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***Coffs Harbour Highway Planning
Coffs Harbour Section***

***Non-Indigenous Heritage Assessment
Draft Working Paper No7b***

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Figure 1: Plan showing route corridors and location of heritage items.

Executive Summary

The following registers were examined to identify any sites of non-indigenous heritage significance in the vicinity of the existing Pacific Highway and Inner Bypass Corridors:

- NSW State Heritage Inventory
- National Trust of Australia (NSW)
- RTA Conservation and Heritage Register
- Coffs Harbour Local Environmental Plan (LEP)
- North Coast Regional Environmental Plan (REP)
- Register of the National Estate (Australian Heritage Commission (AHC))

Whilst there are a number of items listed within the LEP, REP and National Trust register, these items are located within the urban area and away from the Pacific Highway. It is unlikely that these items will be affected by an upgrade of the Pacific Highway or construction of an Inner Bypass Corridor.

There are two areas of cultural heritage significance contained within the Register of National Estate which lie in close proximity to the Inner Bypass Corridor and the existing Pacific Highway Corridor. These are; the Korora Nature Reserve (registered place) located on the west side of the Pacific Highway at Korora, and the Orara Ornithological Area, which is listed as an indicative place by the Australian Heritage Commission (AHC). Located at Bruxner Park Road, this area is approximately 5,755ha in size and is located approximately 5km north-west of Coffs Harbour. The area is not yet registered in the National Estate but is currently being assessed. The nominated area is moist hardwood forest supporting high bird diversity. The locations of these areas are shown in Figure 1.

Other literature sources reviewed included the Coffs Harbour Coastal Landscape Heritage Study (Coffs Harbour City Council 1995) in which a community values assessment process identified fourteen places of landscape heritage value sufficient to warrant inclusion in the Register of the National Estate. Those in the vicinity of the Inner Bypass Corridor include Sealy Lookout and all lookouts giving views of Coffs Harbour and it's setting, including viewing points at Red Hill and Roberts Hill. Both the Inner Bypass and the Existing Highway options pass through the scenic landscape of the Korora Basin. In addition the Big Banana was considered to be of importance to the community. To date, the recommendations from this study have no statutory heritage implications. The likely impact of the Inner Bypass Corridor on relevant viewing points has been considered in the Working Paper No 2. Preliminary Urban Design and Visual Assessment (Hassell, 2004).

It is possible that unidentified sites of non-indigenous heritage significance could exist in the study area in the form of relics associated with past rural land use. Under the provisions of the NSW *Heritage Act 1977*, items which are related to the settlement of NSW which are greater than 50 years of age are defined as 'relics' and a permit is required from the Heritage Council before disturbance of such items can take place.

Neither of the route options would have a direct impact on heritage protected sites. The Inner Bypass Corridor does however, lie within 250m of the Orara Ornithological area. However, given the extent of vertical separation between the Inner Bypass located at the base of the escarpment and the Orara Ornithological Area at the top of the escarpment, it is unlikely there would be any noise and light pollution impacts.

Both options will be visible from viewing points in Coffs Harbour. The most significant is the Sealy lookout, considered by the community as being worthy of inclusion in the Register of National Estate. Although the Inner Bypass is within 500m of Sealy Lookout at its northern end, the visual impact of the Existing Highway Upgrade (over 1.5km away) is likely to be greater. Neither of the northern Inner Bypass options can be seen from Sealy Lookout, due to the vertical separation between the Inner Bypass located at the base of the escarpment and the lookout at the top of the escarpment, and the

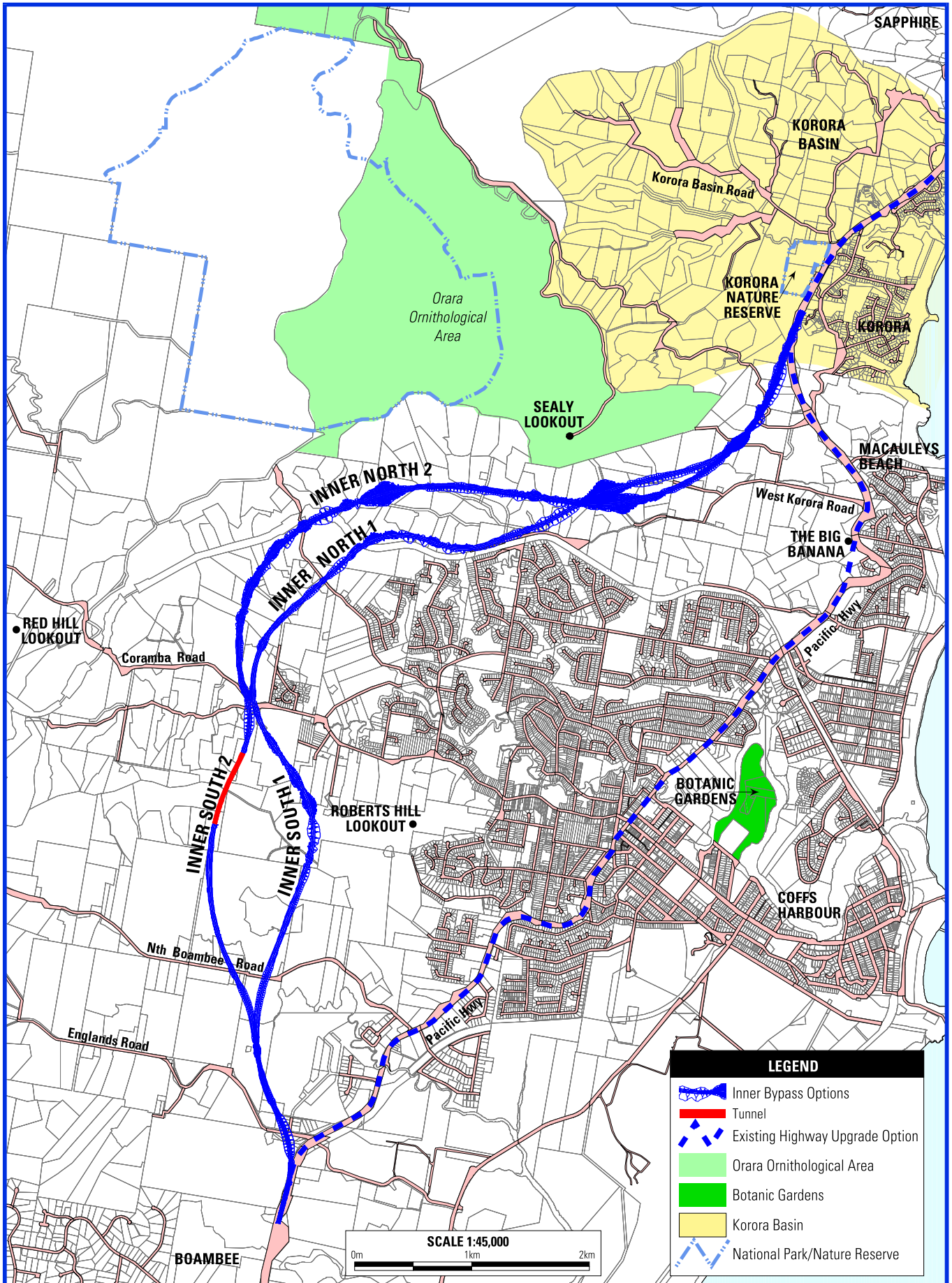


FIGURE 1
ROUTE OPTIONS AND
HERITAGE ITEMS/SITES

only part which is visible is where it passes over Roberts Hill ridge. The visual impact of this part of the Inner Bypass would be limited due to the proposed vegetated fauna overpass.

1. Introduction

1.1 Background to the Study

The Coffs Harbour Highway Planning Strategy (CHHPS) is being developed with the objective of addressing the need to upgrade the Highway between Sapphire and Woolgoolga, while planning for the future traffic needs within the Coffs Harbour urban area.

For the purpose of this working paper, a Non-Indigenous Heritage Assessment has been compiled for the Highway Upgrade and Inner Bypass Options. These Options are further detailed in Section 1.3. An assessment of the Coastal Ridge Way is provided in a separate report.

These strategic corridor options have been developed to a level sufficient to establish the feasibility of each in terms of transport function, socio-economic implications and environmental consequences. Each option in the Coffs Harbour section is compatible with all of the route options currently being examined in the northern part of the CHHPS from Moonee to Woolgoolga.

As part of the project development process, a number of studies have been undertaken to determine the performance of each of the options across a range of technical, environmental and social issues. This study has not sought to address indigenous heritage issues. These issues are addressed in Working Paper No 7a Indigenous Heritage Assessment (Collins, 2004).

1.2 Study Methodology

A desk-top assessment of the non-indigenous heritage issues associated with the upgrade options has been undertaken as follows:

- review available literature applicable to the study area including a search of the listings of the Australian Heritage Commission's (AHC) Register of the National Estate, NSW State Heritage Inventory, National Trust of Australia (NSW), RTA Conservation and Heritage Register and relevant local and regional environmental planning instruments and heritage studies;
- consult with relevant historical societies/groups;
- identify major heritage issues associated with each of the upgrade options and undertake a preliminary assessment of the extent of potential effects resulting from road construction;
- provide initial recommendations on the need to avoid, minimise or mitigate any potential effects and the need to undertake further detailed studies; and
- provide information on the statutory requirements relating to non-indigenous heritage issues.

1.3 Description of Corridor Options

1.3.1 Inner Bypass

Two indicative route options have been identified in the inner corridor. Each is between 11.0 and 11.4km long with a common 'cross-over point' in the vicinity of Coramba Road, near its intersection with Bennetts Road. The north and south sections of the options are interchangeable and combine to form four variants of the two main alignments. These are illustrated in **Figure 1** and described as follows:

- *Inner South 1*: This option deviates from the existing highway just south of the Englands Road roundabout, aligning to the east of the CHCC waste depot and to the west of Isles Industrial Park. It crosses North Boambee Road approximately 300m west of Bishop Druiitt College and continues north toward the low saddle in the Roberts Hill ridgeline approximately 100m west of Buchanans Road before proceeding north-west to Coramba Road, crossing near the Bennetts Road intersection.
- *Inner South 2*: This alignment is initially the same as Inner South 1 but deviates from that route south of North Boambee Road and tracks further to the west, to the Roberts Hill

ridgeline about 800m west of the other alignment. Because of the higher terrain, this ridge traverse would necessitate a 560m long tunnel (a cutting is not feasible at this location).

- *Inner North 1:* From Coramba Road this alignment veers northeast, crossing Spagnolos Road and Shephards Lane before turning easterly, in close and parallel to the railway line for about 1.6km up to Mackays Road. From this point it deviates from the railway line to pass through another main ridgeline near the western end of Gatelys Road. Further north the alignment skirts the West Korora basin crossing Bruxner Park Road before rejoining the existing highway at Korora Hill.
- *Inner North 2:* This alternative alignment features a more westerly sweep of the West Coffs Harbour basin, providing more separation between the alignment and existing residential areas. It crosses Shephards Lane at its western extremity passing over the railway east of the railway tunnel under Shephards Lane. The route passes through and then behind a major ridgeline near the end of Shephards Lane and traverses a relatively isolated valley that is shielded from the residential areas of West Coffs Harbour. It then passes through the same ridgeline as Inner North 1 near the western end of Gatelys Road and from that point the two northern alternatives are the same on the curved approach to the existing highway.

With both of the northern options, short tunnels could be used to eliminate potentially 60m deep cuttings (one on Inner North 1 and two on Inner North 2). Further discussion on tunnelling issues is provided in the Strategy Report.

1.3.2 Existing Highway Upgrade

The concept for an “ultimate” upgrade of the existing highway through Coffs Harbour is based on contemporary urban motorway schemes and has been developed to provide a dual-carriageway facility with grade-separated interchanges at key locations for local east-west traffic movements. These would be complemented by the provision of local north-south service roads or adjustments to existing local roads for access to properties and businesses along the existing corridor.

At this stage of the investigations, the existing highway upgrade concept is based on schematic design ideas (refer to Figure 1).. The concept was developed to a form that is sufficient to allow a valid comparison with a possible bypass scenario within the inner corridor.

The main features of the concept as developed to date are as follows:

- A total of 8 grade separated interchanges at
 - Englands Road / Stadium Drive
 - North Boambee Road / Cook Drive
 - Thompsons Road / Halls Road
 - Combine Street / Albany Street
 - north of Coffs Creek near Beryl Street
 - Bray Street / Orlando Street
 - Bruxner Park Road / James Small Drive (South)
 - Old Coast Road/James Small Drive (North).
- Elimination of all at-grade right turn movements off and onto the upgraded Highway
- Rationalisation and connection of industrial area access roads on the southern outskirts between Englands Road and Thompsons Road
- Horizontal alignment improvements (larger radii) and widening between Thompsons Road and Albany Street

- Lowering of the highway (in an open slot arrangement) through the CBD area between Park Avenue and Coff Street, with widening on the western side
- Provision of a service road on the eastern side of the highway over the same length
- Additional east / west overbridges at Park Avenue / Moonee Street and High Street / Harbour Drive
- A 500 metre long tunnel through Macauleys Headland, with local traffic remaining on the existing highway.
- Removal of bus-bay at Luke Bowen Footbridge and the provision of alternative (off-highway) bus-bay arrangements at Korora Hill

2. Non-Indigenous Historical Background

Prior to European settlement, the area supported a diverse array of habitats including open forests, grasslands, swamps, rainforests, headlands and estuaries, and the area was occupied by dense populations of Aboriginal people.

Coffs Harbour was first identified by Europeans on May 15th, 1770 when Lieutenant James Cook sailed past the future Coffs Harbour. Due to the steep mountain ranges and deep river valleys, access by land to the Coffs Harbour area was very difficult in the early days of European settlement. During a southerly gale in approximately 1847, Captain John Korff in his ship, "Brothers", took shelter in the lee of the southern headland of what is now Coffs Harbour. Consequently, Captain Korff has been credited as the first European to discover the Korff's Harbour area, now called Coffs Harbour. It is thought that the change in name from 'Korff's Harbour' to 'Coffs Harbour' was as a result of a printing error in the Government gazette.

Topography and the fact that the Coffs Harbour area did not support a major river were the principle reasons for the slow European settlement of the area. Settlement began with the discovery of rivers and creeks that provided access to the exploitable timber resources. Timber-cutter Walter Harvie is believed to be the first non-indigenous settler in the immediate Coffs Harbour District. During 1865-1866 he established a timber camp on Coffs Harbour Creek near the present showgrounds to draw cedar from the Red Hill area. The timber was floated downstream and dragged by bullock teams across the beach before being shipped to Sydney. (Yeates, 1990:1).

In the early 1880s, the first permanent residents arrived to take up land within the gazetted town reserves at Coffs Harbour. Between 1880 and 1890 the first non-indigenous pioneers of the Coffs Harbour District arrived and established the basis of the modern city. At this early stage a division was visible between the city and harbour, providing a marked separation between the timber settlement around Coffs Harbour Creek and the maritime community on the harbour shores themselves. The area of modern Coffs Harbour evolved all the features of a contemporary city, while industrial, transport and maritime services and businesses tended to focus on the Coffs Harbour Jetty.

As land was cleared inland, settlements around Nana Glen, Coramba and Orara sprang up. The discovery of gold along the Orara valley in 1881 added to the flow of newcomers. This largely contributed to Coramba becoming the hub of the district, and the site of the first Dorrigo Shire Council Chambers at the end of 1906. At that time the Shire extended from Dorrigo in the west to Coffs Harbour in the east and northward to the Clarence River.

Very little gold however was actually produced and the growth was not sustained. Significant changes to the landscape occurred, as natural habitats were replaced with farmed systems. Much of the rainforested areas that existed at the time of settlement no longer exist due to the extensive clearing habits of the early timber cutters and subsequent farming practice such as market gardens and subtropical fruits, sugar cane, bananas and crops which thrived in the frost-free conditions. Sugar cane in particular was planted in a number of areas between Coffs Harbour and Woolgoolga, and the first local sugar mill was established by James Newport who arrived in the district in 1882. These areas later became centres for dairying (CHCC, 1997).

The construction of the jetty in 1892 gave a boost to the district's employment, leading to further growth within the harbour area.

The Depression hit Coffs Harbour between 1928 and 1932, during which time the timber industry declined and banana farming came into prominence.

The North Coast Railway Line was constructed in the 1880s. Coffs Harbour was the junction between two sections of the coastal railway between Wauchope and South Grafton, which were built

consecutively. These were the lines south to Raleigh (between late 1911 and August 1915) and north, joining Coffs Harbour, Coramba and Glenreagh (completed in 1922). From 1911 until 1922 Coffs Harbour was a focus of activity characterised by encampments of workers, the incessant movement of stores and equipment and the provision of shops and services needed to support the newcomers and their families.

The Shire of Coffs Harbour was proclaimed in 1956, its boundaries enclosing an area from Pine Creek in the south to Arrawarra in the north and westward to Ulong and Lowanna. Coffs Harbour was proclaimed a city in 1987.

3. Consultation

Information from the following organisations was sought in relation to the non-indigenous heritage issues associated with the proposed upgrade works.

- Australian Heritage Commission;
- NSW Heritage Office;
- National Trust;
- Roads and Traffic Authority (RTA)
- Coffs Harbour Historical Society.
- Department of Infrastructure, Planning and Natural Resources (DIPNR), and
- Coffs Harbour City Council;

Information obtained through this desk study is detailed in Table 3.1.

Table 3.1 Non-Indigenous Heritage Information Sources

| Organisation | Response |
|----------------------------------|---|
| Australian Heritage Commission | AHC Register of National Estate Online Database was searched to identify listed items in the study area. |
| NSW Heritage Office | The NSW Heritage Online State Heritage Inventory was searched to identify sites listed within the study area. |
| National Trust | National Trust provided the results of a search of their register for the Coffs Harbour LGA. |
| RTA | A search of the RTA Online database was conducted. |
| Coffs Harbour Historical Society | The Historical Society provided information and data on the historical background of the study area. |
| DIPNR | Schedules 2 and 3 of the North Coast Regional Environmental Plan |
| Coffs Harbour City Council | Heritage Schedules 5 and 6 of the Coffs Harbour Local Environmental Plan 2000 were reviewed. |

4. Database and Register Search and Literature Review

4.1 Introduction

This section provides a discussion of the results of the register and database searches and literature review that was undertaken for the study. For the purposes of the analysis, a broad area was taken into consideration to ensure that items with the potential to be both directly and indirectly affected by the proposed upgrade options were identified.

4.2 Register of the National Estate

A search of the Register of the National Estate Database, which is administered by the Australian Heritage Commission (AHC), has revealed three areas which are located within the broad area under consideration. It is noted that entry on the Register of the National Estate can be in a number of forms. Two forms on entry are relevant to this study namely, registered places and indicative places. The following definitions of these entries are taken from the AHC website:

- **Indicative Place:** data provided to or obtained by the AHC has been entered into the database and the place is under assessment. The AHC has not made a decision on whether the place should be entered in the Register.
- **Registered Place:** the place is in the Register. Although some places may be legally registered because they are within a larger registered area they may not necessarily possess intrinsic significance.
- **Korora Nature Reserve, Korora:** Korora Nature Reserve is listed as a Registered Place on the Register of the National Estate. The reserve is situated on hilly terrain, located approximately 5km north of Coffs Harbour adjacent to and on the western side of the Pacific Highway. The reserve, registered with the National Estate in 1978, provides a small example of ecosystems associated with wet sclerophyll forest. A tributary of Pine Bush Creek runs through the reserve. Wildlife includes koalas, pademelons, possums, lyrebirds and bowerbirds.

The reserve's ecological integrity has been detrimentally affected by the surrounding urban development and associated introduction of exotic flora species and domestic animals. As a result the principal uses for the reserve are as a koala and pademelon regeneration centre.

The listing for the Nature Reserve notes that the data contained in the listing was mainly provided by the nominator and has not been revised by the AHC.

- **Orara Ornithological Area:** This area is approximately 5755ha in size and is located approximately 5km northwest of Coffs Harbour. The area is not yet registered with the National Estate but is nominated as an Indicative Place and is in the process of registration. The nominated area is moist hardwood forest supporting a very high bird diversity.
- **Coffs Harbour Jetty:** This includes the jetty off Jordan Esplanade. The area is not yet registered with the National Estate but is nominated as an Indicative Place and is in the process of registration.

4.3 State Heritage Inventory

The NSW State Heritage Inventory provides a consolidated list of heritage items which are listed on the State Heritage Register (SHR) or other statutory registers. The State Heritage Inventory, identified that no sites listed on the State Heritage Register (SHR) are located within the area under consideration.

4.4 RTA Heritage and Conservation Register

A search of the RTA's Heritage and Conservation Register identified no sites located within the area under consideration.

4.5 North Coast Regional Environmental Plan

With the exception of the Coffs Harbour jetty, there are no items of heritage significance listed on the North Coast Regional Environmental Plan (NCREP) located within the area under consideration.

4.6 Coffs Harbour LEP

A review of Schedule 5 (Heritage Items) and Schedule 6 (Heritage Conservation Areas) of the Coffs Harbour LEP 2000 identified a number of sites of non-indigenous heritage significance within the Coffs Harbour LGA. Several of these items are located in the broad area under consideration and are listed below.

Coffs Harbour

- Residence - 4 Azalea Avenue
- Residence – 20 Korff Street
- Former Police Station and Court House – 215 High Street
- Bunker Gallery – City Hill Drive

Coffs Harbour Jetty

- Residence – 10 Collingwood Street
- Residence – 151 Edinburgh Street
- Residence – 23 Moore Street
- Post Office – 350 High Street
- Butter Factory – 321 High Street
- Butter Factory Pool and Park
- Coffs Harbour Jetty
- Jetty Theatre – 337 High Street

4.7 National Trust Register

A search of the National Trust register for the Coffs Harbour LGA identified the following items:

- Coffs Harbour Jetty – High Street
- Harbour – Coffs Harbour
- Old Butter Factory – High and Mildura Street.

4.8 Literature Review

A literature review was undertaken to provide further details of non-indigenous heritage within the area under consideration. The documents reviewed include:

4.8.1 Historic Sites of the Coffs Harbour District

This booklet documents key historic sites within the Coffs Harbour District. One site within the vicinity of the study area is 'The Orange Trees', named because this was the only site in the District where fruit trees survived. The trees were planted by Thomas Albert in the late 1800s.

4.8.2 Coffs Harbour Coastal Landscape Heritage Study 1995

The *Coffs Harbour Coastal Landscape Heritage Study* was undertaken to identify areas/items which the community deemed to have landscape heritage value and to aid in the development of planning

processes within Council which are capable of ensuring the long term protection and preservation of the local coastal heritage landscape. The study identified a number of sites which were considered worthy of inclusion on the Register of the National Estate. Of these, the following are within the broad area under consideration:

- Sealy Lookout
- View of Coffs Harbour and its settings from Lookouts (viewing points: Beacon Hill; Red Hill; Roberts Hill; Jetty Hill; Sealy Lookout; Victoria Street; Reservoir Hill)

In addition, a number of other items within the area under consideration were identified as having value to the community as follows:

- Korora Basin
- North Coast Regional Botanic Garden
- World War II bunker
- Big Banana
- View from the front of Happy Valley

Of the items listed within the area under consideration, views of the corridor options from Beacon Hill, Jetty Hill, Victoria Street, Reservoir Hill (Toormina) and Happy Valley are unlikely. Likewise the World War II bunker is some distance from the Pacific Highway.

5. Non-Indigenous Heritage Implications of Upgrade Options

5.1 Introduction

The results of the database search and literature review revealed that there are a small number of items of non-indigenous heritage significance located within the area under consideration. A number of the identified items, such as the areas listed on the Register of the National Estate, derive their value from their natural heritage characteristics. In addition, there are a number of items of built heritage associated with developed areas.

A discussion of the likely implications of each of the upgrade options in terms of the non-indigenous heritage issues in the study area is provided in the following sections. The locations of known heritage items in close proximity to the route options are shown in **Figure 1**.

5.2 Existing Pacific Highway Upgrade

Upgrade of the existing Pacific Highway would involve widening of sections of the existing road and provision of service roads, installation of grade separated interchanges and alterations to intersections. There are a number of items and buildings within the Coffs Harbour urban area which are listed under Schedule 5 of the Coffs Harbour LEP. The Korora Nature Reserve listed in the Register of National Estate is situated on the west side of the Pacific Highway at Korora. The Pacific Highway also passes adjacent to the Big Banana and the Korora basin, both can be accessed from the Highway. These items are considered important to the community and have been identified within the Coffs Harbour Coastal Landscape Heritage Study.

5.3 The Inner Bypass Corridor

The routes under consideration for the Inner Bypass covers predominantly agricultural and rural lands, with some rural residences lying to the west of the Coffs Harbour urban area. Due to the rural nature of the route alignments, there are no known non indigenous heritage items likely to be affected by the proposed routes. Orara Ornithological area listed as an Indicative place in the Register of National Estate, lies within 250m of the Inner Bypass Route. However, given the extent of vertical separation between the Inner Bypass located at the base of the escarpment and the Orara Ornithological Area at the top of the escarpment, it is unlikely there would be any noise and light pollution impacts.

Areas highlighted within the Coffs Harbour Coastal Landscape Heritage Study, considered to be of importance to the community, which lie in close proximity to the route alignments include: Sealy Lookout and the views of Coffs Harbour and its setting from viewing points at Red Hill and Roberts Hill. The most significant viewing point is Sealy Lookout, considered by the community as being worthy of inclusion in the Register of National Estate. Although the Inner North Bypass corridor is within 500m of Sealy Lookout at its northern end, neither of the northern Inner Bypass route options can be seen from the lookout, due to the vertical separation mentioned above, and the only part which is visible is where it passes over Roberts Hill ridge. The visual impact of this part of the bypass would be limited due to the proposed vegetated fauna overpass. The final route alignments and detailed design will need to consider the impact of the route on these lookouts. Further assessment of the impact of the Inner Bypass on these scenic views has been undertaken by Hassell within the Urban Design and Visual Impact Assessment Working Paper Number 2 (Hassell, 2004). Artists impressions of the views from these lookouts are contained within the Strategy Report.

Given the undeveloped nature of the area traversed by this option, it is considered unlikely that items of European heritage significance would be affected by this option.

6. Statutory Approvals Process

6.1 NSW Heritage Act 1977

Section 57 of the *NSW Heritage Act 1977*, states that approval from the NSW Heritage Council is required for works affecting an item which is listed on the State Heritage Register or which is subject to an interim heritage order.

In addition, all potential sub-surface archaeological features in the study area are subject to the relics provisions of the *NSW Heritage Act 1977*. This Act provides automatic protection to 'relics' which are defined as:

'...any deposit, object or material evidence relating to the settlement of the area that comprises NSW, not being an Aboriginal settlement and which is 50 or more years old.'

Sections 139 to 145 of the Act prevent the excavation or disturbance of land for the purpose of discovering, exposing or moving a relic, except by a qualified archaeologist to whom an excavation permit has been issued by the Heritage Council of NSW.

6.2 North Coast Regional Environmental Plan 1998

Part 3, Division 3 of the North Coast REP relates to heritage. The objectives of Division 3 are to conserve the environmental heritage of the North Coast Region, promote the appreciation and understanding of the North Coast Region's cultural heritage items and conservation areas and to encourage the conservation of the Region's historic townscapes. The relevant provisions of the North Coast REP are as follows:

- Despite the provisions of SEPP4 (Development without Consent), Council consent is required for works affecting a heritage item listed in the REP;
- concurrence of the Director-General of the NSW Heritage Office and the consent of Council is required for works affecting an item of State or regional heritage significance as listed on Schedule 2 of the REP;
- referral to the Director-General of the NSW Heritage Office and the consent of Council is required for items of regional significance listed on Schedule 3 of the REP; and
- Council is required to take State and regional heritage values into account when considering Development Applications in conservation areas.

6.3 Coffs Harbour LEP

Clause 21 of the Coffs Harbour LEP 2000 relates to heritage items. Clause 21 states that consent is required from Council for works affecting items of heritage significance listed on the LEP or for works contained in a heritage conservation area. Council Consent will be required for any works affecting LEP listed heritage items or conservation areas.

6.4 Register of the National Estate

The Register of the National Estate is maintained by the Australian Heritage Commission. There are no statutory implications arising from listing on the Register unless the action is being undertaken by a Commonwealth agency or unless it is a property owned by the Commonwealth. It is possible that funding for the project may come from the Commonwealth Government. The following provisions of the Australian Heritage Commission Act 1975 would then apply to the project:

- a Commonwealth agency must not take any action which would have an adverse effect on any part of the National Estate unless it has determined that there is no feasible or prudent alternative;

- if a Commonwealth agency finds that it must take an action that will have an adverse effect on any part of the National Estate because there is no feasible or prudent alternative, then the agency must take all reasonable measures to minimise the adverse effect; and
- before a Commonwealth agency takes any action that might affect to a significant effect a place that is part of the National Estate, it must advise the AHC and give the AHC a reasonable time to consider and comment on the action.

6.5 RTA Heritage and Conservation Register

Under Section 170 of the *Heritage Act 1977*, government agencies are required to maintain a register of items of environmental heritage which are listed on the SHR or an environmental planning instrument and which are under the care and control of the agency. Government agencies are responsible for ensuring that items in their registers are maintained with due diligence in accordance with State Owned Heritage Management Principles. There are no statutory approvals implications for items listed on the Heritage and Conservation Register. However, under sub-section 1 of Section 170A of the *Heritage Act 1977*, [the RTA is required to notify the NSW Heritage Office if it intends to remove, transfer ownership or cease to occupy or demolish any item on the Section 170 Heritage Register.

6.6 National Trust

There are no statutory implications associated with listing on the National Trust's register.

7. Summary and Conclusions

The first European to identify Coffs Harbour was Lieutenant James Cook who sailed past in 1770. The area however, took its name from Captain John Korff, who took shelter in the area during a gale in approximately 1847. The first European settler in the Coffs Harbour area is believed to have arrived in the 1860s setting up a timber camp. Since initial settlement, the area has been exploited for timber, gold and more recently for agriculture.

A literature review and search of the following heritage registers was undertaken to identify sites and areas of heritage significance in close proximity to the Existing Highway Upgrade and Inner Bypass Route Options:-

- NSW State Heritage Inventory
- National Trust of Australia (NSW)
- RTA Conservation and Heritage Register
- Coffs Harbour LEP
- North Coast REP
- Register of the National Estate (AHC)

The National Trust Register and Heritage Schedules within the LEP and REP listed items which were predominantly within the urban area, none were in the vicinity of the Pacific Highway and therefore unlikely to be impacted by the either of the route options.

Two items in close proximity to the upgrade options were identified within the Register of National Estate, nominated by the Australian Heritage Commission as being of conservation significance. These include two nature conservation areas; the Korora Nature Reserve (Registered Place) registered as an example of an ecosystem associated with wet sclerophyll forest, and the Orara Ornithological Area (Indicative Place), moist hardwood forest supporting a high bird diversity.

Of the literature sources reviewed, a number of sites of heritage significance were identified within the Coffs Harbour Coastal Landscape Heritage Study (Coffs Harbour City Council 1995). This community values assessment process identified fourteen places of landscape heritage value sufficient to warrant inclusion in the Register of the National Estate. Those in the vicinity of the Inner Bypass include Sealy Lookout and all lookouts giving views of Coffs Harbour and its setting, including viewing points at Redhill and Roberts Hill. The routes also pass through the Korora Basin, another area considered to be of landscape heritage value. In addition the Big Banana was considered to be of importance to the community. To date, the recommendations from this study have no statutory heritage implications. The likely impact of the Inner Bypass Corridor on relevant viewing points has been considered in Working Paper No 2. Preliminary Urban Design and Visual Assessment (Hassell, 2004).

It is possible that previously unidentified sites of non-indigenous heritage significance could exist in the study area in the form of relics associated with past rural land use. Under the provisions of the NSW *Heritage Act 1977*, items which are related to the settlement of NSW which are greater than 50 years of age are defined as relics and a permit is required from the Heritage Council before disturbance of such items can take place.

7.1 Conclusions

The Korora Nature reserve, listed within the Register of National Estate, lies adjacent to the northern tie-in of the Inner Bypass and existing highway, therefore any potential impact on the reserve will be identical for the Inner Bypass Corridor and the existing Highway Upgrade route options.

The other heritage listed item in close proximity to the Inner Bypass option is the Orara Ornithological area. This site which is nominated for inclusion in the Register of National Estate, lies within 250m of

the Inner Bypass Corridor. However, given the extent of vertical separation between the Inner Bypass located at the base of the escarpment and the Orara Ornithological Area at the top of the escarpment, it is unlikely there would be any noise and light pollution impacts.

Both options are likely to be visible from some of the local viewing points and lookouts in the Coffs Harbour area, the most significant being the view from the Sealy Lookout, located in Bruxner Park. This lookout, although having no statutory protection, is considered by the local community as being worthy of inclusion in the Register of National Estate. The Inner Bypass Corridor, which lies within 500m, is likely to have a greater negative impact than the Existing Highway which is over 1.5km away, due to the contrast against the rural backdrop. The severity of the impacts will depend on the detailed design and mitigation measures employed. Although the Inner Bypass is within 500m of Sealy Lookout at its northern end, the visual impact of the Existing Highway Upgrade (over 1.5km away) is likely to be greater. Neither of the northern Inner Bypass options can be seen from Sealy Lookout, due to the vertical separation mentioned above, and the only part which is visible is where it passes over Roberts Hill ridge. The visual impact of this part of the bypass would be limited due to the proposed vegetated fauna overpass (refer Section 5.3).

8. References

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