

Heritage Overlay No.: 109
Citation No.: 341
Place: Old Rockbank Middle Road
(Cobblestone Road)

Other Names of Place: Neale Road
Location: In public reserve, in The Bridges, Caroline Springs
Critical Dates: Route likely to date to pre-gold period;
construction of surface: unknown but likely to date
to the early twentieth century.
Existing Heritage Listings: None
Recommended Level of Significance: LOCAL



Statement of Significance:

The Old Rockbank Middle Road (Cobblestone Road) cobblestone paving is significant as a scarce surviving remnant of early composite Telford and Macadam style stone road construction techniques, in use until the early decades of the twentieth century, after which developments they were superseded by asphalt and the advent of motorised traffic. Probably built in the early years of the twentieth century, the road is of a style that appears to have been particularly associated with the western and northern volcanic outskirts of Melbourne; the dozen or so remnants of such paving in Melton Shire would appear to be one of the larger collections of such roads. Unlike most of these roads, Old Rockbank Middle Road (Cobblestone Road) is not subject to threat from future roadworks.

The Old Rockbank Middle Road (Cobblestone Road) road paving is historically significant at a LOCAL level (AHC A.4, B2, D2). The route itself was likely part of an early alternative route used by squatters situated on the Kororoit Creek to the lower crossings of the Maribyrnong River. It was formally proclaimed in the Parish of Derrimut survey c.1852. In the late nineteenth century all the land along the road was route acquired as part of the massive Clarke Rockbank pastoral estate, and it is unlikely that there would have been any need for a paved road until the break-up and sale of the estate for farming allotments in the first decade of the twentieth century. The making of ‘knapped’ roads (as they were known) was common practice in the Shire around this time.

The Old Rockbank Middle Road (Cobblestone Road) road paving is scientifically significant at a LOCAL level (AHC C2). It is one of a small group of early knapped or cobbled basalt roads that survive in the Shire of Melton. These roads have the potential to be a significant repository of knowledge regarding early road construction, not only in the locality, but in Victoria. Old Rockbank Middle Road (Cobblestone Road) was identified as being of potentially high scientific and historical significance in an early study, and has since been subject to more detailed archaeological studies and conservation. It demonstrates a construction technique that is today both rare and, despite its relatively recent date, primitive in style. The volcanic areas to the west and north of Melbourne appear to have had a particular prominence in variations of this Telford style of construction, in which basalt was hand-hewn into rectangular shapes that were then wedged into a prepared earth foundation, with larger basalt blocks as edges, the whole being covered with crushed rock or ‘metal’. While over a dozen of these roads were identified in this study, Old Rockbank Middle Road (Cobblestone Road) is one of only two that would appear not to be under threat of destruction by future road works. It is also the only one which has been subject to archaeological investigation, and has the potential to provide comparison with other stone based roads that may be subject to similar investigation in the future.

Description:

Old Rockbank Middle Road (Cobblestone Road) comprises a remnant of early road construction, known in the local area (at least) as ‘knapping’. Knapping was the process of breaking stones into irregular but generally uniform roughly rectangular spalls with a knapping hammer, and then hammered vertically into a prepared earthen surface. Some roads appear to have been slightly convex. Some, including Rockbank Middle Road, had drainage by way of earthen ditches (usually shallow) on either side. The edges of the bluestone paving were usually uniformly constructed of much larger basalt blocks. Smaller crushed rock aggregate (‘metal’) appears to have been added, and then gravel. The bluestone paving generally appears to have been c.3.2 – 5.4 metres wide in the Shire of Melton.

Presently a bypassed portion of Rockbank Middle Road, it is now situated within a public open space west of Caroline Springs Boulevard.

A 1990 archaeological report by Vines described Old Rockbank Middle Road (Cobblestone Road) as retaining:

‘... its bluestone cobbled base and dry stone walls on either side. It is a well preserved example of a mid to late 19th century country road. The cobble stone construction used large stones along the edges ... to provide a stable foundation. These were covered with smaller stones with extra attention given to providing two smooth tracks where the wagon wheels rain, the centre being more rough. The road

would originally have been finished with a smooth wearing surface of sand or gravel.’¹

The next archaeological report of the area in 1995 by du Cros and Murphy noted that the road constituted ‘bluestone cobbling and deep ditches occur along most of the road’. This paving apparently survives underneath the section now visible. The report concluded that this site was ‘Probably the best of its kind in the state’. However this statement does not appear to have been supported by comparative analysis, and the report also recommends that ‘further research into the occurrence of roads of this kind around the state needs to be done before declaring it of state significance’. It concluded that the road was likely to be of ‘high’ scientific and historical significance.²

In 1998 du Cross and Peters conducted a more detailed historical and archaeological assessment of the road. They found that sections were largely intact, while other sections had deteriorated markedly. ‘The intact sections and associated dry stone walls nevertheless formed a unique part of the historical landscape.’ The site was assessed as being of very high scientific significance and regional historical significance, and place on the Victorian Heritage Inventory (H7822/188). It was noted that remains of a similar roads existed on Clarkes Road to the east, but that ‘little is known of their methods of construction.’ Similar remnant construction at Taylors and Gourley Roads to the north were also noted, and it was surmised that these northern roads, with hard edges and an almost ‘flagged’ surface, with wheel ruts (Taylors Road), may have been constructed in a different, earlier, technique. (It recommended that the Shire of Melton liaise with Heritage Victoria regarding the future of these other sites.)³

The report recommended that a portion of the road and associated dry stone walls be retained and interpreted as an historical landscape, and that removed road and walls be recorded in some detail.

In 1999 a cross section of the road was subject to archaeological excavation in order to help determine its method of construction. It found that the bluestone road to be 3.5 metres wide, within a 20 metre road reservation. The basalt was found to have been broken, but remnant rounded natural surfaces suggested the use of stone collected from around the surrounding volcanic plains rather than a quarry. (The location of the remnant roads found in this Heritage Study, in areas of volcanic fieldstone, also supports this conjecture.) The stones were mostly tightly wedged together, apparently deliberately hand-keyed with ‘considerable skill’, and then ‘fixed in place by a mixture of basalt rubble and clay’. The road had a hard edge.⁴

The authors considered that the form of construction was a technique known to have been popular in the early twentieth century, and sometimes called the ‘rock bottom road’. It combined the Telford had packed spalls (as evident in many roads around Melton Shire),

¹ G Vines / Melbourne’s Living Museum of the West, ‘Report on the Historical and Archaeological Survey for the Melton East Structure Plan Survey Area’ (September 1990), p.16. (It is probably more likely that the carts created their own smooth surface through wear.)

² H du Cros, A Murphy, ‘An Archaeological Survey of the Proposed Caroline Springs Housing Development Area, East Melton, Victoria’ (June 1995), p.31

³ H du Cros, SJ Peters, ‘Rockbank Middle Road Historical and Archaeological Assessment: Final Report’ (April 1998), *passim*.

⁴ S Lane, D Rhodes, ‘The Art of Road Construction: Evaluation of Rockbank Middle Road Caroline Springs Middle Neighbourhood’ (November 1999), *passim*.

over which coarse metal was spread and then topped with smaller metal and bound and rolled (akin to the Macadam method).⁵

In 1999 Biosis Research Pty Ltd and owner Delfin Property Group Pty Ltd selected a section of the roadway for conservation; the sections east and west were destroyed.⁶

To the east of the site is the Neales Road ford (Heritage Study Place No.422; Victorian Heritage Inventory H7922/161), which was the continuation of Old Rockbank Middle Road over the Kororoit Creek. It comprises large flat stones placed randomly across shallow part of ford, to which some concrete has been added. It apparently remains in use, with gravel track on both sides, and parkland on east side, coinciding with former Water Reserve (outside study area). This is not regarded as part Place No.341 in this heritage study.

History:

The Route

There were two distinct routes from Melbourne to the area west of Melton (which was originally the main road to Portland and then, after gold, to Ballarat). The the most popular early route, and the one known with most certainty (as it was the officially proclaimed main route to Portland and Ballarat for many decades), was via the Maribyrnong River crossing at Keilor, and then along the present Melton Highway to cross the Kororoit Creek a few hundred metres north of the current bridge, and on to cross Toolern Creek Pykes Station Melton.⁷ (The eastern extension of Beatty's Road veered south to an alternative crossing of Kororoit Creek at the site of the former Rockbank Inn, a swampy but easier gradient than the ford on the Melton Highway. This branch was probably added during the gold rushes.)

The second group of routes, across the southern part of the Shire, were much less defined. Many tracks initially led through the open country in the vicinity of Kororoit Creek. They originated at the Maribyrnong River crossing at Solomons Ford (present day Avondale Heights) – the original crossing and route to Geelong – or at several early punt crossings at Footscray. However within a few decades the most popular crossing of the Maribyrnong River in this region was via Michael Lynch's punt (opened 1850), then bridge (opened 1866) on the present day Western Highway, adjacent to Flemington Racecourse and the former Newmarket Saleyards (it also provided access to the hay and other farming markets in North Melbourne). Crossing the Kororoit Creek was the next challenge for those using these southern crossings, and numerous possibilities were available. The Melton end of the current Western Highway was shown as a track on Hoddles 1840 plan.⁸ The earliest map with this route, dated 1839, shows it crossing Kororoit Creek upstream of Deanside Drive, between Beattys Road and the Western Highway.⁹ An 1841 map specifically marks this route 'To Melbourne'.¹⁰

⁵ Lane, Rhodes, *op cit*, p.9.

⁶ Lane, Rhodes, *op cit*, Section 2.

⁷ There is still evidence of a track and ford (probably built up later) at the early Kororoit Creek crossing point. It is not known if evidence survives of the Toolern Creek crossing.

⁸ Lands Victoria, 'Roll Plan 113A' (Hoddle, 1840)

⁹ Parish Plan, Parish of Kororoit (showing 'roads existing in 1839). A present track on the east side of this crossing is probably derived from this route, which linked with Taylors Road. Aerial photographs show faintly a line that might be a vestige of this track on the west side of the creek. There may also be evidence of a track at the ford itself.

¹⁰ 'Plan of Land in the Werriby District for sale under regulations of 1st March 1841'

The present alignment of this southerly route (the Western Highway) was surveyed relatively early (1846), but even when it started to gain usage through developments at Rockbank, and near the Maribyrnong River (and through lobbying of the Clarkes), it passed through very swampy land and was impassable except at the height of summer.¹¹ It does not appear to have gained popularity as a through route until around the 1870s.¹²

Some travellers from the southern Maribyrnong crossings took a northern trajectory to the Melton Highway and Beatty's Road. Others, instead of crossing Jones and Kororoit creeks at Ardeer, travelled a route near the present day St Albans Road to pass around the top of Jones Creek and then head west along a track later formalised by the Taylors Road section line.¹³ From here it continued west to cross Kororoit Creek, initially upstream of Deanside Drive, and then at the Rockbank Inn ford on Beattys Road (which was originally the WC Yuille headstation). An offshoot of the Taylors Road track headed south to the Clarkes Road ford (Monaghans Ford, near Rockbank Middle Road), where Pinkerton's station was situated, with a branch heading further upstream to Scales station. Hyde's woolshed was also on Kororoit Creek a short distance downstream from these other stations, so it is clear that the Taylors Road route developed very early on to service these stations.¹⁴ In addition to providing access to Melbourne over the Maribyrnong River, this track also linked with Williamstown,¹⁵ so it may also have been an even earlier route taken by the pioneering 'overstraiters' as they unloaded their flocks at Williamstown and then drove them into the hinterland.

An early stock route from Solomon's Ford may have developed along the routes of the present day Canning Street, Furlong Road, Neil Road and Rockbank Middle Road. Water Reserves, such as the one on the Kororoit Creek Neale's Ford crossing of Rockbank Middle Road, were established along these routes for stock being walked to the Melbourne market.¹⁶ The alternative name for Rockbank Middle Road – Neale Road – also confirms that Rockbank Middle Road was connected with Neale Road and other east west through road links at some stage. By 1852, when the Parish of Derrimut was surveyed, a track is marked along the line of Rockbank Middle Road (marked 'Road one chain wide').¹⁷ It accorded with a section line of the Melbourne grid. By 1854 the alignment of the road near the Kororoit Creek crossing had been adjusted, so it would appear that it was in use at the time.¹⁸ In good weather it would have provided a slightly quicker route to Melbourne for the squatters Pinkerton and Scales situated to the south of the creek further west, and also perhaps Hyde and Desailly (then Clarke), whose stations were just north of the creek west of the creek crossing. Its role as an alternative to Taylors Road and the present Western Highway as a southerly Melbourne route, and its situation between these other roads, probably accounts for its name of 'Rockbank Middle Road'.

At the Crown land sales of the early 1850s WJT Clarke purchased about a quarter of the land abutting the road; by 1892 the Clarke family owned all the land along its entire length.¹⁹ With

¹¹ Lay, Maxwell, *Melbourne Miles: The Story of Melbourne's Roads* (Australian Scholarly Publishing, Melbourne, 2003), p.86

¹² Lay, *op cit*, pp.83, 85. (The original constructed route was built of cobblestones.)

¹³ Lands Victoria P/A Plan D60A (1841) specifically marks a line of road near present day Taylors Road 'to Melbourne'.

¹⁴ Lands Victoria, P/A Plan D16 (Derrimut and Maribyrnong), 1842; also correspondence with Dr Max Lay, May 2002.

¹⁵ John Arrowsmith, 'Map of the Province of Victoria' (1853)

¹⁶ Vines, Gary, 'Victorian Metal Road Bridges Study' (National Trust of Australia, Victoria, 2005).

¹⁷ Lands Victoria, P/A Plan: M46 (1852); D36 (1852)

¹⁸ Lands Victoria, P/A Plan: D36 (1a), 1854

¹⁹ Shire Map Series (Derrimut), 1892.

Taylor's Road heading almost straight to his Rockbank head station to its north, and then the Western Highway (originally Ballarat Road) to its south becoming a main road in the 1870s, there would have been no public demand (even from Clarke) to pave the Rockbank Middle Road during this time. It was likely to have been a route used only by a few pastoralists when the weather was good, and its priority in terms of road construction would have been lower than the alternative routes.

The road that was to become the main Ballarat Road (from Lynch's Bridge) incorporates a now-short stretch of road west of Nicholson Street that pointed directly at Melton.²⁰ The line just missed the bend of the Maribyrnong at Solomons Ford, and would have crossed the Kororoit Creek at the location of Neills Ford at the Rockbank Middle Road. From here the road would have veered slightly south to avoid another crossing of Kororoit Creek, along the line of the present Rockbank Road. The fact that this 'Melton line' was soon interrupted by subdivisions suggests that it was not much, or only very briefly, used.

It is equally certain that the Clarkes would not have undertaken the cost of paving a public road, near other more major east-west routes, out of their own resources. The construction of the road pavement is therefore very likely to date from the era of closer settlement following the break-up and sale of the Clarke Rockbank estate in the first decade of the twentieth century. As a consequence of the land sales three houses were constructed on this land, two of which (including Bristol) depended entirely on access from Rockbank Middle Road.²¹ A properly constructed and paved road would have been important in this swampy area. It was at this time also that the route of the eastern end of the road was realigned, apparently to obtain better access to the Neales ford crossing, no doubt for these new farmers.²²

The former Mt Atkinson school (a school being a hallmark of a developing farming community) is thought to have been constructed in the vicinity of Neales Road (Rockbank Middle Road).²³

Context: the Historical Development of Road Paving

Historical research conducted by Murphy and Peters in 1998 could not find the date of construction of Rockbank Middle Road, and erroneously assumed that it dated from 1852 (the date of its formal creation by the surveyor).²⁴ At a time when roads in the centre of Melbourne, and along the hugely trafficked roads to the goldfields were overwhelmingly unmade, it is inconceivable that Rockbank Middle Road, as essentially a minor local road, would have been paved in the middle decades of the nineteenth century.

Lane and Rhodes considered that the form of construction of Rockbank Middle Road was a technique known to have been popular in the early twentieth century, and sometimes called the 'rock bottom road'. It combined the Telford had packed spalls (as evident in many roads around Melton Shire), over which coarse metal was spread and then topped with smaller metal and bound and rolled (akin to the Macadam method). This varied Telford method of construction, reported in the early twentieth century, is taken by these authors as indicating that Rockbank Middle Road was probably constructed in the late nineteenth or early twentieth

²⁰ Lay, *op cit*, p.84

²¹ Army Ordnance Plan (Sunbury), 1916.

²² Murphy, Peters, *op cit*; and Parish Plan, Derrimut.

²³ Olwen Ford, personal conversation.

²⁴ du Cros, Peters, *op cit*, p.20. (However, although it would be a very time consuming and possibly fruitless exercise, Shire of Braybrook and Melton Minute Books would provide the best chance of dating construction of Rockbank Middle Road.)

century.²⁵ However, a more recent work on Melbourne's roads notes that the combination of Telford construction topped with a macadam wearing course became popular and was used by the Central Roads Board as early as the 1850s.²⁶

The other circumstantial historical evidence suggested by Lane and Rhodes would appear to provide a much better base for an estimated date in the early twentieth century. They also note that the road may have been constructed to serve the farms that were established after the sale of the the former Clarke Rockbank in the early twentieth century. And also that such a date would concur with the widespread clearance of rock and vegetation which took place on the volcanic plains to enable mechanised farming in the late nineteenth and early twentieth centuries.²⁷ (Presumably rock clearance was also associated with the closer settlement, associated with increase in productivity of the land.)

Local information would also corroborate an early twentieth century estimate. Mary Tolhurst advises that her grandfather George Hogg and Charlie Charlton constructed the Diggers Rest – Coimadai Road and other roads towards Diggers Rest in this manner in the early twentieth century. Hogg was doing this work for the Shire of Melton, for which he worked from c.1904 until 1927 (the date Council presented him with a certificate of service). George and Charlie lived in tents; George left home on Monday mornings and returned Saturday afternoons. Their work included breaking the stones with knapping hammers. A Ned Toohey did similar work nearer Melton.²⁸ It is not known who did this type of work in the Rockbank area.

Another local, Eric Davis, provides another account of roadmaking in the Truganina, Tarneit, and Mount Cottrell districts in the early twentieth century:

‘The bluestone was blasted out of the quarry face with explosives. Then the men with spalling hammers would break it up into smaller sizes called spalls (approximately the size of a large dinner plate) for easier handling. These were carted by horse and dray and stacked on the side of the road. This was all done by private contractors.

Then during the year the Council stone crusher would be brought out with a steam traction engine which gave power to drive the crusher. Mostly private workers and some attached to the Council would do the repair work etc on the roads. For any big work the Council steam roller would finish the job off.’²⁹

It is likely that this process was also used for applying the metal surface to the hand-made ‘Telford – Macadam’ roads after the stone base had been hand laid.

It is possible that fieldstone was preferred for the hand-built road foundation, as the rounded, weathered surface (as distinct from the sharp surfaces created by quarrying or spalling) could be placed to form a less abrasive surface of the road as the metal surface wore away.

Thematic Context / Comparative Analysis:

Melton Historical Themes: ‘Transport’

²⁵ Lane, Rhodes, *op cit*, p.9.

²⁶ Lay, Melbourne Miles, *op cit*, p.222

²⁷ Lane, Rhodes, *op cit*, p.10

²⁸ Mary Tolhurst, personal conversation, 17/5/2002. A photograph of George Hogg appears in J Starr's *Melton, Plains of Promise* (p.162)

²⁹ Eric Davis, ‘personal communication’, in Living Museum of the West (dry stone walls file).

Known Comparable Example in Melton Shires:

Old Rockbank Middle Road (Cobblestone Road) is the only road which is proposed for a planning scheme heritage overlay in the current Heritage Study. From the surface visible at present it does not appear to be the best remaining example of this type of road in the Shire. However it is (with Place No.370, Greigs Road and Hopkins Road intersection) on a bypassed portion of road, and therefore not threatened by road improvement works.

Knapped Roads in Good Condition

The following lists those roads which have sections of knapping that survive in excellent condition, but which are presumed to be under threat from future road works.

It is recommended that investigation be carried out as to whether any portions of these roads can be preserved. Also, the places are of potential scientific significance, and consideration should be given to conducting archaeological investigation and recording of these places prior to their destruction. This would determine construction methods, and has the potential to contribute significantly to our understanding of early road construction in Melbourne's western and north-western plains. It should not be presumed that they are all identical in construction or date. Consideration should also be given to means by which some of the more important remnants identified during this study might be conserved.



Bridge Road Melton (Place No.169)

- Place No.169: Bridge Road, Melton South (c.1900-1920s?).



Gourlay Road (Place No.366)

- Place No.366: Gourlay Road, south end. Width c.3m; patches throughout, but two excellent examples c.100m and c.200m. (In 2002 RMIT town planning lecturer John Jackson also brought Gourley Road to the attention of the Shire of Melton and the National Trust, as being a heritage place that he found surprising, distinctive and of potential engineering significance.)



Holden Road (Place No.101)

- Place No.101: Holden Road, east of Plumpton Road. Remnant stone road foundation: patches of smaller gauge meal aggregate, with larger stones exposed towards east. It thus demonstrates several layers of early road making. It is also rare in that some historical information is available: George Hogg and Charlie Charlton almost certainly built this road in the early twentieth century.
- Place No.340: Boundary Road, west of Robinsons Road. Includes a section that is a very good example of the different stages of road building: knapping, metal screenings, & later bitumen.

- Place No.442: Taylors Road, from Gourlay Road east to Shire boundary. May not survive? Remnant of stone road pavement c.3m. wide is a very good example, with wheel ruts. Possibly a former entrance to Clarke's Rockbank pastoral station. There was also public interest in somehow retaining part of this road.³⁰
- Place No.347: Clarkes Road, Rockbank. Remnants stone road foundation is very good example, probably on a significant early historical crossing.
- Place No.204. Harkness Road, c.200 m. north of Hardy's Road. The border of the knapped road pavement is clearly exposed on both sides. It is substantial:- c.250 m. long, c.3.2 m wide.
- Place No.370. Greigs Road and Hopkins Road intersection (now bypassed). North east of present line of Greigs Road. This is a bypassed remnant of old style road pavement with a VicRoads interpretation plaque (apparently removed recently). It is already included in VHI (H7822-0245), which describes: '*Section of original cobbled roadway, 120m long x 4m wide. Constructed with base of large basalt boulders and an overlying layer of crushed rock.*' However the only fabric visible from viewing area at present is mainly bluestone screenings under later bitumen; barest glimpses only of original knapping are visible.

Knapped Roads in Fair Condition

- Place No.314: Beattys Road, near Kororoit Creek, Rockbank. Not a great example visible, but probably better under gravel. Part of cultural precinct (with bridge and hotel, and historical crossing site).
- Place No.412: Middle Road, east end (short section, c.30 m visible, may be more hidden.). A short section; only surface screenings only visible but presumably knapped stone underneath. On a very minor road that might therefore be able to retained (although new works associated with nearby prison probably threaten it).

Knapped Roads in Apparently Poor Condition

While apparently in poor condition, original knapping may survive under visible gravel or screenings.

- Place No.50: McPhersons Road, Toolern Vale.
- Place No.47: McCorkells Road, Toolern Vale.
- Place No.427: Plumpton Road, south of Beattys Road, & south of Melton Highway, Rockbank.
- Place No.238: Ryans Road, south of Minns Road
- Place No.74: Davis Road

³⁰ Ian Tankard, personal conversation, June 2002. Mr Tankard thought that the clay base of the road had been built up above the floodwater level, and that it may date from either the nineteenth century, or the subdivision of the Overnewton Closer Settlement Estate in the early twentieth century .

- Place No.451: Troups Road, c.3.1 km north of Boundary Road

Known Comparable Examples Elsewhere in Victoria:

In 1998 Old Rockbank Middle Road (Cobblestone Road) was identified as by far the longest (it was then 1400 metres), the most intact, and the only similar road identified on the VHI with a raised centre and relatively intact surface.³¹ The five similar roads identified on the VHI at that time were situated in the northern outskirts of Melbourne. Two good examples of this type of road were also identified in the 1998 City of Hume Heritage Study.³² A few examples have been also identified in the lower Kororoit Creek area.

Max Lay describes nineteenth century road construction in Victoria as being either of ‘cobblestones’ (naturally shaped, often water worn, at least 150 mm in size), or ‘stone setts’ (carefully shaped cubical stone blocks, 75 mm or more in length). Cobblestones were said to be rarely used in Melbourne, but: ‘Some western plain roads such as Taylors Road were initially paved with cobblestones from the surrounding paddocks strewn with basalt cobbles.’³³

The Shire of Melton would appear to presently retain an extremely good, and perhaps the best, collection of these roads in northern and western Melbourne. It is not known what survives beyond this area. The knowledge of this type of road construction in Victoria is clearly in its infancy, which makes Rockbank Middle Road, and the other similar Melton Shire roads, of high scientific significance.

Condition:

Fair

Integrity:

Substantially Intact

Recommendations:

Recommended for inclusion in the Melton Planning Scheme Heritage Overlay

Recommended Heritage Overlay Schedule Controls:

External Paint Controls:	<i>No</i>
Internal Alteration Controls:	<i>No</i>
Tree Controls:	<i>No</i>
Outbuildings and/or Fences:	<i>No</i>

³¹ du Cros, Peters, *op cit*, p.20. (Note that the Lane and Rhodes study identified that the centre was not raised, but only appeared so due to wearing of wheel tracks on either side.)

³² Moloney, D, Johnson, V, ‘City of Hume Heritage Study: Shire of Bulla District’ (1998)

³³ Lay, *op cit*, p.223

Other Recommendations:

- Melton Shire has an outstanding group of knapped or cobble roads remaining. Consideration should be given to ways in which some of the best examples could be retained. But on the presumption that most will not survive, consideration should also be given to undertaking at least preliminary archaeological survey and documentation of all the best roads (listed in the first category) prior to their destruction.
- On-site interpretation should be provided for the Old Rockbank Middle Road pavement, as recommended in previous archaeological reports.