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GOVERNMENT NOTICES

Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF A PLACE IN THE NATIONAL HERITAGE LIST

SNOWY MOUNTAINS SCHEME

I, Josh Frydenberg, Minister for the Environment and Energy, having considered in relation to the place and the National Heritage values described in the Schedule of this instrument:

(a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and

(b) the comments given to the Council under sections 324JG and 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that the place described in the Schedule has the National Heritage values specified in the Schedule, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, include the place and the specified National Heritage values in the National Heritage List.

Dated 10/10/2016

[signed by]

Josh Frydenberg
Minister for the Environment and Energy

SCHEDULE

STATE / TERRITORY
Local Government
Name
Location / Boundary
Criteria / Values

NEW SOUTH WALES

Snowy River Shire Council; Tumbarumba Shire Council; Tumut Council

Snowy Mountains Scheme:

Approximately 460,000ha, Cabramurra, being an area enclosed by a line commencing at the intersection of the Kosciuszko National Park boundary with the south western corner of Lot 13 DP755862 (approximate MGA point Zone 55 596622mE 5977800mN),

- then westerly and southerly via the national park boundary to its intersection with MGA northing 5955860mN (approximate MGA point 601475mE 5955860mN),
- then easterly directly to MGA point 611612mE 5955384mN,
- then south easterly directly to a corner on the boundary of the Kosciuszko National Park at approximate MGA point 626108mE 5952790mN,
- then south easterly via the national park boundary to its intersection with the western boundary of Lot 62 DP756699 (approximate MGA point 627888mE 5952455mN),
- then northerly via the western boundary of Lot 62 to its intersection with the Kosciuszko National Park boundary (approximate MGA point 628051mE 5952951mN),
- then north westerly, generally northerly and generally easterly via the national park boundary to its intersection with the western boundary of Lot 46 DP756725 (approximate MGA point 630994mE 5958893mN),
- then northerly via the western boundary of Lot 46, including crossing the unnamed road reserve between approximate MGA points 630997mE 5958913mN and 631001mE 5958934mN, and northerly and easterly via the western and northern boundaries of Lot 47 DP756725 to the intersection with the southern alignment of the western boundary of Lot 53 DP756725 (approximate MGA point 631938mE 5960633mN),
- then northerly via the southern alignment of the western boundary of Lot 53 and northerly via the western boundaries of Lots 53 & 52 DP756725 to the intersection with the Kosciuszko National Park boundary (approximate MGA point 632069mE 5961243mN),
- then northerly, north westerly and northerly via the national park boundary, including crossing the road reserve of the Alpine Way between approximate MGA points 629572mE 5965053mN and 629573mE 5965101mN, to its intersection with the south eastern bank of the Thredbo River (approximate MGA point 629359mE 5966663mN),
- then north easterly via the south eastern bank of the river and easterly, south westerly, south easterly and generally northerly via the Full Supply Level (FSL) of the Lake Jindabyne shoreline, and including the whole of the Lake Jindabyne dam wall, to its intersection with MGA northing 5980080mN (approximate MGA point 646015mE 5980080mN),
- then westerly directly to the intersection of the Kosciuszko National Park boundary with MGA northing 5980115mN (approximate MGA point 645717mE 5980115mN),
- then northerly and generally north westerly via the national park boundary to its intersection with the southern boundary of Lot 36 DP756696 (approximate MGA point 631007mE 5996564mN),
- then westerly and northerly via the southern and western boundaries of Lot 36, including crossing the two unnamed road reserves between approximate MGA points 1) 630055mE 5997143mN and 630080mE 5997153mN and 2) 631346mE 5999079mN and 631331mE 5999094mN, to the

intersection with the most northerly point of the land parcel (approximate MGA point 631187mE 6000009mN),
- then via the following MGA points consecutively: 631184mE 6000196mN, 631154mE 6000338mN, 631148mE 6000453mN, 631154mE 6000482mN, 631149mE 6000592mN, 631173mE 6000647mN, 631194mE 6000737mN, 631196mE 6000857mN, 631190mE 6001012mN, 631190mE 6001214mN, 631170mE 6001511mN, 631176mE 6001687mN, 631250mE 6001840mN, 631337mE 6001947mN, 631390mE 6001947mN, 631616mE 6001854mN, 631830mE 6001867mN, 631963mE 6001907mN, 632280mE 6002069mN,
- then north easterly directly to the intersection of the western boundary of Lot 27 DP756696 with MGA northing 6002161mN (approximate MGA point 632546mE 6002161mN),
- then southerly via the western boundary of Lot 27 to its intersection with the Kosciuszko National Park boundary (approximate MGA point 632320mE 6001659mN),
- then easterly, generally northerly, south easterly and generally northerly via the national park boundary, including twice crossing the road reserve of an unnamed track between approximate MGA points 1) 633070mE 6001525mN and 633092mE 6001521mN and 2) 633663mE 6003075mN and 633640mE 6003079mN, to its intersection with MGA northing 5999916mN (approximate MGA point 644390mE 5999916mN),
- then via grid east to its intersection with the FSL of the southern shoreline of Lake Eucumbene (approximate MGA point 644400mE 5999916mN),
- then generally north easterly, generally southerly and generally north westerly via the FSL of the southern and eastern shoreline of Lake Eucumbene, and including the whole of the Lake Eucumbene dam wall, to its intersection with MGA northing 6019003mN (approximate MGA point 648334mE 6019003mN),
- then via grid north to its intersection with the Kosciuszko National Park boundary (approximate MGA point 648334mE 6019094mN),
- then easterly and generally north easterly via the national park boundary, including crossing the road reserve of the Snowy Mountains Highway between approximate MGA points 650008mE 6021972mN and 650020mE 6022043mN and the road reserve of Circuits Trail between approximate MGA points 654897mE 6024348mN and 654923mE 6024344mN, to its intersection with the most southerly point of Lot 7001 DP96275 (approximate MGA point 658578mE 6027652mN),
- then north westerly via the south western boundary of Lot 7001 to its intersection with the Kosciuszko National Park boundary (approximate MGA point 656184mE 6030089mN),
- then northerly via the national park boundary to its intersection with the most westerly point of Lot 45 DP756692 (approximate MGA point 656412mE 6037856mN),
- then north easterly and northerly via the western boundary of Lot 45 and northerly via the northern alignment of the western boundary of Lot 45 to its intersection with the southern bank of the Murrumbidgee River (approximate MGA point 657263mE 6039107mN),
- then generally westerly and northerly via the southern and western bank of the river to its intersection with MGA northing 6040179mN (approximate MGA point 655969mE 6040179mN),
- then easterly directly to a corner on the boundary of the Kosciuszko National Park at approximate MGA point 656107mE 6040145mN,
- then easterly via the national park boundary to its intersection with the northern boundary of Lot 70 DP751837 (approximate MGA point 656591mE 6040100mN),
- then north easterly and south easterly via the northern boundary of Lot 70 to its intersection with the Kosciuszko National Park boundary (approximate MGA point 659022mE 6040362mN),
- then north easterly and northerly via the national park boundary to its intersection with the Australian Capital Territory (ACT) border (approximate MGA point 664343mE 6045681mN),
- then westerly and generally northerly via the ACT border to its intersection with the Snowy Mountains Authority Proclaimed Boundary (SMAPB) (approximate MGA point 661210mE 6055296mN),

- then westerly, southerly and generally north westerly via the SMAPB to its intersection with MGA easting 614628mE (approximate MGA point 614628mE 6084904mN),
- then via grid west to its intersection with the western bank of the Tumut River (approximate MGA point 614397mE 6084904mN),
- then south westerly and southerly via the western bank of the river, and including the Blowering Power Station and water channel connecting the station to the Tumut River, to its intersection with the northern alignment of the eastern side of the Blowering Dam Spillway (approximate MGA point 613575mE 6081962mN),
- then southerly via that alignment and southerly via the eastern side of the spillway to its intersection with the FSL of the eastern shoreline of the Blowering Reservoir (approximate MGA point 613715mE 6081643mN),
- then generally southerly via the FSL of the eastern shoreline to its intersection with MGA easting 618243mE (approximate MGA point 618243mE 6063993mN),
- then southerly directly to MGA point 618279mE 6063666mN,
- then southerly directly to the top of the southern end of the Jounama Pondage dam wall (approximate MGA point 618325mE 6063462mN),
- then via grid east to its intersection with the FSL of the western shoreline of the Jounama Pondage (approximate MGA point 618398mE 6063462mN),
- then generally southerly via the FSL of the western shoreline to its intersection with the north western edge of the Tumut 3 Power Station (approximate MGA point 616920mE 6058385mN),
- then south westerly and south easterly around the edge of the power station to its south western corner (approximate MGA point 616927mE 6058354mN),
- then south easterly directly to the top of the western edge of the pressure pipes inlet structure on the headrace channel of the Talbingo Reservoir (approximate MGA point 617180mE 6057945mN),
- then generally southerly via the FSL of the western shoreline of the headrace channel and the Talbingo Reservoir to its intersection with MGA easting 617405mE on the northern boundary of Lot 50 DP1089353 (approximate MGA point 617405mE 6056987mN),
- then westerly and southerly via the northern and western boundaries of Lot 50 to its intersection with the Kosciuszko National Park boundary (approximate MGA point 616867mE 6056262mN),
- then generally westerly, generally southerly and south westerly via the national park boundary to its intersection with a 330kv powerline easement (approximate MGA point 617632mE 6022689mN),
- then south westerly via the powerline easement to its intersection with the Kosciuszko National Park boundary (approximate MGA point 615259mE 6020575mN),
- then easterly, southerly and generally south westerly via the national park boundary to its intersection with MGA easting 604878mE on the middle thread of the Tooma River (approximate MGA point 604878mE 6015855mN),
- then generally westerly via the middle thread of the river to its intersection with the Kosciuszko National Park boundary (approximate MGA point 601721mE 6015711mN),
- then southerly, north westerly and generally southerly via the national park boundary to its intersection with the eastern boundary of Lot 60 DP1197563 (approximate MGA point 598943mE 6001185mN),
- then southerly via the eastern boundary of Lot 60 to its intersection with the Kosciuszko National Park boundary (approximate MGA point 598853mE 6000665mN),
- then southerly, generally easterly and generally southerly via the national park boundary to its intersection with MGA northing 5992526mN (approximate MGA point 602293mE 5992526mN),
- then via grid west to its intersection with the western bank of the Swampy Plain River (approximate MGA point 599074mE 5992526mN),
- then south easterly via the western bank of the Swampy Plain River and the western edge of the Khancoban Pondage spillway, and generally southerly via the FSL of the western shoreline of the Khancoban Pondage and the western bank of the Swampy Plain River to its intersection with MGA northing 5981826mN (approximate MGA point 600912mE 5981826mN),

- then north easterly directly to the corner of the northern and western boundaries of Lot A DP402588 at approximate MGA point 600920mE 5981833mN,
- then north easterly, easterly, southerly and westerly via the northern, eastern and southern boundaries of Lot A and westerly via the western alignment of the southern boundary of Lot A to its intersection with the western bank of the Swampy Plain River (approximate MGA point 600858mE 5981124mN),
- then generally southerly via the western bank of the river to its intersection with MGA northing 5977188mN (approximate MGA point 601074mE 5977188mN),
- then westerly directly to the intersection of the south eastern boundary of Lot 7001 DP94170 with MGA northing 5977226mN (approximate MGA point 599952mE 5977226mN),
- then southerly and westerly via the south eastern and southern boundaries of Lot 7001 and westerly via the southern boundary of Lot 13 DP755862 to the commencement point.

Note: The national park and land parcel boundaries mentioned in this description were current as at 30/08/2016, and the Snowy Mountains Authority Proclaimed Boundary mentioned in this description was current as at 24/09/2002.

Criterion	**Values**
(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.	The Snowy Mountains Scheme is an unprecedented civil engineering project stimulated by the will of the post-World War II Commonwealth Government to build a strong Australian economy. The scheme is the most significant project to be undertaken as part of the Post-war Reconstruction program and has become an enduring symbol of Australia's identity as a multicultural, independent, and resourceful country. The Snowy Mountains Scheme was a major impetus in the development of Australia's engineering expertise and industrial relations environment in the post-war period. The Scheme resulted in the development of innovative engineering technology and features that have been adopted as standard practices world-wide, such as the use of rock bolting to strengthen tunnel roofs. In the post-World War II period Australia was asked by the United Nations to accept 100,000 displaced Europeans. The Snowy Mountains Scheme was central to this process with over 100,000 people employed from thirty different countries, including approximately 60,000 European Displaced Persons and migrants employed directly by the Snowy Mountains Authority. The vast workforce that was required to build the Snowy Mountains Scheme required new management practices and the mechanisms implemented by Sir William Hudson permanently changed the nature of industrial relations and workplace conditions in Australia. The Scheme was hailed as a model of multicultural co-operation and integration and provided the opportunity for thousands of migrants to start a new life after the impacts of the war. The majority of those who came to build the Scheme stayed, becoming Australian citizens. These so called New Australians, with their energy and enterprise, would change Australia's social and cultural skyline forever. The Snowy Mountains Scheme is a symbol of Australian achievement and is significant to the nation as the most important single development project related to the Commonwealth's post-war reconstruction program and the effort to build a new and strong nation.
(b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.	The Snowy Mountains Scheme is a rare example of an engineering program of enormous complexity and scale. Apart from the sheer scale of the site, the Snowy Mountains Scheme also has rare engineering features, such as underground power stations, very large earth-filled dams, and two examples of pumped storage capacity, using off-peak power to top-up supply reservoirs, which are the only known examples of their type in Australia

(d)	the place has outstanding heritage value to the nation because of the place's 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.	The Snowy Mountains Scheme is an exemplar as a currently operating, intact hydro-electric scheme that is the largest and most complex example of such schemes in Australia. The Scheme is comprised of significant and well maintained components such as dams, power stations, aqueducts and an extensive tunnel system. The Snowy Mountains Scheme retains all the characteristics of a complex hydro-electric and irrigation scheme with a very high degree of integrity. The technology and features that were used to construct the Snowy Mountains Scheme demonstrate the principal characteristics of a dual hydro-electric and irrigation scheme, with each component an excellent and representative example of its particular type.
(f)	the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period.	The Snowy Mountains Scheme is widely regarded as one of the engineering wonders of the world. The Scheme is a major engineering feat that is recognised for its technical excellence and innovation. Because many techniques, including some that were developed specifically for the Scheme, had not been used in Australia before, the project had enormous impact on the development in Australia of surveying, hydrology, electrical and civil engineering and construction techniques
(g)	the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.	The Snowy Mountains Scheme is strongly symbolic for large parts of the Australian community, and is held in special regard, especially by the thousands of former Snowy workers and their families who lived and worked there.
(h)	the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.	The Scheme is significant for the association with Sir William Hudson and Olav Olsen. Hudson, the 'Father of the Snowy', was Commissioner of the Snowy Mountains Authority from 1949-67 and was instrumental in the success of the Scheme as well as the introduction of revolutionary work practices in Australia. Olsen was originally on the Hydro-electric Sub-committee of the Commonwealth-States Technical Committee and was then employed as the Chief Investigating Engineer for the Snowy Mountain Authority. Olsen is credited for the design of many of the innovative practices in engineering that were developed during for the scheme, as well as the general conception of the Snowy Mountains Scheme as a dual irrigation and hydro-electric facility.