

APPENDIX 12

Addendum to Aboriginal Heritage Survey of Thornlie-
Cockburn Rail Link Project
(O'Connor, 2017b)

ADDENDUM TO

ABORIGINAL HERITAGE SURVEY OF

THORNLIE-COCKBURN RAIL LINK PROJECT

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For
Public Transport Authority,
Public Transport Centre,
West Parade,
Perth,
WA 6000.

October 2017

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1.0 Introduction

Metronet is the long-term blueprint for connecting Perth's suburbs, reducing road congestion and meeting the Metropolitan Area's future planning needs. It will ensure that consideration of land-use outcomes is embedded in the design of new infrastructure. As part of that programme, the 17.5 kilometre railway extension from Thornlie to Cockburn Central (the Thornlie-Cockburn Link Project) will serve the current and future growth occurring between the Mandurah and Armadale Railway lines. The Project will provide local residents and employees with better connections and more public transport. It will also allow the introduction of a Mandurah special service for events at Perth Stadium.

In September 2017, Public Transport Authority (PTA) commissioned R & E.O'Connor Pty Ltd to carry out an Aboriginal consultation and a heritage survey of the Thornlie-Cockburn Link Project and produce a report suitable to inform a Notice pursuant to Section 18 of the *Aboriginal Heritage Act 1972* (AHA). The report on the consultative survey was prepared in September 2017 and submitted to the Department of Planning, Lands and Heritage. The Whadjuk representatives who participated in the survey requested that the report should include the following recommendation: *PTA should arrange for access to the Nicholson Road station site and convene a further meeting of the Whadjuk representatives there before Project construction commences. The northern bank of Canning River where the bridgeworks will take place can be visited at that time also.*

PTA arranged access as requested and the additional inspection of both the proposed Nicholson Road Station site and northern bank of the Canning River was carried out on 4 October 2017. This document, which details the methodology, execution and results of that additional consultative process and Aboriginal heritage survey, is presented as an addendum to the September 2017 Report on the Aboriginal Heritage Survey of the Thornlie-Cockburn Link Project.

2.0 Whadjuk Representatives

The following Whadjuk representatives were nominated by South West Aboriginal Land and Sea Council to participate in the consultative survey: Ms. Myrtle Yarran, Mr Noel Morich, Mr Harry Nannup, Ms. Theresa Walley, Ms. Doris Getta, Mr Simon Champion, Ms. Dianne Wynne and Mr Trevor Walley. PTA was represented on site by Ms. C.Harwood, Environmental Officer Infrastructure, Planning and Land Services and Ms. Jelena Sostaric, Environmental Officer Infrastructure, Planning and Land Services. R & E.O'Connor Pty Ltd was represented by R.O'Connor and Mr Ted Hart.

As noted above, the meeting at the proposed Nicholson Road Station site was held on the morning of 4 October 2017. Ms. Wynne advised late on 3 October that, because of family reasons, she would be unable to attend at that time. Mr Hart arranged for her to meet R.O'Connor later on the same day. All other parties, as listed above, attended.

3.0 The Meetings

The above group assembled in the Willow Pond Reception Centre car park on Nicholson Road, Canning Vale, and walked from there to the proposed Nicholson Road Station site. Main Roads WA Officer Mr Jeremy Burkett met the group at 10:20 and escorted them for the duration of the site inspection and meetings. Initially the group walked around the northern, western and southern sides of the wetland described in the September report. They then assembled near the southern side, where the following discussion took place.

R.O'Connor (ROC) thanked the Whadjuk representatives for attending and asked Ms. Harwood to detail the reasons for the meeting.

C.Harwood (CH) thanked the Whadjuk representatives for attending and showed on an aerial photograph where the meeting was taking place and where the wetland site was in relation to the proposed station and ancillary facilities. She noted that a request had been made at the September meeting for the wetland site to be protected by inclusion in a landscaped area and that the meeting today was to enable the Whadjuk representatives to view that site in detail and discuss that earlier request.

ROC noted that a Heritage Information Submission Form had been submitted to DPLH in respect of the wetland site and that the name "Nicholson Road Waugal Site" had been used in that submission.

Trevor Walley (TRW): Our uncles and other oldies told us that the Waugal goes down into the earth and then up to the surface, where he makes wetlands. These are his journeys – they are not restricted to the rivers. He travels from Kellerberrin and Wandering and York and is in the Avon, Swan and Canning Rivers. But not only in the rivers. He is also in these wetland connecting sites.

CH: At present on the plans, this area is carpark and drainage. We have your recommendation to protect this wetland through incorporating it into landscaping. We have lodged a Section 18 application for the work. There will be impact to it, but we are taking forward your recommendations.

Doris Getta (DG): The rushes there are the mark of the Waugal. They are *yangets* in our language.

TRW: This isn't just one isolated place. What do you call it where there is a line of wetlands?

ROC: A chain of wetlands?

TRW: Yes that's it. There is a chain of wetlands right through this area.

CH: Yes, groundwater levels are high here.

ROC: I need to make it plain to you all that a Section 18 application has been lodged for this site and there will be impact to it. How can that be minimised?

CH: If we can incorporate it into the landscaping. We are at an early stage of planning.

TRW: if you impact on this waterhole, that will cause an impact on others in the chain because they are all related.

DG: Yes, because they form a chain.

TRW (looking around the proposed station site): Most of these eucalypts are introduced species. There are *citriodora* there.

ROC: Also flooded gums and they are local.

TRW: Yes but they are all young, so they were planted. And the other species like the grasses are introduced. Only the water and the life it supports are significant. We would love to save it.

CH: Well it isn't right in the middle of the works area. Under the current design it is marginal to the car park.

ROC: I need to get a definite opinion from you so I can record it. Sorry to push the issue, but I cannot record vague comments.

TRW and Noel Morich (NM): This is a lovely little spot. You should try to save some of it. As much of it as possible.

TRW: The aquifer is important. Water flow under the ground is important.

Jeremy Burkett (JB): It dries up in the summer, but the area there (points) is the last to dry. Would it be possible to move the drainage basin to save that?

TRW: If it is in a landscaped area, it could be used to improve it.

NM: I think you need to avoid major disturbance and also try to save as much of it as possible for us. It's not a lot to ask. Try to save some of it.

JB: Queried flora and fauna – referred to tortoises.

General discussion of animal life at the site – ducks and ibis were visible.

CH: There will be a flora and fauna report available.

ROC: Would it be possible to send a copy of the flora and fauna report to the Whadjuk Working Party? Will there be a hydrologist's report?

CH: We have not planned for one at this stage.

The meeting group then moved to the northwest corner of the proposed station site, adjacent to the existing freight line.

CH: showed aerial photograph, pointed out where we were standing, showed where the car park, station and construction lay-down area would be. TRW at this stage of the meeting walked through the area.

DG: Clarified the bus turn-around area shown on aerial photograph.

TRW Pointed out an orchid: There should be a little potato underneath this plant –we call it *tubuk*. This is one of our foods. They are very common. Also these reeds – our old people used to split them and weave the pieces together to make rope (he demonstrated). The rope was used to make nets to catch bandicoots and for fishing. Also to make fishing lines. We know how to manage our food sources and you can see that this land here is not devoid of Aboriginal culture. Our food is right here.

TRW then dug under the orchid and revealed a small tuber, which had a not unpleasant sweet taste. He then discussed the botanical name of the orchid in question with the PTA Officers. That discussion resulted later in the orchid being identified as the Leek Orchid or *Prasophyllum spp.* [Author's Note: probably *Prasophyllum gracile*].

NM: We should have monitors on site when ground disturbance is happening.

ROC: That has already been recommended in the September report.

Meeting then ended at 11:00

The meeting group then drove to the South East Region Centre for Urban Landcare at Horley Road in Beckenham and accessed the northern bank of the Canning River at the point where the new rail bridge will be constructed.

CH: Pointed where the September meeting had been held. The proposal is to duplicate the existing bridge and the piles will be placed alongside the existing ones. There will be no construction activity within the waterway. The lay-down area for construction will be in the paddock alongside the proposed bridge location.

All the Whadjuk representatives present approved the proposed bridgeworks and the meeting was closed at 12:45.

4.0 Signed Forms

On completion of the consultative meetings the Whadjuk representatives signed an approval for the proposed works, with the following conditions attached:

- Monitors to be on site for initial ground disturbance; and
- Avoid major disturbance to wetland site at Nicholson Road Station and try to retain as much as possible in a landscaped area.

A copy of the signed form is attached, along with signed receipts for Aboriginal consultancy fees paid.

Date 4-10-17

The proposed Nicholson Rd Station & Canning Hills Rail
has been inspected by the following elders of the W.H.A.D.S.U.X

Group

and has been:

~~Approved~~

Approved subject to the following conditions ✓

~~Not approved for the following reasons~~

- Monitors on site for ground disturbance
- Avoid major disturbance to wetland site & try to retain as much as possible in landscaped area

NAME

SIGNATURE

SIMON CHAMBERLAIN

Simon Chamberlain

DORIS GETTA

Doris Getta

NOEL MBEICH

Noel Mbeich

MYRTLE YARRAN

Myrtle Yarran

CHRYL MILLS

Chryl Mills

HARVEY WANDJUP

Harvey Wandjup

DIANNE WYNN

Dianne Wynn

Date..... 4-10-17

The following members of the Whadjak

Group have received the sum of \$510 per person per day as reimbursement of expenses

incurred attending an Aboriginal heritage survey of the

proposed Middle Rd. Str. Pennington Bridge project.

Name

Signature

SIMON CHAMPION



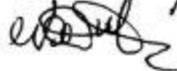
DONIS GUTTA

Pai getto

TREVOR WALKER

cully

NOEL MARIEN



MYRTLE YARRAN

el Yarran.

Cheryl Maile



MARCO DONOHOP

DIANNE WYNNE