

Coffs Harbour 2014 Heritage Study

Final – July 2014



Coffs Harbour Regional Museum – mus07-3223
Bullock team hauling logs to Coffs Jetty, c1915 (Coffs Harbour Regional Museum image no: mus07-3223)

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Not included – see note on page 7.	

Executive Summary

- Prepared in accordance with the NSW Heritage Branch's publication, *Community-Based Heritage Studies: A Guide*.
- Took as its starting point the two previous CHCC heritage studies (1987 and 1998).
- Created a revised, enlarged and updated Thematic History of the LGA.
- Provided for wide-ranging community input via a Heritage Study Working Group.
- Addressed an expanded understanding of Coffs Harbour's cultural heritage to take in post-WWII development, iconic sites, the contribution of multicultural groups, newly identified types of heritage and newly identified historic themes.
- Prepared detailed inventory sheets for all existing and new proposed heritage items.
- Provided the following recommendations:
 - Adopt the Heritage Study in planned stages
 - Provide concurrent promotion and explanation of the Heritage Study findings
 - Provide public access to the Heritage Study
 - Nominate state significant items for the SHR
 - Further assessment is required for the following:
 - ❖ the list of deferred potential items included within this Heritage Study
 - ❖ timber beam road bridges
 - ❖ timber trestle road and rail bridges
 - ❖ surviving early stockyards
 - ❖ former timber-logging tramlines
 - ❖ historic gold mining sites.
- Address the ongoing, future management of Coffs Harbour's heritage by developing detailed DCP polices and controls for the following:
 - Retention of early houses (timber and fibro) in medium and high density zones
 - Alterations and additions to existing early houses and buildings, including pre-WWII and post-WWII timber and weatherboard structures, and fibro houses and holiday/beach cottages
 - Dairy buildings – conservation and adaptive reuse
 - Banana packing sheds – conservation and adaptive reuse
 - Rear lanes and early subdivision layouts throughout the LGA
 - Historic rural landscapes
 - Soft and hard road verges and street edges, footpaths or lack of
 - Specific DCP for each proposed HCA.

Part 1: Introduction

Background

This LGA-wide heritage study was initiated by Coffs Harbour City Council (CHCC) in early 2012. Funding for the project was provided by the NSW Heritage Branch and Coffs Harbour City Council.

The first LGA-wide heritage study for CHCC was undertaken in 1986-1987. This study identified 25 local heritage items and seven items with higher (regional or state) significance.

The second LGA-wide heritage study, by EJE Consulting, was completed in 1997-1998 which identified more than 50 additional heritage items. This was done by inviting the community to nominate potential items and reviewing the 1986-1987 heritage study, recent reports and published histories. Many of the newly identified items were subsequently added to Schedule 5 of the Local Environment Plan (LEP).

In April 2002 following the amalgamation of Corindi and Red Rock (from the former Pristine Waters local council area) within Coffs Harbour City Council, an Aboriginal and historic cultural heritage assessment of the Red Rock and Corindi was undertaken by Kayandel Archaeological Services which led to additional heritage items included in Schedule 5 of the CHCC LEP.

The current LGA-wide heritage study was commissioned in 2012 in accordance with NSW Heritage Branch local government guidelines that recommend local councils prepare new heritage studies every 5-10 years.

Project brief and objectives

Following the guidelines set out in the Heritage Branch publication, *Community-Based Heritage Studies: A Guide*, the two key objectives were:

1. Prepare a Thematic History based on the work of the council's two previously commissioned LGA-wide heritage studies in 1986 and 1998
2. Prepare a Heritage Study with proposed heritage items and conservation areas, and including individual SHI inventory sheets.

Thematic History objectives

- Take as its starting point the council's two previously commissioned LGA-wide heritage studies in 1987 and 1998.
- Draw upon published histories and site-specific heritage reports, and incorporate new information from early maps, land title information, historic photographs, early newspapers, archive materials, information held in local archives and information provided by the community.
- Focus on built, landscape, European archaeology and movable heritage sites, with particular attention paid to identifying Coffs Harbour's local sense of place, post-contact historical development, and the various phases in Coffs Harbour's history, including WWII and late twentieth century historic phases.
- Create a revised, enlarged and updated Thematic History of the LGA using the NSW historic themes.

Heritage Study objectives

- Follow the guidelines set out in the Heritage Branch publication, *Community-Based Heritage Studies: A Guide*.
- Provide for wide-ranging input by the local community in the identification and assessment of local heritage items and conservation areas via a Heritage Study Working Group made up of community members and council staff.
- Consult extensively with the Heritage Study Working Group and other community groups throughout the project.
- Address an expanded understanding of Coffs Harbour's cultural heritage to take in post-WWII development, iconic sites, the contribution of multicultural groups, newly identified types of heritage and newly identified historic themes.
- Compile a list of known and new proposed heritage items, archaeological sites and conservation areas based on existing heritage registers, previously identified sites, and new proposals.
- Locate, research, assess and photograph all proposed new items.
- Prepare detailed inventory sheets using current SHI software for existing and new proposed heritage items, archaeological sites and conservation areas.
- Update existing inventory sheets to reflect changes to the Heritage Branch assessment criteria since the previous Heritage Studies were completed.
- Provide recommendations for forwarding the nomination of proposed items and for the ongoing, future management of Coffs Harbour's heritage.

Limitations

Due to the limitations of the timeframe and budget, the Thematic History was not able to include extensive research of original archive materials held at the state and national levels.

Due to the specialist skills required and issues of cultural sensitivity, the Thematic History did not address in detail pre-contact and post-contact Aboriginal history and archaeology.

Report format/structure

This Heritage Study is presented in five parts:

- Part 1: Introduction
- Part 2: Thematic History
- Part 3: Results and recommendations
- Part 4: Lists of proposed items and HCAs, demolished and deferred sites
- Part 5: State Heritage Inventory (SHI) sheets (SHI database).

Note on Part 5: State Heritage Inventory (SHI) sheets

The inventory sheets for all of the proposed items and HCAs have been entered into the SHI database software provided by the NSW Heritage Branch. This CHCC database will eventually be incorporated within the state-wide SHI database and available online through the website of the NSW Heritage Branch.

Hard copies of the individual listing sheets for the recommended heritage items and conservation areas within this Heritage Study are available through Coffs Harbour City Council. They are not included in this report due to the large number (approximately 600 individual listing sheets).

Author

The author of this report is Robin Hedditch, heritage consultant.

Heritage Study Working Group

A Heritage Study Working Group was established in April 2012 following two advertisements in local newspapers calling for expressions of interest. Between May and August, the committee made up of approximately 10 community members and local council staff met with the heritage consultant on a regular fortnightly basis and provided wide-ranging and extensive advice on potential items and assistance with site visits around the LGA.

Then followed a period of several months where the author, assisted by the members of the Heritage Study Working Group, travelled extensively around the LGA locating and photography proposed items.

The author then prepared SHI forms for each individually nominated property and proposed conservation areas. The author also conducted supplementary historical research and comparative analyses with similar items in the local area and in the NSW Heritage Branch SHI database.

The author was also assisted by many members of the community outside the Heritage Study Working Group who nominated possible items and provided information and photographs.

Acknowledgements

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Heritage Study Working Group members: Karen Filewood, Terrie Beckhouse, Pam Worland, Jan Arnett, David Greenhalgh, Sikiki Paufa-Rex, Ann Kennett, Clyde Treadwell, Marten Bouma.

Also, Geoff Morrow, Glenreagh-Dorrigo Mountain Railway, Jenny Freeman, Collection of Red Rock History, Diane Kingsford-Smith, Doug Hoschke, Lester Tolhurst, State Library of NSW, NSW State Records, National Archives, Coffs Harbour City Library, Coffs Harbour Regional Museum.

Part 2: Coffs Harbour Thematic History

Notes

This Thematic History relies heavily on the Thematic History prepared by Cynthia Hunter for the 1997-1998 Heritage Study prepared by EJE Planning, as well as Neil Yeates' history of Woolgoolga and his two-volume history of Coffs Harbour. A complete list of sources appears at the end.

Due to the specialist knowledge required, this Thematic History does not address Aboriginal pre-contact and post-contact history.

The focus is on the European settlement of Coffs Harbour (built, landscape, European archaeology and movable heritage sites) with particular attention paid to identifying Coffs Harbour's local sense of place, post-contact historical development, and distinctive phases in Coffs Harbour's history, including WWII and late twentieth century historic phases.

Each section includes a list of State and Local Themes under the NSW Historic Themes framework.

Early European settlement (1840s – 1870s)

The Coffs Harbour area was explored and settled relatively late in the nineteenth century. Maritime exploration of the northern NSW coastline was difficult due a lack of natural harbours north of Port Stephens, and land-based exploration was hindered by dense forests and the large number of rivers that needed crossing.

Few northern rivers were navigable or allowed easy landings. Exceptions were the Clarence River explored in 1839 and the Bellinger River discovered in 1841.

Early coastal shipping routes between the convict settlements of Sydney, Newcastle, Port Macquarie and Brisbane bypassed this area of the coast, and the inland exploration of northern NSW and southern Queensland after Allan Cunningham's expedition of 1827 led to an inland road linking Kempsey to Grafton by way of Ebor.

As a result, the northern coastline of NSW was generally overlooked, and the area broadly covered by the modern-day Coffs Coast remained remote and sparsely settled by Europeans until well into the nineteenth century.

John Korff (1799-1870)

The first European known to visit Coffs Harbour was John Korff in the 1840s (after whom Coffs Harbour is named).

John Korff was born in London of part-German ancestry on 7 September 1799 and was apprenticed to the Royal Naval Dockyard at Deptford, qualifying in shipbuilding and naval architecture. He later ran a private shipyard, building and repairing ships, before emigrating to NSW in 1835.

He arrived with a letter of introduction to a local shipping entrepreneur, Edye Manning and his first major task was to salvage the hull and machinery from the steamship, *Ceres*, which had been wrecked at Norah Head in 1836. The two men then set up a shipbuilding yard on the Hunter River where Korff built a new hull to house the *Ceres*' refurbished machinery. This and other vessels were built at this yard around 1841, with the salvaging of two other wrecks, the *SS Clonmel* in 1841 and the *SS Phoenix* in 1850.

Korff's wife and children arrived in 1840 and his sons joined him in shipbuilding. It appears that Manning also had shipbuilding yards in Port Jackson, on the Clarence and possibly also in Brisbane. Manning's ketch, *Brothers*, worked the north-coast shipping route for many years in the 1840s, and in 1841 Manning's steamship, the *SS Phoenix*, became the first regular steamship to ply the route between Sydney and the north coast.

John Korff's association with the place later to bear his name occurred in the 1840s when he and his ship, *Brothers* took shelter during a gale in the lee of South Coff Headland. He is said to have remained there for four days during which time his sons, Frederick and Gordon, went ashore.

It has been variously claimed this event took place in 1845, 1847 and 1850. Some even claim the event never took place at all.

Despite the historical uncertainty, John Korff is generally credited as the 'discoverer' of Coffs Harbour, and several other local places bear his name: North Coff Island now known as Muttonbird Island, South Coff Island now known as Corambirra Point, Korff's Islet, Coffs Creek and Korff Street. 'Korff's Harbour' became Coffs Harbour through a spelling error in the *NSW Government Gazette* which declared Reserve 15 at Coffs Harbour comprising 960 acres on 24 December 1861.

Following Korff's visit, no European settlement occurred. However, the governments' decision some 20 years after Korff's visit to reserve land for a harbour and future township

suggest that the area's suitability as a shipping port and harbour had not escaped the notice of authorities.

Cedar-getting and the first European arrivals (1860s–1870s)

The first Europeans arrived in the Coffs Harbour area in the 1860s. This was relatively late compared to nearby settlements along the Clarence, Macleay, Nambucca and Bellinger Rivers. Once again, the late development of Coffs Harbour was due to geographical factors – the lack of a navigable river, difficult sea and land access, and the barrier of the Great Dividing Range escarpment which, at Coffs Harbour, reaches down to the coast.

Cedar-getters had been gradually working up the coast from Port Macquarie and down the coast from the Clarence from the 1820s and through the 1840s and 1850s. Working north from Port Stephens in the 1820s, cedar-getters reached the Hastings River in 1823, the Manning River in 1828 and the Macleay River in 1830. By the 1840s they had reached the Nambucca and the Bellinger Rivers. From the north, the Richmond River was logged in the 1840s. By 1845 timber-getters had come as far south as the Bellinger River and in the 1850s they began working the Dorrigo plateau.

The first two cedar-getters to reach the Coffs Harbour area reflect this pattern of convergence from the north and south. Walter Harvie (1844-1932) arrived in the area from the Bellinger via Bongil (Bonville) Creek, while John Bayldon and his family (who had emigrated from Yorkshire in 1855) came overland from the north in 1871, via hauling their belongings by bullock dray from the Clarence.

Walter Harvie is considered the area's first settler and it is thought he arrived around 1865-1866 (the date is sometimes given as 1870). He first logged Bongil Creek, setting up his camp in what is now Sawtell Reserve. He was then directed to Coffs Creek by local Aboriginals where he set up his second camp on the north side of Coffs Creek near the present-day showground. From there he worked up Coffs Creek to the Red Hill area.

John Bayldon bought land between Bongil and Boambee Creeks which he named 'Boambi Run'. He built a large slab house and planted vegetables gardens and an orchard.

Both men are closely associated with what later became Sawtell. The site of Walter Harvie's campsite is marked by a plaque in Sawtell Reserve, and the site of John Bayldon's house, possibly the first European building in the area, was nearby, overlooking Bongil Creek, on what is now Lyons Road.

In addition, the site of Walter Harvie's campsite on Coffs Creek is now known as 'Walter Harvie's tilting ground' (where sawn logs were lowered into the creek using a winch and pulley to be floated out to sea). Walter Harvie logged cedar in Coffs Harbour for 6-7 years. Bullock teams were used to pull cut logs down to the Coffs Creek campsite where they were squared and cut into seven-foot lengths. This length was useful for joinery and furniture. From the camp, the logs were floated down to the mouth of Coffs Creek and hauled by bullock team across the beach. A ship waited at anchor near North Coff Island and the logs were winched out to sea and loaded onto the ship using a derrick.

After leaving Coffs, Walter Harvie returned to the Bellinger River, settled in Raleigh to become a farmer and ferry operator. He then moved to Bonville and later lived in Coffs Harbour where he retired and wrote a valuable account of his early days of Coffs Harbour. He died in 1932.

In the 1870s more cedar-getters arrived and generally followed Harvie's practice of hauling logs out of the forest using bullock teams and then floating them down Coffs Creek to the beach and waiting ships. Many timber loads came to grief on the steep sides of Red Hill but one of the greatest difficulties was floating the logs down the creek as loggers had to wait for a high tide, often at night, and needed to bind the logs together with chains to form a floatable raft.

Later, to avoid the procedure of rafting logs, a new road was cut, roughly following present-day Albany and Victoria Streets to Beacon Hill where the logs were rolled down the hill to the beach at the south corner of the harbour.

In the 1870s, cedar-getters also worked their way up the Orara Valley. From there, the cut logs took a different route. They were rafted down the Orara River, following heavy rain, to Coutts Crossing, near Grafton. From there, they were hauled overland by bullock team to South Grafton and floated down the Clarence River.

Much romance, now and then, surrounds the activities of the cedar-getters. They were definitely precursors to more permanent settlement by others, but their activities attracted a great deal of criticism, especially what was considered the profligate squandering of natural resources. Fortunes could be made by harvesting 'red gold'. For example, it was estimated in the 1860s that the cedar within a 300-acre area on the Tweed River was worth between £8000 and £10,000. The industry was largely unregulated. While the Government attempted to regulate the industry via licenses and quotas, this was difficult to control given the remoteness from capital cities.

In 1841 it was estimated that over 200 licensed cutters were working on the north coast but the unofficial figure was almost certainly many more than that, and quantity restrictions set by the government went unheeded. Not only was there concern over the uncontrolled quantities being harvested, the amount of unnecessary wastage was also a major issue.

The historian James Jervis writing in the twentieth century, quotes a complaint made about cedar-getters in the 1860s: 'Sawyers are a wasteful set of men. They destroy more timber that they use. They cut and square only the very best parts of the tree, leaving great masses of cedar which would fetch a great price in the market, to rot unheeded ... They destroy young trees too, with most culpable carelessness, ... wishing to seize on the present advantage ...'

Squaring logs was seen as a major problem. Logs were squared before transporting them to make them safer because they could not roll so easily. However, squaring wasted much valuable timber.

Concern over the depletion of forest timbers and the failure of the system of quotas and licences led the NSW Government to gazette the first forest reserves in the 1870s. In 1877 the Forestry Conservation Branch was set up within the Lands Department, and tracts of land were withdrawn from conditional purchase by selectors. The intention was to preserve the remaining cedar reserves, an early example of government-managed forestry.

However, by this time, the cedar reserves were running out and land clearance had begun in earnest by early settlers who followed in the wake of the cedar-getters. The devastation of the forests which had begun with the cedar-getters was accelerated by pioneers clearing land for farming. Large-scale tree felling, burning and ringbarking took place and the raw landscapes of tree stumps and burnt earth created by clearing are visible in many early photographs.

By 1881 there were 461 forest reserves in NSW and by 1888, there were 1000 reserves totalling two million hectares. The success of these reserves, however, was limited by the lack of any defined policy for their management or protection, and there continued much illegal logging and land clearing, and lobbying by settlers for land to be surveyed and released for selection.

The discovery of gold (1881)

The other significant event of the early development of the Coffs Harbour area was the discovery of gold in the 1880s. It resulted in a sudden, large influx of people and represents the second wave of European arrivals to this part of the north coast.

Gold was discovered in 1881 when two brothers called Sharpe, discovered a nugget of gold-bearing quartz in an abandoned campsite in the Orara Valley. They located the mother lode and the Lady Matilda mine was the first gold mine operation in the area.

Other reefs were quickly discovered and the Illabo, Caledonian, Jubilee and other mines came into operation. The Orara Goldfield was proclaimed on 12 August 1881 and a mining warden's office opened at the new settlement of Nana Glen to process mining licences (this office was later transferred to Coramba when the new police station opened in 1898).

Some mines were rich and profitable; others not. 1897 is considered to have been the best year for gold mining in the Orara, with almost 9000 ounces retrieved, and an overall total of nearly 38,000 ounces recovered by 1961. Intense and short-lived as are many gold rushes, the effect on Coffs Harbour was immediate in drawing new people to the area and increasing the supply and demand for roads, services, food and supplies.

However, like the cedar-getters before them, the miners and their families were not necessarily permanent arrivals and many left once the gold petered out in search of fortunes elsewhere.

Heritage items and locations

This period of Coffs Harbour's development was characterised by a small number of itinerant and semi-permanent settlers, a great deal of timber getting and frantic gold mining, basic communication, and transport primarily by sea with roads little more than bush tracks.

The result is few surviving built remains. The evidence of European activities tend to survive as archaeological sites, with the known locations of Walter Harvie's campsite, his tilting ground on Coffs Creek, the site of Bayldon's house on Lyons Road, the line of early tracks and roads, and the remains of gold mining activities, often abandoned workings in the bush.

One exception to this is early pioneer gravesites. Recent dedicated research has uncovered a number of pioneer gravesites from this early period of white settlement in the Coffs Harbour area. These sites, where they can be located and verified, form an invaluable record of pioneer settlement and some of the earliest built relics. They are of the highest local significance.

Historic Themes

3 Developing local, regional and national economies Exploration

3 Developing local, regional and national economies Forestry

3 Developing local, regional and national economies Mining

9 Marking the phases of life Birth and Death

First permanent settlements (1880s–1905)

In the first volume of his history of Coffs Harbour, Neil Yeates reproduces from a 1926 publication, 'Hats off to the old pioneers', a list of the settlers who arrived in the first 10 years (ie 1880 to 1890). With the exception of Walter Harvie, who according to the booklet, arrived in 1870 (and who was still alive in 1926), all the other settlers arrived no earlier than 1880, with James Small the first man to select land in Coffs Harbour in 1880.

Contemporary accounts in 1883 by visitors to Coffs Harbour, arriving via Glenreagh and the Orara valley from Grafton, note the number of small farms already established with crops such as sugar cane, bananas, vines, fruit trees and maize (quoted in Yeates, Volume 1, page 22).

The Government Surveyor, H A Evans laid out a town plan for a new village at present-day Coffs Harbour in 1886. He acted under instructions from the District Surveyor, William Braylesford Greaves, after whom it appears Evans wished to name the new town. When the plan was published in the *Government Gazette* in 1886, the town's name appeared as 'Brelsford'. By this time, the fledgling settlement was informally known as Coffs Harbour and the official name of Brelsford was dropped in 1897. The first sales of land were held in Kempsey on 8 February 1888 when 20 half-acre lots were offered, bounded by High, Albany, Gordon and Earl Streets.

With the uptake of rural land cleared after logging and the laying out of Coffs Harbour village, the small pioneer population expanded and permanent settlers started arriving and setting up small farms. A common pattern was for a selector to arrive first as a timber-getter and, as their selection was progressively cleared, turned it over to farming.

From information in Neil Yeates, Volume 1, the first shop appeared in the early 1880s to service the small town and farming communities. The first was Rudolph Graff's at the northern end of Castle Street, across the creek from Walter Harvie's tilting ground. Another serving wines and meals was set up by Lawrence McKenna north of Coffs Creek which was later transferred to the site of the Fitzroy (Coast) Hotel and became the Cricketers Arms. One of the most well-known shops was Carrall's Cottage which stood on present-day Gordon Street. In 1880 it was the delivery point for the once-weekly return mail run between Grafton and Fernmount.

The first postal and telegraph services

With the success of farming, residents began agitating for better services. Petitions were made in September 1880 and April 1881 for the establishment of a regular postal service with a Postmaster General. At this time a weekly return mail service operated between Fernmount and Grafton via Glenreagh but it was unreliable due to the condition of the road and the weather. In February 1882 Coffs Harbour gained a Receiving Office and, despite petition by locals for this to be upgraded to full Post Office status, this didn't occur until August 1890.

The reasons for the government's refusal of the requests is quoted in Neil Yeates, volume 1, page 29:

'One has only to visit Coffs Harbour, so called, to realise the absurdity of the application. There are no signs of even a village settlement yet, the one roadside inn doing a very small business. The store is mostly closed and the traffic on the road is very limited, the only signs of activity being when the timber-getters bring the logs occasionally to be floated down the tidal creek to the bay to be shipped.'

This reveals that during the 1880s timber-getting was still the major activity and, while the population was growing, it was mostly via sparse settlement in rural areas rather than by the concentration of people in small villages.

Early sugar milling

One of the first crops grown by local farmers in the frost-free coastal areas at Coffs Harbour was sugar cane. However, harvested canes were bulky and difficult to transport and its as a crop success relied on local milling and sugar extraction. Various small sugar mills were set up at Boambee, North Boambee Creek, Moonee and Woolgoolga.

One of the most successful was James Small's mill at Korora which began in 1885. He planted 30 acres of sugar cane and this, when combined with the same amount from neighbouring farms, was enough to make the mill economically viable. Another successful sugar mill was established by William Pullen in Woolgoolga.

Without a jetty at this time, transporting sugar cane to Sydney was difficult as it required loading it onto ships from the water which was risky. This early experiment in farming and fluctuations in the price of sugar in the 1880s eventually put Coffs Harbour's small sugar mills out of business while the larger Colonial Sugar Refining Company on the Clarence prospered.

Early banana farming experiments

Coffs Harbour's first banana plantation was set up in the 1880s by Hermann Rieck. Another was planted at Korora around 1911 which grew to about 20 acres by 1918. These were the first attempts to grow to what would later become Coffs Harbour's signature fruit crop. However, at this stage while profitable, the industry remained small and local.

Dairying

Following in the wake of the cedar-cutters came the dairy farmers, often the same men, who after cutting out the cedar from their selections, cleared the land and turned it over to dairying. In doing, so they become the area's first permanent settlers. Cows were plentiful as they had been used to breed bullocks for the cedar-getting teamsters, and the rich soils exposed after forest clearing were ideal for raising dairy herds.

The success of dairying on the north coast at this time was also assisted by technological advances. NSW's first imported mechanical Laval cream separator (patented in 1878) was in operation in Kiama in 1884, revolutionising the local industry. Its introduction meant that farmers didn't have to wait a whole day for the cream to separate and be skimmed off by hand. It also meant that separated cream and butter, which survived transport better than untreated milk, could be produced at greater distances from the markets, ie Brisbane and Sydney, cost less to transport and made the industry much more profitable. This led to the rapid expansion of the dairy industry to the Illawarra, far south coast, central coast and finally the north coast.

The other big factor in the development of north-coast dairying was the rise of the co-operative movement. The co-operative movement was particularly successful among dairy farmers (eg the Mid-Co and Norco co-operatives) but it extended into many industries, some of which still survive, such as fishing co-operatives, retail co-operatives, the Banana Growers Federation (BGF), and local community credit unions. In the case of dairy farmers, the co-operative movement led to the setting up of butter factories for large-scale milk and butter processing and organised long-distance transport, all of which helped the profitability of the industry.

In the Coffs area, Coramba was the centre of the dairy industry. According to Neil Yeates, vol 1 p 62, Colin Buchanan of Karangi was the first farmer to acquire a cream separator in 1898 and following his sudden death a few months later, local farmers banded together and began making butter using his separator on a co-operative basis.

The Orara Dairy Farmers Cooperative Society was formed in 1897. In 1901 they built a butter factory on Gale Street near the Orara River at Coramba where St Therese Roman

Catholic Church now stands. By 1908 the factory was averaging 6 tons of butter per week. Production increased as more land was turned over to dairying. By 1915 there were 115 farms supplying milk. In 1925 a bigger factory was built across the river. By this time, 140 local farms were supplying cream. The building of the new butter factory coincided with the arrival of the North Coast train line in 1922 and the opening of the Dorrigo-Glenreagh branch line in 1924 which meant local farmers could easily and quickly transport their butter beyond Coramba to the Sydney and Brisbane markets.

In 1906 Cecil Herdegen set up a cheese factory at Bonville which he later moved to Fridays Creek, and in 1910 a butter factory was set up in Coffs Harbour on the corner of Edgar and Mildura Streets and later moved to a site on the road to the jetty. Milk in cans was collected by horse-drawn carriage. By 1917 there were 80-90 suppliers within a 15-mile radius of Coffs and the factory was averaging 200 tons of butter a week. Of this amount, 60 tons was sold locally, 100 tons went to Sydney and 40 tons exported to London. This average was maintained through the 1920s.

The Fernmount–Grafton road (1885)

By early 1884 a new section of road from Moonee to Grafton had been completed with tenders accepted for the section from Moonee to Coffs Harbour. It was also noted in the *Clarence and Richmond Examiner* that the road from Fernmount to Coffs Harbour had been cut but not yet trafficable due to a lack of crossing over the Bellinger River. By 1885 bridges at Pine Creek (present-day Korora) had been completed and the road was open between South Grafton and Coffs Harbour.

Government jetties: Coffs and Woolgoolga

A great deal is already known about the jetties at Coffs Harbour and Woolgoolga through government records and previous research by local historians. Their histories will only be summarised here with more detailed information available through published and government records.

As loading places along the lucrative north-coast shipping route, both Coffs and Woolgoolga suffered from a lack of convenient port facilities. Goods had to be loaded and unloaded via surf boats to and from steamships at anchor in deeper water which was slow and dangerous, especially in rough seas.

From 1885 onwards a constant stream of representations were made for government-built jetties to be provided.

The jetty at Coffs Harbour was approved in late 1889 with the tender closing in January 1890. The tender and construction of the Woolgoolga jetty ran concurrently.

The tender for the Coffs Harbour jetty was won by Thomas Lawson who arrived in 1890 with a team of 12 construction workers. Work was sometimes hampered by bad weather, at one time, 300 feet of the jetty was washed away in a violent storm, but work continued without interruption until August 1892 when the jetty was completed and included a narrow-gauge train line and 5-ton steam-operated crane at the seaward end for loading vessels.

The jetty was made of local hardwood and measured 1641 feet long and 21½ feet wide. The total cost, while subject to some debate, is usually quoted as £12,482.

In 1897–1898 a small crane was installed at the shore end to help with the loading and unloading of drays, and the original 5-ton crane was replaced with 10-ton steam-powered derrick crane. The use of a crane with a jib allowed boats to be loaded at some distance from the jetty, to avoid them bumping against the jetty in stormy weather.

Later, various improvements included the widening of the narrow gauge train line to standard gauge, widening and strengthening of the jetty, and in 1914, lengthening the jetty by a further 320 feet. The steam-powered cranes were eventually replaced with electric ones in the 1940s as well as flood lighting added in 1947.

The government jetty at Woolgoolga was approved and put out to tender at the same time as the Coffs Harbour jetty. It was similar in construction and included a single railway line and steam crane. Work started in 1889 and the jetty was completed in 1892. It was slightly shorter than the Coffs jetty, being 475 metres (1425 metres long) and was 10 metres wide (30 feet wide).

The two jetties, at Coffs and Woolgoolga, did not provide the instant boon to the development of the Coffs area as expected, though they did improve loading facilities. For example, Coffs Harbour was only visited by one vessel per week even after the construction of the jetty.

In 1890 Commander F Howard of the Royal Navy was commissioned to survey both Coffs Harbour and Woolgoolga harbours for future improvement works and it had long been thought that Coffs Harbour would eventually require breakwalls to protect the harbour against strong seas. Howard's plan also realigned the road from the jetty to Harbour Street (present-day Park Avenue).

Hardwood timber milling and associated tramlines

One of the main prompts for the further development of Coffs Harbour was the growth of hardwood timber milling, as opposed to the early cedar-getting which, by 1885, was mostly defunct.

There were existing nearby milling operations at Raleigh and further north in the Northern Rivers area and there had been two early local small-scale timber mills in Coffs Harbour – one set up by George Mills in Moonee Street in the early 1890s to cut and supply timber for the construction of the jetty and another at the jetty set up by William Best, but both mills were temporary and had ceased operations by 1903. Best's mill was marked on Commander Howard's 1890 plan of the jetty as 'Travelling Saw Mill camped thereabouts'.

The emerging hardwood timber industry had very different requirements to those of the earlier cedar-getters. For large-scale permanent timber operations, better roads, local sawmilling operations and transport by rail to modern loading facilities were all required.

As a result, much more capital was needed and the industry moved away from local travelling sawmilling and logging operations to large venture-capital experiments and company-based operations. One of the first was the Commonwealth Lumber and Shipping Co Ltd which issued a prospectus and advertised a public share issue in the late 1890s. Part of the plan involved the acquisition of a lease of 20 acres at Coffs Harbour jetty and over 3,00 acres of dense forest in the Nymboida area with tramlines linking the two. The plans never materialised but, as Neil Yeates has observed, the later development of the hardwood timber industry closely followed these first proposals.

The first permanent hardwood timber mill in the area was in Coramba, established in January 1903 by William Shaw. It was cutting 22,000 super feet of ironbark per week for export to New Zealand via Sydney. It was loaded at Coffs Harbour which, at the time, was visited by two ships a week, the 'Dorrigo' and the 'Cavanba', each travelling north and south.

Later in 1903 a mill was set up in Coffs Harbour by George Wallace Nicholl. About a year later, Nicholl died and his business was bought first by the North Coast Steam Navigation (NCSN) Co and soon after by the British Australian Timber (BAT) Co. Nicholl's timber mill was located a short distance from the jetty on the road to Coffs Harbour and was soon joined by another mill, Pike and Co, which burnt down in 1906.

The BAT Co, after acquiring Nicholl's mill, began constructing tramlines to transport logs from the surrounding forests to the jetty. The first tramline went northwards from the jetty

across Coffs Creek and to the base of Macauleys Headland and continued for a mile or so after, crossing what was then known as Woolgoolga Road near the present-day Big Banana. The line was extended as areas were logged. In 1908 it was extended to West Korora and the Bucca Creek Basin, and was extended again in 1912.

In 1905 a local entrepreneur Henry Edgar Day applied for a tramline lease to build a tramline running south from Coffs Harbour jetty across the north arm of Boambee Creek and west towards present-day Englands Road. In 1906 he applied for extensions to go further into Upper Boambee. These were part of a larger plan to construct a timber depot and private jetty near South Coff Island which never eventuated and, after building the tramlines to the Boambee forests, Day forfeited his leases in September 1911 and the tramlines were taken over by the Coffs Harbour Timber Co which had established timber mills at Bonville and Boambee.

Logs from Bonville and Boambee were then taken to Coffs jetty via these tramlines and many locals have since confused the ownership of these tramlines as BAT Co tramlines.

According to Neil Yeates, from about 1905 these large-scale timber milling operations gave such an enormous boost to the growth of Coffs Harbour that the term 'the lift of 1905' was coined to describe the impact. Shipping visits increased. From two ships a week in both directions in 1903, Coffs Harbour jetty was receiving about eight a week (over 400 a year) in 1906 and traffic remained at this level for the next 10 years. In 1905 a direct shipping route between Coffs, Woolgoolga and Sydney was set up by Langley Brothers who had timber milling interests in the area, and a specially built vessel, the *SS Fitzroy*, entered service from 1912. It has been estimated that the quantities of hardwood shipped from Coffs Harbour increased from 2.75 million super feet in 1907-1908 to 7.5 million super feet in 1916.

Numerous sawmilling operations sprang up around the Coffs area and some timber was cut and transported the old-fashioned way using loggers and bullock teams, but the BAT Co operations at both Coffs Harbour and Woolgoolga remained the largest and most influential. Two more BAT sawmills and associated tramlines were built at Boambee and Bonville in 1912. The Boambee mill was on Englands Road and closed in about 1917, and the Bonville mill was opposite the present-day Crossmaglen Public School and continued until March 1931. When the North Coast railway line came through in 1915, the BAT Co took up some of their tramlines and relaid them from the Boambee and Bonville mills to two special sidings called Nondaville and Mahratta.

Prior to the First World War the timber industry suffered a downturn and at the outbreak of war, timber exports were disrupted. This meant the busy shipping routes slowed down and

timber mills closed. The Coffs Harbour Timber Mill at Boambee closed in 1914 and the BAT Co sawmill at Coffs Harbour jetty has been closed for about a year before it was destroyed by fire in January 1915.

According to Neil Yeates in his history of Woolgoolga, the main reason for the local campaign by Woolgoolga residents for a government jetty was for the export of sugar cane, which held great promise for the future. However, shortly after the jetty was finished in 1892, the price of sugar fell suddenly to an unprofitable level and local sugar mill owner, William Pullen converted his mill to timber. The BAT Co had built a mill in 1888 and by 1892 there were four other timber mills in the area.

Like it did in Coffs Harbour, the BAT Co built a narrow-gauge tram line in 1907 which brought timber down from the forest to the mill at the jetty and then to the jetty itself. Another was built by the Great Northern Timber Company whose 1912 mill was near the present bowling club.

Woolgoolga's hey day as a timber export town was relatively short-lived. Timber stocks were quickly depleted and, as in Coffs Harbour, milling operations began winding down before WWI, with the trend accelerating after the war.

The North Coast Railway (1911–1922)

Once again the history of the coming of the railway to Coffs Harbour has been extensively researched and has only been summarised here, with information taken from already published sources.

The push to extend the North Coast railway from Maitland to South Grafton began with a Parliamentary Inquiry in 1903 with the economic case for a railway being debated along with the route it should take. Locals giving evidence at the inquiry which convened at Coramba and Coffs Harbour, cited the growth of the sugar cane, dairying and timber industries and the unreliability of coastal shipping to press their case. Most locals, except from Woolgoolga, favoured the inland route via Glenreagh rather than the coastal route via Bucca Bucca Creek and Woolgoolga.

Construction began in 1911 with Coffs Harbour the meeting point of two sections, one built north from Raleigh between 1911 and 1915, and the other south from Grafton down through Glenreagh and Coramba completed between 1915 and 1922.

Once completed, the new section from Raleigh to Coffs allowed dairy farmers from the Bellinger Valley to send their milk and butter to Sydney via Coffs Harbour. The train made two trips a day, taking one hour to cover the distance between Raleigh and Coffs.

Finishing the section between Coffs and Glenreagh involved a steep ascent at Red Hill and several tunnels. This slowed down work and required a great many additional workers. For a short time, a temporary township, Coffs Heights, was set up to house the railway workers. Single men were housed in tents and men with families housed in huts built from timber and tarpaulins with a kitchen chimney at the back. A social hall which also doubled as a school room was built by the construction company, Norton Griffith, and water was pumped to tanks and fed by gravity to the camp sites. There was even a short-lived public school, Coffs Heights Public School, operating from April 1916 to June 1918. As work progressed, the campsites of the workforce moved, from Coffs to Coramba to Glenreagh until the section was complete in 1922 (the section from South Grafton to Glenreagh having been completed in 1915).

The Glenreagh–Dorrigo branch line (1924)

During the early 1900s, the settlers on the Dorrigo Plateau began an intensive campaign to link the area to the projected North Coast Railway Line. In 1903, Public Works Committee considered a line from the North Coast to Dorrigo and thence inland to Guyra, in connection with the proposed Casino-Tenterfield line. Three possible routes for the coastal portion of the line were investigated: Coramba-Dorrigo, Coffs Harbour-Dorrigo (the 'Bonville Route'); and Glenreagh-Dorrigo, via Bushman's Range.

The Glenreagh to Dorrigo route was ultimately chosen. On 28 December, 1910, the *Glenreagh to Dorrigo Railway Act* was passed but construction by Norton Griffiths didn't begin until 17 August 1914. Over the next few years the work progressed but stopped on 28 March 1917 with the suspension of Norton Griffiths' contract. Work resumed on 12 March, 1920, almost three years later, with only 4.75 miles (7.6 km) laid. The weather and the terrains required heavier works and materials and as a result, costs increased. The line would be among the most expensive lines to be constructed in New South Wales.

Upon completion, the Dorrigo Branch was 43 miles 16.5 chains (69 km) long, with 11 stops, 12 sidings (mostly servicing timber mills), 15 bridges and 2 tunnels. The first (unofficial) train to Dorrigo arrived at the incomplete station on 27 September, 1924, and the complete Glenreagh to Dorrigo line was officially opened on 23 December, 1924.

The main stops along the line were, from Glenreagh to Dorrigo:

- Glenreagh: opened in October 1915 and the junction with the North Coast Line.
- Timber Top.
- Reids Siding.

- Moleton: was located near Mole Creek and had a small platform and siding.
- Lowanna Station.
- Ulong.
- Brooklana Station.
- Mulhearn's (later Lloyd's (1942)) Siding.
- Cascade.
- Briggsvale: had a 100 ft platform and one dead-end siding serving a local saw mill.
- Wild Cattle Creek (later Megan).
- Leigh: the highest station on the line.
- Dorrigo: the terminus.

Lowanna Station was the largest and only attended intermediate station on the line, and was primarily a goods (timber) station.

Little changed until 1956, though rumours of large losses and possible closure constantly circulated. From 1 December, 1957, passenger services ceased and diesel replaced steam locomotives in the late 1950s.

In October 1972, after a series of washaways, it was decided to do no further repairs, effectively closing the line. The last freight train to run on the line was on 27 October 1972 and line was officially closed on 20 September 1975.

The Coffs Harbour breakwalls (1913-1928)

The need to create calmer waters to assist Coffs Harbour's development as a shipping port had been recognised in the late nineteenth century and noted by Commander Howard in his 1890 maritime surveys of Coffs Harbour and Woolgoolga. In the early years of the twentieth century the idea was put forward several times by various advocates and in 1912, the scheme proposed by engineers, Messrs de Burgh and Keele was accepted. (Mr de Burgh was Chief Engineer for Harbour and Water Supply.)

The scheme involved linking North and South Coff Islands to the mainland and building an additional ocean breakwall from South Coff Island in a north-eastern curve to create a sheltered harbour. Additional jetties were proposed at South Coff Island but these were never built.

Work began on the south side of the harbour in 1913 with the construction of a timber viaduct (trestle bridge) linking South Coff Island to the mainland in order to set up a quarry at South Coff Island to supply the rock for the northern breakwall. By 1915 the quarry was in full operation and a tramline had been built to transport rock from South Coff Island along the shoreline to the northern breakwater. This tramline also utilised part of the existing Coffs Harbour Timber Company tramline that had been built by Henry Edgar Day in 1905.

At the same time, the viaduct was progressively covered over with fill from the quarry until the sea was closed off and South Coff Island was joined to the mainland. This work was completed in 1928.

The northern breakwall involved linking North Coff Island (Muttonbird Island) to the mainland. Originally the contract was issued to Norton Griffith but the arrangement fell through and NSW Department of Public Works took over the work in May 1917 with about half of the northern breakwall completed.

The work was completed on 24 May 1924. For several years following, the stonework was left to settle before being capped with concrete. This was done over time until July 1935.

Work on the curved eastern breakwall began in 1918 but there were major delays and setbacks as the breakwall was washed away several times in storms.

In 1926 the works were inspected by visiting UK engineer, Sir George Buchanan, who was inspecting Australia ports on behalf of the Commonwealth Government. Buchanan had several concerns with the plans. The concrete blocks and the stone from the quarry were not large enough, the sea face of the northern breakwall required additional protection, and the overall plan would not provide sufficient shelter as the created harbour enclosure would still be exposed to storms from the ENE to ESE directions. At the time of his visit both breakwalls suffered damage from storms.

His advice was to use larger, 100-ton concrete blocks and to curve the eastern breakwall further eastward and extend it to 2,300 feet in order to leave only an entrance gap of 650 feet between North Coff Island and the eastern breakwall. Buchanan also anticipated the problem of sand build up within the harbour.

Only part of Buchanan's advice was heeded. Larger 40-ton concrete blocks were deployed and the eastern (ocean) breakwall was extended to 1,530 feet but his suggestion to rebuild it on a different alignment was not taken up. On 6 October 1939 the eastern breakwall was completed with the concrete capping occurring in stages over the next 2-3 years.

South Solitary Lighthouse (1880)

Detailed information on the design and construction of South Solitary Lighthouse can be found in many published sources and a Conservation Management Plan had been prepared. Only the main details are included here.

Construction of the South Solitary Lighthouse began in July 1878. Thoughts of a lighthouse for coastal shipping had been initially suggested in 1856 and again in 1863. Following the wreck of the ship 'Carry Well' in 1865 pressure from locals for a lighthouse increased as ships began bypassing the area because of the dangers. It wasn't until 1876 that the decision was made to proceed. Designs were drawn up by the Colonial Architect (James Barnet) after a visit to the island in 1877. Tenders were called in June 1878 and the contract awarded to John Macleod.

For two years from 1878 a temporary light was ignited every night, presumably by the construction team who were living on the island. The difficulties of embarking and disembarking on the island, construction during bad weather and the supply of materials to the island are well-known. The design of the lighthouse and the headkeepers and assistant keepers living quarters follow the typical pattern of many lighthouses built at this time, with the exception that South Solitary lighthouse buildings are made from concrete. This was presumably due to the difficulty of hauling materials onto the island because of its steep sides and lack of landing place and so it was easy to mix concrete onsite than to supply stone or bricks from the main land. Work was completed in early 1880 and the first lighthouse keepers arrived in March 1880. The lighthouse optic began operation on 15 March 1880.

On 8 December 1886 two ships, the 'Kielawarra' and the 'Helen Nichol' collided in the waters north of South Solitary Island. Forty-eight lives were lost, and following a commission of inquiry, it was decided the lighthouse needed better communication with the mainland.

In 1887 a signal station was set up on what is now known as Look-At-Me-Now Headland near Emerald Beach. The first Signal Master was George Damerell and messages were sent between the lighthouse and the signal station by flags during the day and Morse lamps at night. The signal station was also connected to the north-south telegraph that ran between Coffs and Grafton. In the 1920s, stronger powered lamps allowed the lighthouse to signal Coffs Harbour directly, and at the outbreak of WWII, a radio-telephone link was established with Smokey Cape. The oil-burning lamp and original optic were replaced with an automatic light in 1975, and the island ceased to have live-in lighthouse keepers.

First villages and townships

Coffs Harbour and its surrounding towns and villages follow a similar pattern of development. With the end of cedar-getting and more permanent settlement in the 1880s and 1890s, the area relied heavily on agriculture via small farms and a spread out population. This led to the establishment of many small villages.

The overall population was not high. According to Neil Yeates, the 5 April 1891 census recorded only 299 white inhabitants in 55 dwelling with a further 12 uninhabited dwellings (ie public schools etc) in the counties of Raleigh and Fitzroy (an area larger than the current Coffs Harbour LGA).

By 1903, the population was not much higher. The 1903 electoral roll (which included women for the first time) records the voting population for the district of Cowper. Neil Yeates, vol 1, pp60-62, reproduces the complete list from the Coffs Harbour polling station and has extracted the following numbers:

Central Coffs Harbour	27
Coffs Jetty	7
Bonville	33

There were additional small numbers of voters in Boambee Creek, Karangi and Pine Creek (Korora). These figures don't include towns such as Woolgoolga, Coramba etc but do indicate that by 1903 the population of Coffs Harbour and the surrounding area was still very small.

In January 1908 the *Coffs Harbour Advocate* lists the population of Coffs Harbour as 770, an increase of 252 on the year before. In July 1912, the *Advocate* gives the population as 2,244.

A similar pattern of settlement for the villages and small settlements around Coffs Harbour have led to a common set of building types visible across towns and villages. First came the farmhouses of the more prosperous and successful farmers; followed by small public schools as the number of families and children increased, a surprisingly high number of churches by all denominations, early shops, may be a hotel along the main road leading to Coffs Harbour, Dorrigo and Grafton, a police station, a post office and frequently a large hall for community events and public occasions. Up to World War II the universal building material was timber, and everything was built out of local north-coast hardwoods.

Here follows a brief summary of the history of Coffs Harbour's surrounding towns and villages.

Woolgoolga

The early development of Woolgoolga ran in parallel with Coffs Harbour in that European settlers arrived at approximately the same time and for the same reasons. Its late development, like Coffs Harbour, can be attributed to difficult access by road and the lack of

navigable rivers. The first road in the area went inland from Kempsey to Grafton bypassing the Coffs area.

The first settler came from the Clarence. On 1 January 1875 Thomas Small of Ulmarra took out a five-year Crown lease of 25,000 acres called 'Weelgoolga', though there is evidence that the land was already unofficially occupied by Small as early as 1872. It was managed as a single cattle run until 1880s after the lease expired and smaller selections became available for agriculture. From 1880 the first farmer was William Snare and following him other farmer-settlers began arriving in numbers from around 1883, and the names still closely associated with Woolgoolga start appearing in the records (Hofmeir, Hearne, Pullen etc). These first settlers came down from Grafton, a journey which took three days, and like those farmers in Coffs Harbour one of the first crops was sugar cane. Timber was also being harvested and small local sugar mills were set up by William Snare and William Pullen. To load boats and to unload machinery acquired for his new, larger sugar mill, William Pullen built a jetty slide or boat ramp at the eastern end of Woolgoolga beach which allowed punts to be winched out to sea to waiting ships and to be pulled back by bullock teams. William Pullen later converted his sugar mill to a timber mill following the sharp fall in sugar prices in the late 1880s. By September 1884 Pullen's sugar mill was processing 8000 gallons of juice per day from locally grown sugar cane.

The first shops to set up in Woolgoolga were located near Woolgoolga Creek in an area marked today by a mature fig tree. There was a mounted police camp and stock yard, a general store and a tinsmiths shop. A half-time school with Corindi was opened in 1882-1883 for 17 children and moved to its current location with a permanent new school building in 1889. A post office was established in 1884 and the town's first hotel, the Seaview Hotel, was built by William Pullen in 1888. With a growing farming population and the beginnings of shops, schools and post office, locals campaigned for the establishment of a town. A plan for the village of Woolgoolga was laid out by the government surveyor on 6 November 1885 with another drawn up on 30 November 1886 which closely resembles the current town layout. On 18 February 1888 the village of Woolgoolga was gazetted. Originally spelt 'Woogoolga' by the first two surveyors, it was always thought this was a mistake and the spelling was finally corrected by a government notice in January 1966.

Following the completion of the government jetty in 1892, the main products exported from Woolgoolga was timber and sugar cane. The 1891 census gives Woolgoolga's population at 181 people inhabiting 45 dwellings.

In 1907 the BAT Co took over the Pullen sawmill at the jetty and began upscaling timber activities from a small local concern to that of a major activity using modern methods of

harvesting and transport. Like it did in Coffs Harbour, the BAT Co built a 6 ½ mile long narrow-gauge tramline into the forest and the first steam locomotive ran in July 1907. In 1912 the Great Northern Timber (GNT) Co built another tramline north from Woolgoolga towards Corindi. Both these lines brought timber down to Woolgoolga jetty for loading onto ships.

According to Neil Yeates in his history of Woolgoolga, the locomotive on this line could haul 12 logs at a time and if necessary make two trips a day. With work having started on the North Coast Railway line in 1911, the supply of hardwood sleepers boosted the local timber industry. At the beginning of 1916 GNT had cut and stockpiled 3500 sleepers over three weeks and the mill, at once time considered the largest in Australia, provided most of the employment in the small town.

However, at this fast rate of harvesting, the timber supplies soon ran out, and the timber industry around Woolgoolga was well into decline by WWI. Like other towns and villages in the Coffs area, dairying was profitable for a time, and the Woolgoolga Butter Factory, run as a co-operative was built near the jetty on Wharf Street. However, dairying was never the major local industry in Woolgoolga that it was for other north-coast towns. The butter factory operated through the 1920s until dairying too went into decline.

Coramba

Timber-getters arrived in the 1860s looking for cedar or 'red gold' of which the area had a plentiful supply. The cut logs were rafted down the Orara and Nymboida Rivers after heavy rain to Coutts Crossing to be shipped to Sydney from Grafton. Later they were carted overland to Coffs Creek and floated out to sea.

In 1880s government surveyors arrived in the Orara and the area was made available for selection in parcels of 50-60 acres (20-30 ha). The first selector was Eugene Rudder followed by a group of five settlers from Wollombi in the Hunter Valley. William Gale was another early settler whose selection included the future site of Coramba township (the main street bears his name). The rich soils were ideal for dairy farming and in 1886 gold was discovered, prompting the creation of Coramba township as the permanent location for a police constable and a mining warden's office. Following the end of cedar-gathering, the area became known for its large reserves of native hardwoods.

In 1906 a new local government area was formed called the Dorrigo Shire. Coramba was chosen as the township for the new council chambers because it was the geographical centre of the new shire and Coffs Harbour was still primarily a port servicing a rural hinterland. New council chambers were built in 1914.

Gale Street includes several weatherboard houses and shops built between the wars. The development of Coramba was given a big economic boost in the 1920s with the construction of the North Coast Railway. Work started in July 1915, and Coramba accommodated many railway workers. Coramba Station opened in July 1922 with the Coramba platform located near the former butter factory on the other side of the Orara River. At roughly the same time, work on the Dorrigo-Glenreagh branch line took place and the line opened on 23 December 1924. (The Dorrigo-Glenreagh branch line ceased services in 1972 and officially closed in December 1993.)

Today Coramba is a quiet, residential village surrounded by small farms and has retained much of its historic charm and character. The most significant building period goes up to WWI following the dairying and the discovery of gold, with the police station and courthouse (1896 and 1899), Coramba Public School (1910), St Pauls Anglican Church (1899), and Coramba Community Hall (1914) along with several timber posted shopfronts and weatherboard houses. The current Hampden Hotel with its striking modern facade was built in 1940 replacing an earlier hotel destroyed by fire.

Corindi and Corindi Beach

Now called Upper Corindi, the original Corindi was first permanently settled in the 1880s when John Franklin and his family moved from Coldstream on the Clarence to Portion 63 in the Parish of Corindi. The area had been logged for its timber and progressive clearing encouraged the establishment of dairy farms.

In the 1880s more families moved into the area following the granting of land leases primarily as grazing runs, for example Station Creek and Glenugie Station. The names of families included Skinner, Shaw, Taylor, Casson, Boyle, Wall etc, many of which are preserved in the current place names.

Settlement at Corindi Beach occurred around 1888 which had been set aside for residential use since the early 1880s.

The earliest legible gravestone at the Upper Corindi cemetery records the death of John Henry Eaves in 1911. The cemetery lies next to the first Corindi Public School grounds, of which no physical remains survive.

By the late 1880s most of the available agricultural land had been taken up and commercial crops included cotton, arrowroot, bananas, tobacco and sugar cane. Sugar cane from Corindi was processed at William Pullen's sugar mill at Woolgoolga. With the success of dairying, a cheese factory was set up in 1909 and there were many small banana farms. In 1913, the Great Northern Timber (GNT) Co tram line extended from Woolgoolga to Corindi

Creek passing through what is now Sherwood Forest Reserve south of modern-day Corindi, and transported cut logs to the timber mills and jetty at Woolgoolga.

One of the oldest surviving built structures in the Corindi area is Fed Casson's house at 3 Coral Street, off the Pacific Highway. It is thought it was built in 1884.

After WWI the original industries of cattle grazing, dairying, timber logging, sugar cane and bananas went into gradual decline to be replaced with recreational and post-WWII holiday pursuits, such as fishing, camping, swimming and rural residential hobby farms.

Red Rock

Like Sawtell, Red Rock started as a popular camping and fishing ground. Corindi fisherman Tom Richards first discovered Red Rock in 1898 and within two years it had become a camping ground for the Richards, Cowan and Ford families. These families built the road which connects Red Rock to Corindi. In 1903 200 acres were officially set aside and gazetted as a recreation area to try to limit development of the area. In 1908 recollections by Verdi Schwinghammer noted that there were no houses at Red Rock, and in 1934 the area became a Public Recreation Reserve. Many of the town's buildings date from the post-WWII period when the families long-associated with Red Rock built simple fibro houses as permanent holiday residences.

Nana Glen

The local Aboriginal word 'Nana' means two tailed and the Nana Creek near present-day Nana Glen forks, resembling a two-tailed lizard which was also called Nana by Aboriginals.

Two Crown Land Acts were passed in 1861, enabling areas held by leases, whether surveyed or not, to be available for selection and sale. Only a few selections were made, in the 1860s and 1870s, such as in the Woolgoolga area, and near the Orara River. Between 1883 and 1885, surveyors measured all the Orara River and creek frontages from Coramba to the head waters, in 40 to 150 acre blocks which were characterised by fertile soil and thickly timbered. Blocks were surveyed along Bucca Creek also.

Gold was discovered in the Orara River area in 1881. In May of 1881, two Sharpe brothers, looking for strayed bullocks, found gold in a block of quartz beside a campfire which Andrew and John Nicholson had just left. They searched the area and found the mother lode; but other prospectors who had heard the news made counterclaims and a year elapsed before the Sharpes won legal right to what became the 'Lady Matilda' mine. Other reefs were located nearby, resulting in mines such as the 'Illabo', 'Caledonian' and 'Jubilee' coming into operation. A Mining Warden's Office was established at Nana Glen in 1881.

Many prospectors came into the area, increasing the existing population of timber getters and creating both demand for leases or sale. In 1897, about 800 miners were in the Coramba, Orara and Karangi areas. Rural settlements, such as Nana Glen, Coramba and Karangi, experienced rapid growth following gold discoveries. During the following years, areas of agricultural land were taken up by former goldminers and others attracted to the area. Dairying around the river flats of the Orara Valley was particularly successful as a result of the influx of miners. This success hastened the development of Coffs Harbour.

The first permanent European settler in the area was Edward Sharpe who named his property 'Nana Glen'. The first post office was opened in Sharpe's property in 1892 and so the emerging village acquired the name, Nana Glen.

Many of the first settlers in the Nana Glen area were pioneers families that come down from the Clarence to make land selections and many of their descendents still live in the area. Familiar names include the Morrows, Sharpes, Jarratts, Cowlings and Sherwoods. The number of roads that converge on Nana Glen (Orara Way, East Bank Road, Bucca Road, Central Bucca Road, Weirs Road) attest to the early importance of Nana Glen.

A post office was established on 1 January 1892 and a mail service began between Bucca, Nana Creek, Coramba and Coffs Harbour in 1895. A telephone service for telegrams was set up in October 1905 and expanded to include private telephone subscribers in 1914. The first private telephone subscribers in Nana Glen were the properties 'River Byn' owned by the O'Connells on the Coramba Road and 'Edgefern' owned by the Jarretts on East Bank Road.

The dairy farmers followed the cedar getters and the goldminers, after which came the hardwood mills assisted by the opening of the Coffs-Glenreagh section of the North Coast rail line in 1922. The area became a large hardwood timber milling and dairying area and continued to prosper well into the 1920s and 1930s.

After WWII both the timber and dairy industries went into prolonged decline and Nana Glen stagnated while coastal centres such as Coffs Harbour, Sawtell and Woolgoolga fared much better with the boost provided by the post-war holiday boom. Today Nana Glen, like Coramba and Glenreagh, are picturesque villages surrounded by quiet farming districts.

Bonville

Like Coffs Creek and the Orara River, Bonville Creek was used to bring logs down from the forests and float them to the sea.

The first white settlers in Bonville were the Keogh family who selected on Pine Creek in 1880. Four years later came Joseph Turnbull, Moran, the Fitzpatrick Brothers and Richard Goulding. In 1885 Charles and Henry Williams, Ted Archer, William Thompson. Robert Pollack and Thomas Duncan followed. Robert Mulley, Henry Jarrett and James Reedy arrived in 1886.

After 1890 there was a further influx of settlers making their homes between the two creeks (Bonville and Pine Creeks). With the decline of cedar-getting, the area around Bonville became a large dairy farming area. The Bonville area did not experience the growth of the local hardwood timber industry due to its greater distance from Coffs Harbour jetty and so dairying remained the single most important industry. By the late 19th century, the area's greater emphasis on dairying led to the establishment of district factories to process dairy products.

Local farmers sent their milk and cream to the butter factories at Coramba and Coffs Harbour and in 1906 local cheesemaker, Cecil Herdegen set up a cheese factory at Bonville. In about 1915, Herdegen moved to Fridays Creek. During the twelve years it was in operation, Herdegen's cheese factory flourished, having the full support of the farmers in the Bonville area where dairy farming was the main industry.

Lowanna

In 1909 Lowanna's main street was a track through forest on land then owned by C S Wilson. By 1914 there were a number of inhabitants mainly in the Ulong settlement, as it was the oldest section of the Eastern Dorrigo. Other small villages soon emerged, such as Gundarene, Ashton, Brooklana and Lowanna, with only a few miles travel between each place. The reason for the establishment of these villages was the construction of the Glenreagh to Dorrigo Railway line, which was begun in 1914 and finished in 1924.

All stations and sidings en route from Glenreagh to Dorrigo involved sawmills. Mulhearns' sawmill was close to the station, and was one of the first sawmills in this part of the plateau. There were others owned by the Mulhearns at BoBo, Ulong and Lloyds Siding. In 1911, Brooklana's former Receiving Office became a fully-fledged post office. The Post Office at Lowanna opened as a receiving office on 1 July 1919, in the charge of Mr E Wilkes. The status of the office was raised to that of Allowance Post Office from 1 June 1921. Mr Edwin Ellis was appointed Postmaster. Prior to 1919 postal duties were conducted by the telephone office keeper, FW Thorne, when the telephone office opened in 1917.

Lowanna with its post office and store, church and school, was provided with an attended railway station, which offered many benefits to the plateau.

Ulong

The settlement of Ulong began around 1907 following a visit by Mr Tom Timms senior of Albion Park. The area was dense bushland with the only road into the area from Coramba which went as far as Bo Bo Creek.

The name Ulong was given by the area's surveyor, Mr W N Small, one of the councillors elected at the first Dorrigo Council and by 1912 there were a number of settlers (Timms, Mulhearn, Easy, Corfe, etc) living in the area in roughly built weatherboard and vertical slab houses using timber from Coramba.

Around 1914 a sawmill was set up at Ulong Creek, with a houses for employees. The growth of Ulong Creek area required a store, which was opened by Mr Abe Jennings and a small hall was built near Jennings's store. These buildings were near Ulong Creek near Corfe's mill.

Meanwhile, work on the Glenreagh to Dorrigo railway line had begun, with all stations and sidings en route designed to have associated sawmills. Ulong station was completed by Sid Hooson. It was of 'unattended siding' status. Ulong Post Office commenced with a receiving office opened on 17 February 1912. In 1912 the Post Office was in the main street of Ulong.

St Andrews Presbyterian Church was erected in 1911, in 1915 a barbers shop was opened by Mr W C Drake and in 1909 Ulong School opened. It was originally built on the hill overlooking what was to become the main street of Ulong some years later but was moved after some time to a more convenient position near the corner of Troys Road, or as it is known today, Rhodes Road.

In 1917, businesses already established in Ulong included: O'Hanlan Bros Cash Store: and J R Walker, Wheelwright and General Blacksmith: while in 1925, the list included Lou Davis, Builder and Ulong Bakery, with proprietor, E Balzer. A number of the original main street buildings still stand.

Upper Orara and Dairyville

Cedar cutting on a small scale extended to the minor creeks in the Coffs Harbour area. When the weather was suitable, timber was shipped out from Coffs Harbour, the logs floated out to vessels anchored off the coast. Two Crown Land Acts were passed in 1861, enabling areas held by leases, whether surveyed or not, to be available for selection and sale. Free selection created a new class of small farmers - the selectors. Only a few selections were made in the 1860s and 1870s, such as in the Woolgoolga area, and near the Orara River.

In 1881, land east of the Orara goldfield and on the coast was available for conditional purchases, such as the Moonee Creek settlement. Between 1883 and 1885, surveyors measured all Orara River and creek frontages from Coramba to the headwaters, in 40 to 150 acre blocks. Blocks were surveyed along Bucca Creek also. The discovery of gold in the Orara River area occurred in 1881. Many prospectors came into the area, increasing the existing population of timber getters and creating both demand for leases or sale. In 1897, about 800 miners were in the Coramba, Orara and Karangi areas.

Rural settlements, such as Nana Glen, Coramba and Karangi, experienced rapid growth following gold discoveries. A Mining Warden's Office was established at Nana Glen in 1881. During the following years, areas of agricultural land were taken up by former gold miners and others attracted to the area. Dairying around the river flats of the Orara Valley was particularly successful. In 1902 a butter factory was set up in Coramba. In 1906, the factories at Bonville and Nana Glen were making cheese.

Sawtell

The Government Reserve which became Sawtell Reserve was first surveyed in 1861. Walter Harvie arrived as a cedar-getter in 1863 and set up his campsite in Sawtell Reserve. A few farmers and permanent settlers arrived after this, setting up farms around Bonville, but it was a beach and holiday destination for families from Dorrigo and Bellinger that Sawtell Reserve became known. Holidaymakers first starting arriving in 1884, travelling down from the Bellinger Valley along what is now Lyons Road. The 102-acre reserve was formally gazetted in 1902 and the first recreation hall was built. By 1912, it was reported that over 300 visitors stayed on the reserve during the holiday period, and by 1920 over 1000 people stayed and the reserve had its own store, post office and caretaker. The current Reserve Hall was built in the 1920s.

Local entrepreneur, Osie Sawtell, saw an opportunity to buy up the neighbouring cattle farm and create a residential and township subdivision. In 1923 he offered lots for sale in the new township of 'Bonnie Bonville'. With the arrival of the North Coast railway in 1924, Sawtell gained a railway station named after Osie Sawtell and the fame of being one of the few places in New South Wales where you could travel by train and walk to the beach. The new town was officially gazetted as Sawtell in 1927, and its reputation as a seaside destination has continued to grow, with a large number of recreation, club and sporting facilities clustered around the Reserve camping ground.

The two most significant building periods were the 1920s–1930s with the Hilltop Store (1925), Sawtell Hotel (1932), St Nicholas Anglican Church (c1935), and the First Avenue

shops, and the 1950s, with Sawtell Cinema (c1957), Catholic church (c1952) and a large number of holiday cottages and apartments.

The first schools

In 1885 the first approaches were made by local residents to the NSW Department of Education for public schools. Residents could apply for a school and teacher to be provided once there were 12 students.

As the early development of Coffs Harbour was via timber-getters and settlers on small farms, this led to a series of schools serving those small communities, and the survival today of many early public schools throughout the LGA. Many of the schools were originally part-time, in that they shared a teacher between two until student numbers rose and more teachers became available.

From research undertaken for this study and information in the NSW Department of Education publication, *Government Schools of NSW 1848-2003*, the following is a list of known early schools within the present-day LGA. (The date shown takes the creation of a half-time or provisional school as the date of the school's establishment.)

1884	Woolgoolga
1884	Corindi
1885	Coffs Harbour
1886	Moonee (closed 1925) (called Moonee Creek until 1909)
1886	Bucca Lower (closed 1978) (called Bucca Creek until 1919)
1888	Bonville
1888	Coramba
1891	Upper Orara (called Dunvegan until 1919)
1892	Massey (closed in 1893)
1892	Karangie
1892	Nana Glen (called Bagawa until 1911)
1893	Kororo
1897	Beacon Mines (closed 1899)
1902	Boambee
1907	Orara (closed 1912)
1909	Dairyville (closed 1909)
1909	Corindi Creek (closed 1962)
1910	Ulong (called Eulong until 1914)
1910	Bucca Central (closed 1963)
1912	Lowana (called Gundar until 1936)

1916	Tunnel Camp (closed 1917)
1916	Coffs Heights (closed 1918)
1920	Brooklana (closed 1949)
1920	Red Hill Camp (closed 1921)
1924	Sawtell (called Bonnie Bonville until 1928)
1927	Moletton (closed 1955)
1928	Timmsvale (closed 1970)

All established in the 1880s, Bonville, Coffs Harbour, Coramba, Corindi, Lower Bucca and Woolgoolga Public Schools are the earliest surviving public schools in the Coffs Harbour LGA.

Early churches

The Coffs Harbour area had, and still has, a large number of early timber churches, all built within a short period of time following the first wave of permanent European settlement in the 1880s, and all in a similar simplified 'carpenters Gothic' style out of local hardwood by local tradesmen. They are a highly significant group of surviving early buildings.

While their histories are tied up with the specific communities and denominations that built them, it is also useful to consider them as a group. This reveals their close similarities in style and construction and their importance as an early building type in this area of the coast. It is also useful to include demolished churches to indicate the original large number built and their role in forging early communities.

1898	St Johns Anglican church, Maclean St, Coffs Harbour (relocated to the Jetty in 1911 and renamed St Aidens; demolished in 1973)
1899	St Pauls Anglican church, 15 Dorrigo St, Coramba
c1900	Uniting church, 15 Nana St, Nana Glen
c1900	St Augustines Anglican church, Scarborough St, Woolgoolga (demolished in 1970s)
c1904	St Peters Anglican church, Orara Rd, Nana Glen
1905	Catholic church, 1021 Coramba Rd, Karangi (now a private residence)
1906	Methodist church, Trafalgar Street, Woolgoolga (demolished after 1957)
1907	St Andrews Presbyterian church, High St, Coffs Harbour (demolished in 1983)
1907	St Anthony's Catholic church, Coffs Harbour (rebuilt in 1909 and renamed St Augustine's; demolished in 1962)
1908	Methodist church, 2 Duncans Bridge Rd, Coramba (now part of a private residence)
c1910	All Saints Anglican church, Upper Orara Rd, Upper Orara
1911	St Johns Anglican church, Maclean St, Coffs Harbour (demolished in 1972)

1911	St Andrews Presbyterian church, Ulong (now a private residence)
1914	Holy Faith Anglican church, Gleniffer Rd, Bonville
1915	Methodist church, Gordon St, Coffs Harbour (now part of the church hall)
1916	Presbyterian church, Coffs Harbour Jetty (demolished)
1927	St Therese of the Little Flower Roman Catholic Church, 6-10 Gale St, Coramba
1931	Catholic Church, 11 Pine Ave, Ulong
1934	St John the Evangelist Anglican Church, 29 Grafton St, Lowana (now a private residence)
1935	Anglican church, 19 Pine Ave Ulong (now a community church)
c1935	St Nicholas Anglican church, 15 Elizabeth St, Sawtell (now the church hall)
1935	Mary Immaculate Star of the Sea Catholic church, 66 Mildura St, Coffs Harbour jetty (relocated to John Paul College)
1951	Mary Help of Christians, Fourth Avenue, Sawtell
1957	Methodist, later the Uniting church, Trafalgar Street, Woolgoolga

Community halls

Coffs Harbour's community halls are a small but highly significant group of surviving early timber public buildings. Like public schools and churches, these community halls were built at roughly the same time by groups of local residents. As such, they represent the typical development of the Coffs Harbour area through its villages and farming communities. At the time they were built, they were easily the largest buildings in their locations and intended as central meeting places and venues for community events (dances, weddings, concerts, etc). In this regard, these building are of the highest local significance as buildings around which early communities and local identities formed.

1907	Nana Glen community hall
1907	Upper Orara community hall
1909	Coffs Harbour School of Arts (remodelled in 1927, demolished 1970s)
1910	Bonville community hall
1914	Coramba community hall
1920s	Sawtell Reserve recreation hall
c1920s	Timmsvale community hall
1926	Masonic Temple, Gordon Street (demolished 19??)
1927	St Johns Anglican church hall, Maclean St, Coffs Harbour
1928	Soldiers Memorial Hall (now the Jetty Memorial Theatre)
1930s	Lowana community hall
1949	Ulong community hall (Melody Theatre)
1955	Boambee community hall

Early public buildings

While Coffs Harbour has had a number of public buildings to serve the growing population, these buildings have tended to be relatively simple, made out of timber, often provisional and short-lived as population centres shifted, requiring the re-location of services and government functions. This diverse group of buildings (and a perceived lack of quality and substance) has contributed to the current-day sense that Coffs Harbour's heritage lacks architectural presence. Compared to Grafton, with its stone banks, courthouse, gaol, large hotels, brick churches and cathedral, and larger government buildings, Coffs Harbour appears to fare badly.

However, there is a small group of surviving public buildings (mainly police stations and courthouses) in the Coffs Harbour area from before WWI which, when viewed as a group, demonstrate the historical development of Coffs Harbour and are important in the creation of local identity.

Heritage items and locations

The period from 1880 to 1914 was the first major phase of permanent European settlement following the earlier, more transient activities of gold mining and cedar-getting which left few built remains. Cattle grazing, dairying and fruit and vegetable growing centred around small rural communities with transport primarily by sea. Major government projects such as the South Solitary lighthouse, the jetties at Coffs and Woolgoolga, the harbour breakwalls and the North Coast Railway led to Coffs Harbour becoming a busy coastal shipping port with a larger township developing to service these activities with schools, shops, churches and public buildings.

With the development of a heavily capitalised local hardwood timber industry after 1905, Coffs Harbour became a relatively prosperous town and the population steadily rose.

This period in the history of Coffs Harbour has left behind many important built features that trace the area's development, from early rural farmhouses, to schools and churches, to larger structures such as the Coffs jetty and breakwalls and potential archaeological relics such as the timber tramlines. Timber was the dominant building material because it was cheap and plentiful.

Often the first generation of buildings in the area, all surviving timber buildings from this period are potentially of very high local heritage significance, as are pioneer gravesites and cemeteries, early industrial relics and infrastructure works.

Historic Themes

- 3 Developing local, regional and national economies Agriculture
- 3 Developing local, regional and national economies Commerce
- 3 Developing local, regional and national economies Forestry
- 3 Developing local, regional and national economies Transport
- 4 Building settlements, towns and cities Towns, suburbs and villages
- 6 Educating Education
- 7 Governing Government and administration
- 7 Governing Law and order
- 8 Developing Australia's cultural life Religion
- 9 Marking the phases of life Birth and Death

First World War (1914-1918)

The First World War had a sudden economic impact upon Coffs Harbour. Intensive hardwood harvesting had already depleted much of the timber resources of the area. Much of this timber was exported and Germany was a large purchaser. With the outbreak of war, timber exports dropped off suddenly. Even traditional trade routes such as to New Zealand and South Africa were disrupted. Employment in Coffs Harbour was affected as many jobs and small communities relied on the local timber industry.

The impact was lessened, to some extent, by the numbers of young local men who enlisted and by the construction of the North Coast Railway which continued throughout the war except for a brief period in 1917-1919 and the Glenreagh-Dorrigo branch line. These public works provided local employment and income for the timber mills. Other works such as the harbour breakwalls also helped the economic pressures.

A North Coast Recruiting March was held in January 1916. It started at Grafton with 27 men and passed through Coramba and Karangi to reach Coffs Harbour on 22 January. By the time the march reached Maitland, it was 200-strong and finally swelled to 235. Fifty enlisted on the march, with 23 of those coming from Coffs Harbour.

At the end of the war, a branch of the Returned Soldiers and Sailors Imperial League of Australia (RSSILA) (forerunner of the RSL) was formed and discussion took place on the form of an appropriate memorial. A stone monument, an avenue of trees along High Street (Harbour Drive), even a memorial ward in the hospital were suggested but the popular choice was for a Memorial Hall which could be used for public events and as a gathering place for veterans. Delays ensued regarding funds and a suitable locations and it wasn't until February 1928 that the new Soldiers Memorial Hall at the corner of High and Edinburgh Streets was opened. In the 1930s it was leased as a cinema and in the 1980s it was given to

Coffs Harbour City Council. Restoration and additional work was done on the building and it re-opened as the Jetty Memorial Theatre on 3 December 1988.

The Woolgoolga branch of the RSL erected a sandstone monument to the nine men from Woolgoolga who lost their lives. It was originally located on Allotment 3, Section 37 in Scarborough Street opposite the public school and fenced with a timber and wire fence. It was later moved to Beach Street in front of the RSL Club. It was later dismantled (in the 1990s) and the marble tablets that record the names of both WWI and WWII servicemen were installed in the new entrance to the RSL Club. The stone monument survives intact but in pieces with local plans to restore and reinstate the monument.

Coffs Harbour was the site of several soldier settlements after the end of World War I. These were an initiative of the NSW Lands Department to provide for returned servicemen, and local councils were approached to suggest possible locations.

In April 1919 the Minister for Lands visited Coffs Harbour to inspect land at Korora and within a month 20 blocks of 30 acres each were approved as a soldier settlement for citrus and banana growing. Local farmers gave advice to the returned servicemen on how to establish their farms. Several other soldier settlements in the Coffs Harbour area included one settlement of four blocks ranging from 206-254 acres at Bonville designed for dairy farming.

Following both world wars many honour boards were placed in churches, schools and public halls recording the names of local men who enlisted and who died. These boards form a significant collection of war memorabilia and need to be catalogued and recorded. *Oorrara et al* provides photographs and the transcribed names of many of these honour boards.

Heritage items and locations

The Jetty Theatre and the sandstone monument at Woolgoolga are two highly significant heritage items from World War I, as are the honour boards as a collection of movable heritage items. The soldier settlement subdivisions, where their allotment subdivision patterns survive intact, are also an important reminder of this period in Coffs Harbour's history.

Historic Themes

- 3 Developing local, regional and national economies Events
- 3 Developing local, regional and national economies Transport
- 7 Governing Defence

Between the wars (1919-1939)

In his two-volume history of Coffs Harbour, Neil Yeates makes heavy use of contemporary newspaper accounts of Coffs Harbour and district, from the *Coffs Harbour Advocate* (begun in 1907 and the *Grafton and Clarence Valley Examiner*. As early as the 1920s, Coffs Harbour was thought by its own residents to be ugly and untidy, and in the words of the *Advocate's* editor, 'Let us admit that Coffs today is a town almost hideous in its ugliness' (4 June 1921).

Coffs Harbour's 'ugliness' was due to a combination of a small, often transient population, long distances to major centres, poor roads and no significant economic booms to date. As Neil Yeates observes, Coffs Harbour was a town of battlers and largely unregulated urban development, leading to a sparse sprawl of small timber houses, vacant blocks and ring-barked trees. (Interestingly, this perception of Coffs Harbour's ugliness continues today with many locals comparing Coffs Harbour unfavourably with Grafton as a town of traditional architecture and a wealthier population).

Domestic housing

The typical house built in Coffs Harbour changed during the interwar period. Before WWI, practically every building was timber. The typical form was that of a simple nineteenth-century bungalow: symmetrical in elevation, square in plan form with a verandah on one, two or three sides and a bungalow roof of corrugated iron sheets. Nearly all were weatherboard, even down to the verandah balconies. There were few or no decorative features that required imported cast iron lace, stained glass, slate etc. Everything was made from local hardwood.

After the war, Coffs Harbour followed the changes in domestic architecture and embraced new building materials. Domestic houses of this period were still made primarily of timber, but the increasing use of bricks and fibro is evident. Typical houses of the 1920s and 1930s became asymmetrical, acquired more complex roof forms with gables and dormers, windows changed from sashes to casements, verandahs were often enclosed to create sleepouts and there was an overall increase in decorative detail and design sophistication. Bricks became available but were used sparingly for piers etc. There were few wholly brick buildings constructed at this time. One of the most obvious changes was the use of fibro in conjunction with weatherboards, creating the very recognisable pattern of weatherboarding to the sill height with fibro sheeting above.

Hotels, shops and shopping strips

Coffs Harbour's commercial shopping streets emerged during this time, as well as in Coramba, Sawtell and Woolgoolga. As the population of Coffs and its surrounding villages

grew, more people arrived in the towns to provide services such as shops, bakeries, chemists, banks, tailors, hotels etc to the growing resident populations. The towns and villages emerged as small urban centres with a commercial life of their own, rather than acting as service centres for the surrounding timber, dairying and farming communities.

The development of two distinct commercial strips of the Jetty shops and Top Town around Moonee, Grafton and High Sts in Coffs Harbour continued. The rows of shops along these strips became more or less continuous as more businesses were set up, and early photographs show each as a series of single-storey shops with posted verandahs, facades above and large timber-framed, shopfront windows.

Sawtell's First Avenue developed along similar lines following Osie Sawtell's subdivision in 1923, and Coramba benefited enormously from the railway workers posted to the town in the 1920s during the construction of the Coffs Harbour-South Grafton line.

A significant number of shop buildings from the inter-war period survive in Harbour Drive, Sawtell's First Avenue, Coramba's Gale Street, Woolgoolga's River Street (Top Town) and Beach Street, Coffs Jetty, and several notable examples on West High Street (Coramba Road). The original character and continuity of these shopping strips have been lost with later demolitions and modern infill buildings. However, these surviving shops and shopfront facades, when seen as a group across the wider LGA, emerge as a distinctive and important building type from this period of Coffs' history.

The other major commercial building type from this period are the hotels, of which Coffs Harbour has surprisingly few given its history as a tough-living, hard-drinking timber-getting, gold mining, sawmilling and railway town.

- 1914 Pier Hotel, Harbour Drive, Coffs Jetty
- 1932 Sawtell Hotel
- 1937 Coffs Hotel, Pacific Highway, Coffs Harbour
- 1941 Fitzroy (now the Coast) Hotel, Pacific Highway, Coffs Harbour
- 1940 Hampden Hotel, Gale Street, Coramba
- 1954 Plantation Hotel, Pacific Highway, Coffs Harbour

Growth of recreation and leisure activities

One of the most significant changes of this period was the emergence of Coffs Harbour as a major holiday and leisure destination. Numbers of visitors rose dramatically and the inter-war period saw the beginnings of the social and economic shift from timber, agriculture and

shipping to tourism and leisure that would occur in full after WWII and change Coffs Harbour's identity and economy forever.

The need to set aside coastal and bush reserves for the enjoyment of future generations was recognised early, as was Coffs Harbour's tourism potential because of its scenic appeal and long beaches.

- Bonville Reserve, later Sawtell Reserve, was gazetted on 20 August 1920.
- Red Rock Reserve was gazetted in 1903 and became a Public Recreation Reserve in 1934.
- Coffs Creek Reserve, later Park Beach, was dedicated as a Recreation Reserve on 24 November 1916.
- Woolgoolga Beach Reserve (pre-1931, exact date of dedication not known).

The first pre-WWI visitors were local: families coming down from Grafton, the Clarence, Dorrigo and Bellingen to escape hot, sticky inland summers and enjoy annual seaside camping holidays.

As transport links improved in the 1920s and especially after the opening of the North Coast Railway in 1924, visitors came in greater numbers from as far away as Sydney and beyond. Many camped as before but more and more families chose rented holiday accommodation or built holiday houses for themselves on the reserves or on their own allotments.

The creation of permanent holiday accommodation and the holiday industries that grew up around the annual influx visitors started to change the character of the Coffs Harbour area

The growth of Sawtell provides a good example of this process. By the 1920s up to 1000 people camped on Sawtell Reserve over the Christmas holidays. Entrepreneur Osie Sawtell from Dorrigo saw a business opportunity and bought the neighbouring cattle farm to create a village subdivision. Following the creation of Sawtell township, local businesses and leisure facilities grew to service the lucrative holiday trade, and today Sawtell Reserve is ringed by sport and leisure facilities: tennis courts, golf course, rock pool, surf club, bowling club, croquet club, cinema, etc.

Community and sporting facilities, clubs and services

The increasing population based in Coffs Harbour and the surrounding towns led to the rapid increase in the number of clubs and local organisations as permanent residents organised in local activities and events. A strong sense of Coffs Harbour as a place emerged at this time.

Neil Yeates' two-volume history of Coffs Harbour and other histories of the area provide more details of these clubs and associations.

Banana Growing

The first commercially successful farming of bananas was in Korora, north of Coffs from about 1911, taking over Hermann Rieck's early farm and near the soldier settlements set up after WWI. Bananas were already established in the Richmond-Tweed area and in south-east Queensland, but an outbreak of bunchy-top, a disease carried by the banana aphid, in 1922 destroyed plantations further north, while Coffs Harbour's remained disease-free. This boosted the local crop enormously through increased sales and requests for disease-free suckers to rebuilt plantations.

This crisis also prompted banana-growers to band together for mutual interest and protection, and in 1927 a north-coast branch of the Fruitgrowers Association was formed which included a variety of fruit growers. In 1931 the Fruitgrowers Association met to form a District Council of the Banana Growers Federation of NSW, and at this time in Coffs Harbour there were 1815 acres of bananas under cultivation. This was followed in the next year by the creation of the Banana Growers Federation (BGF) Co-op Co Ltd.

Heritage items and locations

The inter-war period in the history of Coffs Harbour was marked by steady urbanisation and consolidation, helped by the completion of several major infrastructure projects: the North Coast Railway, the Glenreagh-Dorrigo branch line, the two harbour breakwalls, the building of the Pacific Highway and the introduction of electricity.

There was a large increase in the number of local facilities and services such as shops, hospitals, schools, police stations, hotels etc and from this emerged a sense of place as a permanent town and community rather than as primarily a shipping port. Other important developments were the arrival of the private motor car and early air transport. Recreation facilities and local clubs increased in number as the attractions of the area became more widely known and holiday makers starting arriving from further afield.

The surrounding towns and villages grew but tended to maintain their individual character. Some remained primarily timber towns (Lowanna, Ulong, Timmsvale); some dairy centres (Coramba, Nana Glen, Bonville, Dairyville) while others became seaside holiday destinations (Sawtell, Woolgoolga, Corindi, Red Rock).

Coffs Harbour, with its all-powerful combination of jetty, harbour, railway, highway and beaches quickly became the largest urban centre and the central focus of the area, displacing Grafton, Dorrigo and Coramba as the area's main economic and administrative centre.

Timber continued to be the dominant building material and used for private and public buildings alike. This dominance was beginning to be challenged, however, with the establishment of brickworks at Coffs, Grafton and Kempsey, the economic decline of the timber industry, and the rise of the new wonder material, fibro.

These changes are clearly reflected in the surviving buildings from this period. While still expensive, bricks were used for piers, footings, shop facades and, in a few cases such as the Tasma Cinema and the rebuilding of the Pier Hotel, for large-scale building works.

Fibro had been available in Australia since around 1910, but according to Neil Yeates, not used in the Coffs Harbour area until 1923. Many private houses, following the current architectural fashions, employed a combination of timber weatherboarding and fibro.

Development remained generally small-scale: individual private homes, small community facilities and modest government buildings. The majority of buildings were single or two-storey and simple in construction (timber framed, iron roof etc). Development tended to be scattered and piecemeal, and early photographs show large subdivided areas of Coffs, Sawtell and Woolgoolga with few houses and many plots of vacant land.

This period (1919-1945) was the second major building phase in the growth and development of Coffs Harbour. The surviving buildings from this inter-war period are potentially of high local heritage significance as the population, while it was growing, was still relatively small so there were correspondingly few buildings and many have not survived. A large number of buildings from this period have been relocated or demolished to make way for later, larger, developments.

Historic Themes

- 3 Developing local, regional and national economies Agriculture
- 3 Developing local, regional and national economies Forestry
- 3 Developing local, regional and national economies Transport
- 4 Building settlements, towns and cities Towns, suburbs and villages
- 6 Educating Education
- 8 Developing Australia's cultural life Religion

Second World War (1939–1945)

The Second World War was a closer and much more real phenomenon for Coffs Harbour than the First World War. This was due to the immediate threat of Japanese invasion and the key strategic role that Coffs Harbour played in coastal surveillance. According to Neil Yeates, the potential of Coffs Harbour as a defence base was recognised by the Defence Force as early as 1935 when preparations for another major war were underway.

Local preparations included the creation of a local volunteer militia, the formation of a High School Cadet unit, and the reformation of groups such as the Red Cross, CWA and a branch of the National Emergency Service. Following the outbreak of the war in Europe, men from the Coffs Harbour enlisted, as they did throughout Australia, and fought overseas.

Following Japan's attack on Pearl Harbour in December 1941 and subsequent progress of the Japanese Army through south-east Asia, capturing Singapore in February 1942 and New Guinea shortly after, Coffs Harbour became part of Australia's local system of coastal defence in anticipation of a Japanese mainland invasion.

According to Ted Ovens in *Coffs Harbour on Full War Alert 1942-1943*, the strategic importance of Coffs Harbour to Australian mainland defence was only surpassed by Sydney and Townsville. Coffs Harbour was conveniently located midway between Sydney and Brisbane, it had a well-developed sea port, proximity to the North Coast railway and Pacific Highway, and it had an airport.

After 1941, Australian Defence Department activities around Coffs Harbour intensified. The army set up a jungle training warfare centre for 600 trainees at Lowanna (October 1942 – March 1943) and deployed the 12th Australian Light Horse Regiment to Coffs Harbour, the navy used the harbour as a base for MLs (Motor Launches) used to track enemy submarines, and several RAAF squadrons were based at the airport. Locals were given training in emergency evacuations, there were blackouts every night, barbed wire entanglements were erected along the beaches and headlands, and emergency plans were put in place, for example, to destroy major infrastructure such as major roads and the jetty in the event of Japanese occupation.

Coffs Harbour became an even busier port than usual during the war. Regular commercial trade along the coastal shipping routes continued and the harbour received many visits from naval ships. Boats from the North Coast Steam Navigations (NCSN) Co were requisitioned for wartime service and the harbour was visited by many boats carrying timber, food and cargo for troops in New Guinea, MLs for submarine surveillance, and convoys of 10-12 ships accompanied by corvettes for protection.

Following Pearl Harbour in late 1941, the RAAF established No 12 Operational Base at Coffs Harbour airport. This saw the relocation of RAAF squadrons and personnel to Coffs and associated building works. A cottage in the triangle formed by Victoria and Katoomba Sts was used as a mess hall. In 1942 a combined hangar-operations room was built at the airport and prefabricated housing near City Hill, and in January 1943 an underground bomb-proof Operations Centre was built on City Hill. Also constructed was a series of related structures – underground bunkers near the Pacific Highway, on the eastern side of the airport, on Howard Street, as well as new airport runways, and three gun emplacements at South Coff Headland.

The immediate threat to Australia was from Japanese submarines attacking local cargo ships, and Coffs Harbour Airport was used as a base for dawn-to-dusk aerial surveillance of coastal waters to protect shipping lanes. Avro-Anson planes were first used, followed by Beauforts and Lockheed Ventura planes. The longer-range Lockheed Venturas were able to sweep up and down the coast from Moreton Island to Nowra, and 30 miles offshore.

Both RAN vessels and the RAAF surveillance planes attacked several Japanese submarines in Australian waters and assisted in the rescue of survivors from torpedoed US boats. With the retreat of the Japanese from early 1943, the immediate threat to Australian waters diminished and the RAAF Operational Base at Coffs Harbour was disbanded on 8 January 1944.

The intensity of Coffs Harbour's wartime activities is also reflected in the continued life of several regiments and military organisations up to the present day:

- Fitzroy Barracks, Duke Street, Headquarters of Charlie Company, 41st Battalion, Royal NSW Regiment
- 27 Australian Army Cadet Unit
- Australian Air League
- 331SQN Air Force Cadets
- Naval Cadets, Training Ship Vendetta, Coffs Jetty
- RAAF Association, made up of ex-Air Force personnel and aviation enthusiasts.

Heritage items and locations

The threat of a Japanese invasion of Australia was real for a brief time between early 1942 and early 1943. The need to defend the Australian coastline saw the use of Coffs Harbour as a strategic base for RAN and RAAF surveillance activities. Particularly in the case of the

RAAF, this led to a series of buildings and inter-connected installations that mostly survive and tell the exciting story of Coffs Harbour's participation in World War II. These include:

- underground bunkers at City Hill, Howard St and the airport
- three gun emplacements on South Coffs Headland
- surviving wartime runway at Coffs Airport.

At the end of WWII, war memorials were erected to honour those who served. These memorials took a variety of forms and include remembrance gardens, plaques, honour boards, ANZAC Park and the Coffs Harbour Memorial Swimming Pool.

Historic Themes

3 Developing local, regional and national economies Events

3 Developing local, regional and national economies Transport

7 Governing Defence

Post-WWII expansion

Housing

The immediate post-war period in Australia was one of austerity. Rationing for petrol, some basic foods and clothes continued after the war and there was a severe shortage of all building materials. Most building work other than that needed for the war had been suspended between 1939 and 1945 and the post-war supply of building materials was closely monitored by the Ministry of Building Materials with priority given to the construction of homes.

Through the 1930s and 1940s the population of Coffs Harbour had grown steadily. According to Neil Yeates, it doubled from 2509 in 1932 to 5110 in 1947. At the same time, the number of households doubled from 425 to 863.

The combination of shortages in building materials, little construction during the war, the return of servicemen, an influx of migrants as well as the growth of the local population created a severe housing shortage, not only in Coffs Harbour but throughout Australia. Many people resorted to living with relatives, squatting, camping or living in self-built shacks on public land. Neil Yeates in Volume 2 of his history of Coffs Harbour quotes Don Patterson's estimate that at one time shortly after the war there were 365 families in Coffs Harbour without homes.

From this emerged the phenomenon of the owner-builder: people who built their own homes often to their own designs after taking inspiration from newspapers and magazines on what the latest trends were. Many bought vacant blocks and initially built a garage in which the whole family lived until the main house was completed. Known as 'garage dwellers', they were largely tolerated by local councils but often progress on the houses was slow and many families lived in garages for years. In 1952, *The Advocate* reported that there were 116 garage dwellings in Coffs Harbour housing 367 people.

Permanent campers were another distinctive phenomenon in Coffs Harbour at this time. Huts and shanty towns sprang up in several places in Coffs Harbour: along the jetty foreshores east of the railway line and Park Beach Reserve. According to Neil Yeates, there were 65 makeshift shacks on Park Beach Reserve before the council assumed responsibility for the reserve and gradually removed them between 1951 and 1955.

There was also a well-known Aboriginal camping area on the creek reserve at the northern end of Duke and Gordon Streets. The need to find suitable accommodation for the Aboriginal community eventually led to the establishment of 'The Mission', a six-acre reserve on the Pacific Highway just north of Coffs Harbour on which eight cottages for Aboriginals were built in 1956.

Similarly, on Sawtell Reserve shacks and small cottages had been built in the 1920s and 1930s as both holiday and permanent houses. In the 1950s, many were removed and many were alienated from the reserve with the realignment of Lyons Road. Some survive along what is now Bayldon Road.

For those with enough money to engage a builder in the 1950s, a simple two-bedroom house of fibro with plywood lining could be built for about £800, and there were several local builders and financiers able to arrange it. Fibro was cheap, there was a brickworks in Sawtell, several local hardwood timber mills in the area and Seccombe's timber mill and plywood factory at the Jetty. In 1948 the Coffs Harbour Brick and Tile Company in Shepherds Lane began production and by March 1949 was producing 40,000 bricks a week (it closed in 1953).

For people with more ambitious plans for a new house, the post-war period of one of great experimentation in domestic housing and a love of all things new and modern. Since the 1930s a series of 'Ideal Homes Exhibitions' had been held in Britain and widely reported in the Australian press. After the Second World War, these exhibitions became bigger and caught the mood for new and daring designs and colours. Magazines, now in colour, also promoted new ideas and products. The emphasis was on domestic architecture creating

happier lives and better futures. Three local Ideal Homes Exhibitions were held in Sydney in late 1952, 1953 and 1954, showcasing overseas trends, modern ideas in architecture and building and the new wonder products of Laminex, foam rubber, colourful plastics and self-assembly furniture.

These ideas, combined with greater affluence and more readily available materials, changed the built form of Coffs Harbour. Houses became more architecturally sophisticated and the desirable building materials were brick with rendered or stuccoed walls and tiled roofs. The emphasis was on horizontality. Rounded corners and curved glass were popular, as were bigger windows, matching dwarf brick fences, attached garages and feature stone walls. Many triple-fronted brick homes were built in Coffs Harbour, marking a large shift from the almost exclusive use of timber before the war.

Fibro housing also underwent an increase in sophistication. Small fibro beach shacks continued to be built, but increasingly fibro was used for permanent houses and adopted some of the 'moderné' architectural details of the new brick houses, some triple fronted, some with skillion roofs or butterfly roofs, matching garages, front porches etc.

This building boom, which lasted into the 1960s, contributed many new houses to Coffs Harbour's building stock and a much greater degree of diversity and architectural experimentation.

Local government changes

Building restrictions on non-housing projects were lifted in 1950, and immediately the then-Dorrigo Shire made plans to relocate its Council Chambers from Coramba to Coffs Harbour, which it did in 1951. However, money was still in short supply and instead of a new building, the council opted for the cheaper alternative of adapting an existing house in High Street.

At this time there was much agitation and widespread desire for Coffs Harbour to become its own local government area. This was achieved in November 1956 when the new Shire of Coffs Harbour was gazetted. Sawtell, Bonville and Boambee had, up to this time, been part of Bellingen Shire, and became part of the Coffs Shire. (Also included were Corindi, Pipe Clay Beach and Corindi Beach, which were later put under the control of the Ulmarra/Pristine Waters Shire Council to be reunited with Coffs Harbour City Council in 2002).

In the 1940s and 1950s major progress was made in supplying town water, a sewerage scheme, roads and footpaths, tree planting, parks and playing fields and broader planning for Coffs' future as a regional centre.

Port facilities

After the war, Coffs Harbour continued to be a busy working port, with much timber, dairy, fruit and vegetables being loaded and shipped. Coffs Harbour jetty was extended by 300 feet in 1943-1946 and according to Neil Yeates, in the four months to April 1948, 41 ships visited Coffs Harbour and 32,000 tons of timber was loaded. By the end of April, a further 9 ships had taken away an additional 8000 tons of timber.

However, in the decades following World War II, commercial shipping gradually declined, largely linked as it was to the fortunes of the hardwood timber industry which was rapidly winding down. Where newer industries arose, such as the banana industry, the preference was for transport by rail or road. Commercial use of the jetty gradually declined until 22 July 1979 when the last commercial ship was loaded.

The jetty and loading facilities at Woolgoolga suffered a similar demise. Use of the jetty had been declining since the 1930s and the NSW Maritime Services Board closed Woolgoolga as a working port in 1945. Without regular repairs and maintenance, the condition of the jetty deteriorated. The seaward end of the jetty was destroyed in a severe storm in 1947. It was repaired despite coastal shipping everywhere being in decline. Finally, the structure was declared unsafe and several heavy storms washed sections away. Despite calls to retain the jetty as a fishing and tourist attraction, it was progressively demolished until all traces of the jetty had been finally removed by late 1970.

Banana growing

Before World War Two, banana growing had become a well-established local industry and the BGF was formed. In the post-WWII period, banana-growing seriously took off and became Coffs Harbour's dominant agricultural crop. Its growth had been given a huge boost by an outbreak of the disease bunchy-top in 1922 which destroyed banana plantations further north in the Richmond-Tweed area, lifting the price and demand for Coffs Harbour's bananas.

By July 1947 there was a record 3656 acres under production. So successful was banana production that there were concerns about oversupply so in 1947 the BGF instituted a levy on all cases of bananas sold to fund the marketing of bananas to safeguard demand.

Most bananas were transported to city markets by train (for example, in the last week of January 1948, 14,870 cases of bananas were sent to Sydney by train).

In the early 1950s plastic covers were introduced to protect the fruit on the vine. They are still used and recognisable for their red, white and blue colours, and aerial spraying of bananas began in 1958.

Today, while still a major agricultural crop, bananas do not figure so prominently in Coffs Harbour's economy. This is due to the overall decline of Coffs Harbour's agricultural industries as urban growth and tourism have taken over, and the growth of the Queensland banana industry and long-haul refrigerated transport.

Dairying

Once a major industry for Coffs Harbour, Coramba, Bonville and surrounding districts, dairying fell in economic importance after the Second World War. The urban spread of Coffs Harbour absorbed many small dairy farms, many turned to beef production, and pasteurisation and bottled milk and overall consolidation of the industry saw the closure of small local butter factories. According to Neil Yeates, in the 20 years following the end of WWII, there was a 45% drop in butter production. Today, there are a few surviving dairy farms but dairying is no longer a major industry and there are no local milk or butter factories.

Air travel

At the end of the Second World War and the removal of RAAF troops, Coffs Harbour was left with vastly improved airport facilities. The new owner of the airport was the Department of Civil Aviation. Commercial flights to Coffs Harbour from Sydney began in 1946 operated by two companies: New England Airways and Butler Air Transport. Ansett began flights in 1948, by 1952 Coffs Harbour was still a refuelling stop for flights from Sydney to Brisbane, and new airport terminal buildings were opened by Earle Page in 1954.

Today Coffs Harbour Airport, with its newer terminal building and longer runways, is a major regional airport, and the airport facilities and services have made a big contribution to the commercial and tourist development of the Coffs Coast.

Commercial development

In the 1950s and 1960s, High Street at Top Town fully emerged as Coffs Harbour's main CBD, closely followed by the Jetty. This was due to the rise of the private motor car and a series of improvements to the Pacific Highway, leaving the jetty shopping strip behind, despite its proximity to the harbour and the train line.

Most of the retail and commercial development at this time centred on High Street where it intersects with the Pacific Highway. Two imposing buildings of this period were the Rural Bank (1954) and the Commercial Bank of Australia (1956), now demolished. Both were two-storey, brick buildings and sat side-by-side on High Street, west of the highway. They were near the Post Office on the corner, also in brick, and were joined by the new Commonwealth Bank building on the intersection with Moonee Street in 1955. The Coffs Hotel had been built in 1948, and the Plantation Hotel (next door and originally face brick) opened in 1955.

These developments were driven by several phenomena: the lifting of post-war building restrictions, the increased numbers of motor cars, and greater overall affluence. The streets around the Pacific Highway – High, Moonee, Grafton, Vernon, Gordon and Park Ave – became the cluster of shopping streets we know today.

A distinctive feature of Coffs Harbour emerged at this time: shopping arcades. Confined to a small grid of streets, Coffs Harbour's main shopping area became criss-crossed with covered shopping arcades that led from High Street to either Vernon Street or Park Avenue. The first was Henderson's arcade built in 1958 between High and Vernon Sts, followed by the Fitzroy Arcade in 1960. These and later arcades were augmented by the new Woolworths store built in 1962 which also ran through to Vernon Street, as did Mick Simmons store built in 1962 and Fosseys in 1960. Most other north-coast towns developed with traditionally long main-street shopping strips, for example, Taree, Kempsey and Grafton. Coffs Harbour is unusual, if not unique, in the number of arcades it has, concentrating retail activities in a tight set of streets with an emphasis on pedestrian passageways and a large number of small retailers.

The rise of tourism

The holiday and recreational appeal of the mid-north coast had been known since the late nineteenth century but in the post-WWII period, the area was deliberately marketed as a holiday destination. Coffs Harbour and other north-coast local councils initially promoted the area as the 'Pacific Beautizone' and the Mid-North Coast Tourist Authority was set up in 1956 funded by local councils. The concept was short-lived with the demise of the authority in mid-1964. However, the holiday appeal of the region was never in doubt and visitors started coming in increasing numbers.

Before World War II, visitors came by train and stayed in guesthouses or camped at Woolgoolga, Sawtell, Red Rock, Corindi and Park Beach Reserve.

After the war, visitors began arriving by bus and in private motor cars towing caravans. The first caravan park was the Banana Bowl Tourist Park at Korora which opened in December 1960 followed by Sapphire Gardens a little further north in 1962. (Both of these sites, north of the Big Banana have now been redeveloped.)

The first 'motel' in Coffs Harbour opened in 1958. It was called the Coffs Motel and situated on the corner of the highway and Bray Street (where the Greenhouse Tavern is now). It was reputedly the second motel in Australia and where the Queen stayed during her visit in 1960. According to Neil Yeates, the owner, Sam Lemmon was invited to speak at a local Rotary meeting to explain the new concept of 'motel' and its derivation from 'motorists hotel'.

Many motels followed within a short period of time as the concept took hold. The second in Coffs Harbour was the Rex Motel, next door to the Plantation, which opened on 27 June 1960 and continues today as the Bentleigh Motel. Next was the Major Motel (July 1960), the Star Motel and the Midway Motel (both late 1960) and the Astor Motel (Jan 1961). With the Pacific Highway cutting through the centre of town and its closeness to the beach, Coffs Harbour became an even more popular holiday destination than it was before, and many motels were built through 1960s and 1970s, with the most prominent row being that along the highway near the corner of Combine/Albany Streets.

However, the event that changed Coffs Harbour for ever was the construction and opening of the Big Banana in December 1963. Built by John Landi and John Enevoldson on their Macauleys Headland banana plantation, the Big Banana was inspired by a trip to Hawaii and American 'big things'. It was designed by Allan Chapman, a consulting engineer in Coffs Harbour and built by Alan Harvey. It measures 40 feet long, 14 feet high and 9 feet across. The surrounding banana plantation was also presented as part of the tourist experience with walks through the bananas to see them at close range and to view flora and fauna along the route.

The Big Banana was an instant success and saw 2000 visitors a day in its first week of operation. It has entered Australian popular consciousness as a kitsch icon, the first of the 'big things' and interchangeable with Coffs Harbour.

Post-war churches

As already noted, Coffs Harbour's original churches were, in nearly all cases, small, Gothic-Revival, weatherboard churches built of local timber and dating before WWII. Possibly the last timber church is Sawtell's large Roman Catholic church built in the early 1950s. While

not in the traditional Gothic style, it continued the pre-war preference for weatherboard construction.

After the Second World War, there occurred a period of church building which has contributed a very different architectural heritage to Coffs Harbour. As Neil Yeates has noted, the period between 1958 and 1962 was a period of intense church building which saw the following churches built:

- The new St Augustines Roman Catholic Church, Albany Street (1962)
- St Andrews Presbyterian Church, Harbour Drive (1962)
- New Methodist (now Uniting) Church, corner of Gordon Street (1970)
- Seventh-Day Adventists, Pacific Highway and Valley St (1973)
- St Johns Church of England, Maclean Street (1972)
- St Francis Xavier Roman Catholic church, Woolgoolga (1968)
- Bethel Foursquare Church, now the Wesleyan Methodist Church, Bray St (1983).

These churches are notable for their sophisticated designs with several featuring tall central spires, their overall size, and the use of modern materials: brick, tiles, copper, mosaics etc. They incorporate new liturgical ideas with large, in-the-round spaces, increased glazing, and non-traditional internal layouts. They form an important group of post-war buildings.

Migrant communities

The Sikh community in Woolgoolga

It has been estimated that half of Woolgoolga's population is Sikh or of Sikh descent (approximately 2500), and the local Sikh community owns 90 per cent of the local banana farms.

Sikhs first came to Australia in small numbers through the nineteenth century. They were mainly from the Punjab and arrived as indentured labourers working in the cane fields of northern New South Wales and north Queensland.

Sikhs arrived in Woolgoolga in the 1940s, initially as labourers on local banana plantations, but later success led to them acquiring leasehold and freehold title to banana plantations, forming a small permanent resident population. This led to a further influx of Sikh migrants from other parts of Australia once knowledge of an established Sikh community became known.

The first permanent Sikh residents in Woolgoolga were Labu Singh from Belga and Booja Singh from Malpar Arkan district Jalandhar. Booja Singh was the first Sikh to purchase a banana plantation in Holloways Road and a residence in Beach Street.

Currently, Woolgoolga has two gurdwaras or places of worship. The first Sikh temple in Australia was built in Hastings Street, Woolgoolga in 1967. It was followed shortly after by another in 1970 on River Street (which was at the time part of the Pacific Highway which was replaced with a larger Sikh temple in 1991 which has become a local landmark, prominently situated above the highway.

In the 1996 census, 12,017 Australians identified their religion as Sikh. There are currently about 12 Sikh temples in NSW.

Dutch

Coffs Harbour has a large Dutch population, following large-scale migration after the Second World War. There continues a strong feeling of community among Dutch residents with an active association of Dutch descendents. There are two highly visible Dutch tourist attractions in Coffs Harbour: the Windmill Motel and the Clog Barn.

The Windmill Motel on the Pacific Highway south of Coffs Harbour is the result of the efforts of two Dutch men. In 1968 Mr Franz De Keever, a Dutch architect and his wife Rie bought the six-acre site with a view to build a motel and authentic Dutch windmill to house a restaurant. The windmill was began in 1972 but halfway through, tragedy struck in 1974 when Mr De Keever was killed when he fell while working on the frame of the mill. The windmill remained half finished until 1977 when Hans Eecen and his family called in to stay at "De Windmolen" as it was then named. They purchased the motel and Hans set about completing the windmill. The blades or "wicken" were made in Holland by Harry Dercke, who came out to assist in the assembly. It was finally officially opened in 1982, by the ambassador from the Netherlands.

The Clog Barn is a holiday park built by Dutch-born Tom Hartsuyker in the 1990s and is a celebration of Dutch culture 'down under'. It features a clog-making workshop, gift shop and cafe specialising in authentic Dutch food. The main attraction is the model Dutch village. One visitor records her emotions during a visit: 'I actually fought back tears when I saw the tiny world inhabited by tiny people connected by their tiny model railway; the delight of seeing someone's passion manifested in such a carefully and laboriously constructed tribute to his cultural heritage was palpable.'

‘Though a lesser-known attraction on the scale of Australian icons, the Clog Barn belongs in the pantheon of “big” monuments alongside the banana, the merino, the prawn, the pineapple and the countless other eccentric tributes to the diversity of our great land.’

Other migrant communities

There have been, and still are, sizable communities of Greek, Italian, German, Thai, Vietnamese, and most recently Sudanese based in Coffs Harbour.

Heritage items and locations

In the post-WWII period, Coffs Harbour has undergone a series of transformations to become a regional city. These transformations have involved the decline of the area’s originating industries – shipping, gold, timber, dairying – and their replacement with residential development, tourism and a new consciousness of city status. Rail and shipping have been superseded by road and air travel. Timber houses have been replaced by brick. Shopping streets have lost their eminence to shopping plazas, and shifts in the demographic composition have seen sea-changers and retirees emerge as significant population groups alongside the more traditional small farmers, small business owners and families.

Perhaps the most obvious development after WWII was the redefining of Coffs Harbour as a holiday destination. Since the late 1950s and early 1960s, Coffs Harbour has actively promoted an image of itself as a beachside recreational place with an emphasis on the unspoilt coastline, sports such as surfing, sailing, fishing and golf, and family holiday fun against a backdrop of bananas. During this time, well-known tourist icons such as the Big Banana appeared as well as motels, fibro beach houses, caravan parks, holiday apartments and an array of sports facilities. Coffs Harbour’s sense of self changed from a remote shipping, semi-industrial and farming centre to that of a strategically placed coastal, urban centre.

More recently, another change appears to be taking place with a further redefining of Coffs Harbour as a regional business centre and educational hub, focused around its schools and university, its airport, and its location mid-way between Sydney and Brisbane.

Heritage items from this major period of Coffs Harbour’s history are many and varied. The list includes its icons and ‘big things’, the holiday shacks, motels and other tourist facilities, examples of modern architecture in houses and several of its churches, and items representing the contribution of its migrant groups. While relatively young, these buildings and sites represent one of the defining period of Coffs Harbour’s evolution and are important in recording the more recent past and the diversity which is now a major aspect of Coffs Harbour’s identity.

Historic Themes

- 2 Peopling Australia Ethnic influences
- 3 Developing local, regional and national economies Agriculture
- 3 Developing local, regional and national economies Transport
- 4 Building settlements, towns and cities Towns, suburbs and villages
- 8 Developing Australia's cultural life Leisure
- 8 Developing Australia's cultural life Religion

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Part 3: Results

Methodology

Heritage items

The author, in conjunction with members of the Heritage Study Working Group and in accordance with NSW Heritage Branch guidelines, undertook the following steps:

- Reviewed previous heritage studies and histories.
- Travelled extensively throughout the LGA over several months to locate and identify potential items.
- Compiled a comprehensive list of potential items.
- Grouped the potential items according to broad themes and types (eg iconic, public buildings, cemeteries, schools, residential housing etc).
- Located and photographed all potential items, where possible.
- Undertook additional research via local history groups, local and state archives, committee knowledge, historic photos, Council records, *Coffs Harbour Advocate* newspaper articles, where known.
- Compared potential items with similar SHI items.
- Assessed each potential item according to NSW Heritage Branch criteria.
- Compiled individual SHI inventory sheets.
- Prepared statements of significance.
- Deferred potential items when unable to locate, insufficient information available or they did not reach the threshold for heritage listing.

Heritage Conservation Areas (HCAs)

The author, in conjunction with members of the Heritage Study Working Group, and in accordance with NSW Heritage Branch guidelines undertook the following steps:

- Reviewed previous heritage studies and histories.
- Prepared brief histories of the HCAs with a focus on subdivision patterns, key development periods or layers.
- Identified potential HCAs based on concentration of significant and contributory buildings, evidence of historical layers, streetscape presentation and levels of intactness.
- Visited the HCAs to record buildings, typography, streetscape, views etc.
- Ranked individual sites according to listed, significant, contributory, detracting.
- Identified and described the built and visual characteristics (key landscape, streetscape and built form, characteristics and visual elements).
- Assessed each HCA according to NSW Heritage Branch criteria.

- Compiled SHI inventory sheets for each HCA with an emphasis on describing the current built and landscape character of the HCA.
- Prepared statements of significance.

HCA building contribution ratings

The following definitions were used when assessing and mapping HCAs:

Significant items (listed and proposed)

- Individually proposed items or listed items currently on the CHCC LEP or a state-agency s170 Register.
- Places that should be retained in order to conserve the heritage significance and context of the HCA.

Contributory places

- Places that contribute to the overall heritage significance of the conservation area.
- Places that, while not individually significant, when combined with other significant and/or contributory items, are integral to the significance of the HCA.
- Places that represent an important historical layer and highly or substantially intact.
- Good representative examples of their kind (architectural type, style or period).
Note: very good examples of their kind can be considered contributory even if they do not represent a key historical layer; for example an outstanding example of post-war architecture within an inter-war precinct can rank as contributory.)
- Intact or substantially intact and/or could be reasonably reinstated to that condition.
- Contributory places with reversible alterations and additions that do not overwhelm the building (high fence, car port, modern landscaping, aluminium windows etc).
- Contributory places with alterations and additions in keeping with (sensitive to) the building's original style, form and bulk, scale and materials.

Uncharacteristic or detracting places

- Places that have no identifiable significance or belong to any historical layer.
- New uncharacteristic development.
- Places alien or contrary to the prevailing character or context of the HCA through the use of materials, form, bulk, scale and colour.
- Places with major irreversible alterations and additions that dominate or overwhelm what might have been originally a contributory building
- Places that could be demolished or replaced without loss to the overall significance of the HCA.

Note on the use of 'neutral'

Neutral has not been used in the contributory mapping of the proposed HCAs. The term is frequently confusing and open to conflicting interpretations by heritage consultants and council planning staff, especially in providing guidance for council over future decisions for replacement or retention.

Discussion

Mixed character of Coffs Harbour

Through the course of this Heritage Study, it became clear that the historical development of Coffs Harbour is characterised by mixed development.

In its early decades, Coffs Harbour's population was small, and development was fragmented and loosely controlled. The early industries of shipping, timber getting and gold mining were transitory, and the focus of towns such as Coffs Harbour and Woolgoolga was divided between coastal shipping and the development of roads (eg the Pacific Highway). As a result, the growth of the Coffs Harbour area was uneven, sporadic and mixed. Few areas can be read as distinctive to one particular historical period of development. This is particularly true of residential housing where it is hard to find consistent or cohesive streetscapes or precincts from any one period. Instead; streets typically contain a mix of housing styles over several historical periods.

HCAs are typically defined by historical or architectural consistency. In this, Coffs Harbour differs because its historical development has created areas with no single prevailing historical layer and buildings from many historical periods sit in close proximity. Many areas known to be historically significant do not display high levels of consistency or intactness. This was particularly true of the Coffs Jetty area where there is a high concentration of early buildings and much recent development.

When it came to identifying and recommending HCAs in this report, it was necessary to give less weight to architectural consistency and more to identifying high concentrations of early buildings. 'Early' was understood to be before WWII and continuing up to the mid-1960s and as a result some proposed HCAs capture groups of buildings that cover a wide span of time and display much variety in their built form. It was felt that this approach was suited to capturing the character of Coffs Harbour's development. This also led to the choice to propose a large number of individual items and a relatively small number of small HCAs as the means of best capturing the most significant buildings and streetscapes.

In addition, individual buildings in Coffs Harbour can be up to 120 years old and buildings of this age rarely survive their original form, fabric and style. It was acknowledged that

modifications and additions have taken place over time and many places, even those with major changes have been assessed as significant or contributory.

No 'proper heritage' in Coffs Harbour

Another issue that arose was the poor perception by local residents of their own heritage. The commonly expressed view was that Coffs Harbour has no 'proper heritage'. Proper heritage was thought to exist in Grafton, Bellingen and Port Macquarie in being older settlements with grander government and civic buildings. Coffs Harbour lacks the types of buildings that locals consider typically 'heritage': bank buildings, civic buildings, court houses, cinemas, grand brick or stone buildings, consistent main streets, etc.

This sense of historic disenfranchisement was firmly entrenched and difficult to dismantle. It has led to a pervasive underestimation of Coffs Harbour's age and historical individuality. It has generated a belief that the built environment lacks quality, is provisional and does not tell any stories from the past, and consequently is not of heritage value. It has led to many distinctive local building types being undervalued, and an over-valuing of historical structures such as the tramlines and the gold mines which are now largely archaeological ruins or remnants.

Another common and related belief was that Coffs Harbour was not old enough to have heritage buildings. For many, Coffs Harbour is seen as a post-WWII town and the depth of historical evidence in surviving early buildings is greatly under-estimated.

To address this, the Heritage Study as well as focusing on post-WWII development, has also revisited early historical periods and identified many new potential heritage items. There is much surviving historical evidence that dates to the early years of permanent settlement in the Coffs Harbour area (post-1880) which helps redress the prevailing ahistorical perception.

Grouping proposed heritage items as themes or types

The overall mixed-development character of Coffs Harbour also means that potential heritage items are spread across the LGA. It is not easy at first to recognise the number or extent of significant buildings and their historical similarities and relationships.

To overcome this problem, potential items were grouped and assessed not according to geographical location but according to building type. This has allowed for many building types to emerge very clearly as historically significant groups of buildings. Though geographically spread across the LGA, these groupings display common features and a common past. This typological approach has allowed for a much clearer appreciation of how

Coffs Harbour and its surrounding settlements grew and how surviving buildings reflect distinctive periods of development.

A good example is the large number of surviving early timber shop buildings with posted verandahs. They are scattered throughout the LGA in small villages and along previously important travel routes. It is not until they are grouped together as a building type that their number and their similarities in age, design, construction and materials become apparent.

This approach has greatly improved appreciation of several important building types – churches, shops, schools, community halls, dairy buildings and packing sheds.

Building types important to Coffs Harbour

Timber buildings and weatherboard houses

Until WWII, the predominant building material was timber. The area was known for its local hardwoods, the harvesting of which drove early industrial growth via cedar-getting, coastal shipping, the construction of the government jetties, later large-scale logging and milling, and the two rail lines (North Coast main and the Glenreagh-Dorrigo branch lines).

Private houses, schools, shops, public buildings, local halls, hotels, police stations, courthouses, bridges were all made out of timber. The buildings and structures represent the early historical phases in the history of Coffs Harbour, make use of the dominant local building material, and display the skills and construction details of their time. Due to the hardness and durability of north coast hardwoods, many of these buildings are in a good state of repair.

There are also a significant number of post-WWII timber buildings – public buildings and residential housing. Fewer in number, they are nevertheless worthy of retention. The lesser number demonstrates the rapid decline in the timber industry after WWII and the introduction of new materials and new construction techniques.

It follows that all surviving pre-WWII and post-WWII timber structures are potentially of heritage significance and should be separately investigated as a group for retention and adaptive re-use, and future heritage listing.

Relocated buildings

Another phenomenon associated with the predominant use of timber is the common practice of relocating timber buildings. Private houses, schools, churches, community buildings etc have all been relocated at different times. It is a longstanding practice that began in the early years of settlement (frequently noted in local histories) and has been

ongoing ever since. It was noted in several local school histories that the NSW Department of Education had a policy of relocating classroom buildings when they became available through the closure of smaller schools in preference to building new ones. This common practice continued up into the 1960s.

A large number of relocated buildings within the Coffs Harbour LGA were identified in this Heritage Study. In practically every case where it was known, the building came from within the Coffs Harbour area. Only two examples were found of houses relocated from further afield: a house now on Arrawarra Beach Road that originally came from Gatton and a house at Mullaway that came from Grafton.

(The CHCC's collection of historic street index cards and early BAs and DAs were helpful in identifying relocated houses. An application to relocate a house was noted as a "dwelling removal" on both the street index card and the BA/DA. Sometimes the address from which the house came was also noted.)

The 1998 Heritage Study by EJE Consulting identified a 1910 timber cottage relocated from Coffs Jetty to Sapphire Beach in c1920s-1930s. It was relocated to avoid its demolition and this was considered a gauge of the community's esteem for its early buildings. The fact of retaining the building via relocation has added to its heritage significance and become a reason for its subsequent heritage listing.

Buildings are moved for various reasons over time: to re-use a building in a new location; to maintain continuity of use and function; to relocate a building within the same allotment (ie to move a house to higher ground if flood prone), to save money, to retain homes within family ownership once land is sold, to solve conflicts with land zoning and development pressures, and to preserve the area's historic houses.

It is also relatively easy to do. Lightweight, all-timber construction and the traditional technique of building level houses resting on short piers or stumps means that timber houses are easy to pick up and move. The larger ones are cut through and moved in sections and, of the myriad of examples uncovered in the course of this Heritage Study, many large houses have been successfully relocated 'lock, stock and barrel' including verandahs. Thus, many relocated houses retain a high level of integrity.

While conventional heritage wisdom generally dismisses building relocation as a form of conservation due to the loss of context and original setting (historical and aesthetic criteria), it can be argued such a practice does achieve good heritage outcomes. Relocated buildings continue to demonstrate their technical aspects or knowledge (in the case of timber

buildings, the skills, materials and building techniques of the time); they continue to display architectural and design qualities (aesthetic); and they continue to be rare or representative examples of their kind (rare and/or representative). In their new locations, these buildings are usually adapted to new uses (adaptive re-use) which means repair and maintenance ensuring their survival. In the case of churches and school buildings, their social and historical function can also be maintained in new locations.

Relocated buildings also gain the additional significance that their retention by relocating demonstrates the high regard in which they are held by the contemporary community (social). Also, more recent buildings relocations usually have a documentary record of their relocation by way of development applications and photographs.

In the case of Coffs Harbour, the extent of the practice over time, the community's acceptance of it, the different reasons for moving buildings as well as the variety of buildings moved all demonstrate the local community's high regard and affection for its timber and weatherboard buildings and the strong desire to retain them.

Within this Heritage Study, relocated buildings with a high level of integrity were considered for heritage listing. While their ability to meet historic or aesthetic criteria has been impaired by the loss of original context, the relocated buildings in their new locations continued to meet other criteria:

- Aesthetic (often displaying distinctive or high-quality architectural features)
- Social (their relocation demonstrating a high level of community esteem)
- Technical (displaying the skills, materials and building techniques of the time)
- Rarity (sometimes)
- Representative (good examples of their kind)
- Integrity.

The community's desire to keep a building, as demonstrated by relocating it, was considered an added element to its significance.

Banana packing sheds

Banana packing sheds were identified as a distinctive local building type by the Heritage Study Working Group. These sheds are held in great esteem by the community, most of whom have fond memories of them as part of childhood experiences and they are well-known objects in the local rural landscape. They also engender a high level of local pride as symbols of Coffs Harbour's signature industry and are a key component of Coffs Harbour's sense of identity.

Research into packing sheds revealed that Coffs Harbour's banana packing sheds have evolved a distinctive local form based on the specific requirements of banana growing and harvesting, the steep slopes on which they are grown, the need for the shed to be close to the road to load bananas onto trucks for road transport, and spaces for chemicals to be stored and rooms for packing cases to be made on-site.

Banana packing sheds have also been constructed in materials typical of their period. Early examples were initially made out of weatherboard (1930s-1940s), followed by fibro (1930s-1960s), followed by corrugated iron (1950-1970s).

As a result, the Heritage Study has rated highly a large number of surviving intact examples of banana packing sheds as iconic structures and important to the history of Coffs Harbour.

Many traditional banana-growing plantations are now subject to residential redevelopment – around Korora, Bennetts Road, Mackays Rd etc – and the challenge is to retain these structures within new contexts, conserve them, and find new uses for them.

Timber bridges

The construction of two railway lines through the local government area in the 1920s coincided with a major period of timber bridge construction in NSW. The Coffs Harbour area, as a result, has a large number of surviving timber trestle bridges.

The bridges are either overbridges or underbridges. Overbridges span rail lines and major roads and were most likely built by the Department of Main Roads or PWD as local access or 'accommodation' roads.

Underbridges were built as part of the rail line and support the rail track. These were built by PWD. All timber underbridges on the North Coast line have been replaced. The examples surviving in the Coffs harbour area form part of the Glenreagh- Dorrigo branch line, which closed in 1975.

These road and rail overbridges and underbridges display typical and common designs but due to the removal of these bridges elsewhere in the state, they are becoming rare. They are also ageing, subject to heavier and faster traffic, and require repair and maintenance.

The other main group of timber bridges is the group of low-level timber beam bridges. These were most likely built by local councils as part of the local road network. There are many of these bridges remaining and they are picturesque elements in the rural landscape.

Like high-level timber bridges, they are also ageing, subject to heavier and faster traffic, and require repair and maintenance.

This heritage study recommends heritage listing for all surviving high-level timber underbridges and overbridges. It also recommends listing for local timber beam bridges, subject to further study and assessment.

Dairy buildings

Dairying was an important early industry which is now largely defunct and many disused and abandoned dairy buildings survive around Coffs Harbour. They often survive as farm complexes with associated stockyards, piggeries, silos and other buildings.

Surviving dairy buildings around Coffs Harbour share many of the same heritage issues as banana packing sheds. They are easily recognisable as they conform to standard designs; they are prominent in being located close to the road for access to transport; they represent an important phase in the historical development of Coffs Harbour; and they are currently disused and in need of repair and maintenance.

The Heritage Study has identified many surviving and intact examples of dairy buildings and the challenge is to retain and conserve them, and to find new uses for them.

Fibro houses

Coffs Harbour has a large stock of fibro buildings. It consists of several types:

- early fibro and weatherboard houses from the 1920s and 1930s
- large post-WWII fibro houses in contemporary styles
- small post-WWII fibro beach houses and holiday/fishing shacks.

These houses are an immediately recognisable and a well-loved feature of towns up and down the NSW coast. They are indelibly associated with seaside holidays and coastal living, and hark back to simpler ways of life.

Perhaps the most loved but the most difficult to retain are the small fibro beach houses. They were built as small, simple, low-cost, low-maintenance houses, often by owner-builders. They frequently occupy large blocks of land. They have acquired an iconic status as of vernacular architecture and have a high level of social significance.

They are also under threat from demolition and development, by the desire for more sophisticated housing and by new materials and construction techniques. They are also under threat from fears about the health risks associated with asbestos fibro.

This heritage study has identified many fibro houses and recommended them for heritage listing. They are generally high-quality or distinctive examples of their kind or have architectural and design merits.

This leaves a large number of simple, unassuming, representative examples of fibro housing without any heritage protection as listed items or within HCAs. As well as listing the nominated examples of fibro houses detailed in this report, it is also recommended that Coffs Harbour City Council develop policies and design guidelines to retain fibro houses, to encourage sensitive alterations and additions, and to seek ways to incorporate fibro houses within larger developments.

Building types needing further investigation

Due to time and budget constraints, several important building types were not considered by this Heritage Study. These were:

- timber stockyards
- evidence and remains of gold mining activities
- tram lines relating to timber logging and milling
- rear lanes
- historic rural landscapes.

Timber stockyards

Many sets of timber stockyards survive in various states of abandonment and disrepair throughout the Coffs Harbour area. Most were constructed as part of dairy complexes (c1890s-c1930s); some may be earlier and relate to cattle grazing, and some might be later.

Their age is difficult to determine without further research. However, they form a prominent collection of rural/farming structures and important evidence of past industry, and so further research is needed to assess their significance and to suggest policies for their repair and retention.

Gold mining remains

Coffs Harbour's brief gold rush (1890s-1920s) is well known and part of local lore. Mining records exist with State Records relating to licences etc.

However, very little research has been done to date to locate, map and record the surviving physical evidence and remains of goldmining activities, and to suggest policies for their management and interpretation.

Tram lines relating to timber logging and milling

Like gold mining, Coffs Harbour's tram lines are well-known in principle but there is a lack of detail on their precise location and operation. They are a much-loved and heavily romanticised part of Coffs Harbour's history.

Most of the lines have been taken up but some physical evidence survives at former sidings and at creek crossings. For example, part of Bruxner Park Road follows the line of the former BAT tram line that ran from the jetty into the Korora forests.

Further research is needed to locate, map and record the surviving physical evidence and remains of the former tram lines and to suggest policies for their management and interpretation.

Rear lanes

Surviving in several areas within the Coffs Harbour LGA are early residential subdivisions that include rear lanes, formerly for use by night-soil carts. Woolgoolga, Sawtell, Park Beach, and Coffs Jetty all retain their early subdivision pattern with rear lanes.

These rear lanes were traditionally unsealed and ungruttered. No longer used for night-soil and now used mainly for rear access, these lanes have acquired over time a picturesque quality. They are frequently used as alternative pedestrian paths and access routes and locals enjoy the sense of discovery they offer. They generally carry little car traffic and have survived intact with soft edges and no kerb and guttering. They help create the informal, relaxed, coastal feeling that characterises areas such as Woolgoolga, Sawtell and Park Beach.

For both their urban amenity, picturesque qualities and historical significance, rear lanes are worthy of retention and preservation. However, Council's current controls for large developments require rear lanes to be sealed and guttered and this will gradually erode their current urban and historic qualities.

It is recommended that council specifically consider and develop controls to retain the current historic and urban qualities of rear lanes and to find alternatives to the current controls that require progressive kerb and guttering for stormwater and vehicular access.

Historic rural landscapes

During the course of this Heritage Study, it became apparent that the Coffs Harbour area includes several rural landscapes of high historic significance. These are areas that continue to display their early settlement patterns, have experienced little subsequent intrusive development and which over time have acquired picturesque as well as historic qualities that justify their preservation. Most such landscapes relate to the early concentration of dairy farms in the Coramba/Upper Orara area and include Hartleys Road, Dairyville Road, Upper Orara Loop Road, North and South Island Loop Roads, Fridays Creek Road, Eastbank Road, Coramba Road and the Orara Way.

These areas include early farmhouses, sheds, early local roads, unsealed private roads, dairy buildings, fences, timber beam bridges, and nineteenth-century tree plantings such as orchards, figs and pines. The siting of houses and buildings generally follow historic preferences. For example, houses are situated on gentle rises with views over valleys, farm outbuildings are located behind the main house, dairies are built close to roads, pine trees are planted near entrance gates or near houses; fig trees are used to provide shade for animals, historic roads generally follow the contours of the land, and private driveways taking a winding route from the main road to deliberately create a pleasing approach to the house.

With the modern desire for rural lifestyles and the decline of agriculture, especially dairy farming, these landscapes are now undergoing more rapid change. Smaller 'rural residential' allotments often mean that the land is no longer used for productive farming, farmhouses are alienated from their original landscape, and there is increasing contemporary development that no longer observes the traditional rural aesthetic. Modern houses are frequently large and conspicuously sited on the highest points to take advantage of distant views, sealed driveways take the most direct route to the house, modern farm sheds etc are located according to convenience and are often large and visually intrusive.

These historic landscapes were considered too large and unwieldy to capture as conventionally defined HCAs and there was no time in the current Heritage Study to further identify or describe these important landscapes.

In short, many of the aesthetic and historic qualities of these landscapes are increasingly threatened by modern development.

It is recommended that a specific study be made of Coffs Harbour's historic rural landscapes by a heritage specialist experienced in historic landscape assessment with the view to

devising specific planning policies and controls to help preserve their significant historic and landscape qualities.

Recommendations

Staged adoption of Heritage Study findings

Given the large number of proposed heritage items and HCAs put forward by this Heritage Study, it is recommended that a staged approach be taken to its implementation.

A staged approach would allow for greater consultation with the community over a longer period of time, increase the opportunities to explain the process of heritage listing, would allow for further assessment of some items, and create more opportunities to educate the public and individual property owners on the benefits of heritage listing.

The following stages are recommended:

- An initial non-statutory public exhibition of the draft Heritage Study, with public comments and submissions reported back to the Council.
- Preparation of the final version of the Heritage Study, addressing the comments received through the public exhibition.
- Formal adoption/endorsement by the Council of the revised and finalised Heritage Study following the non-statutory public exhibition.
- Statutory public exhibition and listing of proposed items owned by CHCC and State and Commonwealth government agencies and the proposed HCAs.
- Statutory public exhibition and listing of the public, farm, commercial, iconic etc proposed items.
- Statutory public exhibition and listing of the proposed private residential items.

It is recommended that, where proposed HCAs do not progress to listing on the LEP, that the identified significant and contributory places within those HCAs be subject to further review and assessment as potential heritage items by experienced heritage consultants.

Promotion and Explanation of the Heritage Study

The Heritage Study includes many new proposed listings and item types that will be unfamiliar to many as potential heritage items. Also, the community has, generally speaking, a weak knowledge of the planning system within which heritage assessment and controls operate.

Alongside a staged adoption of the Heritage Study, CHCC needs to plan for and create opportunities to explain the Heritage Study and heritage conservation principles to the Councillors, planning staff, other Council staff, other building and planning professionals, and members of the community. This can be done in a variety of ways, such as:

- seminars and workshops, briefings etc for members of the public
- print and online media (brochures, dedicated webpages within the Council's website)
- press releases
- formal Councillor and senior staff briefings
- internal staff training
- specific seminars and training for targeted groups (property owners, private certifiers, real estate agents, consulting planners, building inspectors, etc).

Public access to the Heritage Study

The Heritage Study, as a public document, needs to be readily available in a number of formats to be consulted by the public. To this end, it is recommended:

- Print copies be placed in the Local Studies Collection of the CHCC Library and with other local archives.
- A dedicated page on CHCC's website is developed for the Heritage Study and its findings
- give internal planning staff access to, and training in, the Heritage Branch database software and the State Heritage Inventory sheets
- make the CHCC heritage database available, in read-only format, to all internal CHCC staff until the CHCC inventory sheets are fully integrated with the NSW Heritage Branch's state-wide SHI database
- A dedicated computer terminal set up in the CHCC library to give the public access to the CHCC heritage database.

State significant items to be nominated for the SHR

Several potentially state-significant items were identified in this Heritage Study and previous heritage studies. They have been noted in the table of nominations and are also listed below as places to be nominated for inclusion on the State Heritage Register:

- Arrawarra fish traps, Arrawarra Headland
- Coffs Harbour Airport
- Coffs Harbour timber jetty
- The Big Banana, Pacific Highway

- The Big Windmill, Pacific Highway
- Pratt steel truss rail underbridge over Bonville Creek
- All surviving high-level timber trestle road and rail underbridges and overbridges
- Scout Hall, Harbour Drive – home of possibly the first Scout Troup in Australia
- Sikh Temple, River Street, Woolgoolga
- Sikh Temple, Hastings Street, Woolgoolga
- Timms timber mill, Ulong.

Potential items requiring further assessment

Many nominations were received from members of the public and the Heritage Study Working Group during the preparation of the Heritage Study. In addition, the proposed listings from previous Heritage Studies which did not subsequently become heritage items were also consulted and re-assessed. Some nominations were assessed as not reaching the threshold for heritage significance while many were deferred because they were not able to be fully assessed due to time and budget constraints or could not be located.

A list of deferred proposals requiring further heritage assessment is included in Section 4.

In addition, and following on from the discussion of specific types of heritage in the previous section, it is recommended that the following types of heritage be subject to further detailed heritage studies and recommendations by experienced heritage consultants:

- pre-WWII and post-WWII timber and weatherboard structures
- timber beam road bridges
- timber trestle road and rail bridges
- early surviving stockyards
- former timber-logging tramlines
- historic gold mining sites
- historic rural landscapes
- dairy buildings – options for conservation and adaptive reuse
- banana packing sheds – options for conservation and adaptive reuse
- fibro buildings – options for retention and conservation.

Part 4: Proposed items and HCAs, demolished and deferred sites

Proposed heritage items

Locality	Address	Item	Nominee	Owner	Status
ABORIGINAL PLACES					
Arrawarra	Arrawarra Headland	Arrawarra fish traps - nominate for state listing	EJE Study	Crown	listed
Coffs Jetty	South Coffs Headland	Ferguson Cottage - SHR item	SHR item	Crown	listed
ARCHAEOLOGICAL SITES					
Coffs Harbour	123 Pacific Highway	Walter Harvie's Tilting Ground and Jordans Pool (within the showground and caravan park)	EJE Study	Crown	
Coffs Jetty	South Coffs Headland	Buried trestle rail bridge	EJE Study	Crown	listed
Coffs Jetty	South Coffs Headland	Line of former tramway	EJE Study	Crown	listed
Sawtell	120-122 Lyons Road	Site of Boambee House in front garden and part of the footpath	community	CHCC/ Private	
Upper Corindi	Sherwood Creek Road	Bridge (pylon remains and headwall)	Kayandel Study	Private	listed
Woolgoolga	73 River Street	BAT Co relics	EJE Study	CHCC	listed

BUILT					
Iconic and landmark items					
Boambee	25 Middle Boambee Road	concrete milestones – two	community	Private	
Boambee East	Lyons Road	Storyland Gardens Shoe House	community	Private	
Coffs Harbour	Bailey Avenue and Prince James Avenue corner	timber milestones - two	community	Private	
Coffs Harbour	7 Dalley Street	The Triton apartments	community	Private	
Coffs Harbour	189B Harbour Drive	Chance Bros Optic in the former Coffs Harbour Historical Museum	community	CHCC	
Coffs Harbour	189B Harbour Drive	concrete milestone in front of old Museum,	community	Private	
Coffs Harbour	351 Pacific Highway	Big Banana - nominate for state listing	EJE Study	Private	
Coffs Harbour	168 Pacific Highway	Big Windmill at the Windmill Inn - nominate for state listing	heritage adviser	Private	
Coffs Harbour	On road reserve in front of 393 Pacific Highway	Cunninghams Big Bunch	heritage adviser	Private	
Coffs Harbour	215 Pacific Highway	Clog Barn, Coffs Village Caravan Park	heritage adviser	Private	
Korora	Bruxner Park Road	Vincent Tree	community	Crown	
Lowanna	Camp Creek Road	Lowanna Train Station	EJE Study	Private	listed
Sawtell	Bonville Headland	Sawtell Rock Pool	EJE Study	CHCC	listed
Sawtell	Coronation Avenue	Bartlett Park; early contact site; remnant of early cattle farm	heritage adviser	CHCC	listed
Sawtell	25 First Avenue	Sawtell Cinema	EJE Study	Private	listed
Sawtell	First Ave central landscaped	Fig trees (Ficus hillii)	EJE Study	CHCC	listed

	area				
Sawtell	First Ave central landscaped area	Noreen Anderson and Dora Climpson Memorial Garden	EJE Study	CHCC	listed
several	several	Glenreagh – Dorrigo rail corridor	heritage adviser / EJE Study	Private	listed
Ulong	Pine Avenue	Ulong Train Station	EJE Study	Private	listed
Woolgoolga	Beach Street and Wharf St corner	Two buoys at former entrance to caravan park	heritage adviser	CHCC	listed
Woolgoolga	Beach Reserve	Woolgoolga SLSC clubhouse	heritage adviser	Crown	
Woolgoolga	Featherstone Drive Industrial Estate	concrete milestone in garden of cafe,	Heritage adviser	Private	
Woolgoolga	2334 Pacific Highway	Big log, former sawmill site	community	Private	
Woolgoolga	111 Woolgoolga Creek Road	Adventure Village	community		
WWI sites					
Sawtell	Sawtell Reserve	Memorial Norfolk Pine	community	Crown	
Woolgoolga	Originally in Scarborough Street, then in front of RSL, now removed	Woolgoolga war memorial – sandstone; complete, in pieces and in Private storage	EJE Study	Private	

WWII sites					
Coffs Harbour	Airport Drive	Underground ammunitions store on eastern side of Coffs Harbour Airport	2009 SHI Report for Coffs Airport	CHCC	listed
Coffs Harbour	City Hill Drive	Bunker Cartoon Gallery	EJE Study	CHCC	listed
Coffs Harbour	Howard Street	Underground bomb store by the roadside near Gun Club	heritage adviser	Crown	
Coffs Harbour	Vernon Street	Coffs Harbour RSL memorial	EJE Study	Private/ CHCC	
Coffs Jetty	South Coffs Headland	Gun emplacements	EJE Study	Crown	listed
Coffs Jetty	Harbour Drive	Remembrance Garden near Coffs Creek and Promenade	heritage adviser	CHCC	
Park Beach	Orlando Street	BBQ shelter near NBN	community	Crown	
Sawtell	Fourth Avenue	Lyle Rose Memorial Park in RSL Park	EJE Study	Crown	listed
Ulong	206 Timmsvale Road	Memorial plaques (three); close to the hydro mill site	community	Crown	listed
Upper Orara	610 Upper Orara Road	Orara WWII war memorial	EJE Study	Private	listed
Woolgoolga	15-17 Beach Street	Woolgoolga RSL memorial and helicopter	EJE Study	Private	
Churches and Places of Worship					
Bonville	8B Gleniffer Road	Holy Faith Anglican Church (1914)	EJE Study	church	listed
Coffs Harbour	9 Gordon Street	St Augustines Catholic Church and rectory – Post-WWII	heritage adviser	Church	

Coffs Harbour	19A-21 Gordon Street	Methodist church (former - original) built in 1920s, moved back to become part of hall	Heritage adviser	church	
Coffs Harbour	187 Harbour Drive	St Andrews Presbyterian Church – Post-WWII	heritage adviser	Church	
Coffs Harbour	2 Maclean Street	St Johns Anglican Church – Post-WWII	heritage adviser	Church	
Coffs Harbour	1-3 Valley Street	Seventh Day Adventist Church – Post-WWII	heritage adviser	Church	
Coramba	Dorrigo Street	St Pauls CofE Church; c1898; earliest surviving church in the LGA	heritage adviser	church	listed
Coramba	2 Duncans Bridge Road	Former Methodist Church; opened in June 1909	heritage adviser	Private	
Coramba	6-10 Gale Street	St Therese RC Church; opened March 1927 on site of original butter factory	Coramba Bridge CMP recommendation	Church	
Karangi	1021 Coramba Road	RC Church, Karangi (former); now a residence; built 1905	EJE Study	Private	
Lowanna	29 Grafton Street	Lowanna church (former); now a residence; built 1934	heritage adviser	Private	listed
Nana Glen	47 Grafton Street	St Peters CofE church (c1904)	EJE Study	church	listed
Nana Glen	15 Nana Street	Uniting (Community) Church. Nana Glen (c1900)	EJE Study	Church	
Sawtell	2 Fourth Avenue	Catholic Church (1951)	EJE Study	Church	
Sawtell	15 Elizabeth Street	St Nicholas CofE Church (former); now the church hall	EJE Study	church	listed
Toormina	421 Hogbin Drive	Stella Maris chapel, John Paul College; built 1935 as Mary Immaculate, Star of the Sea (formerly at Coffs Jetty)	EJE Study	Church	
Ulong	11 Pine Avenue	Community Church Ulong (former RC) (1931)	EJE Study	Private	
Ulong	19 Pine Avenue	Presbyterian Church Ulong (former); now a residence; built 1911.	EJE Study	Private	

Upper Orara	612 Upper Orara Road	All Saints CofE Church (former) (c1910)	EJE Study	church	listed
Woolgoolga	14 Hastings Street	Sikh Temple (first) - nominate for state listing	heritage adviser	church	
Woolgoolga	1-13 River Street	Sikh Temple (Guru Nanak) - nominate for state listing	heritage adviser	church	
Woolgoolga	14 Scarborough Street	Woolgoolga RC Church – Post-WWII	heritage adviser	Church	
Woolgoolga	5 Trafalgar Street, 5	Uniting Church	heritage adviser	church	
Cemeteries/Gravesites					
Bucca	Bucca Road	Bucca Cemetery	community	CHCC	listed
Coffs Harbour	North Street	Coffs Harbour Cemetery – historic section only	heritage adviser	Crown	listed
Coramba	Tiger Fire Road	Coramba Cemetery	community	CHCC	listed
Coramba	330 Eastbank Road	Four graves, Dromore – 4 graves	community	Private	
Coramba	Dorrigo Street, near Coramba School	Coramba cemetery - former	community	Private	
Corindi	Kangaroo Trail Road	Corindi Cemetery - former	Kayandel Study	Private	listed
Emerald Beach	32 Dammeral Crescent	road reserve in front of – Sarah and George Dammeral graves – 2 graves	community	Crown	listed
Emerald Beach	Moonee Nature Reserve, Look-at-Me-Now Headland	Sarah and George Dammeral memorial – 2 graves	community	Crown	listed
Emerald Beach	Moonee Nature Reserve,	Keilawarra victims – 2 graves	community	Crown	listed

	Look-at-Me-Now Headland				
Emerald Beach	4 Kay Drive	Skinner-Cook graves – 5 graves	community	Private	
Lowanna	Bushmans Range Road	Lowanna Cemetery - former	community	CHCC	
Moonee Beach	Portion 5	Skinner-Martin graves – 4 graves	community	Private	
Nana Glen	923 Orara Way	Nana Glen Cemetery – former – 1 grave visible	community	Crown	
Nana Glen	1020 Eastbank Road	Packer grave, Sunset Cottage – 1 grave	community	Private	
Nana Glen	124 Grafton Street	Jarrett graves, Woodstock Park – 2 graves	community	Private	
Woolgoolga	15 Park Avenue	Weh-Hofmeier graves – 2 graves	community	Private	
Woolgoolga	Centenary Road	Woolgoolga Cemetery – historic section only	heritage adviser	Crown	listed
Shops and service stations					
Bonville	340 Pine Creek Way	Service station – Ampol; Post-WWII skillion roof building	heritage adviser	Private	
Boambee	752 Pacific Highway	Service station – Liberty; Post-WWII skillion roof building	heritage adviser	Private	
Bonville	4 East Bonville Road	Bonville General Store (former)	EJE Study	Private	
Coffs Harbour	23-29 Harbour Drive and Vernon Street	Arcade - City Boulevard; modular 1960s facade on Vernon Street	heritage adviser	Private	
Coffs Harbour	33 Harbour Drive and Vernon Street	Arcade - Jack Simmons	community	Private	
Coffs Harbour	36 Harbour Drive	Arcade - Central	community	Private	

Coffs Harbour	85 West High Street	Shop – butcher; c1930s	EJE Study	Private	
Coffs Harbour	91 West High Street	Shop (former, now a solicitors); C1930s; see listing sheet for Victorian cottage next door at 93 or 91A West High Street	EJE Study	Private	
Coffs Harbour	120 West High Street	Shops, attached pair	heritage adviser	Private	
Coffs Harbour	127 West High Street	Cabas Store – facade; old-style family haberdashery; distinctive red brick crenellated facade	community	Private	
Coffs Harbour	10-16 Harbour Drive	1920s-1930s shopfronts	heritage adviser	Private	
Coffs Harbour	33 Frances Street	Shop; now the Deli Cafe	community		
Coffs Harbour	27 Gundagai Street	Shop; former corner shop and residence, now a business	community		
Coffs Harbour	108 Grafton Street	Dragon Restaurant	heritage adviser	Private	
Coffs Harbour	25 Combine Street	Shop and early residence	Heritage adviser	Private	
Coffs Jetty	358-376 Harbour Drive	Shops	heritage adviser	Private	
Coffs Jetty	380 Harbour Drive	Shop	heritage adviser	Private	
Coffs Jetty	382 Harbour Drive	Shop	heritage adviser	Private	
Coffs Jetty	384-386 Harbour Drive	Shops	heritage adviser	Private	
Coffs Jetty	388-396 Harbour Drive	Shops	heritage adviser	Private	
Coramba	31 Gale Street	Shop – current bakery	heritage adviser	Private	
Coramba	39-41 Gale Street	Shop (former bakery) and residence	EJE Study	Private	listed
Coramba	45 Gale Street	Shop	heritage adviser	Private	

Karangi	992 Coramba Road	Karangi General Store and bowsters; post-WWII skillion roof building on prominent corner/bend in the road	heritage adviser	Private	
Lowanna	18 Grafton Street	Lowanna General Store and bowsters; C1934; has interior lining boards, railway seats, an intact early timber shop.	EJE Study	Private	
Nana Glen	940 Orara Way	Kafe Kookaburra	heritage adviser	Private	
Park Beach	33 Ocean Parade	Service station – BP; Post-WWII skillion roof building	heritage adviser	Private	
Sawtell	8-12 First Avenue	Shops and residence - 1940s two-storey facades	EJE Study	Private	listed
Sawtell	13 First Avenue	Shop NAB; 1920s bakery behind and 1950s small factory building	Heritage adviser	Private	
Sawtell	14-16 First Avenue	Shop (office) 1940s two-storey facades	EJE Study	Private	listed
Sawtell	18 First Avenue	Shop 1920s??? Remove from list?	EJE Study	Private	listed
Sawtell	20 First Avenue	Shop (bank) 1920s; former Commonwealth Bank building	EJE Study	Private	listed
Sawtell	21-23 First Avenue	Shop (restaurant) 1920s; Charlie Finch's chemist and dentists	EJE Study	Private	listed
Sawtell	31-33 First Avenue	Shop 1920s, approved for demolition	EJE Study	Private	listed
Sawtell	34-36 First Avenue	Shop (office and dental surgery) 1920s	EJE Study	Private	listed
Sawtell	45-49 First Avenue	Shop 1920s; red tiled facade	EJE Study	Private	listed
Sawtell	63-67 First Avenue	Shop and dwellings 1920s; approved for demolition	EJE Study	Private	listed
Sawtell	114 First Avenue	Hilltop Store	EJE Study	Private	
Ulong	37 Pine Avenue	Ulong Butchery - former	community	Private	
Ulong	70 Pine Avenue	Easys General Store - 1920s	community	Private	listed
Ulong	74 Pine Avenue	Ulong Pie Shop	community	Private	

Ulong	76 Pine Avenue	Shop (former barber)	community	Private	
Woolgoolga	42 Beach Street	Corner shop (formerly Meat Palace) - Inter-war	heritage adviser	Private	
Woolgoolga	44 Beach Street	Store (formerly Priors Drapery) Inter-war; built late 1930s	EJE Study	Private	
Woolgoolga	40 River Street	Shops - Inter-war pair of shops	heritage adviser	Private	
Woolgoolga	58 River Street	Shop – weatherboard, Top Town Hardware	heritage adviser	Private	
Schools					
Boambee	30 Lindsays Road	Boambee Public School – weatherboard building	Heritage adviser	crown	
Bonville	11 Gleniffer Road	Bonville Public School – weatherboard building	Heritage adviser	crown	
Bucca	111 Central Bucca Road	Early Dept of Education classroom building, relocated to Private land	Heritage adviser	crown	
Bucca	870-872 Bucca Road	former public school and cottage (teachers residence), now the Lower Bucca Independent School and community Hall	community	Private	
Coffs Harbour	7 Salamander Street	Coffs Harbour Public School – weatherboard buildings	EJE Study	Crown	listed
Coffs Harbour	22 Earl Street	Former Talbillilinga school buildings – now Coffs Community Village, - one former school building from Jetty High School and two other weatherboard buildings	Heritage adviser	CHCC	
Coffs Jetty	336 Harbour Drive	Coffs Harbour High School	EJE Study	Crown	listed
Coramba	6 Short Street	Coramba Public School – weatherboard buildings;	heritage adviser	Crown	listed

		teachers residence (not included in current listing)			
Corindi	15 Coral Street	Corindi Public School – weatherboard buildings	community	crown	
Corindi	597 Sherwood Creek Road	Early Dept of Education classroom building, relocated to Private land?	Heritage adviser	Private	
Crossmaglen	384 Crossmaglen Road	Crossmaglen Public School – weatherboard buildings	heritage adviser	crown	
Karangi	1004-1006 Coramba Road	Karangi Public School – weatherboard buildings	EJE Study	Crown	
Korora	3 Korora School Road	Kororo Public School Public School – weatherboard building	heritage adviser	Crown	
Lowanna	54A Grafton Street	Lowanna Public School– weatherboard buildings	heritage adviser	crown	
Nana Glen	34 Nana Street	Nana Glen Public School – weatherboard buildings	EJE Study	Crown	
Sawtell	32 Eleventh Avenue	Sawtell Public School – weatherboard buildings	EJE Study	Crown	listed
Ulong	20 Hutchinson Street	Ulong Public School – weatherboard buildings	heritage adviser	crown	
Upper Orara	770 Upper Orara Road	Upper Orara Public School – weatherboard buildings	heritage adviser	crown	
Woolgoolga	1-11 Scarborough Street	Woolgoolga Public School – weatherboard buildings	heritage adviser	Crown	listed
Hotels and motels					
Coffs Harbour	88 Grafton Street	Plantation Hotel – built 1954-54	EJE Study	Private	
Coffs Harbour	11 Grafton Street	Matador Motel – great design and landmark site	Heritage adviser	Private	
Coffs Harbour	94-96 Grafton Street	Bentleigh Motor Inn (formerly the Rex). Second motel in Coffs Harbour, oldest surviving, fine facade, opened 27 June 1960.	Heritage adviser	Private	

Coffs Harbour	2 Moonee Street	Fitzroy Hotel (now the Coast Hotel) – built 1941	EJE Study	Private	
Coffs Harbour	135 West High Street	Coffs Hotel – built 1937-1938	EJE Study	Private	
Coffs Jetty	356 Harbour Drive	Pier Hotel - Partially rebuilt after fire in 1914	EJE Study	Private	
Coramba	17-21 Gale Street	Hampden Hotel - 1940s ‘moderne’ / Functionalist	heritage adviser	Private	
Mullaway	2920 Pacific Highway	Suncoast Motel – Highly intact early (1960) motel	community	Private	
Park Beach	61 Ocean Parade	Seabreeze Apartments – c1949 seaside accommodation	EJE Study	Private	
Sawtell	51-55 First Avenue	Sawtell Hotel	EJE Study	Private	listed
Sawtell	66-68 First Avenue	Sundeck Flats - large brick apartment block built in two stages	EJE Study	Private	listed
Sawtell	95 First Avenue	Si-esta Apartments – 1940s-1950s seaside accommodation	heritage adviser	Private	
Upper Orara	79-83 North Island Loop Road	Bucca Goldfields Pub (former)	EJE Study/ community	Private	
Public and community buildings					
Boambee	579 Pacific Highway	Memorial Hall	Heritage adviser	Crown	
Bonville	East Bonville Road	Memorial Hall	LEP	CHCC	listed
Bonville	Pine Creek Way	Post Office (former), c1899	EJE Study /LEP		listed
Coffs Harbour	45 Grafton Street	Weatherboard building behind Ticli’s Solicitors (building fronting Studio Lane)	Heritage adviser	Private	
Coffs Harbour	215A Harbour Drive	Police Station and Courthouse (former); Coffs Regional Museum	EJE Study	CHCC	listed

Coffs Harbour	Airport Drive	Coffs Harbour Airport - nominate for state listing	EJE Study	CHCC	
Coffs Harbour	209 Harbour Drive	Scout Hall; Coffs Scouts home of possibly the first Scout group in Australia - nominate for state listing	Heritage adviser		
Coffs Harbour	209A Harbour Drive	Guide Hall - 1950s weatherboard clubhouse building	Heritage adviser		
Coffs Harbour	4 Maclean Street	St Johns Anglican Hall	heritage adviser	church	
Coffs Harbour	20 Moonee Street	Soon-to-be former Police Station; distinctive 1960s modular facade – rare in Coffs Harbour; City Boulevard Arcade facade on Vernon Street	community	Crown	
Coffs Harbour	123 Pacific Highway	Old office and stables - small weatherboard building – Coffs Showground,	Heritage adviser	Crown	
Coffs Jetty	337 Harbour Drive	Jetty Memorial Theatre; formerly the Soldiers Memorial Hall	EJE Study	CHCC	listed
Coffs Jetty	350 Harbour Drive	Jetty Post Office	EJE Study	Crown	listed
Coffs Jetty	Jordan Esplanade	Coffs Harbour Jetty - nominate for state listing	EJE Study	Crown	listed
Coffs Jetty	1 Mildura Street	James Smith Memorial Park and pool remains	EJE Study	Crown	listed
Coffs Jetty	357 Harbour Drive	Lands Dept building	community	Crown	
Coffs Jetty	359 Harbour Drive	PWD building	Heritage adviser	Crown	
Coramba	4 Dorrigo Street	Community Hall	LEP	CHCC	listed
Coramba	71-73 Gale Street	Coramba Police Station	LEP	Crown	listed
Coramba	16-18 Gale Street	CWA Park	Heritage adviser	CHCC	
Korora	Charlesworth Bay	Jack Davis Boatshed	EJE Study	Crown	

Lowanna	33 Grafton Street	Community Hall	Heritage adviser		
Moleton	670 Moleton Road	Telegraph station/post office	Heritage adviser		
Nana Glen	26 Grafton Street	Community Hall			
Nana Glen	20-22 Grafton Street	Tennis Courts	Heritage adviser		
Sawtell	21 Elizabeth Street	Community Hall CWA	EJE Study	Private	
Sawtell	25 Elizabeth Street	Meals on Wheels	EJE Study	CHCC	
Sawtell	Lyons Road	Scout Hall; 1950s weatherboard clubhouse building	Heritage adviser		
Sawtell	Sawtell Reserve, off Lyons Road	Sawtell Reserve Hall	EJE Study	CHCC	listed
Sawtell	89 First Avenue	Police Lock Up	EJE Study	crown	
Sawtell	5 Lyons Road	Tennis Courts – 1920s weatherboard clubhouse	1986-1987 Heritage Study		
Toormina	600A Hogbin Drive	Rex Hardacre Oval, Bowling Club – former; weatherboard and fibro clubhouse - Original Bowling Club House, Band Room, Play Group room and Radio Club House	Heritage adviser	CHCC	
Ulong	99 Timmsvale Road	Community Hall - former	community	Private	
Ulong	231 Timmsvale Road	Bush Nurses Hut/former timber mill building; small timber shed, part of former mill	Heritage adviser	Private	
Ulong	72 Pine Avenue	Melody Hall and petrol bowser	community		
Upper Orara	610 Upper Orara Road	Community Hall; 1907-1908	EJE Study		listed

Upper Orara	645 Upper Orara Road	Rural Fire Shed - relocated forestry hut	Heritage adviser	Crown?	
Woolgoolga	35 Beach Street	Woolgoolga Community Centre (former police station); c1890; originally behind public school in Scarborough St	EJE Study	CHCC	
Woolgoolga	29 Hastings Street	Scout Hall on Public Reserve (behind public school)	community	Private	
Woolgoolga	off Hearn's Lake Road	Guide Hall – Woolgoolga – former - originally on Boundary Street near Bowling Club, relocated in 2003	community	Private	
Bridges					
Bonville	Over rail line on Overhead Bridge Road, within Bongil Bongil National Park	Timber overbridge – rail – 590.378 km from Sydney (built c1924) - nominate for state listing	Heritage adviser	Crown	
Bonville	Over rail line on East Bonville Road	Timber overbridge – rail – 595.278 km from Sydney (built c1924) - nominate for state listing	Heritage adviser	CHCC	
Bonville	Over Bonville Creek within Bongil Bongil National Park	Steel bridge – rail – lattice – (built c1924) - nominate for state listing	Heritage adviser	Crown	
Bonville	Over Pine Creek Way on East Bonville Road	Timber overbridge – road– (built c1924) - nominate for state listing	Heritage adviser	CHCC	
Brooklana	over Bo Bo River, Eastern Dorrigo Way	Timber overbridge – road - nominate for state listing	Heritage adviser	CHCC	

Coffs Jetty	In reserve near cnr Jordans Esplanade and Camperdown Street	Timber bridge tram remnant	community	crown	
Coramba	Over rail line on Hartleys Road	Timber overbridge – rail – 626.996 km from Sydney (built c1924) - nominate for state listing	Heritage adviser	CHCC	
Coramba	Over rail line on ARTC access road off Eastbank Road, opp Kings Ridge Road	Timber overbridge – rail – 632.251 km from Sydney (built c1924) - nominate for state listing	Heritage adviser	Crown	
Lowanna	Over rail line at Gundarene Rd	Timber overbridge – rail - nominate for state listing	Heritage adviser	CHCC	
Nana Glen	Over rail line on Eastbank Rd	Timber overbridge – rail – 636.260 km from Sydney (built c1924) - nominate for state listing	Heritage adviser	CHCC	
Nana Glen	Over rail line on Grafton Street	Timber overbridge – rail – 639.??? km from Sydney (built c1924) - nominate for state listing	Heritage adviser	CHCC	
Nana Glen	over Bucca Creek on Morrows Road	Timber overbridge – road - nominate for state listing	Heritage adviser	CHCC	
various	Various bridges on local roads throughout LGA	Timber low-level beam bridges – group listing – Identified by their typical construction and use of North Coast hardwoods; full logs or beams resting on timber piers or short trestles provide the span and carry the timber deck which transverses the beams; often with timber side retaining walls to hold the creek bank.	Heritage adviser	CHCC	
various	Within the former Glenreagh-Dorrigo branch line rail corridor	Bridges – rail – timber trestle and steel plate riveted – Four bridges that form part of the former railway – see separate listing sheet for the Glenreagh-Dorrigo rail corridor and heritage assessment by Ray	Heritage adviser	Private	

		Love			
Dairy and farm buildings					
Boambee	24-24A Butlers Road	Dairy building	Heritage adviser	Private	
Bonville	286 Gleniffer Road	Dairy building	Heritage adviser	Private	
Bonville	1234 Pine Creek Way	Dairy building – behind former Bonville Post Office; c1890s – early 1900s	EJE Study	Private	
Bonville	330 Pine Creek Way (formerly 1218 Pacific Highway)	Dairy building – Lindsays	EJE Study	Private	
Brooklana	Eastern Dorrigo Way, above Bo Bo Road	Dairy building	Heritage adviser	Private	
Bucca	240 Weirs Road	Dairy building	Heritage adviser	Private	
Bucca	591 Central Bucca Road	Dairy building – Glenvale	Heritage adviser	Private	
Coffs Harbour	134 West High Street	BGF offices and warehouse (former)	heritage adviser	Private	
Coffs Harbour	321 Harbour Drive	Butter factory – former – Coffs	EJE Study	CHCC?	listed
Coffs Harbour	5 Bennetts Road	Packing shed	community		
Coffs Harbour	83 Bennetts Road	Packing shed - Spagnolos	community		
Coffs Harbour	131 Mackays Road	Packing shed	community		
Coffs Harbour	59-61 Bennetts Road	Packing shed – now a house	community		

Coffs Harbour	48 Spagnolos Road	Shed – weatherboard	Heritage adviser		
Coramba	1513b Coramba Road	Butter factory – former - Coramba	EJE Study / Coramba Bridge CMP	Private	
Corindi	623 Sherwood Creek Road	Stockyards	Kayandel Study	Private	listed
Crossmaglen	249 Crossmaglen Road	Dairy building – Bonville Smash Repairs	Heritage adviser	Private	
Karangi	1096 Coramba Road	Dairy building	Heritage adviser	Private	
Korora	76 Korora Basin Road	Packing shed and water tank	community	Private	
Korora	275-277 West Korora Road	Packing shed	community		
Korora	311 Old Coast Road	Packing shed – pressed metal lined exterior	community		
Korora	170 Bruxner Park Road	Packing shed – weatherboard	community		
Korora	108 West Korora Road	Packing shed - weatherboard	community		
Korora	429A-429B Pacific Highway	Packing shed - weatherboard	community		
Nana Glen	230 Brewers Road	Silo – corrugated concrete	Heritage adviser		
Nana Glen	24 Soloman Close	Silo – corrugated concrete	Community		
Nana Glen	137 Morrows Road	Dairy building	Heritage adviser	Private	
Nana Glen	789 Orara Way	Dairy buildings (several) and stockyards	Heritage adviser	Private	
Sandy Beach	111 Johnsons Road	Packing shed - iron	community	Private	
Sandy Beach	133 Holloways Road	Packing shed - weatherboard	community	Private	

Sapphire Beach	60 The Mountain Way	Packing shed – corrugated iron	community		
Sapphire Beach	The Mountain Way (off Gaudrons Road)	Packing shed	community		
Ulong	Timmsvale Road (part Lot 6 & 7 DP 882842)	Dairy building	Heritage adviser		
Upper Orara	721 Dairyville Road	Silo – corrugated iron	Community		
Upper Orara	418 North Island Loop Road	Shed – slab – early, c1889s	EJE Study	Private	listed
Upper Orara	524 Dairyville Road	Shed – slab – early	Community		
Upper Orara	553 Upper Orara Loop Road	Dairy building	Heritage adviser	Private	
Upper Orara	55-59 Nth Island Loop Road	Dairy building – Ides farm	Heritage adviser	Private	
Upper Orara	529 Dairyville Road	Dairy building – Jenola Park	Heritage adviser	Private	
Woolgoolga	Morgans Road (part Lot 282 848751)	Packing shed - weatherboard	community	Private	
Woolgoolga	21 Arkan Avenue	Packing shed - weatherboard	community	Private	
Timber mills and industrial buildings					
Coffs Harbour	150-156 Pacific Highway	Isles Forge – now the Bailey Centre	community	Private	
Karangi	1099 Coramba Road	Timber mill (former)	EJE Study	Private	
Lowanna	Bushmans Range Road	Georges Gold Mine, early farmhouse, farm and dairy buildings	EJE Study	Private	listed

Ulong	Timmsvale Road	Hydro mill – relic, C1922	EJE Study	Private	listed
Ulong	20 Timms Avenue	Timber mill, C1900; - nominate for state listing	EJE Study	Private	listed
1988 Bicentennial Plaques					
Arararra	Beach reserve	Arararra fish traps	community		
Bonville	Crossmaglen Road	Timber mill at Crossmaglen	community		
Coffs Harbour	Road reserve, Coramba Road	Orange Trees	community		
Coffs Harbour	near corner of Pacific Highway and Duke Street	Coffs Harbour's first school	community		
Coffs Harbour	Fitzroy Park opp CHCC Chambers	Walter Harvie's tilting ground	community		
Coffs Jetty	Jetty foreshore, Jordans Esplanade	William and Mary Bryant	community		
Coffs Jetty	Jetty foreshore, Jordans Esplanade	The Jetty, Coffs Harbour	community		
Coramba	Gale Street	First Coramba Police Station	community		
Coramba	Off Gale Street	Coramba Butter Factory	community		
Coramba	Gale Street	First Coramba Post Office	community		
Emerald Beach	Near the Dammeral	Signal Point, Emerald Beach	community		

	monument				
Sawtell	Sawtell Reserve	Walter Harvie's campsite	community		
Residences					
<i>Pre-WWI</i>					
Bonville	350 North Bonville Road	1915 farmhouse on hill - built by Burgess family, includes an early dairy shed	community	Private	
Bonville	460-460A Crossmaglen Road	Farmhouse, barns and fig trees – 'Lone Fern' - late Victorian/pre-WWI farmhouse in rural setting with outbuildings and mature trees, including figs	Heritage adviser	Private	
Bonville	676 Pine Creek Way	Farmhouse, painted blue and recently renovated, and early dairy	Heritage adviser	Private	
Bucca	644 Bucca Road	Farmhouse and dairy buildings - early, pre-WWI timber farmhouse on bend in the road; sheds and dairy building	heritage adviser	Private	
Coffs Harbour	4 Blacker Close	C19th cottage and later weatherboard garage	EJE Study	Private	
Coffs Harbour	4 Coramba Road	1917 weatherboard house and attached workshop	EJE Study	Private	listed
Coffs Harbour	5 Korff Street	Small Victorian weatherboard cottage	Heritage adviser	Private	
Coffs Harbour	7 Korff Street	Large Victorian weatherboard cottage with pine tree	Heritage adviser	Private	
Coffs Harbour	20 Korff Street	Residence C1912	EJE Study	Private	listed
Coffs Harbour	18 Avenue Street	Victorian weatherboard cottage; behind St Augustines	Heritage adviser	Private	

Coffs Harbour	20 North Street	Victorian weatherboard cottage C1900-1910	EJE Study	Private	
Coffs Harbour	33 William Sharpe Drive	House on hill, long drive	Heritage adviser	Private	
Coffs Harbour	41 Gundagai Street	Victorian weatherboard cottage	Heritage adviser	Private	
Coffs Harbour	82 Moonee Street	C1890, Gothic weatherboard	EJE Study	Private	
Coffs Harbour	91 West High Street	C1890s residence next door to shop at 91 West High Street	EJE Study	Private	
Coffs Harbour	96 West High Street	Small Victorian weatherboard cottage	Heritage adviser	Private	
Coffs Harbour	265 Harbour Drive	Victorian weatherboard cottage	Heritage adviser	Private	
Coffs Jetty	39 Jarrett Street	Residence; C1890s; heavily altered - Owned by George Scott Keevers and later by his daughter Isabella Keevers Requires further assessment	EJE Study	Private	
Coffs Jetty	48 Jarrett Street	Residence; C1890s - Early 1900's - Occupied from early 1930s by the Boles, Fern and Fuller families	EJE Study	Private	listed
Coffs Jetty	131 Victoria Street	pre-WWI weatherboard; also called the Red House.	EJE Study	Private	
Coffs Jetty	40 Camperdown Street	Weatherboard cottage near school oval, painted green	Heritage adviser	Private	
Coramba	1 Priors Road	Victorian farmhouse on rise, avenue of myrtles	Heritage adviser	Private	
Coramba	9 Gale Street	Victorian cottage, last of five built by Hampden Hotel publican	Heritage adviser	Private	
Coramba	15 Hartleys Road	'Hillview' - Victorian farmhouse, just past the rail line on the left	EJE Study	Private	listed
Coramba	17 Dorriggo Street	Weatherboard and fibro house, pressed metal on bay window, currently painted orange; behind Anglican church;	community	Private	

Coramba	13 Gale Street	Victorian cottage painted blue	Heritage adviser	Private	
Coramba	32 Eastbank Road	Very dilapidated old house close to the road; very overgrown	Heritage adviser	Private	
Coramba	38 Hartleys Road	Early farmhouse near train line C1890	EJE Study	Private	listed
Coramba	40 Gale Street	Victorian weatherboard cottage	Heritage adviser	Private	
Coramba	51 Eastbank Road	Victorian weatherboard cottage; overgrown garden	Heritage adviser	Private	
Coramba	63 Gale Street	Victorian weatherboard cottage on corner of Dorrigo St; including early garage at rear	Heritage adviser	Private	
Coramba	131 Hartleys Road	Braemar, owned by the Smiths; early farmhouse overlooking valley	EJE Study	Private	
Coramba	43 Gale Street	Victorian weatherboard cottage; close to street, painted orange.	Heritage adviser	Private	
Coramba	1199 Coramba Road	Foxridge Farm	Heritage adviser	Private	
Corindi	7 Dirty Creek Road	Small farm house	community	Private	
Corindi	4 Cassons Close	Residence/homestead	Kayandel Study	Private	listed
Corindi	3 Coral Street	Residence/homestead	Kayandel Study	Private	listed
Corindi	70 Cox's Lane	Residence/homestead	Kayandel Study	Private	listed
Karangi	843 Coramba Road	Residence	EJE Study	Private	listed
Karangi	114 Mastons Road	Victorian? Weatherboard house, painted blue, possibly relocated?;	Heritage adviser	Private	
Mullaway	43 Whitton Place	Former Woolgoolga Public School headmasters residence; see Yeates Woolgoolga history	Heritage adviser	Private	
Nana Glen	4 Orara Street	Victorian cottage	Heritage adviser	Private	

Nana Glen	6 Orara Street	Victorian cottage; early house, relocated from Murphy Drive Coffs Harbour n 1981	Heritage adviser	Private	
Nana Glen	10 Orara Street	Victorian cottage and early garage	Heritage adviser	Private	
Nana Glen	21 Nana Street	Victorian cottage; old house, vertical weatherboards	heritage adviser	Private	
Nana Glen	52 Grafton Street	Victorian farmhouse; old farmhouse set back from road, long drive and camphor laurel tree in front	Heritage adviser	Private	
Nana Glen	235 Morrows Road	Victorian farmhouse; painted light blue	heritage adviser	Private	
Nana Glen	1038 East Bank Road	early small weatherboard; possibly former dairy building, close to road; later lead light windows; Looks like it might have been a converted dairy or shed; later leadlight windows	heritage adviser	Private	
Nana Glen	59 Battery Road	Derelict house between Edgefern and railway	heritage adviser	Private	
Nana Glen	927 East Bank Road	Residence – ‘Edgefern’ including house, garden, dairy and other outbuildings and concrete silo	EJE Study	Private	listed
Nana Glen	9 Morrows Road	Victorian cottage – ‘Glen Eden’; Impressive location and garden setting	heritage adviser	Private	
Nana Glen	24 and 28 Grafton Street	Houses on either side of Nana Glen Community Hall	heritage adviser	Private	
Nana Glen	1150 Orara Way	House on hill, former teachers residence for Nana Glen Public School	heritage adviser	Private	
Nana Glen	1566 Orara Way	Large timber farmhouse and stables close to road; relocated to higher ground to avoid flooding	heritage adviser	Private	
Red Rock	14 Ford Street	Residence – Victorian weatherboard cottage	Kayandel Study	Private	listed
Sawtell	92-94 Sawtell Road	Former headmasters house, Jetty High School; Relocated; large	community	Private	

		prominent house on curve in the road; Lot 9, DP 236856 1968 – BA360/68; 1994; BA1024/94 for a verandah.			
Ulong	21 Hutchinson Street	Victorian cottage opposite Ulong Public School	Heritage adviser	Private	
Ulong	78 Pine Avenue	Weatherboard - former BAT caretakers cottage; Built 1905 for BAT timber mill on site of later Jetty High School, bought in 1915, moved to 36 Moore Street, additions and alterations in 1940s-1950s, moved to Ulong 10 years ago	community	Private	
Upper Corindi	354 Sherwood Creek Road	Residence/homestead	Kayandel Study	Private	listed
Upper Orara	71 Mount Browne Road	Near-derelict cottage overgrown with trees, late C19th?	Heritage adviser	Private	
Upper Orara	169 Dairville Road	Residence; C1886	EJE Study	Private	listed
Upper Orara	221 Dairville Road	Residence – ‘Creeseid’; C1886	EJE Study	Private	listed
Upper Orara	63 Dairyville Road	Farmhouse; Late nineteenth century farmhouse/cottage	Heritage adviser	Private	
Upper Orara	117 Dairyville Road	Farmhouse – ‘Inglewood’; Late nineteenth century farmhouse?	Heritage adviser	Private	
Upper Orara	274 South Island Loop Road – ‘Tanglewood’	Victorian farmhouse	Heritage adviser	Private	
Upper Orara	356 North Island Loop Road - Wyndarra	Victorian house, front room used as a home church for Catholic church services; Careful extensions, stone walling	Heritage adviser	Private	
Upper Orara	429 North Island Loop Road	Victorian farmhouse; collapsed verandah, former dairy with many shed on site; two elderly brothers live there	Heritage adviser	Private	
Upper Orara	79-83 North Island Loop Road	very old house (Bucca Goldfields Pub) next to newer one, Victorian farmhouse and dairy buildings/shed etc	Heritage adviser	Private	
Upper Orara	621 Upper Orara Road	Former post office, now residence	Heritage adviser	Private	

Woolgoolga	60 River Street	(currently solicitors); early, pre-WWI timber house	heritage adviser	Private	
Woolgoolga	2 Tomkins Avenue	early pre-WWI weatherboard	heritage adviser	Private	
Woolgoolga	5 Pacific Street	Amelie Lodge, Salvation Army hostel; relocated Victorian cottage	Heritage adviser		
Woolgoolga	9 Gordon Street	early pre-WWI weatherboard	heritage adviser	Private	
Woolgoolga	10 High Street	early pre-WWI weatherboard	community	Private	
Woolgoolga	13 Carrington Street, near Ocean Street corner	early pre-WWI? Weatherboard, original house built by the Pollack family, see Yeates Woolgoolga history	community	Private	
Woolgoolga	20 Scarborough Street	early, pre-WWI? weatherboard	heritage adviser	Private	
Woolgoolga	26 Carrington Street, at intersection with Trafalgar Lane	early pre-WWI? weatherboard	heritage adviser	Private	
Woolgoolga	30 River Street	Residence; originally two Victorian shops, now one house – see Yeates' Woolgoolga history	community	Private	
Woolgoolga	37 Pullen Street	early pre-WWI? weatherboard, original Pullen family house?	heritage adviser	Private	
Woolgoolga	56 Pullen St	Pre-WWI house	heritage adviser	Private	
<i>Inter-war</i>					
Arrawarra	2 Arrawarra Beach Road	Residence; timber relocated house in 1999	Heritage adviser	Private	
Arrawarra	18 Arrawarra Beach Road	Early weatherboard cottage	Heritage adviser	Private	
Boambee East	12 Lamberts Road	1940s timber house relocated; very good rear extension	Heritage adviser	Private	
Bucca	21 Randalls Rd	1920s farmhouse	community	Private	

Bucca	1119 Bucca Road	Bettlerhem – 1930s farmhouse and early shed	Heritage adviser	Private	
Coffs Harbour	2 Curacoa Street	Residence; C1920; very good additions; C1920; very good additions	EJE Study	Private	listed
Coffs Harbour	2 Korff Street	Interwar timber and fibro on corner	Heritage adviser	Private	
Coffs Harbour	2 King Street	Large house with hedge	Heritage adviser	Private	
Coffs Harbour	2 Murdock Street	Weatherboard cottage; glazed front verandah	Heritage adviser	Private	
Coffs Harbour	3 Maclean Street	Residence;	EJE Study	Private	
Coffs Harbour	4 Bonville Street	1930s weatherboard cottage, elevated, textured brick perimeter walls, next door to RC presbytery	Heritage adviser	Private	
Coffs Harbour	4 Pitt Street	1930s cottages	Heritage adviser	Private	
Coffs Harbour	5 Maclean Street	Residence	EJE Study	Private	
Coffs Harbour	6 Gundagai Place	Elevated weatherboard and fibro cottage; relocated?	Heritage adviser	Private	
Coffs Harbour	8 King Street	Weatherboard cottage on corner	Heritage adviser	Private	
Coffs Harbour	12 Maclean Street	Weatherboard and fibro cottage and early garage	Heritage adviser	Private	
Coffs Harbour	16 Earl Street	Weatherboard and fibro cottage on corner; early garage behind	Heritage adviser	Private	
Coffs Harbour	16 Frances Street	Residence; Impressive interwar weatherboard	Heritage adviser	Private	
Coffs Harbour	18 Azalea Avenue	Weatherboard and fibro cottage	Heritage adviser	Private	
Coffs Harbour	22 Azalea Avenue	Weatherboard and fibro cottage	Heritage adviser	Private	
Coffs Harbour	18 Korffe Street	Weatherboard and fibro cottage	Heritage adviser	Private	

Coffs Harbour	23 Gordon Street	Weatherboard and fibro cottage leadlight windows	community	CHCC	
Coffs Harbour	24 Hardacre Street	Inter-war cottage opp TAFE (relocated)	Heritage adviser	Private	
Coffs Harbour	26 Hardacre Street	Inter-war cottage opp TAFE (relocated)	Heritage adviser	Private	
Coffs Harbour	28 Frances Street	interwar weatherboard and fibro on corner; reversible additions	Heritage adviser	Private	
Coffs Harbour	28 Hardacre Street	Inter-war cottage opp TAFE	Heritage adviser	Private	
Coffs Harbour	30 Hardacre Street	Inter-war cottage opp TAFE	Heritage adviser	Private	
Coffs Harbour	32 Hardacre Street	Inter-war cottage opp TAFE	Heritage adviser	Private	
Coffs Harbour	42 Gundagai Street	interwar weatherboard; currently painted blue, possibly relocated	Heritage adviser	Private	
Coffs Harbour	63 Elbow Street	Built by the Cox family; Large house behind high fence and garden, C1921-1922	EJE Study	Private	
Coffs Harbour	74 Moonee Street	Weatherboard and fibro cottage; intact rear garage	EJE Study	Private	
Coffs Harbour	85 Marcia Street	interwar weatherboard; sensitive rear additions	Heritage adviser	Private	
Coffs Harbour	112 Grafton Street	interwar weatherboard behind later building; next to Creek Towers	Heritage adviser	Private	
Coffs Harbour	114 West High Street	Inter-war cottage, high-quality timber detailing, original garage	Heritage adviser	Private	
Coffs Harbour	127 Albany Street	Weatherboard with high-quality decorative detailing	Heritage adviser	Private	
Coffs Harbour	180 Pacific Highway	Fibro cottage with verandah set back from the road	Heritage adviser	Private	
Coffs Harbour	288-294 Coramba Road	Inter-war fibro and weatherboard cottage; overgrown garden including orange trees	Heritage adviser	Private	

Coffs Harbour	303 Coramba Road	Inter-war fibro and weatherboard cottage currently painted blue and orange	Heritage adviser	Private	
Coffs Harbour	384 Coramba Road	Inter-war house	community	Private	
Coffs Harbour	Gordon Street	1920s bungalow, overgrown garden, next door to Motor Registry	community	CHCC	
Coffs Harbour	234 Pacific Highway	1930s residence behind shop on Pacific Highway, formerly 136 Woolgoolga Road and known as Fullers Store	community	Private	
Coffs Harbour	183 Harbour Drive	1920s timber cottage, painted white, possibly dairy building at backyard	Heritage adviser	Private	
Coffs Harbour	4 Azalea Avenue	Residence; C1934; Inter-war house, fine timber detailing	EJE Study	Private	listed
Coffs Jetty	3 Orlando Lane	Inter-war fibro cottage	Heritage adviser	Private	
Coffs Jetty	10 Collingwood Street	Residence; 1920; former Jetty Police Station	EJE Study	Private	listed
Coffs Jetty	10 Moore Street	Residence; C1920s - Owner 1967 - 1975 Neville J. Budge	EJE Study	Private	
Coffs Jetty	10 Short Street	Timber and fibro house on corner	Heritage adviser	Private	
Coffs Jetty	11 Collingwood Street	Inter-war fibro and weatherboard cottage; later clad with fibro	Heritage adviser	Private	
Coffs Jetty	11 Moore Street	Residence; C1920 Owners - 1943 - 1966 Thomas Mathie and from 1966 to 1985 Enid J. McCrohan nee Mathie	EJE Study	Private	
Coffs Jetty	12 Moore Street	Residence; C1910 Owner 1944 - 1972 Percy Raymond Bartlett	EJE Study	Private	
Coffs Jetty	14 Moore Street	Residence; C1910	EJE Study	Private	
Coffs Jetty	16 Nile Street	intact 1930s weatherboard, dutch gable roof	Heritage adviser	Private	
Coffs Jetty	23 Moore Street	Residence;	EJE Study	Private	listed

Coffs Jetty	23-25 Orlando Street	Pair of inter-war cottages	Heritage adviser	Private	
Coffs Jetty	26 Collingwood Street	intact large 1930s weatherboard	Heritage adviser	Private	
Coffs Jetty	28 Moore Street	Weatherboard and fibro cottage	Heritage adviser	Private	
Coffs Jetty	29 Moore Street	Weatherboard and fibro cottage, on corner of Nile Street	Heritage adviser	Private	
Coffs Jetty	30 Moore Street	Weatherboard and fibro house	Heritage adviser	Private	
Coffs Jetty	31 Moore Street	Blue cottage, relocated in 1980, large allotment	Heritage adviser	Private	
Coffs Jetty	36 Collingwood Street	Large square fibro cottage	Heritage adviser	Private	
Coffs Jetty	37 Edgar Street	Two storey weatherboard, rear additions	Heritage adviser	Private	
Coffs Jetty	45 Jarrett Street	Residence; C1937, the Hoschkes' house; local landmark	EJE Study	Private	
Coffs Jetty	151 Edinburgh Street	Residence; C1930	EJE Study	Private	listed
Coffs Jetty	164 Edinburgh Street	large inter-war-war house; C1920s Neville's Dental Surgery and residence and Mrs. Neville Snr's Red Cross Shop.	EJE Study	Private	
Coffs Jetty	167 Edinburgh Street	Residence; c1920s , recent large rear addition	EJE Study	Private	
Coffs Jetty	343-349 Harbour Drive	Row of large distinctive two-storey weatherboard and fibro cottages; local landmarks	Heritage adviser	Private	
Coffs Jetty	333 Harbour Drive	Large weatherboard house with later enclosed front verandah	Heritage adviser	Private	
Coffs Jetty	Jordan Esplanade (ARTC land)	PWD/Railway house	Heritage adviser	crown	
Coffs Jetty	189 Edinburgh Street	Large elevated weatherboard house	Heritage adviser	Private	
Coffs Jetty	62 Brodie Drive	weatherboard and fibro cottage house	Heritage adviser	Private	
Coffs Jetty	77 Orlando Street	Two-storey weatherboard with stained glass windows	Heritage adviser	Private	

Coramba	28 Gale Street	Weatherboard and fibro house, currently painted green and white	Heritage adviser	Private	
Coramba	11-13 Dorrigo Street	Elevated weatherboard, currently painted blue	Heritage adviser	Private	
Coramba	3-5 Dorrigo Street	Weatherboard , next door to 11-13 Dorrigo St, brick infill perimeter walls	Heritage adviser	Private	
Coramba	60 Gale Street	Large weatherboard – Attunga	Heritage adviser	Private	
Coramba	77 Gale Street	Large weatherboard – Frogmouth Hollow	Heritage adviser	Private	
Coramba	86A-86b Hartleys Road	Residence – ‘Riverview’; 1922	EJE Study	Private	
Coramba	247C Orara Way	relocated house and garage	Heritage adviser	Private	
Coramba	744 East Bank Road	Large weatherboard relocated from 4 Avenue St, Coffs	community	Private	
Corindi Beach	3540-3550 Pacific Highway	Two adjacent residences/homesteads with sheds and water tank	Kayandel Study	Private	listed
Corindi Beach	3550 Pacific Highway	Two adjacent residences/homesteads with sheds and water tank	Kayandel Study	Private	listed
Corindi Beach	3551 Pacific Highway	Two inter-war-1950s farmhouse with earlier shed	Heritage adviser	Private	
Emerald Beach	3 Bluff Road	Interwar House	Heritage adviser	Private	
Emerald Beach	51 Fiddaman Road	Interwar House	Heritage adviser	Private	
Karangi	21D Mastons Road	interwar house behind high fence and garden; Couldn't see or photograph	Heritage adviser	Private	
Karangi	4 Mastons Road	Large post-war house high on hill above tennis courts	Heritage adviser	Private	
Karangi	186 Upper Orara Road	House, dairy building – Waterview; house relocated from within the property; intact dairy building?	Heritage adviser	Private	
Korora	108 West Korora Road	Large interwar fibro	Heritage adviser	Private	

Lowanna	5 Cavanaghs Road	Timber cottage and timber garage – former mill house	community	Private	
Lowanna	11 Lowanna Road	Relocated house from Bonville Street in 2002	community	Private	
Lowanna	17 Cavanaghs Road	Timber and fibro cottage; enclosed verandah – former mill house	community	Private	
Lowanna	670 Moleton Road	Early house – rural; C1920s; very similar to 782 Moleton Rd; has telegraph office opp; unpainted, very intact	EJE Study	Private	
Lowanna	782 Moleton Road	Owned by the Robbs, interwar house, pair with 670 Moleton Road; recently painted	Heritage adviser	Private	
Lowanna	221 Bushmans Range Rd	Kimble’s house, early dairy, shed and water tank stand	Heritage adviser	Private	
Lowanna	32 Grafton Street	Large house opposite Lowanna Hall	Heritage adviser	Private	
Lowanna	112A Cavanaghs Road	Interwar house in distance on hill above former mill	Heritage adviser	Private	
Moonee Beach	15 Rushton Ave	Interwar house	Heritage adviser	Private	
Mullaway	45A Whitton Place	Relocated inter-war weatherboard house	Heritage adviser	Private	
Nana Glen	11 Weir Street	Residence; inter-war weatherboard and fibro	Heritage adviser	Private	
Nana Glen	19 Grafton Street	‘Koonawarra’; 1920s farmhouse with dairy shed behind	Heritage adviser	Private	
Nana Glen	863-869 Eastbank Road	Interwar house; fibro and weatherboard	Heritage adviser	Private	
Red Rock	Caravan park/reserve, Park Street	‘Lynch Cottage’, small weatherboard	Kayandel Study	Crown	listed
Red Rock	2 Ford Street	Weatherboard with enclosed louvred verandahs	Kayandel Study	Private	listed
Red Rock	19 Schaffer Street	weatherboard and fibro house		Private	

Red Rock	30 Ford Street	fibro cottage		Private	
Red Rock	31 Schaffer Street	fibro cottage		Private	
Red Rock	33 Schaffer Street	early timber house with timber louvres		Private	
Red Rock	94 Flaherty Street	weatherboard beach cottage and garage		Private	
Sandy Beach	8 Banksia Close	Large weatherboard and fibro house, relocated in 1995	Heritage adviser	Private	
Sandy Beach	13 Chestnut Avenue	Weatherboard and fibro house, relocated in 1989	Heritage adviser	Private	
Sandy Beach	38 Emerald Heights Drive	Former Harbour Masters House; Originally on cnr Collingwood and Hood Streets, Coffs Jetty; relocated to Emerald Heights	community	Private	
Sandy Beach	47 Blackbutt Avenue	Large weatherboard and fibro house, relocated in 1989	Heritage adviser	Private	
Sandy Beach	69 Blackbutt Avenue	Large weatherboard and fibro house, relocated in 1988; came from Moore Street Coffs Jetty	Heritage adviser	Private	
Sapphire Beach	18 Split Solitary Road	Residence; C1910; Relocated from the Jetty in 1920s-1930s	EJE Study	Private	listed
Sapphire Beach	39-41 Gaudrons Road	Weatherboard cottage relocated in 1983	community	Private	
Sapphire Beach	59 Gaudrons Rd, Sapphire	Relocated Queenslander; Original house relocated by Bob and Val Hunter; now owned by Chris Bowen.	Heritage adviser	Private	
Sapphire Beach	3 Reicks Close	Relocated from site of current Dragon Chinese Restaurant on highway in Coffs Harbour.	Heritage adviser	Private	
Sawtell	1 Twenty Second Avenue	Weatherboard and fibro house, elevated	Heritage adviser	Private	
Sawtell	1 Third Avenue, cnr of Fourth Avenue	Weatherboard and fibro house	Heritage adviser	Private	

Sawtell	4 Bellgrove Street	1930s weatherboard and fibro house	Heritage adviser	Private	
Sawtell	5 Coronation Avenue	1930s weatherboard	Heritage adviser	Private	
Sawtell	11 Bellgrove Street	1930s weatherboard house, currently painted white	Heritage adviser	Private	
Sawtell	25 Coronation Avenue	1930s weatherboard and fibro house	Heritage adviser	Private	
Sawtell	27 Eighteenth Avenue	Large weatherboard built by the McPhersons, a prominent timber milling family	Heritage adviser	Private	
Sawtell	37A Sawtell Road	Large, two-storey weatherboard, elevated	Heritage adviser	Private	
Sawtell	98 Bayldon Rd	Corner cottage; 1930s cottage; Very intact	Heritage adviser	Private	
Sawtell	102 Lyons Road	Residence – Amaroo – early house	Heritage adviser	Private	
Sawtell	117 First Avenue	Early weatherboard; prominent corner, opposite Hilltop Store	Heritage adviser	Private	
Sawtell	155 Lyons Road	Residence – ‘Coola Beri’; prominent corner, early house	Heritage adviser	Private	
Sawtell	1 Elizabeth Street	1940s weatherboard on prominent corner, weatherboard garage	Heritage adviser	Private	
Toormina	9 Sawtell Road	Early weatherboard cottage with large remnant gums	community	Private	
Ulong	138 Pine Avenue	weatherboard house and garage, bare non-existent garden	Heritage adviser	Private	
Ulong	230 Timmsvale Road.	Residence; early timber house, varnished interior	Heritage adviser	Private	
Ulong	76 Pine Avenue	Former bush nurses home	community	Private	
Ulong	16 Hutchinson Street	Weatherboard and fibro and weatherboard garage next to Ulong Public School; overgrown garden	Heritage adviser	Private	

Ulong	231C-231D Timmsvale Road	Mill houses – former – weatherboard; former bush nurses hut and early houses further back; former timber mill houses according to Maureen Timms	Heritage adviser	Private	
Ulong	2237 Eastern Dorrigo Way	Weatherboard farmhouse overlooking valley with dairy building	Heritage adviser	Private	
Upper Orara	106 Mount Browne Road	Inter-war weatherboard cottage, very intact	Heritage adviser	Private	
Upper Orara	201 Dairyville Road	Residence – ‘Braeside’; C1920	EJE Study	Private	listed
Upper Orara	238 Fridays Creek Road	large 1930s weatherboard set above road – painted orange and green; relocated	Heritage adviser	Private	
Upper Orara	433 South Island Loop Road	Large weatherboard on rise, formerly Boulwoods	Heritage adviser	Private	
Upper Orara	115-115A Wayper Creek Road	1920s house and early dairy building Christian Assemblies International	Heritage adviser	Private	
Woolgoolga	10 Nightingale Street	Two substantial fibro houses, one inter-war, one 1950s	heritage adviser	Private	
Woolgoolga	10 High Street	Early weatherboard, 1950s additions; see Yeates	heritage adviser	Private	
Woolgoolga	10 Scarborough Street	Inter-war weatherboard and fibro, opposite school	heritage adviser	Private	
Woolgoolga	12 Mackay Street	Interwar house	Heritage adviser	Private	
Woolgoolga	17 Fawcett Street	Inter-war cottage on timber piers	heritage adviser	Private	
Woolgoolga	21 Pullen Street	Interwar house	heritage adviser	Private	
Woolgoolga	25 Trafalgar Street	Inter-war weatherboard and fibro	heritage adviser	Private	
Woolgoolga	28 Market Street	Inter-war weatherboard and fibro; C1920s	EJE Study	Private	

Woolgoolga	30 Market Street	Inter-war weatherboard and fibro; C1920s	EJE Study	Private	
Woolgoolga	28 Ocean Street	1950s weatherboard – ‘Blue Haven’	Heritage adviser	Private	
Woolgoolga	28 Queen Street	Inter-war fibro, below Dr Moores’s house	heritage adviser	Private	
Woolgoolga	28 Pullen Street	1928 weatherboard, relocated from Woolgoolga, believed to be the Wharfingers house	heritage adviser	Private	
Woolgoolga	30 Scarborough Street	Weatherboard; recent sensitive additions	heritage adviser	Private	
Woolgoolga	31 Carrington Street	Inter-war weatherboard	heritage adviser	Private	
Woolgoolga	32 Nelson Street	Weatherboard and fibro on corner	heritage adviser	Private	
Woolgoolga	33 Beach Street, cnr of Boundary Street	Timber cottage set well back from corner	heritage adviser	Private	
Woolgoolga	34 Trafalgar Street	Inter-war weatherboard and fibro	heritage adviser	Private	
Woolgoolga	37 Nelson Street	Early timber cottage	heritage adviser	Private	
Woolgoolga	35 Nelson Street	Weatherboard relocated in 1977	heritage adviser	Private	
Woolgoolga	36 Market Street	Inter-war fibro	heritage adviser	Private	
Woolgoolga	42 Gordon Street	Large elevated fibro	heritage adviser	Private	
Woolgoolga	2 Beach Street	Fibro and weatherboard cottage	community	Private	
<i>Post-WWII</i>					
Arrawarra	41 Arrawarra Beach Road	Two-storey fibro	Heritage adviser	Private	

Arrawarra	4 First Avenue	Two-storey fibro	Heritage adviser	Private	
Arrawarra	17 First Avenue	Two-storey fibro	Heritage adviser	Private	
Bonville	108 Archville Station Road	1950s house, angled front wall	Heritage adviser	Private	
Boambee East	283A Sawtell Road	Green triple fronted weatherboard	Heritage adviser	Private	
Coffs Harbour	1 Ridge Street	skillion weatherboard and fibro	Heritage adviser	Private	
Coffs Harbour	1 Shepherds Lane	Early cottage with skillion adds to create butterfly roof	Heritage adviser	Private	
Coffs Harbour	3 King Street	Small weatherboard holiday house	Heritage adviser	Private	
Coffs Harbour	4 North Street	Tripled-fronted skillion fibro	Heritage adviser	Private	
Coffs Harbour	5 Earl Street	'Jerkarm'; 1950s 'Ideal Home'	heritage adviser	Private	
Coffs Harbour	13 Coramba Road	Triple-fronted fibro	Heritage adviser	Private	
Coffs Harbour	14 Frances Street	Fibro cottage – skillion roof	Heritage adviser	Private	
Coffs Harbour	14 Bray Street	Weatherboard butterfly roof – two storey	Heritage adviser	Private	
Coffs Harbour	10 North Street	Weatherboard house	Heritage adviser	Private	
Coffs Harbour	15a North Street	Weatherboard house	Heritage adviser	Private	
Coffs Harbour	17 Beryl Street	Fibro cottage – skillion roof	Heritage adviser	Private	
Coffs Harbour	18 Francis Street	1950s weatherboard house with textured brick base	heritage adviser	Private	
Coffs Harbour	19 Francis Street	1950s 'Ideal Home'	heritage adviser	Private	
Coffs Harbour	20 Glenreagh Street	Triple-fronted fibro	Heritage adviser	Private	
Coffs Harbour	22 Ann Street	1950s weatherboard	Heritage adviser	Private	

Coffs Harbour	25 Gundagai Street	Triple-fronted fibro	Heritage adviser	Private	
Coffs Harbour	25 North Street	1950s 'Ideal Home' made out of concrete textured bricks	Heritage adviser	Private	
Coffs Harbour	29 Gundagai Street	Large 1950s weatherboard, two front doors	Heritage adviser	Private	
Coffs Harbour	32 King Street	Large weatherboard	Heritage adviser	Private	
Coffs Harbour	33 Gordon Street	Large weatherboard, porthole window	community	CHCC	
Coffs Harbour	35 Victoria Street	C1940; ocean liner house	EJE Study	Private	
Coffs Harbour	36 Combine Street	1950s weatherboard on corner	Heritage adviser	Private	
Coffs Harbour	41 Azalea Street	Triple-fronted fibro	Heritage adviser	Private	
Coffs Harbour	42 Shepherds Lane	1950s weatherboard	Heritage adviser	Private	
Coffs Harbour	45 Pitt Square	Fibro with butterfly roof	Heritage adviser	Private	
Coffs Harbour	47 Coramba Road	Brick rendered 'Ideal home'	Heritage adviser	Private	
Coffs Harbour	49 Coramba Road	Triple fronted fibro	Heritage adviser	Private	
Coffs Harbour	47 Gundagai Street	Skillion fibro	Heritage adviser	Private	
Coffs Harbour	49 Gundagai Street	Skillion fibro	Heritage adviser	Private	
Coffs Harbour	48 Shepherds Lane	Clad in aluminium weatherboards; early 1960s, possibly rare building material	Heritage adviser	Private	
Coffs Harbour	52 Azalea Avenue	Triple-fronted fibro	Heritage adviser	Private	
Coffs Harbour	57 Azalea Avenue	1950s 'Ideal Home'	Heritage adviser	Private	
Coffs Harbour	61 Howard Street	Pettit and Sevitt house; 1970s; Architect John Woolley	heritage adviser	Private	

Coffs Harbour	70 Moonee Street	On corner; former residence, used as a commercial office	EJE Study	Private	
Coffs Harbour	72 Gundagai Street	Large 1950s weatherboard	Heritage adviser	Private	
Coffs Harbour	75 Azalea Avenue	Denton - 1950s 'Ideal Home', possibly clad with brick sheeting	Heritage adviser	Private	
Coffs Harbour	79 Azalea Avenue	1950s 'Ideal Home'	Heritage adviser	Private	
Coffs Harbour	92 Beryl Street	Skillion fibro cottage	Heritage adviser	Private	
Coffs Harbour	106 Albany Street	1950s 'Ideal Home'	Heritage adviser	Private	
Coffs Harbour	120 Albany Street	1950s weatherboard	Heritage adviser	Private	
Coffs Jetty	21 Camperdown Street	1950s 'Ideal Home'	heritage adviser	Private	
Coffs Jetty	21 Orlando Street	1950s weatherboard	heritage adviser	Private	
Coffs Jetty	24 Moore Street	Skillion fibro cottage	heritage adviser	Private	
Coffs Jetty	36 Mildura Street	Relocated inter-war house	EJE Study	Private	
Coffs Jetty	37 Orlando Street	Two-storey 1950s weatherboard semis	heritage adviser	Private	
Coffs Jetty	161 Edinburgh Street	1950s weatherboard	heritage adviser	Private	
Coffs Jetty	326 Harbour Drive	1938 stuccoed house and garage painted blue	community	Private	
Coffs Jetty	1 Lee Street	1950s skillion fibro cottage	Heritage adviser	Private	
Coffs Jetty	1 Vost Street	1950s weatherboard beach house	Heritage adviser	Private	
Coffs Jetty	112 Park Beach Road	Two-storey weatherboard beach house	Heritage adviser	Private	
Corindi Beach	6 MacDougall Street	Fibro beach house - Seaspray	Kayandel Study	Private	
Corindi Beach	42 Pacific Street	Fibro beach house	Heritage adviser	Private	

Corindi Beach	51 Pacific Street	Fibro beach house	Heritage adviser	Private	
Corindi Beach	45 Pacific Street	Beach fibro with rear adds	Heritage adviser	Private	
Corindi Beach	59 Pacific Street	Early weatherboard cottage	Heritage adviser	Private	
Corindi Beach	30 Blackadder Road	Residence - Postwar fibro cottage – one of pair	Kayandel Study	Private	listed
Emerald Beach	29 Dammerel Crescent	Post WWII house	Heritage adviser	Private	
Korora	38 James Small Drive	Mill house – former – fibro, last remnant of timber milling in Korora; belonged to Haymes; accommodation for mill workers	community	Private	
Mullaway	37 and 39 The Boulevard	Two 1950s weatherboard cottages	Heritage adviser	Private	
Mullaway	45 Whitton Place	Relocated 1950s weatherboard house and garage	Heritage adviser	Private	
Red Rock	20 Lawson Street	Residence - Fibro seaside cottage	Kayandel Study	Private	listed
Red Rock	3 Rudder Street	Residence - Fibro seaside cottage	Kayandel Study	Private	listed
Red Rock	47 Schaffer Street	Residence - Fibro seaside cottage	Kayandel Study	Private	listed
Red Rock	50 Ford Street	1950s red and white weatherboard cottage and garage	Heritage adviser	Private	
Sandy Beach	3 Spruce Place	Beach fibro relocated	Heritage adviser	Private	
Sandy Beach	9 Wattle Close	Relocated from Coffs Harbour	Heritage adviser	Private	
Sandy Beach	11 Blackbutt Avenue	1950s weatherboard	Heritage adviser	Private	
Sandy Beach	1534 Solitary Islands Way	Post WWII – former mill house	Heritage adviser	Private	
Sapphire Beach	31 Sapphire Crescent	House with a butterfly roof – built 1961	Heritage adviser	Private	

Sawtell	3 Boronia Street	Residence; Post-WWII house with butterfly roof	heritage adviser	Private	
Sawtell	3 Fourth Avenue	Residence; Post-WWII, skillion-roof fibro beach cottage	heritage adviser	Private	
Sawtell	15 Sawtell Road	Fibro cottage – skillion roof	Heritage adviser	Private	
Sawtell	12 Elizabeth Street	1950s green stucco	Heritage adviser	Private	
Sawtell	34 Circular Avenue	1961 weatherboard with butterfly roof	Heritage adviser	Private	
Sawtell	51 Sixteenth Avenue	Triple fibro	Heritage adviser	Private	
Sawtell	107 Sawtell Road	1950s moderne fibro	Heritage adviser	Private	
Sawtell	140 Boronia Street	1950s weatherboard	Heritage adviser	Private	
Upper Orara	32 Mount Bishop Road	Two relocated fibros?	Heritage adviser	Private	
Upper Orara	63A Dairyville Road	1950s weatherboard and fig tree on hill overlooking road	Heritage adviser	Private	
Upper Orara	163 Fridays Creek Road	Bunya Bunya – 1950s house and old dairy	Heritage adviser	Private	
Woolgoolga	17 Nightingale Street	Large brick home on prominent corner site	Heritage adviser	Private	
Woolgoolga	18 Market Street	Small weatherboard cottage	Heritage adviser	Private	
Woolgoolga	21 Carrington Street	1950s weatherboard beach house, elevated on corner	Heritage adviser	Private	
Woolgoolga	21 Fawcett Street	Small fibro cottage	Heritage adviser	Private	
Woolgoolga	21 Wharf Street	Small skillion fibro	Heritage adviser	Private	
Woolgoolga	22 Gordon Street	1950s fibro	Heritage adviser	Private	

Woolgoolga	23 South Street	Two-storey fibro	Heritage adviser	Private	
Woolgoolga	24 Trafalgar Street	U-shaped 1950s weatherboard	Heritage adviser	Private	
Woolgoolga	27 South Street	1950s skillion weatherboard house	Heritage adviser	Private	
Woolgoolga	27 Wharf Street	Small skillion fibro	Heritage adviser	Private	
Woolgoolga	29 Ocean Street	1950s 'Moderne' fibro house	Heritage adviser	Private	
Woolgoolga	37 Trafalgar Street	1950s beach fibro	Heritage adviser	Private	
Woolgoolga	38 Gordon Street	1950s weatherboard, former bank managers house	Heritage adviser	Private	
Woolgoolga	39 Carrington Street	Blue skillion fibro	Heritage adviser	Private	
Woolgoolga	41 Beach Street	Fibro doctors surgery	Heritage adviser	Private	
Woolgoolga	44 Gordon Street	Weatherboard house	Heritage adviser	Private	
Woolgoolga	54 Pollack Esplanade	Small skillion fibro; last house on the headland	Heritage adviser	Private	
Woolgoolga	70 Pacific Highway	Post-war fibro house	Heritage adviser	Private	
Woolgoolga	CR 74543 End of Hearnese Lake Rd	Two fibro fishing shacks; several have been removed, one currently under a permissive occupancy.	community	Crown	
Woolgoolga	23 South Street	Fibro fishing shack; currently under a permissive occupancy.	community	Crown	
Woolgoolga	27 South Street	Fibro fishing shack; currently under a permissive occupancy.	community	Crown	
Woolgoolga	21 Lake Road, Woolgoolga	Fibro fishing shacks and large fig tree	community	Crown	

Woolgoolga	23 Lake Road, Woolgoolga	Fibro fishing shack	community	Crown	

Proposed heritage conservation areas (HCAs)

Locality	Name	Notes	Status
Arrawarra	Arrawarra Beach Road		
Arrawarra	First Avenue		
Coffs Harbour	Gundagai and Long Streets		
Coffs Harbour	Korff Moonee Elbow Scarba Streets		
Coffs Harbour	North and Hardacre Streets		
Coffs Harbour	Presbyterian Church Group		
Coffs Harbour	Prince James Avenue		
Coffs Harbour	West High Street		
Coffs Jetty	Mildura Edinburgh Collingwood Streets and Harbour Drive		
Coffs Jetty	Moore and Edinburgh Streets		
Coramba	Coramba Village	Extension to the existing HCA	listed
Red Rock	Red Rock Village		
Sawtell	First Avenue	Existing HCA – no change recommended	listed
Ulong	Pine Avenue (East)		
Ulong	Pine Avenue (West)		

Upper Orara	Upper Orara Road		
Woolgoolga	Beach Street		
Woolgoolga	Carrington and Market Streets		
Woolgoolga	Woolgoolga Headland		
Woolgoolga	River Street Top Town		

Proposed items demolished since identified

Locality	Address	Item	Nominee	Notes
Bucca	Central Bucca Road	Bucca Bucca Church Hall	EJE Study	Destroyed by fire
Coffs Harbour	13 Scarba Street	Residence	EJE Study	Demolished
Coffs Harbour	78 Moonee Street	Residence	EJE Study	Demolished
Coffs Harbour	36 Gordon Street	Residence	Heritage Advisor	Approved for demolition
Coffs Jetty	Beacon Hill	Beacon Hill building	EJE Study	Demolished
Coffs Jetty	16 Moore Street	Residence	EJE Study	Demolished
Coffs Jetty	36 Jarrett Street	Residence	EJE Study	Demolished
Coffs Jetty	168 Edinburgh Street	Residence	EJE Study	Demolished
Coffs Jetty	153-155 Edinburgh Street	Residence	EJE Study	Demolished
Coffs Jetty	168 Edinburgh Street	Residence	EJE Study	Demolished
Coffs Jetty	36 Mildura Street	Residence	EJE Study	Demolished
Coffs Jetty	58 Mildura Street	Residence	EJE Study	Demolished
Coffs Jetty	25 Edgar Street	Residence	EJE Study	Demolished
Coffs Jetty	45 Jarrett Street	Residence; C1937, the Hoschkes' house; local landmark	Community	Removed to Urunga
Coffs Jetty	341 Harbour Drive	Residence	Heritage Advisor	Approved for demolition

Coffs Jetty	326 Harbour Drive	1938 stuccoed house and garage painted blue	Community	Approved for demolition
Coffs Jetty	41 Watsonia Avenue	Residence	Heritage Advisor	Demolished
Coramba	Coramba Road	Coramba timber truss bridge	EJE Study	Demolished
Lowanna	18 Grafton Street, Lowanna	War memorial behind Lowanna Store; can't find	EJE Study	Demolished? Couldn't locate.
Sawtell	13 Twentieth Avenue	Residence; C1920s	EJE Study	Demolished by alts and adds
Sawtell	First Avenue	Post office	EJE Study	Demolished
Woolgoolga	20a Wharf Street, Woolgoolga	Water well. No trace on site; now strata home units	EJE Study	Demolished? Couldn't locate.

Proposed items requiring further investigation

Locality	Address	Item	Notes
Arrawarra	27 Arrawarra Headland Road	'The Harbour Masters'; relocated house from Coffs Jetty, now a holiday accommodation - Extensively remodelled; little integrity	community
Arrawarra	12 Arrawarra Beach Road	Fibro cottage	Heritage adviser
Boambee	1 Hamilton Drive	WE Smith Hudson Buildings; c1970s	community
Boambee	40 Lindsays Road	House next to Boambee School, believed to be the former teachers residence Enclosed verandah; needs further assessment	community
Boambee	Pine Creek Way	United Petrol station; post-WWII skillion roof building; poor integrity; unlikely	heritage adviser

		to be of heritage significance	
Bucca	Central Bucca Road, opp Swann's timber mill	Old Post Office	community
Emerald Beach	Eastern side of Pacific Highway, near Emerald beach turnoff	James Skinner's sugar mill site; location unknown; needs further assessment	community
Emerald Beach	Emerald Beach Caravan Park, visible at low tide	Bullock Dray crossing, c1880s; Few visible remains, outside LGA? Location unknown; needs further assessment	community
Coffs Harbour	Duke Street	Mud huts; built in the mid-1980s, architect – Jack Wyatt. Too recent to be of heritage significance.	community
Coffs Harbour	Macauleys Headland	Strong community belief that WWII bunkers were built on Macauleys Headland. No evidence for bunkers found; site was acquired for post-WWII wireless transmitting station for airport and later sold.	community
Coffs Harbour	Pacific Highway	Row of post-WWII motels – colourful grouping with motel signs, trees and garden entrances; avenue of palm trees; functions as a gateway to Coffs Harbour	heritage adviser
Coffs Harbour	3 Dalley Street	Post-war weatherboard converted to use as CWA meeting rooms, on prominent corner	Heritage adviser
Coffs Harbour	8 Blacker Close	Large skillion fibro	Heritage adviser
Coffs Harbour	8 Fitzroy Street		Heritage adviser
Coffs Harbour	11 Shepherds Lane	Post-war fibro and weatherboard with skillion roof	Heritage adviser
Coffs Harbour	13 Market Street	Large fibro block of flats and adjacent weatherboard house	

Coffs Harbour	23 North Street	Victorian cottage with altered varandah; possibly more intact hat appears from the street	Heritage adviser
Coffs Harbour	89 Marcia Street		Heritage adviser
Coffs Harbour	24 Moonee Street	MBT Building; built c1970s	community
Coffs Harbour	Watsonia Avenue	Casuarina Community School; built about 1990? Too recent to be of heritage significance.	community
Coffs Harbour	Harbour Drive	Monterey Arcade next to Commonwealth Bank	community
Coffs Harbour	76B Bray Street	Wesleyan Methodist Church – built 1985	Heritage adviser
Coffs Harbour	Between Coffs and Coramba	North Coast Railway tunnels – five in total; built in 1920s	community
Coffs Harbour	5A Nelson St and 269 Coramba Road	Two similar weatherboard houses and garages built c1930s	community
Coffs Harbour	114 Grafton Street	Creek Towers, built in 1973, 14 storeys high	community
Coffs Harbour	Entrance to caravan park at Coffs Showground	Three palm trees; formerly on site of Masonic Lodge in Gordon St. Nominated for listing on Significant Tree Register	community
Coffs Harbour	Cnr of Moonee Street and Harbour Drive	Former CBA bank building on prominent corner site; currently Kerry Albert and co Solicitors. Erected 1955 and extensively remodelled from original in 1980s; little integrity in exterior facade.	community
Coffs Harbour	Harbour Drive	Brelsford Park; surviving feature of the original town plan for Coffs Harbour	community
Coffs Harbour	Formerly cnr of Harbour Drive	Brelsford Park gates. Erected 1947. Only concrete lintel in storage at council nursery; not known if iron gates still exist. Not a war memorial.	community
Coffs Harbour	Coff Street	CHCC Council Chambers building built 1983. Too recent to be of heritage	Heritage adviser

		significance.	
Coffs Harbour	Coff Street	Memorial Swimming Pool	community
Coffs Harbour	Pacific Highway, south of Coffs	Major Motel, now the Arosa Opened July 1960– see Yeates Vol 2.	Heritage adviser
Coffs Harbour	44 Bellingen Road, Coffs Harbour	Astor Motel, now the Premier Motel Opened 27 July 1961 – see Yeates Vol 2.	Heritage adviser
Coffs Harbour	18 Glenreagh Street	Residence	community
Coffs Harbour	Coffs Harbour Airport – WWII hideouts, underground fuel stores; see listing sheet under Built Heritage etc	WWII hideouts, underground fuel stores; see listing sheet under Built Heritage etc	
Coffs Harbour	Coast Hotel – original cellar; see listing sheet under Built Heritage	Original cellar - see listing sheet under Built Heritage	heritage adviser
Coramba	Hampden Hotel	Original cellar - see listing sheet under Built Heritage	heritage adviser
Corindi	Blackadder Road	Mosaic sculptures	Heritage adviser
Coffs Jetty	Cnr of Harbour Drive and Edinburgh Street	Stairs below footpath; now partly covered by bitumen	community
Coffs Jetty	Two stored at eastern breakwater quarry and possibly more at Karangi depot	PWD trolleys from jetty; important items from Coffs' period as a working harbour	community
Coffs Jetty	Cnr Harbour Drive and Edinburgh Street	Post-WWII corner garage building	community

Coffs Jetty	170 Edinburgh Street	Residence	EJE Study
Coffs Jetty	172 Edinburgh Street	Residence	EJE Study
Coffs Jetty	Beacon Hill	Concrete gun emplacement – small concrete structure	Heritage adviser
Coffs Jetty	4 Nile Street	'Anpete'; post-war Mediterranean - Original home was residence of Lawrence Wake. This was demolished about 1972 and the existing home built by Max Spinks	heritage adviser
Coffs Jetty	Pier Hotel – original cellar; see listing sheet under Built Heritage	Original cellar - see listing sheet under Built Heritage	heritage adviser
Corindi	Opp 623 Sherwood Creek Road	Large timber and corrugated iron shed	Kayandal Study
Korora	End of Malibu Drive	Farmhouse shed etc; Banana farm, Needs investigating	community
Korora	Slots views of Pacific Ocean; view of Split Solitary Island	Views and vistas; Coffs Harbour the only place where you can see the Pacific Ocean from the Highway – Macauleys and Korora.	community
Korora	189 Old Coast Road	Packing shed now a house with tall palm tree and other mature trees, newer shed behind; picturesque site	community
Korora	End of Gaudrons Road	Packing sheds (two) and fibro house	community
Korora	Background plantations of bananas	Views and vistas; Distinctive Coffs Harbour experience under economic threat – the green background of banana plantations	community
Karangī	Coramba Road	'Pearl Haven', former teachers residence from Karangī School relocated there in the 1970s? Much altered	community
Lowanna	7 Cavanaghs Road	Mill house – former – weatherboard/fibro	heritage advisor

Lowanna	Cottage behind 5 Cavanaghs Road	Mill house – former – weatherboard/fibro	heritage advisor
Lowanna	361 Gundarene Rd	‘High View’; early house on rise and stables	heritage adviser
Lowanna	398 Moleton Rd	Old cottage; isolated house, alum windows, still impressive.	
Lowanna	Off Eastern Dorrigo Road at turnoff to Lowanna	Aston army camp 1942-1943. Noted in 1986-1987 Heritage Study. Location unknown; needs further assessment.	community
Lowanna	9.3-9.5km from Coramba turnoff to Eastern Dorrigo	Water trough (need to locate tank stand)	community
Moonee	200 m north of Moonee Beach Road, Pacific Highway	Moonee Cricket Pitch Location not known; requires further assessment. Noted in 1986-1987 Heritage Study. Location unknown; needs further assessment.	community
Nana Glen	Over Bucca Creek at Morrows Road	Steel bridge – rail – plate rivetted – (built c1924)	heritage adviser
Nana Glen	1510 Orara Way	Large timber farmhouse close to road; wraparound verandah	heritage adviser
Nana Glen	789 Orara Way	Early timber cottage/farmhouse	
Park Beach	Over Coffs Creek	Steel bridge – rail – plate rivetted – one of the most photographed objects in Coffs Harbour (built c1924)	Heritage adviser
Park Beach	Park Beach	Strong community belief that WWII bunkers were built on Park Beach; more likely to have been barbed wire emplacements. No evidence for bunkers found.	community
Park Beach	Ocean Parade	Hoey-Moey; 1960? – see Yeates Vol 2.	heritage adviser

Park Beach	121 Ocean Parade	Pacific Towers; prominent landmark	community
Park Beach	Orlando Street	Decorative perimeter wall of the Pet Porpoise Pool	community
Park Beach	18 Watsonia Avenue	Early inter-war house remaining from Park Beach Reserve?	heritage adviser
Park Beach	28 Watsonia Avenue	1950s weatherboard relocated in 1970	heritage adviser
Park Beach	29 Watsonia Avenue	1950s fibro cottage, altered	
Park Beach	29 Watsonia Avenue	1950s? fibro - remaining from Park Beach Reserve?	Heritage adviser
Red Rock	48 Schafer Street	Large two-storey weatherboard	Heritage adviser
Sandy Beach	Opposite 257 Johnsons Road	Packing shed - iron	community
Sandy Beach	8 Wattle Close	Relocated weatherboard?	Heritage adviser
Sapphire Beach	5 Sapphire Crescent	Early fibro ?	
Sawtell	Over Boambee Creek	Steel bridge – rail – plate rivetted– (built c1924)	Heritage adviser
Sawtell	2 Park Street	Two-storey moderne	Heritage adviser
Sawtell	3 Coronation Avenue	Streamlined, moderne	Heritage adviser
Sawtell	3 Seventh Avenue	Early house with verandah; possibly relocated from Reserve	Heritage adviser
Sawtell	28 and 30 Elizabeth Street	Santa Fe and Hoys Physiotherapy; Inter-war weatherboard and post-war stuccoed	Heritage adviser
Sawtell	40 and 40A Elizabeth Street	Smithy's holiday accommodation; Post-WWII cottage;	Heritage adviser
Sawtell	Not known	Remnant forest. Location unknown; needs further assessment	community
Sawtell?	Scrub Creek	Littoral forest. Location unknown; needs further assessment	1986-1987 Heritage Study

Ulong	53 Pine Avenue	Residence - early house	community
Upper Orara	339 Dairyville Road	Dairy building	Heritage adviser
Upper Orara	Mt Browne Road	Water tower – smooth cast concrete visible from Coramba Rd	Heritage adviser
Various		Relics/remains of gold mining activities	community
Various		Relics/remains of timber tramlines at Coffs Harbour, Bonville, Macauleys, Korora, Woolgoolga and Corindi, Newports Creek, south of Coffs Harbour; need more information	community
Various		Honour boards (movable); need an inventory; ongoing project for the Heritage Executive committee.	heritage adviser
Various		Museum records, photos, Private history collection Need more information	community
Various		Upper Orara Farm machinery Equipment Collection; Need to contact Doug Hoschke – need more information	community
Various	Kratz Drive, Nth Boambee Rd, near Big Banana	Rex Sare buildings; Work of local architect; distinctive use of v-shaped steel supports; c1970s and c1980s. Needs more information on specific locations; needs further assessment.	community
Woolgoolga	7 Nightingale Street	Post-war fibro skillion cottage	Heritage adviser
Woolgoolga	15 Carrington Street	Post-war fibro with weatherboard additions	Heritage adviser
Woolgoolga	32 Clarence Street	Early weatherboard – much altered	Heritage adviser
Woolgoolga	Queen Street	Tennis courts and youth centre	Heritage adviser
Woolgoolga	Hofmeir Parade	Small weatherboard; small Victorian weatherboard with later skillion roof	Heritage adviser

		mod?	
Woolgoolga	Pacific Street	Early cedar house, pre-WWI?, relocated from Grafton?	Heritage adviser
Woolgoolga	On highway near petrol stations	Motel at Woolgoolga	community
Woolgoolga	Above 118 Condons Road	Packing shed - iron	community
Woolgoolga	Between 109-119 Condons Road	Packing shed - iron	community
Woolgoolga	Visible from Newmans Road	Early stockyards – Younger’s farm	community
Woolgoolga	Off Hearnese Lake Road	Timber relic submerged in Hearnese Lake. Within LGA? Needs further assessment.	community
Woolgoolga	Woolgoolga Beach	Wreck of the Buster within LGA?	heritage adviser
Woolgoolga	Rocky foreshore at the southern end of Woolgoolga beach	Evidence of Pullens’ jetty slide built in 1880s-1890s	community
Woolgoolga	29 Gordon Street	Fibro cottage	
Woolgoolga	38 Gordon Street	Fibro house and garage	
Woolgoolga	Trafalgar Street, opp Uniting Church	1930s cottage, altered, still on timber piers	
Woolgoolga	Greys Road	Weatherboard packing shed now a house	Heritage adviser