



# Gateway Upgrade Project



## 18. Cultural Heritage

# 18

## 18. Cultural Heritage

### 18.1 Introduction

#### TOR Requirements:

The EIS should describe the existing environmental values for cultural heritage that may be affected by the Project activities. This assessment should be developed in accordance with the EPA Guidelines for the Preparation of Cultural Heritage Reports in Queensland and the Main Roads Cultural Heritage Manual.

A cultural heritage study will be required which will describe indigenous and non-indigenous cultural heritage sites and places, and their values. The study must be conducted by an appropriately qualified cultural heritage practitioner and must include the following:

- liaison with relevant indigenous community/communities concerning:
  - places of significance to that community (including archaeological sites, natural sites, story sites etc); and
  - appropriate community involvement in field surveys.
- any requirements by communities and/or informants relating to confidentiality of site data must be highlighted. Non-indigenous communities may also have relevant information;
- a survey of the proposed development area to locate and record indigenous and non-indigenous cultural heritage places;
- assessment of any cultural heritage sites/places located, if required and only following approval to proceed from Main Roads and a permit to conduct the research and survey under the provisions of the *Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987*; and
- a report of work done which includes background research, relevant environmental data and methodology, as well as results of field surveys, significance assessment and recommendations.

As a minimum, investigations and consultation should be undertaken in such a manner and detail to satisfy statutory responsibilities and duties of care, including those under the *Queensland Heritage Act 1992*, the *Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987* and the *Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act 1984*, and to protect areas and objects of cultural heritage significance.

ARCHAEO Cultural Heritage Services (ARCHAEO) has undertaken the cultural heritage assessment to identify places and items of Indigenous and Non-Indigenous cultural heritage significance within the GUP study area and to assess the levels of impact from the proposed development, and their acceptability from a cultural heritage management perspective.

As the GUP is within the boundaries of two registered Native Title Claims namely the Jagera Claim and the Turrbal Claim, the Indigenous assessment has included input from both claimant groups as well as other recognised Traditional Owner groups.

The Indigenous assessment conducted by ARCHAEO addresses the Jagera Corporation, Yuggera people (Sandy family), Morgan, and Isaacs families Traditional Owner groups. Representatives of the Quandamooka Land Council were consulted by MR and ARCHAEO but elected not to include representatives on the archaeological field survey.

The Turrbal Association Inc has undertaken a separate Indigenous cultural heritage assessment for the GUP.

The cultural heritage assessments have been conducted under the *Cultural Record (Landscapes Queensland and Queensland Estate) Act 1987* with all field work conducted under Survey Permit No CHCG00015003 issued by the EPA.

This section summarises the results of the cultural heritage assessments. The complete ARCHAEO assessment is included in Appendix N.

## **18.2 Methodology**

### **18.2.1 ARCHAEO Cultural Heritage Assessment**

The ARCHAEO assessment incorporated the following investigations:

#### **Research**

Background research into historical and archaeological material in the vicinity of the study area.

#### **Indigenous Consultation**

Liaison with members of the relevant Aboriginal communities regarding places of cultural and Indigenous archaeological significance within and close by the study area on which development may impact.

#### **Field Survey**

A field survey to determine the impact of proposed development on any archaeological or historical site or place, as well as culturally significant sites, places and landscapes within the study area. These include art sites, significant places, Bora and ceremonial sites, stone arrangements, burials, food resource areas, rock shelters, artefact scatters, quarry sites or artefact reduction sites, ochre quarries, axe grinding grooves, earth oven, natural wells, scarred trees, carved trees, shell middens and shell scatters, and contact sites. A full explanation of these is included in Appendix N.

Non-Indigenous sites that have cultural heritage significance include but are not limited to early buildings relating to pioneer settlement, farm houses, farm complexes, mines, timber sawmills, old roads and railways, bridges and monuments.

#### **Assessment**

The assessment included evaluation of the significance of the findings, identification of potential impacts and development of management strategies necessary to maintain and protect cultural heritage values.

#### **Recommendations**

Recommendations were developed in consultation with the Traditional Owners and MR. These recommendations outline the management, protection or mitigation of any impacts for archaeological or culturally significant places within the study area.

### **18.2.2 Turrbal Association Cultural Heritage Assessment**

Cultural heritage significance relates to people's perspective of place and sense of value, within the context of history, environment, aesthetics and social organisation. A range of standards and criteria are available to assist with determining cultural heritage significance. These include the Burra Charter, Indigenous site significance and scientific significance.

The cultural heritage values associated with GUP study area, known to the Turrbal people as *Meeann-jin Waa-rai* land (Brisbane Airport), were determined by the Turrbal Association by undertaking their own historical assessment which supplements the Burra Charter. The assessment in this context, is the examination and analysis of the Indigenous culture and history of the Moreton Bay region, particularly at the time of European settlement in Brisbane in 1825.

A summary of the Turrbal Indigenous historical assessment is provided in Section 18.3.2. Due to the sensitivity of some of the information contained in the assessment it has not been included as an Appendix to the EIS.

### **18.3 Indigenous Cultural Heritage**

#### **18.3.1 ARCHAEO Assessment**

The ARCHAEO assessment was conducted in accordance with relevant statutory requirements and field work conducted under Survey Permit No. CHCG00015003 issued by the EPA.

Further information on Indigenous cultural heritage sites, legislation, determining significance and managing values is provided in Appendix N.

#### **The Cultural Landscape**

A review of the natural environment of the GUP study area indicates that:

- Prior to the Holocene transgression the land was situated at a slightly higher point above the floodplain. By around 6500 BP sea levels had risen to form Moreton Bay. At this stage the study area would have been quite close to the sea. Nearby shallow sandbanks would have provided marine resources such as shellfish, fish, dugong and turtle. After 4000 BP the sea level began to drop resulting in the deposition of clay and silt from the Brisbane River.
- The environment was ideal for resource exploitation by Aboriginal people living in the region. A number of permanent water sources were present in the area, there was available stone for the manufacture of stone artefacts and a wide variety of plant and animal food species were present. The presence of such rich resources would support a permanent or semi-permanent population of people. Thus, there is a possibility that archaeological material exists within the study area, in particular, shell middens.

#### **Background**

ARCHAEO prepared a preliminary cultural heritage review for the Planning Study in June 2002 (refer ARCHAEO 2002). This largely desktop based study identified the presence of a number of known sites of cultural heritage significance within the vicinity of the GUP.

The cultural heritage review recommended that a more detailed cultural heritage assessment be undertaken within areas which have the potential for Aboriginal cultural heritage significance. Two survey areas (SA) (Figure 18.1) were identified for further assessment and included:

**SA 1** - land located on and adjacent to the Brisbane Airport (Lot 1 on RP844114 and Lot 3 on SP110569); and



**SA 2** - Bulimba Creek (Lot 1 on SP100541: Par Bulimba) where it passes under the Gateway Motorway near Murarrie Road in the suburb of Murarrie.

As the scope of the GUP extends beyond the Planning Study area, a second preliminary cultural heritage review was conducted in May 2004 between the Port of Brisbane Motorway and Mt Gravatt-Capalaba Road. This review recommended further assessment of the following areas (SA 3 and SA 4):

**SA 3** – low lying floodplains and wetlands situated between Bulimba Creek and spanning to approximately half way between the Wynnum Road and Old Cleveland Road exits of the Gateway Motorway (refer Figure 18.2b). This area contains a number of vegetational types including remnant melaleuca wetland forest and cleared pastoral land; and

**SA 4** – predominantly elevated, undulating areas in the south of the study area occurring between Wynnum Road and Mt Gravatt-Capalaba Road composed primarily of remnant dry eucalypt forest and small pockets of low lying wetlands and wet eucalypt forest (refer Figure 18.2a).

#### **Field Assessment**

A cultural heritage survey for SA 1 and SA 2 was conducted on 17 March 2003. Roughly 65% of the total area was surveyed by walking linear transects.

SA 3 and SA 4 were surveyed on 3 and 4 June 2004. Due to the size of the areas and accessibility constraints approximately 40% of these areas were surveyed. This survey was restricted to areas of higher landscape integrity and ground surface visibility and accessibility. Where possible, all representative environmental zones were sampled, with the location of transects determined by the presence of pre-existing tracks, accessibility and areas of higher ground surface visibility. A number of constraints were encountered during the survey, including generally poor ground surface visibility and inaccessibility in heavily vegetated areas.

Representatives of the Traditional Owners of the study area were present at, and participated in, the site surveys conducted by ARCHAEO. These representatives are listed in the table below.

**Table 18.1 Traditional Owner Groups that Participated in the Field Survey**

<b>Group</b>	<b>Spokesperson</b>	<b>Field Representative</b>	<b>Survey Areas</b>
Jagera Corporation	Madonna Williams	Russel Reid Caroline Bonner	(SA1 & 2) (SA3-4)
Yuggera (Sandy Family)	Des Sandy	Des Sandy	(SA1 & 2)
Morgan Family	Diane Morgan	Angel Davidson	(SA1& 2)
Isaacs Family	Neville Isaacs	Neville Isaacs	(SA1& 2)

Further details on the field assessment methodology and constraints are included in Appendix N.

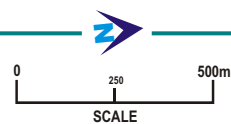
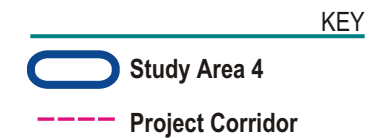
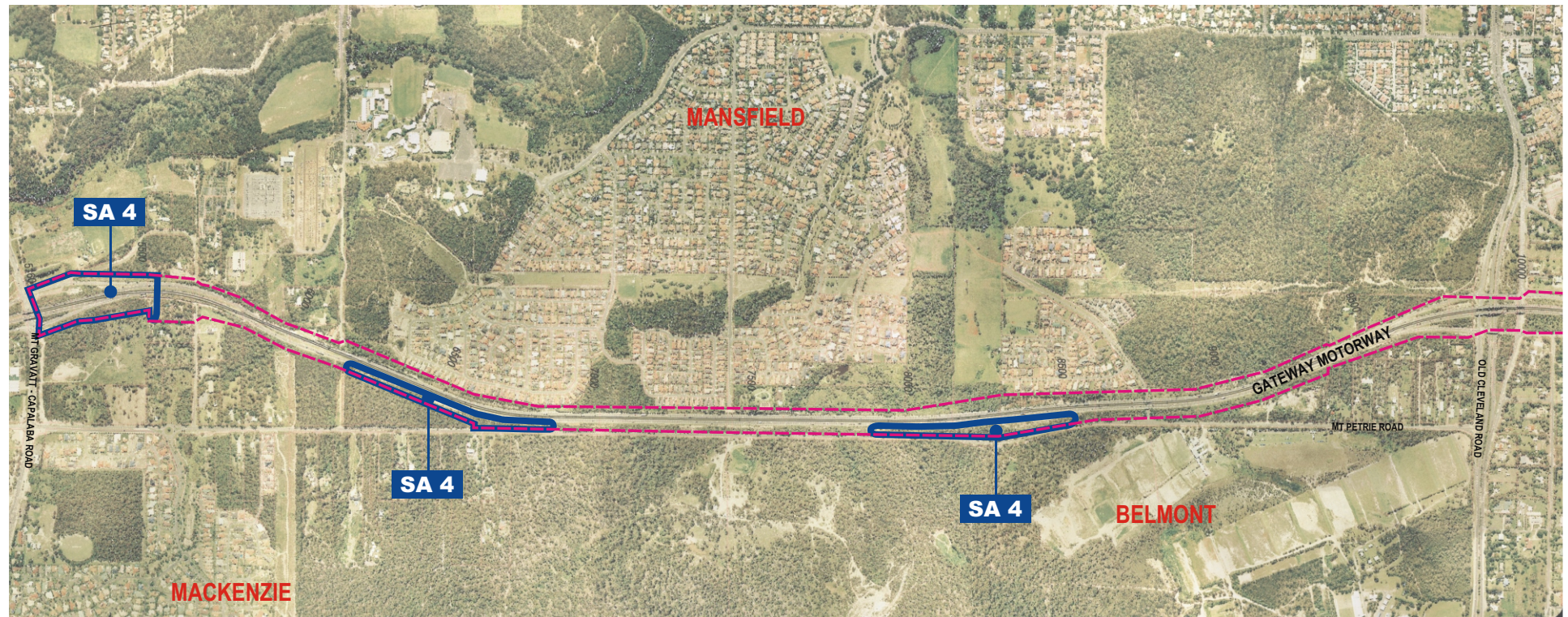
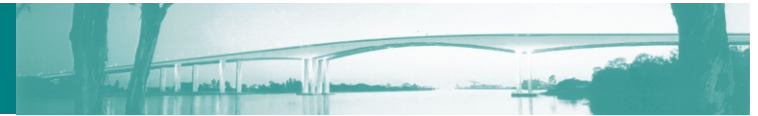


Source: ARCHAEO (2003)





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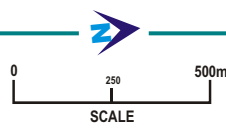
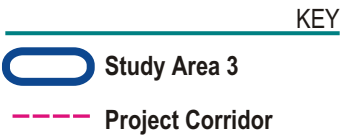
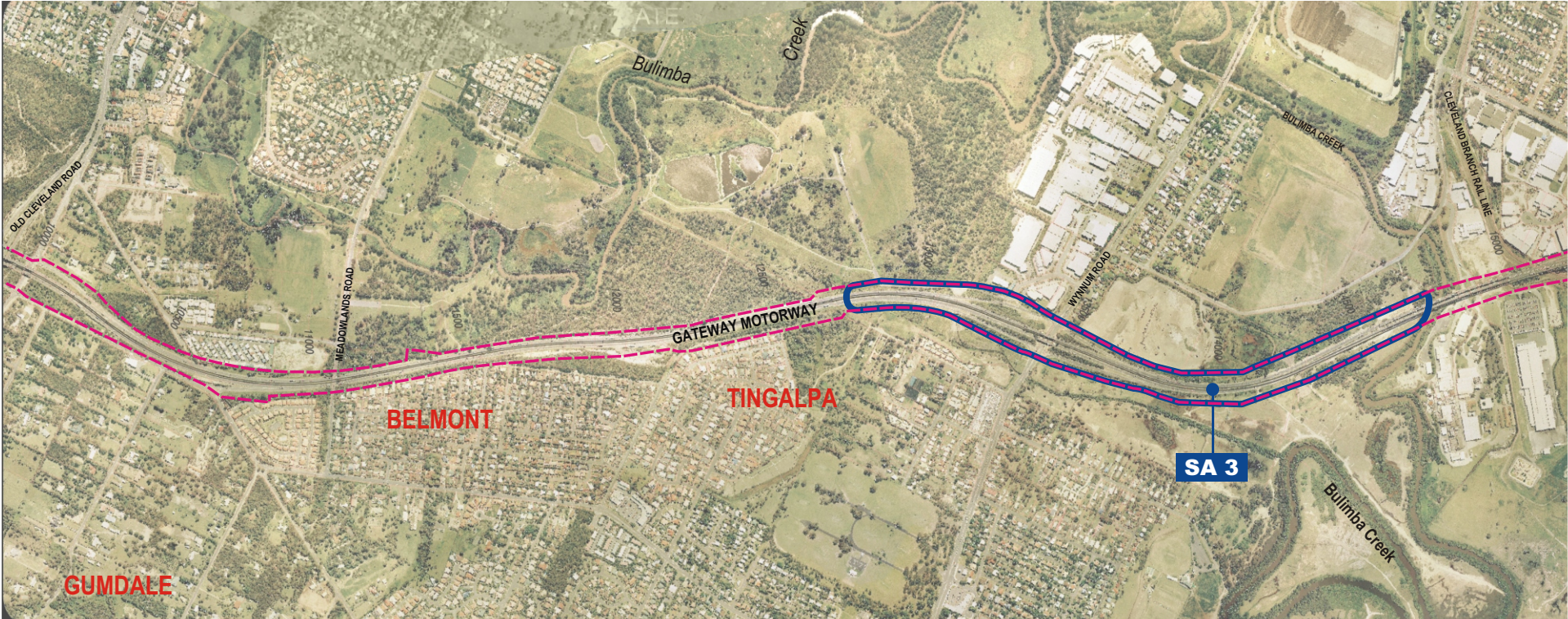


FIGURE 18.2b  
Cultural Heritage Study Area 3  
Old Cleveland Road to Cleveland Branch Rail Line



### **Survey Results**

For the purposes of summarising the survey results the survey areas have been divided into the three Motorway sections used in other parts of the EIS.

#### *Mt Gravatt-Capalaba Road to Cleveland Branch Rail Line*

##### **a) Survey Area 2 (SA 2)**

This area incorporates the environmental zone located along the northern and southern banks of Bulimba Creek where it passes under the Gateway Motorway northeast of Murarrie Road in the Brisbane suburb of Murarrie (CH14900 to 14700). This 25-35m wide meandering creek system drains into the Brisbane River at Lytton Reach to the east. Due to the uneven topography of the creek bank environment, a formal transect survey was not practical, and an area about 50m either side of the southern creek bank, at the point where it passes under the Gateway Motorway, was randomly surveyed.

The northern bank of the creek has been heavily impacted as the result of a long history of industrial development. Similarly, much of the visible area in the vicinity of the southern bank exhibits evidence of substantial quantities of imported soil, gravel and refuse. Much of the area has been cleared with only small pockets of remnant vegetation along the creek bank. This vegetation includes remnants of original vegetation types including various mangrove types such as the river mangrove as well as several types of eucalypts and melaleuca (refer Photos 18.1 to 18.3).



**Photo 18.1 Area under Gateway Motorway adjacent to Bulimba Creek**



**Photo 18.2** Remnant vegetation on the southern bank of Bulimba Creek



**Photo 18.3** Imported refuse on the south bank of Bulimba Creek

Two closely associated vertical metal 'I-beam' girders were noted protruding above the present water level adjacent to the southern bank of Bulimba Creek at SA 2 (refer Photo 18.4).

This remnant metalwork may be related to former industrial structures located along Bulimba Creek, and other urban creek/drainage systems in this industrialised area of Brisbane; it is unlikely to be of cultural heritage significance.



**Photo 18.4** Remnant metal 'I-beam' girders in Bulimba Creek

As ground surface visibility was poor to negligible (0-5%) due to very thick regrowth vegetation, effective survey was impeded in this area. It was also clear from a visual inspection that both banks of Bulimba Creek under the Gateway Motorway have been heavily disturbed due to road infrastructure construction.

Overall, the banks of Bulimba Creek and the areas immediately surrounding them reflect a high level of disturbance resulting from a combination of industrial and agricultural work taking place in the area over the past 150 years. Despite these alterations it must be remembered that evidence exists that Bulimba Creek and its surrounding environs represented an extremely important resource, ceremonial and camping area for Aboriginal people. Accordingly, despite the fact that no evidence of artefact sites were discovered during the survey, there is a high potential that archaeological remains exist in surface or sub-surface deposits. Further inspection would be required for any cleared areas.

**b) Survey Area 3 (SA 3)**

This area consists of low lying wetlands incorporating areas of salt marshes, riverine floodplains and melaleuca wetlands extending south along both sides of the Gateway corridor from the southern border of SA 2 (CH14700), beyond the Wynnum Road exit through to the beginnings of elevated ground and associated vegetation changes of SA 4 (CH12800).

While much of this area has been cleared for a variety of purposes, including pastoral land on the eastern side of the Motorway along with an Industrial Park and land fill established on the western side of the Motorway, enough pockets of higher integrity, remnant vegetation remain to give an indication of the original resources this land would have offered for Aboriginal groups.

The eastern perimeter of this SA 3 consists of low lying floodplains associated with the Bulimba Creek system and includes various species of mangrove, pockets of regrowth casuarinas and a variety of groundcovers including berry saltbush (*Einadia hastate*), sea rush (*Juncus kraussii*), pigweed (*Portulaca oleria*) and beadweed (*Sarcocornia quinqueflora*). Ground surface visibility in these areas is relatively high, however large quantities of gravel and land fill used in the construction of access roads inhibited the field survey.



Other remnant pockets of vegetation include several pockets of relatively high integrity melaleuca wetlands; a smaller one beside the eastern side of the Motorway in the vicinity of the emergency breakdown bay (CH14500) and a larger remnant located on the western side between the Motorway and Murarrie Road (CH 14100 to 14600) (refer Photos 18.5 and 18.6). These wetland remnants included several types of eucalypt including scribbly gum (*Eucalyptus racemosa*), casuarinas including the common *Casuarina equisetifolia*, several types of melaleuca (such as *Melaleuca quinquenervia*), swampbox (*Lophostemon suaveolens*) and smaller vegetation varieties including soft twig rush (*Baumea rubiginosa*), grey sedge (*Lepironia articulata*) and slender knotweed (*Persicaria decipiens*).



Photo 18.5 Remnant melaleuca forest located in SA 3



Photo 18.6 Mature melaleuca situated within the wetlands remnant in SA 3

The remainder of the survey area consisted of low lying, damp areas of cleared land covered in a variety of native and introduced grasses, with occasional small pockets of regrowth casuarinas. This landscape type would appear to be the result of the clearing of existing wetland forests to make way for pastoral land. Unlike the eastern perimeter of the SA 3, ground surface visibility levels in the remainder of these areas was extremely poor to non existent due to the variety of native and introduced grasses and ground covers present in the area (refer Photos 18.7 and 18.8).



**Photo 18.7 View north towards remnant melaleuca swamp**



**Photo 18.8 Looking south across cleared pastoral land in SA 3 (CH14000)**

The field survey of SA 3 was restricted predominantly to those areas on the east side of the Motorway. This survey incorporated following vehicular access roads which extended throughout the area and incorporated randomly walking sections of cleared agricultural land, the low lying floodplain and sections of the remnant wetland forest. Overall landscape integrity was poor, with only small patches of higher integrity. The access roads were all constructed of imported gravel and fill that, considering these were the best areas of ground surface visibility, greatly hindered the likelihood of observing any artefactual material.

Although no evidence of archaeological material was found it must be noted that, in the past, these areas would have represented an environment rich in resources for local Aboriginal people. The probability that Aboriginal people occupied this area is supported by historical sources and substantial archaeological evidence including a number of nearby sites and information regarding the subsistence patterns of Aboriginal people in similar areas throughout the region. Furthermore, although development has impacted relatively heavily on this area there remains a good probability that archaeological material remains on the surface or in subsurface deposits.

c) Survey Area 4 (SA 4)

SA 4 represents by far the largest section surveyed within the GUP study area. This area consists of the eucalypt forests that cover the undulating, elevated areas of the southern end of the study area, inclusive of Mt Petrie and its associated ridges (CH5200 to 12800).

The majority of SA 4 is represented by relatively well elevated, dry eucalypt and casuarina woodland situated on dry, stony soil. This eucalypt forest represents a remnant of what was once a much larger forest that covered much of southeast Brisbane. These areas contain a large variety of native wildlife including echidna, koala, kangaroos and wallabies, possums and a large variety of reptilian and bird life. Equally, these eucalypt woodlands exhibit a surprising variety of flora; for example Forest red gums (*Eucalyptus tereticornis*), Grey gum (*Eucalyptus major*), Scribbly gum (*Eucalyptus racemosa*), Black she-oak and forest she-oak (*Allocasuarina littoralis*), a variety of Ironbarks and Stringybarks such as Yellow stringy bark (*Eucalyptus acmenoides*), Soap tree (*Alphitonia excelsa*) and many smaller shrubs and undergrowth such as Mat rush (*Lomandra longifolia*), Mountain bracken (*Calochlaena dubia*), Slender grapefruit (*Cayratia clematidea*), Sword grass (*Gahnia aspera*) and Bitter pea (*Dariesia villifera*).

As access and ground surface visibility were limited throughout much of SA 4, the field survey of the area was predominantly restricted to those areas along the peripheries and along vehicular access tracks. However, for control purposes this survey also included covering several large tracts of high integrity vegetation within SA 4 on the eastern side of the Gateway Motorway including:

- an area beside the Mt Gravatt-Capalaba Road (CH5160 to 5500) (refer Figures 13 to 15 in Appendix N);
- a large area north of Wecker Road (CH6150 to 6800) (refer Figures 16 to 18 in Appendix N); and
- a narrow area located between the arterial and Mt Petrie Road (CH7900 to 8300) (refer Figures 22 to 23 in Appendix N).

A further large section of eucalypt woodland was surveyed on the western side of the Motorway (CH11500 to 12600). This section represented an area of high integrity and was accessible via an access road running parallel to and a few metres to the west of the Gateway Motorway. While ground surface visibility in this area was at a slightly higher level, imported gravel and erosion represented major hindrances to observations.

While much of the area immediately beside the Gateway Motorway was primarily regrowth, vegetation located within 5 to 10 metres either side of the road exhibited a high level of integrity with a large variety of species and a high proportion of mature trees (refer Figure 24 and 25 in Appendix N).

Evidence was ample for the existence of an abundance of wildlife including possums, koalas, snakes, lizards and bird life. Furthermore, Bulimba Creek, with all the resources it represents runs extremely close to this part of SA 4. These factors would tend to point to the fact that this area would have represented an extremely rich resource area for the local Aboriginal groups and most likely was suitable for hunting and camping alike in parts of the open eucalypt forest.

Examples of wet eucalypt forest and dry rainforest also linger in the numerous gullies running between the ridges of the elevated areas (two examples of such gullies are located between Mt Gravatt Capalaba Road and Weedon Street East on the eastern side of the Motorway (CH5350 and 5500). Many of these gullies would probably have handled run off to the Bulimba Creek system during wet periods and may have represented semi permanent water supplies prior to being cut off by the construction of the GUP.

Although no archaeological material was uncovered in SA 4 it must be noted that this area represents a diverse resource area of clear importance to the Aboriginal People who lived here in the past. The archaeological potential of SA 4 is particularly high in relation to areas of eucalypt woodland in close proximity to permanent water supplies such as were offered by Bulimba Creek and the low lying wetlands in the vicinity of Meadowlands recreational reserve. Some of these areas still reflect a high level of landscape integrity.

#### *Cleveland Branch Rail Line to Pinkenba Rail Line*

No potential Indigenous cultural heritage sites were identified in this section as part of the cultural heritage review. Therefore no further survey was required.

#### *Pinkenba Rail Line to Nudgee Road*

Survey Area 1 (SA 1) is located within this land section of the GUP. The area consists of a 75m wide by 2km long linear corridor spanning various portions of cleared vacant land (Lot 1 on RP844114 and Lot 3 on SP110569) on and immediately adjacent to Brisbane Airport land. For ease of presentation SA 1 has been divided into the southern (Section 1) and northern (Section 2) sections (refer Figure 18.3).

##### *a) Survey Area 1 (SA 1) – Section 1 (southern section)*

The southern section of SA 1 commenced on the northern side of Airport Drive 100m west of the Lomandra Drive roundabout, extending in a north easterly direction across Lot 1 on RP844114 on Brisbane Airport land, for approximately 1,500m. Overlapping zigzag transects were surveyed in a linear direction along the proposed corridor route. Impassable vegetation patches in most areas of the site made a full 75m wide survey impossible. Accordingly, transects in SA 1 varied from 25-40m in overall width.

A significant portion of this reclaimed area consisted of thick regrowth casuarina forest, lantana patches and guinea grass located on parallel wind rows of redistributed introduced sand fill. Ground surface visibility was generally poor (0-25%). Abundant marine shell, non local rock and gravel and assorted refuse of a recent date were notable in eroded sections of the artificial wind rows.

It seems likely that most, if not all of this material was introduced with the dredged sand fill from Moreton Bay. There was no noticeable size sorting in the recorded shell material and numerous different marine faunal shell species were noted, providing further supporting evidence for the non-cultural status of the shell. As Aboriginal archaeological shell middens tend to feature individual shells of relatively uniform size and species type, finding a wide range of shell sizes of numerous species strongly suggests these shells originate from natural biotic



environments (such as dredged shorefronts and/or ocean beds). A number of intersecting vehicle tracks, cleared areas and artificial drainage swales (including Schultz Canal) with associated swamp environments were noted in the first and southern section of SA 1, further indicating past levels of development/disturbance.

b) Survey Area 1 (SA 1) – Section 2 (northern section)

The second and northern section of SA 1 extended from the northern boundary of Lot 1 on RP844114, extending outside of Brisbane Airport Land for 500m through Lot 3 on SP110569 to the southern (and opposite northern) banks of the Kedron Brook Floodway in the Kedron Brook Wetlands Precinct. This area consisted primarily of cleared, open wetlands/swamps with regrowth vegetation (primarily casuarina, lantana) and low grassy understorey. A number of intersecting vehicle tracks, cleared areas and artificial drainage swales with associated swamp environments were also noted in this section of SA 1, suggesting the area has undergone considerable post European environmental modifications.

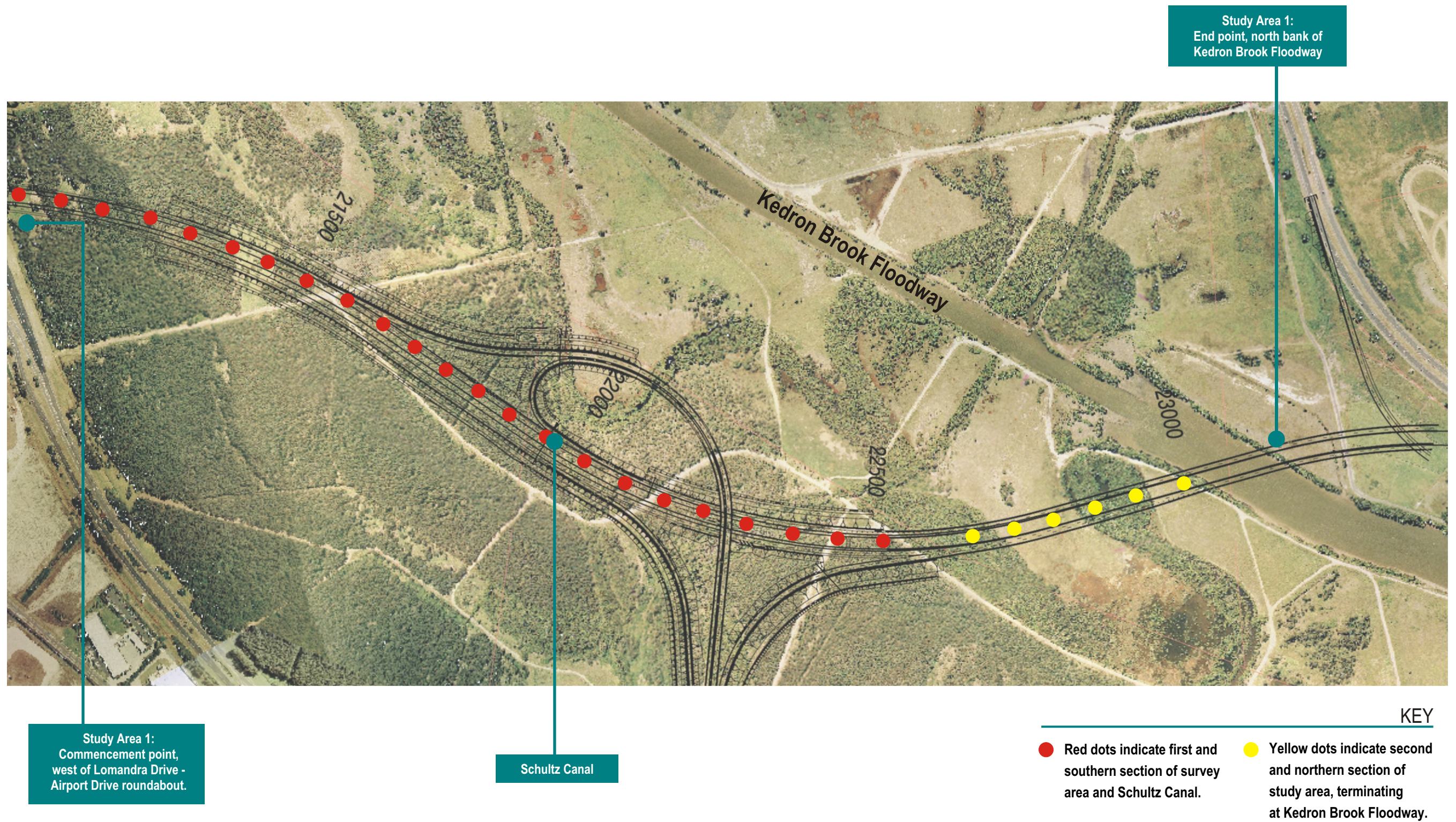
The northern boundary of SA 1 included both northern and southern banks of the Kedron Brook Floodway with associated swamp and mangrove environments (refer Photo 18.9). This was a cleared, open swampy area with relatively good ground surface visibility (35-55%), but with abundant signs of development/disturbance. SA 1 also included the north bank of the Kedron Brook Floodway, however this area could not be safely accessed at the time of the field survey.



**Photo 18.9 Example of vegetation in SA 1**



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Source: ARCHEO (2003)

**FIGURE 18.3**  
**Cultural Heritage Survey Area 1**  
Airport Drive Precinct to Kedron Brook Floodway



### Summary of Field Surveys

No direct evidence of Indigenous cultural heritage was noted during the field survey. However, constraining factors such as an overall extremely low level of ground surface visibility must be taken into consideration. Furthermore, the field survey has shown the existence of a number of areas of existing remnant vegetation and/or regrowth vegetation of a relatively high integrity indicative of the richness and variety of environmental types that would have existed in the survey area prior to the impact of Europeans. These areas included:

- **saline intrusions** supporting mangrove, samphire and salt marsh communities (remnants still exist in SA 2 and SA 3);
- **Renewable freshwater swamps** supporting swamp sclerophyll forests dominated by Broad-leaved paperbark and Swamp mahogany (SA 3 and SA 4); and
- **Areas of higher elevation** supporting dry eucalypt forest with small patches of wet eucalypt forest in low lying gullies and wetter areas.

Each of these areas would have supplied Aboriginal people with a multitude of resources for both sustenance and artefact manufacture. This is clearly supported by archaeological and historical sources and through information provided by representatives of the Traditional Owners of the project area. Of particular relevance is evidence of Aboriginal people travelling great distances to use the rich resources of the area in conjunction with evidence for the existence of important ceremonial areas. All of these factors point to the high probability of artefact sites existing within the study area. A summary of the field survey results are provided in the table below.

**Table 18.2 Summary of the Results of the Field Survey**

Survey Area (SA)	Landscape Integrity	Ground Surface Visibility	Archaeological Potential
SA 1	Negligible to Low	Negligible to Low to Medium	Low to Medium
SA 2	Low	Negligible to Low	Low to High
SA 3	Low to Medium	Negligible to Low to Medium	Low to Medium
SA 4	Low to Medium High	Negligible to Low	Low to High

### Indigenous Consultation

Traditional Owner groups involved in the cultural heritage survey expressed their positive attitude about being included in consultation and being part of the field inspection. Prior to publication of the ARCHAEO report, draft copies of the report were sent to each of the Traditional Owner groups and families along with the request that the draft be reviewed and any relevant comments and suggestions made for inclusion in the final report. Specific cultural heritage issues raised by the Traditional Owner groups involved in the study concerning the cultural heritage significance of the project area have been addressed within the actions presented in Section 18.6.



### **18.3.2 Turrbal Assessment**

#### **Consultation**

On 5 March 2004, Turrbal representatives (Ade Kukoyi and Andrew Seabrook), met with MR representatives and a Connell Wagner representative at the MR offices to discuss on a preliminary basis the cultural heritage values and native title issues associated with the proposed GUP.

In addition, telephone discussions were also undertaken between representatives of both Turrbal Association and MR in an effort to gain a better understanding of MR's objectives and the Turrbal Association's cultural imperatives.

#### **Field Survey**

On 10 and 12 May 2004, Turrbal representative (Ade Kukoyi) met with MR and Connell Wagner representatives to conduct a survey of the areas to be affected by the proposed GUP.

#### **Spirituality**

Spirituality has to be understood, not as a parcel of land or minerals in the earth, but in terms of Dreaming stories and pathways. Spirituality embodies relationships between all these things and much more. It is the foundation of the Turrbal peoples' physical, mental, emotional and spiritual well being; it is the source of their very existence and the fount of their wisdom. The Turrbal Cultural Heritage Strategy is summarised below.

#### **Turrbal Vision Statement**

To maintain, protect and promote the integrity of the culture, customs and heritage of the Turrbal people within its ancestral homelands.

#### **What we hope to achieve?**

- A long term mutually advantageous relationship based on trust and a mutual understanding of needs and aspirations.
- A number of short term tangible successes to form the foundation for the future and generate enthusiasm on both sides.

#### **What will guide us?**

- Long term relationships founded on trust and mutual advantage.
- Understanding the needs and aspirations of the Turrbal people.
- Conducting our activities in ways which will bring benefits to all those with whom we have relationships.

#### **Where could we start from?**

- Cultural Briefings.
- Preparation of Cultural Heritage Assessment Reports.
- Preparation of Cultural Heritage Management Plans.
- Awareness about future projects which may impinge on Turrbal heritage values.
- Cultural Awareness Training/Programs.

### **Cultural Imperatives**

Several matters have been raised by the Turrbal in relation to the GUP. With respect to monitoring during construction activities the Turrbal have requested to monitor:

- The removal of mangroves and/or vegetation;
- All activities in the precinct that may impact on marine life; and
- All ground breaking and dredging activities that may impact on Turrbal cultural heritage values.

Issues relating to the above, Native Title and other matters have been discussed with the Turrbal and will continue until resolved.

### **Cultural Heritage Management Plan**

The draft Cultural Heritage Management Plan (CHMP) for GUP is included in Appendix Q.

## **18.4 Native Title**

As noted above, the GUP is within the boundaries of two registered Native Title Claims:

1. Jagera Claim (Claim No.: QC02/033); and
2. Turrbal Claim (Claim No.: QC98/026).

The Commonwealth *Native Title Act 1993* (NTA) recognises and protects native title. Amongst other things, it establishes a regime under which dealings, in land and natural resources which may affect native title, must occur in order to be valid. Following the High Court's Wik decision, which established that native title might exist more widely than was previously believed, native title procedures were introduced into most State government departments. These were essentially aids to decision making and were designed to allow the business of departments to proceed while appropriately considering native title and satisfying the requirements of the NTA.

The main purposes of the NTA are to:

- recognises native title rights and sets down some basic principles in relation to native title in Australia;
- provides for the validation of past acts and intermediate period acts which may be invalid because of the existence of native title and confirms the extinguishment of native title in some circumstances;
- provides for a future act regime in which native title rights are protected and conditions imposed on acts affecting native title in land and waters, and procedural and compensation rights are granted; and
- provides for a process by which claims, if any, for Native Title and compensation can be determined.

MR has defined procedures to follow in ascertaining the likelihood of Native Title claims on land and watercourses required for road infrastructure.

All the properties directly impacted by GUP have been cleared of Native Title claims. The relevant "Attachment 101 Documented Decision/Responsibilities" documents have been completed and signed by the authorised departmental officer (District Director Metropolitan) and are held in the project office.

The breakdown of the properties impacted and cleared is as follows:

Property Owners	29
Impacted Properties	71
Private Owners Properties	(various) 35
Local Government Properties (BCC)	6
MR/Queensland Transport (QT) Properties	8
Other State Government Department Properties (excluding MR/QT)	21
Federal Government Properties	1

The "Other State Government Department Properties" identified above are under the control of either The Department of Natural Resources, Mines and Energy, DSDI or Energex. The properties identified as MR and QT are properties that are at present leased, freehold properties in the corridor and Queensland Rail properties.

The Federal Government property is that leased by the BAC for the Brisbane Airport.

The only outstanding Native Title clearances are the new bridge crossings of Bulimba Creek and the Brisbane River and Native Title clearances are currently being sought. At this present stage, extracts from the National Native Title Tribunal are awaited to ascertain if there is a claim on the Creek and River. However all the relevant information needed for the processing of a Section 24KA notifying Native Title Holders of the process is being obtained. The notification process allows for a reply 28 days after the receipt of the notice, so it is not expected that this should impact upon any critical paths in the GUP program.

## **18.5 Non-Indigenous Cultural Heritage**

### **18.5.1 Previous Studies**

In 1995, Ann Wallin & Associates (now ARCHAEO Cultural Heritage Services) undertook a cultural heritage assessment of an area on the western side of the Gateway Bridge, just outside the confines of the study area (Ann Wallin & Associates 1995). This assessment documented the location and type of a number of items of cultural heritage significance. These included:

- The remains of the Redlands Meatworks were found under the Gateway Bridge;
- Along Abattoir Road the remnants of the original stock holding yards were located. Abattoir Road was the original transport route into the Redlands area;
- Several large tanks from World War II were present north east of the swamp; and
- A scatter of highly fragmented oyster shell was also noted on one part of the frontal beach. The scatter extended about 15m east west and 10m to the north and south.

ARCHAEO as part of the Planning Study carried out a review of cultural heritage issues on behalf of GHD.

A total of nine sites of European cultural significance were identified within the immediate vicinity of the GUP. These sites are illustrated in Figures 18.4a and 18.4b and a description of each site given in Table 18.3.

**Table 18.3 Sites of European Cultural Significance**

Site No.	Details of Site	Register of the National Estate	Queensland Heritage Register	Brisbane City Plan 2000
1.	Redlands Abattoir and Meatworks			
2.	Coxon Point Training Wall			
3.	Wharf/Jetty Remains			
4.	Royal Queensland Golf Club			
5.	Eagle Farm Pumping Station	✓		
6.	Eagle Farm Women's Prison and Factory	✓	✓	
7.	WWII Hangar No. 7, Eagle Farm	✓	✓	✓
8.	Schulz Canal			
9.	Former Allison Testing Stands, Old Airport Site		✓	

Hangar No 7 is also mapped as a heritage precinct under the Brisbane City Plan 2000.

The extent or precinct of sites of cultural heritage significance are often difficult to confine to the bounds of a specific area. This is certainly the case in relation to both the Eagle Farm Women's Prison site and the site of the old airport site. Sections of these sites are listed on the National and/or State Heritage Registers. It is important to recognise that these heritage listed items only represent a portion of the overall site and their former historical functions. From a cultural heritage point of view an assessment should be made of the part of the heritage item that could be impacted by the GUP in relation to the heritage item as a whole.

## **18.6 Conclusions**

In summary, the cultural heritage assessments have found that:

- The study area was a significant cultural heritage landscape for Indigenous people. An evaluation of the environmental and cultural historical conditions of the study area indicates that, prior to European colonisation, the study area would have contained numerous places whose natural parameters (flora, fauna etc) would have provided important resources for Aboriginal people and would have been habitable throughout the time that human populations have lived in the region. While no artefact sites have been discovered as yet, this may in many cases be due to poor surface visibility. The study area still has reasonable potential to contain archaeological material. In particular, due to their suitability for camping/resource processing sites, areas of open eucalypt woodland in the vicinity of permanent water supplies, such as Bulimba Creek, are of particular significance. Some of these environments remain in remnant areas of vegetation within the corridor, in particular SA 4.

- The corridor and adjacent areas demonstrate a rich history of European settlement including, among other things, traditions of timber cutting, pastoralism, cattle running and sugar cane farming. Modern disturbance has removed most traces of this history from the area.
- The site surveys undertaken as a part of the EIS have further supported statements concerning the archaeological and cultural heritage potential of areas associated with proposed GUP. Despite the heavy disturbance that has occurred across much of the corridor, the potential for archaeological material to have survived within the area remains.

On the basis of these findings, the following specific actions and mitigation measures need to be implemented.

### **Ongoing Consultation**

Ongoing consultation would need to occur between the relevant Indigenous stakeholders and MR.

### **Monitoring of Sensitive Areas**

Monitoring by representatives of Indigenous groups would need to take place during all bulk earthworks for the construction of the GUP at:

- Lot 3 on SP110569 (CH23200 – 23500) in the Kedron Brook Wetlands precinct in vicinity of both the southern and northern approaches to the Kedron Brook Floodway (Survey Area 1). The wetlands located on Lot 3 on SP110569 appear to have undergone significantly less land reclamation/ground surface disturbance than adjacent Lot 1 on RP844114 on Brisbane Airport Land. A 5000 year old stratified archaeological site has also been recorded along the Kedron Brook Floodway in close vicinity to this area (Hall and Lilley 1987). There may be an increased possibility of locating sensitive cultural heritage materials in this region, thus a program of monitoring by Traditional Owner representatives is recommended. Monitoring should take place during any works on Lot 3 on SP110569. Monitoring in the Airport Drive area (Lot 1 on RP844114 at CH20800) is not required due to the high levels of post-European landscape modification on Brisbane Airport land.
- Bulimba Creek (Survey Area 2 (SA 2)) between CH14700 to 14850. Although both banks of Bulimba Creek beneath the Gateway Motorway appear to have undergone significant construction/industrial disturbances, there may still be in situ surface based and/or subsurface cultural heritage materials (ie shell) located within the vicinity of this formerly significant water/food resource. Monitoring should take place 50m back from the creek banks and to a maximum depth of 50cm below the surface.
- The section of Survey Area 4 (SA 4) located on the western side of the Motorway, stretching north from Meadowlands Road (CH11100) through to the northern perimeter of Lot 128 on RP207878 (CH12600). High levels of landscape integrity in conjunction with close proximity to permanent water and other important resources suggest that this area would have represented an important resource area for local Aboriginal people and indicate a high potential for the presence of archaeological material.

Monitoring by representatives from the Turrbal Association would need to occur for the following construction activities:

- The removal of mangroves and/or vegetation;
- All activities in the precinct that may impact on marine life; and
- All ground breaking and dredging activities that may impact on Turrbal cultural heritage values.

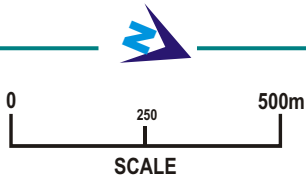


# Gateway Upgrade Project ..



KEY  
Project Corridor

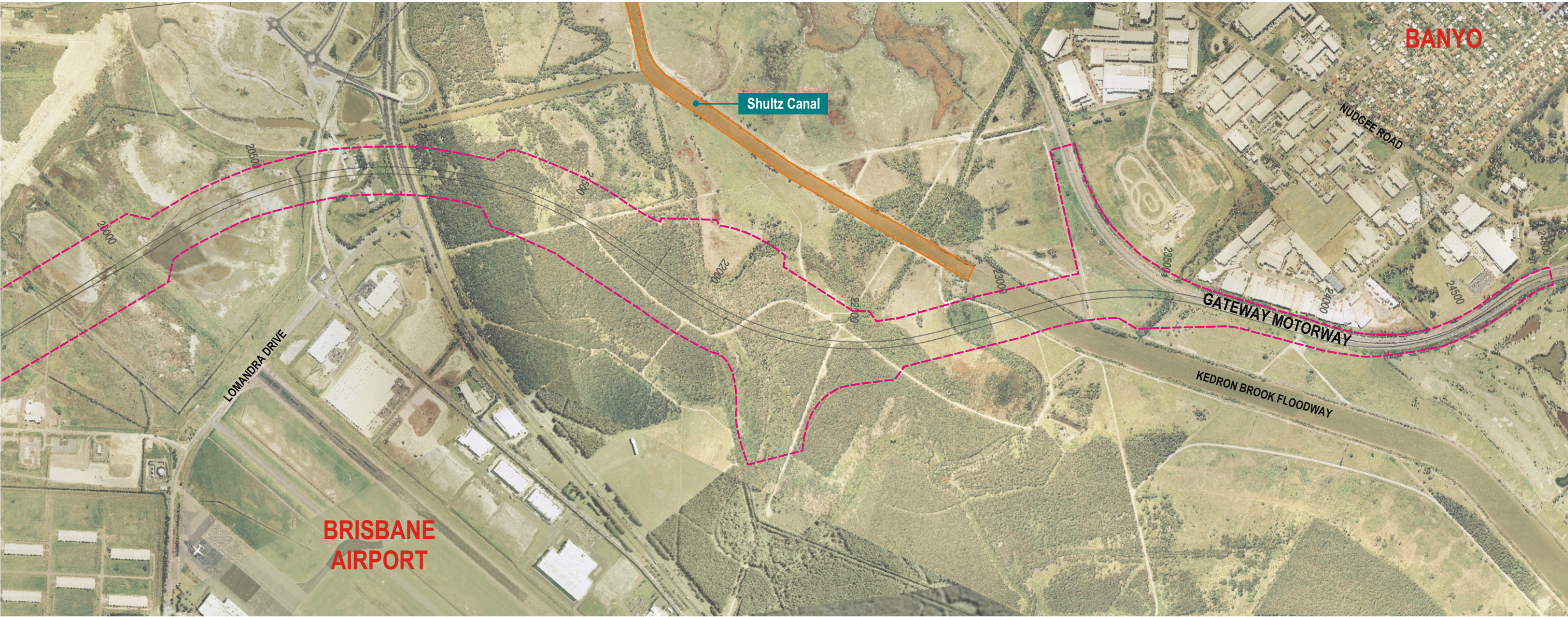
Source: ARCHEO (2003)



**FIGURE 18.4a**  
**Sites of European Cultural Significance**  
Cleveland Branch Rail Line to Pinkenba Rail Line

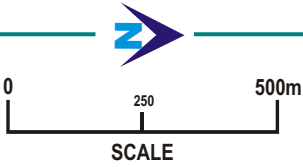


# Gateway Upgrade Project ..



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----- Project Corridor

Source: ARCHEO (2003)



**FIGURE 18.4b**  
**Sites of European Cultural Significance**  
Airport Drive to Nudgee Road



The monitoring process would be detailed in the GUP Cultural Heritage Management Plan (CHMP).

**Avoiding Impacts on the site of both the Eagle Farm Women's Prison and the Old Brisbane Airport Site**

As discussed above, the expanse of sites of cultural heritage significance is often difficult to confine to the bounds of a specific area. This is certainly the case in relation to both the Eagle Farm Women's Prison site and the site of the old airport site. Sections of these sites listed on the National and State Heritage Registers must be seen as representing only a portion of each overall site and of their former historical functions. The potential exists for sub-surface archaeological material from the Eagle Farm Women's Prison to be present, and if found during construction, it is most likely that the material would be considered of high level cultural heritage significance.

Appropriate recommendations for management and monitoring during construction would be detailed in a CHMP specific to the archaeological potential of the area.

**Minimising Impacts on Schultz Canal**

Impacts upon this historical feature would need to be minimised during construction.

**Further Field Survey**

Due to constraints resulting from poor accessibility and low ground surface visibility encountered during the field survey throughout the majority of the study area, it is recommended that a further field survey be undertaken in all areas of SA 3 and SA 4 falling outside those areas recommended for monitoring. This field survey would need to take place immediately following initial removal of vegetation and stick raking prior to the commencement of major earthworks within the project area. Based on the results of this field survey further action and/or recommendations may be necessary. This recommendation extends to any areas outside the present study area that may be impacted on as part of the construction process (ie clearing associated with the construction of temporary access and service roads).

**Cultural Heritage Management Plan (CHMP)**

The avoidance, and subsequent protection, of cultural heritage sites is the most effective way to manage cultural heritage values. Accordingly, the development of a CHMP is essential to the management of cultural heritage issues. This management strategy needs to be taken into consideration during future planning stages of the proposed development. If a known site can not be avoided, a CHMP should provide a full understanding of the heritage values of the site(s) to be impacted upon and make appropriate management recommendations.

The CHMP should identify monitoring requirements and procedures to be followed in the event that new artefactual material or sites are identified.

The Traditional Owner groups in the area would need to be consulted during the design of this plan, particularly in relation to the storage of cultural heritage material recovered during the monitoring process.

A draft CHMP for the GUP is provided in Appendix Q. The CHMP will be finalised in consultation with the Traditional Owner groups of the area.