

# HERITAGE PLACE

**NAME OF PLACE:** WOODEN ROAD BRIDGE

**ADDRESS/LOCATION OF PLACE:** O'Malley's Road WOOTONG VALE

**STUDY NUMBER:** 469

**HERITAGE OVERLAY NUMBER:**

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**LOCAL GOVERNMENT AREA:** Southern Grampians Shire

**PARISH:** PARISH OF KONONG WOOTONG

**ACCESS DESCRIPTION:**

CFA 430 near A17; VicRoads 72 D2; located on O'Malley's Road (unsealed) over the Konong Creek about 250m west of the Coleraine-Balmoral Road

**SIGNIFICANCE RATING:** Local



Wooden Road Bridge, over Konong Creek on O'Malleys Road, Wootong Vale

**Image Date:** 14/05/2003

**EXTENT OF LISTING:**

To the extent of: 1. All the bridge, its abutments and approaches and an area within 10.0m of it.

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## **PHYSICAL DESCRIPTION:**

The wooden road bridge on O'Malley's Road, Wootong Vale spans the Konong Creek. The bridge is twenty five metres long and is constructed of timber slabs, supported on square cut timber posts. On either side of the bridge are simple timber rails.

## **HISTORY:**

The date of the construction of this bridge is not known but it may date from the re-subdivision of the Parish of Konong Wootong in this vicinity after the First World War.

Originally the land had been part of Konongwootong, the great squatting run owned by the four Whyte Brothers. This was subdivided after 1850 and the land became Konong Wootong South with its Pre-emptive Right being on the west side of Konongwootong Creek. The "Home Station" was immediately opposite the intersection of Douglas Road and the Coleraine-Balmoral Road. A preliminary Parish Plan dated 1862 indicates that the land to the north of the Pre-emptive Right was to be subdivided into regular rectangles, including allotments 1, 2, 3, and 4 of section VI (six). Although indicating other features, it does not show a bridge.

The 1922 Parish Plan shows a very different pattern with the land subdivided into four irregular blocks including allotments 7, 8, 9, and 10 of section II (two). Allotment 7 encroaches slightly on the Pre-emptive Right, and O'Malley's Road following the a contour the south and west of the hill on allotment of allotment 7. The road was clearly constructed to service the four allotments. Allotment 7 of about 169 acres was taken up by S Bickley; 8 of about 168 acres was taken up by P J Lehane; 9 of about 183 acres was taken up by J C Shine and allotment 10 of about 265 acres was taken up by T Wombwell. These were all well established local families and at least three if not four of the men served in World War One according to the WW1 Nominal Rolls.

A Samuel Absolam Bickley served as a Private in the 12th Battalion, AIF returning to Australia in May 1917 but it is not known if this is the same man as the Crown grantee. No Bickley is included on local honour boards. There is also doubt about P J Lehane. This may be Patrick John Lehane who was born in 1868 and died in 1964. ~~No P-J-Lehane served in World War One but a John Herrick-Lehane served as a Gunner in the 4th FAB and a J Lehane is included in the Casterton Town Hall World War One Honour Roll.~~ John Cornelius Shine served as a Private in the 20th Battalion AIF and is included in the Coleraine Mechanics Institute World War One Honour Board. Sergeant Trevor Wombwell served in the 4th Lighthorse.

Whether or not this land was subdivided under Closer Settlement or Soldier Settlement, as is more likely, the road bridge reflects the period of development in the district at that time.

## **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 fair condition

## **INTEGRITY:**

High degree of integrity

## **STATEMENT OF SIGNIFICANCE:**

What is significant?

The Wooden Road Bridge over Konong Creek on O'Malleys Road is a simple timber road bridge, supported by large square cut timber posts. The exact date of construction is unknown, but it is likely to be associated with

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the Closer settlement or Soldier settlement movements in the late nineteenth century or early twentieth century, when much of the land in this area was opened up and subdivided. The bridge is in fair condition and retains a high degree of integrity.

How is it significant?

The wooden road bridge is of historical significance to the Southern Grampians Shire.]

Why is it significant?

The wooden road bridge is of historical significance as it is a surviving example of an early twentieth century timber road bridge which is associated with the opening up of land previously held in large runs, with the advent of closer and soldier settlement. Of further historical importance is the relatively simple construction technique and materials which have been used, illustrating a previous construction method and transport requirement, as the advent of automobiles has demanded stronger structures and materials be used for bridges.

## COMPARISON:

436 Honeysuckle Creek Road Bridge, Glendinning

194 Bluestone Mill Bridge, Peshurst-Byaduk Rd, Byaduk

99 Monier Bridge, Brung Brungle Rd, Wannon

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

435 Lyne Creek Road Bridge, Byaduk-Branxholme Road, North Byaduk

**ASSESSED BY:** TFH & AEN

**ASSESSMENT DATE:**

10-Mar-04

## EXISTING LISTINGS:

### HERITAGE STUDY RECOMMENDATIONS:

Include in VHR  Include in RNE  Include in Local Planning Scheme

No Recommendations for Inclusions

### REFERENCES:

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