



# **Review of Potential Archaeological Impacts of Proposed Southern Access Road Alignment**

## **Addendum to Bevian Road Concept Application – Cultural Heritage Assessment (Aug 2007)**

*Navin Officer Heritage Consultants*

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### **Introduction**

The Eurobodalla Shire Council have directed Nature Coast Development Pty Ltd to revise the location of a proposed southern access road for the Bevian Road Concept Application. Consistent with this direction, the former proposed alignment for this road, along an existing road which traverses the southern margin of Bevian Swamp, has been replaced with an alignment to the east of the swamp basin (refer Figures 1 and 2).

This document provides a review of the potential archaeological impacts of the revised access road alignment, based on existing information.

### **Information Sources**

The archaeological resource of the Bevian Road Concept Application lands has been the subject of a cultural heritage assessment conducted by Navin Officer Heritage Consultants (2007). This assessment involved a surface archaeological survey, followed by a program of archaeological subsurface testing within identified potential archaeological deposits and test areas in other areas of predicted sensitivity.

The northern two thirds of the revised access road alignment falls within lands which were included within the 2007 assessment. The southern third of the alignment has not previously been formally assessed.

This review is based mostly on the results of the Navin Officer 2007 assessment, together with subsequent experience gained during the conduct of salvage excavations in the nearby Barlings Beach Residential Development area.

### **Environment**

The northern half of the revised access road alignment traverses two low spurlines and their associated slopes. These landforms have been formed on the underlying bedrock. The crest of the most northern spur is traversed at right angles to the spur and at a significant elevation above the valley floor. The crest of the southern spurline is traversed at an oblique angle and across the basal slopes of the spur, adjacent to the valley floor.

The southern portion of the road alignment approximately follows the boundary between sandy alluvial and aeolian deposits which characterise the valley floor to the west, and the adjacent bed rock slopes to the east. This margin marks the approximate location of a former coastal shoreline and subsequent estuarine shoreline. At the time when post-glacial sea level reached or slightly exceeded its present level (circa 3,500 years before present) an open estuary probably existed to the west of this margin (refer Navin Officer Heritage Consultants 2007, p.60, Figure 11.1).



## Known and Potential Archaeological Resources

The northern most spurline crossed by the revised access road alignment falls within Test Area 6 of the 2007 archaeological assessment. Ten test pits were conducted along the crest of the spurline and onto the adjacent valley floor (refer Figure 3 and Table 1). The results of this investigation indicated that a discontinuous subsurface distribution of Aboriginal artefacts was present across most of the test area, except for the valley floor region furthest away from the swamp. Greatest artefact concentrations were found on the spurline crest.

Based on these results and the intention at that time to exclude road and residential development from this area, it was recommended that the two spurline crests (subject to impact by the revised access road) and the adjacent swamp margin, be nominated as archaeological conservation areas, and remain as open spaces managed for the conservation of subsurface Aboriginal archaeological deposits (refer Figure 2).

The portion of the revised road alignment south of the Concept Application lands was not formally assessed in the 2007 investigation. Despite this, a survey traverse was conducted approximately along the current revised road alignment as part of a circuit around the swamp basin (refer Navin Officer Heritage Consultants 2007, Figure 8.3, p.42). This traverse crossed a low sandy rise and adjacent lower-lying sandy silts.

The presence of locally elevated and sandy ground in this area, adjacent to Bevan swamp, is indicative of considerable subsurface archaeological potential. The presence of alluvial and possibly also aeolian deposits in this context indicates an aggrading landform and therefore a degree of potential for stratified and undisturbed archaeological deposits. The recent discovery of human skeletal remains within similar sandy deposits 400m to the west, in the Barlings Beach residential development emphasises the archaeological potential of valley floor sand deposits surrounding the Bevan swamp basin.

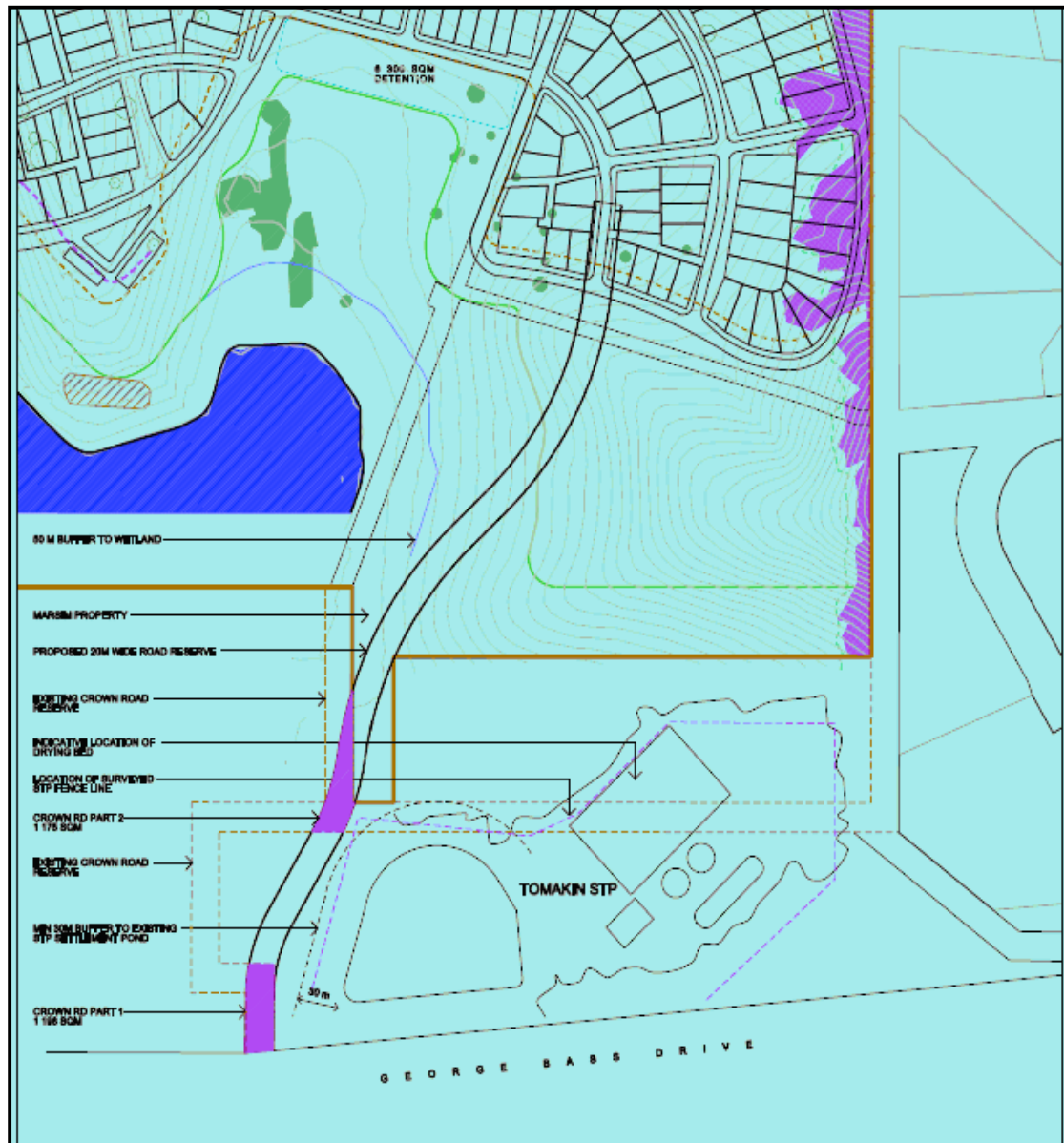
## Recommended Management Strategies

If the revised southern access road alignment is further considered or approved for construction, it is recommended that the following management strategies be conducted:

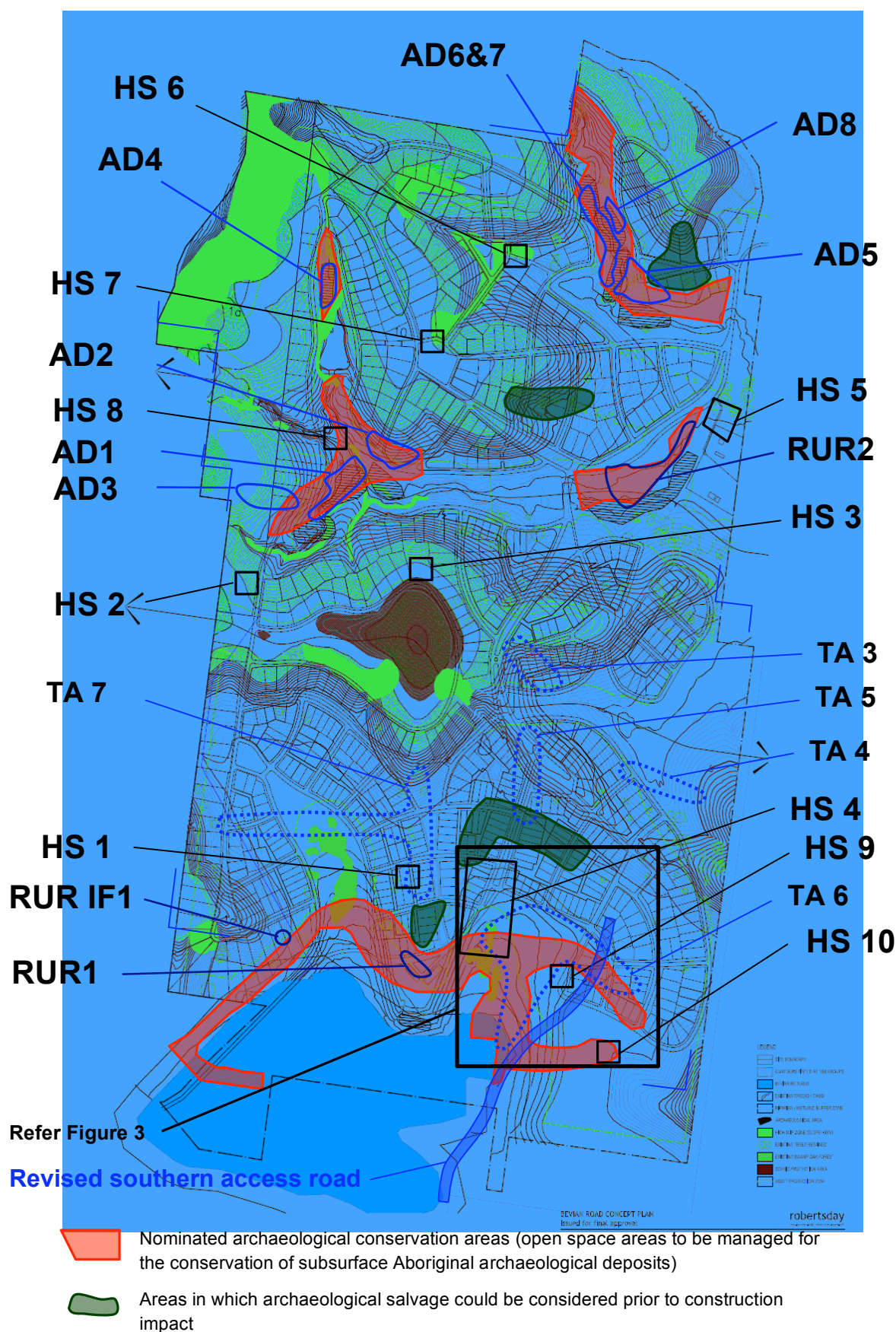
1. A program of selective archaeological salvage excavation be undertaken within those portions of the nominated archaeological conservation areas (refer Figure 2) which would be impacted by construction of the access road;
2. An assessment of the archaeological potential of the valley floor deposits should be conducted on lands to the south of the 2007 assessment area which may be impacted by the road. This should include a surface archaeological survey, and if justified, an archaeological program of subsurface test excavation;
3. Consultation with local Aboriginal community representatives should occur with regard to the assessment of any new Aboriginal archaeological finds.

## References

Navin Officer Heritage Consultants 2007 Bevan Road Concept Application, Rosedale, South Coast NSW. Cultural Heritage Assessment. Report to Marsim Pty Ltd trading as Nature Coast Developments Pty Limited

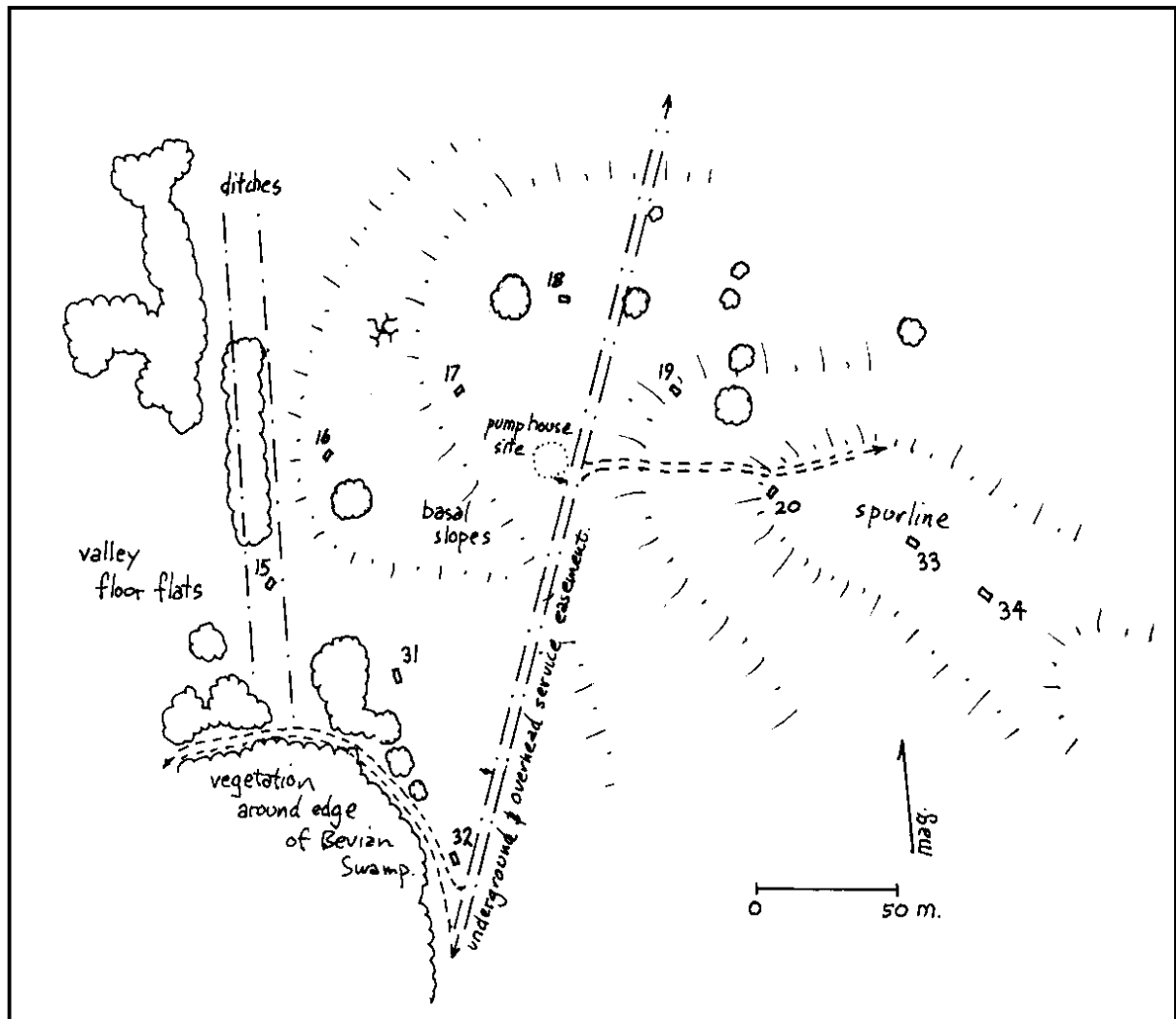


**Figure 1** Location of revised southern access road (provided by Nature Coast Development Pty Ltd overlaid with former plan of subdivision)



**Figure 2** Location of revised access road relative to cultural heritage recordings, archaeological subsurface testing areas, nominated archaeological conservation areas, and areas in which archaeological salvage could be considered prior to construction impact (after Figure 15.2 in Navin Officer Heritage Consultants 2007, p.102).





**Figure 3** Sketch plan of Test Area 6 (TA6) and archaeological test pit locations (from Navin Officer Heritage Consultants 2007, Appendix 11)

**Table 1** Number of recovered Aboriginal artefacts per pit within Test Area 6 (TA6)

Pit No	Test Area	No recovered artefacts
15	TA6	0
16	TA6	0
17	TA6	0
18	TA6	2
19	TA6	20
20	TA6	1
31	TA6	2
32	TA6	8
33	TA6	30
34	TA6	5
Total		68