

# HERITAGE CITATION REPORT



ALPINE SHIRE

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<b>name:</b>	SECV Workshop, former	<b>File No:</b>	AS0796
<b>Address:</b>	43 Kiewa Valley Highway TAWONGA SOUTH		
<b>Place Type:</b>	Other - Utilities - Electricity		
<b>Citation Date:</b>	2007	<b>Significance Level:</b>	Local



*SECV Workshop, former*

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<b>Recommended Heritage Protection</b>	<b>VHR -</b>
	<b>HI -</b>
	<b>PS -</b>

## History and Historical Context

The workshop was built in association with the construction of Mount Beauty township, to serve the construction phase of the Kiewa Hydro Electric Scheme. Exact date of construction is not known, but it is likely to have been between 1947 and 1950. The building went on to provide service during the operational phase of the Scheme, and today the premises is leased (?) and houses a hardware store (2007).

References:

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Kaufman, R & Kemp, D, 2007, Mount Beauty & Bogong Village Heritage Study, Unpubl (Alpine Shire)

## Relevant Historical Australian Themes

3.4.5 Tapping natural energy sources



3.14 Developing an Australian engineering and construction industry.

## Description

### Physical Description

The workshop is situated on the Kiewa Valley Highway, Mount Beauty, and is a tall, open-plan, corrugated iron clad building. Structural framing is steel, with timber infill framing for cladding. A movable crane is positioned high in the building.

### Physical Condition

Good structural condition

### Usage / Former Usage

Workshop

### Intactness

Good - only superficial, reversible alterations to suit adapted use as hardware store (2007)

### Recommended Management

External controls to maintain industrial character of building (form); controls on crane to preserve evidence of use. Retain corrugated iron wall cladding and roofing.

### Comparative Analysis

A number of former SECV workshops survive at Mount Beauty. This one is well-preserved and in a very prominent position on the Kiewa Valley Highway. An adjacent building with a saw-toothed roof was examined, but lacked the height and prominence in the streetscape.

## Statement of Significance

### What is significant?

The former SECV workshop was built by the State Electricity Commission of Victoria, probably between 1947 and 1950, and was one of a number built in the vicinity. It served both the construction and operational phases of the Kiewa Hydro Electric Scheme.

### How is it significant?

The former SECV workshop is of historical significance to the Alpine Shire.

### Why is it significant?

The former SECV workshop is historically significant to the Alpine Shire as a large industrial building that communicates in its prominence and scale the enormous engineering undertaking that the Kiewa Hydro Electric Scheme was, and its impact on the growth of the Kiewa Valley portion of the Shire. The crane is evidence of the maintenance activities carried out in the building, and the large scale of machinery and equipment used.

## Assessment Against Criteria

Criterion A

ITS IMPORTANCE IN THE COURSE, OR PATTERN, OF AUSTRALIA'S NATURAL OR CULTURAL HISTORY



A.1 Importance in the evolution of Australian flora, fauna, landscapes or climate.

A.2 Importance in maintaining existing processes or natural systems at the regional or national scale.

A.3 Importance in exhibiting unusual richness or diversity of flora, fauna, landscapes or cultural features.

A.4 Importance for association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, State, region or community.

## Criterion B

ITS POSSESSION OF UNCOMMON, RARE OR ENDANGERED ASPECTS OF AUSTRALIA'S NATURAL OR CULTURAL HISTORY

B.1 Importance for rare, endangered or uncommon flora, fauna, communities, ecosystems, natural landscapes or phenomena, or as a wilderness.

B.2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest

## Criterion C

ITS POTENTIAL TO YIELD INFORMATION THAT WILL CONTRIBUTE TO AN UNDERSTANDING OF AUSTRALIA'S NATURAL OR CULTURAL HISTORY

C.1 Importance for information contributing to a wider understanding of Australian natural history, by virtue of its use as a research site, teaching site, type locality, reference or benchmark site.

C.2 Importance for information contributing to a wider understanding of the history of human occupation of Australia

## Criterion D

ITS IMPORTANCE IN DEMONSTRATING THE PRINCIPAL CHARACTERISTICS OF: (I) A CLASS OF AUSTRALIA'S NATURAL OR CULTURAL PLACES; OR (II) A CLASS OF AUSTRALIA'S NATURAL OR CULTURAL ENVIRONMENTS

D.1 Importance in demonstrating the principal characteristics of the range of landscapes, environments or ecosystems, the attributes of which identify them as being characteristic of their class.

D.2 Importance in demonstrating the principal characteristics of the range of human activities in the Australian environment (including way of life, philosophy, custom, process, land use, function, design or technique).

## Criterion E

ITS IMPORTANCE IN EXHIBITING PARTICULAR AESTHETIC CHARACTERISTICS VALUED BY A COMMUNITY OR CULTURAL GROUP

E.1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community

## Criterion F

ITS IMPORTANCE IN DEMONSTRATING A HIGH DEGREE OF CREATIVE OR TECHNICAL ACHIEVEMENT AT A PARTICULAR PERIOD

F.1 Importance for its technical, creative, design or artistic excellence, innovation or achievement

## Criterion G

ITS STRONG OR SPECIAL ASSOCIATIONS WITH A PARTICULAR COMMUNITY OR CULTURAL GROUP FOR SOCIAL, CULTURAL OR SPIRITUAL REASONS

G.1 Importance as a place highly valued by a community for reasons of religious, spiritual, symbolic, cultural, educational, or social associations.

# HERITAGE CITATION REPORT



ALPINE SHIRE

Criterion H

ITS SPECIAL ASSOCIATION WITH THE LIFE OR WORKS OF A PERSON, OR GROUP OF PERSONS, OF IMPORTANCE IN AUSTRALIA'S NATURAL OR CULTURAL HISTORY

H.1 Importance for close associations with individuals whose activities have been significant within the history of the nation, State or region

## Recommendations 2007

<b>External Paint Controls</b>	No
<b>Internal Alteration Controls</b>	No
<b>Tree Controls</b>	No
<b>Fences &amp; Outbuildings</b>	No
<b>Prohibited uses may be permitted</b>	No
<b>Incorporated Plan</b>	-
<b>Aboriginal Heritage Place</b>	No

# HERITAGE CITATION REPORT



ALPINE SHIRE

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<b>name:</b>	Tawonga Gap	<b>File No:</b>	AS0350
<b>Address:</b>	Tawonga Gap Road MOUNT BEAUTY		
<b>Place Type:</b>	Memorial,Alpine environment,Historic Landscape		
<b>Citation Date:</b>	2007	<b>Significance Level:</b>	Local



*Tawonga Gap*

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<b>Recommended Heritage Protection</b>	<b>VHR -</b>
	<b>HI -</b>
	<b>PS -</b>

## History and Historical Context

The settlement of Tawonga appears to have nucleated in about 1880, after a period of land selection. A school was opened in that year, and a public hall about the same time .

It experienced a significant growth phase from the 1890s. One of the first influences is assumed to have been the estimated 60 gold miners who were working reefs on the hillside above the town in the early 1890s. In 1890 in discussion of the proposed road to Bright, it was acknowledged no matter how much the local farmers produced, their only outlet was Yackandandah, 40 miles away, which placed them at a great disadvantage . The road connection to the Bright railhead in 1896 was critical to the upper valley's access to markets. The connection to the new goldfield at Glen Wills at around the same time increased their access to markets, and gave them regular through-traffic for the first time.

A plaque commemorating the history of the road has the following information:

"HISTORY BRIGHT-TAWONGA GAP ROAD



This road linking the Kiwa and Ovens valleys was built as the result of years of agitation and a successful petition to the Minister of Public Works by farmers of Tawonga who wished to get their produce to Bright, A dray road was required over the steep hill to the Bright railhead 32 kilometres away.

Severance of the Tawonga area from the Shire of Yackandandah was a condition. In 1895 an area of 177 sq kilometres was added to the North Riding of the Shire of Bright conditionally on the road being completed within 12 months of the severance date.

Contractors using pick and shovel labour and wheelbarrows struggled with its construction and completed the work within the prescribed time. Wages paid were 70 cents per day. To finance the work a 20 year loan of \$4000 was floated by the Council of the Shire of Bright.

The official opening was held on 19th March 1896. A 4 horse dray conveyed the official party at the head of a procession of cars (sic), coaches, buggys and horseback riders. Leaving Bright at 8:15 am, equestrians reached the Gap at 12:15 pm.

The 9 mile trip down the Tawonga took only 3/4 hour.

300-400 people including district Members of Parliament, Shire Councillors and Presidents of Shires of Bright, Beechworth and Yackandandah heard the Hon Gavin Duffy, Post Master General, declare the road officially open.

B Lyndon Smith was given a testimonial in appreciation of his work - not only had he built the first mountain road solely financed by the Shire, but he had combined his duties of both Shire Engineer and Shire Secretary as a cut in salary due to the current depression."

As tourism further developed in the area, Tawonga Gap became a popular stopping point, for its superb views of Mt Bogong and the Kiewa Valley, and it has maintained this role to the present day.

## References:

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Shire of Bright, Information on commemorative plaque, Tawonga Gap  
Temple, E & Lloyd, D, 1989, A History of the Kiewa Valley, Kiewa Valley Historical Society

## Relevant Historical Australian Themes

- 4.6 Remembering significant phases in the development of settlements, towns & cities.
- 3.8.7 Building and maintaining roads.
- 3.8.5 Moving goods and people on land.
- 1.4 Appreciating the natural wonders of Australia.

## Description

### Physical Description

Tawonga Gap is a saddle in the range between the Ovens and Kiewa valleys. It is the highest point traversed on the Tawonga Gap Road, which connects the Kiewa and Ovens valleys, and is the principal connection between Bright and Mount Beauty. Where the road crosses the saddle, an area has been set aside for viewing down into the Kiewa Valley and across to Mt Bogong, Victoria's highest peak.

Present fabric consists of an entry track to a parking area, a viewing platform (recently installed), and an exit track. The land between the entry and exit track has been defined by a rock wall that encloses a round grassy area with picnic table facilities, and several large Eucalypt trees. A white stone cairn has been built in this area, and a commemorative brass plaque has been attached to the wall.





## Physical Condition

Good

## Usage / Former Usage

1896 - present: road and viewing point

## Intactness

-

## Recommended Management

- Retain cairn, rock wall and commemorative plaque;
- Maintain look-out & picnic facilities at Tawonga Gap in some form, sympathetic to the natural environment.

## Comparative Analysis

Tawonga Gap has special, symbolic historical associations, relating to the union of the upper Ovens and upper Kiewa valley communities, politically in 1895 with annexation to the Shire of Bright, and physically with the completion of the Tawonga Gap Road in 1896. Few places carry this sort of symbolism.

## Statement of Significance

### What is significant? -

The Tawonga Gap road was built in 1896, its construction driven by agitation from upper Kiewa Valley farmers who required access to the Bright railhead to get their produce to market. Previously, the farmers in the isolated upper valley had had to transport their produce all the way to Yackandandah, a difficult journey in those years. As a condition of the construction of the road, the upper Kiewa Valley was incorporated into the Shire of Bright. When completed, the opening ceremony was held at Tawonga Gap. The road was financed by the Shire of Bright, but became part of the mining track network of eastern Victoria, linking Bright and Glen Wills. As tourism further developed in the area, Tawonga Gap became a popular stopping point for its superb views of Mt Bogong and the Kiewa Valley, and it has maintained this role to the present day.

### How is it significant?

Tawonga Gap is of historical & social significance to the Alpine Shire

### Why is it significant?

Tawonga Gap is historically and socially significant to the Alpine Shire for its symbolism associated with the union of the upper Kiewa and upper Ovens communities in 1896, both physically and politically. It has also been a long-standing and widely-appreciated tourism viewing point.

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