Melbourne-Geelong Road Precinct

Melbourne-Geelong Road
Precinct BROOKLYN,
Hobsons Bay Heritage Study
2006

Location

Geelong Road BROOKLYN, Hobsons Bay City

Municipality

HOBSONS BAY CITY

Level of significance

Rec for other form of protection

Heritage Listing

Hobsons Bay City

Statement of Significance

Last updated on -

What is Significant?

The Melbourne-Geelong Road Heritage Precinct, which comprises land generally within the original Melbourne-Geelong roadway reserve, together with the identified stone bridge, and town and cemetery reserve at Brooklyn.

How is it Significant?

The Melbourne-Geelong Road Heritage Precinct is of local historic and social significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the main Melbourne-Geelong route and one of the earliest roads marked through the region by Hoddle in 1840, broadly following road reserves which still exist. It was a determining factor for subsequent subdivision and road works in the form of bridges, highways, overpasses and freeways (AHC criterion A4)

Socially, it is significant as well known route of travel used by generations of travellers (AHC criterion G1)

Please note that the bridge over Kororoit Creek has an individual citation in this Study.

Heritage Study/Consultant	Hobsons Bay - Hobsons Bay Heritage Study, Hobsons Bay City Council, 2006;
Construction dates	1840,
Hermes Number	22448
Property Number	

Physical Description 1

The first day tracks to Geelong started at Footscray, crossing the Maribyrnong River at the old village in a punt near the Grimes Reserve and then following today's Buckley Street to the present line of Geelong Road. Hoddle's 1840 plan showed a simple reserve at Footscray and a 'Village reserve' of 202 acres at Brooklyn. The Geelong Road of today (60m wide reserve; 55mwest of the Footscray cemetery; 65m at the old Brooklyn village) forks off the road to Ballarat which in Hoddle's map was also served by a punt for the Maribyrnong crossing but did not connect with the Geelong Road. The road continues south-west from Buckley Street much as it always has but with a wider paved area, a straighter path (instead of the traditional deviations at creek crossings) and some diversions and overpasses.

The first change is at Footscray West where the Bendigo railway overpass also flies over the old Rising Sun Hotel which would have faced the road directly to court travellers. At Somerville Road where there was once a Stony Creek crossing there is a wide intersection. The Spotswood connection to the Bendigo Railway is another overpass crossing and then the old village of Brooklyn at the Kororoit Creek crossing. There the elegant stone bridge from the 1860s survives in a small part of the old road in a 'rest area' as termed by Melway. This is legally part 'Plantation Reserve' and part 'Cemetery Reserve' but is now a security-fenced Vic Roads dumping area (CMS 2000). This road section is matched by another sharp turn on what is now known as the Old Geelong Road (40m reserve width, narrowing to 20 at creek bank) to the north (Melway 40 G10). This last section of road had been straightened by the 1930s. Both sections of road have now been bypassed by the highway. The nearby Guiding Star Hotel has also been rebuilt.

The kink in the Geelong Road to negotiate the Kororoit Creek crossing can be traced on the north and south of the current road. Approaches to the bluestone bridge retain 'Telford' road paving of large bluestone blocks set in the basal clay, cambered from a raised centre. The largest blocks are used to stabilise the edges, and sometimes a central row. Originally these were covered with a layer of crushed rock and/or gravel to form the road surface, but this is usually eroded away in the case of unmaintained roads, or covered in layers of bitumen, in the case of roads improved for motor vehicle traffic in the early 20th century. Both results can be seen near Kororoit Creek.

The section of road parallel with the east bank of the creek, north of the present road, also retains a short section of the hand laid embankment and hand dug cut, where it descends along the slope to the old bridge level.

From here the old road followed what is now marked as the Council boundary on the Melway map (40 E12). The former works camp at the intersection of Kororoit Creek Road, Fitzgerald's Road and the Princess Freeway (Melway 53 G4), preserves a section of the former two lane Geelong Road within the treed reserve which was possibly used from the 1930s-1970s as a Country Roads Board depot. In the 1970s, it was also a rest area

complete with concrete CRB-pattern picnic tables. Trees include a number of mature cypress, ash and pines. As a marked contrast to this landscaped reserve, are the indigenous grasslands east of Geelong Road and north of Kororoit Creek Road which provide an insight into the environs of the road when it was first surveyed and formed (Melway 53 J4).

Merton Street crosses the Geelong Road (Melway 53 G5) as the continuation of Fitzgerald Road (in City of Wyndham), with remnants of Telford paving in the discontinued section. Similar road surfaces probably dating to the second half of the nineteenth century are likely to survive in the discontinued sections of the Geelong Road.

At Laverton there was another bump in the road's direction which is now reflected in the Old Geelong Road (60m reserve) which disappears at the Laverton RAAF base and comes out the other end as the Old Geelong Road (Melway 203 F11).

The cultural significance of this site is limited by the fabric which remains to express the full breadth of its history.

Contributory elements:

- Brooklyn cemetery reserve, Geelong Road off Brooklyn (c.1840)

- Bluestone Bridge over Kororoit Creek (1889), which is pictured on the cover of this citation

- Precinct - Geelong Road off Brooklyn (c.1860s)

- Brooklyn Village reserve Parish of Cut Paw Paw - Clelland & Buchanan Roads, Brooklyn (c.1840)

Integrity

Integrity

Low. The road reserve is partly changed but remains, however, the early road construction is substantially changed with major intrusions. The major surviving evidence is provided by the bluestone bridge at Kororoit Creek and the remnants of the approach roads.

Usage/Former Usage

Context

Once a road which traversed the open plains between Geelong and Melbourne towns, now set within suburban and industrial development.

Historical Australian Themes

Principal Australian Historical Theme(s)

Moving goods and people

Physical Description 2

Associations

New South Wales Colonial Government, Victorian Colonial Government, Victorian Government

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online http://planningschemes.dpcd.vic.gov.au/