

REPORT TO NGAANYATJARRAKU SHIRE ON CONSULTATIONS AND HERITAGE SURVEY IN  
RELATION TO PROPOSED CONSTRUCTION OF BYPASS ROAD ON THE SOUTHERN SIDE OF  
JAMESON COMMUNITY AND TWO ACCESS ROADS INTO THE COMMUNITY AREA

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**Executive Summary**

As requested on 3<sup>rd</sup> March 2019, this is a heritage clearance report for three sections of road close to Jameson community:

- (1) The new proposed Bypass road (connecting Warburton through to Blackstone) on the southern side of Jameson community
- (2) An access road from this new Bypass to the western end of the community
- (3) An access road from this new Bypass to the community power generator site and airstrip area

Consultations and site visits for the clearance took place on 27<sup>th</sup> and 28<sup>th</sup> November 2018, and on 29<sup>th</sup> March 2019.

As of 29<sup>th</sup> March, heritage clearance was confirmed for the three proposed sections of road. The consultations on 29<sup>th</sup> March at which the confirmation was obtained were undertaken by Dr David Brooks and Ms Bryony Nicholson.

**Background**

The current clearances relate to the rolling out of the new 'transport corridor' plan from west to east across the Ngaanyatjarra Lands being undertaken by the Shire of Ngaanyatjarraku. The first piece of heritage clearance work that the Ngaanyatjarra Council anthropologists carried out in relation to this plan was for the Western Bypass of the Jameson community. The result of this clearance were reported to the Shire on 21<sup>st</sup> November 2018.

Having done that work, I (David Brooks) knew that there would also be surveys required for the proposed realignment on the south side of Jameson community. There were some complications in that there was a need to ensure that the new realignment constructed by the Shire would fit well with the new roads required by the Cassini/ Oz Minerals Joint Venture for their West Musgrave Mine Development Project. Because of this, I took steps to ensure that representatives of the JV were present together with the other parties, that is the traditional owners and the Shire representative (Mr Elves Brites) when the consultations and surveys took place.

## **The surveys**

27<sup>th</sup> and 28<sup>th</sup> Nov 2018

I was at Jameson for other work relating to the West Musgrave Mine Project, and I took advantage of the presence today of both Winston Mitchell and Reggie Smith. I wanted to be able to get all parties out to the area where the road developments were being proposed so we could synchronize everyone's requirements and concerns. After I started talking to the men about this, Reggie took the opportunity to take Winston out and show him not only the route that we'd driven and cleared last Monday – the Western Bypass – but also a possible continuation of this route southwards for the purpose of the Mine Access and Haulage road. I now rang Elves and managed to get hold of him. He was able to come straight over to take part. Along with Zoran Seat and Justin Rowntree (from the mining company), we went out onto the Jameson-Warburton road to the southernmost point of the Western Bypass route that we had cleared last Monday. I'll call this point A. Reggie and Winston had driven across here not half an hour before. We stood in the main road and drew lines in the loose sand depicting how the various parts of the new network would fit together. A crucial part was to get things right at this point A, the place where we now stood. There was only a certain amount of space east of here within which Elves could fit in everything else, bearing in mind visibility issues and turning requirements and other safety issues etc. He also needed to give a wide berth to the ceremony ground south of the community. So it was really quite complicated. We decided that we would drive east from here along the east/west route that Elves wanted to make which would be the new road going east to Blackstone and places beyond. This replaces the current community bypass on the southern side of the community. The new one is further out, to the south. So we went through the bush, with Elves jumping out of his car at various points to explain to everybody where the connecting roads up towards the community and to the airstrip would be taking off from. So then we got over as far as where it joins up with the Blackstone Road, beyond (to the east of) the community area.

It turned out that we had made one mistake with our reckoning in this piece of work, but we sorted it out the next day, with the same parties involved.

29<sup>th</sup> March 2019

In the work described above, we had been aware of the two access roads required to the north (into Jameson community and the powerhouse/ airstrip areas respectively), and we had talked about them, but we did not actually undertake a clearance for them.

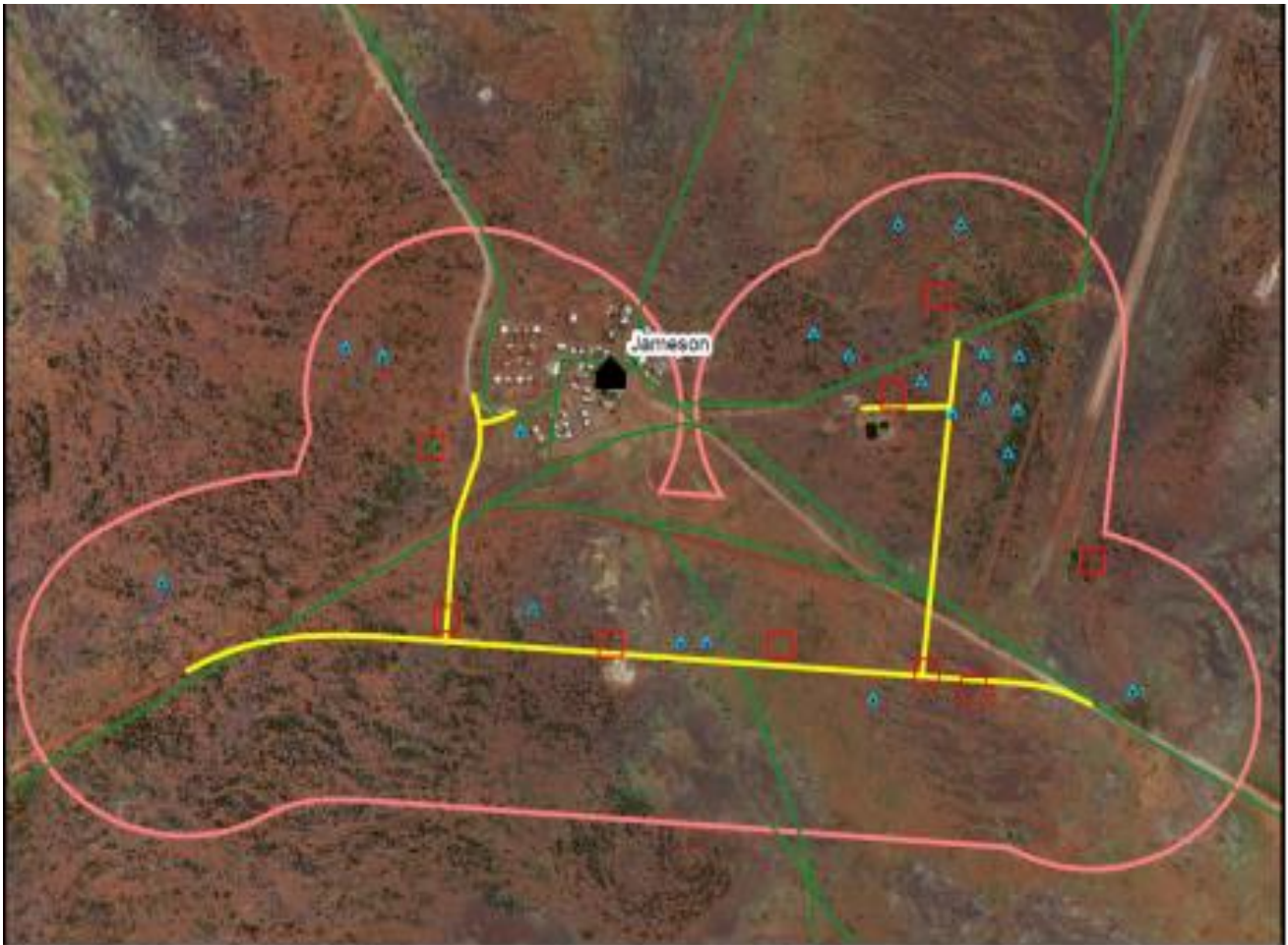
Therefore, on 29<sup>th</sup> March when all the parties were back in Jameson again, Bryony Nicholson and I, with Alex Knight present, had a long talk with Elves, Zoran and Justin about the entire 'network' of required roads. Elves, with TO Reggie Smith and others, had several times driven around the proposed alignments of the two access roads running north and everyone was very familiar with it all. Bryony and I then went with Elves over to Reggie Smith's house and discussed it with him, with the aid of maps. He confirmed that all the areas were clear of heritage sites. Given the degree of familiarity

of everyone with the whole exercise this consultation was sufficient to finalise the matter.

**Local participants in survey**

Reggie Smith

Winston Mitchell



Heritage Survey is 300m wide corridor for yellow lines above.

Proposed new road lengths / widths for clearing:

- Western = 1,000m x 39m (9m road plus 15m verges x 2) = 3,900m + (10 drains 15m long x 5m wide @ 100m interval) = 750m, Total = 4,650m<sup>2</sup>
- Southern = 2,800m x 39m (9m road plus 15m verges x 2) = 10,920m + (28 drains 15m long x 5m wide @ 100m interval) = 2,100m, Total = 13,020m<sup>2</sup>
- Eastern = 1,700m x 39m (9m road plus 15m verges x 2) = 6,630m + (10 drains 15m long x 5m wide @ 100m interval) = 1,275m, Total = 7,905m<sup>2</sup>

Total = 25,575m<sup>2</sup> = 2.5575 Hectares