Bluestone Paving, Hopkins River, Dobie

Western Highway, Dobie

Ararat Rural City Council

Eastern Maar Country

Reasons for making an Exclusion Determination under s.36D(3) of the Heritage Act 2017

Date: 17 November 2026

RX1026

VICTORIA State Government

HERITAGE VICTORIA

Decision maker determination

Under s.36C(1)(a) of the *Heritage Act 2017* I make an Exclusion Determination for the Bluestone Paving at Hopkins River, Western Highway, Dobie. I am satisfied that the place has no reasonable prospect of inclusion in the Victorian Heritage Register.

The reasons for my determination are provided in this report.

Name: Steven Avery

Role: Executive Director Heritage Victoria

Signature: 

Date: 17 November 2026

An exclusion determination has been made

On 24 September 2026, Heritage Victoria received an application for an exclusion determination for the Hopkins River bluestone paving. After carefully considering the material that was provided and undertaking further research, the Executive Director has decided to make an exclusion determination.

What is an exclusion determination?

The effect of an exclusion determination is to exclude a place from the Victorian Heritage Register for a period of five years. An exclusion determination application can only be made by certain public authorities and government asset managers, and in relation to projects costing at least $5 million. The Executive Director may make or refuse to make an exclusion determination based on whether a place has 'no reasonable prospect of inclusion in the heritage register'.

If an exclusion determination is made

The Executive Director cannot accept a nomination for that place for five years, unless the nomination contains new information, and the Executive Director considers that information to be significant.

Other controls still apply

Please note that even though an exclusion determination has been issued, the *Heritage Act 2017* provides 'blanket' protection for all historical archaeological sites in the state (see section 123 of the Act). If historical archaeological remains (including features, deposits or artefacts) are discovered during any works, all activities must cease, and Heritage Victoria must be contacted. In this case, a Heritage Act Consent may be required, and the Consent may include conditions requiring a program of archaeological investigations, recording, reporting and artefact management.

Furthermore, the provisions of the *Aboriginal Heritage Act 2006* also apply if Aboriginal cultural heritage is uncovered at any time during project works.

If an exclusion determination is refused

The Executive Director is taken to have accepted a nomination of that place.

What if the place has already been nominated?

If an exclusion determination application is made, any nomination made prior to 1 February 2024 is taken to be withdrawn. In deciding whether to make an exclusion determination, the Executive Director must have regard to information provided in that nomination.

Right to request a review

The following information is provided under s.36E of the *Heritage Act 2017*.

Can a review be requested?

Yes. Exclusion determinations made by the Executive Director can be subject to review by the Heritage Council of Victoria. The process is outlined on the Heritage Council's website.

What happens if a review is not requested?

If a review is not requested, the Executive Director's exclusion determination will stand.

Who can request a review?

- Any person with a real and substantial interest (which includes a nominator) in the place or object may request a review if an Exclusion Determination is made or refused
- The applicant may request a review if their application for an Exclusion Determination is refused.

How is a review requested?

Review requests must be made within 28 days after the written notice of the Executive Director's decision is given. Requests must be made on the relevant form through the HCV Hub portal and accompanied by the prescribed fee of 25 fee units or $431.75 (from 1 July 2026 to 30 June 2027). Some requestors may be eligible for a fee waiver if they are a not-for-profit society, association or club (other than a charity) or a person who is an eligible beneficiary within the meaning of the *State Concessions Act 2004*.

The Heritage Council must determine a review within 40 days of receiving the request.

What decisions can be made by the Heritage Council resulting from a review?

The Heritage Council may:

1) affirm the decision under review; or
2) set aside the decision under review and make another decision in substitution for it; or
3) set aside the decision under review and remit the matter for reconsideration by the Executive Director in accordance with any directions or recommendations.

What happens if a review is not requested?

If a review is not requested, the Executive Director's exclusion determination will stand.

An applicant may contact the Heritage Council 28 days after the written notice of the Executive Director's decision is given to establish whether a review has been requested.

More information

Further information about exclusion determinations can be found on the websites of Heritage Victoria and the Heritage Council of Victoria.

Who can I contact about the review process?

If you have queries about the review process for an Exclusion Determination, please contact the Heritage Council on 03 8572 7949 or email heritage.council@transport.vic.gov.au

Documents publicly advertised with this Exclusion Determination

Documents lodged by the applicant on 24 September 2026

- Application form
- *Exclusion Determination – Hopkins River bluestone surface* (2026) Extent Heritage

Executive Director's Report (17 November 2026)

- Reasons for Making an Exclusion Determination under s.36D(3) of the *Heritage Act 2017*.

Details of the place

Name of place:	Bluestone Paving, Hopkins River, Dobie		
Address:	Western Highway, Dobie		
Municipality:	Ararat Rural City Council		
Is the place currently included in a heritage overlay?	No	Heritage overlay number	N/A
		Responsible Authority	Minister for Planning
		LGA	Ararat
Owner:	Crown land – Roads Corporation (DTP)		
Owner/s Address:	1 Spring Street, Melbourne		

Details of the applicant

Person or Body applying for exclusion determination	VIDA Roads		
What is the major development which has triggered the request:	Western Highway Section 2B Upgrade		
Name of person/organisation who prepared the application:	Major Roads Projects Victoria		
Fee received:	Yes	**Date Application received:**	24/09/2026
What is the development?	Western Highway Section 2B Upgrade comprising works on 12 kilometres of the Western Highway between Buangor and Ararat. This stretch of busy highway is currently single lane in each		

	direction, impacting journey reliability and providing fewer opportunities to safely overtake. As the number of vehicles travelling along this section of the highway has significantly increased, so too has the crash rate, with 158 crashes and 22 fatalities on the Western Highway between Ballarat and Stawell in recent years. Upgrading this section of the Western Highway will make it safer for the many road users who rely on this highway, including freight, farming, grain production and tourism. As part of the upgrade between Buangor and Ararat, works will include: • adding an extra lane in each direction to provide safer overtaking opportunities and improve journey reliability, • adding a centre median that will separate carriageways, reducing the likelihood of vehicles accidentally veering into oncoming traffic, • installing barriers to reduce the risk of head-on collisions, • building a new interchange at Hillside Road to make it easier and safer for vehicles to enter and exit the Western Highway; • building new bridges over the railway line and the Hopkins River.
What is the impact of the development on the place?	The Western Highway Section 2B upgrade will involve the construction of a new bridge over the Hopkins River.
Explain the impact of the development on the place	The bridge construction will require removal of the bluestone paving during the project.

Previous and current HA17 processes

w			
Has this place or part of it ever been, or is currently, the subject of any processes under the *Heritage Act 2017?*			
Nomination lodged	Yes (R11051)	Date: 20 June 2018	Status: Not assessed. However, this recommendation has had regard to the nomination of 2018 and all accompanying information as required by section 306(3) of the *Heritage Act 2017* (**the Heritage Act**).
Nomination accepted[1]	Yes	Date: 12 Sept 2018	Status: See footnote 1 below
Nomination refused	No	Date: N/A	Status: N/A
IPO requested	No	Date: N/A	Status: N/A
IPO issued	No	Date: N/A	Status: N/A
Other process	No	Date: N/A	Status: N/A

Requests by the Executive Director to the Applicant for further information

No.	Nature of request	Date of request	Date provided
1	No request for further information was made	N/A	N/A

Definitions and abbreviations

The following terms and abbreviations are used throughout this report.

The Heritage Act – *Heritage Act 2017*

DTP – Department of Transport and Planning

VHR – Victorian Heritage Register

VHI – Victorian Heritage Inventory

DVCA – Dr Vincent Clark and Associates

[1] Under section 306(2) of the Heritage Act, a nomination of a place or object for inclusion in the Victorian Heritage Register that is made before 1 February 2024 is taken to be withdrawn on and from the application date for an exclusion determination.

Summary of Executive Director determination

Introduction

The subject of this assessment is a section of bluestone paving on the Hopkins River on the Western Highway, Dobie (**the place**).

In 2018 the place was thought to be a rare example of a pre-gold rush, primarily intact, ford river crossing.[2] In 2018 a nomination to the Victorian Heritage Register (**VHR**) was made, and a site card was submitted for inclusion in the Victorian Heritage Inventory (**VHI**).

A subsequent study (2021) provided evidence that the place is most likely to be an example of a scour apron, intended to mitigate against flooding events and protect a former bridge from erosion and scouring.[3] This research also places the likely date of construction to either the late nineteenth century when the bluestone bridge was built or c.1938, at the time structural modifications to the former bridge took place.[4] A third study (2026)[5] reaffirms the research of 2021 and supports this application for an Exclusion Determination.

On balance, the Executive Director is of the view that the 2021 and 2026 studies present convincing research that the place is likely to be a scour apron associated with a former bridge, rather than a ford river crossing. Comparative examples of other stone bridges at Appendix 3, support the conclusion that the place is likely associated with the former bridge and served as a scour apron.

The removal of the bluestone bridge in 1966 for which the paving was likely associated, has impacted its ability to demonstrate and understand the purpose for which it was constructed and used. This loss of context has led to confusion as to the original purpose of the stone paving.

Current heritage protection status

The place currently has no statutory heritage protection.

Victorian Heritage Register (VHR)

In June 2018 the place was nominated for inclusion in the VHR under Heritage Council criteria A, B, D and E. The nomination was accepted in September 2018 on the basis that the place was believed to be a rare pre-gold rush ford and associated with the early establishment of the goldfields route from Melbourne to Ararat.

Victorian Heritage Inventory (VHI)

In 2018 a site card for the place was submitted for inclusion of the place in the VHI on the basis that it was a pre-gold rush ford. In March 2018 the Executive Director determined that the place did not meet the threshold for inclusion as an archaeological site. Appendix 2 provides examples of fords included in the VHI.

Heritage Overlay of the Ararat Planning Scheme

The place is not included in the local heritage overlay.

***Hopkins River Ford Historical Archaeology Assessment* – 2018**

In 2018 the *Hopkins River Ford Historical Archaeology Assessment* was commissioned by VicRoads and prepared by Dr Vincent Clark and Associates (**DVCA**). This report suggested the place may have been constructed and used as a ford by pastoralist landowners from at least three stations, and possibly pre-dated the gold rush.[6]

Based on the results of a site inspection and associated research, DVCA submitted a site card for the place for the VHI for its regional historical and archaeological significance.[7] The report did not make a recommendation to nominate the place in the VHR.

The acceptance of the VHR nomination was made primarily on the findings of the DVCA report.

[2] Shanahan F, Haas M and Scibilia J (2018), p. 14-15.
[3] Travers I and Lu V (2021), p. 31.
[4] Travers I and Lu V (2021), p. 23.
[5] Jenkins C and Bashta M (2026)
[6] Shanahan F, Haas M and Scibilia J (2018), p. 14.
[7] Shanahan F, Haas M and Scibilia J (2018), p. 16.

The DVCA report and the VHR nomination materials were unable to provide a date of construction for the paving or provide documented evidence that the place acted as a ford.

***Hopkins River 'Ford' Significance Assessment* – 2021**

In 2021 a report on the place was commissioned by Major Road Projects Victoria and prepared by Extent Heritage. The *Hopkins River 'Ford' Significance Assessment* presented research that strongly indicates the bluestone paving was likely used as a scour apron for flood mitigation either when the first bluestone bridge was constructed at the site in the late nineteenth century or during bridge modification works in c.1938.[8] This view is substantiated by the following research and observations outlined in the report:

- Figure 1 shows the first c.1890s bluestone bridge abutments and wingwalls (in yellow outline), and the 1938 bridge wingwall (in red), superimposed on an aerial of the bluestone paving.[9] This image demonstrates the alignment of the bluestone paving alongside the remains of the wingwalls.

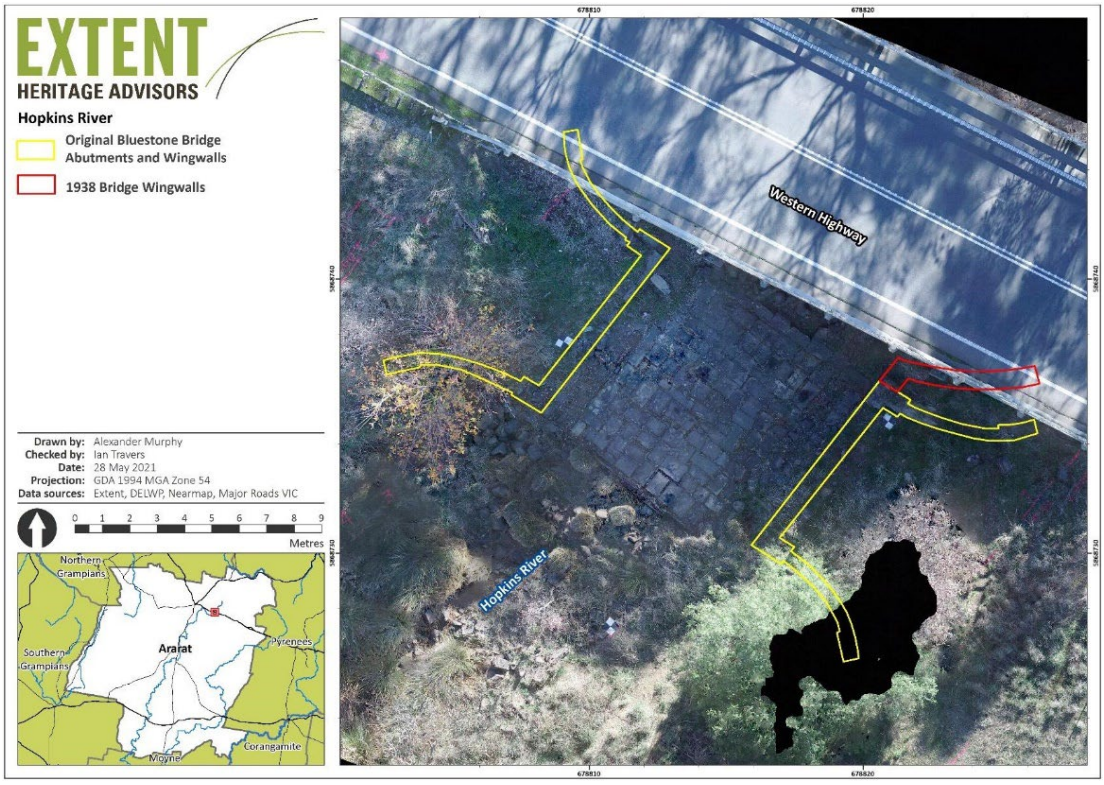


Figure 1: Drone image with outlines of former bridge abutments and wingwalls. Source: Extent Heritage Hopkins River 'Ford' Significance Assessment (2021, p. 13).

- Figure 2 shows an original drawing detailing the lowering and widening of the bridge in 1938.[10] Note the coloured circles indicate:
  - a) the removal of c. 1890s bluestone masonry as part of the works (green);
  - b) the reuse of the masonry for a new wingwall (blue);
  - c) the annotation 'This level to be fixed by the Engineer to be safe from scour' (red).

  This drawing indicates that scour caused by flooding continued to be a substantial concern in 1938, such that remediation works were necessary as part of bridge upgrades.

[8] Travers I and Lu V (2021), p. 23.
[9] Travers I and Lu V (2021), p. 13.
[10] Travers I and Lu V (2021), p. 10.

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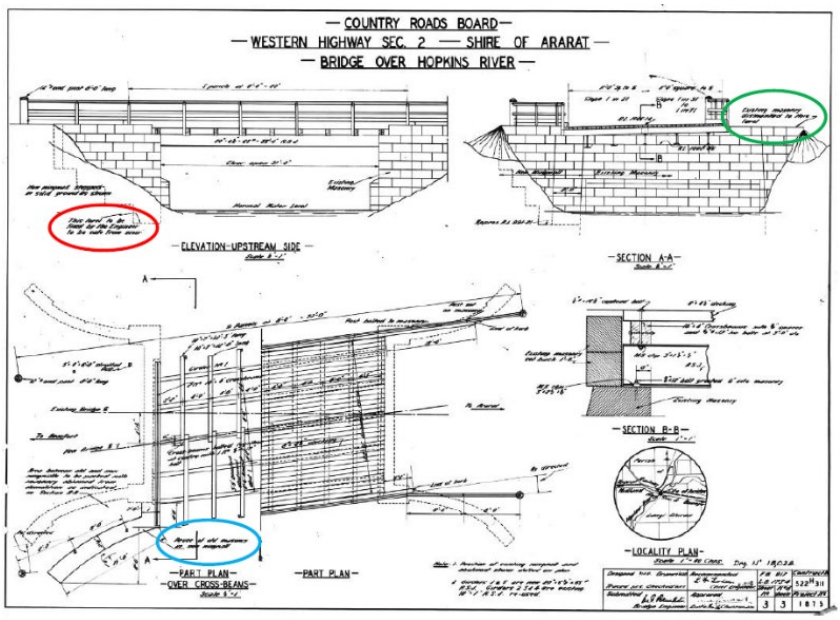


Figure 2: 'Bridge over Hopkins River' engineer plans c.1930. Source: Extent Heritage Hopkins River 'Ford' Significance Assessment (2021, p. 10).

- The visual similarity in size and treatment between the stone blocks of the extant wingwall and the bluestone paving indicate that either the paving was constructed alongside the original c.1890s bluestone bridge, or it was constructed in c.1938 with reused masonry from the original bridge.[11]
- The size and cut of the quarried stone blocks used in the bluestone paving was considered likely to be too advanced for the skills and resources available in the pre-goldrush period and this rural location.[12] Instead, the substantial size of the structure and the use of such bluestone in this manner appears more consistent with late nineteenth-century Victorian stonework.
- There is no observable wear or abrasion on the bluestone paving from repeated crossing by horse-drawn vehicles, which might be expected if the paving had functioned as a ford.[13]
- Extent Heritage were unable to identify any direct documentary evidence of a bluestone ford that pre-dates the original timber bridge of 1857-59.[14]

The history of significant flooding at the site, the size and form of the bluestone blocks, and the clear alignment of the bluestone paving with the original bluestone bridge, suggests the paving functioned as a scour apron. While the period of construction could not be determined, the place is unlikely to predate the late nineteenth century.

On page 34, the *Significance Assessment* provided the following conclusions[15]:

- *'The bluestone surface across the Hopkins River at Dobie is not a ford of mid-19th century 'God* [sic] *Rush Era' date.*
- *Instead, it would appear that the surface represents a somewhat ad hoc[16] flood mitigation measure constructed at the end of the 19th century or as part of the 1938 bridge modification works.*
- *Given the above, this report has not assessed the structure as a 19th century ford. However, comparison with examples of historic fords strongly suggests that, even if it were a ford, it would not qualify as state level significant such that it should be included on the VHR.*
- *As a late 19th to early 20th century flood mitigation measure, the bluestone surface and associated bridge remains are assessed to be of some heritage significance on the basis of their rarity (criterion B). This would*

[11] Travers I and Lu V (2021), p. 24.
[12] Travers I and Lu V (2021), p. 24.
[13] Travers I and Lu V (2021), p. 24.
[14] Travers I and Lu V (2021), p. 24.
[15] Travers I and Lu V (2021), p. 34.
[16] The term 'ad hoc' in this context appears to be a misnomer, as the bluestone surface was carefully and methodically laid, suggesting its construction was intentional and well planned.

potentially be at a local level, warranting inclusion on the Ararat Rural City Heritage Overlay, but at no higher level.'

Extent Heritage recommended that further assessment be undertaken on the place for possible inclusion in the Heritage Overlay of the Ararat Planning Scheme.

***Exclusion Determination* – 2026**

In 2026, the Exclusion Determination application for the place included a new report prepared by Extent Heritage.

The findings of this report largely reflect the findings of the 2021 Extent Heritage report and concluded that the place has no reasonable prospect of inclusion in the VHR.[17]

Comparative historical examples

The 2021 and 2026 Extent Heritage reports provide examples of comparative scour aprons / stone water management infrastructure associated with bridges in Victoria. The examples demonstrate similar stone paving that: a) form a paved surface below masonry bridges, and b) were constructed in the mid to late nineteenth century.[18]

The function of the stone paving is understood to be an early method to protect bridge foundations from being undermined by significant waterflows. These paved surfaces bear strong visual and structural similarities to the bluestone paving at the Hopkins River. Appendix 3 contains a table of comparative examples.

Site inspection

On 28 October 2026, a site inspection was carried out by Heritage Victoria with the Victorian Infrastructure Delivery Authority (VIDA).

The place was accessible although visibility of the entire subject area was diminished due to dense vegetation. The Hopkins River was running following recent rains, and the bluestone paving was submerged under shallow water in areas. Despite these conditions, much of the paving was visible. One of the remnant bridge wingwalls was partially obscured by vegetation and the timber posts were inaccessible. It was not possible to view the conditions underneath and north-east of the existing bridge where the riverbed was deeper. Prior photographs of these areas are considered to be sufficient in understanding their form, condition and materiality of the place.

The site visit did not provide any new information about the nature of the bluestone paving or reveal any previously unrecorded elements of the place. Photographs taken at the site visit are included later in this document, under the heading 'Photos of the place'.

Conclusion

In September 2018 the Executive Director—based on the DVCA report and additional information—assumed that the nomination to the VHR was for a ford across the Hopkins River dating from the pre-gold rush period. Accordingly, the nomination was accepted under s.27 of the Heritage Act.

In November 2026, the Executive Director—based on new evidence provided in the 2021 and 2026 Extent Heritage reports—takes the view that place is not a ford dating from the pre-gold rush or gold rush period. The place is highly likely to have acted as a scour apron to protect the masonry bridge (demolished in 1966) from the scouring and erosive actions of river flows. Based on this information, there is no reasonable prospect of the place being included in the VHR and an Exclusion Determination is made under s.36C of the Heritage Act.

[17] Jenkins C and Bashta M (2026), p. 46.
[18] DTP Transport Services email correspondence (2026).

Place information

Description of the place

The place is located on the land and waters of the Eastern Maar people.

The place consists of a systematic formation of irregular bluestone blocks, situated on the riverbed of the Hopkins River at Dobie. The date of construction has not been able to be determined definitively, although recent research suggests the bluestone was laid between c.1890 and c.1938.[19]

The rectangular stone blocks are large and vary in size, approximately 80cm-100cm x 40cm-60cm.[20] The entire surface is approximately 54m^2 in size[21], although the full extent has proven difficult to determine due to vegetation and subsidence toward the edges. No mortar is visible between the stones and the blocks appear to have been carefully laid side-by-side in a regular manner to form a smooth surface.[22]

The southern extent of the paving is lined with wooden batons, and the northern extent is bordered by smaller rectangular stones.[23] Two partial former bridge piers are present within the extent of the place, on either side of the river, also constructed from bluestone. Several large bluestone blocks are scattered along the riverbank nearby. The total quantity of these blocks is unable to be determined due to the thick vegetation.

In addition, a series of four standing partial timber posts are present at the place which may be the remains of early bridge piles, or remnant fence posts. One of the timber posts shows two large notches sawn into the post from opposite sides. This post appears to be in better condition than the other three.

[19] Travers I and Lu V (2021), p. 23.
[20] Travers I and Lu V (2021), p. 16.
[21] Shanahan F, Haas M and Scibilia J (2018), p. 9.
[22] Travers I and Lu V (2021), p. 16.
[23] Travers I and Lu V (2021), p. 16.

Extent

Title information: Volume 11960 Folio 776

Extent diagrams:



Figure 3: 2025, Aerial image of place. Source: Radius.

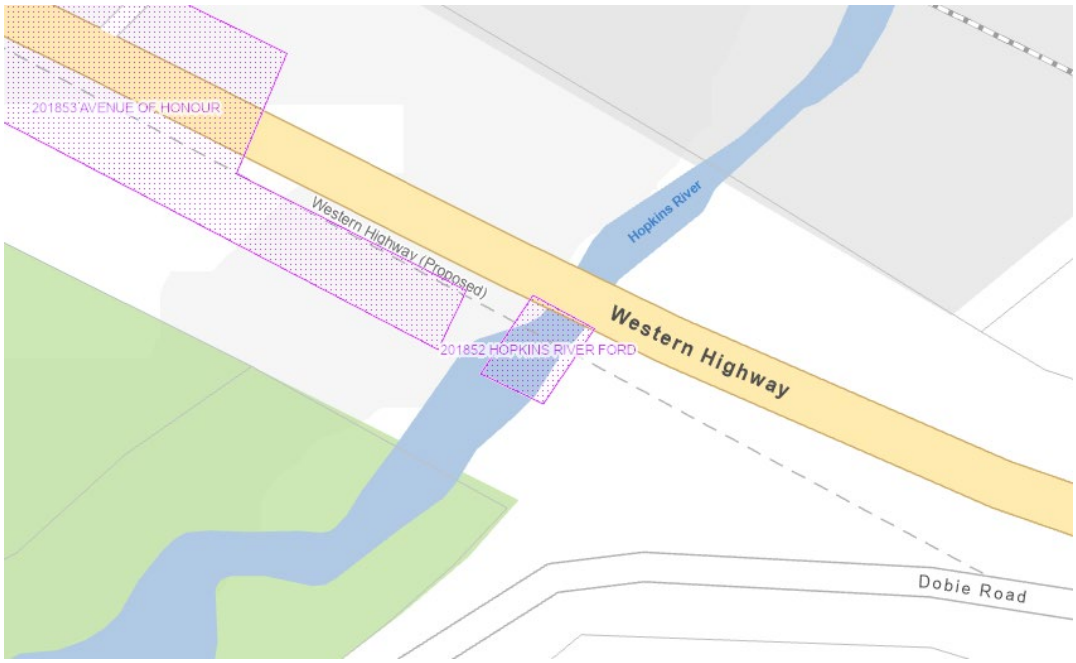


Figure 4: 2026, Aerial street view of place clearly showing Hopkins River course. Source: Radius.

Photos of the place



Figure 5: 28 October 2026, Bluestone paving visible through overgrowth and Hopkins River. Source: Heritage Victoria.



Figure 6: 28 October 2026, Bluestone paving in riverbed with existing bridge on right. Source: Heritage Victoria.



Figure 7 (above): 28 October 2026, Remnant stone bridge abutment. Source: Heritage Victoria.



Figure 8 (right): 28 October 2026, Scattered bluestone blocks, one showing a bent iron bolt with metal plate protruding from surface. Source: Heritage Victoria.



Figure 9: 28 October 2026, Remnant timber posts. Source: Heritage Victoria.



Figure 10: 28 October 2026, Timber post with sawn notches. Source: Heritage Victoria.



Figure 11: 2018, Bluestone paving. Source: Supplied by 2018 VHR Nominator following request for further information.



Figure 12: Remnant bluestone bridge pier and surface. Source: Supplied by 2018 VHR Nominator following request for further information.



Figure 13: 2018, Timber lining on southern extent. Source: Supplied by 2018 VHR Nominator following request for further information.



Figure 14: 2018, Possible timber bridge piles. Source: Supplied by 2018 VHR Nominator following request for further information.

Place history

European colonisation of the land of the Eastern Maar people began in the 1840s.[24] Within the subject area, the first pastoralists in the region ran a large station named Burrumbeep (estimated 110,000 acres).[25] By 1853, Burrumbeep was subdivided into four runs, two of which crossed the Hopkins River.[26] In 1857 a small township at the river crossing was officially named Dobie, and a timber bridge over the Hopkins River was constructed from 1857 to 1859, leading to the town being known as 'Dobie Bridge'.[27] A tollhouse was constructed at the bridge in 1860, and news reports indicate a side track on the river plain was used by travellers in an attempt to bypass the toll.[28] Three nearby VHI sites relate to the Dobie Bridge township, including Former Dobie Hall/School (H7523-0086), Dobie House Ruins (H7523-0091) and Former Dobie Railway Station (H7523-0092).

Persistent flooding of the Hopkins River necessitated bridge modifications and rebuilding in 1864. Further alterations occurred over time and the timber superstructure was replaced with bluestone masonry, likely in the 1890s.[29] Flood events, as well as traffic accidents due to the steep construction of the bridge, resulted in modifications to create a strengthened, wider, and lower bridge in c.1938.[30] In 1966 the bluestone bridge was replaced by a concrete bridge (still in use), just north of the previous bridge. It is assumed the transposition of the bridge crossing enabled the continued use of the old bridge whilst the new bridge was under construction.[31] Much of the bluestone bridge structure was removed as part of this work, including any remnant timber elements of the original bridge.[32]

There have been differing views regarding the era of construction for the bluestone paving. The 2018 DVCA report argues the bluestone surface was potentially constructed pre-gold rush as a ford to allow safe crossing of the Hopkins River by station workers, and subsequently was utilised as a main crossing point for the Melbourne-Ararat goldfields route[33]. However, the 2021 and 2026 Extent Heritage reports suggest that the place dates to either the construction of a bluestone bridge in the late c.1880s, or part of bridge modifications carried out in c.1938.[34] The Executive Director finds the history outlined in the Extent Heritage reports to be convincing due to the documentation and evidence presented therein.

[24] Travers I and Lu V (2021), p. 8.
[25] Shanahan F, Haas M and Scibilia J (2018), p. 4.
[26] Shanahan F, Haas M and Scibilia J (2018), p. 4.
[27] Travers I and Lu V (2021), p. 8.
[28] Shanahan F, Haas M and Scibilia J (2018), p. 6.
[29] Travers I and Lu V (2021), p. 9.
[30] Travers I and Lu V (2021), p. 9.
[31] Travers I and Lu V (2021), p. 12.
[32] Jenkins C and Bashta M (2026), p. 6.
[33] Shanahan F, Haas M and Scibilia J (2018), p. 15.
[34] Travers I and Lu V (2021), p. 23.

Historical images

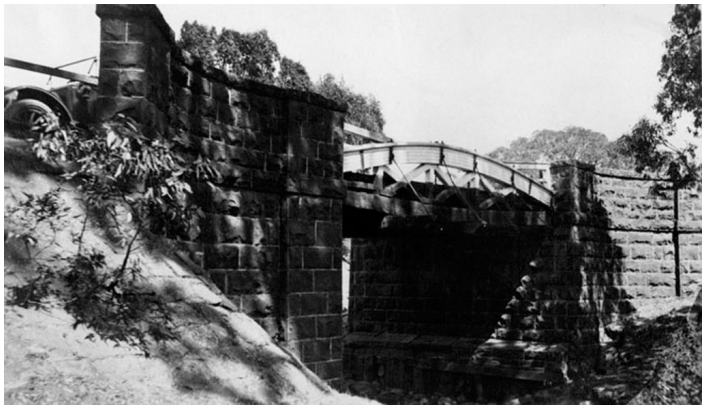


Figure 15: 1915, Bridge in its c.1890s masonry and timber arch form. Source: Extent Heritage Hopkins River 'Ford' Significance Assessment (2021, p. 11).



Figure 16: 1938, Bridge pictured before lowering and reconstruction works in 1938. Source: DTP Transport Services.



Figure 17: 1938, Bridge pictured after lowering and reconstruction works. Source: DTP Transport Services.



Figure 18: 1966, Construction of concrete bridge to replace 1938 bridge (pictured in background). Source: DTP Transport Services.

Note: The bluestone paving is not visible in any known historical images.

Appendix 1: Material informing the determination

The following information been relied on in making the determination:

Studies

Jenkins C and Bashta M (2026) *Exclusion Determination - Hopkins River bluestone surface*, Extent Heritage.

Shanahan F, Haas M and Scibilia J (2018) *Hopkins River Ford Historical Archaeology Assessment*, Dr Vincent Clark & Associates.

Travers I and Lu V (2021) *Hopkins River 'Ford' Significance Assessment*, Extent Heritage.

Other material

VHR nomination submission documentation (2018).

VHI Heritage Victoria assessment (2018).

DTP Transport Services email correspondence regarding stone surfaces under historic masonry bridges (2026).

Appendix 2: Ford sites in the Victorian Heritage Inventory

The following list provides examples of ford sites included in the VHI (not exhaustive). The photograph depicts Cobbledick's Ford, constructed in 1862. It is a well-preserved example of the type and functions as a ford crossing in the present day.

- Cobbledick's Ford (H7822-0830) – 1862, bluestone with timber edge.
- Fyans Ford (H7721-0462) – c. 1837, natural rocks and earth.
- Letts Ford (H7421-0011) – mid 19th century, stone.
- O'Herns Road Ford (H7822-2292) – c.1850s, bluestone.
- Scaffidi Bluestone Ford (H7922-0275) – late 19th century, bluestone.
- Gibbard's Lane River Ford (H7824-0102) – c.1838, stone.
- Merri Creek Bluestone Ford (H7822-0356) – mid 19th century, bluestone.
- Whittlesea Farm Complex Ford Ruins (H7822-0068) – mid-late 19th century, boulders.
- Ford Ruins (H7822-0070) – 19th century, bluestone.
- Solomons Ford (H7822-0242) – c.1836, stone.

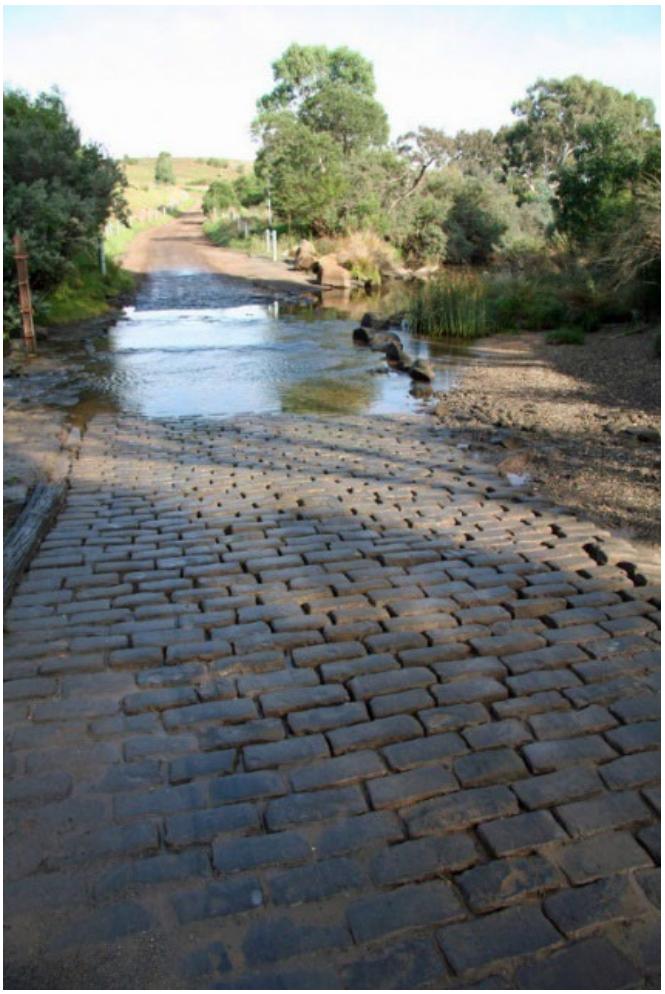


Figure 19: 2014, Cobbledick's Ford, Mount Cottrell. Source: https://www.flickr.com/photos/87791108@N00/13918125534/in/photostream/

Appendix 3: Comparative examples

The following provides comparative examples of stone paving located beneath bridges (not exhaustive).

Place	Photograph
Youl's Creek Bridge (H1457) Location: Over Youl's Creek, Caramut-Warrnambool Road, Woolsthorpe. A small single-span bluestone bridge built in 1856. It is likely to be one of the earliest stone bridges in Victoria and a rare surviving example of an early single-span bridge. Beneath the bridge is an informal stone base. The bridge is of historical and architectural significance to Victoria. Source: https://vhd.heritagecouncil.vic.gov.au/places/1238 Images: Supplied by DTP Transport Services (n.d.)	 
Bridge (H1104) Location: Over Waurn Ponds creek, Princes Highway Waurn Ponds. Limestone construction with bluestone detailing, constructed in 1868 and an early example of an arched masonry bridge. A paved masonry base remains in place beneath. The bridge is of architectural and historic significance to Victoria. Source: https://vhd.heritagecouncil.vic.gov.au/places/1204 Image: Supplied by DTP Transport Services (n.d.)	

Bridge over Kororoit Creek (HO54)

Location: Melton Hwy, east of Melton.

Constructed c.1860, this bridge is unusual in its combination of a stone arch (pictured at right side in first image) and a girder span. Following major floods, the girder section was built c.1870 in timber. The current concrete superstructure dates to the 1950s. The paved base beneath the girder span is likely to be original.





Source: DTP Transport Services

Images: Supplied by DTP Transport Services (n.d.)

Culvert

Location: Beechworth – Wodonga Road, Wooragee.

Masonry culvert of unknown construction date, likely mid-19th century. Remnants of a granite paved surface extends beneath the culvert and approx.1.8m beyond the exits in a neat line, indicating it was deliberately designed and may have been intended to aid the flow of water.



Source: DTP Transport Services

Images: Supplied by DTP Transport Services (n.d.)

Bridge/culvert

Location: Over Smythes Creek, Glenelg Hwy.

Masonry bridge of unknown construction date, likely mid-19th century. A paved stone floor beneath the culvert remains in place.





Source: DTP Transport Services

Images: Supplied by DTP Transport Services (n.d.)