<b>AHD</b>	Australian Height Datum
<b>Biosis Pty Ltd</b>	Biosis
<b>Burra Charter</b>	The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance.
<b>CHL</b>	Commonwealth Heritage List
<b>CSSI</b>	Critical State Significant Infrastructure
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	<i>Environmental Planning and Assessment Act 1979</i>
<b>EPBC Act</b>	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
<b>Heritage Act</b>	<i>Heritage Act 1977</i>
<b>LEP</b>	Local Environment Plan
<b>LGA</b>	Local Government Area
<b>NAHMP</b>	Non-Aboriginal Heritage Management Plan
<b>NHL</b>	National Heritage List
<b>NSW</b>	New South Wales
<b>Roads and Maritime</b>	Roads and Maritime Services
<b>SEARs</b>	Secretary's Environmental Assessment Requirements
<b>SHR</b>	State Heritage Register
<b>SoHI</b>	Statement of Heritage Impact

## Executive summary

---

Biosis Pty Ltd (Biosis) was commissioned by Arup on behalf of Roads and Maritime Services (Roads and Maritime) to undertake a Non-Aboriginal heritage assessment for the proposed road upgrade and construction of the Coffs Harbour Bypass, Coffs Harbour New South Wales (NSW) (the project). The project involves an upgrade to approximately 14 kilometres of the Pacific Highway from south of the Englands Road roundabout to the southern end of the recently opened Sapphire to Woolgoolga upgrade project (Figure 1). This assessment considers the impact of the construction of the Coffs Harbour Bypass upon non-Aboriginal heritage within or adjacent to the study area and has been completed in accordance with Desired Performance Outcome 8 of the Secretary's Environmental Assessment Requirements (SEARs) which relates to non-Aboriginal heritage.

The historical context for this project identified that the study area is outside of the early settlement of Coffs Harbour which was settled in the 1880s. The installation of infrastructure played a key role in the development of Coffs Harbour as transport corridors were cut inland and along the coast to connect the town to other settlements at Moonee Moonee, Grafton and Bellinger. Bridges were constructed over many creeklines in the area throughout the late 19th century, bringing new workers and machinery into the area. As populations grew along the east coast, the government recognised the need for a railway along the coast linking Maitland to South Grafton, with the line between Coffs Harbour and South Grafton being completed in 1922 which passes through the northern portion of the study area. A temporary workers camp was established at Coffs Heights during this time. The main historical features of the study area relate to the post 1920s development of large tracts of land as banana plantations which are still present within the study area today.

This assessment identified five heritage items and one cultural landscape associated with the study area:

- The Coffs Harbour Banana Plantation landscape.
- The former Coffs Heights Post Office, now located at 343D Coramba Road.
- The North Coast Railway.
- Old Coast Road Bridge No.1, Korora.
- Old Coast Road Bridge No.2, Korora.
- Marked Tree Stumps.

These items demonstrate the development of the local Coffs Harbour economy and that of the wider north coast region. Archaeological remains likely to be present within the study area include farming implements, sheds and other paraphernalia from the early timber, dairy and banana industries. The archaeological potential of the study area has been assessed as low, as these remains hold little potential of providing additional knowledge on the development of the area.

The Statement of Heritage Impact (SoHI) for this report has identified that the project will have a direct partial impact on the Coffs Harbour Banana Plantation Landscape through the construction of the project. These impacts could be partially mitigated through minimising the deterioration of key vantage points and a program of archival recording. The former Coffs Heights Post Office will be directly physically impacted by the project. A detailed archival recording must be completed prior to any impacts occurring. The Marked Tree Stumps will be impacted directly by the project and must be subject to a program of archival recording prior to removal. Indirect visual impacts to the North Coast Railway, Old Coast Road Bridge No.1 and Old Coast Road Bridge No.2 can be mitigated through a program of archival recording and interpretation. There are no

anticipated impacts to the High Value Old Growth Forest as it is located a minimum of 200 metres outside the study area.

### **Environmental mitigation measures**

The recommendations were developed to respond to the project's requirements and the significance of the site. The recommendation is guided by the ICOMOS *Burra Charter* with the aim of doing as much as possible to care for the place and make it useable and change it as little as possible to retain its cultural significance.<sup>1</sup>

#### **Recommendation 1. Landscaping to minimise impacts to Coffs Harbour Banana Plantation Landscape**

It is recommended that consideration is given to minimising impacts to elevated vantage points and locations across the Coffs Harbour Banana Plantation landscape within the Urban Design, Landscape Character and Visual Impact Assessment Report prepared to support the detailed design of the project<sup>2</sup> (viewpoints 8-13 and 17).

#### **Recommendation 2. Prepare an archival record prior to impact and at the completion of the project**

Archival recording is recommended for the Coffs Harbour Banana Plantation, former Coffs Heights Post Office, the North Coast Railway, Old Coast Road Bridge No.1, Old Coast Road Bridge No.2 and the Marked Tree Stumps. The archival records should record the process of development and alterations to heritage values. A program of archival recording should be completed prior to impacts. All archival recording should be completed in accordance with the Heritage Branch guidelines *How to Prepare Archival Records for Heritage Items* and *Photographic Recording of Heritage Items Using Film or Digital Capture*.<sup>3</sup>

#### **Recommendation 3. 'No go' areas and temporary fencing during construction**

The North Coast Railway, Old Coast Road Bridge No.1 and Old Coast Road Bridge No.2 will be marked on sensitive area maps to identify their heritage values. These areas will be marked as 'no-go' areas which are established at an appropriate distance (i.e. on the curtilage boundary of the item) to protect the heritage values. Where construction is to occur within 50 metres of the North Coast Railway and the timber beam bridges, the use of physical fencing will be considered to further protect the heritage values but allow construction (including access) to proceed unhindered. The use of sensitive area maps and 'no go' areas will be incorporated into the induction program as part of the Non-Aboriginal Heritage Management Plan (NAHMP).

#### **Recommendation 4. Discovery of unexpected finds, including non-Aboriginal objects and/or human remains**

Should unanticipated relics be discovered during the course of the project, including non-Aboriginal heritage items or skeletal remains, the *Roads and Maritime Services Standard Management Procedure, Unexpected Heritage Items*<sup>4</sup> will be implemented.

---

<sup>1</sup> Australia ICOMOS 2013

<sup>2</sup> Arup 2019

<sup>3</sup> Heritage Office 2001, revised 2004, 2006

<sup>4</sup> Roads and Maritime Services 2015

# 1 Introduction

---

## 1.1 Overview

Roads and Maritime is seeking approval for the Coffs Harbour Bypass located to the west of Coffs Harbour urban area in northern NSW. The project is located in the Coffs Harbour Local Government Area (LGA) (Figure 1, Figure 2 and Figure 8). Approval is being sought under Division 5.2 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act) as Critical State Significant Infrastructure (CSSI).

The Coffs Harbour bypass forms part of the Pacific Highway upgrade program which, when complete, will provide free flowing dual carriageway conditions for the Pacific Highway between Hexham and the Queensland border. The principal objectives of the Pacific Highway upgrade program are to:

- Improve traffic safety
- Reduce travel times and freight costs
- Engage the community and consider their issues
- Support economic development
- Support Ecologically Sustainable Development principles
- Provide a safe workplace
- Achieve value for money.

The Pacific Highway upgrade program also seeks to create public value and ensure safety of its workers and travelling public.

A concept design has been developed for the project, which forms the basis of this assessment. This assessment supports the EIS prepared for the project.

## 1.2 The proposed project

Roads and Maritime is seeking approval for the Coffs Harbour Bypass (the project). The approval is being sought under Division 5.2 of the EP&A Act as CSSI.

The project includes a 12 kilometres bypass of Coffs Harbour from south of Englands Road to Korora Hill in the north and a 2 kilometre upgrade of the existing highway between Korora Hill and Sapphire. The project would provide a four-lane divided highway that bypasses Coffs Harbour, passing through the North Boambee Valley, Roberts Hill ridge and then traversing the foothills of the Coffs Harbour basin to the west and north to Korora Hill.

The key features of the project include:

- Four-lane divided highway from south of Englands Road roundabout to the dual carriageway highway at Sapphire
- Bypass of the Coffs Harbour urban area from south of Englands Road intersection to Korora Hill
- Upgrade of the existing Pacific Highway between Korora Hill and the dual carriageway highway at Sapphire
- Grade-separated interchanges at Englands Road, Coramba Road and Korora Hill



- A one-way local access road along the western side of the project between the southern tie-in and Englands Road, connecting properties to the road network via Englands Road
- A new service road, located east of the project, connecting Solitary Islands Way with James Small Drive and the existing Pacific Highway near Bruxner Park Road
- Three tunnels through ridges at Roberts Hill (around 190 m long), Shephards Lane (around 360 m long), and Gatelys Road (around 450 m long)
- Structures to pass over local roads and creeks as well as a bridge over the North Coast Railway
- A series of cuttings and embankments along the alignment
- Tie-ins and modifications to the local road network to enable local road connections across and around the alignment
- Pedestrian and cycling facilities, including a shared path along the service road tying into the existing shared path on Solitary Islands Way, and a new pedestrian bridge to replace the existing Luke Bowen footbridge with the name being retained
- Relocation of the Kororo Public School bus interchange
- Noise attenuation, including low noise pavement, noise barriers and at-property treatments as required
- Fauna crossing structures including glider poles, and underpasses and fencing
- Ancillary work to facilitate construction and operation of the project, including:
  - Adjustment, relocation and/or protection of utilities and services
  - New or adjusted property accesses as required
  - Operational water quality measures and retention basins
  - Temporary construction facilities and work including compound and stockpile sites, concrete/asphalt batching plant, sedimentation basins and access roads (if required).

### 1.3 Purpose of this report

This heritage assessment has been prepared to address the SEARs for the Coffs Harbour Bypass for the purpose of seeking project approval under Division 5.2 of the EP&A Act. Table 1 outlines the requirements relevant to this assessment and where they are addressed in the report.

**Table 1 Review of relevant SEARs and where they have been addressed in this assessment**

Secretary's report	Where addressed in this report
1. The Proponent must identify and assess any direct and/or indirect impacts (including cumulative impacts) to the heritage significance of:	This report.
c. Environmental heritage, as defined under the Heritage Act 1977; and	This report
d. Items listed on the National and World Heritage lists. Environmental Protection and Biodiversity Conservation Act 1999	Section 2

Secretary's report	Where addressed in this report
2. Where impacts to State or locally significant heritage items are identified, the assessment must:	N/A
a. Include a significance assessment and statement of heritage impact for all heritage items (including any unlisted places that are assessed as having heritage value).	Section 5 and 6
b. Provide a discussion of alternative locations and design options that have been considered to reduce heritage impacts.	N/A
c. In areas identified as having potential archaeological significance, undertake a comprehensive archaeological assessment in line with Heritage Council guidelines which includes a methodology and research design to assess the impact of the works on the potential archaeological resource and to guide physical archaeological test excavations and include the results of these excavations.	N/A – no areas of archaeological potential have been identified as part of this report.
d. Consider impacts to the item of significance caused by, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, increased traffic, visual amenity, landscape and vistas, curtilage, subsidence and architectural noise treatment (as relevant).	Section 6
e. Outline measures to avoid and minimise those impacts in accordance with the current guidelines.	Section 6
f. Be undertaken by a suitably qualified heritage consultant(s) (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria).	Report authors are outlined in Section 1.5. No archaeological excavations were required and therefore compliance with the NSW Heritage Council's Excavation Director criteria was not required.

## 1.4 Report methodology

This report was prepared in accordance with current heritage guidelines including *Assessing Heritage Significance*, *Assessing Significance for Historical Archaeological Sites and "Relics"*, *Burra Charter* and *Statements of Heritage Impact*.<sup>5</sup>

This report provides an assessment of the heritage values associated with the study area. The assessment aims to identify heritage values within the study area; determine the type and level of significance of these values; and assesses proposed impacts to any landscape, built or archaeological values to determine the most appropriate management strategy.

<sup>5</sup> NSW Heritage Office 2001; Heritage Branch, Dept. of Planning 2009; Australia ICOMOS 2013; Heritage Office and Department of Urban Affairs & Planning 1996 (revised 2002) and associated guidelines

#### 1.4.1 Documentary investigation

Historical research relied on primary archival sources including historic maps, plans and photographs, and newspapers. Secondary sources such as published and unpublished works were also used to provide the historical context in this report, including:

- NSW Land and Property Information
- Heritage Division Library
- Asset management lists from Coffs Harbour City Council relating to timber beam bridges within the locality
- Specialist technical reports.

Internet sources included:

- Digitised newspapers held by the National Library of Australia
- The National Heritage List (NHL)
- The Commonwealth Heritage List (CHL)
- The State Heritage Register (SHR)
- The State Heritage Inventory
- Agencies s170 Registers
- The Australian Heritage Places Inventory
- The heritage Schedule of the *Coffs Harbour Local Environmental Plan 2013*
- Parish maps.

#### 1.4.2 Site investigation

The site inspection involved pedestrian survey of the study area in order to understand the heritage character of existing heritage items, and to more accurately determine the nature and extent of the archaeological resources. All built structures were inspected internally and externally and a photographic record was prepared. The site investigations were conducted between 6 and 17 June 2016, 30 August to 1 September 2016 and 20 March 2019.

#### 1.4.3 Assessment objectives

The objectives of the assessment can be summarised as follows:

- Identify and assess heritage values of the study area. The study aims to achieve this objective by:
  - Providing a summary of the principal historical influences that have contributed to creating the present-day built environment of the study area using studies already available supplemented by limited new research.
  - Identification of sites and features within the study area already recognised for their cultural heritage value through statutory and non-statutory heritage listings.
  - Preliminary identification of the cultural heritage significance of sites and features within the study area which are not recognised through statutory heritage listings.
  - Identification of known or potential archaeological sites within the study area.

- Assess the impact of the proposed works on the cultural heritage significance of the study area. A SoHI has been prepared in accordance with NSW Heritage Council guidelines.<sup>6</sup>
- Recommend measures to avoid or mitigate any negative impacts on the cultural heritage significance of the study area.

## 1.5 Investigators and contributors

This report was prepared by Rebecca Morris, Archaeologist and has been updated by Alexander Beben, Principal Archaeologist and Maggie Butcher, Consultant Archaeologist at Biosis Pty Ltd. This report has been reviewed for technical content by Alexander Beben, Amanda Atkinson, Team Leader – Heritage, and James Cole, Consultant Archaeologist.

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<sup>6</sup> NSW Heritage Division 2002



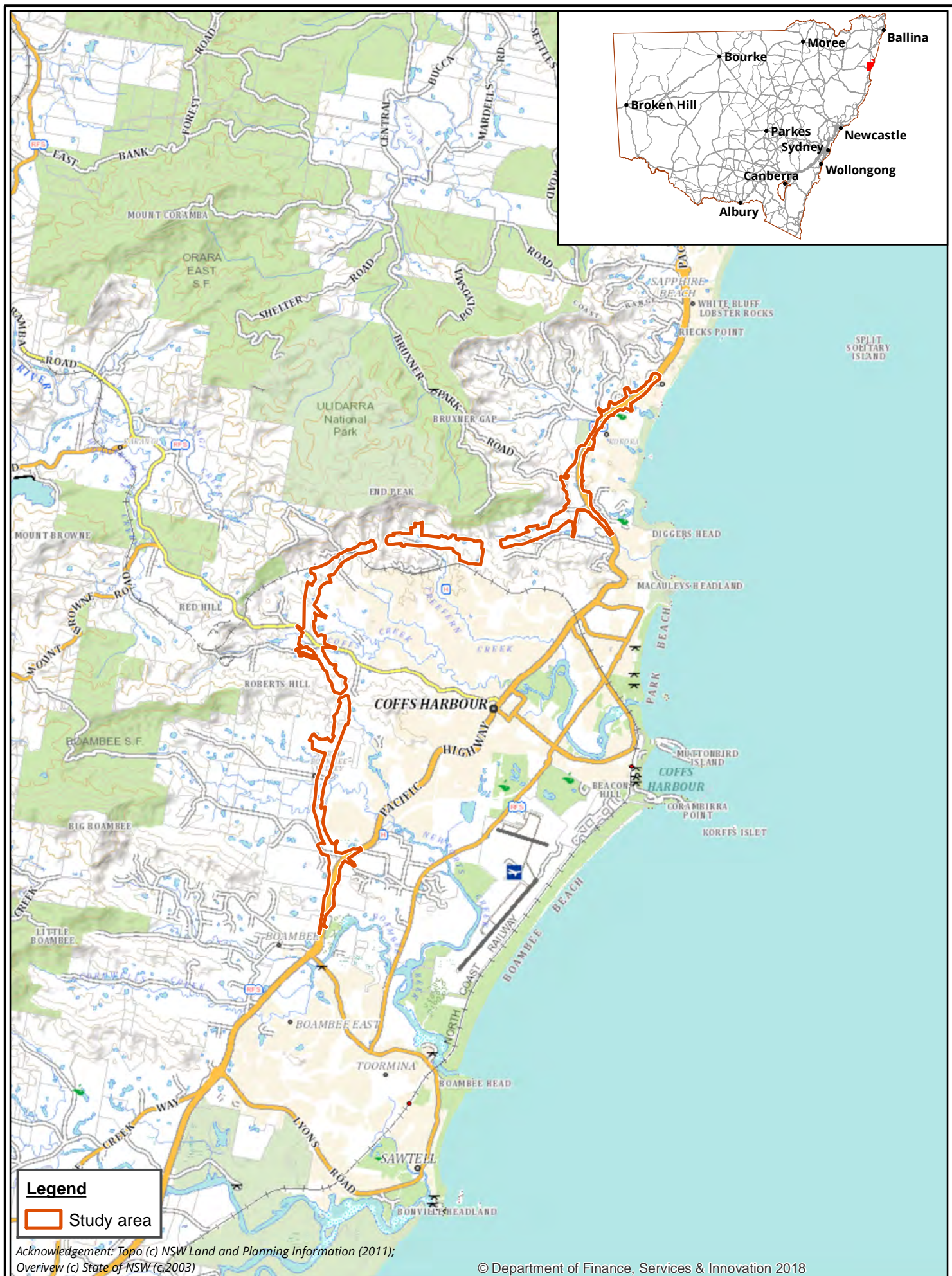
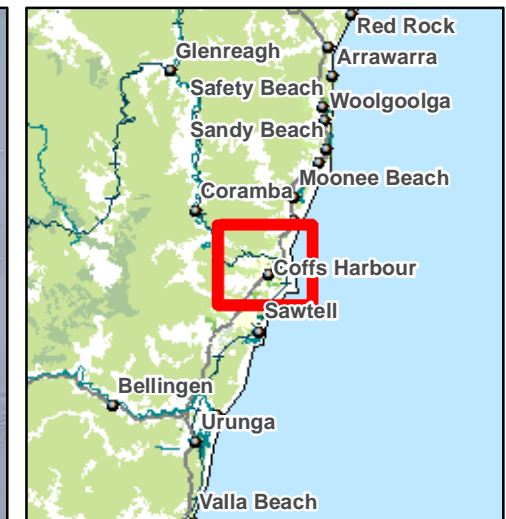


Figure 1 Location of the study area





#### Legend

Study area

**Figure 2 Aerial view of the study area**



Scale: 1:37,500 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



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## 2 Statutory framework

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### 2.1 Introduction

The project is being assessed as CSSI and will be completed in accordance with the SEARs. These are listed in Section 1.3. Project approval will be received from the Minister for the Department of Planning and Environment.

### 2.2 Statutory framework

#### 2.2.1 Heritage management in NSW

In NSW, cultural heritage is managed in a three-tiered system: national, state and local. Certain sites and items may require management under all three systems or only under one or two. The following discussion aims to outline the various levels of protection and approvals required to make changes to cultural heritage in the state. The relevant heritage items can be seen in Figure 3.

#### 2.2.2 Environmental Protection and Biodiversity Conservation Act 1999

The *Environmental Protection and Biodiversity Act 1999* (EPBC Act) is the national act protecting the natural and cultural environment. The EPBC Act is administered by the Department of the Environment and Energy. The EPBC Act establishes two heritage lists for the management of the natural and cultural environment:

- The NHL  
Items listed on the NHL have been assessed to be of outstanding significance and define "critical moments in our development as a nation".<sup>7</sup>
- The CHL  
Items listed on the CHL are natural and cultural heritage places that are on Commonwealth land, in Commonwealth waters or are owned or managed by the Commonwealth. A place or item on the CHL has been assessed as possessing "significant" heritage value.<sup>8</sup>

A search of the NHL and CHL did not yield any results within the study area.

#### 2.2.3 NSW Heritage Act 1977

Heritage in NSW is principally protected by the *Heritage Act 1977* (as amended) which was passed for the purpose of conserving items of environmental heritage of NSW. Environmental heritage is broadly defined under Section 4 of the Heritage Act as consisting of the following items: "*those places, buildings, works, relics, moveable objects, and precincts, of State or Local heritage significance*". The Heritage Act is administered by the NSW Heritage Council, under delegation by the Heritage Division, Office of Environment and Heritage. The Heritage Act is designed to protect both known heritage items (such as standing structures) and items that may not be immediately obvious (such as potential archaeological remains or 'relics'). Different parts of the Heritage Act deal with different situations and types of heritage and the Heritage Act provides a number of mechanisms by which items and places of heritage significance may be protected.

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<sup>7</sup> Department of the Environment and Energy 2019a

<sup>8</sup> Department of the Environment and Energy 2019b

## The State Heritage Register

Protection of items of state significance is achieved through nomination and listing on the SHR created under Part 3A of the Heritage Act. The SHR came into effect on 2 April 1999 and was established under the *Heritage Amendment Act 1998*. It replaces the earlier system of Permanent Conservation Orders as a means for protecting items with state significance.

A permit under Section 60 of the Heritage Act is required for works on a site listed on the SHR, except for that work which complies with the conditions for exemptions to the requirement for obtaining a permit. Details of which minor works are exempted from the requirements to submit a Section 60 Application can be found in the guideline "Standard Exemptions for Works requiring Heritage Council Approval". Permits and approvals are not required for SSI projects.

A search of the SHR did not yield any results within the study area, but yielded one nearby site, Listing 1487 *High Conservation Value Old Growth Forest*, 200 metres to the north-west of the study area. This listing incorporates the entirety of Lot 197 DP755624 and part of Lots 189, 190 and 415 DP 755624, as well as part of Lots 152, 153 and 154 DP755654.

## Archaeological relics

Section 139 of the Heritage Act 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. This section applies to all land in NSW that is not included on the SHR.

Amendments to the Heritage Act made in 2009 changed the definition of an archaeological 'relic' under the Act. 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 NSW, not being Aboriginal settlement, and*

*(b) which is of State or Local significance"*

It should be noted that not all remains that would be considered archaeological are relics under the NSW Heritage Act. Advice given in the Archaeological Significance Assessment Guidelines is that a "relic" would be viewed as a chattel and it is stated that *"In practice, an important historical archaeological site will be likely to contain a range of different elements as vestiges and remnants of the past. Such sites will include 'relics' of significance in the form of deposits, artefacts, objects and usually also other material evidence from demolished buildings, works or former structures which provide evidence of prior occupations but may not be 'relics'."*<sup>9</sup>

If a relic, including shipwrecks in NSW waters (that is rivers, harbours, lakes and enclosed bays) is located, the discoverer is required to notify the NSW Heritage Council.

Section 139 of the Heritage Act requires any person who knows or has reasonable cause to suspect that their proposed works will expose or disturb a 'relic' to first obtain an Excavation Permit from the Heritage Council of NSW (pursuant to Section 140 of the Act), unless there is an applicable exception (pursuant to Section 139(4)). Excavation permits are issued by the Heritage Council of NSW in accordance with sections 60 or 140 of the Heritage Act. It is an offence to disturb or excavate land to discover, expose or move a relic without obtaining a permit. Excavation permits are usually issued subject to a range of conditions. These conditions will relate to matters such as reporting requirements and artefact cataloguing, storage and curation.

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<sup>9</sup> NSW Heritage Branch, Department of Planning 2009, p. 7



Exceptions under Section 139(4) to the standard Section 140 process exist for applications that meet the appropriate criterion. An application is still required to be made. The Section 139(4) permit is an exception from the requirement to obtain a Section 140 permit and reflects the nature of the impact and the significance of the relics or potential relics being impacted upon.

If an exception has been granted and, during the course of the development, substantial intact archaeological relics of state or local significance, not identified in the archaeological assessment or statement required by this exception, are unexpectedly discovered during excavation, work must cease in the affected area and the Heritage Office must be notified in writing in accordance with section 146 of the Heritage Act. Depending on the nature of the discovery, additional assessment and, possibly, an excavation permit may be required prior to the recommencement of excavation in the affected area.

Under Section 5.23 of the EP&A Act, an approval under Part 4 or an excavation permit under section 139 or section 140 of the Heritage Act is not needed for SSI projects.

### **Section 170 Heritage and Conservation Registers**

Section 170 of the Heritage Act requires that culturally significant items or places managed or owned by government agencies are listed on the departmental Heritage and Conservation Register. Information on these registers has been prepared in accordance with Heritage Division guidelines.

Statutory obligations for archaeological sites that are listed on a Section 170 Register or may exist within the curtilage of an item include notification to the Heritage Council in addition to relic's provision obligations. There are no items within or adjacent to the study area that are entered on a state government instrument Section 170 Register.

There are no items within or in the vicinity of the study area are listed on a Section 170 Register.

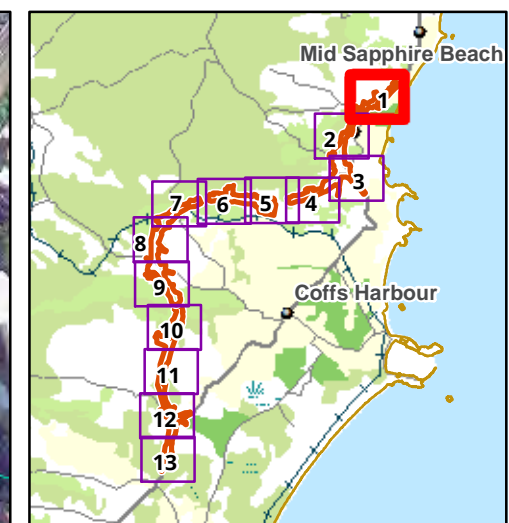
#### **2.2.4 Environmental Planning and Assessment Act 1978**

##### **Coffs Harbour Local Environmental Plan 2013**

The Coffs Harbour Local Environmental Plan 2013 (LEP) contains schedules of heritage items that are managed by the controls in the instrument. As the project is being undertaken under the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP 2007), heritage items listed on the heritage schedule require a SoHI and notification to Council rather than approval. Relics are still protected by the Heritage Act and Aboriginal sites are protected by the *National Parks and Wildlife Act 1979* regardless of their status on an LEP or despite the fact that they are unregistered.

There are no items listed within 2.5 kilometres of the study area on the LEP.





#### Legend

Study area

#### Heritage items identified in this report

Old Coast Road Bridge No. 1

Old Coast Road Bridge No. 2

Gravestone

**Figure 3.1 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



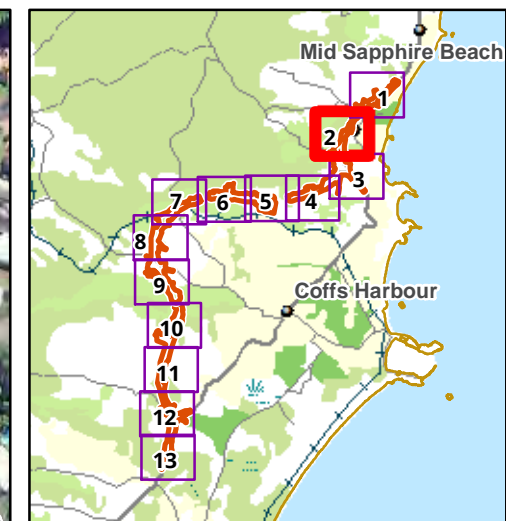
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#### Legend

Study area

#### Heritage items identified in this report

Old Coast Road Bridge No. 1

**Figure 3.2 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



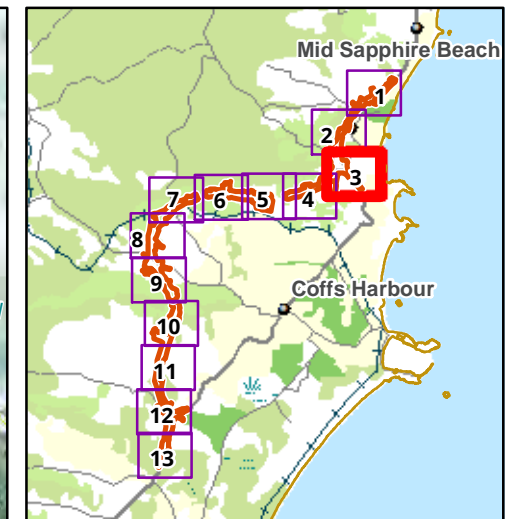
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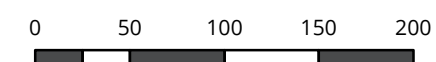
#### Legend

Study area

**Heritage landscapes identified in this report**

Banana plantation landscape

**Figure 3.3 Historical Items**



Metres  
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



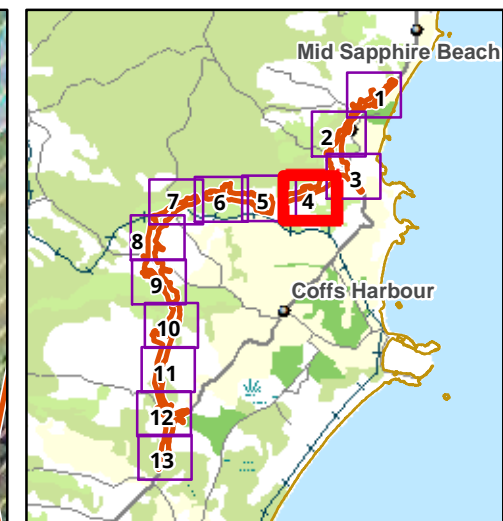
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#### Legend

Study area

**Heritage landscapes identified in this report**

Banana plantation landscape

**Figure 3.4 Historical Items**



Metres  
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



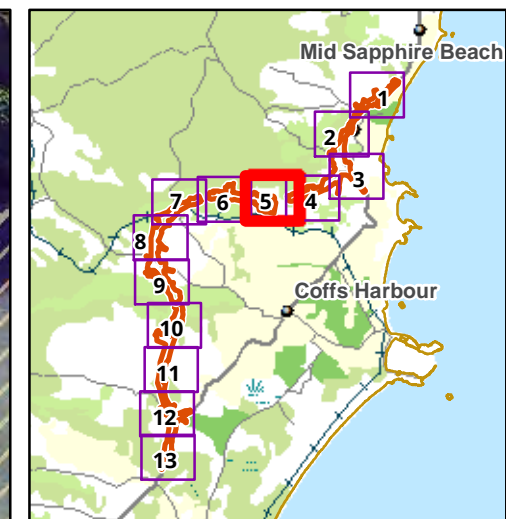
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#### Legend

Study area

**Heritage landscapes identified in this report**

Banana plantation landscape

**Locally listed items**

North Coast Railway

**State listed item**

High Conservation Value Old Growth Forest

**Figure 3.5 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



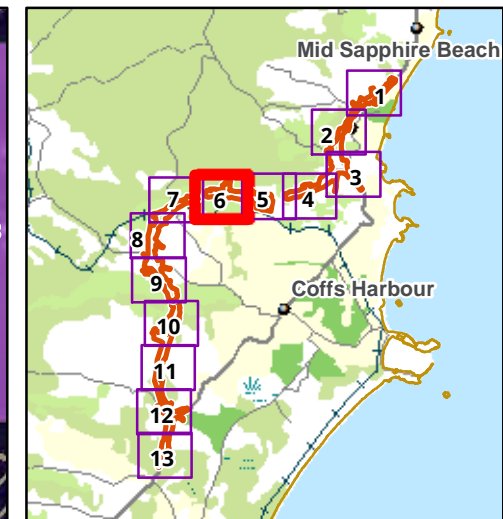
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**Legend**

Study area

**Heritage landscapes identified in this report**

Banana plantation landscape

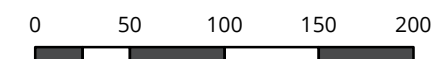
**Locally listed items**

North Coast Railway

**State listed item**

High Conservation Value Old Growth Forest

**Figure 3.6 Historical Items**



Metres  
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



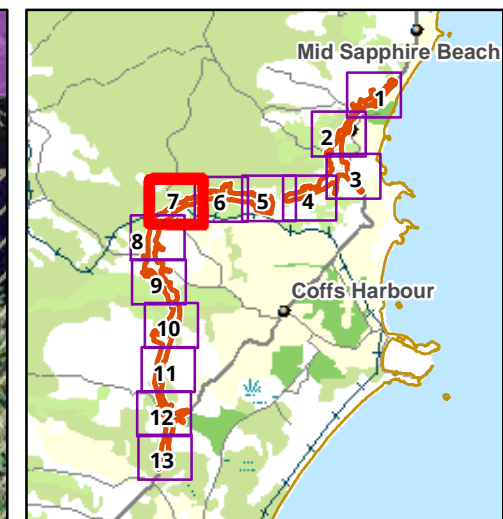
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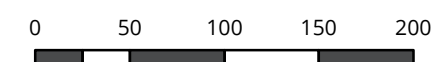




#### Legend

- Study area
- + Marked Tree Stumps
- Heritage landscapes identified in this report**
- Banana plantation landscape
- Locally listed items**
- North Coast Railway
- State listed item**
- High Conservation Value Old Growth Forest

**Figure 3.7 Historical Items**



Metres  
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



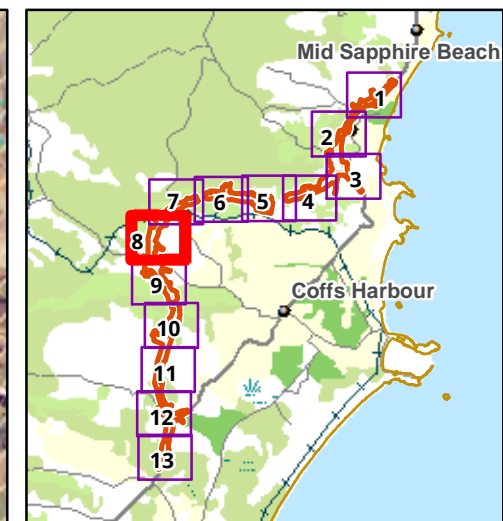
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### Legend

Study area

**Heritage landscapes identified in this report**

Banana plantation landscape

**Locally listed items**

North Coast Railway

**Figure 3.8 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



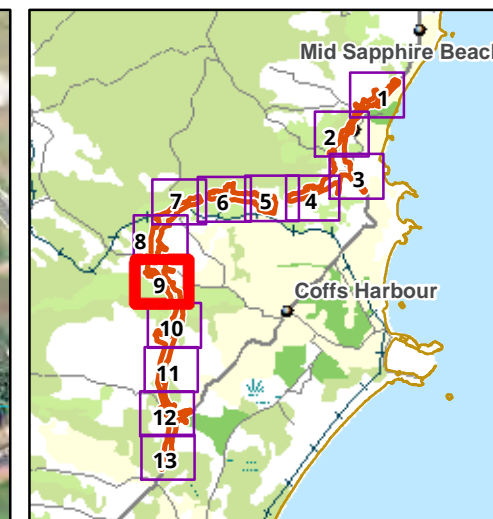
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#### Legend

Study area

**Heritage landscapes identified in this report**

Banana plantation landscape

**Locally listed items**

Former Coffs Heights P/O

**Figure 3.9 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



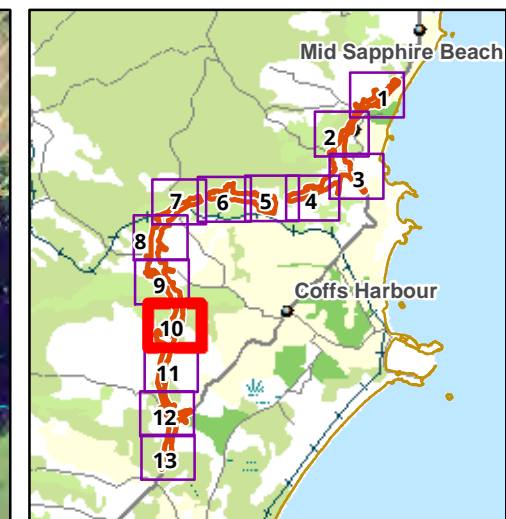
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#### Legend

Study area

**Heritage landscapes identified in this report**

Banana plantation landscape

**Figure 3.10 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

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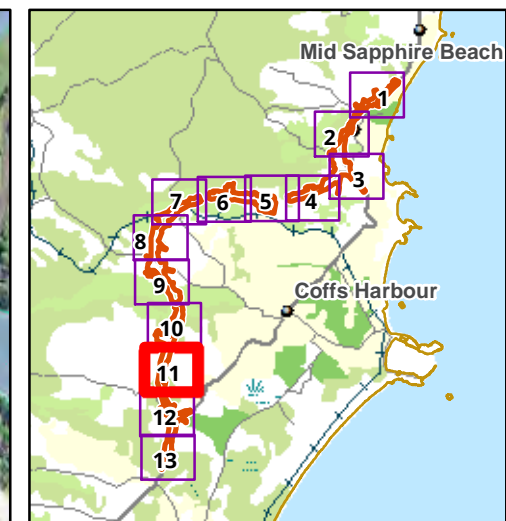
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#### Legend

Study area

**Figure 3.11 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



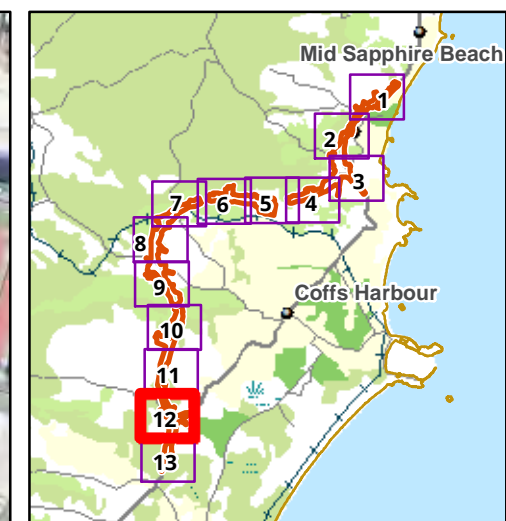
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#### Legend

Study area

**Figure 3.12 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



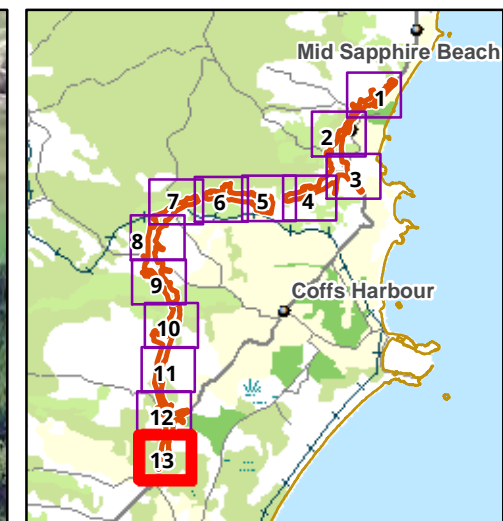
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# Legend

Study area

**Figure 3.13 Historical Items**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
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## 3 Historical context

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### 3.1 Introduction

Historical research was undertaken to identify the land use history of the study area, to isolate key phases in its history and to identify the location of any archaeological resources within the study area. The historical research places the history of the study area into the broader historical context of the Coffs Harbour region.

### 3.2 Topography and local resources

The study area for the project is a curving linear feature running south-west to north-east. It lies below the escarpment, and traverses the coastal plains and sub-coastal ramp with elevations ranging from approximately 10 metres Australian Height Datum (AHD) at the northernmost tip of the study area, to approximately 150 metres AHD where the proposed bypass curves close to the escarpment.

There are four geological units within the study area. The northern portion is dominated by the Coramba Beds with the very northern tip including some Quaternary beach and dune sands. The southern portion is composed primarily of the Brooklana Formation, transected by Quaternary alluvial deposits.

The Coramba Beds comprise lithofeldspathic wacke, minor siltstone, siliceous siltstone, mudstone, metabasalt, chert and jasper, rare calcareous siltstone and felsic volcanic. The Brooklana Formation contains siliceous mudstone and siltstone with rare lithofeldspathic wacke, chert, jasper, magnetite-bearing chert and metabasalt.<sup>10</sup> These dominant geological units are both from the Lower Permian with much later Quaternary deposits affecting the beach and estuarine areas. Beach and dune sands occur along the coast in the north while the alluvial, paludal and estuarine deposits in the central and south of the study area consist of sands, silts and gravels.

Gold was discovered inland of Coffs Harbour on the Dorrigo Plateau in 1881, and the Orara Goldfield was proclaimed in 1881. Most of these mines, such as the *Lady Matilda* and *Jubilee*, dwindled within a few years. Gold reefs were discovered in Coramba in 1895, spurring the growth of the town, but by 1898 the Coramba reefs had also dwindled.<sup>11</sup>

### 3.3 Aboriginal past

At the time of European settlement the region was populated by Gumbaynggirr speaking people, whose nation ranges from the Clarence River in the north to the Nambucca River in the south and west to the Great Dividing Range.<sup>12</sup>

Historical sources record the Gumbaynggirr people as occupying base camps in protected and resource-rich areas, with additional temporary camps that shifted on a regular basis to take advantage of seasonal and locational subsistence availability.<sup>13</sup> Traditional land-use supports this resource exploitation by individual family groups or several cooperating families.<sup>14</sup> While pre-contact population densities are debated, it is

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<sup>10</sup> Milford 1999

<sup>11</sup> The Coffs Harbour Regional Museum, pp. 9-11; Yeates 1990a, p. 23

<sup>12</sup> Thomas 2013

<sup>13</sup> McFarlane 1934-1935

<sup>14</sup> Henderson 1851

generally accepted that the coastal plains and sub-coastal ramp supported higher populations and more intensive land-use than the escarpment.<sup>15</sup>

### **3.4 Coffs Harbour: regional context**

#### **3.4.1 Exploration and early settlement**

Coffs Harbour takes its name from Captain John Korff, who in 1847 was forced to take shelter close to shore during a southerly gale while travelling to the Bellinger River.<sup>16</sup> Korff noted the suitability of the site as a harbour. Following Korff's visit, 960 acres of land were reserved by government gazette on 24 December 1861 under the misspelling of "Coff's Harbour." Almost a century previously, both Captain James Cook (1770) and Captain Mathew Flinders (1779) had sailed past and noted the rocky islands off its coast but did not dock closer to shore.

Despite the promise of the area identified by Korff and the government, Coffs Harbour was one of the last regions settled on the north coast of NSW. Barring occasional trips into the area for the cutting and shipping of cedar, true European settlement of the region did not take place until 1880, when James Small and his sons settled in Korora Bay, on the coast to the east of the study area.<sup>17</sup> Hermann Rieck arrived shortly after in 1881, settling on four blocks to the north of Pine Brush Creek and Small's land where he soon became known for introducing bananas to the district. The northern portion of the study area cuts across some of Rieck's original land grant (Plate 1). In the following years the population of Coffs Harbour and the surrounding area gradually grew, with the main settlement concentrated around the harbour itself. The hinterland through which the study area runs was given over to primarily agricultural use, which drove the early development of the region, firstly through the rich timbers of the area, and once cleared, the suitability of the land for dairying and banana farming. Evidence of the clearance of timber within the study area is present in the form of hand sawn trees with footholds also evident.

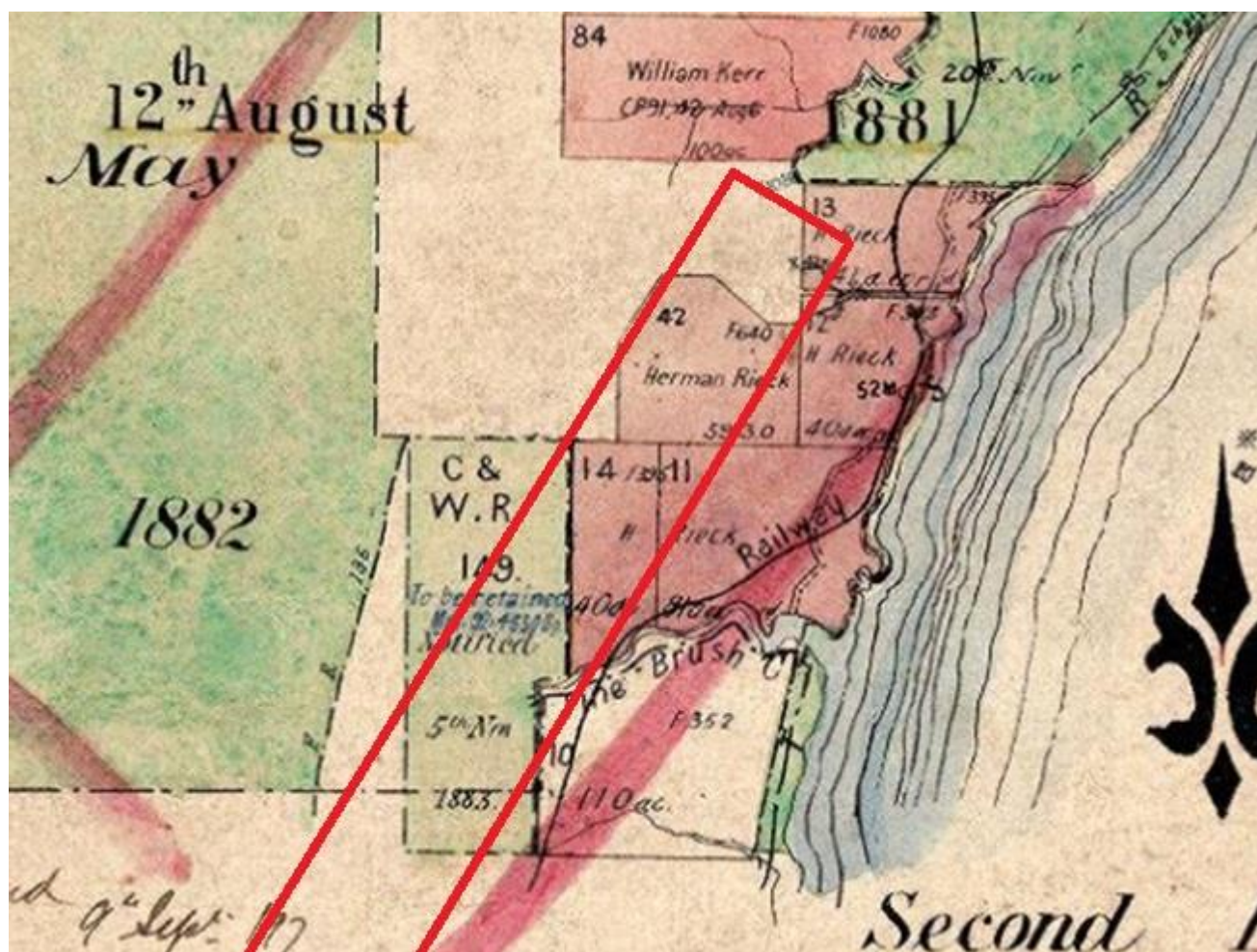
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<sup>15</sup> Godwin 1990; McBryde 1974

<sup>16</sup> Yeates 1990a, pp. 1-2

<sup>17</sup> Yeates 1990a, p. 24





**Plate 1 Herman Rieck's land at Korora with the approximate location of the study area marked in red (Parish of Moonee, Second Edition NSW LPI)**

### 3.4.2 Timber, dairy and bananas – industry in Coffs Harbour

Early settlement in Coffs Harbour was motivated by the rich timber resources provided by the Coffs coast and Dorrigo Plateau. Prior to 1880, Coffs Harbour was visited intermittently by European settlers seeking to harvest the cedar, pine, ash and beech common to the area. Walter Harvie was the first recorded European to live in Coffs Harbour from 1865 to 1866 when he briefly camped along Coffs Creek, which runs through the centre of the study area, to exploit the local cedar sources. It is likely he identified the potential of the Coffs Harbour creeklines after initially visiting the area in 1861 to salvage a ship loaded with cedar which had been wrecked on Bongil Beach.<sup>18</sup> A technique pioneered in the area by Harvie and used for decades saw timber cut and then “tilted” over the banks and floated down Coffs Creek and other larger watercourses to the coast. Timber was cut and transported along the waterways which transect the study area, and from there transported as far afield as New Zealand, Germany, England and South Africa.<sup>19</sup>

By 1880, cedar getters in the Upper Orara were crossing Red Hill to transport their logs by sea from Coffs Harbour. Located approximately 1.8 kilometres to the west of the study area, Red Hill was notoriously treacherous and by 1889 a small grant was given by the government to put a small cutting through the hill

<sup>18</sup> The Coffs Harbour Regional Museum, p. 2

<sup>19</sup> The Coffs Harbour Regional Museum, p. 2

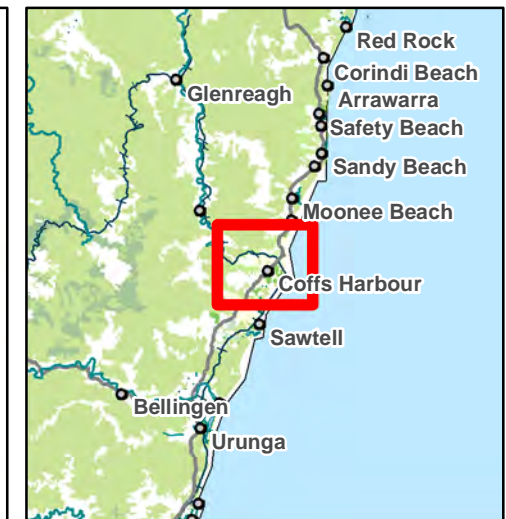
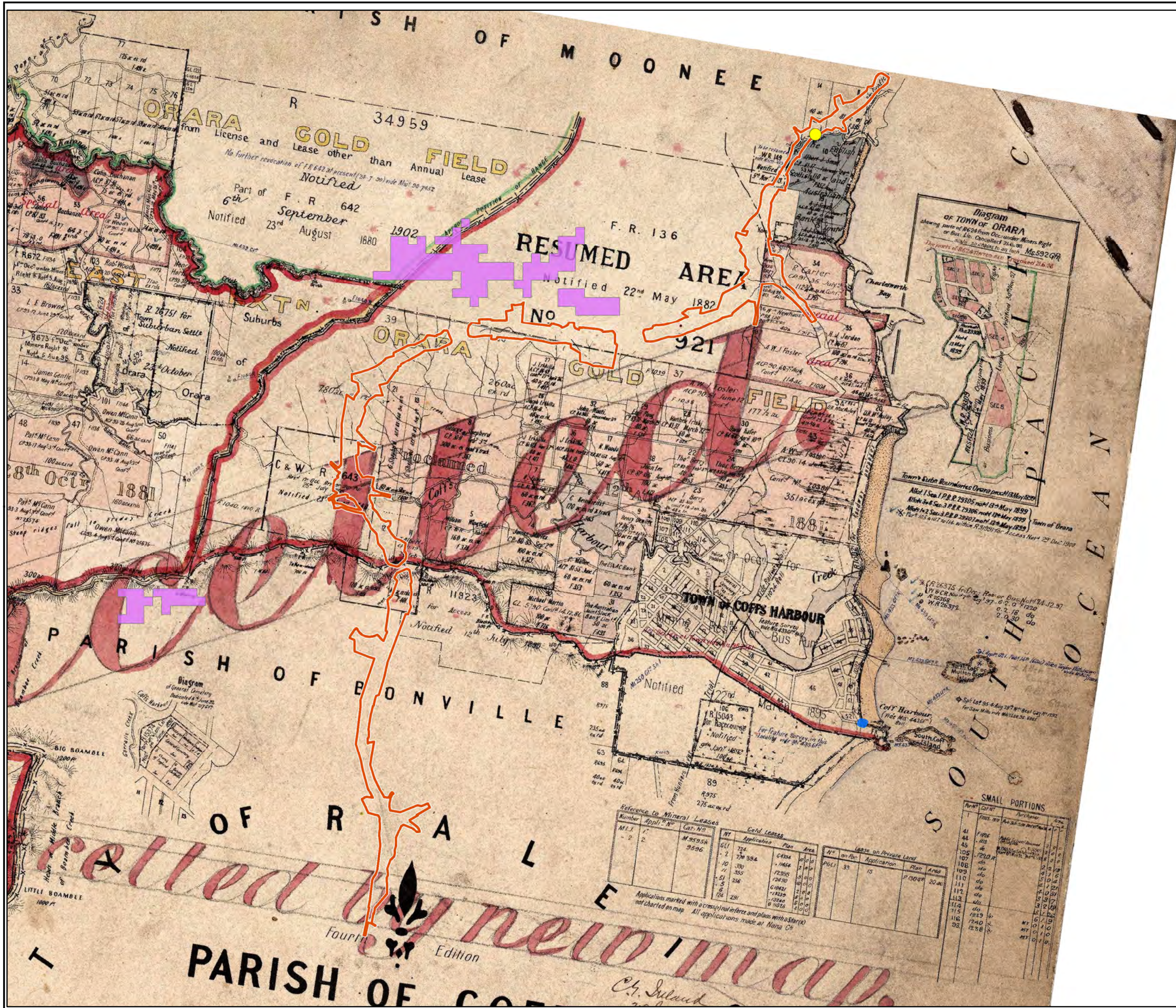
and ease the transport of logs to the coast, through the study area.<sup>20</sup> A number of mills were soon constructed in the area, and in 1913 a narrow gauge railway was constructed linking the Coffs Harbour Timber Company Mill at Bonville with the then partially complete North Coast Railway. A second line connecting the Boambee Mill to the south of the study area is noted as being under construction at that time.<sup>21</sup> Areas of forest above the escarpment to the north-west of the study area are noted in early Coff Parish maps as 'Resumed' from the 1880s, possibly suggesting early attempts to limit forestry in these areas. These resumed areas are visible in Figure 4. *High Conservation Value Old Growth Forest*, listed on the SHR, is located approximately 200 metres to the north of the central portion of the study area, within this resumed area.

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<sup>20</sup> Yeates 1990a, p. 20; The Coffs Harbour Regional Museum, p. 3

<sup>21</sup> Coffs Harbour Advocate 1913, p.2





#### Legend

Study area

Gravestone

#### State heritage item

Ferguson's Cottage

High Conservation Value Old

Growth Forest

Figure 4 Parish of Coff with study area shown (Parish of Coff, Fourth Edition NSW LPI)

0 0.5 1 1.5 2

Kilometres  
Scale: 1:40,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

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Matter: 29580  
Date: 23 May 2019,  
Checked by: MIB, Drawn by: ANP, Last edited by: amurray  
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By 1895, enough land had been cleared by the timber industry to allow for the establishment of productive dairy herds in the hinterland of Coffs Harbour, including throughout the study area and spreading south into the Boambee valley. This coincided with the introduction of separating machines, which used centrifugal force to separate cream, making it faster than ever for dairy farmers to get their cream to market.<sup>22</sup> By 1899 *The Examiner* reported dairy farming had been so successful local dairy farmers were experimenting with exporting cream north to the Byron Bay Company by steamer. In 1909, the Coffs Harbour Advocate reported the success of the dairy herds owned by the residents of Boambee, located within and south of the study area, who were preparing to supply cream to the Coffs Harbour Butter Factory from spring.<sup>23</sup>

As the 20th century progressed, however, pastures started to deteriorate and large amounts of dairying land was converted into more profitable banana plantations. Poor seasonal conditions in the mid-1930s made dairying increasingly difficult, and a grim outlook for the industry forced the amalgamation of the Coffs Harbour and Coramba Butter Factories.<sup>24</sup> This saw butter production in the Coffs Harbour region survive World War II, but by the 1950s the last of the dairy land was absorbed by mixed farming, beef operations and urban sprawl. Figure 5 and Figure 6 show the spread of the Coffs Harbour urban landscape and the repurposing of dairying land.<sup>25</sup>

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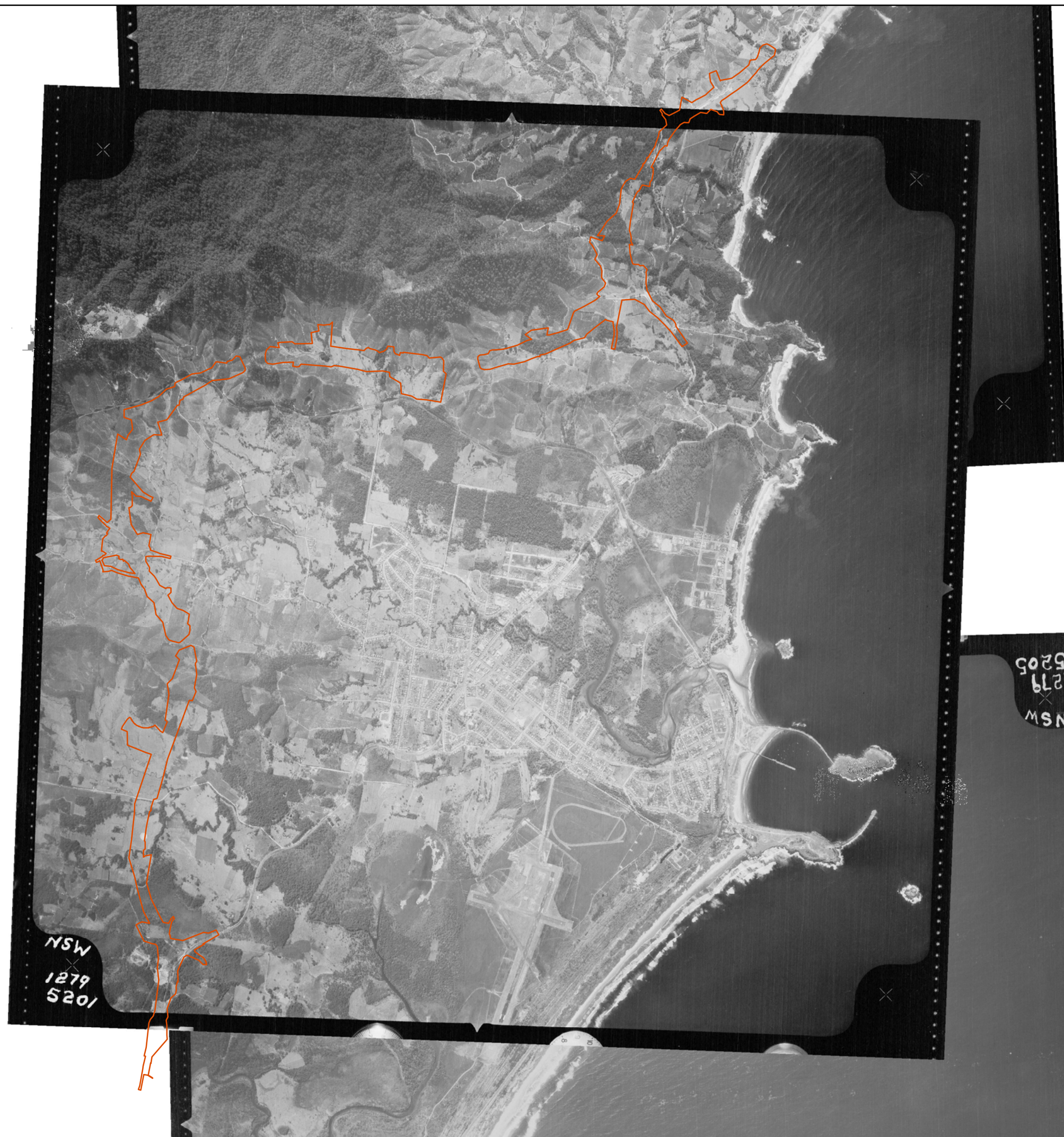
<sup>21</sup> Yeates 1990a, pp. 239-40

<sup>22</sup> Yeates 1990, p. 62

<sup>23</sup> Coffs Harbour Advocate 1909, p. 2

<sup>24</sup> Yeates 1990b, pp. 269-270





**Legend**

Study area

**Figure 5 1964 aerial photograph of Coffs Harbour with study area marked (NSW LPI)**



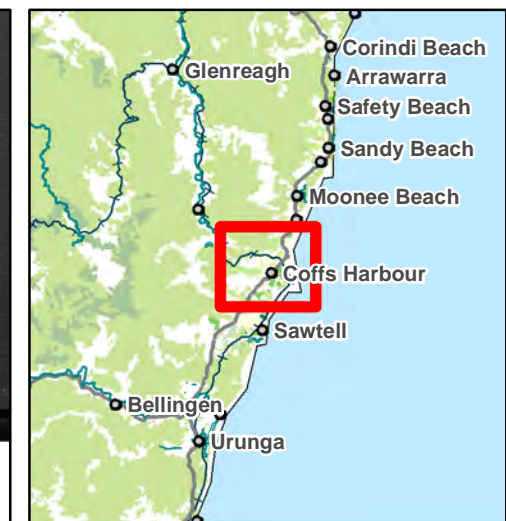
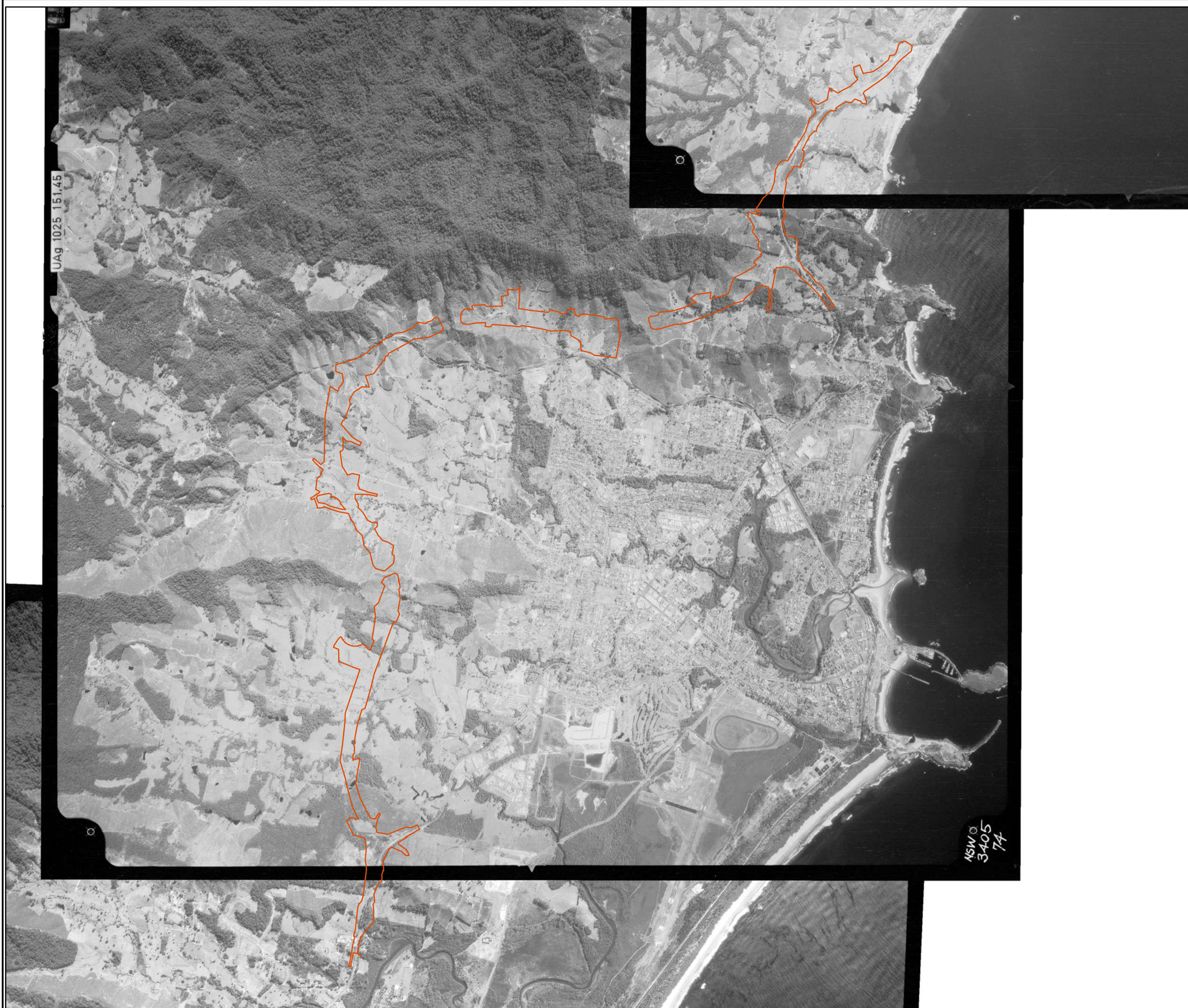
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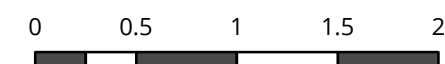




**Legend**

Study area

**Figure 6 1984 aerial photograph of Coffs Harbour with study area marked (NSW LPI)**



Kilometres  
Scale: 1:37,500 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



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Newcastle, Sydney, Wangaratta & Wollongong

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Bananas have been grown in the Coffs Harbour region since the 1880s when they were first introduced by German settler Hermann Rieck at Korora. A story in the *Tribune* on 16 October 1883 describes a visit by the writer to Coffs Harbour, noting the oldest settler in the area is a German who grows “fine specimens of banana and ribbon cane.”<sup>26</sup> Plate 2 shows an artist’s depiction of Rieck’s farm along the coast, likely to the east of the study area.

Bananas were initially adopted slowly by farmers, and it was only in the 1920s that Coffs Harbour truly established itself as a leader in the Australian banana industry. The outbreak of “bunchy-top” disease devastated banana plantations in the Richmond-Tweed region, leaving Coffs Harbour as the major source of uninfected bananas on the north coast. Business boomed, with farmers benefitting not only from the increased demand for bananas left by the destruction of the Richmond-Tweed plantations, but also in supplying new, uninfected plants to farmers wishing to start afresh.



**Plate 2 Artist’s impression of Rieck’s Bananas, 1896 (Coffs Harbour Regional Museum)**

In the following years, banana farming had become so popular around Coffs Harbour that by the 1930s it had overtaken dairy as the major industry in the area. In January of 1935 alone, 21,000 cases of bananas were dispatched by rail to Sydney and a further 3,371 cases by sea.<sup>27</sup> Oversupply soon became an issue, and the Banana Growers Federation was forced to implement production control measures.<sup>28</sup> Low prices created by the oversupply saw many smaller growers drop out of the industry by the start of World War II but bananas remained a vital part of the Coffs Harbour economy for decades, reshaping the landscape within and around the study area, particularly in Korora (Figure 5 to Figure 6).<sup>29</sup> Bananas are synonymous with Coffs Harbour, in more recent times as the home of the Big Banana at Korora. With the slump in banana prices during the

<sup>26</sup> Yeates 1990a, p. 24

<sup>27</sup> Coffs Harbour Advocate, 1935, p.2

<sup>28</sup> Yeates 1990a, p. 240

<sup>29</sup> Yeates 1990a, p. 242

1990s, a number of farms have switched to blueberries within the region, however a number of active banana plantations remain within and surrounding the northern half of the study area, visible in Figure 2.

### 3.4.3 Rail and roads and bridges – connecting Coffs Harbour by land

Roads were cut inland and along the coast from Coffs Harbour throughout the 1880s, linking Coffs Harbour to Moonee Moonee, Grafton and Bellinger. These roads generally seem to have been in a poor state, and bridges were gradually constructed over the many creeklines in the area throughout the late 19th century, bringing new workers and machinery into the area.<sup>30</sup> In 1885 the Coffs Harbour correspondent of the *Clarence and Richmond Examiner* reported the first team passed over the newly finished Pine Creek bridge at Korora, enabling clear passage from South Grafton to Coffs Harbour.<sup>31</sup> This may have been replaced by the bridge over Pine Brush Creek today located on Old Coast Road at Korora, within the northern portion of the study area.

As populations grew along the east coast, the government recognised the need for a railway along the coast linking Maitland to South Grafton. In 1903 a Parliamentary Standing Committee Enquiry was made into a North Coast Railway, although no decision was made on the route of the train line for another seven years.<sup>32</sup> The route was ultimately designed to connect with Coffs Harbour itself, as the harbor and its jetties had become an important centre for commerce and would enable the easy transport of logs.<sup>33</sup>

The railway was constructed in stages, with the first section of the railway completed from the harbour south to Repton, south of the study area, in 1915. Construction began on the northern portion of the railway, which runs through the northern half of the study area, in the same year, finally connecting Coffs Harbour with Glenreagh in the north in 1922.

During its construction, the railway employed up to 1400 men, peaking during the construction of the Number 5 Red Hill tunnel (Plate 3). Red Hill was notoriously difficult to traverse, and had been the subject of road improvements since the 1880s. Workers camps were set up to house the workers during these extended periods of construction, creating mushroom towns such as Coffs Heights at Red Hill.<sup>34</sup> Little information is available today regarding the construction of the North Coast Railway Tunnel Number 2 located within the study area, but they were likely subject to similar conditions as at Red Hill.<sup>35</sup>

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<sup>30</sup> Clarence and Richmond Examiner and New England Advertiser 1883, p. 2

<sup>31</sup> Yeates 1990a, p. 36

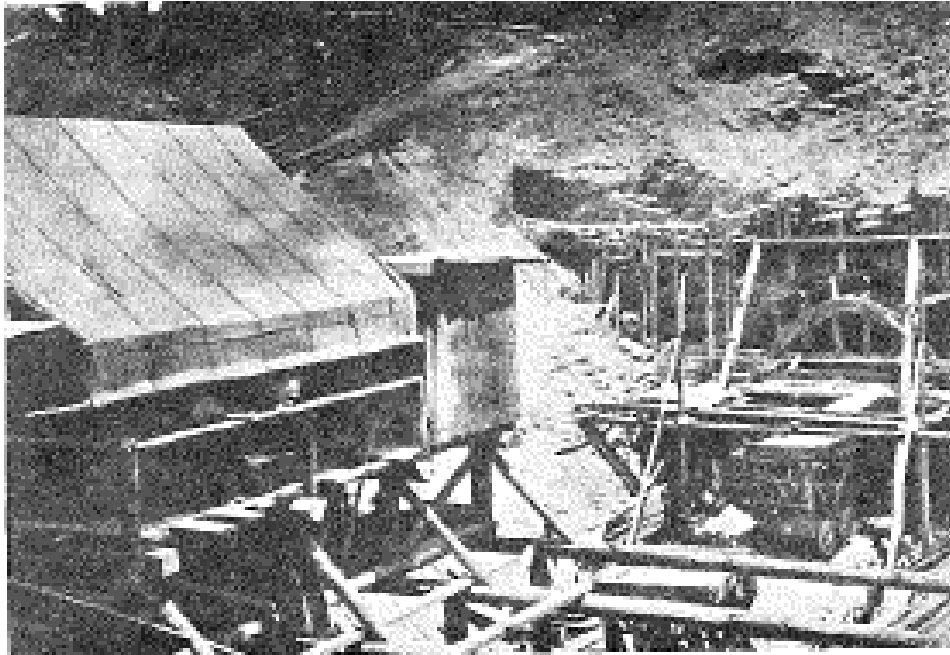
<sup>32</sup> Yeates 1990a, p. 58

<sup>33</sup> Coffs Harbour Historical Society

<sup>34</sup> Coffs Harbour Historical Society

<sup>35</sup> North Coast Railway – Coffs Harbour to Glenreagh, Crown Plan vol. 172 fol. 3065.





**Plate 3 Construction of the railway tunnel at Red Hill (Yeates 1990a, p. 84)**

Coffs Heights was founded in 1915 and only sporadically occupied. An article in the *Daily Examiner* celebrates the opening of a post office at Coffs Heights (now relocated to within the study area) on October 18, 1915 to meet the demands of the large number of railway workers camped in the vicinity.<sup>36</sup> The post office appears to have been closed in January 1919 when work on the railway had apparently ceased, but reopened in October of the same year following the resumption of work on the Coffs Harbour to Glenreagh section of the line.<sup>37</sup> Coffs Heights quickly broke down again once the Red Hill tunnel was complete and the workers camps moved on. In 1923, the Coffs Heights post office officially closed following the resignation of the telephone office keeper. It had ceased functioning as a post office the previous year, and an article published in the *Coffs Harbour Advocate* states that as only one other local resident remained at Coffs Heights and the population was unlikely to increase due to the completion of the railway, a post office was no longer necessary.<sup>38</sup>

Construction of the railway was completed in 1923, with the first “through” train reaching Coffs Harbour from Sydney in December.<sup>39</sup>

In addition to the construction of the railway and roads throughout the region, the erection of bridges throughout Coffs Harbour and surrounding suburbs was seen from the early 1900s. The northern portion of the study area features a timber beamed bridge on the north western boundary, approximately 7 kilometres north of Coffs Harbour in the suburb of Korora. This bridge was constructed over Pine Brush Creek, connecting either side of what is currently known as Old Coast Road.

R.E.J. Wood, a timber getter and active member within the community throughout the early 1900s, originally built the bridge over Pine Brush Creek, with the first mentions of the bridge dating back to 1934. The *Coffs Harbour Advocate* reports that bridge had been erected ‘some time ago’ by 1934 and was frequently used as an access route between towns for early settlers within the basin area.<sup>40</sup> According to the article, Wood

<sup>36</sup> *Daily Examiner* 1915, p. 2

<sup>37</sup> *Coffs Harbour Advocate*, 1919, p. 2

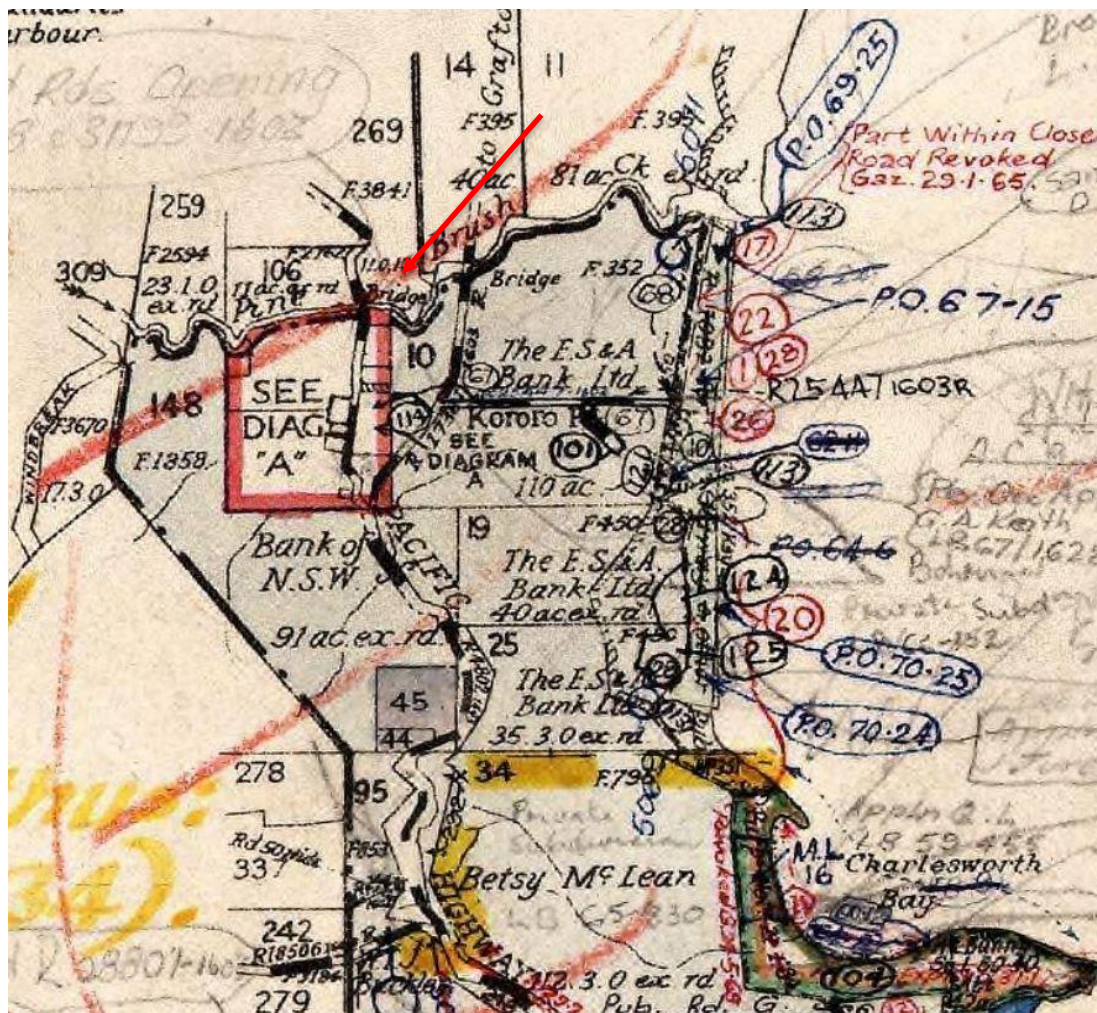
<sup>38</sup> *Coffs Harbour Advocate* 1923a, p. 2 ; *Daily Examiner* 1922, p. 2

<sup>39</sup> *Coffs Harbour Advocate* 1923b, p. 2

<sup>40</sup> *Coffs Harbour Advocate* 1934, p. 1

wanted to remove the bridge, as by 1931 he no longer resided in Coffs Harbour.<sup>41</sup> As the bridge was an important fixture within the community, residents asked the Coffs Harbour Council who conceded to purchase the timber from Wood so the bridge could continue to operate.

As the bridge was constructed and owned privately prior to 1934, no records of the bridge exist on any early parish maps. The earliest record of the bridge on a parish map dates to 1959 (Plate 4).



**Plate 4 1959 parish map of Coff with bridge location indicated by arrow (Source: Land Registry Services)**

An article in the *Coffs Harbour Advocate* mentions a new bridge being built on the Old Coast Road at Korora in 1939,

*Good progress is being made with the construction of bridge near Rollins', on Eastbank Road. The next one to be constructed will be that on the Old Coast Road at Korora. Then will follow Shephard's and Wougi Womble.*<sup>42</sup>

There are also references made to repairs to the Pine Brush Creek Bridge in 1943<sup>43</sup>, only four years after it was rebuilt.

<sup>41</sup> Daily Examiner 1931, p. 6; Coffs Harbour Advocate 1934, p. 1

<sup>42</sup> Coffs Harbour Advocate 1939, p. 3

<sup>43</sup> Daily Examiner 1943, p. 3



### 3.5 Research themes

Contextual analysis is undertaken to place the history of a particular site within relevant historical contexts in order to gauge how typical or unique the history of a particular site actually is. This is usually ascertained by gaining an understanding of the history of a site in relation to the broad historical themes characterising Australia at the time. Such themes have been established by the Australian Heritage Commission and the NSW Heritage Office and are outlined in synoptic form in NSW Historical Themes, issued by the NSW Heritage Office.<sup>44</sup>

There are 38 State Historical Themes that have been developed for NSW, as well as nine National Historical Themes. These broader themes are usually referred to when developing sub-themes for a local area to ensure they complement the overall thematic framework for the broader region.

A review of the contextual history in conjunction with the NSW Historical Themes has identified three historical themes that relate to the occupational history of the study area. These are summarised in Table 2.

**Table 2 Identified historical themes for Coffs Harbour**

National	State	Local
<b>Developing local, regional and national economies</b>	Agriculture	Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes. It includes dairy, rural landscape and plantations.
	Communication	Activities relating to the creation and conveyance of information, including post office and telephone exchange.
	Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements including railway lines and bridges.
	Forestry	Activities associated with identifying and managing land covered in trees for commercial purposes.
<b>Environment-Tracing the evolution of a continent's special environments</b>	Environment	Natural - pre European settlement vegetation.
<b>Building settlements, towns and cities</b>	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages

<sup>44</sup> NSW Heritage Council 2001

## 4 Physical assessment

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### 4.1 Introduction

A physical inspection of the study area was undertaken over seven days between 6 and 17 June 2016 and 30 August to 1 September 2016. Inspections were completed by Amanda Atkinson, Lian Flannery, William Truscott, Kasey Robb and Alexander Beben of Biosis. The principal aims of the survey were to identify significant views and vistas within the study area and to identify any previously unrecorded heritage items.

An additional site survey was completed on 20 March 2019 by Maggie Butcher, James Cole and Gary Vines. The principal aims of the survey was to assess the Old Coast Road Bridge No.2 for any previously unidentified heritage significance.

### 4.2 Cultural landscape assessment

The purpose of this component of the assessment is to provide an analysis and description of the study area as part of a cultural landscape. The cultural landscape concept emphasises the landscape-scale of history and the connectivity between people, places and heritage items. It recognises the present landscape is the product of long-term and complex relationships between people and the environment. For the purposes of this report, cultural landscapes are defined as: '... those areas which clearly represent or reflect the patterns of settlement or use of the landscape over a long time, as well as the evolution of cultural values, norms and attitudes toward the land.'<sup>45</sup>

#### 4.2.1 An overview of cultural landscapes

In order to fully understand the heritage significance of the study area it is necessary to consider the character of the landscape within which it is situated. The heritage value of a landscape may be related to its aesthetic, archaeological, historical, scientific, social, or architectural values, each or all of these values can - exist at any one time. The identification of these values is important in discussing the study area and its constituent elements heritage significance.

Three general landscape categories have been developed and applied by heritage organisations to assist in understanding different types of landscapes:<sup>46</sup>

- **Designed landscapes:** Those that are created intentionally such as gardens, parks, garden suburbs, city landscapes, ornamental lakes, water storages and campuses.
- **Evolved landscapes:** Those that display an evolved land use in their form and features. They may be 'relict' such as former mining or rural landscapes. They may be 'continuing' such as modern active farms, vineyards, plantations or mines.
- **Associative cultural landscapes:** Those are landscape features that represent religious, artistic, sacred or other cultural associations to individuals or communities.

#### 4.2.2 Coffs Harbour hinterland as a cultural landscape

The study area runs along the eastern edge of the escarpment to the west of the city of Coffs Harbour. It primarily consists of low rises broken up by low order creeklines draining from the escarpment in the west

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<sup>45</sup> Context P/L et al. 2002

<sup>46</sup> United Nations Educational, Scientific and Cultural Organisation 2012, p. 88; NSW Heritage Office 2003



towards the Pacific Ocean in the east. Height above sea level generally increases towards the western edge of the study area, providing a high vantage point from which to look east towards the coastline and the city of Coffs Harbour itself. These vistas demonstrate the interconnectedness of the steep farmland along the edge of the escarpment, the railway line, creeklines and the transition to the urban landscape of Coffs Harbour along the coast.



**Plate 5 View east overlooking coastal flats from a crest within a banana plantation in the study area**



**Plate 6 View south overlooking the rural landscape and ridgelines from a crest within the study area**

The study area is encompassed by an evolved landscape with modern residential and commercial subdivisions that transition into banana plantations that occupy the slopes and valleys that surround Coffs Harbour. In particular, the north-western alignment of the study area that traverses the ridgelines associated with Roberts Hill, Red Hill, Treefern Creek and Jordans Creek contains a large number of banana plantations. Evidence of the former forested landscape, which was cleared during the late 19th Century to early 20th Century in the form of the Marked Tree Stumps and isolated areas of remnant vegetation associated with the escarpment. These cleared areas and plantations are characteristic of the system of land clearance and agriculture adopted in the 1920s in the Coffs Harbour area and that supported the local economy. This landscape is particularly visible from the North Coast Railway which dissect the study area in the northern portion of the alignment as it winds around and cuts through the ridgelines associated with Coffs Harbour. This landscape is referred to as “Coffs Harbour Banana Plantation Landscape” and can be identified in Figure 7. The Arup Landscape Character & Visual Assessment Report <sup>47</sup> has identified this landscape item as being part of LCA 2 (Coffs Harbour basin and foothills) and LCA 3 (Korora basin and foothills). These landscape character zones have both been assessed as mainly possessing moderate sensitivity, with subzone 2C (End Peak and Mackay Road Valley) which is associated with the North Coast Railway has been assessed as possessing high sensitivity. This portion of the study area is represented through viewpoints 8 – 13.

### 4.3 Built environment

The study area extends through areas of recent suburban development into areas along the edge of the escarpment of the Dorrigo Plateau which retain some of their previous rural identity. While urban sprawl has encroached upon the former cultural landscape in the lowlands to the east of the study area, a number of items of built heritage significance were identified during the physical inspection.

The identified built heritage items consist of a range of buildings and transport infrastructure. These include the former Coffs Heights Post Office which was transported into the study area and repurposed as a residential building, Old Coast Road Bridge No.1, Old Coast Road Bridge No.2, Marked Tree Stumps and the North Coast Railway. These items display the early development of Coffs Harbour and the surrounding area.

The five newly identified heritage items are presented in Table 3 and Figure 7 which summarises the views and vistas associated with heritage items and the study area. Of particular note is the former Coffs Heights Post Office. Conversations with the landowner revealed this building was raised and relocated to 353D Coramba Road by Richard Jack Pike, a ganger on the North Coast Railway, sometime following its closure in 1923. The exact date the post office was moved and repurposed into a house is unknown, but it has remained in the Pike family for three generations and was expanded during this time. The original structure was recorded during physical inspection as the central cabin of the residence, measuring 12 feet wide and 60 feet long. Additional rooms have been added along both sides and the original structure is difficult to identify from the exterior.

The Number 1 Bridge is built over a tributary of Pine Brush Creek near Coffs Harbour. It is a double span timber beam and pile road bridge. The style of bridge is post 1894, capwales were invented by Percy Allan to reduce maintenance costs in 1894 (Plate 7).<sup>48</sup> However the history puts this bridge as a replacement of an earlier bridge at this position from 1939. It has a middle trestle pier of round driven piles with sawn timber cross bracing (Plate 9, Plate 10). There are 6 stringers (beams) supported by double cross head timbers attached either side of the piles. It has five driven piles at each abutment with sawn timber planks behind holding back the earth embankments. The stringers and piles are generally ‘in the round’ that is, they debarked unsawn tree trunks. The tops of the stringers have been sawn or adzed to create a flat surface.

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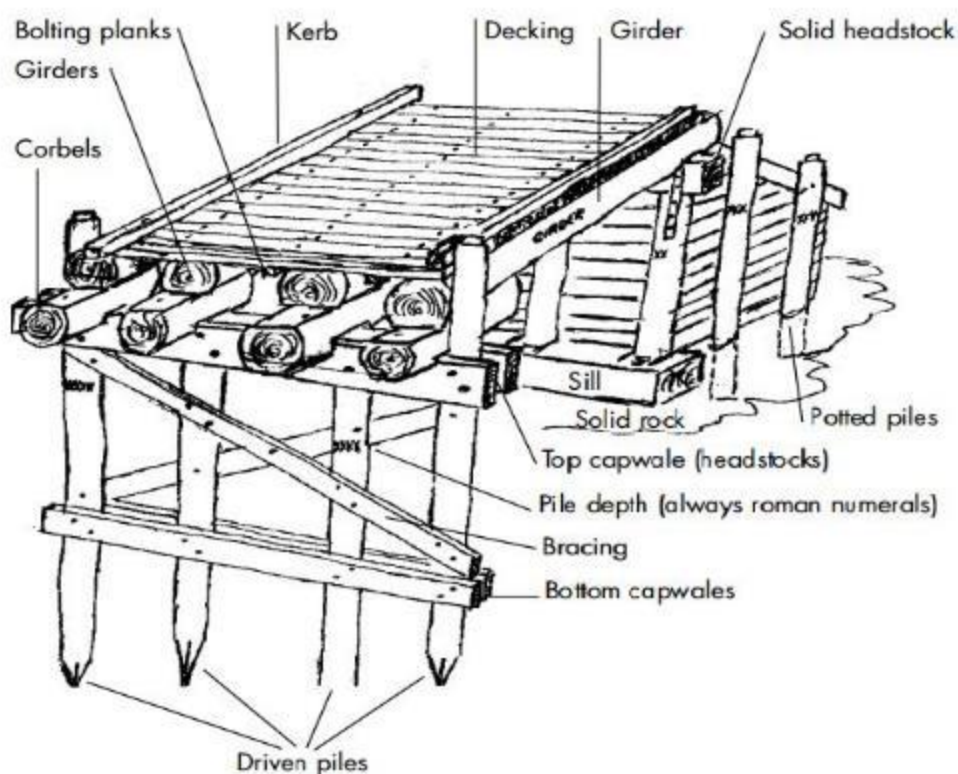
<sup>47</sup> Arup 2019a

<sup>48</sup> RTA 2006, pp. 20-21.



Some of the piles are sawn square but still show sapwood at the rounded corners indicating they are from whole tree trunks. The deck is formed from precast, probably prestressed, reinforced concrete blanks with integral gravel beams at their ends. These are bolted down to the stringers and have a reinforcing steel strip running the length of the bridge. Handrails are standard RTA design with two rails and posts, the top rail set in a diamond position to shed water. The stumps from the piles of a previous bridge are evident in the creek bed, proving that the present bridge is a replacement of an earlier timber bridge (Plate 11). It is likely that the two bridges on the Old Coast Road were constructed at the same time. It is unknown which of these bridges is the 'Pine Creek Bridge' mentioned in the history, or if it is a combination of the two as they are both over tributaries of Pine Brush Creek. Coffs Harbour City Council maintains a total of 55 timber beam bridges constructed between 1940 and 2017.<sup>49</sup> No thematic studies of timber bridges could be located for Coffs Harbour or northern NSW.

The Number 2 Bridge on the Old Coast Road is built over a tributary of Pine Brush Creek about 130 metres north of Old Coast Road Bridge No.1. It is a single span version of the Old Coast Road Bridge No.1 and is a timber beam and pile road bridge with a span of approximately 6 metres and a width of approximately 5 metres (Plate 12, Plate 13). The south side has plywood sheets and welded steel frames inserted between the piles, evidently to reinforce the abutment planks (Plate 14). The piles on the south side have had concrete laid around them, although this only appears to be for holding back abutment fill, rather than reinforcing the timbers.



**Plate 7 Timber beam bridge elements (National Museum of Australia, n.d.)**

<sup>49</sup> Correspondence with Tom Handel, Transport Asset Strategist, Strategic Asset Management, Coffs Harbour City Council on 10 September 2018.

A concrete mounted gravestone measuring 80 by 50 centimetres with a marble plaque was located within the study area during the physical inspection. The inscription on the plaque read *"In memory of my dear husband Herbert Frazer Simpson. Passed away 1st September 1965. Age 57 years. Sadly missed by your loving wife & family."* Further investigation uncovered the obituary of Herbert Frazer Simpson, which indicated he was buried in the Anglican section of the Coffs Harbour Cemetery and his grave is recorded on the Australian cemeteries index.<sup>50</sup> As his wife was interred with him at a later date and a joint gravestone used, it is likely the gravestone within the alignment is the original which has been kept by persons unknown. As the item is a modern grave marker with no associated internment, the information on the marker is replicated within the Coffs Harbour Cemetery and there is ample documentary evidence relating to the individuals death and burial location. As such, the item has little heritage significance and requires little further consideration.

The section of the North Coast Railway running through the northern portion of the study area was constructed between 1915 and 1922 and in operation from 1922. Within the study area are extended sections of railway line, as well as a concrete tunnel made from segments of concrete which were either placed or cast in situ.


The study area also includes two Marked Tree Stumps that display evidence of footholds and hand sawing. These stumps are likely to date to the clearing of the landscape for cultivation. An area of *High Conservation Value Old Growth Forest*, listing 1487 on the SHR, is located approximately 200 metres to the north of the study area. It is located within an area of land resumed by the government in 1882 and is considered to be of high conservation value.


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<sup>50</sup> Australian Cemeteries Index 2017







**Table 3 Heritage items**

Heritage item	Description	View
<p><b>Former Coffs Heights Post Office, now residential property (353D Coramba Road)</b></p>	<p>Conversations with the landowner revealed the Coffs Heights Post Office was raised and relocated to 353D Coramba Road by Richard Jack Pike, a ganger on the North Coast Railway, sometime following its closure in 1923. It has remained in the Pike family for three generations and was expanded during this time.</p> <p>The original structure was recorded during physical inspection as the central cabin of the residence, measuring 12 feet wide and 60 feet long. Additional rooms have been added along both sides of the original central cabin. The original structure is difficult to identify from the exterior. A comparison of post offices and other government buildings constructed throughout the late 1800s in the Clarence Valley and Bellingen LGAs, have demonstrated similar architectural components as the Coffs Heights Post Office. The Rayleigh and Bellingen Post Offices are examples of single storey weatherboard buildings, similar to the Coffs Heights Post Office. They display aesthetically rare and representative traits at a local level. As the Coffs Heights Post Office has gone through significant relocation and repurposing, it is less representative at a local level, however it is still a significant structure in the Coffs Harbour region.</p>	 <p><b>Plate 8 Former Coffs Heights post office with additions along both sides of the original central cabin</b></p>



Heritage item	Description	View
<b>Old Coast Road Bridge No.1</b>	<p>The style of the Number 1 Bridge on Old Coast Road has been dated to post 1894 on the basis of its capwales (Plate 9, Plate 10). The history places its date of construction as 1939, it most likely represents later upgrades to the roads and bridges linking Coffs Harbour to Grafton. There are remains of an earlier bridge underneath the current structure (Plate 11).</p>	 <p><b>Plate 9    Detail of the Old Coast Road Bridge No.1</b></p>





Heritage item	Description	View
		 <p data-bbox="1294 778 2029 839"><b>Plate 10</b> Old Coast Road Bridge No.1 with concrete retaining wall</p>  <p data-bbox="1294 1398 1738 1433"><b>Plate 11</b> Remains of previous bridge</p>


Heritage item	Description	View
<b>Old Coast Road Bridge No.2</b>	<p>The Old Coast Road Bridge No.2 is a one span version of the Old Coast Road Bridge No.1. It also most likely dates from 1939. More recent repairs have been made as metal cross bracing and ply wood have been used to stabilise one side of the embankment (Plate 12).</p>	 <p><b>Plate 12</b> Old Coast Road Bridge No.2 concrete deck and under bridge</p>  <p><b>Plate 13</b> Old Coast Road Bridge No.2 piles and sawn timber planks holding back the embankment</p>



Heritage item	Description	View
<b>North Coast Railway</b>	<p>The portion of the North Coast Railway running through the study area was constructed between 1912 and 1922, linking Coffs Harbour to Grafton. It includes segments of railways track and a concrete tunnel, the segments of which were either placed or cast in situ. The railway line remains in active use.</p>	 <p><b>Plate 14</b> Plywood sheets and welded steel frames inserted between the piles to reinforce the abutment planks</p>
		 <p><b>Plate 15</b> North Coast Railway tracks and tunnel within the agricultural landscape</p>

Heritage item	Description	View
<b>Gravestone of Herbert Frazer Simpson</b>	<p>A grave marker located in the northern portion of the study area. The inscription on the plaque read "In memory of my dear husband Herbert Frazer Simpson. Passed away 1st September 1965. Age 57 years. Sadly missed by your loving wife &amp; family." It is not associated with a grave.</p>	 <p><b>Plate 16</b> Gravestone of Herbert Frazer Simpson located within the alignment</p>
<b>Marked Tree Stumps</b>	<p>A pair of Marked Tree Stumps were located within the northern portion of the study area. These tree stumps display evidence of footholds and hand sawing and are representative of the exploitation of timber during the early settlement of the region.</p>	 <p><b>Plate 17</b> Marked Tree Stumps located within the northern portion of the study area</p>



Heritage item	Description	View
<b>High Conservation Value Old Growth Forest</b>	<p>Listing 1487 on the SHR, it is an area of old growth forest approximately 200 metres to the north of the study area. It is located within an area of land resumed by the government in 1882 and is considered high conservation value. The listed area itself was unable to be accessed during the survey</p>	 <p><b>Plate 18</b> Areas of forest adjoining the northern portion of the study area</p>

## **4.4 Archaeological assessment**

The potential archaeological resource relates to the predicted level of preservation of archaeological resources within the study area. Archaeological potential is influenced by the geographical and topographical location, the level of development, subsequent impacts, levels of onsite fill and the factors influencing preservation such as soil type. An assessment of archaeological potential has been derived from the historical analysis undertaken during the preparation of this report.

### **4.4.1 Predicted archaeological resource**

This section discusses the archaeological resource within the study area. The purpose of the analysis is to outline what archaeological deposits or structures are likely to be present within the study area and how these relate to the history of land use associated with the study area.

The historical context indicates that the majority of the study area has been vacant, or used for agriculture since its initial clearing. Most construction within the study area is modern, and as such holds no archaeological potential.

During the field inspection the study area was found to have been significantly disturbed by the construction of the Pacific Highway at its northern and southern ends, as well as terracing and other invasive farming practices following the widespread adoption of banana plantations in the Coffs Harbour area during the early to mid-20th century. It is likely that remains of farming implements, sheds and other paraphernalia of the early timber, dairy and banana industries are present in areas that contain the potential for intact subsurface deposits.

### **4.4.2 Research potential**

Archaeological research potential refers to the ability of archaeological evidence to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site. Archaeological research potential differs from archaeological potential in that the presence of an archaeological resource (i.e. archaeological potential) does not mean that it can provide any additional information that increases our understanding of a site or the past (i.e. archaeological research potential).

The research potential of a site is also influenced by the integrity of the archaeological resource within a study area. If a site is disturbed, then vital contextual information that links material evidence to a stratigraphic sequence may be missing and it may be impossible to relate material evidence to activities on a site. This is generally deemed to reduce the ability of an archaeological site to answer research questions.

Assessment of the research potential of a site also relates to the level of existing documentation of a site and of the nature of the research done so far (the research framework), to produce a 'knowledge' pool to which research into archaeological remains can be added.

There are no sites present within the study area that have the potential to further our knowledge of the development of local, regional or national economies. In most areas, the study area has been significantly disturbed by invasive farming practices and infrastructure development, or there is no evidence of consistent use as to leave behind a significant archaeological footprint. While of note for its heritage value, the relocation of the Old Coffs Heights post office to its current location within the study area severely limits its research potential as it has been disconnected from its original context.



### 4.4.3 Summary of archaeological potential

Through an analysis of the above factors a number of assumptions have been made relating to the archaeological potential of the study area, these are presented in Table 4 and illustrated in Figure 7.

The assessment of archaeological potential has been divided into three categories:

- **High archaeological potential** – based upon the historical context and documentary evidence presented within this report there is a high degree of certainty that archaeological significant remains relating to this period, theme or event will occur within the study area.
- **Moderate archaeological potential** – based upon the historical context and documentary evidence presented within this assessment it is probable that archaeological significant remains relating to this period, theme or event could be present within the study area,
- **Low archaeological potential** – based upon the historical context and documentary evidence presented within this assessment it is unlikely that archaeological significant remains relating to this period, theme or event will occur within the study area.

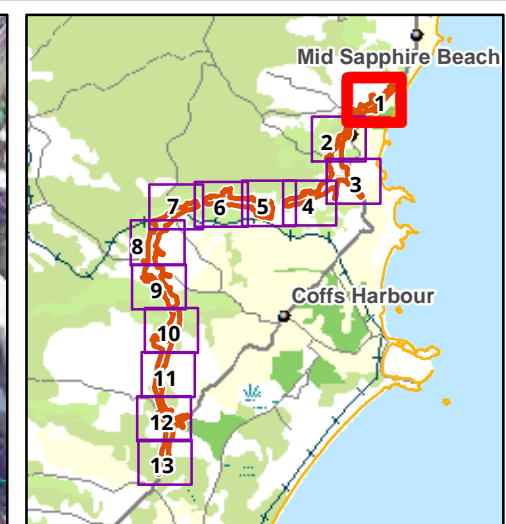
The impacts of modern developments, relocation, farming practices and a general lack of consistent land use within the study area have led to the assessment of three of the sites identified during the physical inspection as holding low archaeological potential. The original gravestone of Herbert Frazer Simpson is considered to hold no archaeological potential as it is an isolated grave marker and not considered to be associated with a burial.

One item, the Timber truss bridge no.1, Old Coast Road, was assessed as having moderate archaeological potential. It was observed during the site visit that remains of an earlier bridge were clearly visible underneath the current structure. This included wooden posts of the previous bridge in the creek bed. It is possible that other remains also associated with this bridge are still in the surrounding area. The impact from the current bridge would have disturbed any archaeological resource on the side of the creek so the only area with archaeological potential in relation to this item would be under the bridge. No other areas of archaeological potential were identified by as part of the historical context of physical inspection.

**Table 4 Assessment of archaeological potential**

Archaeological feature(s)	Date(s)	Theme(s)	Archaeological potential
<b>Former Coffs Heights Post Office, now residential property (353D Coramba Road)</b>	1915 - 1923	Developing local, regional and national economies - Communication	Low
<b>Old Coast Road Bridge No.1</b>	1939	Developing local, regional and national economies - Transport	Moderate
<b>Old Coast Road Bridge No.2</b>	1939	Developing local, regional and national economies - Transport	Low
<b>North Coast Railway</b>	1915 - present	Developing local, regional and national economies - Transport	Low
<b>Marked Tree Stumps</b>	c.1847 – c.1880	Developing local, regional and national economies - Forestry	Low





#### Legend

Study area

#### Archaeological

Low

Moderate

**Figure 7.1 Archaeological potential**

0 50 100 150 200  
Metres

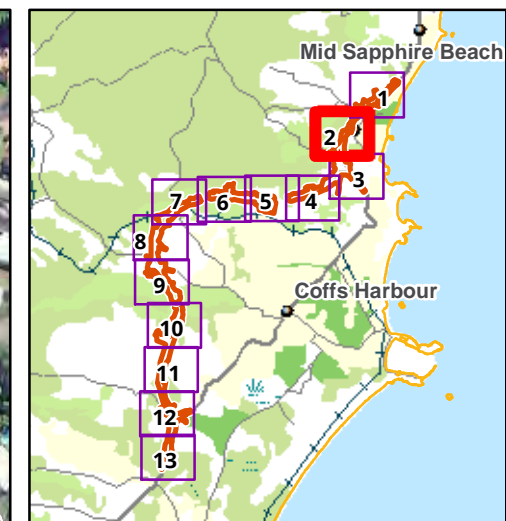
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### Legend

Study area

### Archaeological

Low

Moderate

**Figure 7.2 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

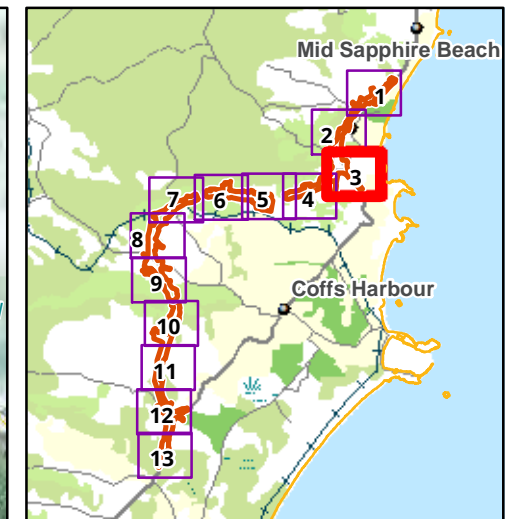


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#### Legend

Study area

#### Archaeological

Low

**Figure 7.3 Archaeological potential**

0 50 100 150 200

Metres

Scale: 1:4,000 @ A3

Coordinate System: GDA 1994 MGA Zone 56

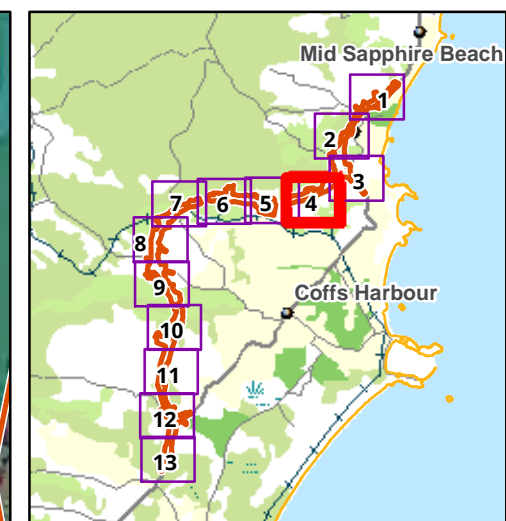


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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.4 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

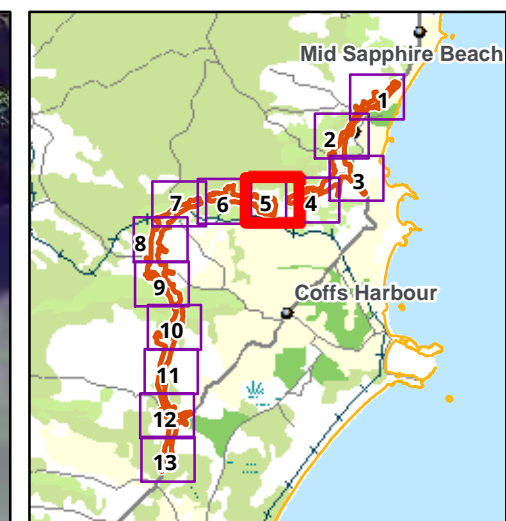
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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.5 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

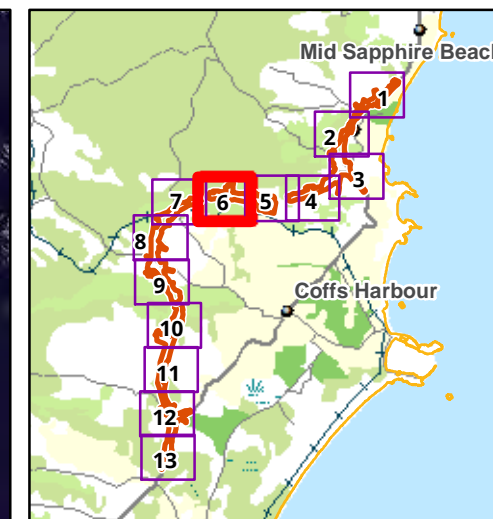
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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.6 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

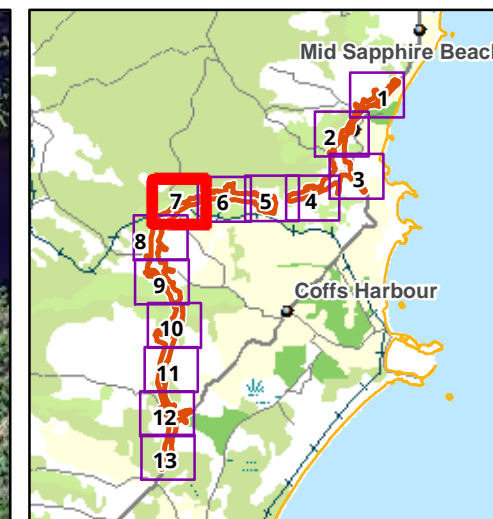
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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.7 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

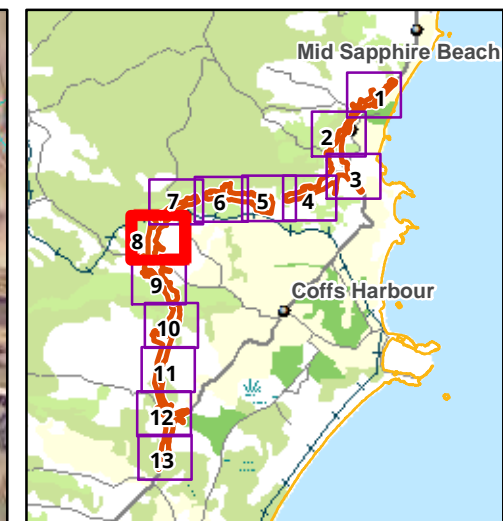
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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.8 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

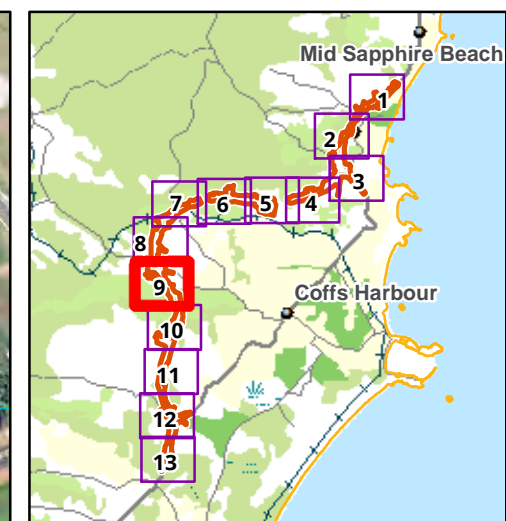


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# Legend

Study area

## Archaeological potential

Low

**Figure 7.9 Archaeological potential**

0 50 100 150 200

Metres

Scale: 1:4,000 @ A3

Coordinate System: GDA 1994 MGA Zone 56

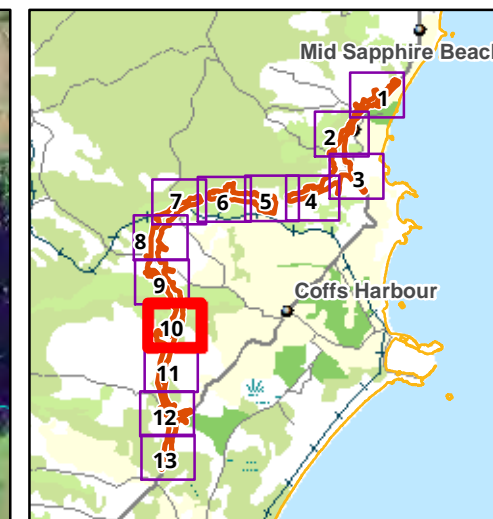


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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.10 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

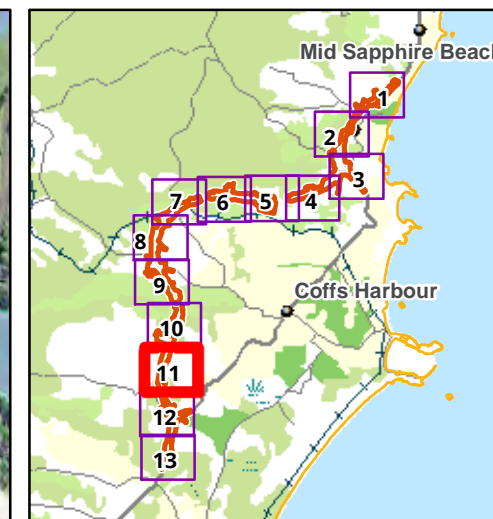


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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.11 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

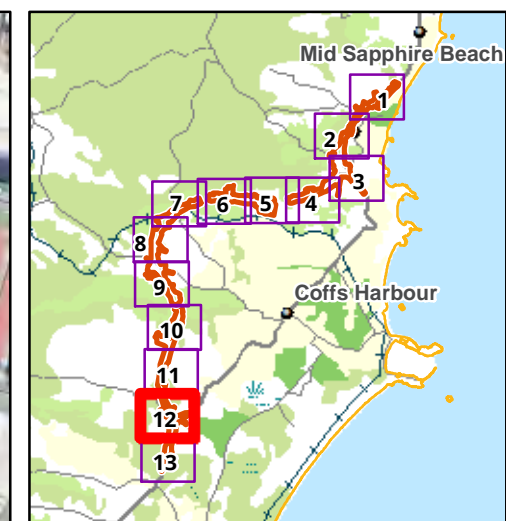


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# Legend

Study area

## Archaeological potential

Low

**Figure 7.12 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
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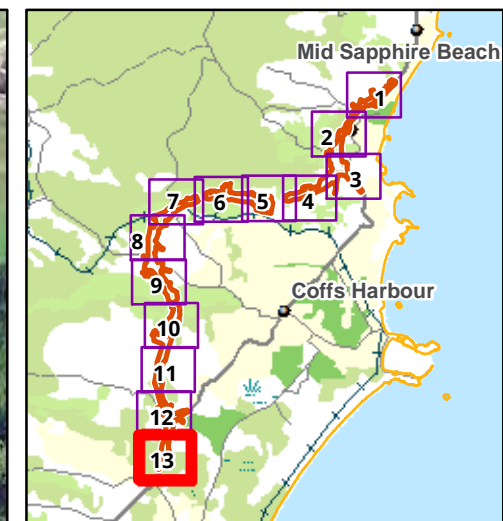


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#### Legend

Study area

#### Archaeological potential

Low

**Figure 7.13 Archaeological potential**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

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## 5 Assessment of significance

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### 5.1 Background to assessing significance

An assessment of heritage significance encompasses a range of heritage criteria and values. The heritage values of a site or place are broadly defined as the 'aesthetic, historic, scientific or social values for past, present or future generations'.<sup>51</sup> This means a place can have different levels of heritage value and significance to different groups of people.

The heritage significance of a site is commonly assessed in terms of historical and scientific values, particularly by what a site can tell us about past lifestyles and people. There is an accepted procedure for determining the level of significance of a heritage site.

A detailed set of criteria for assessing the state's cultural heritage was published by the (then) NSW Heritage Office. These criteria are divided into two categories: nature of significance, and comparative significance.

Heritage assessment criteria in NSW fall broadly within the four significance values outlined in the Australia ICOMOS Burra Charter.<sup>52</sup> The Burra Charter has been adopted by state and Commonwealth heritage agencies as the recognised document for guiding best practice for heritage practitioners in Australia.

The assessment criteria rely on the following four values:

- **Historical** significance (evolution and association)
- **Aesthetic** significance (scenic/architectural qualities, creative accomplishment)
- **Scientific** significance (archaeological, industrial, educational, research potential and scientific significance values)
- **Social** significance (contemporary community esteem).

The NSW Heritage Office issued a more detailed set of assessment criteria to provide consistency with heritage agencies in other states and to avoid ambiguity and misinterpretation. These criteria are based on the ICOMOS Burra Charter. The following SHR criteria were gazetted following amendments to the *Heritage Act* that came into effect in April 1999.

- Criterion (a)** an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (b)** an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (c)** an item is important in demonstrating the aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
- Criterion (d)** an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

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<sup>51</sup> Australian ICOMOS 2013

<sup>52</sup> Australian ICOMOS 2013

- Criterion (e)** an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (f)** an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).
- Criterion (g)** an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments; or a class of the local area's cultural or natural places; or cultural or natural environments.

## 5.2 Levels of heritage significance

Items, places, buildings, works, relics, movable objects or precincts can be of either local or state heritage significance, or have both local and state heritage significance. Places can have different values to different people or groups.

### 5.2.1 Local heritage items

Local heritage items are those of significance to the LGA. In other words, they contribute to the individuality and streetscape, townscape, landscape or natural character of an area and are irreplaceable parts of its environmental heritage. They may have greater value to members of the local community, who regularly engage with these places and/or consider them to be an important part of their day-to-day life and their identity. Collectively, such items reflect the socio-economic and natural history of a local area. Items of local heritage significance form an integral part of the State's environmental heritage.

### 5.2.2 State heritage items

State heritage items, places, buildings, works, relics, movable objects or precincts of state heritage significance include those items of special interest in the state context. They form an irreplaceable part of the environmental heritage of NSW and must have some connection or association with the state in its widest sense.

The following evaluation attempts to identify the cultural significance of potential heritage items within the study area at Coffs Harbour. This significance is based on the assumption that the site contains intact or partially intact archaeological deposits. As the gravestone identified within the alignment is a grave marker, and not a grave, it is considered to hold no heritage significance.

## 5.3 Evaluation

Table 5 contains an assessment of significance identifies the significance of heritage items identified by the study based upon the criteria in Section 5.1 and 5.2.



**Table 5 Assessment of significance for identified heritage items**

Criterion	Response to assessment criteria	Level of significance
<b>Coffs Harbour Banana Plantation Landscape</b>		
<b>A</b>	The former Coffs Harbour Banana Plantation Landscape is indicative of the post 1920s agricultural development of Coffs Harbour which led to banana cultivation becoming a key component of the local economy.	Local
<b>B</b>	The Coffs Harbour Banana Plantation Landscape does not meet this criterion.	N/A
<b>C</b>	The Coffs Harbour Banana Plantation Landscape forms a distinctive component of the surrounding rural hinterland of Coffs Harbour characterised by the farm buildings, loading docks and the rows of banana plants themselves. The landscape is visible from key vantage points including the adjacent ridgelines, rural roads and the rail alignment.	Local
<b>D</b>	Banana cultivation forms a key part of the local identity of Coffs Harbour. As such, the Coffs Harbour Banana Plantation Landscape is likely to be of significance to the local community as it encompasses a number of large plantations.	Local
<b>E</b>	The Coffs Harbour Banana Plantation Landscape does not meet this criterion.	N/A
<b>F</b>	The Coffs Harbour Banana Plantation Landscape does not meet this criterion.	N/A
<b>G</b>	The Coffs Harbour Banana Plantation Landscape does not meet this criterion.	N/A
<b>Former Coffs Heights Post Office</b>		
<b>A</b>	The former Coffs Heights Post Office is a rare surviving example of the temporary workers towns that developed around Coffs Harbour during the construction of the North Coast Railway. These towns and the construction of the railway itself were important for the development of Coffs Harbour as a major economic centre on the mid-north coast.	Local
<b>B</b>	The former Coffs Heights Post Office does not meet this criterion.	N/A
<b>C</b>	The former Coffs Heights Post Office does not meet this criterion.	N/A
<b>D</b>	The former Coffs Heights Post Office does not meet this criterion.	N/A
<b>E</b>	The former Coffs Heights Post Office does not meet this criterion.	N/A
<b>F</b>	The former Coffs Heights Post Office appears to be a unique, surviving example of a structure built for the temporary workers towns that developed around Coffs Harbour during the construction of the North Coast Railway.	Local
<b>G</b>	The former Coffs Heights Post Office does not meet this criterion.	N/A

Criterion	Response to assessment criteria	Level of significance
<b>Old Coast Road Bridge No.1</b>		
<b>A</b>	The timber beam bridge is located on the Old Coast Road which was originally surveyed c.1893, the bridge was part of upgrades made in 1939 and would have formed a key crossing point over Pine Brush Creek on the route north to Grafton. The Old Coast Road was a key item of infrastructure that would have been an important component in connecting Coffs Harbour with Grafton and other local towns.	Local
<b>B</b>	The timber beam bridge on the Old Coast Road does not meet this criterion.	N/A
<b>C</b>	The timber beam bridge on the Old Coast Road is indicative of early 20th century timber bridge technology and its use in the construction of road infrastructure in the local area.	Local
<b>D</b>	The timber beam bridge on the Old Coast Road does not meet this criterion.	N/A
<b>E</b>	The timber beam bridge on the Old Coast Road has the potential to yield information relating to the use, development and modification of timber beam technology in the local area as part of the continued use of the local road network. Remains of an earlier timber bridge are present underneath the current bridge.	Local
<b>F</b>	Based upon a review of heritage listings in the Coffs Harbour area, the timber beam bridges appears to be rare within the local area. The bridge is listed as one of three located on the Old Coast Road, although the condition and preservation of these bridges is currently unknown. As such, the timber beam bridge may be one of few surviving post-1930 timber beam bridges in the Coffs Harbour region.	Local
<b>G</b>	The timber beam bridge on the Old Coast Road is representative in its use of timber beam technology in the construction of road bridges within the local area. Whilst the super structure has been replaced with modern components much of the sub-structure remains in good condition.	Local
<b>Old Coast Road Bridge No.2</b>		
<b>A</b>	The timber beam bridge is located on the Old Coast Road which was originally surveyed c.1893, the bridge was part of upgrades made in 1939 and forms a crossing point over a tributary of Pine Brush Creek on the route north to Grafton. The Old Coast Road was a key item of infrastructure that would have been an important component in connecting Coffs Harbour with Grafton and other local towns.	Local
<b>B</b>	The timber beam bridge on the Old Coast Road does not meet this criterion.	N/A
<b>C</b>	The timber beam bridge on the Old Coast Road is indicative of early 20th century timber bridge technology and its use in the construction of road infrastructure in the local area.	Local
<b>D</b>	The timber beam bridge on the Old Coast Road does not meet this criterion.	N/A



Criterion	Response to assessment criteria	Level of significance
<b>E</b>	The timber beam bridge on the Old Coast Road has the potential to yield information relating to the use, development and modification of timber beam technology in the local area as part of the continued use of the local road network. More modern upgrades/repairs such as plywood boards and timber bracing can be seen underneath the bridge.	Local
<b>F</b>	Based upon a review of heritage listings in the Coffs Harbour area, the timber beam bridges appears to be rare within the local area. The bridge is listed as one of three located on the Old Coast Road, although the condition and preservation of these bridges is currently unknown. As such, the timber beam bridge may be one of few surviving post-1930 timber beam bridges in the Coffs Harbour region.	Local
<b>G</b>	The timber beam bridge on the Old Coast Road is representative in its use of timber beam technology in the construction of road bridges within the local area. The sub-structure has more modern repairs and it is not as original as the Old Cast Road Bridge No.1.	Local
<b>North Coast Railway</b>		
<b>A</b>	The North Coast Railway is a major piece of transport infrastructure and represents an important stage in the economic development of Coffs Harbour, linking the town with Sydney as well as Grafton and the north. The construction of the railway also saw a population influx into the Coffs Harbour area.	Local
<b>B</b>	The North Coast Railway does not meet this criterion.	N/A
<b>C</b>	The North Coast Railway traverses the hinterland of the Coffs Harbour and allows for the appreciation of the surrounding landscape that is characterised by steep hillslopes, crests and ridgelines many of which are used as banana plantations. The cuttings, embankments and tunnels associated with the railway add to the visual appreciation of this major piece of infrastructure.	Local
<b>D</b>	The North Coast Railway does not meet this criterion.	N/A
<b>E</b>	Whilst the North Coast Railway contains fabric associated with the construction and operation of the rail line, the fabric of the railway does not have the potential to yield information that cannot otherwise be answered through documentary sources and as such does not meet this criterion.	N/A
<b>F</b>	The North Coast Railway does not meet this criterion.	N/A
<b>G</b>	The North Coast Railway does not meet this criterion.	N/A
<b>Marked Tree Stumps</b>		
<b>A</b>	The Marked Tree Stumps display evidence of toe holds and hand sawing which indicates that the trees are likely to belong to the early settlement of the Coffs	Local

Criterion	Response to assessment criteria	Level of significance
	Harbour region which relied upon the felling of timber. As such, the Marked Tree Stumps are representative of the early settlement of the region.	
<b>B</b>	The Marked Tree Stumps do not meet this criterion.	N/A
<b>C</b>	The Marked Tree Stumps are a remnant of a former wooded landscape that was removed as part of the early settlement of the region. The markings are also indicative of the process of timber clearing and the techniques involved. As such, the Marked Tree Stumps add to the visual appreciation of this former landscape and the method of its clearance.	Local
<b>D</b>	The Marked Tree Stumps do not meet this criterion.	N/A
<b>E</b>	Whilst the Marked Tree Stumps display evidence of the techniques used to fell trees, these markings do not have the potential to yield information that cannot otherwise be answered through documentary sources and as such does not meet this criterion.	N/A
<b>F</b>	Due to the level of clearance that has occurred in the local region, the Marked Tree Stumps are considered to be rare within the local area.	Local
<b>G</b>	The Marked Tree Stumps are representative of timber clearance as part of the early settlement of the region.	Local

## 5.4 Statement of significance

The assessment and statement of significance for the newly identified heritage items has been formulated based upon the evaluation criteria outlined above. The statement of significance for the previously identified High Conservation Value Old Growth Forest has been taken from its listing on the SHR. The results are presented in Table 6.

**Table 6 Statements of significance for newly identified heritage items**

Newly identified heritage item	Significance	Statement of significance
<b>Coffs Harbour Banana Plantation Landscape</b>	Local	The Coffs Harbour Banana Plantation Landscape holds significance for its historical connection to banana cultivation in the Coffs Harbour region. The landscape is important in demonstrating the importance of this activity as part of the historical development of Coffs Harbour. The plantations form part of the landscape, in particular the agricultural hinterland of the town and are clearly visible both surrounding ridgelines, rural roads and the North Coast Railway. The plantations are likely to be significant to the local community as banana growing is an important part of the towns cultural identity.



Newly identified heritage item	Significance	Statement of significance
<b>Former Coffs Heights Post Office, now residential property (353D Coramba Road)</b>	Local	The former post office holds local significance as a surviving example of the short-lived workers towns that appeared around Coffs Harbour during the construction of the North Coast Railway at the start of the 20th Century. The relocation of the post office from Coffs Heights to Coramba Road and its subsequent remodelling limits the archaeological potential and significance of the structure.
<b>Old Coast Road Bridge No.1</b>	Local	The two span timber truss bridge is of local significance as part of the Old Coast Road. The bridge is representative of the use of timber beam bridge technology in the construction of the local road networks. Based upon a review of local heritage registers the bridge appears to be unique within the local area and may be one of few surviving early 20th century timber truss bridge in the Coffs Harbour region. It appears that no major modifications or repairs have been made and demonstrates aesthetic characteristics and technical achievement of a design uncommon in this area. Remnants of an earlier bridge can be seen under the current structure, indicating multiple phases of construction and it has the potential to yield information that will contribute to the development of the local area.
<b>Old Coast Road Bridge No.2</b>	Local	The single span timber truss bridge is of local significance as part of the Old Coast Road. The bridge is representative of the use of timber beam bridge technology in the construction of the local road networks. Based upon a review of local heritage registers the bridge appears to be unique within the local area and may be one of few surviving early 20th century timber truss bridge in the Coffs Harbour region. Repairs/modifications have been made, including plywood boards and steel bracing to reinforce the abutment planks and concrete additions to the piles to hold back the abutment fill. While the No.1 Timber beam bridge, Old Coast Road is a more intact structure with multiple phases of construction, the No.2 Timber beam bridge, Old Coast Road still also retains local significance and demonstrates the later, more modern phases of construction.
<b>North Coast Railway</b>	Local	The railway line holds significance to as a major piece of transport infrastructure on the North Coast of NSW, and the course of the railway represents the cementation of Coffs Harbour as an economic centre for the region. The construction of the railway line also played a significant role in the population growth of the wider Coffs Harbour region. The alignment of the railway is a significant component of the local landscape and as a mechanism for experiencing the local landscape and its transition from the town of Coffs Harbour into the agricultural hinterland that surrounds it.
<b>Marked Tree Stumps</b>	Local	The Marked Tree Stumps are of local significance as they are a rare and representative example of the process of timber clearance. This activity was a major industry on the north coast and significantly contributed to the economy of the early settlement of Coffs Harbour. The Marked Tree Stumps are indicative of the former forested landscape that occupied the coastal hinterland.

Newly identified heritage item	Significance	Statement of significance
<b>High Conservation Value Old Growth Forest</b>	State	Taken from the SHR – “Old growth forest is ecologically mature eucalypt forest showing few signs of human disturbance. The upper canopy trees are no longer growing in height or spreading their crowns and show signs of old age. The High Conservation Value Old Growth Forest represents the best examples remaining of such forests.”



## 6 Statement of heritage impact

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### 6.1 Introduction

This SoHI has been prepared to address impacts resulting from the Coffs Harbour Bypass on the identified heritage values. The SoHI identifies the level of impact arising from the project and discusses mitigation measures which must be taken to avoid or reduce those impacts. This section of the report has been prepared in accordance with the Heritage Manual guideline *Statements of Heritage Impact*.<sup>53</sup>

### 6.2 Proposal details

The proposed impacts for the project are outlined in Section 1.2. They can be seen in relation to the heritage items in Figure 8.

### 6.3 Assessing impact to heritage item(s)

#### 6.3.1 Discussion of heritage impact(s)

The discussion of impacts to heritage can be centred upon a series of questions which must be answered as part of a SoHI (Table 7) which frame the nature of impact to a heritage item. These are outlined in the Heritage Manual guideline *Statements of Heritage Impact*.<sup>54</sup>

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<sup>53</sup> Heritage Office and Department of Urban Affairs & Planning 1996

<sup>54</sup> Heritage Office & DUAP 1996

**Table 7 Questions to be answered depending on the proposed change**

Proposed change	Heritage item	Some questions to be answered in a SoHI	Minimum supporting information required
<b>New landscape works and features</b>	<ul style="list-style-type: none"> <li>Banana Plantation Landscape</li> </ul>	<ul style="list-style-type: none"> <li>How has the impact of the new work on the heritage significance of the existing landscape been minimised?</li> <li>Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?</li> <li>Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?</li> <li>Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?</li> <li>How does the work impact on views to, and from, adjacent heritage items?</li> </ul>	<ul style="list-style-type: none"> <li>Local: Statement of Significance</li> <li>State: Conservation Management Plan</li> </ul>
<b>Demolition of a building or structure</b>	<ul style="list-style-type: none"> <li>Former Coffs Heights Post Office</li> </ul>	<ul style="list-style-type: none"> <li>Have all options for retention and adaptive re-use been explored?</li> <li>Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?</li> <li>Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?</li> <li>Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?</li> </ul>	<ul style="list-style-type: none"> <li>Local: Statement of Significance</li> <li>State: Conservation Management Plan</li> </ul>



Proposed change	Heritage item	Some questions to be answered in a SoHI	Minimum supporting information required
<b>New development adjacent to a heritage item</b>	<ul style="list-style-type: none"> <li>• Old Coast Road Bridge No.1</li> <li>• Old Coast Road Bridge No.2</li> <li>• North Coast Railway</li> <li>• High Conservation Value Old Growth Forest</li> </ul>	<ul style="list-style-type: none"> <li>• How is the impact of the new development on the heritage significance of the item or area to be minimised?</li> <li>• Why is the new development required to be adjacent to a heritage item?</li> <li>• How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</li> <li>• How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?</li> <li>• Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?</li> <li>• Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</li> <li>• Will the additions visually dominate the heritage item? How has this been minimised?</li> <li>• Will the public, and users of the item, still be able to view and appreciate its significance?</li> </ul>	<ul style="list-style-type: none"> <li>• Local: Conservation Policy</li> <li>• State: Conservation Management Plan</li> </ul>
<b>Tree removal or replacement</b>	<ul style="list-style-type: none"> <li>• Marked Tree Stumps</li> </ul>	<ul style="list-style-type: none"> <li>• Does the tree contribute to the heritage significance of the item or landscape?</li> <li>• Why is the tree being removed?</li> <li>• Has the advice of a tree surgeon or horticultural specialist been obtained?</li> <li>• Is the tree being replaced? Why? With the same or a different species?</li> </ul>	<ul style="list-style-type: none"> <li>• Local: Statement of Significance</li> <li>• State: Conservation Management Plan</li> </ul>

### 6.3.2 Quantifying heritage impact(s)

Based upon the discussion of Impacts to heritage items, impact to these items can be quantified under three main categories: direct impacts, indirect impacts and no impact. These kinds of impacts are dependent on the proposed impacts, nature of the heritage item and its associated curtilage.

#### Direct impacts

Direct impacts are where the completion of the proposed development will result in a physical loss or alteration to a heritage item which will impact the heritage value or significance of the place. Direct impacts can be divided into whole or partial impacts. Whole impacts essentially will result in the removal of a heritage item as a result of the development where as partial impacts normally constitute impacts to a curtilage or partial removal of heritage values. For the purposes of this assessment direct impacts to heritage items have been placed into the following categories:

- Physical impact - whole: where the project will have a whole impact on a heritage item resulting in the complete physical loss of the item. This normally occurs where a heritage item falls entirely within the Construction works zone boundary or Construction Compounds and need to be demolished.
- Physical impact - partial: where the project will have a partial impact on an item which could result in the loss or reduction in heritage significance. The degree of impact through partial impacts is dependent on the nature and setting of a heritage item. Typically these are minor impacts to a small proportion of a curtilage of an item or works occurring within the curtilage of a heritage item which may impact on its setting (i.e. gardens and plantings).

#### Indirect impacts

Indirect impacts to a heritage item relate to alterations to the environment or setting of a heritage item which will result in a loss of heritage value. This may include permanent or temporary visual, noise or vibration impacts caused during construction and after the completion of the project. Indirect impacts diminish the significance of an item through altering its relationship to its surroundings; this in turn impacts its ability to be appreciated for its historical, functional or aesthetic values. For the purposes of this assessment impacts to heritage items have been placed into the following categories:

- Visual impacts – this has been quantified using the assessment undertaken by Arup.<sup>55</sup>
- Noise and vibration impacts – this has been quantified using the assessment undertaken by Arup.<sup>56</sup>

#### Cumulative impacts

Cumulative impacts relate to minimal or gradual impacts from a single or multiple developments upon heritage values. A cumulative impact would constitute a minimal impact being caused by the proposed development which over time may result in the partial or total loss of heritage value to the study area or associated heritage item. Cumulative impacts may need to be managed carefully over the prolonged period of time.

#### No impact

This is where the project does not constitute a measurable direct or indirect impact to the heritage item.

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<sup>55</sup> Arup 2019a

<sup>56</sup> Arup 2019b



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## **6.4 Statement of heritage impact**

A SoHI for each heritage item identified within this report is provided in Table 8.

**Table 8 Assessment of impacts to heritage items either within or adjacent to the study area**

Heritage item	Significance	Statement of Heritage Impact	Assessment	Mitigation measures
Coffs Harbour Banana Plantation Landscape	Local	The project traverses the landscape and is proposing some cut and fill activities that will result in physical and visual impacts to the Coffs Harbour Banana Plantation Landscape. The project will affect views to, from and within the landscape and will result in the resumption and discontinuation of agricultural activities in certain locations. As a result the project will have a direct – partial impact on the Coffs Harbour Banana Plantation landscape that will have a negative impact on its significance. Impacts from the project could be mitigated through minimising the deterioration of key vantage points. An archival recording should be prepared that assists in interpreting the landscape and its history. Impacts to this portion of the study area could be mitigated through the integration of cut slopes, revegetation using native species to strengthen and respond to the existing character. The use of tunnels in the design decreases the impact of the project on the landscape. An agricultural assessment has been undertaken by Roads and Maritime as part of the EIS. This was undertaken to develop appropriate mitigation measures to minimise impacts to the existing banana plantations in the surrounding area.	Direct - partial	Recommendation 1 Recommendation 2
Former Coffs Heights Post Office, now residential property (353D Coramba Road)	Local	The Former Coffs Heights Post Office is located partially within the study area, and will be directly physically impacted by the project. The building is located within a rural property characterised by banana plantations and the proximity of the works will have a visual impact on the setting of the item. The project requires the item to be demolished as the modifications made to the post office in recent years would make it practically impossible to remove the structure of the original post office for relocation without serious damage to the building. As it cannot be repurposed or reused in the project a detailed archival recording must be completed prior to any impacts occurring.	Direct – physical whole	Recommendation 2



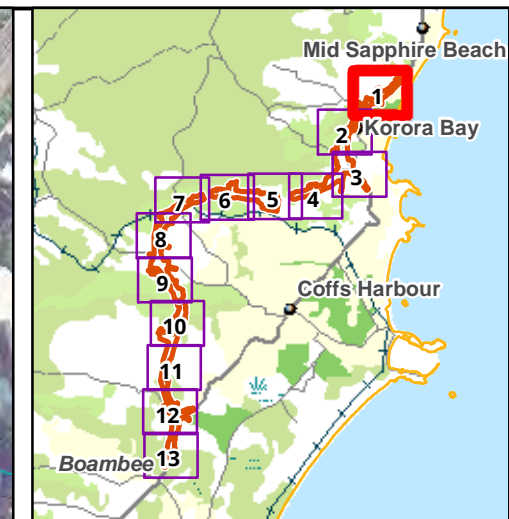
Heritage item	Significance	Statement of Heritage Impact	Assessment	Mitigation measures
Old Coast Road Bridge No.1	Local	The timber beam bridge is located partially within the study area, however there will be no physical impacts on the structure. There will also be no physical impacts on the area of moderate archaeological potential under the bridge. The bridge is located within a vegetated portion of road and the proximity of the works will have a visual impact on the setting of the item. Fencing of the construction boundary associated with the item should be undertaken during construction to mitigate any accidental impact that may occur. Vibration impacts on the bridge have been identified due to its proximity to the project. The Coffs Harbour Bypass Noise and Vibration Assessment Report <sup>57</sup> recommends that an inspection of the bridge be undertaken prior to the commencement of works. In the event that the item is considered to be sensitive, options for mitigation must be considered during detailed design.	Indirect – visual and vibration	Recommendation 2 Recommendation 3
Old Coast Road Bridge No.2	Local	The timber beam bridge is located partially within the study area, however there will be no physical impacts on the structure. The bridge is located within a vegetated portion of road and the proximity of the works will have a visual impact on the setting of the item. Fencing of the construction boundary associated with the item should be undertaken during construction to mitigate any accidental impact that may occur. Vibration impacts on the bridge have been identified due to its proximity to the project. The Coffs Harbour Bypass Noise and Vibration Assessment Report <sup>58</sup> recommends that an inspection of the bridge be undertaken prior to the commencement of works. In the event that the item is considered to be sensitive, options for mitigation must be considered during detailed design.	Indirect – visual and vibration	Recommendation 2 Recommendation 3

<sup>57</sup> Arup 2019b

<sup>58</sup> Arup 2019b

Heritage item	Significance	Statement of Heritage Impact	Assessment	Mitigation measures
North Coast Railway	Local	Approximately 330 metres of the North Coast Railway alignment is located within the construction footprint of the project. The project at this location includes the installation of revised local road alignment and bridge over the railway. There will be no physical impact to the existing infrastructure, only indirect impacts. The areas in which earthworks for cut and fills and bridge that will be built over the railway will result in a visual impact on views to and from the railway. Visual impacts to the item can be mitigated through archival recording of key viewpoints to and from the railway at locations that will be impacted by the project, including at the location of the bridge and the entrance to the tunnel at Shephards Lane. Fencing of the item should be undertaken during construction to mitigate any accidental impact that may occur.	Indirect - visual	Recommendation 2 Recommendation 3
Marked Tree Stumps	Local	The Marked Tree Stumps are located within the construction footprint and are likely to be directly impacted by the project. This constitutes a direct impact to this item which can be partially mitigated through the preparation of an archival recording for the item prior to removal.	Direct - physical	Recommendation 2
High Conservation Value Old Growth Forest	State	The High Conservation Value Old Growth Forest is located 200 metres from the study area and the project will not have any physical impacts and minimal visual impacts on the item.	No impact	N/A





#### Legend

Study area

#### Heritage items identified in this report

- Old Coast Road Bridge No. 1
- Old Coast Road Bridge No. 2
- Gravestone

#### Proposed development

- Pavement
- Bridge
- Tunnel
- Earthworks cut
- Earthworks fill
- Permanent basin
- Proposed footpath
- Existing footpath
- Existing cycleway

**Figure 8.1 Historical Items and development footprint**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

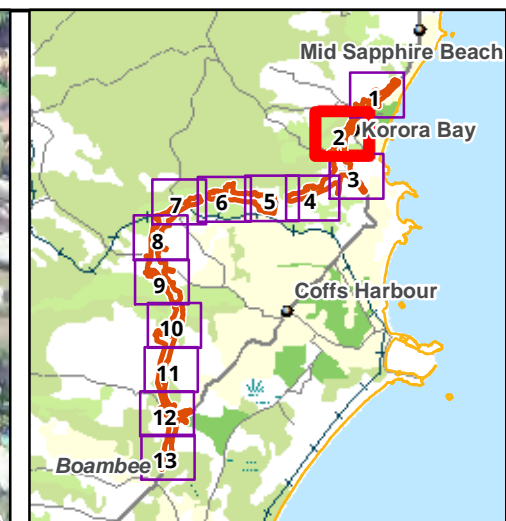


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Matter: 29580  
Date: 23 May 2019,  
AEDM, Last edited by: amurray  
Mapping  
Heritage

Acknowledgements: Basemap © Land and Property Information 2016, Imagery © ARUP 2018





#### Legend

Study area

#### Heritage items identified in this report

Old Coast Road Bridge No. 1

#### Proposed development

Pavement

Bridge

Tunnel

Earthworks cut

Earthworks fill

Permanent basin

Proposed footpath

Existing footpath

Existing cycleway

**Figure 8.2 Historical Items and development footprint**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

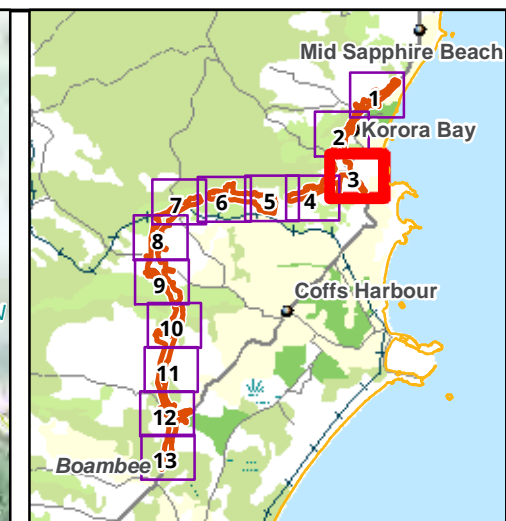
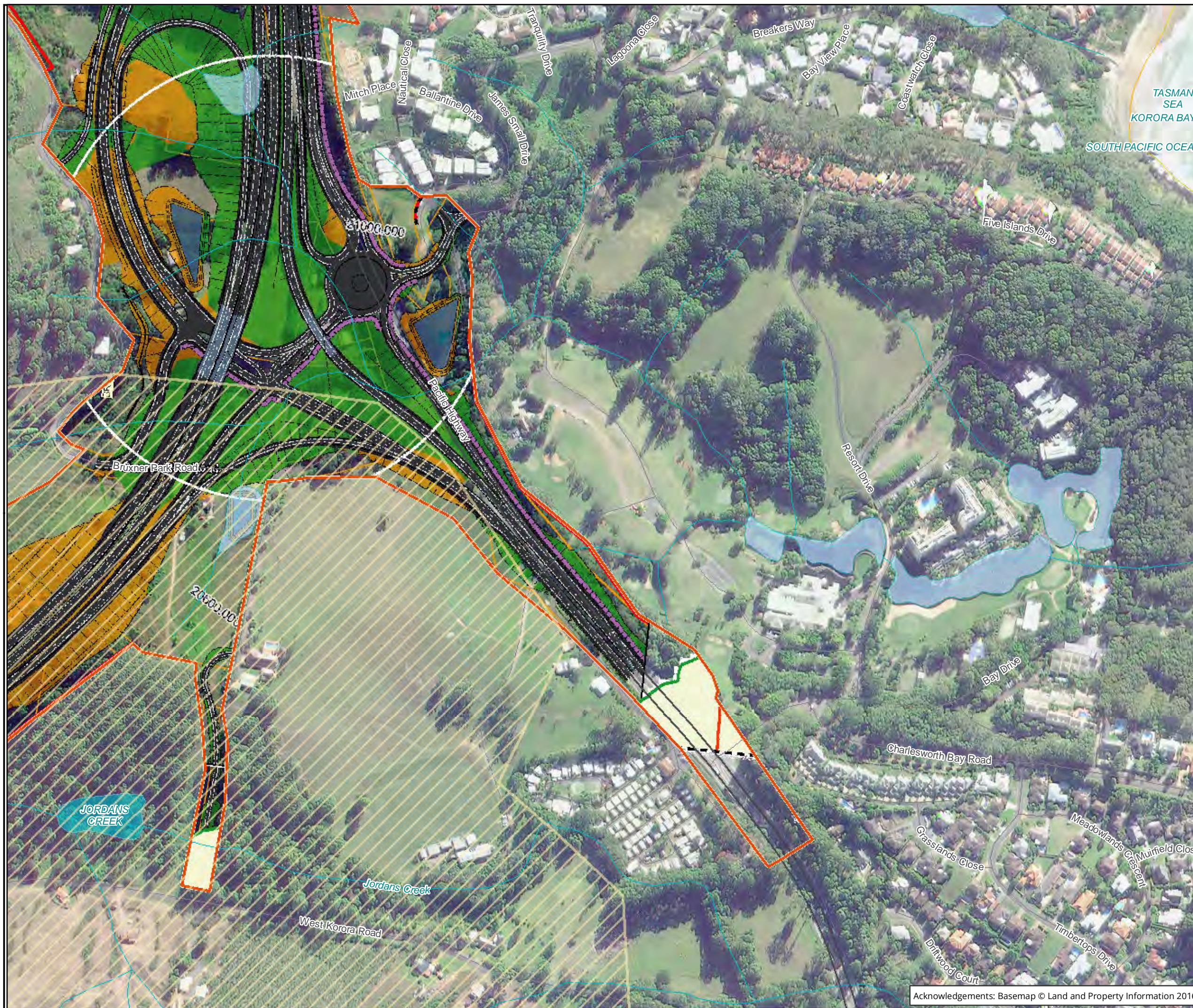
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Date: 23 May 2019,

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AEDM, Last edited by: amurray  
Mapping  
Heritage





#### Legend

Study area

#### Heritage landscapes identified in this report

Banana plantation landscape

#### Proposed development

Pavement

Bridge

Tunnel

Earthworks cut

Earthworks fill

Permanent basin

Proposed footpath

Existing footpath

Existing cycleway

**Figure 8.3 Historical Items and development footprint**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

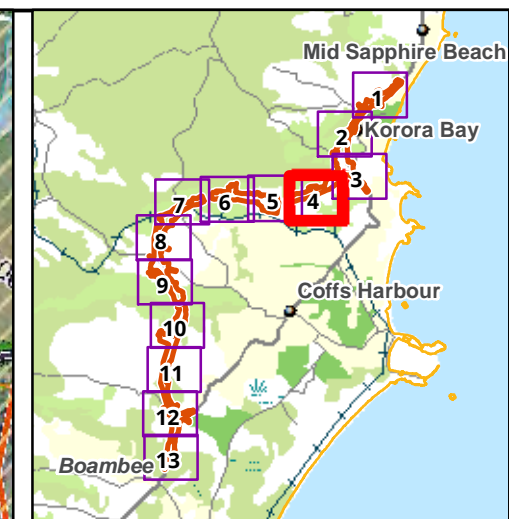
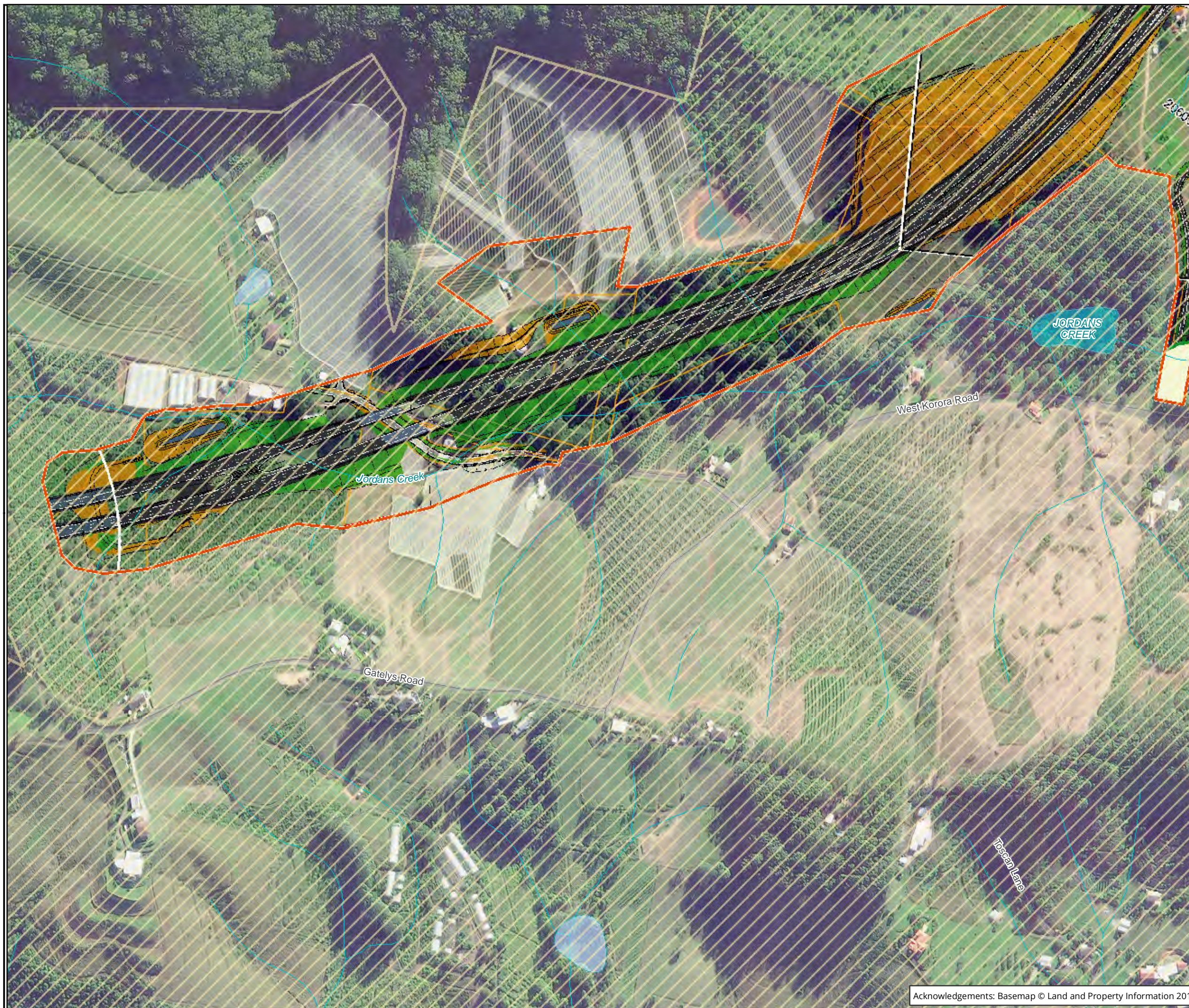
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#### Legend

Study area

#### Heritage landscapes identified in this report

Banana plantation landscape

#### Proposed development

Pavement

Bridge

Tunnel

Earthworks cut

Earthworks fill

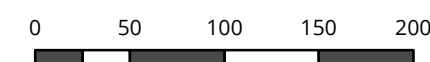
Permanent basin

Proposed footpath

Existing footpath

Existing cycleway

**Figure 8.4 Historical Items and development footprint**



Metres

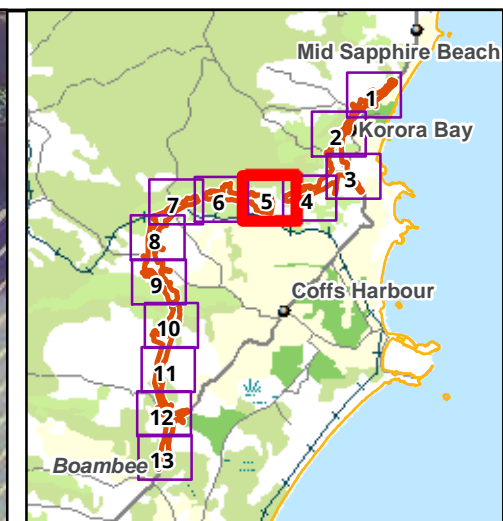
Scale: 1:4,000 @ A3

Coordinate System: GDA 1994 MGA Zone 56



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#### Legend

Study area

#### Heritage landscapes identified in this report

Banana plantation landscape

#### Locally listed items

North Coast Railway

#### Proposed development

Pavement

Bridge

Tunnel

Earthworks cut

Earthworks fill

Permanent basin

Proposed footpath

Existing footpath

Existing cycleway

**Figure 8.5 Historical Items and development footprint**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

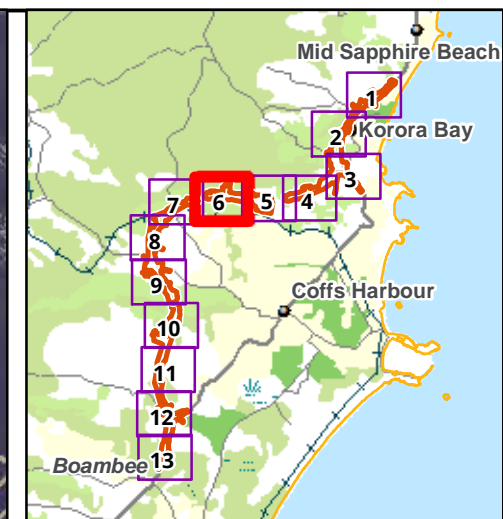
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Matter: 29580  
Date: 23 May 2019,

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#### Legend

- Study area
- + Marked Tree Stumps
- Heritage landscapes identified in this report**
- Banana plantation landscape
- Locally listed items**
- North Coast Railway
- Proposed development**
- Pavement
- Bridge
- Tunnel
- Earthworks cut
- Earthworks fill
- Permanent basin
- Proposed footpath
- Existing footpath
- Existing cycleway

**Figure 8.6 Historical Items and development footprint**

0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56

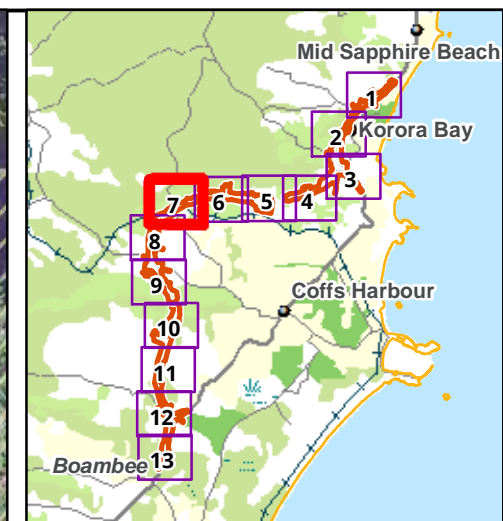


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#### Legend

- Study area
- + Marked Tree Stumps

#### Heritage landscapes identified in this report

- Banana plantation landscape

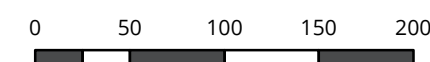
#### Locally listed items

- North Coast Railway

#### Proposed development

- Pavement
- Bridge
- Tunnel
- Earthworks cut
- Earthworks fill
- Permanent basin
- Proposed footpath
- Existing footpath
- Existing cycleway

**Figure 8.7 Historical Items and development footprint**

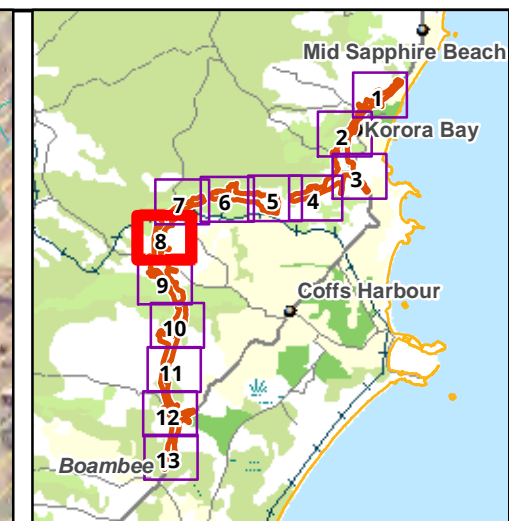
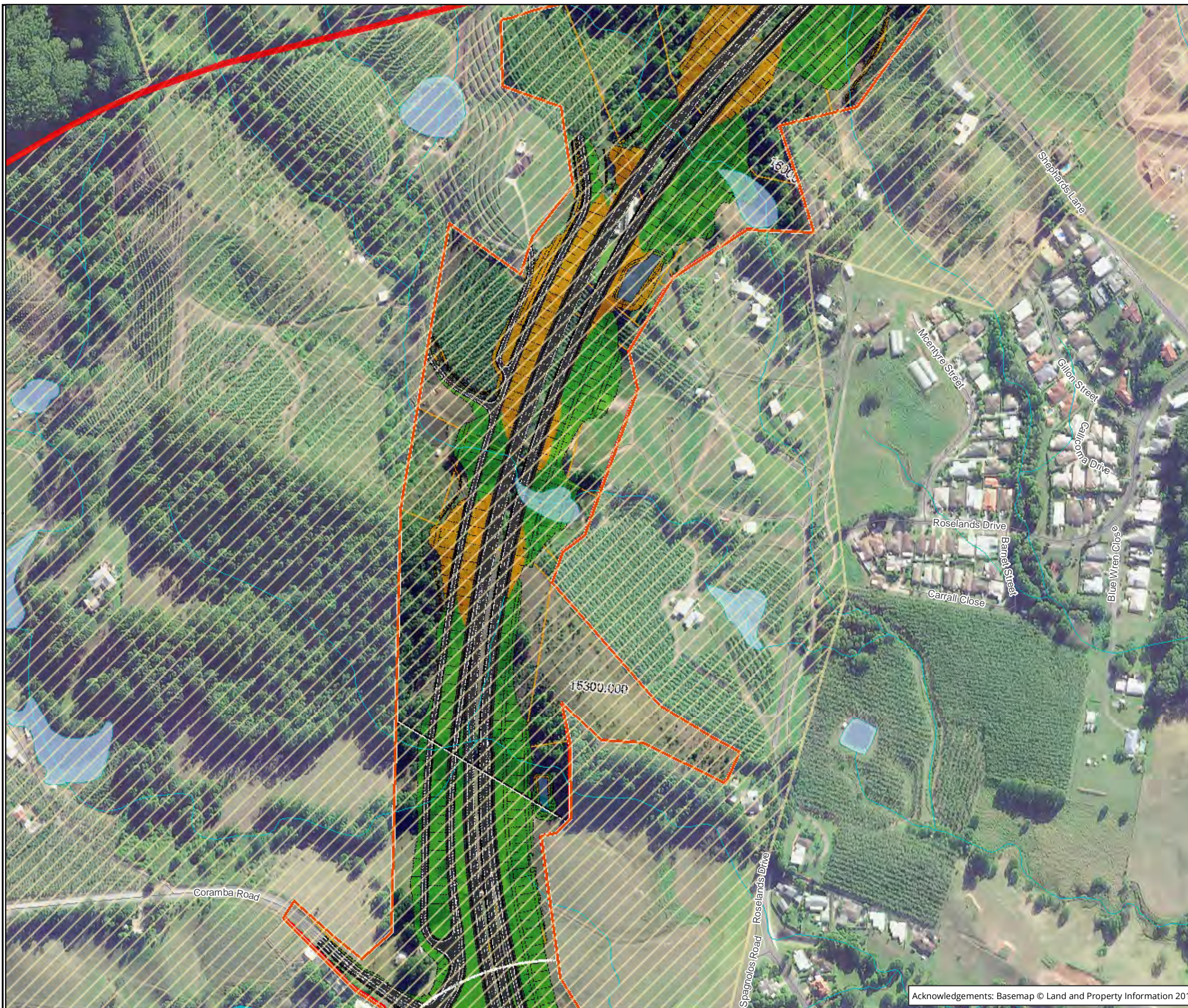


Metres  
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



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- Legend**
- Study area
  - Heritage landscapes identified in this report**
    - Banana plantation landscape
  - Locally listed items**
    - North Coast Railway
  - Proposed development**
    - Pavement
    - Bridge
    - Tunnel
    - Earthworks cut
    - Earthworks fill
    - Permanent basin
    - Proposed footpath
    - Existing footpath
    - Existing cycleway

**Figure 8.8 Historical Items and development footprint**

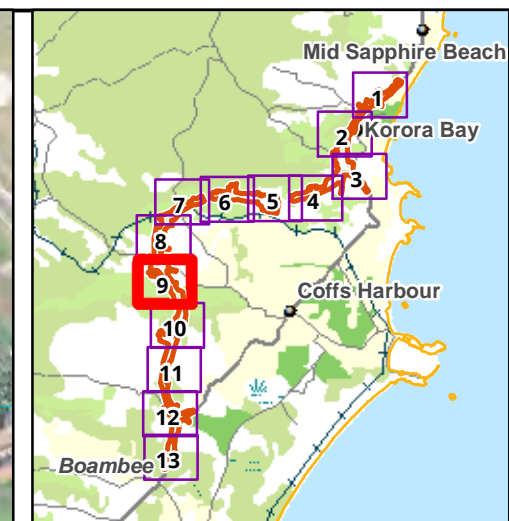
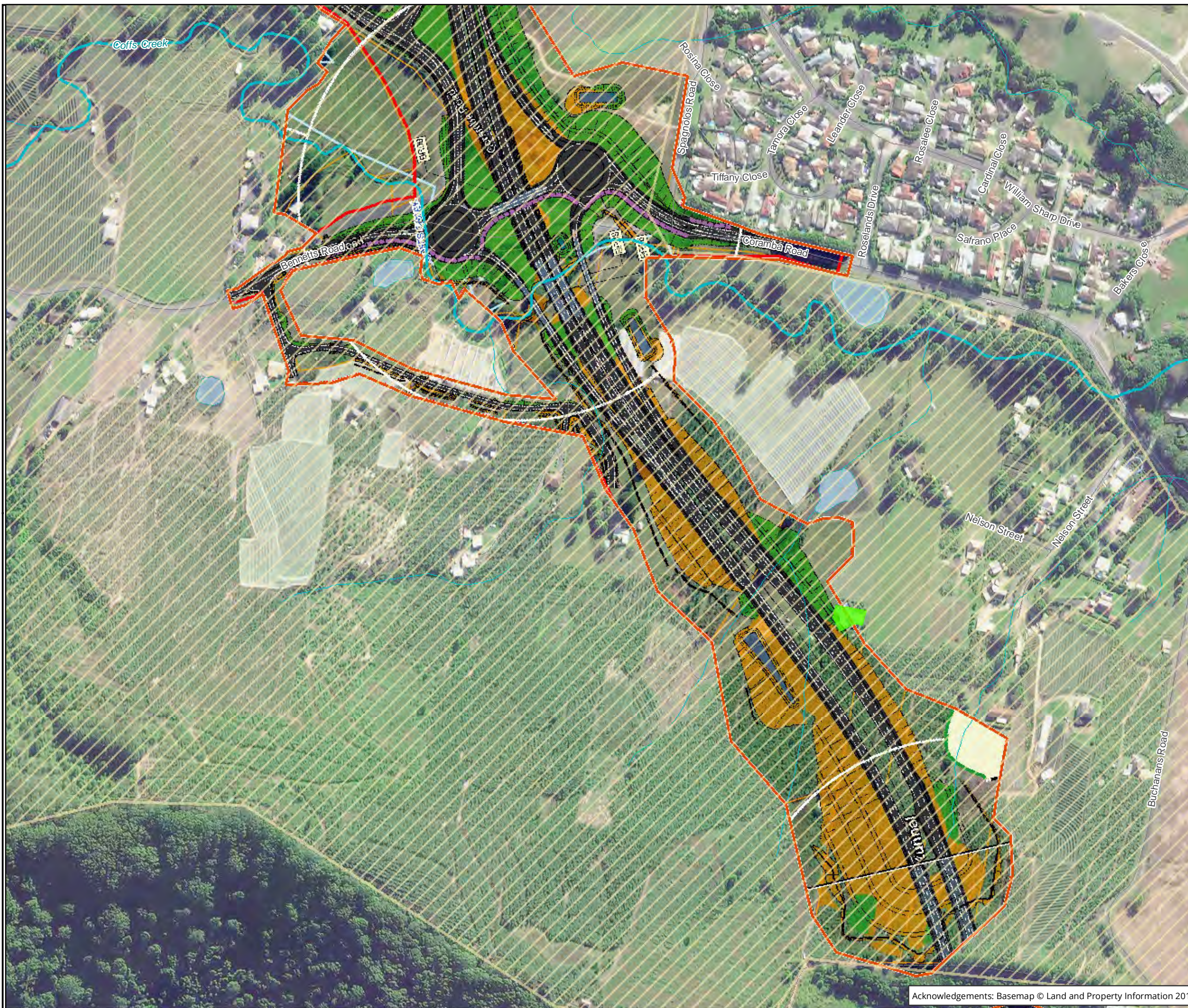
0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



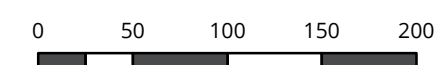
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- Legend**
- Study area
  - Heritage landscapes identified in this report**
    - Banana plantation landscape
  - Locally listed items**
    - Former Coffs Heights P/O
  - Proposed development**
    - Pavement
    - Bridge
    - Tunnel
    - Earthworks cut
    - Earthworks fill
    - Permanent basin
    - Proposed footpath
    - Existing footpath
    - Existing cycleway

**Figure 8.9 Historical Items and development footprint**

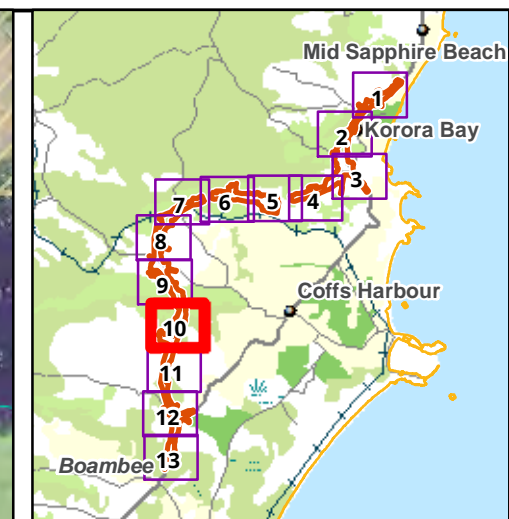


Metres  
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



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### Legend

Study area

### Heritage landscapes identified in this report

Banana plantation landscape

### Proposed development

Pavement

Bridge

Tunnel

Earthworks cut

Earthworks fill

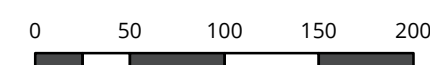
Permanent basin

Proposed footpath

Existing footpath

Existing cycleway

**Figure 8.10 Historical Items and development footprint**

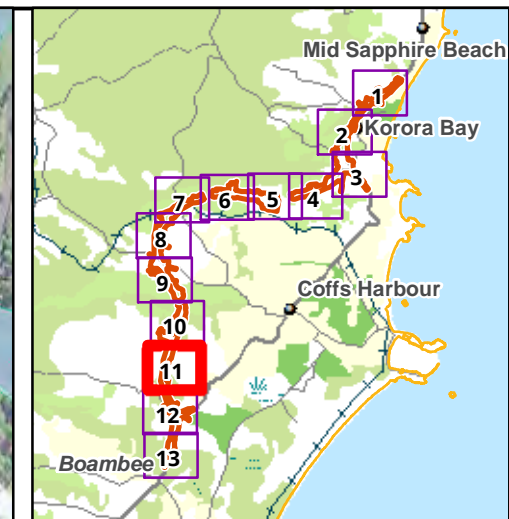
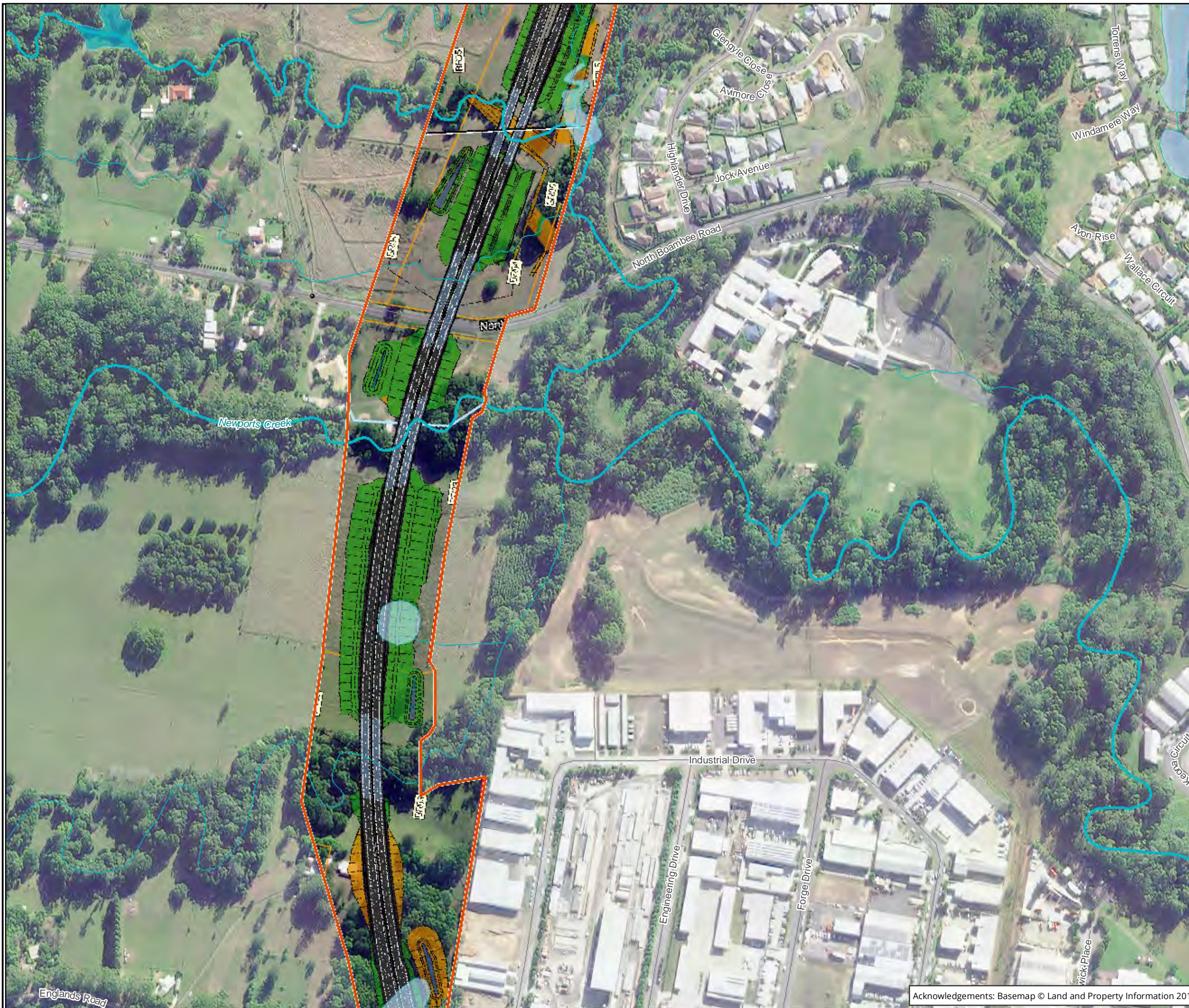


Metres  
Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



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#### Legend

- Study area
- Proposed development**
  - Pavement
  - Bridge
  - Tunnel
  - Earthworks cut
  - Earthworks fill
  - Permanent basin
  - Proposed footpath
  - Existing footpath
  - Existing cycleway

**Figure 8.11 Historical Items and development footprint**

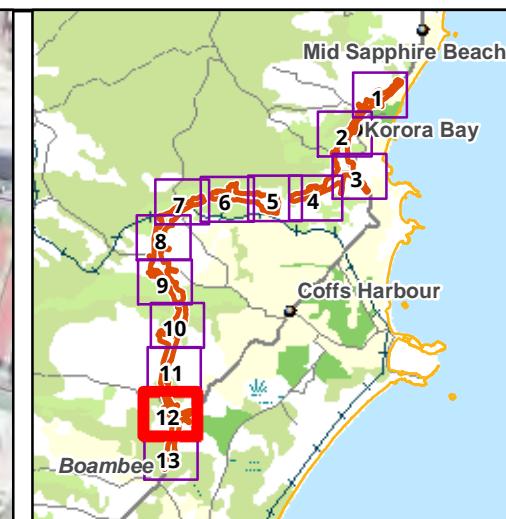
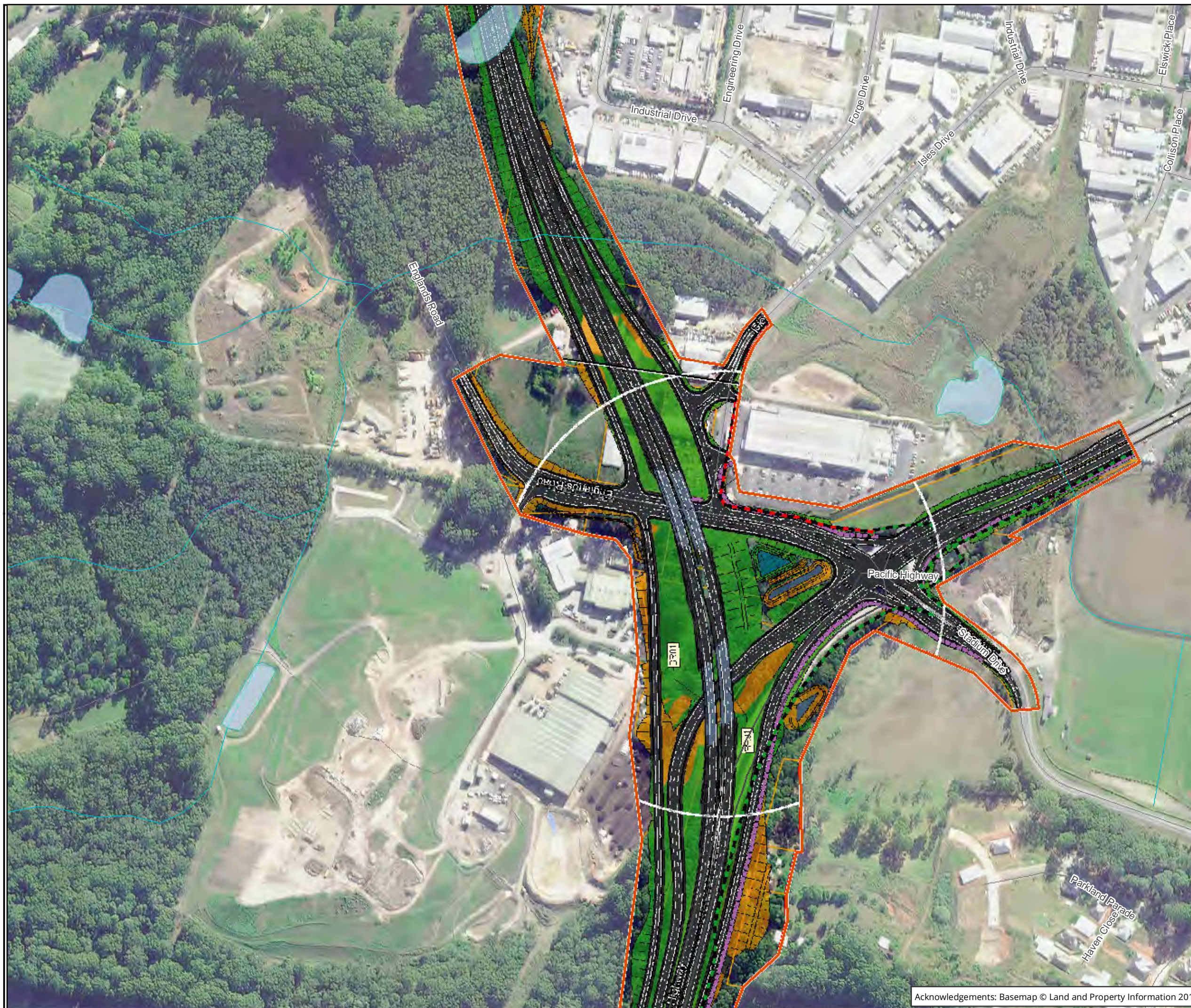
0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



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#### Legend

Study area

#### Proposed development

- Pavement
- Bridge
- Tunnel
- Earthworks cut
- Earthworks fill
- Permanent basin
- Proposed footpath
- Existing footpath
- Existing cycleway

**Figure 8.12 Historical Items and development footprint**

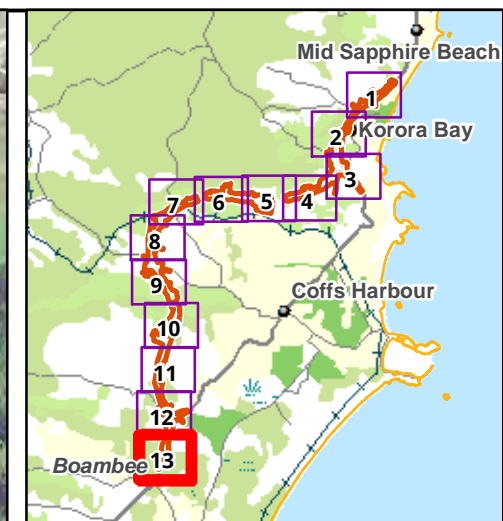
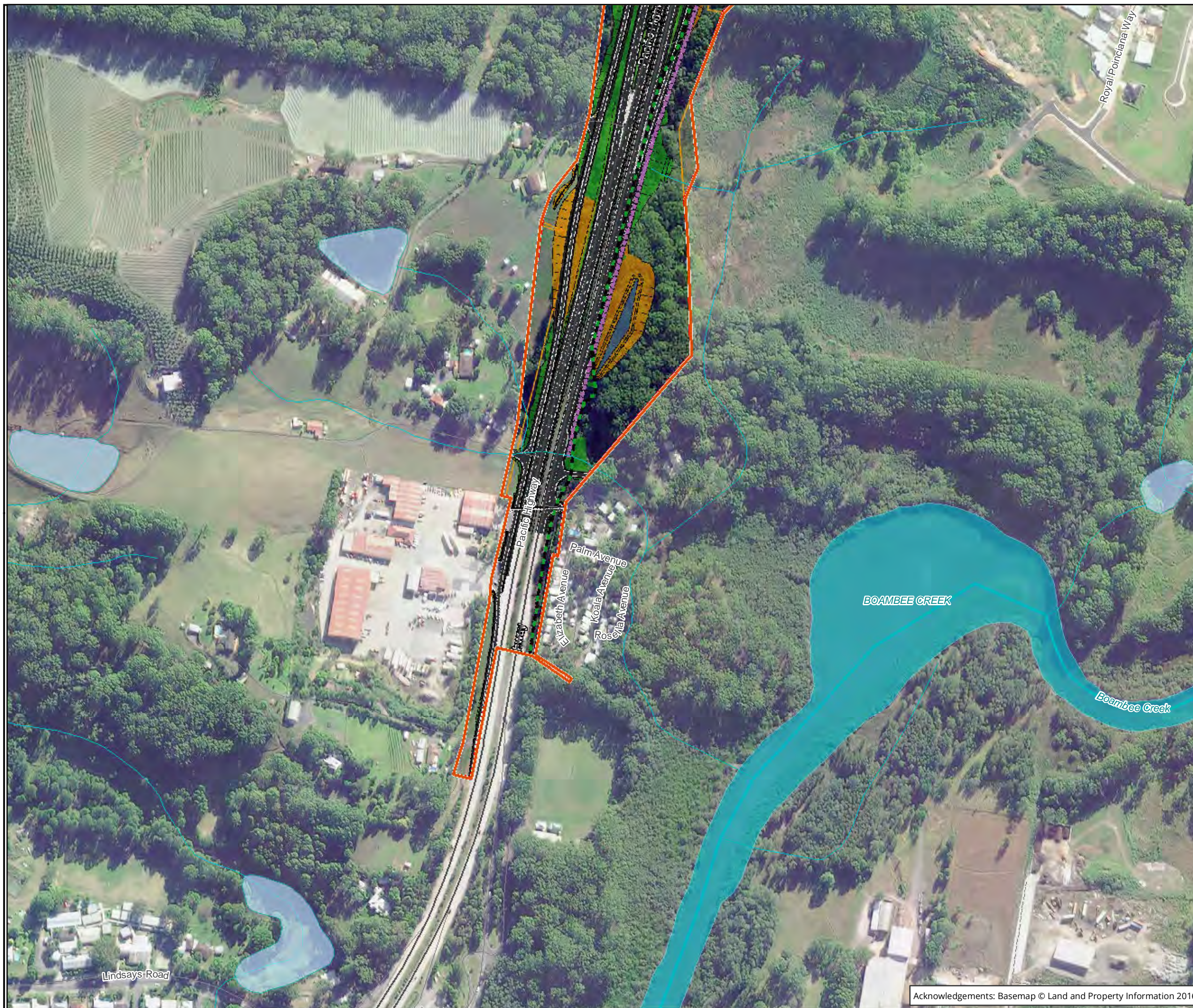
0 50 100 150 200  
Metres

Scale: 1:4,000 @ A3  
Coordinate System: GDA 1994 MGA Zone 56



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# Legend

Study area

## Proposed development

- Pavement
- Bridge
- Tunnel
- Earthworks cut
- Earthworks fill
- Permanent basin
- Proposed footpath
- Existing footpath
- Existing cycleway

**Figure 8.13 Historical Items and development footprint**

0 50 100 150 200

Metres

Scale: 1:4,000 @ A3

Coordinate System: GDA 1994 MGA Zone 56



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## 7 Conclusion and mitigation measures

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### 7.1 Conclusions

Historical research and a physical inspection of the study area undertaken in the course of this assessment identified four new heritage items within the study area: the former Coffs Heights Post Office, now located at 343D Coramba Road; the North Coast Railway; the Old Coast Road Bridge No.1, Korora and the Old Coast Road Bridge No.2, Korora. A cultural landscape referred to as the Coffs Harbour Banana Plantation Landscape has also been identified. These items demonstrate the development of the local Coffs Harbour economy and that of the wider north coast region. These items are assessed as possessing a local level of significance. The gravestone located within the study area is considered to hold no heritage significance as it is a marker only and not associated with a burial. There is one area of moderate archaeological potential underneath the Old Coast road Bridge No.1 which may provide new knowledge on the development of the area from remains of a previous bridge. The project will not directly impact on this archaeological resource and as such it will not require further investigation. The remainder of the study area has been assessed as not containing any archaeological potential. Any archaeological remains likely to be present within the study area include farming implements, sheds and other paraphernalia of the early timber, dairy and banana industries. These remains are unlikely to provide any new knowledge on the development of the area.

The SoHI for this report has identified that the project will have a direct partial impact on the Coffs Harbour Banana Plantation Landscape through the construction of the project. These impacts could be partially mitigated through minimising the deterioration of key vantage points and a program of archival recording and interpretation. The former Coffs Heights Post Office will be directly physically impacted by the project. The project requires the item to be demolished as the modifications made to the post office in recent years would make it practically impossible to remove the structure of the original post office for relocation without serious damage to the building. As it cannot be repurposed or reused in the project a detailed archival recording must be completed prior to any impacts occurring. The potential archaeology in the Old Coast Road Bridge No.1 curtilage is not being directly impacted by the project as earthworks are not being scheduled for this area. The potential for vibration impacts to the Old Coast Road Bridge No.1 and the Old Coast Road Bridge No.2 have been identified due to its proximity to the project. The Coffs Harbour Bypass Noise and Vibration Assessment Report<sup>59</sup> recommends that an inspection of the bridge be undertaken prior to the commencement of works. In the event that the item is considered to be sensitive, options for mitigation must be considered during detailed design. Indirect visual impacts to the North Coast Railway, Old Coast Road Bridge No.1 and the Old Coast Road Bridge No.2 can be mitigated through a program of archival recording. There are no anticipated impacts to the High Value Old Growth Forest as it is located a minimum of 200 metres outside the study area.

### 7.2 Environmental mitigation measures

Our recommendation was developed to respond to client requirements and the significance of the site. The recommendation is guided by the ICOMOS *Burra Charter* with the aim of doing as much as possible to care for the place and make it useable and change it as little as possible to retain its cultural significance.<sup>60</sup>

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<sup>59</sup> Arup 2019b

<sup>60</sup> Australia ICOMOS 2013



## **Environmental mitigation measures**

The recommendations were developed to respond to the project's requirements and the significance of the site. The recommendation is guided by the ICOMOS *Burra Charter* with the aim of doing as much as possible to care for the place and make it useable and change it as little as possible to retain its cultural significance.<sup>61</sup>

### **Recommendation 1. Landscaping to minimise impacts to Coffs Harbour Banana Plantation Landscape**

It is recommended that consideration is given to minimising impacts to elevated vantage points and locations across the Coffs Harbour Banana Plantation landscape within the Urban Design, Landscape Character and Visual Impact Assessment report prepared to support the detailed design of the project<sup>62</sup> (viewpoints 8-13 and 17).

### **Recommendation 2. Prepare an archival record prior to impact and at the completion of the project**

Archival recording is recommended for the Coffs Harbour Banana Plantation, former Coffs Heights Post Office, the North Coast Railway, Old Coast Road Bridge No.1, Old Coast Road Bridge No.2 and the Marked Tree Stumps. The archival records should record the process of development and alterations to heritage values. A program of archival recording should be completed prior to impacts. All archival recording should be completed in accordance with the Heritage Branch guidelines *How to Prepare Archival Records for Heritage Items* and *Photographic Recording of Heritage Items Using Film or Digital Capture*.<sup>63</sup>

### **Recommendation 3. 'No go' areas and temporary fencing during construction**

The North Coast Railway, Old Coast Road Bridge No.1 and Old Coast Road Bridge No.2 will be marked on sensitive area maps to identify their heritage values. These areas will be marked as 'no-go' areas which are established at an appropriate distance (i.e. on the curtilage boundary of the item) to protect the heritage values. Where construction is to occur within 50 m of the North Coast Railway and the timber beam bridges, the use of physical fencing will be considered to further protect the heritage values but allow construction (including access) to proceed unhindered. The use of sensitive area maps and 'no go' areas will be incorporated into the induction program as part of the NAHMP.

### **Recommendation 4. Discovery of unexpected finds, including non-Aboriginal objects and/or human remains**

Should unanticipated relics be discovered during the course of the project, including non-Aboriginal heritage items or skeletal remains, the Roads and Maritime Services *Standard Management Procedure, Unexpected Heritage Items*<sup>64</sup> will be implemented.

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<sup>61</sup> Australia ICOMOS 2013

<sup>62</sup> Arup 2019a

<sup>63</sup> Heritage Office 2001, revised 2004, 2006

<sup>64</sup> Roads and Maritime Services 2015

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