

HERITAGE PLACE

NAME OF PLACE: SCOTT'S CREEK ROAD BRIDGE

ADDRESS/LOCATION OF PLACE: Hamilton-Port Fairy Road BYADUK

STUDY NUMBER: 188

HERITAGE OVERLAY NUMBER:

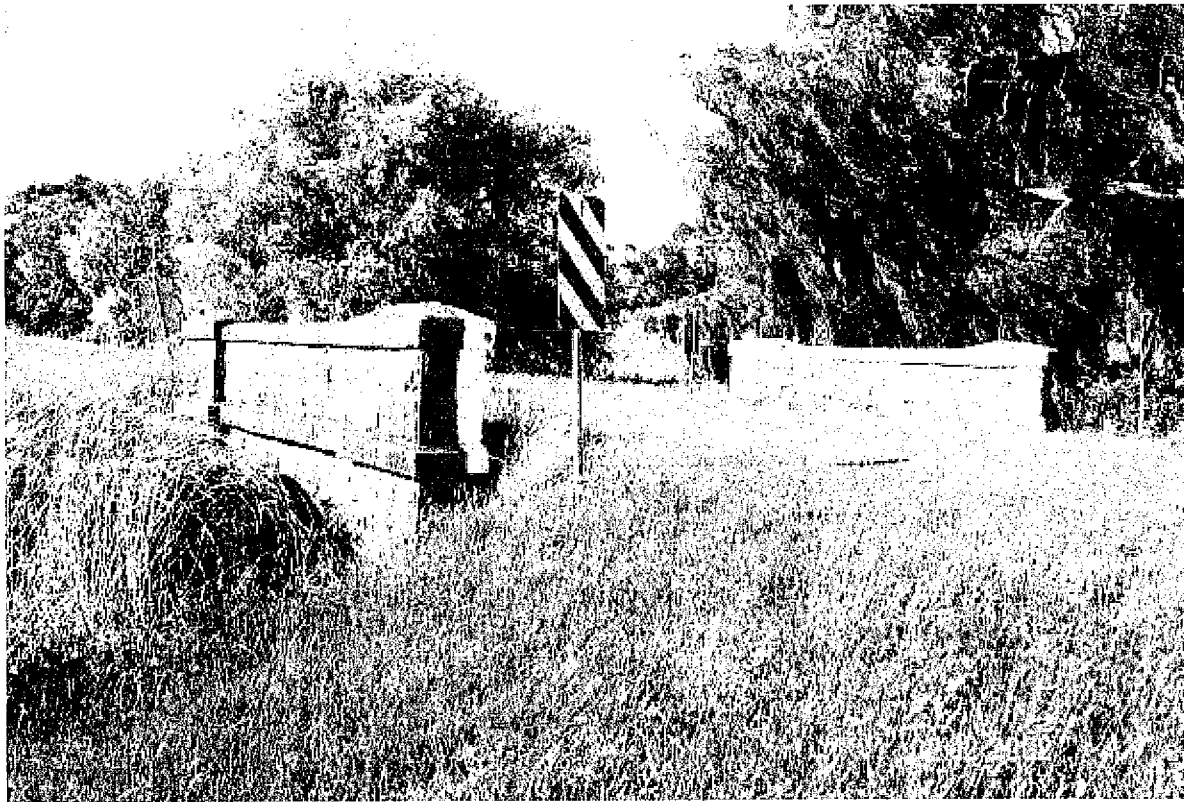
PRECINCT: Byaduk

LOCAL GOVERNMENT AREA: Southern Grampians Shire

ACCESS DESCRIPTION:

CFA 473K; VicRoads 72H9; located on the Hamilton-Port Fairy Road at the crossing of Scott's Creek near the intersection of the (unmade) Pearse's Road.

SIGNIFICANCE RATING: Local



Scott's Creek Bridge, Hamilton Port Fairy Road, Byaduk

Image Date: 2/12/02

EXTENT OF LISTING:

To the extent of: 1. All the structure of the bridge and its approaches but not the road surface.

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PHYSICAL DESCRIPTION:

Scott's Creek bridge is a single span arched bluestone bridge with solid parapets and curved bluestone abutments. The stone is rock-faced. The inner faces of the parapet walls of the bridge have been outlined in white paint. Otherwise the bridge retains a high degree of integrity. It is similar to the two bluestone road bridges now with concrete spans at Byaduk North over Lyne Creek: one on the Byaduk-Branxholme Road and the other, now compromised, over the Hamilton-Port Fairy Road.

HISTORY:

A preliminary survey of the subdivision of Allotment 6 of Section 19 of the Parish of Byaduk made in 1867 indicates that there was a "stone bridge" located on the Hamilton Port-Fairy Road just south of its intersection with the Byaduk-Penshurst Road. The Hamilton-Port Fairy Road is a very old route, linking the important early port of Belfast (now Port Fairy) with the first inland settlement in the district at The Grange (now Hamilton). The side road heading east to Penshurst was almost as old, being the route to the Mount Rouse squatting run, subsequently the Mount Rouse Aboriginal Reserve and, from the early 1850s the township of Penshurst. There is a reference in 1887 to what is probably another crossing where a bridge was needed. A Mr. George Holmes, a resident of Byaduk, wrote to the Dundas Shire Council "drawing attention to a crossing at Scott's Creek, where a bridge was required; also to the condition of the newly-proclaimed road from the main Belfast to Hamilton road to the mill. A culvert was required, and a few chains of forming and metalling" (Western Agriculturist, 8 January 1887).

It is not known who designed or built the bridge but presumably it was the Dundas Road District which was created in 1857 and proclaimed a Shire in 1863. The bridge is very similar to many other road bridges in the region which appear to have been a standard design.

Scott's Creek rises on the west slope of Mount Napier and flows to the former Louth Swamp, and now into the Louth Drain. It is not known after whom the creek is named but almost certainly it was named after an early settler. Billis and Kenyon name a Joseph Scott in the Portland Bay district in 1850-1 but with no other details. There were several Scotts living in the Byaduk area including Joseph Scott (c.1858-1924) and his wife Elizabeth Scott (c.1856-1941) and their family who are buried in the Byaduk cemetery. There is an allotment in the parish plan of the 'Township of South Byaduk', now Byaduk, which was purchased in 1909 by a J J Scott, probably Joseph James Scott who died in 1951 and is also buried in the Byaduk cemetery.

THEMATIC CONTEXT:

Theme 3 Developing local, regional and national economies
3.8 Moving goods and people
3.8.7 Building and maintaining roads

CONDITION:

The bridge is in excellent condition.

INTEGRITY:

High degree of integrity

STATEMENT OF SIGNIFICANCE:

What is significant?

The bluestone bridge over Scott's Creek in the centre of Byaduk was built before 1867. It may well be much older considering the importance and age of the routes connecting the port of Port Fairy with the townships of Hamilton, Branxholme and Penshurst at Byaduk. The town was laid out as South Byaduk and the surrounding land sold to selectors and other settlers from 1867. The creek is probably named after one of the first settlers in the area. Bridges were the responsibility of the local roads board or shire but it is not known who designed and built the bridge. It is a standard design with several similar bridges surviving along the road to the south and

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elsewhere in the region. It incorporates a barrel vault with solid abutments curved outwards at their ends. The stone is rockfaced. The bridge retains a high degree of integrity and is in excellent condition.

How is it significant?

The bridge over Scott's Creek at Byaduk is of historical and architectural significance to the community of Byaduk and to the Southern Grampians Shire.

Why is it significant?

The bridge over Scott's Creek at Byaduk is of historical significance because it marks the beginning of the township of Byaduk, reflects the importance of transport especially between the coast and the hinterland, and continues as a node for the town.

The bridge is of architectural significance as a typical example of early bridge design, and for its simple, excellent form and construction. The quality of its engineering has withstood nearly 150 years of traffic on an important transport route.

COMPARISON:

194 Bluestone Mill Bridge, Peshurst-Byaduk Rd, Byaduk
099 Monier Bridge, Brung Brungle Rd, Wannon
435 Lyne Creek Bridge, Byaduk-Branxholme Road, North Byaduk
436 Honeysuckle Creek Road Bridge, Glendinning Road, Glendinning

ASSESSED BY: tfh

ASSESSMENT DATE:

30-Jan-02

EXISTING LISTINGS:

HERITAGE STUDY RECOMMENDATIONS:

Include in VHR Include in RNE Include in Local Planning Scheme

No Recommendations for Inclusions

REFERENCES:

Author	Title	Year	Page
	'Dundas Shire Council', 'Correspondence'	1887	12
Colin O'Connor	Spanning Two Centuries; Historic Bridges of Australia	1985	
Don Garden	Hamilton A Western District History	1984	
Donald Budge and Lloyd Jenkins	Dundas Shire Centenary, 1863-1963	1963	78