

# Heritage Inventory Sheet

<b>Item Name</b>	Parramatta Road Milestone		
<b>Recommended Name</b>	Parramatta Road Milestones Group		
<b>Site Image</b>			
<b>Address</b>	<p>Parramatta Road, between Dartbrook Road and Station Street, Auburn NSW 2144; and</p> <p>Parramatta Road, between Platform Street and Delhi Street, Lidcombe NSW 2144.</p>		
<b>Lot/Section/DP</b>	-	-	-
<b>Draft Cumberland LEP ID</b>	A2, A3		
<b>Former LEP ID</b>	<p>A51 (Auburn LEP) Parramatta Road Milestone; and</p> <p>A52 (Auburn LEP) Parramatta Road Milestone.</p>		
<b>Heritage Conservation Area</b>	Not included		
<b>Date Updated</b>	March 2020		
<b>Significance Level</b>	LOCAL		
<b>Site Type</b>	Level 1	Built	
	Level 2	Exploration, Survey and Events	
<b>Ownership</b>	Milestone group(s) is/are in the public carriageway - no ownership data on Intramaps		

### Curtilage Map

Note: Former item number used to identify individual milestones.



Revised curtilage recommended – refer below

## Statement of Significance

The Parramatta Road Milestones Group are of local significance for their historic, associative, aesthetic and representative heritage values. The milestones are historically significant in their role of marking the distance of the journey along Parramatta Road from Parramatta to Sydney. They are a tangible reminder of the continuing importance of Parramatta Road as a main highway between Sydney, Parramatta and the West. While some milestones are no longer located in their exact original location, they relate to their original location and mark the significance of Parramatta Road and the construction of roads by the Department of Main Roads. The milestones are associated with the Department of Main Roads in 1934 and their implementation of the "Type D" milestones for use in urban situations. The milestones have aesthetic significance through their notable lettering and form, and their role as a landscape element. The milestones as a pair are good representative examples of concrete and milestones in the 'Type D' style adopted by the Department of Main Roads in 1934.

## Criteria Assessment

a) Historic	The Parramatta Road Milestone Group consists of two concrete milestones. This concrete milestone style was first adopted by the Department of Main Roads in 1934 and was known as "Type D" for use in urban situations. They are a tangible reminder of the continuing importance of Parramatta Road as a main highway between Sydney, Parramatta and the West. While many milestones are no longer located in their exact original location, they relate to their original location and mark the significance of Parramatta Road and the construction of roads by the Department of Main Roads.
b) Associative	The items are associated with the Department of Main Roads in 1934 and their implementation of the "Type D" milestones for use in urban situations.
c) Aesthetic/Technical	The milestones have aesthetic significance through their notable lettering and form, and their role as a landscape element.
d) Social	The item does not meet this criterion.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.
g) Representativeness	They are good representative examples of concrete milestones in the 'Type D' style adopted by the Department of Main Roads in 1934.

## Physical Description

### Item 1 (Parramatta Road, between Station Road and Dartbrook Road)

#### Description

Milestone, precast concrete post, four sided, white painted with lettering in black paint stating 'S12' on one side and 'PITTA 3' on another side. Placed at kerb of roadway.

#### Location

It is unclear if this milestone is in its original location.

#### Condition

Fair condition overall. White paint almost completely faded or flaked off.

### Item 2 (Parramatta Road, between Platform Street and Delhi Street)

#### Description

Milestone, precast concrete post, four sided, white painted with lettering in black paint, 'S11' on one side and 'PITTA 4' on another side. Placed at kerb of roadway.

#### Location

It is unclear if this milestone is in its original location.

*Condition*

Fair condition overall. White paint almost completely faded or flaked off. Now set in concrete slab.

<b>Condition</b>	Good	<b>Fair</b>	Poor
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**Alterations and Additions**

- Damage from vehicular traffic.
- Chip in the top Item 1
- Potential relocation.

Although the milestones have been damaged, on the most part they have high integrity in both form and detailing. It is unclear if they have been relocated in the past.

<b>Integrity</b>	<b>High</b>	Moderate	Low
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*\* element detracts from the overall cultural significance of the place*

**Historical Notes**

Construction years	1934
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**Parramatta Road Milestones**

Parramatta Road was a major thoroughfare for the colony, with a constant stream of people and goods passing back and forth. Soon, hotels for travellers and settlements around various nodal points – such as brickworks and timberyards – began to develop. By 1822, it was reported that Parramatta Road was 15 miles long with 37 bridges along its length, and stagecoach services had taken over from river transport as the main means of travel between the two settlements. Coaches ran until the railway took away their clientele.

Parramatta Road began to suffer neglect as goods and people were increasingly moved by rail, from the 1850s onwards. This situation lasted until the 1920s, when the growing prevalence of motor transport necessitated major repairs and ongoing maintenance for the road. The poor state of Parramatta Road was a major issue for many years and inspired the formation of an organisation to promote the needs of motorists which later became the NRMA. It also caused the establishment of the Department of Main Roads. The earliest works undertaken by the Main Roads Board, soon to be renamed the Department of Main Roads focussed upon Parramatta Road. In 1927-8, for example, it expended over £50,000 in concreting the Parramatta Road in Auburn and Lidcombe and built concrete bridges at "Meatworks Creek", Lidcombe, a culvert at Francis Street and widened the Chemical Works Bridge across Duck Creek in Auburn. Work continued in following years. By 1930, most of Parramatta Road through the municipalities of Auburn and Lidcombe had been paved with cement concrete, and the bend in the road at Haslams Creek had been straightened and a new reinforced concrete bridge had replaced the timber structure across the Creek.

The augmentation of railway travel and the replacement of horse drawn transport was a process which had a decided impact upon the area. As the use of motor cars had increased in number by 1910s, this saw the introduced the tarring and concreted roads to better handle the heavier loads. Several roads were also widened and had the roadside kerb redone.'

**Concrete Milestones**

The concrete milestone style was first adopted by the Department of Main Roads in 1934 and was known as "Type D" for use in urban situations. In earlier forms, the use of painting without incising numbers on concrete mileposts was initially favoured as it allowed for alterations being readily made from time to time as became necessary owing to deviations or alterations of a route.

Recommendations					
Heritage Management		Existing Built and Landscape Elements		Future Development and Planning	
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	X	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height).	
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.		13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.		14. Future uses for this item should be compatible with its historical functions/associations.	
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).			
5. The heritage curtilage for this item should be revised/reduced.	X	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X		
		11. The condition of this item is poor. Condition and maintenance should be monitored.			

Other recommendations and/or comments:

- As the milestones are best identified as a group, they should be given one LEP ID number on the Cumberland LEP.
- This item has been converted from an Archaeological Item to a Heritage Item. The former LEP has classified a series of items of an industrial nature, including railway, road and water infrastructure, as 'archaeological' sites. This classification is historical and relates to the former use of the term 'Industrial Archaeology', which refers to the study of industrial and engineering history. The use of the term 'Industrial Archaeology' is no longer used and the term 'Industrial Heritage' is now preferred. Archaeological sites are legally defined as sites which contain one or more 'relics' and, in NSW, relics are specifically protected by the Sections 138 -146 of the Heritage Act 1977. The classification of a site as 'archaeological' consequently affects the statutory controls and procedures, including the need for excavation permits and pre-excavation procedures, triggered by Development Applications.  
This is consistent with the listing of other milestones within the Cumberland LGA, in particular the Woodville Road Milestones Group (Item #1296) and Great Western Highway Milestones Group (Item #1297).
- The items should not be removed from their current locations.
- It is recommended that the curtilage be revised to ensure each milestone has a curtilage of a one-metre radius around the marker. Due to the distance between each milestone, a revised curtilage

map has not been provided as it will not accurately reflect this revised curtilage. Should the revised curtilage be adopted, this listing sheet does not reflect the current Lot/DP which will need to be altered.

### Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Parramatta Road Milestones Group	I296
Heritage Study	Parramatta Road Milestones Group	I296
National Trust Australia Register	Milestone Group	-

### Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Review	DPC	2007	Auburn Town Centre Heritage Review
Heritage Study	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study

### Other References

- Department of Main Roads. 1950. *Milestones and Milestones*, Main Roads Journal, Vol. 15, No. 4, pp. 127-131.
- Department of Main Roads. 1934. *The Mileposting of Main Roads*, Main Roads Journal, Vol. 5, No. 3.
- Department of Public Works and Services. 1999. *Sydney Region Heritage Milestones*.
- Crofts, R. and Crofts, S. 2013. *Discovering Australia's Historical Milemarkers and Boundary Stones*. Libraries Australia: Gordon, NSW.

### Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.

2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.

3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

**Additional Images**



Auburn Item 1 (Parramatta Road between Station Road and Dartbrook Road).



Auburn Item 1 (Parramatta Road between Station Road and Dartbrook Road).



Auburn Item 1 (Parramatta Road between Station Road and Dartbrook Road).



Auburn Item 1 (Parramatta Road between Station Road and Dartbrook Road).



Auburn Item 2 (Parramatta Road, between Platform Street and Delhi Street).



Auburn Item 2 (Parramatta Road, between Platform Street and Delhi Street).



Auburn Item 2 (Parramatta Road, between Platform Street and Delhi Street).



Auburn Item 2 (Parramatta Road, between Platform Street and Delhi Street).