

APPENDIX F

ABORIGINAL DUE DILLIGENCE ASSESSMENT

Aboriginal Cultural Heritage Due Diligence Assessment

FRIDAY FLAT CARPARK PROPOSED EXTENSIONS



Report Prepared for Event Hospitality Pty Ltd

20th December 2018

Project Number: 6643

Project File Name: Due Diligence Friday Flat Carpark Extension

Revision	Date	Prepared by (name)	Reviewed by (name)
Draft	5/10/2018	Lyn O'Brien	Ivan Pasalich
Final	20/12/2018	Lyn O'Brien	

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EXECUTIVE SUMMARY

Event Hospitality & Entertainment Limited, operators and managers of Thredbo Alpine Resort, are seeking to upgrade and augment the facilities of the Resort. A number of building projects have been identified as part of this process including the proposed extension of visitor car park facilities at Friday Flat at Thredbo.

This report provides Aboriginal heritage due diligence advice for the proposed extension to the Friday Flat Carpark. The current car parking facilities are in need of expansion to meet the requirements for the increased visitor numbers to the area. The proposed extension will involve the construction of three additional carparks and consists of:

- Carpark 1 – construction of suspended deck and on grade parking to accommodate 115 vehicles within Stage 1 (CP1-A) and 104 vehicles within Stage 2 (CP1-B), located on the south side and adjacent to Friday Flat Drive. This car park is within the current day parking location and will not impact any additional areas.
- Carpark 2 – Construction of on grade parking located on the north side and adjacent to Friday Flat Drive. This area of construction will involve vegetation removal, cut and fill earthworks, storage of materials and temporary lay down areas.
- Carpark 3 – Construction of on grade parking located on the south side of Friday Flat Drive on flats adjacent to Thredbo River. This area of construction will involve vegetation removal, cut and fill earthworks, compaction, plant movement and site construction areas.

The study area is shown in a regional context on Figure 1 and the proposed carpark extension footprint in Figure 2.

No Aboriginal heritage sites were identified within the project area based on a review of heritage registers and previous reports. No areas of Potential Archaeological Deposit (PAD) were located within the project area during the field survey or background review.

As a result of the desktop background research and site visit completed for the project, the following recommendations have been developed:

- No recorded Aboriginal objects or places are present in the project area.
- No areas of high or moderate potential to contain unrecorded Aboriginal objects of places are present in the project area within the locations of carpark 1, 2 or 3.
- The development proposal should be able to proceed with no additional archaeological investigations as no areas of potential archaeological deposits or heritage sites have been identified within these development areas and the potential for Aboriginal heritage objects within the development areas has been assessed as low.
- All Aboriginal objects are protected under the *NSW National Parks and Wildlife Act 1974*. It is an offence to disturb an Aboriginal site without a consent permit issued by the Office of Environment and Heritage. Should any Aboriginal objects be encountered during works then works must cease and the find should not be moved until assessed by a qualified archaeologist.
- In the unlikely event that human remains are discovered during the construction, all work must cease. OEH, the local police and the appropriate LALC should be notified. Further assessment would be required to determine if the remains are Aboriginal or non-Aboriginal.

- Further archaeological assessment would be required if the proposal activity extends beyond the area of the current investigation.

1 INTRODUCTION

Event Hospitality & Entertainment Limited, operators and managers of Thredbo Alpine Resort, are seeking to upgrade and augment the facilities of the Resort. A number of building projects have been identified as part of this process including the proposed extension of visitor car park facilities at Friday Flat at Thredbo.

This report provides Aboriginal heritage due diligence advice for the proposed extension to the Friday Flat Carpark. The current car parking facilities are in need of expansion to meet the requirements for the increased visitor numbers to the area. The proposed extension will involve the construction of three additional carparks and consists of:

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The study area is shown in a regional context on Figure 1 and the proposed carpark extension footprint in Figure 2.

These works are high impact and would have a negative impact on any Aboriginal heritage located within the project boundary. Aboriginal heritage sites may be located on the surface or subsurface in areas of high potential for the preservation of archaeological remains of past usage by Aboriginal groups.

To assess the potential impacts of the proposed works on Aboriginal heritage this Due Diligence Heritage Assessment has been undertaken.

This report and associated research has been conducted in accordance to the requirements of the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (OEH 2010).

1.1 PROJECT OBJECTIVES

The following is a summary of the major objectives of the due diligence assessment:

- Identify Aboriginal objects and places known to exist within the Project Area through a search of the Aboriginal Heritage Information Management System (AHIMS) maintained by the Office of Environment and Heritage (OEH).
- Assessment of Landscape for landforms that may contain potential for unrecorded sites and to determine level of disturbance of landscape features.
- Complete due diligence report containing recommendations to minimise potential impacts to heritage values within the project area.


1.2 ABORIGINAL CONSULTATION

Consultation with the Aboriginal community is not a requirement of the Due Diligence Code and this Due Diligence assessment has been undertaken without further consultation with the LALC. If impacts to Aboriginal heritage are found to occur as a result of the development then consultation will be undertaken with the LALC and the wider Aboriginal community as required by NSW Office of Environment and Heritage (2010).



**Figure 1: Study Area
in the Thredbo Context**

Legend

 Study Area

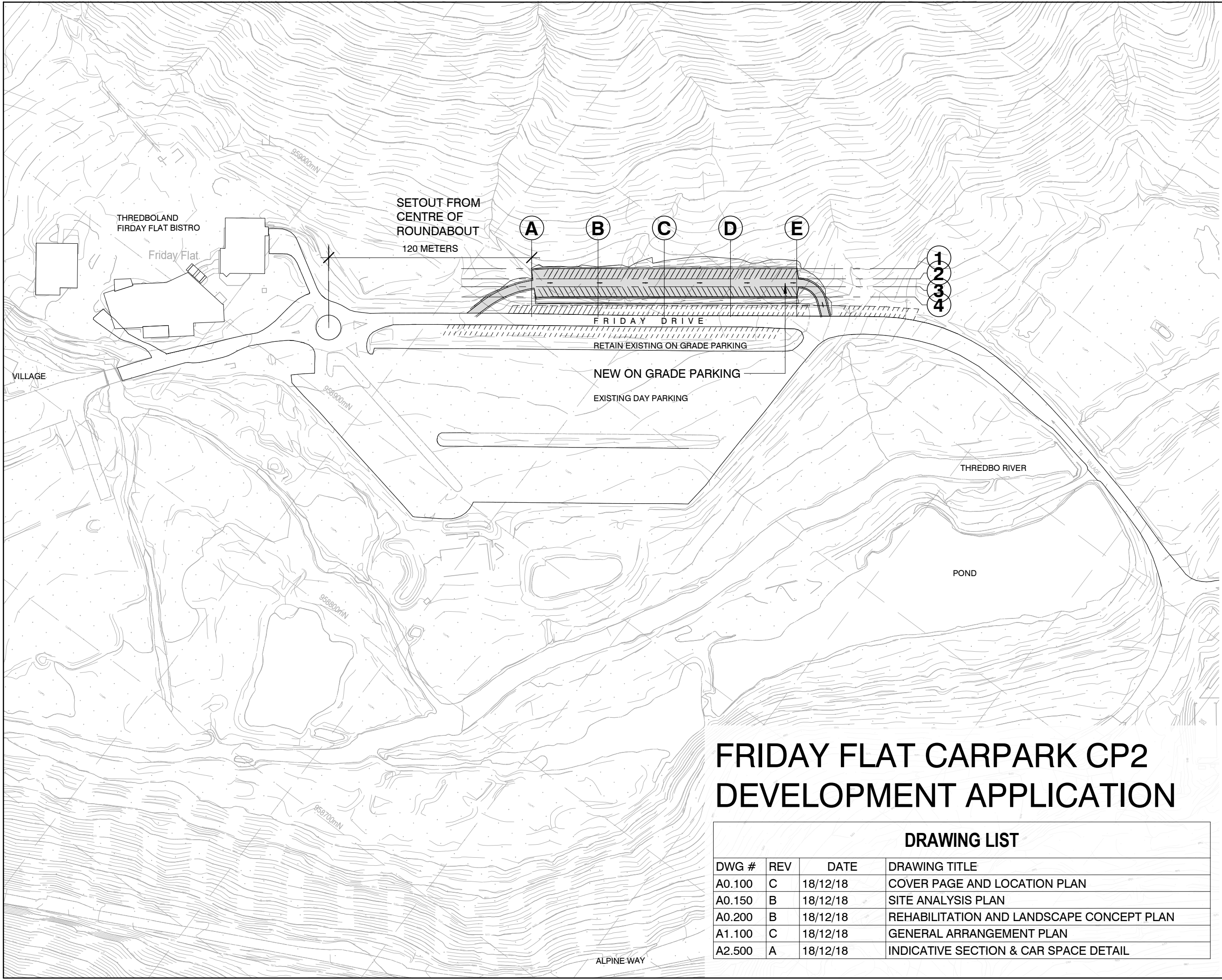


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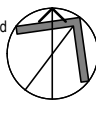
0 62.5 125 250 375 500

Meters

Coordinate System:
GDA 1994 MGA Zone 55
Imagery: © Dept. of Finance,
Services & Innovation 2017



This drawing should be read in conjunction with all relevant contracts, specifications and drawings. Dimensions are in millimetres. Levels are metres. Do not scale off drawings. Use figured dimensions only. Check dimensions on Site. Report discrepancies immediately.



NOTES

AUTHORISED FOR ISSUE

ISSUE	DATE	SUBJECT	VALIDN.
C	18/12/18	DA RE-ISSUE	ST
B	13/12/18	DEVELOPMENT APPLICATION ISSUE	ST
A	23/11/18	INITIAL ISSUE	ST

CLIENT
EVENT Hospitality and Entertainment

DEVELOPMENT APPLICATION
 PROJECT
FRIDAY FLAT CARPARK CP2

Friday Drive
 Thredbo Village

ARCHITECT
djrd architects
 T +612 9319 2955
 ABN: 48 942 921 969
 Nominated Architects:
 Andrew Hipwell 6562
 Daniel Beekwilder 6192
 64 Ross Street
 Chippendale NSW 2008
 Sydney Australia
 djrd.com.au

FRIDAY FLAT CARPARK CP2 DEVELOPMENT APPLICATION

DRAWING LIST

DWG #	REV	DATE	DRAWING TITLE
A0.100	C	18/12/18	COVER PAGE AND LOCATION PLAN
A0.150	B	18/12/18	SITE ANALYSIS PLAN
A0.200	B	18/12/18	REHABILITATION AND LANDSCAPE CONCEPT PLAN
A1.100	C	18/12/18	GENERAL ARRANGEMENT PLAN
A2.500	A	18/12/18	INDICATIVE SECTION & CAR SPACE DETAIL

DRAWN	SCALE AT A3	
ST	1 : 2000	
DESCRIPTION		
COVER PAGE AND LOCATION PLAN		
PROJECT No	DRAWING No	REVISION
18 420	A0.100	C

2 ASSESSMENT RESULTS

2.1 AHIMS SEARCH

A search of the OEH AHIMS database was undertaken on the 03/09/2018 (AHIMS Search No 367807) covering the 1km surrounding area centred on the project area. The extensive search revealed no previously recorded heritage sites within the project area with 22 sites within the wider search area. Four of the sites are located on ridge lines, two of these sites are located on level spur crests amongst the mid slopes with the remaining on the valley flats near creek lines.

The sites located in this area are provided in table 1 and consist of isolated finds or low density scatters of stone artefacts and conform to the wider site predictive model for the Thredbo Valley/Kosciusko area (NOHC 2000, Grinsbergs 2008, Ironbark 2013). This model predicts a site location model of small sites located on level ground in proximity to water sources, or on level areas of spur lines and ridge crests amongst mountainous areas. These areas would be well drained and provided sheltered locations. This predictive model is discussed in more detail in Section 2.2.

The majority of all sites located in the region consists of low density artefact scatters or isolated finds. The location of previously recorded sites is shown in Figure 3.

Table 1. AHIMS Sites in vicinity of Project Area

<u>Site ID</u>	<u>Site name</u>	<u>Easting</u>	<u>Northing</u>	<u>Site features</u>	<u>Recorders</u>
61-6-0120	Rams Head	614180	5959030	Artefact : 6	Mr.Edward Clarke
61-3-0021	Bogong Creek;No.1;Thredbo;	614500	5958800	Artefact : -	Miss.Marjorie Sullivan
61-3-0024	Bogong Creek;	614714	5959332	Artefact : -	S.L Hodges
61-3-0049	Crackenback Chairlift 1;	615170	5960500	Artefact : -	Kerry Navin,Mr.Kelvin Officer
61-6-0081	Golf Course Extension Site 1;	615900	5958520	Artefact : -	Ms.N Fuller
61-6-0099	Ramshead Creek 1;	616100	5958960	Artefact : -	Mr.Kelvin Officer
61-6-0100	Ramshead Creek 2;	616290	5959060	Artefact : -	Mr.Kelvin Officer
61-6-0103	EDI 1	616820	5959600	Artefact : -	Charles Dearling Archaeological and Cultural Heritage Consultants
61-6-0121	Merritts Creek 1	616850	5959500	Artefact : -	Mr. Alistair Grinbergs
61-6-0082	Merritts Park Nature Trail;Site 1;	616930	5959330	Artefact : -	Ms.N Fuller
61-6-0083	Merritts Park, Site 1;	617150	5959550	Artefact : -	Ms.N Fuller

<u>Site ID</u>	<u>Site name</u>	<u>Easting</u>	<u>Northing</u>	<u>Site features</u>	<u>Recorders</u>
61-3-0065	Friday Flat IF-1;?;	617550	5959500	Artefact : 1	P Saunders
61-6-0104	Friday Flat 2	617800	5959710	Artefact : 1	Kerry Navin,Mr.Kelvin Officer
61-3-0062	Alpine Way 7	617909	5959497	Artefact : -	Kerry Navin
61-3-0063	Alpine Way 8	618350	5960050	Artefact : -	Kerry Navin
61-3-0137	Thredbo Walking Track 20	618380	5960092	Artefact : 4	Mr.Alistair Grinbergs
61-3-0138	Thredbo Walking Track 21	618380	5960092	Artefact : 1	Mr.Alistair Grinbergs
61-3-0039	Bullocks Flat to Thredbo 11	618500	5960150	Artefact : -	M Walkington
61-3-0038	Bullocks Flat to Thredbo 10	618700	5960300	Artefact : -	M Walkington
61-3-0037	Bullocks Flat to Thredbo 09	619050	5960700	Artefact : -	M Walkington
61-3-0036	Bullocks Flat to Thredbo 08	619200	5960650	Artefact : -	M Walkington
61-3-0044	Bullocks Flat to Thredbo 12	619650	5960890	Artefact : -	Mr.Doug Williams,Doctor.Sue Feary

2.2 PREVIOUS HERITAGE STUDIES

A number of heritage studies have been undertaken in the immediate area of the Thredbo Valley. These have been mainly small scale and development focused. Studies covering a larger area and generating models of occupation have been undertaken in the Perisher Valley (NOHC 2000) and Thredbo (Ironbark 2013). A review of this large body of work has been undertaken to provide context and site location modelling for the project area. The most relevant reports for the current project are summarised below.

Geering (1983) undertook field survey and assessment of the Bullocks Flat area for the Skitube development. The assessment recorded twelve isolated artefacts and three artefact scatters. Paton (1984) completed a further assessment including excavation of test pits in areas of high potential and in areas based on modelling considered to hold low potential, such as steeper slopes. None of the test pits revealed any artefacts and Paton concluded that the modelling based on areas of level ground near creek lines (Flood 1980) was correct in this location.

Paton (1985) completed a survey along the Thredbo River valley between the Ranger Station and Dead Horse Gap for the Alpine Way upgrade. This survey covered a range of differing landforms located on site on area of level ground amongst spur line.

Walkington (1988) completed a survey for a proposed 33kV powerline from Bullocks Flat to Thredbo identifying 11 artefact scatters and two isolated finds. Almost all of the sites found were situated on gently sloping ground such as spurs elevated above the river.

Paton (1988) surveyed the Thredbo Valley for a fibre optic cable route again crossing differing topographies in the area. Paton located a further two site during this assessment which supported his earlier location model.

Fuller (1988) completed a survey of the proposed development areas in Thredbo Village recording seven archaeological sites all consisting of isolated finds or small artefact scatters. The sites were located in level areas on basal and midslopes. Fuller concludes that all of the sites are typical of high altitude sites in being low-density artefact scatters (1988:7).

Navin and Officer completed two surveys of the Thredbo valley, one for the Alpine Way in 1992 and the other for the Thredbo Alpine Village in 1994. A number of small sites were located, conforming to the site models being isolated finds or small artefact scatters located on level areas or gradual slopes within basal contexts and within 400m of the river frontage.

Kamminga (1993) interprets the archaeology of the Thredbo valley as a continuous archaeological site, comprising many activity areas. He postulates that flaking of quartz pebbles at locations along the valley floor and lower slopes over millennia has produced a high background count of flaking debitage. Kamminga considers that every test excavation conducted at regular intervals along the Thredbo valley will reveal stone artefacts (Kamminga 1993).

Navin Officer completed a further survey in 1996 for the proposed electricity cable along Thredbo River. This surveyed identified site 62-1-0104 located on the southern bank of the Thredbo River, opposite the current study area. This site consisted of a scatter of 5 artefacts and an area of moderate potential on the lower slopes, located approximately 50m back from the alluvial flats.

NOHC in 2000 completed a large scale and extensive field surveys and subsurface testing of landforms for the Perisher Blue Ski Resort. This study resulted in the development of a site location model which is equally applicable to the Thredbo region as similar topography and landscape features are present.

Navin Officer Heritage Consultants concluded that the strongest site determinants were:

- Relatively level, well drained ground
- Shelter from prevailing weather patterns (mainly from the west and northwest)
- Avoidance of cold air drainage contexts
- Preference for terrain which facilitates pedestrian access and through travel
- Proximity to exploitable resources such as open woodland, grassland and herb fields and Bogong moth aestivation sites (2000:41).
- Majority of sites would be small artefact scatters of less than 15 artefacts, found throughout landscape
- Larger sites (minority) would be located on crests of ridges and major spur lines or more commonly on basal valley slopes. The larger sites decreased in artefact density the higher the location from the basal slopes (NOHC 2000:41).

Dibden (2003) completed a survey of proposed upgrade works for Antons and Sponnars T-bars at Thredbo. No sites were found, due to previous disturbance from clearing, land modification for grooming of ski slopes and the fact that the study corridor was located on steep, mid to upper slopes with low archaeological potential (2003:1).

Aecom (Formerly HLA) throughout 2004 and 2005 completed a series of survey and excavations for a proposed works depot at Friday Flat, located on level basal slopes and within a recorded site location (NOHC 1992) on the southern side of Alpine Way. This site is approximately 413m south of the current study area and 300m south of the Thredbo River. The excavations were placed in six differing locations and recovered 99 artefacts.

Grinsbergs (2008) completed a survey for the proposed multi-use trail from Bullocks Flat to Thredbo which identified 21 sites, comprising 11 artefact scatters, nine isolated artefacts and a grinding groove as well as two areas of potential archaeological deposit. All of these sites were spread along the basal slopes of the Thredbo River or river flat areas. Based on the site locations Grinbergs concludes that general model of site location for the valley was applicable and reflective of the archaeological situation.

Ironbark Heritage (2013) completed a due diligence assessment for the Thredbo Mountain Bike Trails which included the development of a GIS Slope analysis model. This assessment showed slopes of more than 10 degrees as not being conducive to Aboriginal usage and holding low potential for sites and subsurface deposits. Comparison of the current project area to the slope analysis model shows the majority of the alignments within the low potential areas.

AMBS (2013) completed an overview study of the Thredbo Village Area for development planning. Two areas adjacent to the current study area were investigated, the workshop area on the western side (carpark area) and an area for additional staff residents on the southern side of Thredbo River. The workshop area was considered to hold low potential based on previous disturbance levels whilst the area on the southern side of the Thredbo River was considered to hold moderate potential on the lower slopes above the river flats. This area was also the location of artefact scatter 62-1-0104. In addition to the previously recorded sites within the large area of assessment, AMBS identified a number of small artefact scatters and areas of potential based on site patterning. They concluded that sites would most likely be located (AMBS 2013:21):

- On lower slopes and in places where the valley floor widens
- Sites are likely to be greater in size (area) and higher in density with decreasing altitude below tree line
- Sites are likely to occur along topographic features such as major ridgelines, saddles and valleys which were used as Aboriginal people as access routes through the mountains
- Well drained elevated flats, at least 20m above marshy alluvial flats adjacent to creek lines, were favoured locations
- Sites may also be located on well drained moderately inclined slopes; however this occurs less frequently

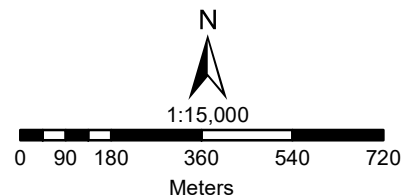
NGH (2017) completed an Aboriginal heritage due diligence assessment for the Thredbo Mountain Bike Trails covering three new trail locations. The terrain features within the project area were mostly steep slopes, with few potential areas of sensitive landforms. No sites or areas of potential were identified and the study concluded that the potential for the presence of Aboriginal sites is low due to the level of disturbance associated with previous ski slope work and the general steepness of the terrain.

Figure 3: AHIMS



Legend

- ★ AHIMS
- StudyArea



Coordinate System:
GDA 1994 MGA Zone 55
Imagery: © Dept. of Finance,
Services & Innovation 2017

2.3 PREDICTIVE MODEL

The findings of these previous assessments have been used for the development of a predictive model for the project area (Table 2). The project area is limited in size and confined to lower slopes and river flats.

This site prediction model is based on:

- Site distribution in relation to landscape features within the project area
- Consideration of site type and densities likely to be present within the project area
- Potential Aboriginal use of natural resources present or once present within the project area
- Opportunities for movement through the landscape
- Soil properties.

Table 2 Site Prediction Model

Site Type	Definition	Potential to occur
Isolated finds and surface scatters of stone artefacts	Artefact sites can range from high density concentrations to sparse, low density 'background' scatters and single finds	Moderate – small scatters and isolated finds have been previously recorded near creek lines and spur crests. Areas of level lower slopes may be present within the project area. No sites recorded in river flats.
Rock Engravings	Motifs scratched or painted onto rock surfaces, usually within a rock shelter or overhang.	Nil: No such rock features are present within the project area.
Stone arrangements	Stone arrangements can include circles, lines and other patterns and usually mark ceremonial areas.	Nil: this is a rare site type and no previous studies have identified this site type as present.
Stone quarries/Ochre sources	Raw materials for lithic artefacts and ochre are gathered from these sites. They are highly valued by the community.	Nil: There are no known ochre or stone quarries identified by previous studies. The nearest known quarry is silcrete located on western shore of Lake George
Potential Archaeological Deposits (PADS)	Sub surface deposit of cultural material	Low – aerial photos show high degree of disturbance
Scarred Trees	Trees with cultural modifications over 150 year old.	Nil: no remnant mature trees remain within project area.
Axe grinding grooves	Grooves in stone platforms created through grinding of stone implements such as axe heads	Nil: no stone platforms occur within the project area

Site Type	Definition	Potential to occur
Burials	Burials of Aboriginal persons	Nil: no deep sand deposits or soil types are present within the project area to indicate the potential for burials to occur.
Aboriginal places	Aboriginal places may not have any archaeological remains present, but are important to Aboriginal people due to their cultural, spiritual or historical associations.	Nil: There are no recorded associations for the project area.

3 SITE VISIT

A site visit and field survey of the study area was undertaken on the 21st September 2018 to verify the findings of the desktop review of landforms and disturbance. The aim of the investigation was to identify heritage objects or places of Potential Archaeological Deposit (PAD). Based upon the background research, known Aboriginal site patterning, current aerial photography, existing ground disturbances and consultation with the land owner, a pedestrian survey methodology was developed focused on the areas of proposed impact. All of these proposed impact areas were visually inspected and degree of disturbance noted.

Special attention was given to areas along drainage lines and on the surrounding landforms considered to hold potential based on landform modelling. All surveyed areas and items of interest were recorded on a topographic map of the study area (using a GPS and GDA 94 coordinates), along with levels of visibility, erosion, soil conditions, and evidence of land disturbance.

3.1 LANDFORM ASSESSMENT

The project area consists of a level to gently gradient area on the lower slopes above the Thredbo River to the north of Friday Flat Drive and a second area on the river flats to the south of Friday Flat Drive and to the north of the Thredbo River. Based on aerial photography the river flat area currently consists of grasslands and river flat vegetation communities and appears to hold a low level of disturbance. The area on the lower slopes to the north of Friday Flat Drive appears to have been impacted by the construction of the access road and to consist of moulded slopes and revegetation of grasses and tree plantings.

The Thredbo valley was a major thoroughfare for Aboriginal people moving into the higher mountain peaks from ceremonial grounds at Kalkite and the Wollondibby valley and the base of Mount Crackenback (Kamminga 1993). Open areas such as Friday Flats would have been a focus for camping and ceremonial activity.

Due to the importance of the area for the annual Bogong migration it is highly likely that the Thredbo Valley was used frequently by non-Ngarigo speaking people from the coast and elsewhere, for the purposes of meeting with other groups for ceremonial activities.

Review of previous sites located in the vicinity indicates a site location model based on level areas of lower slopes and creek flats in proximity to water resources such as small creek lines or level areas along spur lines and ridge crests (NOHC 2000, Ironbark 2013). The location of the proposed car park extension (Carpark 2) is positioned on a level area of lower slopes above the Thredbo River and holds moderate potential for Aboriginal heritage, however this area appears to have been subject to modification and impacts due to roadworks. The degree of disturbance is discussed in section 3.1.2.

The area of Carpark 3 is located on alluvial flats considered to hold low potential for Aboriginal heritage to be present based on marshy, poorly drained ground cover.

The potential of these landforms to retain unrecorded heritage sites or deposits will depend on their degree of disturbance and surface conditions. These factors will be investigated in the following sections.

3.2 GROUND SURFACE VISIBILITY

Ground surface visibility (GSV) is the percentage of ground surface that is visible during the field inspection. GSV increases in areas of exposures such as stock impact trails, roads, gates and along areas of erosion such as creek banks and dam walls. As a result surveys undertaken in areas with high exposure rates result in a more effective survey coverage.

GSV over most of the study area was very low due to the high levels of vegetation and grass coverage. Exposures were present at low frequency across the project areas consisting of levelled areas, pedestrian walking trails and mountain bike trails. The conditions at the time of the site visit are shown in plate 1.



Plate 1: view north across Carpark 3 - low GSV with planted trees along road verge



Plate 2: view north east along Thredbo River flats to carpark 3 location showing constructed bank to carpark



Plate 3: view east along Carpark 2 area



Plate 4: view west along carpark 2 area

3.3 DISTURBANCE

The project area has been subject to a high level of overall disturbance. Historically the Thredbo valley was used as a major stock route for pastoral grazing in the high country. Lower slope areas at Thredbo would have been impacted by the hard hooves, removal of trees and damage to river frontage. This practice was halted in 1958 (AMBS 2013:21).

The development of Thredbo for recreation commenced in the 1950s and a number of previous developments have occurred in the vicinity of the project area. The area along the valley floor has been levelled for buildings, facilities and car parking. These actions involved the cut and fill of landforms and slopes and the deposition of large amounts of fill to provide level areas above flood inundation. The construction of Friday Flat Drive also involved earthworks, material stockpile and work site areas. These

works have been undertaken adjacent to the current project area and these areas would have been affected to various degrees by these works.

The degree of disturbance varied across the two car park areas (Carpark 2 and Carpark 3). Disturbance appeared to be high across the area of Carpark 2, located adjacent to the north of Friday Flat Drive. Disturbances were present in the form of prior vegetation and tree removal, construction of mountain bike and pedestrian trails and Friday Flat Drive. The landform appeared to have been shaped to provide level to gentle gradient access to walking trails and has been planted with grass and rows of trees along the verge of Friday Flat Drive. The excavation for the road access and the land shaping along the verges would have removed or deposited soils in this area removing archaeological potential for site retention. Blue metal and gravels are visible in several locations along the road verge on the slopes.

Disturbance appeared to be low across the river flats proposed for Carpark 3. The flats were wet and marshy on the day of field survey with clear water channels through the vegetation. Being low lying and just above the river line this area would be currently subject to flood events. The marshy conditions would not have been conducive to Aboriginal camping or gathering as sites are generally located in well drained, elevated contexts above water lines. This area is considered to hold low potential for any unrecorded heritage sites to be present in a subsurface context.



Plate 5: area of river flats showing standing water through grasses.

3.4 RESULTS - ABORIGINAL HERITAGE SITES

No areas of Aboriginal heritage were identified during the field survey. No known heritage sites will be affected by the proposed development.

3.5 RESULTS - AREAS OF POTENTIAL ARCHAEOLOGICAL DEPOSIT (PAD)

Areas of PAD are defined as landforms that hold higher potential than their surrounds to contain subsurface deposits of past Aboriginal occupation. Based on a review of previous studies completed for the region, areas of PAD would be located in association with waterways (1st or 2nd order streams) on well drained level ground or within level areas of mid slopes and spurlines.

Areas matching this description are present along the northern verge of Friday Flat Drive within the area of Carpark 2, but due to the high level of disturbance the potential for sites to be present has been removed. The area of Carpark 3 is located within low lying marshy river flats considered to hold low potential for unrecorded heritage sites.

As a result of the site visit no areas of PAD were identified as present within the two areas of proposed impact.

4 IMPACT ASSESSMENT

As a result of the desktop assessment and site visit, it is considered that the project has low potential to impact on unrecorded Aboriginal heritage sites or areas of PAD. No Aboriginal heritage sites and no areas of PAD were recorded as a result of the assessment.

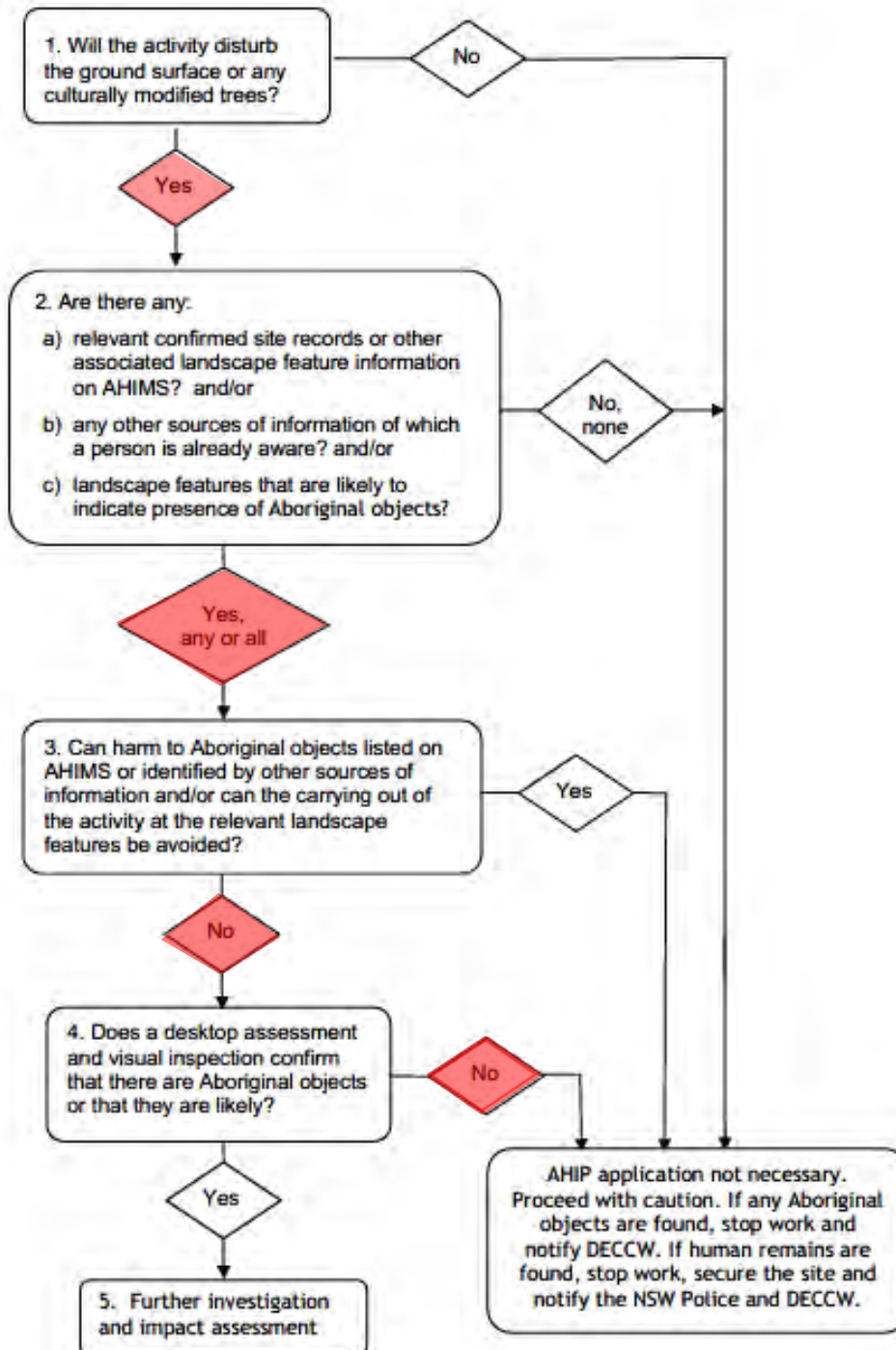
The area of Carpark 1 is within the boundary of the current constructed carpark and will have no heritage impacts. Areas within the project area for Carpark 2 where slopes are gentler have been impacted by previous land shaping and construction of car parking facilities and access roads, whilst the area of Carpark 3 is located in low lying marshy river flats.

Based on the assessment the impacts from the project are as follows:

- No known Aboriginal objects or places will be impacted by the proposed works.
- No known Aboriginal objects or places are present in the project area.
- No areas of high or moderate potential to contain unrecorded Aboriginal objects of places are present in the project area within the locations of carpark 1, 2 or 3.

The Code provides a flowchart of six questions to identify the presence of and potential harm to Aboriginal heritage. These questions and their applicability to the project are shown in Figure 4. The responses to these questions determine if further heritage investigations are required.

Figure 4. Flowchart of Due Diligence process



4.1 RECOMMENDATIONS

Based on this due diligence assessment the following actions are recommended for the project.

Recommendation 1: Works to proceed without further heritage assessment with caution in areas of Carpark 1, 2 and 3.

The proposed works can proceed without further assessment as no Aboriginal heritage sites (objects or places) are present within the project area. The potential of impacting unrecorded sites within these areas during the proposed works is assessed as extremely low, based on landform analysis and prior levels of disturbance.

Recommendation 2: Discovery of Unanticipated Aboriginal cultural material.

All Aboriginal places and objects are protected under the NPW Act 1977. This protection extends to Aboriginal material that has not been previously identified, but might be unearthed during construction activities. In the event that Aboriginal material is discovered during construction the following steps should be undertaken:

- Cease Work: Works must cease in the vicinity of the find and a fenced buffer zone of 10m around the find be erected.
- Notification: OEH must be notified of the find.
- Management: A qualified heritage consultant should be engaged to assess and record the find in accordance with the legislative requirements and OEH guidelines. If the find is Aboriginal in nature, consult with OEH in regards to appropriate steps and management. This would usually involve consultation with the Aboriginal community and may require application for an Aboriginal Heritage Impact Permit.

Adherence to these recommendations will result in the low potential for the proposal to negatively impact on Aboriginal heritage values.

Recommendation 3: Discovery of Human Remains

In the unlikely event that human remains are discovered during the construction, all work must cease. OEH, the local police and the appropriate LALC should be notified. Further assessment would be required to determine if the remains are Aboriginal or non-Aboriginal.

Recommendation 4: Alteration of impact footprint

Further archaeological assessment would be required if the proposal activity extends beyond the area of the current investigation.

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