


Heritage Inventory Sheet

Item Name	Great Western Highway, Road Bridge Over Haslams Creek		
Recommended Name	Haslams Creek Bridge		
Site Image			
Address	Haslams Creek, Great Western Highway, north of Nyrang Street, Lidcombe NSW 2141		
Lot/Section/DP	In road reserve	-	-
Draft Cumberland LEP ID	I172		
Former LEP ID	A54 (Parramatta LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Land	

Curtilage Map



Statement of Significance

The Haslams Creek Road Bridge is of local significance for its historic, aesthetic, scientific, rarity and representative values. Built in 1928, the Haslams Creek Bridge has historic significance as an important piece of public infrastructure associated with the continual improvement of Parramatta Road, which is an early and important travel route within Sydney. Along with the Haslams Creek Culvert, a short distance upstream, and the Parramatta Road alignment, the bridge represents a key episode in the evolution of this major transport conduit. A steady increase in motor vehicle traffic through the 1920s on this route called for a smooth and robust crossing of Haslams Creek. The existing bridge represents the state of the art in sturdy crossings of minor waterways offered by the Main Roads Board at that time. Haslams Creek Bridge is a relatively early example of the reinforced concrete beam design, which was capable of crossing Haslams Creek in a single span and on a skew, so that Parramatta Road could remain straight. The bridge has provided a safe creek crossing for over 80 years. The structure is also visually distinctive as an Inter-War reinforced concrete bridge. Its presence above deck is announced by the intact concrete handrailing system. In particular, the structure has pleasant lines with elliptical curved beams visible from downstream in particular. The bridge is a good intact example of its type and, as such, is likely to have some rarity value on a local scale. The structure has the capacity to represent single span concrete beam bridges in NSW.

Criteria Assessment

a) Historic	The Haslams Creek Bridge has historic significance as an important piece of public infrastructure associated with the continual improvement of Parramatta Road, an early and important route within the colony and having continued importance to the present.
b) Associative	The item does not meet this criterion.

c) Aesthetic/Technical	<p>The structure is visually distinctive as an Inter-War reinforced concrete bridge. Its presence above deck is announced by the intact concrete handrailing system. The structure has pleasant lines with elliptical curved beams visible from downstream in particular.</p> <p>The bridge is technically significant as representing the state of the art in sturdy crossings of minor waterways offered by the Main Roads Board at that time. The beam design was pioneered in NSW in the 1910s, but not commonly used until the early 1930s, making Haslams Creek Bridge a relatively early use of the design. The beam design was capable of crossing Haslams Creek in a single span and on a skew, so that Parramatta Road can remain straight. The carriageway provided was sufficiently wide so that there has been no need to widen the bridge in the intervening 75 years and two ample footways are still in existence.</p>
d) Social	The item does not meet this criterion.
e) Scientific	The item does not meet this criterion.
f) Rarity	The bridge is likely to have some local rarity value as piece of 1920s-1930s main road infrastructure with a high level of integrity.
g) Representativeness	The bridge has representative value in demonstrating the typical physical characteristics of 1920s-1940s single span reinforced concrete beam bridges on a skew. Its intact concrete hand railings are representative of a common form of railing system used on concrete bridges in this era across the State, few of which have survived to the present.

Physical Description

The Haslams Creek Bridge is a reinforced concrete beam bridge located on Parramatta Road, which crosses Haslams Creek (a channelised formation). The bridge is single spanned structure, constructed on a skew of approximately 20 degrees. It has reinforced concrete beams and deck. Typically of the elliptical arched shape, the inner beams under the roadway are deeper in the centre of the span, with uniform soffits which then curve down to match the shape of the side beams. The bridge was constructed in two sections, split along the centreline, presumably to facilitate continued traffic flow at the time. The railings along the sides of the footways are of reinforced concrete and appear to be original.

The bridge is in fair condition with no observed problems.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Minor repairs to handrails
- Resurfacing of road base

The bridge has undergone very little change and the integrity of the structure is therefore considered to be high.

Integrity	High	Moderate	Low
-----------	------	----------	-----

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1928
--------------------	------

The following history has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Haslams Creek Bridge', dated 2009.

Haslams Creek flows into Homebush Bay on the Parramatta River. By 1789 the Rose Hill Packet was ferrying people and goods up the Parramatta River, and in the same year a track was begun, three metres wide, hacked through the bush, between Sydney and Parramatta. By 1794, the track was widened and cleared to make it more suitable for carriages. Francois Peron wrote in 1802 that the road between Sydney Town and Parramatta "is almost every where wide enough for three carriages to pass abreast, and bridges have been thrown over such parts of it, as are interrupted by the waters: so that the traveller meets with no obstacle on his journey." (Peron cited in DMR, 1976, p. 9; Coupe, 1988, pp. 30-2; Perumal Murphy, 1989, p. 5) The original line of Parramatta Road may not have crossed Haslams Creek at same location as the current road, but the 1797 alignment probably came close to the current alignment at the site. (Kennedy, 1971, p. 13)

The first grants in the vicinity of today's Homebush, Lidcombe, Auburn and Strathfield area were made in 1793 to a group of free settlers, and the area was subsequently known as Liberty Plains. Samuel Haslam, after whom Haslams Creek is named, received his first 50 acre grant in the area to the north of the Parramatta Road in 1806, and a second small grant to the south of Parramatta Road and east of Haslams Creek. A number of undated maps of the Parish of Liberty Plains show the creek and indicate a 'Haslams Bridge'. (Kennedy, 1971, p. 13). The Creek was formerly known as Hacking Creek.

Industry entered the area early in its history. John Blaxland, brother of the explorer, received a large grant in the Silverwater/Newington area in 1807 and by 1816 he had cleared the land and established a salt works and woollen mill. Newington College and a home for aged women and then the Silverwater Corrective Services Complex succeeded his operations on the site (Kennedy, 1971, p. 13). Land was selected for the Rookwood Cemetery in 1865, and the crematorium in 1925 (Kennedy, 1971, p. 14). Haslams Creek for many years flowed through the holdings of the Sydney Meat Preserving Company Ltd 1876-1965, which dammed the creek, and past the former State Abattoir on Homebush Bay (Auburn Library, Local History Collection, correspondence Edmund Perrin, Local History Librarian; GOL/Lidcombe Oval Sydney Meat Preserving Company Ltd dam on Haslems Creek).

The railway arrived in the Lidcombe district in 1855, with a station opened at Lidcombe in 1859, initially known as Haslams Creek Station. After much debate as to the routing of the line further west, it reached Parramatta in 1860. An additional station was constructed at Auburn in 1877 at the request of land speculators, who then exploited the improvement in access to the area by subdividing and selling land. (Kennedy, 1982, p. 13-4). The Auburn - Lidcombe area experienced a boom in housing construction in the 1920s. A 1928 publication presented Auburn as a 'teeming suburb' with both neat and comfortable homes and towering factory chimneys stretching as far as the eye can see in all directions from Parramatta Road. The industrial development of the area in the 1920s resulted in a constant stream of motor lorries on the area's main roads. Auburn, with Clyde, Granville and Parramatta, remains one of Sydney's most important industrial and commercial centres. The Tooheys Brewery adjacent to the Haslams Creek Bridge to the south of Parramatta Road opened in the late 1970s, replacing the company's breweries at Taverners Hill near Leichhardt and Central Station. (Spearritt, 1978, p. 30,36, 48, 50, 118-21, 162).

The reinforced concrete beam bridge across Haslams Creek was constructed in 1928, in the wider context of increased traffic volumes, weights and speeds on Parramatta Road. The bridge was constructed by the State Monier Pipe and Reinforced Concrete Works as part of a short deviation straightening a kink in Parramatta Road between John Street and Day Street. The bridge was constructed in two parts, probably to facilitate continued traffic access. Light traffic was given access to the crossing after the bridge was completed to assist in consolidating the bridge approaches, which were completed by August 1930 (Main Roads, Vol. 1 No. 11, August 1930, p. 245). In the previous year, the same contractors had constructed a 23-foot reinforced concrete culvert 'near Francis Street' in Lidcombe, probably the culvert currently existing a short distance upstream from the bridge. The culvert is situated in the vicinity of the previous alignment of Parramatta Road and may have played a

role in facilitating continued traffic access across the creek while the bridge was under construction. (Main Roads, Vol 1 No. 4, January 1930, p. 84)

The Haslams Creek Bridge is one of over 1,000 bridges built by the Main Roads Board cum Department of Main Roads between 1925 and 1940. During that period the Department's engineers adapted existing standards of bridge design to meet the requirements of improved motor vehicle performance - they were generally wider than previously with an improved load capacity. The principal types of bridges constructed during the period were: reinforced concrete beam; concrete slab; steel truss on concrete piers; and timber beam bridges. Concrete was favoured in many instances because it was perceived to be a low maintenance material (DMR, 1976, pp.169, 170). Based on RTA bridge database records, reinforced concrete beam or girder bridges were the most common form of concrete bridge construction to 1948, with more than 160 extant. They have been very popular in NSW, and elsewhere, providing an efficient and often aesthetically pleasing solution to a wide range of crossing types. Within the general group of beam bridges, the main longitudinal members have had various configurations ranging from a simple set of rectangular beams cast integrally with the deck, through beams with curved soffits, to flat soffit decks where the edge beams also form the bridge parapet or sidewall. These bridges on the state's main roads and highways, constructed to replace high-maintenance and aged timber bridges or open crossings, along with other road improvements, ushered in the age of comfortable motor transport and efficient road transport of goods and produce to which we are accustomed today.

A photograph of the Haslams Creek Bridge was used to illustrate an article, for the general reader, on rigid frame concrete highway bridges in 1932 (Main Roads, Vol. 4 No. 1, September 1932, p. 10).

Haslams Creek, formerly a meandering earth-banked waterway, was channelised in the early 1930s as an Unemployment Relief project supervised by the Department of Public Works. The concrete walls of the channel about the abutment walls of the bridge and replaced the small areas of stone pitching originally constructed on the embankments adjacent to the bridge, which can be seen in early photographs such as that in the Main Roads Magazine cited above. (RTA File 5/12.151, Municipality of Lidcombe, Triennial Report 1932-4, pp. 27-8).

Generally, the bridge has remained in good condition to the present. An inspection of 30th January 1959 reported some cracking, leaks and exposed reinforcement. The bridge was overtopped by water several times in the 1960s, when the levels and flows into in Homebush Bay were affected by the rehabilitation of the bay by the Maritime Services Board. (RTA File 5/12.151).

The bridge remains in service as a road bridge.

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.		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:

- This item is not archaeological in nature and should be reclassified as 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' 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.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Great Western Highway, Road Bridge Over Haslams Creek	1172
Heritage Study	Great Western Highway, Road Bridge Over Haslams Creek	1172
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Coupe, S. 1988. *Speed The Plough Ashfield 1788 – 1988*.
- Department of Main Road. 1976. *The Roadmakers: A History of Main Roads in New South Wales*.
- NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register, 'Haslams Creek Bridge'.

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



View of the northern side of the road bridge from Parramatta Road.



View of the southern side of the road bridge from Parramatta Road.



View of the southern side of the road bridge from Parramatta Road.



View of the southern side of the road bridge from Parramatta Road.




Overview of northern side of road bridge.



Plaque.

Heritage Inventory Sheet

Item Name	Canalisation of Haslams Creek		
Recommended Name	Haslams Creek Canal		
Site Image			
Address	Haslams Creek between Parramatta Road and Boorea Street, Lidcombe NSW 2141		
Lot/Section/DP	-	-	-
Draft Cumberland LEP ID	I173		
Former LEP ID	A55 (Parramatta LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Utilities - Water	

Curtilage Map



Revised Curtilage recommended – refer below.

Statement of Significance

The Haslams Creek Canal is of local significance for its historic values. Along with the Haslams Creek Road Bridge on Parramatta Road, further downstream, and the Parramatta Road alignment, this canal represents an episode in the evolution of the major transport conduit of Parramatta Road in the 1930s. The channel is historically significant as a development of drainage channels in the area and as a channel created during the 1930s, as an unemployment relief project.

Criteria Assessment

a) Historic	Along with the Haslams Creek Road Bridge on Parramatta Road, further downstream, and the Parramatta Road alignment, this canal represents an episode in the evolution of the major transport conduit of Parramatta Road in the 1930s. The channel is historically significant as a development of drainage channels in the area and was a channel created during the 1930s as an unemployment relief project.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item does not have any particular technical significance for its design and engineering.
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	The item does not meet this criterion.

Physical Description

Haslams Creek Canal extends from just south of Parramatta Road to just north of Boorea Street, Lidcombe. Haslams Creek has been canalised with the provision of near vertical concrete walls (and presumably a dished concrete base) above Parramatta Road, while below Parramatta Road the creek is aligned by a concrete wall, sloping into the creek bed with a distinct batter.

The condition of the canal appears to be fair. A section of the canal wall south of Parramatta Road is propped by structural supports to reduce the structural movement of the wall.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

Haslams Creek has been realigned in sections over a period of time and it is now difficult to establish the date of each section without further historical research. The integrity of the item is considered to be moderate.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	Early 1930s
--------------------	-------------

The following history has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Haslams Creek Culvert', dated April 2009.

Haslams Creek was originally located within the Municipality of Rookwood, gazetted in 1891. The suburb (and municipality) changed its name to Lidcombe in 1913, due to negative associations with Rookwood cemetery. By the early twentieth century, the creek flowed past the State Abattoirs in Homebush, under Parramatta Road (in the vicinity of Haslams Creek Culvert and Bridge), and then ran through land occupied by the Sydney Meat Preserving Company Ltd (1876-1965), on the corner of Parramatta Road and St Hilliers Road.

The adjacent suburbs of Auburn, Lidcombe and Silverwater experienced a boom in housing construction in the 1920s. The concurrent industrial development of these suburbs resulted in a constant stream of motor lorries along the area's main roads (particularly Parramatta Road). The construction of the railway to Parramatta meant that Parramatta Road had been neglected in the late nineteenth century and into the early twentieth century until the prevalence of motor transport in the 1920s and 1930s. The increase in traffic along Parramatta Road at this time led to pressure for it to be widened (Main Roads, January 1930, pp 81-85). The widening of Parramatta Road encouraged further industry to Lidcombe and Auburn. These suburbs were attractive to industry because they still contained large tracts of land in close proximity to the fresh water supply from Parramatta River.

In January 1930, the DMR journal (Main Roads) reported that the State Monier Pipe and Reinforced Concrete Works had constructed a 23-foot reinforced concrete culvert 'near Francis Street' in Lidcombe at a total cost of 2,423 pounds in 1927 (this was a culvert over a tributary of Haslams Creek, further east along Parramatta Road). The following year, the same company erected a reinforced concrete bridge over Haslams Creek measuring 41 feet in length at a cost of 4,639 pounds (in 1932, this bridge was described as being a rigid frame bridge with a 40 foot span, measuring 54 feet across, see Main Roads, September 1932, p 10).

It appears that the 1928 bridge over Haslams Creek [RTA Bridge 307] was intended as a 'short deviation (between John and Day Streets) ...cutting out an unnecessary kink' on Parramatta Road. It is not known why the reinforced concrete culvert, upstream from Haslams Creek Bridge, was built a year earlier, although it is possible it was constructed to divert some of the traffic flow while the main bridge was under construction (although the was located on the original alignment of Parramatta Road).

The DMR's Main Roads journal compared the hardships experienced by early road builders on Parramatta Road, due to the streams and tributaries crossing it (flowing from the Parramatta River), with the recent works constructing the traffic deviation over Haslams Creek: 'Due to the clayey nature of the soil, the new banks will have to be subjected to light traffic for some time before the deviation can be opened to all traffic; ordinary methods of compaction having proved abortive' (Main Roads, January 1930, p 81).

In August 1930, it was reported in the Main Roads journal that 'the approaches to the bridge on the deviation of Parramatta-road at Haslam's (sic) Creek, Lidcombe, have been constructed in cement concrete. The completion of this work ...marks the last stage in the construction of the deviation between John-street and Day-street' (Main Roads, August 1930, p 245). The deviation measured 1,015 feet in length and was constructed in cement concrete and gravel. The Main Roads Board spent at least 4,188 pounds on the works to straighten Parramatta Road by 1929 (by which time these works were incomplete) (Main Roads, January 1930, p 84).

By 1934, the local council was clearly frustrated with DMR about the section of road which had been made redundant by the deviation, although it is unclear as to whether the council wished it to remain open or to be closed to traffic. The mayor of Lidcombe reported at this time that 'the question of closing the old section (of Parramatta Road) between John and Day Streets remains in the same position as it was three years ago' (Municipality of Lidcombe, Triennial Report 1932-34, p 19). The section of road on which Haslams Creek Culvert is located remains unused by passing traffic.

The State Government had purchased land near Lidcombe Railway Station in the late 1920s on behalf of the Lidcombe Municipal Council, for the creation of Wyatt Park. The NSW Department of Public Works oversaw the creation of the park as an Unemployment Relief Work during the 1930s, and in the process the course of Haslams Creek was diverted to a concrete and brick stormwater channel. In 1934, the mayor of Lidcombe reported that there were delays in the construction of the stormwater channel in the vicinity of the culvert: 'At present there is a temporary hold-up of the extension from Booreea Street to the tidal waters of Haslam's (sic) Creek (across the former land holdings of the Sydney Meat Preserving Company Ltd), but steps are being taken by this Council to overcome the obstacles that are delaying this extension, and we hope to see the whole length of this stormwater channel completed in the very near future.' (Municipality of Lidcombe, Triennial Report 1932-34, p 27).

It is significant that the channelisation of Haslams Creek occurred after both Haslams Creek Culvert and Haslams Creek Bridge had been constructed. That both structures were built on a skew (or angle) over Haslams Creek, and that the subsequent stormwater channel neatly dovetails into them, suggests that the different government agencies in charge of works in the area maintained communications (and probably shared plans) because each of the features neatly fit together.

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:

- This item is not archaeological in nature and should be reclassified as 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.
- The previous listing of the Haslams Creek Canal has only identified a portion of Haslams Creek Canal between the Great Western Highway and Boorea Street, Lidcombe. As the canal extends much further through the Cumberland LGA, the heritage curtilage should be revised for the Cumberland Council LEP to reflect Creek Haslams Canal in its entirety. As this includes new land not previously covered by an LEP, this will form part of the Stage 2 assessment of Cumberland Council Heritage Study.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Canalisation of Haslams Creek	1173
Heritage Study	Canalisation of Haslams Creek	1173
National Trust Australia Register	N/A	-

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
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 Road. 1976. *The Roadmakers: A History of Main Roads in New South Wales*.
- Roads and Traffic Authority. 1989. *RTA File 5/12. 1242. Haslams Creek Culvert 1973-1989*.
- NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register, *'Haslams Creek Culvert'*.

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



View along canal.



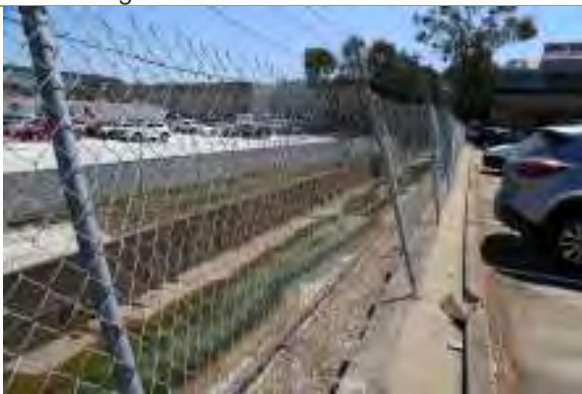
View along canal showing the vertical concrete walls.



View along canal




View along canal



View along canal from Boorea Street, Auburn.

Heritage Inventory Sheet

Item Name	Lidcombe Signal Box		
Recommended Name	Lidcombe Signal Box		
Site Image			
Address	Railway Street, between Mark and East Streets (south side of railway lines), Lidcombe NSW 2141		
Lot/Section/DP	100	-	1157634
Draft Cumberland LEP ID	I174		
Former LEP ID	A56 (Parramatta LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Rail	

Curtilage Map



Revised Curtilage- refer below.

Statement of Significance

The Lidcombe Signal Box is significant at a local level, for its historic, technical and representative values. Most importantly, it demonstrates the former importance of manual signalling on the busy suburban railway lines near the Flemington car yards and other rail junctions. The wider Lidcombe Railway Station was established during the first phase of NSW railway construction in the 1850s, with the station opening in 1858 as part of the Main South Line. The signal box dates from the 1924 phase of development and contributes to the understanding of the technical requirements for safe working and railway signalling required at this time. It is representative of a standard 1920s signal box. However, the box is no longer operational and has been refurbished internally and its signalling equipment removed, reducing its ability to demonstrate its previous function.

Criteria Assessment

a) Historic	The signal box dates from the 1924 phase of development of Lidcombe Railway Station and demonstrates the former importance of manual signalling on the busy suburban railway lines near the Flemington car yards and other rail junctions.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The signal box demonstrates the continuing importance of manual signalling on the busy suburban railway lines near the Flemington car yards and other rail junctions. It also contributes to the understanding of the technical requirements for safe working and railway signalling required at this time.
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	It is representative of a standard 1920s signal box design. However, the box is no longer operational and has been refurbished internally with signalling equipment removed, reducing its ability to demonstrate its previous function.

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Lidcombe Railway Station Group', dated July 2009. The description is comprehensive and matches the condition visible during the site inspection.

External: the building comprises of two parts, a rectangular base at the ground level, which is five bays long and is constructed of precast concrete, and a timber framed, fibre cement clad structure at the first floor level. The base has engaged piers that define the bays and original windows with rendered sills, overhanging lintels and security grilles fitted to the exterior. Access to the ground floor level is from the western side. The first floor structure has typical chamfered plan details to the corners and it sits on a precast concrete slab and is approximately three bays long in comparison to the base. It has balconies with steel tubular balustrade to its east and west and timber framed multi-paned sliding casement windows with security grilles to the exterior. The signal box has a hipped roof with Marseilles terracotta tiles, overhanging eaves with fibre cement sheet linings to soffits. Plain timber posts support the north-east, north-west and south-east corners of the roof.

Internal: The ground floor has set plaster finish to the perimeter walls and original terrazzo floors. There are new beams supporting precast concrete slabs to first floor. The first floor is accessed by a new galvanised steel staircase. It has typical ceiling details, raked plaster sections to the perimeter walls and cover mouldings. Interior walls have fibre cement sheet and batten cladding. Partition walls have been added to the western end of the first floor. The signal box was refurbished in 2004. All original signalling equipment has been removed.

The signal box was refurbished in c. 2004 and is in good condition.

Condition	Good	Fair	Poor
------------------	-------------	------	------

Alterations and Additions

- Refurbished in 2004
- All original signalling equipment removed*

While the exterior of the building has been well-kept, the interior of the building is reported to be refurbished and void of its original signalling equipment. Therefore, the integrity of the building has been rated as 'moderate'.

Integrity	High	Moderate	Low
------------------	------	-----------------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1924
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel

Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination of the names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government was an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

The Main Western line to Parramatta Junction (Granville) was originally completed in 1855. The line opened on 26 September 1855 and was double track from Sydney to Newtown, and then single track to Parramatta Junction (but duplicated in 1856). The line was built as a direct connection to Parramatta Junction and, subsequently, for the purpose of connecting Sydney with the major rural railways that were constructed across the Blue Mountains to Bathurst and across the Southern Highlands to Goulburn via Liverpool. There were few stops along the line between Sydney and Parramatta and it was not the original intention of the line to serve suburban development. Changes to the line were more often related to the line's long distance purpose than to the communities along it. In 1892, the line was quadrupled from Homebush to Flemington, with the quadruplication being extended to Lidcombe in 1924.

Lidcombe is a major junction location with buildings from three significant periods: the 1881 major upgrade of the site with wayside buildings (converted to island platform structures in the 1924 upgrade); the 1924 upgrade with the addition of tracks and the overhead booking office and steps; and 1997/8 modifications for the Olympic Park line.

A station was opened at Lidcombe (then called Haslams Creek) on 1 November 1858 and featured a combined residence and booking office on a timber platform. The initial stimuli of development at Lidcombe were the establishment of the cemetery at Rookwood (to the south-east), from 1867, and the 140 acre works of the Sydney Meat Preserving Company (to the north), in 1871. The station was renamed Rookwood in 1878.

In 1881, the station was significantly upgraded, including demolition of the original building and construction of the present Platforms 2/3 and 4 and their buildings. There were also branch lines into the cemetery and meat works. In 1896, a footbridge was constructed linking the two platforms at the western end.

In 1913, the name of the suburb and station was changed to Lidcombe to remove associations with the nearby cemetery. In 1912, a new railway line was opened between Lidcombe and Regents Park, thus making Lidcombe a significant railway junction. In 1924, quadruplication of the main railway line from Sydney brought an extra platform (Platform 1), signal box, bridge and overhead booking office to Lidcombe.

The signal box was refurbished in c. 2004, with all original signalling equipment removed. Today, it no longer functions as an operational Signal Box.

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.	X
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:

- This listing should be converted from an archaeological item to a built item.
- The heritage curtilage of the Lidcombe Signal Box (A56) may be amalgamated into the curtilage for Lidcombe Railway Station (listing to be subject to Stage 2 – new heritage item) to form one heritage listing. The RailCorp Section 170 Heritage and Conservation Register curtilage (see below) for the Lidcombe Railway Station Group includes the Signal Box and should be used as the basis for this new curtilage; see item #4800244.
- Should a revised curtilage be adopted, this listing sheet will no longer reflect the correct Lot/DP and will need to be altered.



Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Lidcombe Signal Box	1174
Heritage Study	Lidcombe Signal Box	1174
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- NSW Office of Environment and Heritage, State Heritage Inventory S170 listing sheet for Lidcombe Railway Station Group.
- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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



Lidcombe signal box

Heritage Inventory Sheet

Item Name	Railway Overpass over Olympic Drive		
Recommended Name	Railway Overpass over Olympic Drive		
Site Image			
Address	Olympic Drive at Church Street and the Main Suburban Line, Lidcombe NSW 2141		
Lot/Section/DP	Part 100	-	1157634
Draft Cumberland LEP ID	I175		
Former LEP ID	A57 (Parramatta LEP)		
Heritage Conservation Area	Not included		
Date Updated	February 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Rail	

Curtilage Map



Statement of Significance

The Railway Overpass over Olympic Drive is locally significant for its historic values. The bridge is significant as evidence of the 1924 upgrades to Lidcombe Railway Station and, in association the Railway Street overbridge (replaced 2013), the reconstruction of the Regents Park line. The item had some technical significance as evidence of a jack-arch and steel girder structure however the loss of the character defining Jack-arch and steel girder superstructure has reduced the representative qualities of this item.

Criteria Assessment

a) Historic	The bridge is historically significant as evidence of the 1924 upgrades to Lidcombe Railway Station and, in association, the Railway Street overbridge (replaced 2013), the reconstruction of the Regents Park line.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item does not meet this criterion.
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	The item does not meet this criterion. The bridge was a typical example of a number of bridges on the Main Suburban, Western Line and Regents Park Line, however the loss of the character defining Jack-arch and steel girder superstructure has reduced the representative qualities of this item.

Physical Description

The Olympic Drive overbridge was originally a 150 tonne, jack-arch and steel girders structure supported by brick piers and brick abutments. The current overbridge has replaced the jack-arch steel girder with a reinforced concrete superstructure supported atop the brick abutments. The overbridge features a central concrete abutment with a contemporary overhead wiring structure supporting the railway line.

The overbridge is in good condition.

Condition	Good	Fair	Poor
------------------	-------------	------	------

Alterations and Additions

- Jack-arch steel girder replaced with a reinforced concrete superstructure.

The loss of the character defining superstructure of the Olympic Drive overbridge had reduced the integrity of the item. It is considered to have low integrity.

Integrity	High	Moderate	Low
------------------	------	----------	------------

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1924
--------------------	------

The Main Western line to Parramatta Junction (Granville) was originally completed in 1855. The line opened on 26 September 1855 and was double track from Sydney to Newtown, and then single track to Parramatta Junction (but duplicated in 1856). The line was built as a direct connection to Parramatta Junction and, subsequently, for the purpose of connecting Sydney with the major rural railways that were constructed across the Blue Mountains to Bathurst and across the Southern Highlands to Goulburn via Liverpool. There were few stops along the line between Sydney and Parramatta and it was not the original intention of the line to serve suburban development. Changes to the line were more often related to the line's long-distance purpose than to the communities along it. In 1892, the line was quadrupled from Homebush to Flemington, with the quadruplication being extended to Lidcombe in 1924.

Lidcombe is a major junction location with buildings from three significant periods: the 1881 major upgrade of the site with wayside buildings (converted to island platform structures in the 1924 upgrade); the 1924 upgrade with the addition of tracks and the overhead booking office and steps; and 1997/8 modifications for the Olympic Park line.

A station was opened at Lidcombe (then called Haslams Creek) on 1 November 1858 and featured a combined residence and booking office on a timber platform. The initial stimuli of development at Lidcombe were the establishment of the cemetery at Rookwood (to the south-east) from 1867 and the 140 acre works of the Sydney Meat Preserving Company (to the north) in 1871. The station was renamed Rookwood in 1878.

In 1913, the name of the suburb and station was changed to Lidcombe to remove associations with the nearby cemetery. In 1912, a new railway line was opened between Lidcombe and Regents Park, thus making Lidcombe a significant railway junction. In 1924, quadruplication of the main railway line from Sydney brought an extra platform (Platform 1), signal box and bridge and overhead booking office to Lidcombe.

The two railway overbridges spanning Olympic Drive, at Church Street and Railway Street, are believed to date from 1924 when the above upgrades occurred, and the Regents Park line was reconstructed. In 2011, the bridge underwent repair and reinforcement work. In 2013, the Railway Street bridge was replaced with a new reinforced concrete bridge. Today, the structure remains in use as a railway bridge.

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.	X
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.		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:

- This listing should be converted from an archaeological item to a built 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.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Railway Overpass over Olympic Drive	I175
Heritage Study	Railway Overpass over Olympic Drive	I175
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney NSW.
- Tutt Bryant Heavy Lift and Shift, *Lidcombe Bridge Refurbishment*, <http://www.tuttbryant.com.au/tbhls/lidcombe-project.html>

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



Railway Overpass viewed from Olympic Drive.



Railway Overpass viewed from Olympic Drive.

Heritage Inventory Sheet

Item Name	Lidcombe War Memorial Statue		
Recommended Name	Lidcombe War Memorial and Park		
Site Image			
Address	Remembrance Park (corner of James and Joseph Streets), Lidcombe NSW 2141		
Lot/Section/DP	7021	-	93913
Draft Cumberland LEP ID	I176		
Former LEP ID	A58 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Landscape	
	Level 2	Monument/Memorial	

Curtilage Map



Statement of Significance

The Lidcombe War Memorial and Park is significant for its historic, aesthetic, rarity and social heritage values. The item was erected by Messrs E.L. Kingsley & Sons and unveiled by Sir Granville Ryrie in 1921 to commemorate those who fell in World War I (1914-1918). It now also commemorates World War II, Korea, Malaya, Borneo Vietnam, Malaya The Gulf East Timor and all United Nations Peace Keeping Forces still serving, as well as Merchant Navy and the women of Australia. The item is socially significant to the local community, in particular war veterans and their families, as a place of remembrance. The War Memorial is a rare example of its type in Lidcombe, though it is typical of suburbs and country towns in Australia. The memorial retains its aesthetic significance through the retention of much of its original form and detailing. The landscape setting of the item plays an important role in contributing to the aesthetic values of the memorial.

Criteria Assessment

a) Historic	The item was erected by Messrs E.L. Kingsley & Sons and unveiled by Sir Granville Ryrie in 1921 to commemorate those who fell in World War I (1914-1918). It now also commemorates World War II, Korea, Malaya, Borneo Vietnam, Malaya, The Gulf East Timor and all United Nations Peace Keeping Forces still serving, as well as Merchant Navy and the women of Australia.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The memorial retains its aesthetic significance through the retention of much of its original form and detailing. The landscape setting of the

	item plays an important role in contributing to the aesthetic values of the memorial.
d) Social	The item is socially significant to the local community, in particular war veterans and their families, as a place of remembrance.
e) Scientific	The item does not meet this criterion.
f) Rarity	The War Memorial is a rare example of its type in Lidcombe, though it is typical of suburbs and country towns in Australia.
g) Representativeness	The item does not meet this criterion.

Physical Description

The war memorial is a composite stone memorial with a statue of a single soldier resting on a downward directed rifle (the pose known as 'reversed arms'). His hands rest on the butt and the muzzle on the ground, which is a mark of respect or mourning. The soldier is mounted on a stone slab, supported on four columns and a central pedestal, resting on a plinth. The gold name plates for both World Wars are mounted on the flat internal faces.

The memorial is located within Remembrance Park (formerly known as Wellington Park). Remembrance Park is located within the centre of the suburb of Lidcombe on the corner of James and Joseph Streets. The park features play equipment in the northeast corner and contains a number of concrete footpaths. The main footpath is laid diagonally across the site on a northwest to southeast axis.

The memorial is set within southwest corner of the park and is surrounded by a neat lawn area bounded by four concrete plinth markers and a circular pathway. Hedges and rose bushes frame the stairway to the monument. Several mature trees surround the park, including a avenue of Canary Island Date Palms and a Port Jackson Fig Tree.

The memorial includes the following inscriptions:

'Erected by the citizens of Lidcombe to commemorate the valor of the men who served in the Great War 1914-1919' 'Unveiled by Major General Sir Granville Ryrie. KCMG CB VD 13th Nov. 1921'

'The erection of this memorial was organised by the Lidcombe Peace & Memorial Committee'

'FOR GOD KING AND COUNTRY'

'In Memory of the Fallen Their Names Liveth For Ever' A silent remembrance to the seamen of the Merchant Navy who at great cost and loss of life kept our sea lanes open during the wars.

'No unnamed tomb for all to see, the sailors Valhalla is where they lie'.

'Lest We Forget A memorial to all Australian women from settlement to now. The pioneers, the nurses and service women The Womens Land Army, & those women who served in the war effort at home to make victory possible Lest We Forget A tribute to all who served in World Wars 1 & 2 Korea, Malaya, Borneo Vietnam, Malaya, The Gulf East Timor and all United Nations Peace Keeping Forces still serving Lest We Forget We will remember them Lidcombe RSL Subbranch honours all the servicemen & women who served the wars and conflicts who by their service and sacrifice helped win the peace for Australians Lest We Forget.'

The war memorial and surrounding park are in good condition, having been well maintained over time. Some of the gold inlay on the memorial shows signs of deterioration.

Condition	Good	Poor
------------------	-------------	------

Alterations and Additions

- New hedges and rose bushes have been added around the memorial and plinths.
- Additional Commemorative concrete plinths and plaques commemorating; Australian Women serving in the wars, all servicemen and women who served in wars and conflicts, Seamen of the Merchants Navy, and all who served in World Wars I and II, Korea, Malaya, Borneo, Vietnam, Malaya, The Gulf East Timor and all United Nations Peace keeping forces still serving.
- Timber picket fence surrounding memorial removed.
- Remembrance Park has developed to include play equipment and more formal landscaping elements.

Though the memorial has been modified over time to include new commemorative elements, the integrity of the item continues to be high.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1921
--------------------	------

Lidcombe War Memorial Statue

The Lidcombe War Memorial Statue was erected in Wellington Park (now known as Remembrance Park) in 1921 after World War I to commemorate those who had served. It was unveiled by Sir Granville Ryrie on Remembrance Day, 11 November 1921. The monument was built by Messrs E.L. Kingsley & Sons. The monument now commemorates those who served in any conflicts of which Australia has been involved. Additional plinths surround the memorial and commemorate those who served with the Merchant Navy, the women of Australia, and those who served in all conflicts.

Wellington Park, Lidcombe

Wellington Park was established by the Lidcombe Municipal Council in c.1914. The park is described as 'a thing of beauty and a joy'. The Park comprised of well-clipped grass, carefully tended flower beds, and a bowling green. As early as 1921 it was considered appropriate to rename the park from "Wellington" to "Memorial". Remembrance Park was finally selected several years later.

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.	X	14. Future uses for this item should be compatible with its historical functions/associations.	X

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.		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:

- This listing should be converted from an archaeological item to a heritage item with landscape values.
- Monitor condition of gold inlay on memorial, should the opportunity arise, the gold lettering should be regilded by a professional gilder.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Lidcombe War Memorial Statue	I176
Heritage Study	Lidcombe War Memorial Statue	I176
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Monument Australia, n.d., *Lidcombe War Memorial*, retrieved 23 April 2019, <http://monumentaaustralia.org.au/themes/conflict/multiple/display/21840-lidcombe-war-memorial/>

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



Memorial as it sits within the landscape.



Plaque commemorating all who served in World Wars I and II, Korea, Malaya, Borneo, Vietnam, Malaya, The Gulf East Timor and all United Nations Peace keeping forces still serving.



Plaque commemorating all servicemen and women who served in wars and conflicts.



Plaque commemorating Seamen of the Merchants Navy.



View of memorial plaque within the landscape.



Plaque commemorating Australian Women serving in the wars.




Detail of photograph illustrating Wellington park and Lidcombe War Memorial form the south east.
Source: Auburn Council, Military History. Goldsworthy Collection – War Memorial – Lidcombe – GOLD1412. <https://cdm15996.contentdm.oclc.org/digital/collection/p15996coll10/id/15>

Lidcombe Soldiers' Memorial



Source: Auburn Council, Military History. Goldsworthy Collection – War Memorial – Lidcombe – LPC271b, <https://cdm15996.contentdm.oclc.org/digital/collection/p15996coll10/id/37>

Heritage Inventory Sheet

Item Name	Stand of <i>Eucalyptus Longifolia</i>		
Site Image			
Address	Between Parramatta Road and the M4 Western Motorway, opposite 66-72 Parramatta Road, Lidcombe NSW 2141		
Lot/Section/DP	In road reserve	-	-
Current LEP ID	I188 (Cumberland LEP)		
Former LEP ID	I20 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Landscape	
	Level 2	Landscape - Natural	

Curtilage Map



Statement of Significance

The Stand of *Eucalyptus longifolia* is of local heritage significance for its scientific and aesthetic values. The site contains remnant vegetation that are representative of the native vegetation that once covered a larger area of the Cumberland Plain. They have been retained despite significant changes to the surrounding locality and may be a valuable seed source. They have aesthetic significance as an extant group of native trees with landmark value on the corner of the original arterial road of Parramatta Road through the locality.

Criteria Assessment

a) Historic	The item does not meet this criterion.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The plantings have aesthetic significance as an extant group of native trees with landmark value on the corner of the original arterial road of Parramatta Road through the locality.
d) Social	The item does not meet this criterion.
e) Scientific	The site contains remnant vegetation that is representative of the native plantings that once covered a larger area of the Cumberland Plain. They may be a valuable seed source.
f) Rarity	The item does not meet this criterion.
g) Representativeness	The item contains a sample of remnant vegetation that is representative of the native vegetation.

Physical Description

The subject site contains a group of native *Eucalyptus Longifolia* which are remnant vegetation of the Cumberland Plain. There are approximately ten extant trees, standing at approximately ten to fifteen metres in height.

Some of the trees are showing signs of dieback. There has been some recent disturbance of the ground plane around the trees. They are in fair condition overall.

Condition	Good	Fair	Poor
------------------	------	-------------	------

Alterations and Additions

- Construction of Hill Road and the Western Motorway, post 1970.

Though the surrounding landscape has been drastically altered, the trees have high integrity.

Integrity	High	Moderate	Low
------------------	-------------	----------	-----

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	Pre-1788
--------------------	----------

The Stand of *Eucalyptus Longifolia* is a remnant group of trees which relate to the pre-contact landscape. Lidcombe has been altered significantly since European colonisation, resulting in the loss of the large majority of this natural habitat. This stand of trees is an extant, tangible reminder of the former landscape.

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.		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).	
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.	X	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.		10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).		
		11. The condition of this item is poor. Condition and maintenance should be monitored.		

Other recommendations and/or comments:

- The replacement of plantings on a like for like basis to ensure the conservation of the landscape and the biodiversity of the Cumberland Plain is maintained, is considered appropriate. However, should seek advice from a landscape specialist.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Stand of <i>Eucalyptus Longifolia</i>	1177
Heritage Study	Stand of <i>Eucalyptus Longifolia</i>	1177
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

None.

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




View of the trees from Parramatta Road.



View of the trees from Parramatta Road.

Heritage Inventory Sheet

Item Name	The Gables		
Recommended Name	'Glenroy'- Victorian Gothic Mansion		
Site Image			
Address	59 East Street, Lidcombe NSW 2141		
Lot/Section/DP	25	2	6508
Draft Cumberland LEP ID	I178		
Former LEP ID	I26 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Residential buildings (private)	

Curtilage Map



Statement of Significance

The residence at 59 East Street, otherwise known as 'Glenroy', is locally significant for its historic, associative, aesthetic, rarity and representative values. The dwelling is a rare, intact and visually striking example of a Victorian Gothic mansion erected in Lidcombe in c. 1892. The residence is associated with Frederick Lidbury, who took up residence in the home in 1892. Lidbury was mayor of Rookwood on a number of occasions and the suburb was later named 'Lidcombe', after both Frederick Lidbury and his mayoral opponent Alexander Larcombe.

Criteria Assessment

a) Historic	The item is historically significant as part of the late nineteenth century development of Lidcombe.
b) Associative	The residence is associated with Frederick Lidbury, who took up residence in the home in 1892. Lidbury was mayor of Rookwood on a number of occasions and the suburb was later named 'Lidcombe', after both Frederick Lidbury and his mayoral opponent Alexander Larcombe.
c) Aesthetic/Technical	The building is aesthetically significant as it provides a well-kept, visually striking and intact example of a Victorian Gothic mansion. Established landscaping such as hedges contributes towards the overall aesthetic significance of the dwelling.
d) Social	The item does not meet this criterion.
e) Scientific	The item does not meet this criterion.
f) Rarity	The dwelling is a rare example of a Victorian Gothic mansion.
g) Representativeness	The item is representative of the Victorian Gothic mansion.

Physical Description

The two-storey Victorian Gothic mansion is a rendered brick structure with a large single bay projecting from the façade as well as castellated turrets. The projected bay features ornamentally carved barge boards connected to the gable end, moulded bands, six windows and small shingled roof projection. The windows are generally tall and narrow with pointed arches and aluminium windows which replace original timber windows. The residence features a tower at the entrance with similar features and castellations around the roof parapet. The roof of the remaining residence is a simple gable with projecting rendered brick chimneys with terracotta chimney pots. The gable ends feature small projecting timber finials.

The site contains some established mature plantings, including hedges and palm trees, which contribute towards the overall setting of the property. The hedges follow the boundary of the property, set against a modern black palisade fence with a matching gate. The rear of the site is paved with a pergola.

While the dwelling appears to be in good condition generally, the timber barge board to the D'arcy Avenue elevation has deteriorated, leaving half of the board detached from the roof.

Condition	Good	Fair	Poor
------------------	-------------	------	------

Alterations and Additions

- Weatherboard addition to the rear
- Skillion lean-to addition to the side
- Windows to facade replaced with an aluminium framed style*
- Modern palisade fence and gate

Although many of the windows have been replaced, the building appears to be highly intact.

Integrity	High	Moderate	Low
------------------	-------------	----------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	c. 1892
--------------------	---------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination of the names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government was an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd,

Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

'The Gables' was described on a plan of the McNab's paddock subdivision, in 1892, as a "handsome" residence recently erected by Mr. McNab at a cost exceeding \$2800. The land was purchased by the McNabs from the deceased estate of Father John Joseph Therry in 1868.

The residence became the home of Frederick Lidbury in 1892, who, as described above, was active in local government and was the Mayor of Rookwood on a number of occasions. The suburb was eventually named after Lidbury and his opponent Alexander Larcombe. Lidbury named the residence 'Glenroy'. The residence has, in recent years, been used for wedding receptions and social functions and has been renamed 'The Gables'.

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).	X
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.	X	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.	X	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).	X		
5. The heritage curtilage for this item should be revised/reduced.		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:

- Should the opportunity arise, an appropriate heritage colour scheme should be applied to the dwelling which is based on a Historic Paint Analysis.
- Should the opportunity arise, all aluminium windows should be replaced with timber windows.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	The Gables	1178
Heritage Study	The Gables	1178
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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



Detail of front façade of Glenroy.



Elevation to Darcy Avenue.




Glenroy as it sits on the corner of East St and Darcy Avenue.



Elevation to Darcy Avenue.

Heritage Inventory Sheet

Item Name	Clive E Evatt Commemorative Plaque		
Recommended Name	Clive E Evatt Commemorative Plaque		
Site Image			
Address	Corner of Yarram Street and Boorea Street, Lidcombe NSW 2141		
Lot/Section/DP	Road reserve	-	-
Draft Cumberland LEP ID	I179		
Former LEP ID	I27 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Landscape	
	Level 2	Monument/Memorial	

Curtilage Map



Statement of Significance

The Clive E Evatt Commemorative Plaque is locally significant for its associative value, as evidence of a tree that was planted by the Hon. Clive R. Evatt, a prominent barrister and politician for the Labour Party, as well as Minister for Housing at the time of the planting event.

Criteria Assessment

a) Historic	The item does not meet this criterion.
b) Associative	The item has associative significance as evidence of a tree that was planted by the Hon. Clive R. Evatt, a prominent barrister and politician for the Labour Party, as well as Minister for Housing at the time of the planting.
c) Aesthetic/Technical	The item does not meet this criterion.
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	The item does not meet this criterion.

Physical Description

The plaque consists of nine bricks (three x three) which are capped with concrete. The plaque is concrete. The original tree has been removed and replaced with a much younger planting and the former seating has been removed.

The inscription reads:

“On the 11th September 1948 this commemorative tree was planted by THE HON. CLIVE R. EVATT Minister for Housing. W. R. Ames. Town Clerk, W. J. Carlton. M.L.A. M.T. Guilfoyle, Mayor”

The item is in a good condition.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Original tree removed
- New tree planted
- Seating removed

The integrity is considered to be moderate as the original tree and some seating have been removed.

Integrity	High	Moderate	Low
-----------	------	----------	-----

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1948
--------------------	------

This Commemorative Plaque was erected 11 September 1948 and marks the tree that was planted by the Hon. Clive R. Evatt, a prominent barrister and politician for the Labour Party. At the time the tree was planted, Evatt was the Minister for Housing. It is understood that the plaque and tree were erected to commemorate those who fought in the World Wars and resided in Housing Commission homes developed in the area. In 1945, there was a scheme of Housing Commission Homes built on both Yarram and Boorea Streets where the subject site is situated.

The plaque is also located in the vicinity of the Marne Park Estate, which was subdivided in 1915, and was bought by the War Service Homes Commission in order for a Soldiers Settlement of almost 100 homes to be established.

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).	
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.	X	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.		10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).			
		11. The condition of this item is poor. Condition and maintenance should be monitored.			

Other recommendations and/or comments:

- None.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Clive E Evatt Commemorative Plaque	1179
Heritage Study	Clive E Evatt Commemorative Plaque	1179
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- None.

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



View of plaque and tree in context.




View of plaque and tree as it sits on the corner of Yarram and Boorea Streets.



View of new planting and plaque.

Heritage Inventory Sheet

Item Name	Federation Dwelling		
Site Image			
Address	24 James Street, Lidcombe NSW 2141		
Lot/Section/DP	Part of Lot 1	-	868904
Current LEP ID	I178 (Cumberland LEP)		
Former LEP ID	I28 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Residential buildings (private)	

Curtilage Map



Statement of Significance

The cottage at 24 James Street, Lidcombe is locally significant for its historic, aesthetic and representative values. Built c. 1921, the dwelling was constructed during a time when Lidcombe experienced a housing and industrial boom. The item is a representative example of a Federation cottage which contributes towards the heritage character of Lidcombe. It has aesthetic significance as a well-presented Federation dwelling which is highly intact as viewed from the public domain. Modifications to the building have been sympathetic and the building contributes positively to the streetscape.

Criteria Assessment

a) Historic	Built c. 1921, the cottage is demonstrative of a time when Lidcombe experienced a housing and industrial boom.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item has aesthetic significance as a well-presented Federation dwelling which is highly intact as viewed from the public domain. Modifications to the building have been sympathetic and the building contributes positively to the streetscape.
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	The item is a representative example of a Federation style residence.

Physical Description

The site consists of a single-storey, Federation period dwelling constructed of weatherboard. The dwelling is long and rectangular in shape, with a simple gable roof, recently replaced with Colorbond. The gable end features an unornamented timber barge board with a profiled finial. The roof also contains two face brick chimneys with terracotta cowls. The front façade consists of a bullnose verandah roof of corrugated iron, set on profiled timber verandah posts with decorative timber brackets. There is an offset timber front entry door with leadlight windows. The windows to the façade consist of a set of two double-hung timber sash windows.

An extension at the rear of the dwelling is a timber skillion structure. An open timber carport with lattice is located at the rear of the dwelling, accessed by a paved driveway along the western side of the dwelling which also provides access to the eight other dwellings on site. A second driveway frames the eastern side of the building, providing access to the neighbouring property. Each side elevation contains three timber windows with a timber and Colorbond awning.

The rear of the site is occupied by eight modern brick and weatherboard dwellings with Colorbond roofs. All of the dwellings have been given the same colour scheme as the historic dwelling. Nevertheless, these elements are considered to be a detracting addition to the site which have altered the overall setting of the heritage item.

The Federation dwelling is screened from the street by some mature vegetation which does not appear to be native plantings or formal plantings. A long hedge lines the western driveway.

The Federation dwelling on site is in good condition overall, showing no signs of deterioration and having undergone recent repair and replacement works.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Weatherboard skillion addition to the rear
- Open timber car port
- Colorbond roof and contemporary guttering
- Security screens to door and windows on front façade
- Eight new dwellings to the rear*

While the property contains a series of modern dwellings, altering the spatial setting of the original dwelling and detracting from the overall setting of the item, the fabric of the original dwelling is highly intact. However, the integrity of the setting is low.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	c.1921
--------------------	--------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam, who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination of the names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government was an active subdivider in the area, specifically in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

The subject property is located within part of land that was originally granted to George and John Sunderland, who were granted 60 acres and 100 acres respectively. Subsequently, these 160 acres of land were purchased by Reverend Father Therry, the first official Catholic Chaplain to Australia. The estate was known as the 'Therry Estate of Haslam's Creek' and was later subdivided as the 'Township of St Joseph at Liberty Plains' in May 1867 by J. V Gordon. The subject property can be traced back to John Ryall who lived at 24 James Street from 1921.

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).	X
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).	X		
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.			

Previous Studies			
Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Study	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study

Other References	
▪	Kass, T 2008, <i>Lidcombe</i> , retrieved 27 March 2019, https://dictionaryofsydney.org/entry/lidcombe
▪	Godden Mackay Logan 2002, <i>Lidcombe Hospital Site – Conservation Management Plan</i> , Godden Mackay Logan.
▪	Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
▪	Liberty Plains Parish Map no. 235, Sydney NSW.
▪	c.1800 Liberty Plains Parish Map B, Lands and Property Department.
▪	Birmingham, F 1867, Subdivision Map of the Township of St. Joseph
▪	Father R. McElligott 1935, 'Historic Memories of Lidcombe (Rookwood) Parish', Catholic Freeman's Journal, 30 May, p. 15

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



Overview of dwelling.



Detail to verandah.



Front and side elevations of dwelling.



View to driveway and carport.




View of roof elements.



Overview of dwelling and rear subdivisions

Heritage Inventory Sheet

Item Name	Victorian Workers Cottage		
Site Image			
Address	55 Kerrs Road, Lidcombe NSW 2141		
Lot/Section/DP	10	5	3424
Current LEP ID	I186 (Cumberland LEP)		
Former LEP ID	I29 (Auburn LEP)		
Heritage Conservation Area	Not Included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Residential buildings (private)	

Curtilage Map



Statement of Significance

The dwelling at 55 Kerrs Road is locally significant for its historic, associative, aesthetic, rarity and representative values. Built 1876, the dwelling is a representative example of a fibro workers cottage erected in Lidcombe during the late nineteenth century when new subdivisions were laid out. This is exemplified in not only the built fabric of the dwelling but the orientation of the residence which shows alignment to a former street arrangement. The item is associated with William White, a carriage builder of Rookwood. It has aesthetic significance as a good example of a worker's residence which is highly intact and features interesting decorative features. The dwelling contributes positively towards the streetscape. The cottage is a very early surviving and rare example of fibro construction in Lidcombe.

Criteria Assessment

a) Historic	Built 1876, the dwelling is a fibro workers cottage erected in the early subdivision of Lidcombe.
b) Associative	The item is associated with William White, a carriage builder of Rookwood.
c) Aesthetic/Technical	The item has aesthetic significance as a good example of a worker's residence which is highly intact and features interesting decorative features. The dwelling contributes positively towards the streetscape.
d) Social	The item does not meet this criterion.
e) Scientific	The item does not meet this criterion.
f) Rarity	The cottage is a very early surviving and rare example of fibro construction in Lidcombe.
g) Representativeness	The dwelling is a representative example of a fibro workers cottage erected in Lidcombe during the late nineteenth century when new

	subdivisions were laid out. This is exemplified not only in the built fabric of the dwelling but the orientation of the residence which shows alignment to a former street arrangement.
--	---

Physical Description

The subject site consists of a one-storey Victorian residence constructed of fibro which has a simple rectangular plan with a hipped roof. Notable features include a corrugated iron roof, face brick chimney and timber detailing. The façade consists of a bullnose verandah with four symmetrically arranged posts extending along the entire frontage, which wraps around the corner of the building and extends along the side wall. Timber lattices have been applied to part of the verandah, specifically at the ends and in the corner. The front door is located centrally to the front facade and features two small side windows. Two large, three paned casement windows are located in the wall either side of this front entrance. A brick chimney projects from the roof of the side wall with a terracotta chimney cowl. The roof features a small, centrally located dormer window with a decorative timber barge board and two casement windows containing small stained-glass panels.

The side, street facing elevation contains several timber double hung sash windows with decorative timber and corrugated iron bullnose style awnings. The dwelling has been extended to the rear with a fibro skillion structure.

The dwelling is set back on a different alignment than the other dwellings within the street. The front setback contains a well-kept garden with a range of plantings, including hedges and succulents, and a paved pathway. These do not appear to be historically related to the dwelling. The property is bound by a timber picket fence along the street boundary.

Within the curtilage of the dwelling, a contemporary subdivision has occurred and a modern residence has been constructed at 53 Kerrs Road which was unintentionally included within a previous listing.

The dwelling is in good condition overall showing no signs of deterioration from the public domain.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Fibro skillion extension to the rear

The dwelling is highly intact and has high integrity as a result.

Integrity	High	Moderate	Low
-----------	------	----------	-----

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1876
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination of the names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government was an active subdivider in the area, specifically in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

The improved transportation to the region, including rail and road networks, and the relocation of many industries resulted in a growth in residential development around the emerging town centres and within walking distance from the places of employment. The nature of these early residence varied according to their location. Most were constructed simply from timber with weatherboard cladding and shingled or galvanised iron rooves. Many were simple, single storey workers' cottages, of which a number remain.

Other dwellings, built around the turn of the century, were constructed from brick or timber or a combination of the two, with tiled rooves and timber detailing. The cottage at 55 Kerrs Road is a very early surviving example of fibro construction in Lidcombe built 1876. It was built for William White, carriage builder of Rookwood. Originally, the building may have been situated on a larger block, with small sheds or outhouses adjacent. These appear to have been demolished. The orientation of the residence suggests a variation in street alignment or development of the street at a later date.

Presently, the dwelling remains in use as a private residence.

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).	X
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.	X	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).	X		
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.			

Previous Studies

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

Other References

- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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



View of front façade and fencing of cottage.



View to western elevation of cottage.



Western elevation of cottage.



View to roof of cottage and surrounding landscape.



Western and rear elevations of cottage.

Heritage Inventory Sheet

Item Name	Fenton House - Federation Commercial Building		
Site Image			
Address	35–49 Joseph Street, Lidcombe NSW 2141		
Lot/Section/DP	Part of Lot 35	-	1018049
Current LEP ID	I185 (Cumberland LEP)		
Former LEP ID	I30 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Commercial	

Curtilage Map



Statement of Significance

Fenton House is locally significant for its historic and aesthetic values. It is historically significant for its role in serving the area as a corner retail and residential building since 1916. It provides evidence of the major population boom during the Federation and Inter-War period when residential development and the associated civic infrastructure grew at pace throughout the city in response to industrial activity. The building has aesthetic significance as a detailed and largely intact example of a Federation/ Inter-War style of architecture. The siting of the building on a prominent street corner also makes it a notable and attractive landmark in its local area.

Criteria Assessment

a) Historic	The building has served as a corner retail / residential building since 1916. It provides evidence of the major population boom during the Federation / Inter-War period when residential development and the associated civic infrastructure grew at pace throughout the city.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The building has aesthetic significance as a detailed and largely intact example of Federation / Inter-War architecture. The siting of the building on a prominent street corner also makes it a notable and attractive landmark in its local area.
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	The item does not meet this criterion.

Physical Description

Fenton House is a two storey Federation style corner shop located on Joseph Street and James Street. The building is constructed of brick which has been rendered and painted. The corner of the building has a high parapet, with roughly rendered panels and protruding piers with cornices. A medallion emblem and the building name are featured in the brickwork of the canted corner. A series of unusual paired, quarter arch, timber, double hung windows exist in the first floor wall. A suspended awning extends along one facade and rounds the corner, though it is terminated before it reaches the other end of the building. Some timber framed windows remain on the ground floor, set high in the wall. The shopfronts to the street facing elevations have been altered, with the introduction of aluminium framed windows and doors to the lower facade, air-conditioning units and modern signage for 'Guardian Funerals'. The lower façade is less intact than the upper façade.

To the east, the shop has been extended in brick with a substantial two-storey structure which contains a roller door. Further, a large brick warehouse has been extended off the later brick addition. The warehouse is fronted by a concrete carpark.

Overall, the original shop building appears to be in good condition. The additional structures are also in good condition.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Aluminium framed windows and doors*
- Air-conditioning units to street facing elevations*
- Modern signage*
- Brick extension to the east*
- Brick warehouse*

Due to a range of alterations to the façade elements, the integrity of the building is considered to be moderate.

Integrity	High	Moderate	Low
-----------	------	----------	-----

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1916
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination of the names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government was an active subdivider in the area, specifically in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s

onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

As the residential estates of Lidcombe grew around the ever-growing industrial activity, many estates contained their own general / corner store. It was usually a family business to provide for everyday requirements, particularly where the town centres were not within walking distance. Such stores were usually additions to existing residences, though there are some freestanding examples as well as some semi-detached residences / stores built as complete entities. Not many of these stores are still functioning and many have been converted into private rooms.

Fenton House was built in 1916 as a local store to service the residences in the surrounding area. Today, it is used by Guardian Funeral as a commercial property.

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).	X
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.	X	13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	
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.	X
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).	X		
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:

- Should the opportunity arise, the air-conditioning units to the façade should be removed and the windows / walls made good. Further, the aluminium windows should be replaced with timber.

Previous Studies			
Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Study	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study

Other References	
▪	Kass, T 2008, <i>Lidcombe</i> , retrieved 27 March 2019, https://dictionaryofsydney.org/entry/lidcombe
▪	Godden Mackay Logan 2002, <i>Lidcombe Hospital Site – Conservation Management Plan</i> , Godden Mackay Logan.
▪	Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
▪	Liberty Plains Parish Map no. 235, Sydney 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




Fenton House.



View to rear of Fenton House.

Heritage Inventory Sheet

Item Name	Hotel Lidcombe		
Recommended Name	Lidcombe Hotel		
Site Image			
Address	2 John Street, Lidcombe NSW 2141		
Lot/Section/DP	1	-	83241
Draft Cumberland LEP ID	I183		
Former LEP ID	I31 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Commercial	

Curtilage Map



Statement of Significance

The Lidcombe Hotel has local heritage significance for its historic, social, aesthetic and rarity values. Built in 1930, it is an example of a hotel established in the early twentieth century, prominently situated in the town centre of Lidcombe, opposite the railway. The hotel is historically significant as it would have provided temporary accommodation for some of the workers to come to the area in the early twentieth century, as well as provided stimulus to the growth of the town centre in the immediate vicinity. It is socially significant as a popular place of gathering and meeting in the Lidcombe community. The building has aesthetic significance as a robust masonry Inter-War Georgian Revival building, which is enhanced by the prominent corner location.

Criteria Assessment

a) Historic	The item is historically significant as an example of a hotel establishment from the early twentieth century, prominently situated in the centre of the town of Lidcombe, opposite the railway. The hotel would have provided temporary accommodation for some of the workers to come to the area in the early twentieth century, as well as provided stimulus to the growth of the town centre in the immediate vicinity.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The building's aesthetic significance is enhanced by the prominent corner location. A robust masonry building of two to three storeys with an eclectic collection of Inter-War Georgian Revival building details above the metal awning line.

d) Social	The item has social significance as a popular place of gathering and meeting in the Lidcombe community.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item is among the earliest leisure facilities to be established in the area.
g) Representativeness	The item does not meet this criterion.

Physical Description

This Lidcombe Hotel is an Inter-War Georgian Revival building, characterised by the pediment, bracketed eaves, quoining to brickwork, round heads to windows, multi-paned windows of horizontal proportions, string courses, Palladian motif, face brickwork and references to the Classical Order. It is a robust masonry building of two to three storeys with an eclectic collection of neo-Georgian style details above the metal awning line. The roof is hipped with a medium pitch and culminates in an elaborate corner pediment with a Palladian arch and recessed balconies behind. The building is sited on a corner, with the main entrance at a 45-degree splay to the corner to emphasise the building's importance. Above the awning line the building appears intact. The awning line is broken to emphasise the recessed side entry. The roof contains a large quantity of solar panels. There is no landscaping to the property.

The building has been well maintained and is in good condition.

Condition	Good	Fair	Poor
------------------	-------------	------	------

Alterations and Additions

- Signage and posters fixed directly to the façade*
- Solar panels on roof
- Neon signage applied to awning

The building has been well kept with regards to form and detailing. It retains a high level of integrity.

Integrity	High	Moderate	Low
------------------	-------------	----------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1930
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other

prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries, are some examples of the industrial companies that developed within Lidcombe.

Hotels at the turn of the century were established to cater for local residents. Hotels were amongst the earliest leisure facilities be established in the area. Initially, they catered for travellers but later provided accommodation for single men who had recently arrived in the district and were to be employed in the local industries. Such accommodation was in great demand. The earlier hotels were usually located in a prominent position in the town centres, or on the major transport routes such as Parramatta Road.

The Lidcombe Hotel was opened in 1930, with N. T. Tripp as licensee. The hotel remains in use as a hotel.

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).	X
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.	X	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).	X		
5. The heritage curtilage for this item should be revised/reduced.		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:

- None.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Hotel Lidcombe	I183
Heritage Study	Hotel Lidcombe	I183
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – CMP*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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

None.

Heritage Inventory Sheet

Item Name	Lidcombe Fire Station		
Recommended Name	Lidcombe Fire Station		
Site Image			
Address	37 Church Street, Lidcombe NSW 2141		
Lot/Section/DP	1	-	73883
Draft Cumberland LEP ID	I184		
Former LEP ID	I32 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	February 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Utilities – Fire Control	

Curtilage Map



Statement of Significance

Lidcombe Fire Station is locally significant for its historic, aesthetic, social and representative heritage values. Built in 1899, the item relates to an early historic stage in the construction of Stations for the Fire Brigades of NSW. Evidence is preserved of the historical development of the workplace over time. The building is socially significant for its services to the community and links to volunteer and retained firemen. The building is aesthetically significant and representative as a good example of an intact Federation Utilitarian building with simple detailing, constructed in the Federation Classical free style.

Criteria Assessment

a) Historic	The item is historically significant because it represents an early historical stage in the construction of stations for the Fire Brigades of NSW. Evidence is preserved of the historical development of the workplace over time. The first Fire Brigade premises were erected in Joseph Street at the corner of Kerrs Road in 1892 on land offered by Alderman B. Gormley, with funds raised by donation from local community.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item is aesthetically significant as a good example of an intact Federation Utilitarian building with simple detailing, constructed in the Federation Classical free style.
d) Social	The item is socially significant for the provision of services to the community. The first fire that the Volunteer Fire Brigade was called to was at the Sydney Meat Preserving Company in 1892. It is also socially significant for its links to volunteer and retained firemen.

e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.
g) Representativeness	The item retains representative qualities as an intact Fire Station built in the Federation Classical free style.

Physical Description

The building has been constructed in a Federation Classical free style. It is a two-storey Flemish brick-bond structure with a corrugated iron hipped roof to the second storey and a first-storey wing. The street facade features one double hung window on the ground floor, with a segmental arched lintel, as well as three such windows on the first floor. There are several modern signs affixed to the façade, as well as an older cantilevered "FIRE STATION" sign. The engine bay entrance with modern roller door is framed by protective steel braces to the brickwork and features a segmented arched lintel. The lintels are comprised of three rows of header bricks, with a rendered sill. Directly above the entrance bay is an indented rendered rectangle which reads "F.B.B. 1899". The roof eaves feature simple timber fascia. While most of the external brickworks has been left exposed, one upper storey wall has been rendered. To the rear, a concrete ramp and handrail has been added. A single-storey, skillion style extension has also been added in a matching brick.

There is no significant or notable landscaping on site. The building is framed by concrete driveways to both sides and a paved footpath to the front.

The building is in good condition overall, though there is some notable efflorescence to the brickwork.

Condition	Good	Fair	Poor
------------------	-------------	------	------

Alterations and Additions

- New concrete ramp and handrail to rear/side entrance
- Single-storey, skillion style extension
- Concrete carpark to rear
- Modern roller door
- Single sash pane windows are modified*

For the most part, changes to the building have been sympathetic in style and colour. The building retains a high level of integrity.

Integrity	High	Moderate	Low
------------------	-------------	----------	-----

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1899
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.


The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government was an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

In the 1890's, the Volunteer Fire Brigade was established in Lidcombe. The first Fire Brigade premises were erected in Joseph Street at the corner of Kerrs Road in 1892 on land offered by Alderman B. Gormley, with funds raised by donation from local community. The first fire that the Volunteer Fire Brigade was called to was at the Sydney Meat Preserving Company in 1892.

A new station was constructed in 1899 on the present site. It was originally called Rookwood Fire Station but was renamed Lidcombe Fire Station in 1913 following the renaming of the suburb. Today, the building is still used as a Fire Station.

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.	X
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.		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:

- None.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Lidcombe Fire Station	I184
Heritage Study	Lidcombe Fire Station	I184
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass T. 1996, *Auburn Heritage Study Draft Final Report*. Volume 2 Historical Context Report. Sydney: Auburn Council.
- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.

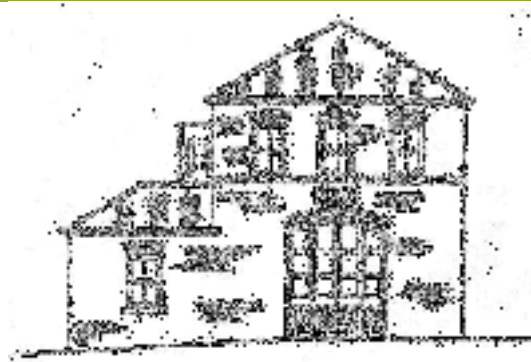
Limitations

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



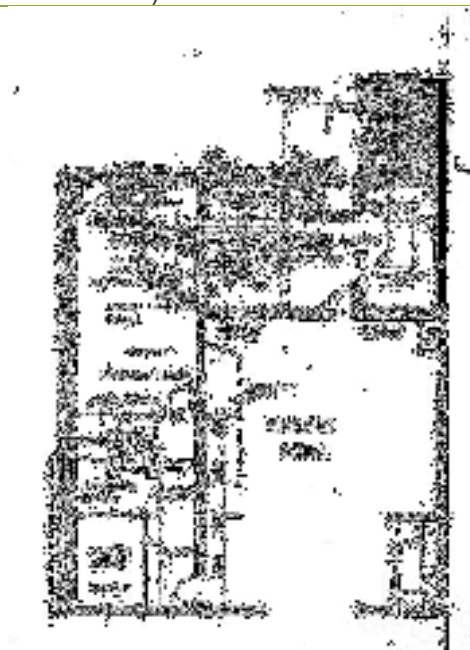
Overview of the building from the street.



Drawing of front elevation, dated 1928 (Source: NSW Fire Brigade – NSW Office of Environment and Heritage, S170 listing sheet for 'Lidcombe Fire Station').




Floor plan, dated 1928 (Source: NSW Fire Brigade – NSW Office of Environment and Heritage, S170 listing sheet for 'Lidcombe Fire Station').



Floor plan, dated 1983 (Source: NSW Fire Brigade – NSW Office of Environment and Heritage, S170 listing sheet for 'Lidcombe Fire Station').

Heritage Inventory Sheet

Item Name	Lidcombe Police Station		
Recommended Name	Former Lidcombe Police Station		
Site Image			
Address	11 John Street, Lidcombe NSW 2141		
Lot/Section/DP	300	-	1142325
Draft Cumberland LEP ID	I185		
Former LEP ID	I33 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	February 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Law Enforcement	

Curtilage Map



Statement of Significance

The Former Lidcombe Police Station has local significance for its historic, aesthetic and representative heritage values. Built in 1928, the item provides evidence of the early twentieth century development of the town centre and local administrative / justice system. The building is the third such premises constructed by the NSW Police. It is aesthetically significant as a Federation Bungalow style Police Station which is prominently sited on John Street and contains fine detailing such as timber shingles to the projecting gable. Although partially modified, the building retains a substantial amount of original fabric. The item is a good and relatively intact example of a Federation Bungalow style Station with its own internal 'lock-up'.

Criteria Assessment

a) Historic	Built in 1928, the item provides evidence of the early twentieth century development of the town centre and local administrative / justice system. The building is the third such premises constructed by the NSW Police.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	It is aesthetically significant as a Federation Bungalow style Police Station which is prominently sited on John Street and contains fine detailing such as timber shingles to the projecting gable. Although partially modified, the building retains a substantial amount of original fabric.
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	The item is a good and relatively intact example of a Federation Bungalow style Station with its own internal 'lock-up'.

Physical Description

The subject site consists of a one storey, brick Federation Bungalow style public building with a Marseille tiled roof. There is a verandah to the John Street facade, with brick piers supporting paired timber posts. There is a simple timber valance to the verandah with exposed timber rafters. Glass French doors open onto the verandah, with timber framed windows on either side. The main entrance is to the side of the building with a small projecting gable and rendered sign on the lintel reading 'POLICE STATION'. This entry is flanked by a set of three timber windows (one with an air-conditioner infill) and two sets of windows. The building to the east is linked to the main building through what appears to be a small holding cell and yard.

Landscaping to the John Street entrance is mature and dense, with some mature tree roots impacting on the surrounding perimeter brick wall. A low brick boundary wall exists around the perimeter of the site.

To the rear of the building is a large multi-storey residential apartment building. Additional development appears to be in progress as construction materials are being stockpiled in the landscaping areas of the item.

Overall, the condition of the building appears to be fair.

Condition	Good	Fair	Poor
------------------	------	-------------	------

Alterations and Additions

- Large residential building to the rear of the site*
- Asphalted front entrance pathway*
- Air-conditioning unit to window*

The building maintains a high level of integrity, though the surrounding site has been heavily modified with the addition of high density residential.

Integrity	High	Moderate	Low
------------------	-------------	----------	-----

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1928
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.


The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government was an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

The first Police Constable of Lidcombe rented a premises quite close to the Rookwood Cemetery in 1881. Apparently, at this time, owing to the distance to the prison, many prisoners were temporarily housed under the old signal box at the Railway Station.

A station was erected at the corner of John and Board Streets, before being moved to Mark Street. There was only one small detached cell to accommodate prisoners. Soon the staff had increased to four and then twelve. In 1928, the Police Department erected the present Station, with a 'lock up' of its own at the corner of John and Mary Streets. Today, the building is vacant and is no longer used as a police station.

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.		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:

- Some of the built fabric is showing deterioration, such as timber and verandah elements, brick boundary fence, and some floral growth on the built fabric indicating excess moisture.
- Should the opportunity arise, the entrance pathway should be re-design to be more sympathetic towards the heritage character of the item.
- Opportunities for adaptive reuse should be investigated.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Lidcombe Police Station	I185
Heritage Study	Lidcombe Police Station	I185
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass T. 1996, Auburn Heritage Study Draft Final Report. Volume 2 Historical Context Report. Sydney: Auburn Council.
- Kass, T 2008, Lidcombe, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, Lidcombe Hospital Site – Conservation Management Plan, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25.
- Liberty Plains Parish Map no. 235, Sydney 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



View through fence on Mary Street to the former police station, showing modern development at the rear.



View through fence on John Street to the former police station.




Overview of former police station from John Street with a modern high rise building to the rear.



View through fence on John Street to the former police station.

Heritage Inventory Sheet

Item Name	Lidcombe Post Office		
Recommended Name	Former Lidcombe Post Office		
Site Image			
Address	1A Taylor Street, Lidcombe NSW 2141		
Lot/Section/DP	2	-	817962
Draft Cumberland LEP ID	I186		
Former LEP ID	I34 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Postal/Telecommunications	

Curtilage Map



Statement of Significance

The Former Lidcombe Post Office is of local significance for its historic, aesthetic, social and representative values. Built circa 1920s, the item is one of the municipality's early, purpose-built post offices. The site provides evidence of the notable growth of population and associated development of civic infrastructure which occurred in the area during the Federation / Inter-War period. It has social significance for the important utility it provided to people in the community. The building also has local aesthetic significance as a reasonably intact example of a Federation Free Style building and is a notable landmark in a commercial centre where much of the early historic building stock has been modified.

Criteria Assessment

a) Historic	The item is historically significant as one of the municipality's early, purpose-built post offices. The item provides evidence of the notable growth of population and associated development of civic infrastructure which occurred in the area during the Federation / Inter War period.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item is aesthetically significant as a reasonably intact example of a Federation Free Style building and is a notable landmark in a commercial centre where much of the early historic building stock has been modified.
d) Social	The Lidcombe Post Office has local social significance as one of the municipality's early, purpose built post offices.
e) Scientific	The item does not meet this criterion.

f) Rarity	The item does not meet this criterion.
g) Representativeness	The item is a good example of a reasonably intact Federation Free Style building.

Physical Description

The post office is a single storey rectangular building with half gabled terracotta tile roof and exposed rafters, on the corner of Joseph and Taylor Streets. The building, however, addresses the 'T' intersection of Bridge and Joseph Streets. The southern end of the western facade on Joseph Street has twin parapeted gables separated by the original entry portico which has now been enclosed/boarded up. The gables are of brick with sandstone capping, string course and bracketed weather bar over the air vents. Three six paned double hung timber windows, separated by a pier of brickwork, are centred under each gable. Some of the windows have been boarded up. A sandstone lintel is over the windows, and a sandstone sill extends the width of the gable fronts. The original entry has two sandstone Tuscan columns supporting a double sandstone lintel with rondels, and cornice. The top lintel has "Lidcombe" in bronze lettering, while the bottom lintel has "Post Office" carved in relief. The porch has the original grey terrazzo, with red banding floor, with yellow terrazzo steps. The entry to the postal chamber has been moved to the northern end of the west facade. An unsympathetic addition of a porch in brick and timber has been built c. 1945, with timber and wire glass double entry doors to a new postal chamber (the original telegraph exchange). The southern facade has two pairs of six pane double hung timber either side of the chimney. The chimney stack is of plain brickwork with a sandstone capping and a small terra cotta pot.

There is no landscaping on site, being surrounded by asphalt and concrete surfaced areas.

The condition of the building material is fair to poor, with sandstone delamination and staining, peeling paint on windows, broken glazing, graffiti and guano on surfaces. A number of glazing panels have been broken. The M from the "Lidcombe" lettering has become detached and is at risk of falling off and being lost.

Condition	Good	Fair	Poor
------------------	------	-------------	------

Alterations and Additions

- 1950s extension to the rear*
- Steel window grilles at the rear*
- Steel traffic barriers fixed to building wall*
- Cyclone fencing security gates
- Suspended illuminated commercial signage above portico*

Though there are several unsympathetic accretions, the integrity of the building is considered to be high as much of the original fabric is intact.

Integrity	High	Moderate	Low
------------------	-------------	----------	-----

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	c1920s
--------------------	--------


The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

A post office was established at Haslams Creek in 1868 at the railway platform. This had been initiated as a result of a public meeting at Phillip Kiefer's Inn at the 11th milestone in 1859. A telegraph office opened in 1879 at Rookwood, combining operations with those at the railway platform. Rookwood Post Office had operated from the Town Hall in Church Street for some years before being moved to the building at Joseph and Taylor Streets in 1920. In the late 1980's a severe hail storm damaged the roof fabric. The previously unglazed tiles were replaced with glazed tiles. At present, the site is unused.

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.	X	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.		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:

- Some of the built fabric is showing deterioration, such as timber and verandah elements, brick boundary fence, and some biological growth on the built fabric indicating excess moisture.
- Opportunities for adaptive reuse should be investigated.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Lidcombe Post Office	I186
Heritage Study	Lidcombe Post Office	I186
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass T. 1996, Auburn Heritage Study Draft Final Report. Volume 2 Historical Context Report. Sydney: Auburn Council.
- Kass, T 2008, Lidcombe, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, Lidcombe Hospital Site – Conservation Management Plan, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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




Detail of front façade.



Rear elevation.

Heritage Inventory Sheet

Item Name	Lidcombe Public School and Infants Department		
Recommended Name	Lidcombe Public School and Infants Department		
Site Image			
Address	Corner of John Street, Doodson Avenue and Mill Street, Lidcombe NSW 2141		
Lot/Section/DP	1	-	1095078
Draft Cumberland LEP ID	I187		
Former LEP ID	I35 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Education	

Curtilage Map



Statement of Significance

The Lidcombe Public School and Infants Department are locally significant for their historic, aesthetic, social and representative heritage values. The school has served as a community educational resource since 1879. Through this, the buildings provide evidence of the nature of suburban development of local social and cultural institutions which accompanied the residential growth of the suburb in the 1880s and later 1910s.

The School buildings have aesthetic significance as intact and well detailed Victorian Free Classical and Federation Arts and Crafts school buildings of the period and externally they retain much of their original character and fabric. The siting of the group and the integrity of its aesthetic qualities also make it a notable and attractive landmark in its local area. The site contains several large eucalyptus trees which likely date from the original school yard.

The buildings demonstrate representative qualities of both Victorian and Federation school buildings built between 1879 and 1916.

Criteria Assessment

a) Historic	The school is historically significant for its role as an educational institution for the community since 1879. The buildings also provide evidence of the nature of suburban development of local social and cultural institutions which accompanied the residential growth of the suburb in the 1880s and later 1910s.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The School buildings have aesthetic significance as intact and well detailed Victorian Free Classical and Federation Arts and Crafts

	school buildings of the period and externally they retain much of their original character and fabric. The siting of the group and the integrity of its aesthetic qualities also make it a notable and attractive landmark in its local area.
d) Social	The school has social significance with the current and past community of Lidcombe including current and past pupils, parents and teachers.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.
g) Representativeness	The buildings demonstrate representative qualities of both Victorian and Federation school buildings built between 1879 and 1916.

Physical Description

The Lidcombe Public School covers a large part of an entire suburban block and comprises a series of one and two storey buildings, constructed in two tone face brick. The original Victorian Free Classical building, constructed in 1879, appears to be small single storey pavilion with an unequal gable roof and stone dressings. Later Federation Arts and Crafts buildings continue the use of brickwork but substitute bands of darker brick and concrete lintels for the stonework. The buildings are roofed with red terracotta and cement tiles and all feature timber framed, small pane, double hung windows. Small brick amenities blocks are located in the grounds. In addition to demountable buildings, the latest building is a low scale face brick, with cement tiled roof in a 'T' plan with timber awning windows.

The site contains several large eucalyptus trees which likely date from the original school yard. The playground is paved and grassed.

Overall, the site is considered to be in good condition.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Staged additions were made to the school in 1883 and 1893.
- In 1916, the infants building was created and further substantial additions were made in 1922, comprising six extra classrooms.
- In 1962, an annex was opened to cater for partially sighted children after Wahroonga Blind School was closed down. The annex was still operational in 1979.
- There have been a number of additions to the complex since the first schoolroom was erected, the latest being in 1962.

As viewed from the street, the historic buildings appear to have high integrity. Though, as is the nature of school buildings, they are subject to change overtime. It is likely that the interiors and some elevations are of moderate integrity.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years 1879-1916

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination of the names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The NSW government was an active subdivider in the area, specifically in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

The Lidcombe Public School was first erected in John Street in 1879. Classes had previously been conducted in private premises. Staged additions were made to the school in 1883 and 1893. In 1916, the infants building was created and further substantial additions were made in 1922, comprising six extra classrooms. In 1917, an Honours Roll to soldiers killed in WWI was unveiled at the school. In 1962, an annex was opened to cater for partially sighted children after Wairoonga Blind School was closed down. The annex was still operational in 1979. There have been a number of additions to the complex since the first schoolroom was erected, the latest being in 1962.

Today, the site remains in use as a public school.

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.	X

				paint scheme, materiality, style, landscape elements).	
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.	X	14. Future uses for this item should be compatible with its historical functions/ associations.	X
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.		10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).			
		11. The condition of this item is poor. Condition and maintenance should be monitored.			

Other recommendations and/or comments:

- Should new development be proposed for the site, the Development Application should be accompanied by a detailed heritage assessment and fabric analysis to understand which buildings are significant and how to manage change.
- Should any new buildings be proposed for the site, the architecture of the new buildings should not detract or adversely impact upon the heritage items and respect the heritage character.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Lidcombe Public School and Infants Department	1187
Heritage Study	Lidcombe Public School and Infants Department	1187
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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



View to single storey school building.



View to small single storey school building.




Overview of Lidcombe Public School.



'Lidbury Hall'

Heritage Inventory Sheet

Item Name	Former Lidcombe State Hospital, Superintendent's residence		
Site Image	 <p>No access available to site. Photo Source: OEH NSW State Heritage Register Listing Sheet for Minali Special School.</p>		
Address	169 Joseph Street, Lidcombe 2141		
Lot/Section/DP	Part of Lot 4	-	1046678
Current LEP ID	I183 (Cumberland LEP)		
Former LEP ID	I36 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Education	

Curtilage Map



Statement of Significance

This Minali Special School residence has local significance for its historic, aesthetic, associative and rarity values. The building was the residence of the superintendent of the Lidcombe State Hospital for many years, giving it rare associative and historic significance. It is a rare example of a relatively large residence erected in the study area in the early twentieth century. It is aesthetically significant as it provides a good example of a Federation residence erected in the municipality during this phase of development. The original fabric of the building is intact, though currently being restored, and it has attractive and interesting decorative detail.

Criteria Assessment

a) Historic	The Minali Special School residence is historically significant as an early twentieth century dwelling relating to the early operation of the former Lidcombe Hospital Site.
b) Associative	The residence was occupied by the superintendent of the Lidcombe State Hospital for many years.
c) Aesthetic/Technical	The item is aesthetically significant as it provides a good example of a Federation residence erected in the municipality during this phase of development. The original fabric of the building is intact, though currently being restored, and it has attractive and interesting decorative detail.
d) Social	The item does not meet this criterion.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item is a rare example of a relatively large residence erected in the study area in the early twentieth century.
g) Representativeness	The item does not meet this criterion.

Physical Description

As the site was not accessible during the site inspection, the following physical analysis has been replicated from the former listing sheet for the item, dated March 2011 :

The former residence that now lies within the grounds of the Minali Special School was built in the Federation style. It is a one storey building with a hip and valley roof, through which two simple chimneys project. The building has rough cast cement rendered exterior walls with buttresses and a variety of square bays at irregular intervals. The northern room has an arched opening to a sleepout, which has now been enclosed. The services area to the south leads onto a verandah which has since been enclosed. All windows and doors in the building have been recently removed, possibly for renovation. Evidently the front and back doors featured panels of amber and blue glass. An 'Oiel de Boeul' window is situated in one wall of the residence. Brackets where shutters have been fitted to the back windows are still evident.

Biosis Pty Ltd Statement of Heritage Impact (2017) describes the landscape surrounding the subject site. A row of mature trees surrounds the site and includes the following species:

- Brush Box
- Hop Pine
- Blackbutt
- African Olive
- Forest Red Gum
- Tallowood

As the site was inaccessible during the site inspection, a condition rating has not been provided.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Unknown, no access to site.

As the site was inaccessible during the site inspection, an integrity rating has not been provided.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1908
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The NSW government was an active subdivider in the area, specifically in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other

prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

Lidcombe Hospital

The New South Wales government bought the land in 1879 from HG Douglas and Joseph Hyde Potts. Some of it was used to expand Rookwood Cemetery while another section was used for a boys' reformatory to teach farming and other useful skills to young offenders.

Established in 1893, the asylum (later Lidcombe Hospital) occupied 1300 acres (526 hectares) in the suburb now called Lidcombe. In 1907, it occupied 755 acres (306 hectares). Over time, land was transferred or sold to other institutions. Carnarvon Golf Course, on the western side of Joseph Street, was part of the dairy for the hospital until 1948. In other developments, in 1959 the State Institute of Clinical Pathology moved to a new building on the southern border of the land; Minda Child Remand Home opened in 1966; Cumberland College of Health Sciences (later the Lidcombe campus of the University of Sydney) appeared in 1974; Paraquad NSW opened Ferguson Lodge in 1979; the Multiple Sclerosis Society came in 1984; and the Lidcombe College of Technical and Further Education was set up in 1993.

In summary, the site underwent the following name and use transformations:

- 1885-1892: Boys Reformatory and Model Farm (proposed)
- 1893-1913: Rookwood Asylum for the Aged and Infirm
- 1914-1926: Lidcombe State Hospital and Asylum for Men
- 1927-1966: Lidcombe State Hospital and Home
- 1966-1995: Lidcombe Hospital (Note: the Jack Lang Wing remained in use for hospital purposes until 1997).
- 1998-2000: Olympic Media Village

Superintendent's Residence

The Minali Special School residence was once the home of Dr. Robert Fox, the former medical superintendent of the former Lidcombe State Hospital. It occupied part of the hospital's extensive grounds. The residence was built circa 1908.

From 1966, the Minda Remand Home opened for the detention of young juveniles who were awaiting court appearances. At this time the residence was used as the Deputy Manager's Residence.

Minali Special School

Following the Minda Remand School, the Minali Special School was opened in 1975 to provide educational and residential facilities for state wards. The former Superintendent's Residence was utilised as the Minali Centre School Office until the closure of the Minali Special School in 1994. The residence remained vacant from the early 1990s until it was restored in 2006 and is currently used as administration offices for the Juniperina Juvenile Justice Centre.

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.			

Previous Studies			
Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Study	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study

Other References

- Biosis Pty Ltd 2017, *Juniperina Juvenile Justice Centre: Heritage Assessment and statement of Heritage Impact*, prepared for Public Works Advisory, Department of Finance, Services, and Innovation.
- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>

- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney NSW.
- NSW Office of Environment and Heritage, State Heritage Register listing sheet for Lidcombe Hospital Precinct,
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5049732>
- NSW Office of Environment and Heritage, State Heritage Register listing sheet for,
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=1030029>
- Edmund Perrin, *Botanica and Lidcombe Hospital*, Dictionary of Sydney, 2008,
https://dictionaryofsydney.org/entry/botanica_and_lidcombe_hospital


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

None.

Heritage Inventory Sheet

Item Name	Railway Hotel		
Recommended Name	Railway Hotel		
Site Image			
Address	4 Joseph Street (corner of Joseph and Railway Streets), Lidcombe NSW 2141		
Lot/Section/DP	28	-	655869
	3	-	814762
Draft Cumberland LEP ID	I189		
Former LEP ID	I37 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Commercial	

Curtilage Map



Statement of Significance

The Railway Hotel has local significance for its historic, social, aesthetic and representative heritage values. Built in 1876, the building is an example of a hotel established in the late nineteenth century (though later rebuilt or substantially renovated), prominently situated in the centre of the town of Lidcombe, opposite the railway station. More specifically, the hotel is historically significant as it would have provided temporary accommodation for some of the earliest workers to come to the area in the late nineteenth century, as well as provided stimulus to the growth of the town centre in the immediate vicinity. It is socially significant as a popular place of gathering and meeting in the Lidcombe community. The item is aesthetically significant as a hotel in a prominent corner location with a layering of architectural stylistic features. The building features Art Deco elements such as the lettering and bonded horizontal mouldings to the parapet. The streamlined appearance of the parapet is consistent with the theme of movement typical to the 1930's, as an expression of both horizontal and vertical movement. The building's aesthetic significance has been hampered by a number of modifications (or possible rebuilding).

Criteria Assessment

a) Historic	The item is historically significant as an example of a hotel established in the late nineteenth century (though later rebuilt or substantially renovated), prominently situated in the centre of the town of Lidcombe. The hotel is historically significant as it would have provided temporary accommodation for some of the earliest workers to come to the area in the late nineteenth century, as well as provided stimulus to the growth of the town centre in the immediate vicinity.
b) Associative	The item does not meet this criterion.

c) Aesthetic/Technical	The item is aesthetically significant as a hotel in a prominent corner location with a layering of architectural stylistic features. The building features Art Deco elements such as the lettering, the bonded horizontal mouldings to the parapet. The splayed corner is emphasised by a finial and a raised parapet line. The streamlined appearance of the parapet is consistent with the theme of movement typical to the 1930's, as an expression of both horizontal and vertical movement. A number of modifications obscure some of its heritage aesthetic.
d) Social	The item is socially significant as a popular place of gathering and meeting in the Lidcombe community.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.
g) Representativeness	The item is representative of a type of temporary accommodation providing for workers coming to the area in the late nineteenth century.

Physical Description

The Railway Hotel is a two-storey hotel building with a basement cellar area and a small one storey wing to the rear. It is a typical pub extending to the street boundary alignment with a splay to the corner. The corner location is typical of such pubs in the Sydney region. The corner is further emphasised by a finial and a raised parapet line. The streamlined appearance of the parapet is consistent with the theme of movement which was typical to the 1930's, with an expression of both horizontal and vertical movement. The building features Art Deco elements such as the lettering, the bonded horizontal mouldings to the parapet, the splayed corner with finial detail. Some elements seem to date from an earlier period, such as the multi paned timber windows. The facade below the awning has clearly been updated and modernised, however the façade fenestration appears to be original.

There are some trees along the Toohey's Lane side of the property, though it is unclear if they are located within the curtilage. To the rear of the hotel is a large asphalt carpark.

The building has been well-kept as a functioning hospitality venue and is in good condition overall.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Illuminated signage fixed to ground façade walls*
- Illuminated signage suspended from awning*
- Flagpoles on roof*
- Air conditioning condensers mounted to brackets on first floor façade*

Overall, the Railway Hotel appears to be of moderate integrity due to the addition of modern signage and flagpoles, and the likelihood that the interiors have been modified.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1876
--------------------	------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

The hotels were among the earliest leisure facilities to be established in the area. Initially they catered for travellers but in the late nineteenth century they were established to cater for local residents. Hotels provided accommodation for single men who had recently arrived in the district and were to be employed in local industries. Such accommodation was in great demand. The earlier hotels were usually located in a prominent position in the town centres, or on the major transport routes such as Parramatta Road.

The Railway Hotel was originally licenced in 1876 as the "Rookwood Hotel". The publican in 1884 was M. C. DeLisle. By 1890, the licence was held by Joseph Abrahams. The name change to the Railway Hotel occurred with the change of publicans in 1887. Today, the building remains in use as a hotel.

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).	X
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.	X
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).	X		
5. The heritage curtilage for this item should be revised/reduced.		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:

- The building is currently painted a cream colour accented in red. This is not a typical colour scheme for buildings of this period or style. Undertake a historic paint finishes analysis to inform a more appropriate colour scheme.

Listings		
Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Railway Hotel	I189
Heritage Study	Railway Hotel	I189
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass T. 1996, Auburn Heritage Study Draft Final Report. Volume 2 Historical Context Report. Sydney: Auburn Council.
- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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

None.

Heritage Inventory Sheet

Item Name	Royal Oak Hotel		
Recommended Name	Royal Oak Hotel		
Site Image			
Address	46-50 Railway Street, Lidcombe NSW 2141		
Lot/Section/DP	1	-	962844
	6	1	846
Draft Cumberland LEP ID	I190		
Former LEP ID	I38 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Commercial	

Curtilage Map



Statement of Significance

The Royal Oak Hotel has local significance for its historic, social, aesthetic, rarity and representative heritage values. The first Royal Oak Hotel was established in 1878 and was historically significant as an early hotel which provided temporary housing for men working in the area.

The current Royal Oak Hotel was rebuilt in 1941 and is prominently situated in the centre of the town of Lidcombe, opposite the railway station. The building provides evidence of the residential and urban growth of the Lidcombe during the twentieth century. It is socially significant as a popular place of gathering and meeting in the Lidcombe community. The building is of high aesthetic significance as an intact Post-War Period pub built in the P & O style with Art Deco detailing. This is enhanced by the high level of integrity retained through much of its original character and fabric. The building demonstrates representative qualities of an intact P & O style pub with Art Deco detailing, built in 1941. The item is a rare building typology found in the Lidcombe area and more broadly Cumberland LGA.

Criteria Assessment

a) Historic	The hotel is historically significant for providing temporary accommodation for some of the earliest workers to come to the Lidcombe area in the late nineteenth century. The hotel also provided stimulus to the growth of the town centre in the immediate vicinity.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	This is a highly decorative example of a Post-War Period P & O Style pub with Art Deco detailing. The facade forms a major curve to imply movement around the building. The building's aesthetic significance is enhanced by the prominent corner location.

d) Social	It is socially significant as a popular place of gathering and meeting in the Lidcombe community. The hotel provided accommodation for single men who had recently arrived in the district and were to be employed in local industries.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item is a rare building typology found in the Lidcombe area and more broadly Cumberland LGA.
g) Representativeness	The building demonstrates representative qualities of an intact P & O style pub with Art Deco detailing, built in 1941. The item retains much of its original fabric and form.

Physical Description

The Royal Oak is a highly decorative example of an Post-War Period P & O Style pub with Art Deco detailing. The horizontal movement of the façade is expressed by bonded concrete strips forming the boundaries of a glazing strip. Infill to the glazing strip is bonded, multi coloured brickwork and fenestration at regular intervals. The verticality of the building is stressed by a brick and concrete finial in a vertical strip at the centre of the facade. The building is two storeys in height with a basement cellar. Circular metal grilles above the windows emphasise the linear quality (similar to an ocean liner). Original tiles are extant on the facade. The roof has a stepped parapet.

The curved facade gives the impression that the building is turning the corner, however it is positioned on a traditional straight street. Available historic mapping shows that there was never a road along the eastern façade where it wraps around, though this side of the building may have been an open lot or walkway prior to the construction of the neighbouring shop.

Some later aluminium doors and windows have been installed on the ground floor. Some damage to the fascia of the awning is evident, as well as general staining to the face brickwork, but otherwise the facade is in good condition.

There are several potted frangipani trees to the upper façade. Other than this there does not appear to be any other landscaping to the site.

The building has been well-kept as a functioning hospitality venue and is in good condition overall.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Signage
- Satellite dish*

While the overall form of the hotel is intact, the orientation and form of the hotel is indicative of an earlier street and footpath alignment. This is obscured by later infill development along Railway Street. The building appears largely unaltered from its time of construction in the 1941 and has high integrity.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	c.1941
--------------------	--------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

The hotels were among the earliest leisure facilities to be established in the area. Initially they catered for travellers, but in the late nineteenth century they were established to cater for local residents. Hotels provided accommodation for single men who had recently arrived in the district and were to be employed in local industries. Such accommodation was in great demand. The earlier hotels were usually located in a prominent position in the town centres, or on the major transport routes such as Parramatta Road.

The original Royal Oak Hotel was built in 1878 and licenced in that year. The publican is listed as being E. Smith. Tooth and Company purchased the hotel in 1919. The hotel was rebuilt in 1941 in the Post War Period. Today, the building remains in use as a hotel.

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).	X

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.	X
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).	X		
5. The heritage curtilage for this item should be revised/reduced.		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:

- None.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Royal Oak Hotel	I190
Heritage Study	Royal Oak Hotel	I190
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass T. 1996, *Auburn Heritage Study Draft Final Report*. Volume 2 Historical Context Report. Sydney: Auburn Council.
- Kass T, 2008, Lidcombe, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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



Detail view of façade.




Source: Noel Butlin Archives, ANU. Tooth and Company Limited Yellow Cards. 'Royal Oak Hotel Site card 3, side 2'.



Royal Oak Hotel prior to the rebuild.
Source: Noel Butlin Archives, ANU. Tooth and
Company Limited Yellow Cards. 'Royal Oak
Hotel Site card 3, side 2'.

Heritage Inventory Sheet

Item Name	St Joachim's Catholic Church, Parish Hall and School		
Recommended Name	St Joachim's Catholic Church, Parish Hall and School		
Site Image			
Address	Corner of John Street and Mills Street, Lidcombe NSW 2141, and Mary Street, Lidcombe NSW 2141		
Lot/Section/DP	1	-	782402
	1	-	85960
	1	-	732890
	1	-	88171
	102	-	853968
Draft Cumberland LEP ID	I191		
Former LEP ID	I39 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		

Site Type	Level 1	Built
	Level 2	Religion

Curtilage Map



Statement of Significance

The St. Joachim's Catholic Church and associated buildings have local historic, aesthetic, rarity and social significance, having served as a community resource since 1926. The buildings are also significant for the evidence they provide of the nature of suburban development in the Inter-War period in Lidcombe. In particular, the buildings provide evidence of the development of local social and cultural institutions which accompanied the residential growth of the area in the 1920s and again in 1950s. Architecturally, the Church building is rare example of an Inter-War Romanesque suburban Church and externally it appears to retain much of its original character and fabric. The later 1950s Parish Hall and School also contributes to the aesthetic significance of St Joachim's as an intact example of a modernist brick veneer building.

Criteria Assessment

a) Historic	The St. Joachim's Catholic Church and associated buildings have local historic and social significance as having served as a community resource since 1926. The buildings are also significant for the evidence they provide of the nature of suburban development in the Inter-War period.
-------------	---

b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The Church building is rare example of an Inter-War Romanesque suburban Church and externally it appears to retain much of its original character and fabric. The later 1950s Parish Hall and School also contribute to the aesthetic significance of St Joachim's as an intact example of a modernist brick veneer building.
d) Social	The church provided evidence of the development of local social and cultural institutions to accompany the notable residential growth of the period, the church served the local Catholic community.
e) Scientific	The item does not meet this criterion.
f) Rarity	The Church building is rare example of an Inter-War Romanesque suburban Church in the area.
g) Representativeness	The item does not meet this criterion.

Physical Description

The two storey high church is sited picturesquely on a corner location in the town centre of Lidcombe. It has a moderately low pitched gable roof with a small turreted tower. The walling is heavily textured with a number of feature piers. A number of round arched opening are positioned in the side walls of the church. A large stone arch in the brickwork marks the entrance, where two double doors are located. Above these doors is situated a large circular (wheel) window in stone with machicolation motifs in the brickwork above. Two open porticos are situated either side of the main entrance.

The complex also contains:

- Parish Hall, built in the late twentieth century from brick with a metal clad gable roof
- Benedict Junior College, a blond brick, two-storey building with a tiled gable roof
- Marist Bros. Monastery, a Federation, two-storey brick building with a tiled, hipped roof
- Church of Our Lady of the Assumption Armenian Catholic Church, a single-storey stripped back Spanish Mission style church with rendered brick.

St. Joachim's School is situated in Mary Street, near the Church.

The church appears to retain much of its original character and fabric. The Church is in good condition and does not appear to have been significantly modified since construction.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Alterations and additions are unclear from site inspection due to access restrictions.

The integrity of the Church, Parish School and Hall appears to be high. The integrity of other educational structures, layout and landscape is unclear from the public domain.

Integrity	High	Moderate	Low
-----------	------	----------	-----

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1926-1950
--------------------	-----------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries. The Ford Motor Company of Canada, Jantzen (Australia) Ltd and Associated General Electric Industries are only some examples of the industrial companies that developed within Lidcombe.

The earliest Catholic Services were held at St. Joseph's Hospital, Auburn. The first Catholic Church of St. Joachim's was opened in 1884, near where Fr. J.J. Therry had laid a foundation stone over 20 years before. This early Church was replaced in 1926 by the present Church. Over the years, many additions have been made to the St. Joachim's complex, including the construction of a Parish Hall, Convent, Benedict Junior College in 1989 and Marist Brothers Monastery. Today, the site remains in use as a church and school.

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.	X	14. Future uses for this item should be compatible with its historical functions/ associations.	X
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.		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:

- Should new development be proposed for the site, the documentation should be accompanied by a detailed heritage assessment and fabric analysis to understand which buildings are significant and how to manage change.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	St Joachim's Catholic Church, Parish Hall and School	I191
Heritage Study	St Joachim's Catholic Church, Parish Hall and School	I191
National Trust Australia Register	N/A	-

Previous Studies

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

Other References

- Kass T. 1996, Auburn Heritage Study Draft Final Report. Volume 2 Historical Context Report. Sydney: Auburn Council.
- Kass T 2008, Lidcombe, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, Lidcombe Hospital Site – Conservation Management Plan, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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



Overview of Church from Mills Street



Overview of Church from Mills



Parish Hall from John Street.



Parish Hall from John Street.



Church of Our Lady of the Assumption Armenian Catholic Church viewed from John Street




View alongside of Church.



View from Mary Street to Parish School.

Heritage Inventory Sheet

Item Name	Wyatt Park Sporting Complex, Stand of Eucalyptus Microcorys and Associated Landscape		
Site Image			
Address	<p>Main entrance at Church Street, Lidcombe, NSW 2141</p> <p>Park bounded by Olympic Drive and Boorea Street, Percy Street and Church Street, Lidcombe, NSW 2141</p>		
Lot/Section/DP	1	-	581438
	7046	-	1065005
	1	-	319530
	453	-	752036
	1	-	707506
	75-77	-	752036
	2	-	581438
	1	-	611380
	1	-	1136347
Current LEP ID	I175 (Cumberland LEP)		

Former LEP ID	I40, I41 (Auburn LEP)	
	I41 (Auburn LEP)	
Heritage Conservation Area	Not included	
Date Updated	August 2024	
Significance Level	LOCAL	
Site Type	Level 1	Complex/Group
	Level 2	Recreation and Entertainment
Ownership	The Minister For Lands (C/- Cumberland City Council, PO Box 42, MERRYLANDS NSW 2160); The State Of New South Wales (C/- Cumberland City Council, PO Box 42, MERRYLANDS NSW 2160); Cumberland City Council; Girl Guides Association of NSW (17/23 Rowe Street, SYDNEY NSW 2000)	

Curtilage Map



Statement of Significance

Wyatt Park forms a large recreational precinct in Lidcombe with considerable historic, aesthetic, social and rarity values to the local community. The Park is historically significant of the development of community sporting facilities and recreational uses in the Lidcombe and Auburn area from the 1930s onwards. The sporting venues at the park have been constructed at different stages from 1930 onwards, often with the financial support of local beneficiaries and the government. The sporting complex is of aesthetic significance for its use of modernist architectural forms that date between 1930 and 1950. Of particular aesthetic significance is the Lidcombe Oval and grandstand that opened in 1933 and retains much of its original fabric. Similarly, the swimming centre constructed during the Post War period in 1959, also retains some original fabric. The Park is socially significant as a major sporting and recreational venue for both Lidcombe and Auburn, dating from 1951. The Wyatt Park recreational precinct is rare as an example of a recreational facility constructed in the post war period, of which few examples remain in Western Sydney.

Further, the line of fifteen Eucalyptus microcorys trees surrounding Wyatt Park along Olympic Drive have historic and aesthetic significance, forming a landmark vegetation in the local region. The Eucalyptus microcorys was widely planted in the area in the early 1970s, when an interest in Australian native vegetation was expressed in greening much of Sydney's inner west areas by the Federal Labor Government.

Criteria Assessment

a) Historic	<p>The Wyatt Park recreational precinct forms a large recreational complex in Auburn with considerable historic significance to the local community. The sporting venues at the Park have been constructed at different stages from 1930 onwards, often with the financial support of local beneficiaries and the government.</p> <p>The Eucalyptus microcorys are demonstrative of the interest in Australian native vegetation that was expressed in greening much of Sydney's inner west areas by the Federal Labor Government in the area in the early 1970s.</p>
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	<p>The built structures within the park vary in style. The sporting complex is of aesthetic significance for its use of modernist architectural forms that date between 1930 and 1950. Of particular aesthetic significance is the Lidcombe Oval and grandstand that opened in 1933 and retains much of its original fabric. Similarly, the swimming centre constructed during the Post War period in 1959, also retains some original fabric. Although substantially renovated between 2016 and 2017, the building retains the form of the original structure. Original fabric and decorative detailing along Church Street is also retained.</p> <p>Further, the line of fifteen Eucalyptus microcorys trees form a landmark vegetation in the local region.</p>
d) Social	<p>The Park is socially significant to the local community as a major sporting and recreational venue for both Lidcombe and Auburn, dating from 1951. The sporting venues at the park were constructed at different stages, often with the financial support of local beneficiaries or the government. More recently the park, in particular Lidcombe Oval is socially significant to the local community for its association with</p> <p>Western Sydney Magpies rugby league and various cycling clubs.</p>
e) Scientific	The item does not meet this criterion.
f) Rarity	The Wyatt Park recreational precinct is rare as an example of a recreational facility constructed in the post war period, of which few examples remain in Western Sydney.

g) Representativeness

The item does not meet this criterion.

Physical Description

Wyatt Park is a large recreational precinct that contains a variety of sporting fields including a swimming centre, two sporting ovals and basketball and netball courts. The precinct is a green space that also contains the Auburn Youth Centre and features a portion of Haslams Creek which is channelised and operates as a stormwater drain. The surrounding landscape is framed with a line of Eucalyptus microcorys trees along the road and boundary of the site. A carpark is located at the south of the site between the Church Street and Olympic Drive intersection and Haslam Creek Stormwater Drain.

Auburn Swimming Centre

The Auburn Swimming Centre is now known as the Auburn Ruth Everuss Aquatic Centre. The building that opened in 1959 was substantially redeveloped between 2016 and 2017. The complex now features a gym, café, a 25-metre indoor pool, a 50-metre outdoor lap pool, outdoor water polo pool, family leisure and program pool and splash pad.

The Auburn Ruth Everuss Aquatic Centre is simply massed, with some skillion, butterfly and gable roofs. The original concrete block wall along Church Street is painted white and features patterned coursing and tiling. The main changes to the building associated with the redevelopment included the construction of a new entrance and rear addition over the indoor pools. The entrance to the complex is distinguished by a large skillion roof concrete entrance foyer with an area for administrative use, as well as wet areas for visitors. The rear addition features a glass curtain wall with a steel framed roof.

The building is in a good condition due to its recent renovation.

Youth Centre

The Youth Centre is a large, two storey, brick building with simple massing and low-pitched gable roof. The square parapet along the lower façade is newly painted to yellow. The recent coating has removed the former 'Youth Centre' signage. The building features timber windows which have also been recently repainted white. The second storey features a deep set back and is clad in pressed metal and a row of windows on the eastern elevation.

The building is in a good condition due to its recent building maintenance repair works.

Lidcombe Oval and Buildings

Lidcombe Oval is a large circular oval in the centre of the site. The oval is distinguished by the oval entrance gates which feature a brick stepped square parapet with typical Art Deco font that reads 'Lidcombe Oval'. The now painted brick structure features a ticket box and provides entrance to the oval. The reverse side of the structure, fronting the oval features a roller door, presumably protecting a screen or score board. Lidcombe oval also features a grandstand. The grandstand is a brick structure with a steel framed gable roof. The structure features a concrete slab floor to the upper storey as well as concrete lintels over the regularly spaced windows on the ground floor. The oval is encircled by a chain-link fence.

Overall Lidcombe Oval appears to be in a good condition, although there are some signs of efflorescence on the brickwork.

Stormwater Drain

The Haslam Creek Stormwater drain is constructed of brick and lined with concrete on the channel floor. The brick is also capped in concrete and features concrete semi-circular abutments along the channels wall. The bricks are in a good condition, as is the mortar.

Stand of Eucalyptus microcorys

A group of fifteen Eucalyptus microcorys trees, which form a distinctive line to the edge of Olympic Drive. The trees are well maintained.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- The Auburn Ruth Everuss Aquatic Centre: The building was substantially redeveloped to include a new entrance building, large indoor pool complex, gym, outdoor water polo pool, family leisure and program pool, and splash pad. The redevelopment made use of the existing lap pools, adding the splash pad and larger awnings are new additions to the site. The original decorative concrete block wall along Church Street is retained and painted white.
- Auburn Youth Centre: The building appears to have undergone a refresh program, with repainting of window frames and parapet.
- Lidcombe Oval: The entrance gate is painted blue.

While many structures in the park appear to have had little external modification, it is likely the facilities they contain have been progressively upgraded over time. The integrity of the item, as a whole is considered to be moderate.

Integrity	High	Moderate	Low
-----------	------	----------	-----

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1932 onwards
--------------------	--------------

The suburb of Lidcombe is located 14 kilometres west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it. The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe.

The name "Lidcombe" is derived from the combination of the names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Alexander Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The land in which Wyatt Park is now located, formerly sat within the 100 acres land grant to Anne Curtis. This came to be owned by the Sydney Meat Preserving Company. The land was reserved for public recreation in 18 November 1927, however, had been previously unofficially used as a playing area and trotting track to the north. Council was able to influence the owners, Sydney Meat Preserving Company, not to subdivide that area and after negotiation, were able to influence the current Premier, J. T. Lang (the local member) to ensure the land was reserved for public recreation. The government purchased the 45 acres for £4,500 and Lang announced the purchase officially on 10 August 1926.

Lidcombe Council prepared a comprehensive scheme of development for Wyatt Park which would be gradually implemented with the assistance of D. L. Davidson of the Town Planning Association. A grant of £3,000 from the Commonwealth Government enabled Lidcombe Council to construct an Oval. The grandstand was completed with a loan of £1,000 from the State Government in 1932-3 from Christmas relief funds for the unemployed. Lidcombe Oval had a cycle track built in 1947. The oval was also the home ground for the Western Sydney Magpies rugby league from 1967 to 1986 before the club moved to Campbelltown Stadium in 1987.

The site had previously contained the Lidcombe Baths which were established in 1898 from funds donated by the Independent Order of Oddfellows. The baths were called the 'Hampden Baths' and opened in 1899. A dressing shed was constructed in the 1920's and the site remained a popular swimming venue until the 1930's. In 1941, the baths were closed and soon after removed when Church

Street was realigned, and Olympic Drive constructed. The Auburn Swimming Centre at Wyatt Park was opened in 1959.

Other improvements made to the park during the Economic Depression of the 1930s included the Council's acceptance of the state government's "work for the dole" scheme. The scheme came into operation for Lidcombe in June 1933 and continued until July 1937. Works completed included 14 miles of roads, 4 miles of kerbing and guttering, 3 miles of concrete paving and 3 miles of tarred footpaths. The construction of stormwater channels also formed part of unemployment relief works in the 1930s under schemes managed by the Water Board included the Cooks River drainage area, partly situated in Lidcombe, the Haslam's Creek area in Lidcombe. Over £500,000 was spent on storm water channel construction, particularly the channel through Wyatt Park.

In the 1970s, it is likely that the stand of *Eucalyptus microcorys* was planted when a revived interest in Australian native vegetation was expressed in the greening much of Sydney's inner west areas by the Federal Labor Government.

The Auburn Swimming Centre, now known as the Auburn Ruth Everuss Aquatic Centre, reopened in 2017 after its redevelopment. Today, the site remains in use as a recreational precinct for various sporting activities and the Lidcombe Oval is again the home ground for the Western Sydney Magpies rugby league team.

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).	X
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.	X	14. Future uses for this item should be compatible with its historical functions/associations.	X
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).			

		11. The condition of this item is poor. Condition and maintenance should be monitored.		
--	--	---	--	--

Previous Studies

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

Other References

- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.
- Cumberland Argus, Xmas Number, 19 Dec 1907, p. 25
- Liberty Plains Parish Map no. 235, Sydney 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



Overview of Lidcombe Oval.



Front entrance to Auburn Ruth Everuss Aquatic Centre.



Auburn Ruth Everuss Aquatic Centre.



Youth Centre.



Lidcombe Oval.



Haslam's Creek Stormwater Drain.



Haslam Creek Stormwater Drain.



Channel of Haslam creek Stormwater Drain.




Stand of Eucalyptus microcorys.



Stand of Eucalyptus microcorys.

Heritage Inventory Sheet

Item Name	Former Lidcombe Hospital Site		
Recommended Name	Lidcombe Hospital Precinct		
Site Image			
Address	Bounded by Joseph Street to the west, Weeroona Road to the south. Main Avenue runs through the site. Lidcombe NSW 2141		
Lot/Section/DP	13, 14 and part 17	-	1074086
	Part 41	-	1089707
	Part 58, 59, part 62, 65, 66, part 69, part 77, part 78, 79 and part 81	-	1097193
	82	-	1139415
	100	-	1139471
	2406 and part 2407	-	1141588
	801, 802, 805, 806, 807, part 808, 809, 813, 816, part 818,	-	1150164

	part 819, 820, 821 and 838		
	808	-	115164
	5008 and 5010	-	1165137
	Part 5200	-	1168360
	1	-	1168515
	Part 5305 and part 5314	-	1170114
	Part 6409	-	1173798
	Part 6201, part 6202 and part 6203	-	1174243
	Part 6351	-	1174638
	603, part 605, 606, 608, 609 610, part 611, part 612, part 617, part 618, part 619 and part 621	-	1175419
	3 - 5	-	1185503
	1 and part 2	-	270629
	3 - 8	-	270668
	2 - 5	-	270746
	Part 11	-	270749
	-	-	CP/SP 85901
	-	-	CP/SP 86973
Draft Cumberland LEP ID	I07144		
Former LEP ID	C07144 (Auburn LEP)		

Heritage Conservation Area	This item is a Heritage Conservation Area	
Date Updated	March 2020	
Significance Level	STATE	
Site Type	Level 1	Complex / Group
	Level 2	Health Services

Curtilage Map



Statement of Significance

The following Statement of Significance has been quoted from the NSW Office of Environment and Heritage, State Heritage Register listing sheet for 'Lidcombe Hospital Precinct' (2004):

Lidcombe Hospital is of outstanding significance in the history of NSW health care, operating for over a century from 1893-1995 as a major State Asylum for the aged and infirm, then an important State teaching hospital specialising in geriatric care and rehabilitation. Lidcombe Hospital became a leader in geriatric care and rehabilitation practices in the 20th Century. The expansion, then the closure, of the hospital reflects the changes in State and Commonwealth government health care policies over the twentieth century. The site has significance for its association with innovative medical practitioners, specialists in geriatric health care, nurses and the local community for over a century. As the site of the Media Village, the place also has associations with the 2000 Sydney Olympic Games, which provided short-term accommodation for approximately 5,000 visiting journalists.

The precinct contains an exceptional and rare collection of fine, intact architecture and landscapes of the Victorian, Edwardian, Interwar and late-20th Century styles, together with outstanding examples of asylum and institutional planning from leading Colonial, Government and private architects from the 19th and 20th Centuries. The asylum and hospital planning is an exceptional example of the 19th century advancements in health care along the principles of Florence Nightingale, where it was considered healthy to surround hospital and asylum buildings with gardens as part of patient treatment and the buildings were designed with particular attention to natural light, ventilation and climate control for the care of patients. The collection of reformatory, asylum and hospital buildings include dormitories designed by James Barnet (1885-1887), the former Dining Hall (1885), the Superintendent's Residence (1887) and nine wards designed by Walter Liberty Vernon (1893-1906). All reformatory and asylum buildings are designed in harmony around the central Village Green and unite qualities of shelter and surveillance, community and destitution, within a landscape both picturesque and functionally self-sufficient. The Recreation Hall and Chapel (1963) designed by Ken Woolley, the No. 1 Nurses Quarters (1910), Herdsman's Cottage (c1885), Boiler House and Chimney (1901) and the later Nos 2 and 3 Nurses Quarters (1931 and 1939) all contribute to the aesthetic and historic qualities of the place.

The nine Vernon-designed wards, individually and collectively, are outstanding examples of hospital pavilion buildings in a bungalow form, which are a deliberate continuation of the hospital pavilion typology found in some French and British Colonies of the time, with innovative design variations demonstrating the early use of the colonial vernacular in NSW public buildings and advancements in design for patient care. Australian designs for naturally ventilated hospital wards were well known internationally. Vernon's work demonstrated greater attention to light and ventilation than English examples and landscaping of a much higher standard. The ward buildings demonstrate Vernon's deliberate (and early) use of the Australian Colonial vernacular in his design of public buildings, particularly the wrap-around verandah as a means of climate control, rather than the Italianate arcade or colonnade. The building designs of Vernon at Lidcombe Hospital thereby represent one of a series of public buildings built in NSW, such as the Lands Board Office, the Bourke Courthouse and Grafton Experiment Farm buildings, that mark the search for a distinctly Australian architecture, an architecture that drew on the colonial vernacular. (Boyd)

The earliest roads demonstrate the pattern of development of the Lidcombe Hospital site and the location of the former farming activities and isolation facilities of the earlier Asylum and hospital periods, including Farm Road, Mance Avenue, Brooks Circuit, Main Avenue, Church Street, Sussex Street, Copeland Road and Peden Lane. Landscape plantings including the hoop pines and phoenix palms, tallowwoods, brush boxes, iron barks, pepper trees and spotted gums contribute to the aesthetic qualities of the precinct, including a surviving grove of eucalypts situated on a separate portion of the former hospital site. The Village Green, at the centre of the precinct, is of outstanding significance at a State level for its historic and aesthetic qualities.

The archaeological resource of the site has the potential to contribute to our understanding of the early modifications of the landscape through farming activities and the development of early institutional care for the aged, infirm and the destitute. The Hospital was the site of first Septic Tank system constructed

on a large scale to service an institution in Australia. Remains of the Tank are now located on an adjacent site but infrastructure associated with this system may survive.

The Lidcombe Hospital site has played a significant role in the development of the surrounding suburban areas and the growth of the local area as an employer. It has also acted as a physical barrier to development within the area. The Lidcombe Hospital has continued to be held in high esteem by the local community, including in the present day a number of local community groups, for its cultural, social and landscape values.

Criteria Assessment

a) Historic

- The Lidcombe Hospital site was in continual use for over 100 years, initially providing care and shelter for destitute men, then evolving into an important State teaching hospital providing a comprehensive range of community health care facilities. The Lidcombe Hospital site, as a whole, contains physical evidence of major public works associated with changes in State and Commonwealth health care policy.
- From its inception as a proposed Boys Reformatory and Model Farm, to an Asylum for destitute men through to a State teaching hospital, eventually specialising in geriatric care and rehabilitation, the Lidcombe Hospital Precinct demonstrates the changing attitudes of managing and caring for the aged, infirm and destitute.
- The Lidcombe Hospital Precinct shows the design and development of a government welfare institution initially reliant upon a self-sustaining farm.
- Lidcombe Hospital site shows the design of an institution that had to isolate its proposed function as a Boys Reformatory from the surrounding community, and how it developed to accommodate medical isolation facilities, such as the Scabies and Epilepsy Wards, then evolved to more general health care functions.
- In 1919 Rookwood State Hospital and Asylum for Men was the largest institution of its type in the Commonwealth.
- The Lidcombe Hospital site played a significant role during the 2000 Sydney Olympics providing accommodation and facilities for over 5,000 journalists. It was temporarily renamed Olympic Media Village.
- It is important in demonstrating the colonial government's response to institutionalised housing and care of wayward boys and destitute and infirm men.
- The Lidcombe Hospital Precinct is important in demonstrating the concept of a self-sustaining public welfare institution that required intensive farming operations to support its functions.
- The Lidcombe Hospital Precinct is important for its role as an Asylum with working farm providing produce to other state institutions. Despite there being little physical evidence of this aspect of operations remaining it is an important historic value associated with the site.
- The Lidcombe Hospital site is important for providing and developing geriatric health care and rehabilitation facilities and health care programs during the twentieth century.
- The Lidcombe Hospital Precinct reflects changes in State health policy during the twentieth century. The decline and subsequent closure of Lidcombe Hospital reflects the changing emphasis of healthcare for the aged to keep people out of institutions and in their own homes, by integrating geriatric care services provided by general practitioners, hospital outreach services and voluntary agencies.

	<ul style="list-style-type: none"> ▪ Lidcombe Hospital in the 1960s and 1970s was a leader in New South Wales in the medical speciality of 'geriatrics' and the treatment and rehabilitation needs of the elderly. ▪ The Lidcombe Hospital site was transformed during the 2000 Sydney Olympics by providing housing for approximately 5,000 journalists. It demonstrates the important government and community commitment to a major public event. ▪ The Lidcombe Hospital site has played a significant part in the development of many of the surrounding suburban areas and the growth of local communities, both as an employer and as a physical barrier to suburban expansion. ▪ The Lidcombe Hospital site has maintained continuous health care for those in need from the 1890s until its closure in 1995-97. ▪ The Lidcombe Hospital Precinct demonstrates the continually changing needs and responses to the treatment and care of the elderly.
b) Associative	<ul style="list-style-type: none"> ▪ The Lidcombe Hospital Precinct demonstrates the changes in the practice of accommodating and caring for the homeless, destitute and the elderly during the twentieth century. ▪ In 1967, Medical Superintendent George Procopis developed Lidcombe Hospital, as a whole, into an important geriatric hospital with emphasis on activity and rehabilitation therapy; and included treatment and rehabilitation for patients suffering alcoholism, demonstrating the hospitals commitment to innovative and progressive health care. ▪ Dr Tinsley established a full rehabilitation department in 1961 at Lidcombe Hospital and developed programs to actively improve physical and mental facilities and quality of life for aged and disabled persons, demonstrating evolving attitudes to geriatric health. ▪ The Lidcombe Hospital site, as a whole, is significant for its association with Dr Piero Fiaschi and the advanced techniques he made in anaesthesia in 1919 when the Mettzer method of insufflation anaesthesia was introduced to the Sydney medical fraternity. ▪ Many medical specialists, including Dr Lionel Cosins, an English geriatrician of note visited Lidcombe Hospital because of its advanced Rehabilitation Centre, indicating its professional reputation in geriatric medicine. ▪ The Lidcombe Hospital Precinct has associations with the office of eight New South Wales Government Architects notably, James Barnet, Walter Liberty Vernon, George McRae, Cobden Parkes; and the architect Ken Woolley, in demonstrating evolving government design approaches to major public health infrastructure through the twentieth century.
c) Aesthetic/Technical	<ul style="list-style-type: none"> ▪ The precinct contains an exceptional and rare collection of fine, intact architecture and landscapes of the Victorian, Edwardian, Interwar and late-20th Century styles, together with outstanding examples of asylum and institutional planning from leading Colonial, Government and private architects from the 19th and 20th Centuries. ▪ The asylum and hospital planning is an exceptional example of the 19th century advancements in NSW for health care along the principles of Florence Nightingale, where it was considered healthy to surround hospital and asylum buildings with gardens as part of patient treatment and the buildings were designed with

particular attention to natural light, ventilation and climate control for the care of patients. Australian designs for naturally ventilated hospital wards were well known internationally, where for example, the examples by Hall and Dods in Brisbane were mentioned in advice on hospital design given by the English War Office in 1915. (Boyd)

- The nine Vernon-designed wards, individually and collectively, are outstanding examples of hospital pavilion buildings also evidenced in some French and British colonies of the time, which demonstrate the deliberate continuation of the hospital pavilion and barracks designs of the Royal Engineers for the West Indies, with its own distinctive variations derived from the Australian colonial vernacular. This Colonial pavilion style was also employed in Sydney for the Rum Hospital and the Military Hospital on Observatory Hill, and in Newcastle for the James Fletcher Hospital. Examples of similar hospital pavilions are also evidenced in the French colonies. Overseas institutional layouts were visited by both Barnet and Vernon. Vernon's work demonstrated greater attention to light and ventilation than English examples and landscaping of a much higher standard. (Boyd)
- Vernon's ward buildings also demonstrate the deliberate and early use of the Australian Colonial vernacular in the design of NSW public buildings, particularly the wrap-around verandah as a means of climate control, rather than the Italianate arcade or colonnade favoured during this stylistic period. The building designs of Vernon at Lidcombe Hospital thereby represent one of a series of public buildings built in NSW, such as the Lands Board Office, the Bourke Courthouse and Grafton Experiment Farm buildings, that mark the search for a distinctly Australian architecture, an architecture that drew on the colonial vernacular. (Boyd) It is possibly this incorporation of the colonial vernacular, along with the deliberately modest building scale, form and non-institutional design, that has led to the wards sometimes being described as being of a bungalow style, even though they were not designed as residences.
- The nine Vernon-designed wards (1893-1906) demonstrate finely crafted and detailed timber and fretwork, roof vents, fleches, brick chimneys and encircling verandahs which are aesthetically distinctive. Both individually and collectively they contribute to the aesthetic values of the Lidcombe Hospital Precinct and the Lidcombe Hospital site as a whole.
- The architectural character of the Barnet and Vernon-designed buildings and their arrangement around the Village Green reflects late Victorian planning ideals for institutional facilities.
- The Vernon-designed bungalow wards demonstrate an adaptation of the domestic bungalow design idiom to the larger institutional scale, also responding to Australian climatic conditions.
- The Lidcombe Hospital Precinct contains a rich ensemble of buildings that reflect changing technologies associated with the provision of medical care and public health administration for a period of over 100 years.
- The Lidcombe Hospital Precinct is a visually distinctive cultural landscape with buildings sited along contour related roadways creating a 'village' style institution within a landscaped setting.
- The buildings around the Lidcombe Hospital Precinct including the Barnet-designed wards (1885-1887), Superintendent's Residence (1887), former Dining Hall (1885), the nine Vernon-designed wards (1893-1906) and the Village Green itself, have an strong

	<p>aesthetic cohesiveness and create a harmonious arrangement of buildings around a landscaped open space.</p> <ul style="list-style-type: none"> ▪ A number of prominent built elements and landscape features, such as the phoenix palms and hoop pines along the Main Avenue, the Boiler House Chimney, the Clock Tower, the Village Green surrounded by the Barnet and Vernon-designed buildings, the Woolley-designed Recreation Hall and Chapel, the large fig trees and the separate grove of surviving mixed Eucalypts, are all landmark features within the Precinct. ▪ The design of early buildings, their configuration and relationship to each other and the layout of the Lidcombe Hospital Precinct, including the roads, creates an aesthetically distinctive complex of hospital buildings that provides built evidence of significant phases of the development of an important health care facility in New South Wales. ▪ The design and layout of the roads into and within the Lidcombe Hospital Precinct demonstrate the pattern of development and changes that have occurred. The earliest extant roads are important for the understanding of both the Lidcombe Hospital site, as a whole, and include Farm Road, Mance Avenue, Main Avenue, Brooks Circuit, Church Street, Sussex Street, Copeland Road and Peden Lane. ▪ The sequence of buildings on the Lidcombe Hospital site as a whole reflects the changing attitudes to, and technologies of, health care and forms of accommodation thought suitable for patients and staff and architectural philosophies of the late nineteenth and twentieth centuries.
d) Social	<ul style="list-style-type: none"> ▪ The Lidcombe Hospital site is valued by former medical administrators, healthcare practitioners and nurses for: its prominence in development and training in the area of geriatric care and rehabilitation in New South Wales, and for its role as a teaching hospital. ▪ The Lidcombe Hospital site was important to the local community in providing employment and access to a wide range of health care facilities. Local people have strong associations with the place as former staff, patients and visitors. ▪ It is a place that is held in high esteem by a number of identifiable groups for its cultural and social values. ▪ If the Lidcombe Hospital Precinct was damaged or destroyed, it would cause the community and cultural groups a sense of loss. ▪ It is a place of particular importance and association for the Lidcombe Heritage Group Inc. and the Auburn District Historical Society.
e) Scientific	<ul style="list-style-type: none"> ▪ The archaeological resource associated with the Lidcombe Hospital Precinct (in varying degrees depending on integrity) has the potential to contribute to and enhance the extant documentary and physical evidence concerning the development and use of the site over time. ▪ The archaeological resource associated within the Lidcombe Hospital Precinct can contribute to an understanding about developments and changes in the treatment of the destitute, infirm and ailing during the nineteenth and twentieth centuries in Sydney. ▪ The archaeological resource of much of the Lidcombe Hospital Precinct has the potential to yield information about the everyday functioning of the early institutions of asylums and homes for the

	<p>destitute in a unique way through sufficiently intact physical remains which could provide meaningful information.</p> <ul style="list-style-type: none"> ▪ The archaeological resource associated with the first Septic Tank constructed in Australia and the possible relationship between the irrigation system stormwater channel and the sewerage system has the potential to yield information about the development of the early sewerage system and its technical innovation. The remains of the Septic Tank itself are no longer within the hospital boundary, but pipes and channels and associated infrastructure are likely to be located in the Lidcombe Hospital Precinct. (The remains of the Septic Tank are in the University of Sydney Cumberland College campus). ▪ Archaeological investigations of the early road system could reveal details relating to modifications of the landscape and land use patterns over time that are not available in the documentary resource. ▪ The major part of the former hospital site, beyond the Lidcombe Hospital Precinct, has low or no archaeological significance because it is unlikely to yield further information that will contribute to an understanding of the site's history. This is because no occupation occurred at those areas (occupation was ephemeral, or minor activities associated with the major phases of the site's history took place at those locations). In addition, they are the areas where site disturbance has so compromised archaeological resources that no meaningful information could be pursued through archaeological means. ▪ The evolution of the Lidcombe Hospital Precinct from a facility for the care of the destitute, homeless, aged and infirm, with a self-sustaining farm, into an important teaching hospital specialising in geriatric health care and rehabilitation is a benchmark or reference type for such health care facilities in New South Wales. ▪ The buildings constructed in the Lidcombe Hospital Precinct during the first phases of its development, designed by architects Barnet and Vernon, provide evidence of the government's architectural solution for late nineteenth and early twentieth-century institutions for wayward boys and homeless and destitute men. ▪ The wards designed by Vernon provide evidence of late nineteenth and early twentieth-century methods of natural ventilation and climate control for dormitory-style buildings in New South Wales.
f) Rarity	<ul style="list-style-type: none"> ▪ Lidcombe Hospital Precinct provides evidence of the type of self-sufficient institution developed in the late nineteenth century for the care of wayward boys and later for homeless and destitute men. ▪ The Lidcombe Hospital Precinct, including the Barnet wards, the former Dining Hall, Superintendent's Residence and the Vernon bungalow wards, arranged around the Village Green, are a rare and intact group of institutional buildings reflecting the design philosophies for reformatories/asylums in the late nineteenth and early twentieth centuries. ▪ The largely intact Vernon wards demonstrate a rare expression of the Australian Bungalow architectural style in an institutional setting, responding to the climate in New South Wales and adapted for institutional use.

	<ul style="list-style-type: none"> ▪ The timber detailing, fretwork, roof vents, fleches, brick detailing and verandahs demonstrated in the Vernon ward buildings create a unique architectural aesthetic that is of exceptional interest. ▪ The Lidcombe Hospital Precinct demonstrates the evolution, during the twentieth century, of an institution for the destitute into an important State teaching hospital for the wider community. ▪ It would require further research and analysis to detail the extent to which the Lidcombe Hospital site demonstrates other aspects of the rarity this criterion.
g) Representativeness	<p>The Lidcombe Hospital Precinct, with its historic, aesthetic, social significance, technical/research potential and rarity, provides ample evidence to represent the key State historic themes of science, government and administration, health, education, death and persons. It therefore satisfies all of the following inclusion guidelines:</p> <ul style="list-style-type: none"> ▪ is a fine example of its type; ▪ has the potential characteristics of an important class or group of items; ▪ has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity; ▪ is a significant variation to a class of items; ▪ is part of a group, which collectively illustrates a representative type; ▪ is outstanding because of its setting, condition or size; and ▪ is outstanding because of its integrity; and ▪ is important for the esteem in which it is held.

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, State Heritage Register listing sheet (2004) for 'Lidcombe Hospital Precinct':

Hospital site, setting and layout

The Lidcombe Hospital site contains a variety of buildings and landscape features in a landscaped setting. It also contains historical archaeological features which provide physical evidence of the development of the site from the late nineteenth century to the present day.

The site boundaries have changed substantially since the proposed Boys Reformatory and Model Farm was proposed in 1885, having expanded and contracted during its evolution (Godden Mackay Logan, 2004).

The institution dates to 1876. Its earliest building was the 1885 superintendent's quarters of the Boys' Reformatory (1886-7, comprising five buildings for inmates) (Read, 2018).

Lidcombe Hospital represents hospital planning concepts spanning the 20th century, with its earliest (1880s-90s) phase under Colonial (government) Architect James Barnet, and later phase (1893-1906) under his successor, Government Architect, Walter Liberty Vernon. They demonstrate bungalow style buildings around a 'village green', a continuation of hospital pavilion and barracks designs found in French and British colonies of the era, with greater care over light, ventilation and landscaping of far higher standard. Both Barnet and Vernon visited overseas institutions to inform their work. Vernon's nine wards show deliberate (and early) use of Australian colonial vernacular in public buildings - e.g. wrap-around verandahs to control climate (cf Italianate arcades). With other Vernon work, they show a search for a distinctly 'Australian' style as well as cutting-edge health provision (Boyd, Noni, quoted in Read, 2018).

The buildings were supported by adjacent supporting farm and vegetable gardens and orchards (now gone c/o the 2000 Olympics Media Village and 2006-11 redevelopment for housing). The whole demonstrates self-sufficiency and independence of such institutions and how they worked (Read, 2018).

Its core grounds laid out formally in circuitous drives and landscaped spaces show distinctive High-Victorian and Federation era landscaping, with an array of exotic and native species, spacious lawns, feature shrubs and flower bedding. Surviving mature specimen trees speak of that age as much as its buildings do, notably native rainforest trees such as Norfolk Island and hoop pines (*Araucaria heterophylla*, *A. cunninghamii*), figs such as Moreton Bay (*Ficus macrophylla*) and Port Jackson (*F. rubiginosa*), brush boxes (*Lophostemon confertus*) (as lined many a suburban street of the era) and specimen or lines of palms (e.g. Californian *Washingtonia robusta*, Canary Island dates (*Phoenix canariensis*) and native cabbage tree palms (*Livistona australis*) (State Heritage Register listing). Later plantings (1950s-70s) included more native species - *Eucalyptus* such as tallowwoods (*E. microcorys*), red ironbarks (*E. fibrosa*), spotted (*Corymbia maculata*) and lemon-scented gums (*Corymbia citriodora*), bottlebrushes and paperbarks. Detail plantings (shrubs, flowers) have been lost with cuts in staff and budgets but structure plantings of major trees generally survive. (Read, 2018).

Road and landscape elements

- Village Green, Areas 1 and 2 and vistas within the Village Green;
- Farm Road;
- Main Avenue;
- Mance Avenue;
- Brooks Circuit;
- Copeland Road;
- Church Street;
- Sussex Street;
- Peden Lane;
- Chapel Road;
- Palm Circuit;
- Hoop pine and open space (site of former Administration Building) at junction of Main Avenue and Brooks Circuit at the entry to the historic core (32);
- Avenue of hoop pines (*Araucaria cunninghamii*) and phoenix palms (*Phoenix sp.*) ((33);
- Avenue of tallowwoods (*Eucalyptus microcorys*) (14);
- Remnant plantings (hoop pine, pepper tree (*Schinus areira*), flame tree (*Brachychiton acerifolium*) (15);
- Moreton Bay fig (*ficus macrophylla*) and row of tallowwoods (*Eucalyptus microcorys*) (16);
- Avenue of plantings at rear of historic core, Moreton Bay figs (*Ficus macrophylla*) and brush boxes (*Lophostemon confertus*) (17);
- Petticoat and cotton palms in eastern area of historic core (*Washingtonia robusta* and *Washingtonia filifera*) (20);
- Mixed plantings east of Superintendent's Residence (21);
- Mixed plantings in Area 1 of Village Green opposite Superintendent's Residence (25);
- Chinese juniper (*Juniperus chinensis*) (37);
- Hoop pine (*Araucaria cunninghamii*) and phoenix palm (*Phoenix sp.*) (38);
- Avenue of Canary Island palms (*Phoenix canariensis*) (41);
- Plantings at Palm Avenue (south end of triangle) (42);
- Northern end of Sussex Street (roadway and palms) (43)
- Red ironbark (*Eucalyptus fibrosa*) (46);
- Plantings associated with Nurses Quarters No. 1 and No. 3 (18);
- Plantings associated with Nurses Quarters No. 2 (19);
- Boundary planting south of Superintendent's Residence (22);
- Plantings for Olympic Media Village in Village Green Area 1 (24);
- Double row of brush box (*Lophostemon confertus*) (28);
- Row of cypresses (*Cupressus species*) (29);
- Mixed plantings northwest corner of historic core (30);
- Mixed plantings to southern sector of original triangle (39);
- *Eucalypts and palms* (40);

- *Triangular bed at fulcrum of Mance Ave and Sussex Street (48);*
- *Plantings for Olympic Media Village along Mance Avenue (62);*
- *Landscape feature north of Vernon-designed wards (63);*
- *Pond, bridge and plantings north (rear) of Vernon-designed wards (64); and*
- *Plantings for Olympic Media Village near Chapel Road (65).*
- *Grove of mixed gums (Eucalyptus spp.) (57) on a separate portion of the former hospital site to the remainder of the listing (Godden Mackay Logan, 2004).*

Hospital Buildings

- *Herdsmen's Cottage (Building 94);*
- *Gatehouse (Building 90);*
- *Barnet-designed dormitory wards (Buildings 7, 9, 66A and 89);*
- *Barnet-designed Dining Hall and Kitchen (Building 66);*
- *Barnet-designed Superintendent's Residence (Building 53);*
- *Barnet-designed Toilet Block (Building 89A) and ablutions facilities (Building 9A);*
- *Vernon-designed nine pavilion wards (Buildings 1, 2, 3, 4, 5, 10, 11, 12 and 13);*
- *Vernon-designed No.1 Nurse's Home (and 1919 annex) (Buildings 72 and 69);*
- *Vernon-designed Gatehouse (Building 90);*
- *Vernon-designed dormitory ward additions (Buildings 6 and 8, to Building 7);*
- *Vernon-designed ablutions facilities (Building 8A);*
- *Boiler House attributed to Walter Liberty Vernon (Building 59);*
- *Parkes-designed Nurse's Homes Nos 2 and 3 (Buildings 73 and 74);*
- *Three fibro buildings; the Male Nurse Amenities (Building 96, the two Red Cross Buildings (Buildings 95A and 95B);*
- *WWII Air Raid Shelter (Building 91);*
- *1953 Memorial Clock in the village green (Building 92);*
- *Three Parkes-designed 1930s/1940s ward buildings (Buildings 34, 35 and 36); and*
- *Woolley-designed Recreation Hall (Building 64) (Godden Mackay Logan, 2004)*

Condition	Good	Fair	Poor
------------------	-------------	------	------

Alterations and Additions

The majority of buildings outside the Lidcombe Hospital Precinct have now been demolished and substantial changes have been made to the landscape to prepare the site for a residential development. The Lidcombe Hospital Precinct contains all early extant buildings to the 1940s and other built elements from the 1950s and 1960s, and the most significant parts of the road network. While hospital infrastructure has been adapted to accommodate new technologies and uses, the essential character of the Precinct remains intact. The core of the Precinct, centred on the Village Green, very strongly reflects the key values of the site.

Integrity	High	Moderate	Low
------------------	-------------	----------	-----

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	1885-1892, 1893-1913, 1914-1926, 1927-1966, 1966-1995, 1998- 2000, 2006.
--------------------	--

The following history has been quoted from the NSW Office of Environment and Heritage, State Heritage Register listing sheet for 'Lidcombe Hospital Precinct':

Six key phases of development demonstrate the evolution of the site, from proposed Reformatory and Model Farm for wayward boys to an important teaching hospital that specialised in geriatric care and rehabilitation until its transformation into the Media Village for the Sydney 2000 Olympics. An innovative aspect of the development of the site was Sydney's first Septic Tank with associated facilities,

constructed in 1897-1898 to alleviate the inadequacies of the existing system. A summary of key development dates is provided below:

1885-1892: Boys Reformatory and Model Farm (proposed).
 1893-1913: Rookwood Asylum for the Aged and Infirm.
 1914-1926: Lidcombe State Hospital and Asylum for Men.
 1927-1966: Lidcombe State Hospital and Home.
 1966-1995: Lidcombe Hospital (Note: the Jack Lang Wing remained in use for hospital purposes until 1997).
 1998-2000: Olympic Media Village.
 2006+ conversion into a planned residential precinct, 'Botanica' with heritage conservation and new development over stages (Government Architect, NSW).

*The Lidcombe Hospital Recreation Hall and Chapel was designed by architect Ken Woolley.**

*** Ken Woolley (1933-2015):**

Ken Woolley died in late 2015. His designs for the University of Sydney's Chemistry School and St. Margaret's Hospital chapel, done when he was 22, are heritage-listed. Before he was 30 he had completed a number of famous Sydney buildings, including the University of Sydney's Fisher Library, the State Office Block on the corner of Macquarie and Bent Streets (demolished in 1997 for Aurora Place), the Woolley House in Mosman, the Lidcombe Hospital Recreation Hall and Chapel and the first Pettit & Sevitt project home houses. Woolley went to University of Sydney through a traineeship from the NSW Public Works Department that paid the fees and an allowance, with holiday employment and a five year contract after graduation. He graduated in 1955 with first class honours in architecture and the University Medal. He was awarded the Byera Hadley Travelling Scholarship for 1955, working in London for Chamberlin Powell and Bon, in the midst of discussion about modernism and the International style. The Smithsons, New Brutalism and New Liberty styles were part of this discourse. He travelled to Finland in the north, Italy and Spain in the south, visiting prominent architects and buildings of the day.

In 1964 Woolley went into partnership with Ancher Mortlock Murray, and on to a career including over 6000 dwelling units and production houses and his own three Wilkinson Award-winning homes. The early years of the practice saw the individual partners doing their own thing, but with time and retirements Woolley became sole principal and design director of Ancher Mortlock Woolley in 1982 and from then on much of the firm's work carried his stamp. He saw himself as a late modernist, influenced in various ways by Alvar Aalto, Mies van der Rohe and Le Corbusier and attuned to the development of regionalism, New Brutalism, the theoretical aspects of post-modernism and reattachment to traditions.

His works in the Australian Embassy in Bangkok, Parramatta Federal Courts, the ADFA Cadets' Mess, several student union buildings on universities, wharf-side Navy buildings of Garden Island, the Park Hyatt Hotel, Sydney Town Hall House and Sydney Square (between the Town Hall and St. Andrew's Cathedral), the ABC Radio and Goossens Hall - first section of the ABC's Ultimo headquarters, Australia's pavilion at Expo '88, the State Library of Victoria (extension), the Olympics 2000 sports halls, the Agricultural Society Dome and the Hockey Stadium at Homebush and Sydney Airport Control Tower. He designed the new Large Theatre at Sydney Opera House.

In the 21st century came the latest refurbishment of the Queen Victoria Building, an effort at revival of the Pettit & Sevitt houses and other collaborative projects with his former practice, Ancher Mortlock Woolley. He was a visiting professor at University of NSW and University of Sydney and chaired or was a member on various award, review and competition juries. Woolley was interested in architectural theory and was working on a book, 'People in Glass Houses' about the key point in Modernist architecture, around 1930, when he died.

Woolley was made a member of the Order of Australia (AM) in 1988, awarded the Gold Medal of the Royal Australian Institute of Architects in 1993 and elected a fellow of the Academy of Technological Sciences and Engineering in 2001. He received the Centenary Medal in 2003 for services to structural engineering. In 2010 he was awarded a Doctorate of Science in Architecture honoris causa by the

University of Sydney, where he was an adjunct professor of the Faculty of Architecture, Design and Planning (Woolley & Veitch, 2015, 49).

1990s+ disposal and private ownership:

By the 1990s the site was superfluous to the Health Department's needs and was sold into private ownership for redevelopment as housing. At an early stage in the redevelopment process, the owner and developer Frasers Property Australia nominated the heritage precinct for inclusion on the NSW State Heritage Register thereby ensuring greater community awareness and expert scrutiny. The site underwent a stage of master planning, with the aim of balancing the parts of the site identified as needing to be retained with spaces available for redevelopment (Government Architect, NSW).

Conservation of the entire site followed an innovative two-tiered conservation management planning process with the master plan informed by an overarching conservation management plan (CMP) and archaeological zoning plan. The CMP defined the appropriate heritage curtilage for the heritage precinct, determined the locations for new development around its periphery, and set out principles for protecting the settings of individual elements such as the Superintendent's Residence. Specific elements conservation policies were then developed to provide detailed guidance for the conservation and adaptive re-use of individual buildings, groupings, landscape, and roads (GA, NSW).

The key driver in this work was that the functions of the hospital should remain visible and able to be appreciated even when the site transitioned to a new use. As a result, the historic core and the hospital's key roads and paths were prioritised for retention while areas of lesser importance were designated for new development (GA, NSW).

2006+ Residential housing adaptive reuse and additions, infill:

Lidcombe Hospital site has been converted into an award-winning, master-planned residential precinct, "Botanica", with heritage conservation and new development proceeding over a number of stages since 2006. The heritage buildings and landscape have been repurposed, but through careful design and interpretation, the site's significance as a hospital that provided innovative health care for more than 100 years can still be appreciated (Government Architect, NSW).

Botanica is now a 750-dwelling residential subdivision, covering 44 ha of the former hospital site. Within that, a core heritage precinct of 7 ha containing a range of significant buildings and spaces has been adaptively re-used for residential, commercial, and community uses, forming the heart of the new suburb (GA, NSW).

As well as its many historic buildings, the site's roads, paths, and circulation spaces were identified in the conservation management plan as important parts of the place's history. As a result, they have been retained in the new development and form some 7 ha of parklands, cycleways, and walks, which are now valued assets (GA, NSW).

The heritage-listed pavilion wards have been redeveloped as 'The Gallery' residences, and the Superintendent's House has been redeveloped as 'The Manor'. These dwellings now form part of the unique features within the wider development. Converting the hospital buildings into residential dwellings posed numerous design challenges, such as providing open-plan living spaces while maintaining the unique character of each building. Outdoor areas were similarly challenging, requiring historic landscapes to be integrated into the public realm without detracting from their historic character. Other significant buildings within the heritage precinct have been adaptively re-used as a childcare centre, church (former hall) and as retail and commercial properties, replicating the once active community hub within the hospital which originally housed a bakery, stores, and other hospital functions (GA, NSW).

Restoration of each building began with a detailed site assessment to identify the work required. Layers of later fabric were removed, including asbestos, and then the original fabric was made good and re-used where possible. Heritage trade specialists were engaged to undertake an extensive program of restoration and repair works. Timber floors and windows were retained but they needed extensive work to repair past damage, including salvaging and reinstating float glass from other buildings on the site (GA, NSW).

The site master plan identified that many of the original roads, pathways, and historical connections between the various elements should be retained as a way of understanding the historical functioning of the hospital. The result is that 1.4 ha of parkland has been dedicated to council, now incorporating cycleways and a heritage trail with interpretation hubs and element-specific signage. Other important parts of the original hospital landscaping, like the entry drive lined with hoop pines and phoenix palms, have formed prominent components of the redevelopment. The new landscape design involved adapting the former hospital grounds to new public uses that are viable and of a high quality while retaining trees and addressing watershed issues. This included limiting the choice of new materials used in public spaces, such as parks and playgrounds, to those that respond to the site's historic character (GA, NSW).

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).	X
2. Maintain this item's listing as part of the Heritage Conservation Area.	X	7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.	X	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.	X	14. Future uses for this item should be compatible with its historical functions/associations.	X
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).	X		
5. The heritage curtilage for this item should be revised/reduced.		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:

- Reconcile, update and correlate the LEP information and mapping with the SHR listing for this precinct.
 - Explore options with the Heritage Division of the Office of Environment and Heritage to draft a new or revised site-specific Development Control Plan to ensure consistency between State and local objectives.
 - The 2004 Conservation Management Plan for this site should be updated to understand in greater detail the history and significance of the place, as well as how to manage change and monitor conditions of the site.
 - Liaise with the Heritage Division of the Office of Environment and Heritage to remove redundant Health Services Section 170 Heritage and Conservation Register SHI data entries which do not have any available mapping or information, creating confusion between the listing sheets. These include 26 items along Joseph Street:
 - Ablution Facilities, former
 - Aged Care Assessment and Medical Museum
 - Air Raid Shelter
 - Boiler House with Chimney Stack
 - Chaplain Residence
 - Clock Tower
 - Cmla Workshop
 - Dermatology Units
 - Diabetes Centre
 - Dormitory Block / Convalescent Wards
 - Gatehouse
 - Herdmen's Cottage
 - Medical Ward Ophthalmology
 - Nurses Home
 - Occupational Therapy
 - Old Training School
 - Orchid Society Building
 - Orchid Society Rooms
 - Physiotherapy Out Patients
 - Recreational Hall
 - Rehabilitation Workshop
 - Salaries and Finance Section
 - Sawing Room
 - Speech Pathology Unit
 - Verminous Patient's Bathroom, Toilet Block, former
 - Work Assembly Unit / Occupational Therapy
-

Listings		
Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	Lidcombe Hospital Precinct	07144
Local Environmental Plan	Lidcombe Hospital Precinct	I07144
Heritage Study	Lidcombe Hospital Precinct	I07144
National Trust Australia Register	Listed, no title	No ID number

Previous Studies

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

Other References

- NSW Office of Environment and Heritage, SHR listing sheet for 'Lidcombe Hospital Precinct' prepared by GML Heritage, 2004.
- Godden Mackay Logan, 2002. 'Lidcombe Hospital Conservation Management Plan', prepared for Australand Industrial No. 16.
- Read, Stuart (editor, part-author) and Hay, Christine (part-author), 2018. 'Lidcombe Hospital (now Botanica) and Auburn Botanic Gardens' Japanese Garden - AGHS Sydney and Northern NSW Branch visit notes'.
- Rosemary Broomham, 2000. 'The Unwanted Burden, Public Health in NSW, 1788-1988, A thematic history Final Draft'.

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



Nurses Quarters No.1



View to Nurses' Training School



View east along Andrew Road to new development opposite Nurses Quarter No.1 within the Lidcombe Hospital Precinct.



View north to Village Green area.



View to Superintendents Quarters



View to Ward 7.



View north along Brooks Circuit to former Dinning Hall.



View to Superintendents Quarters.



View to Ward 16.



View south to former Wards surrounding the Village Green area.



View to Ward 8



View between Ward 6 and Ward 7.



View to the north elevation of Ward 20.



View south to Ward 4 and the Village Green area.



View north to Village Green area with Memorial Clock.



Memorial Clock within Village Green area.

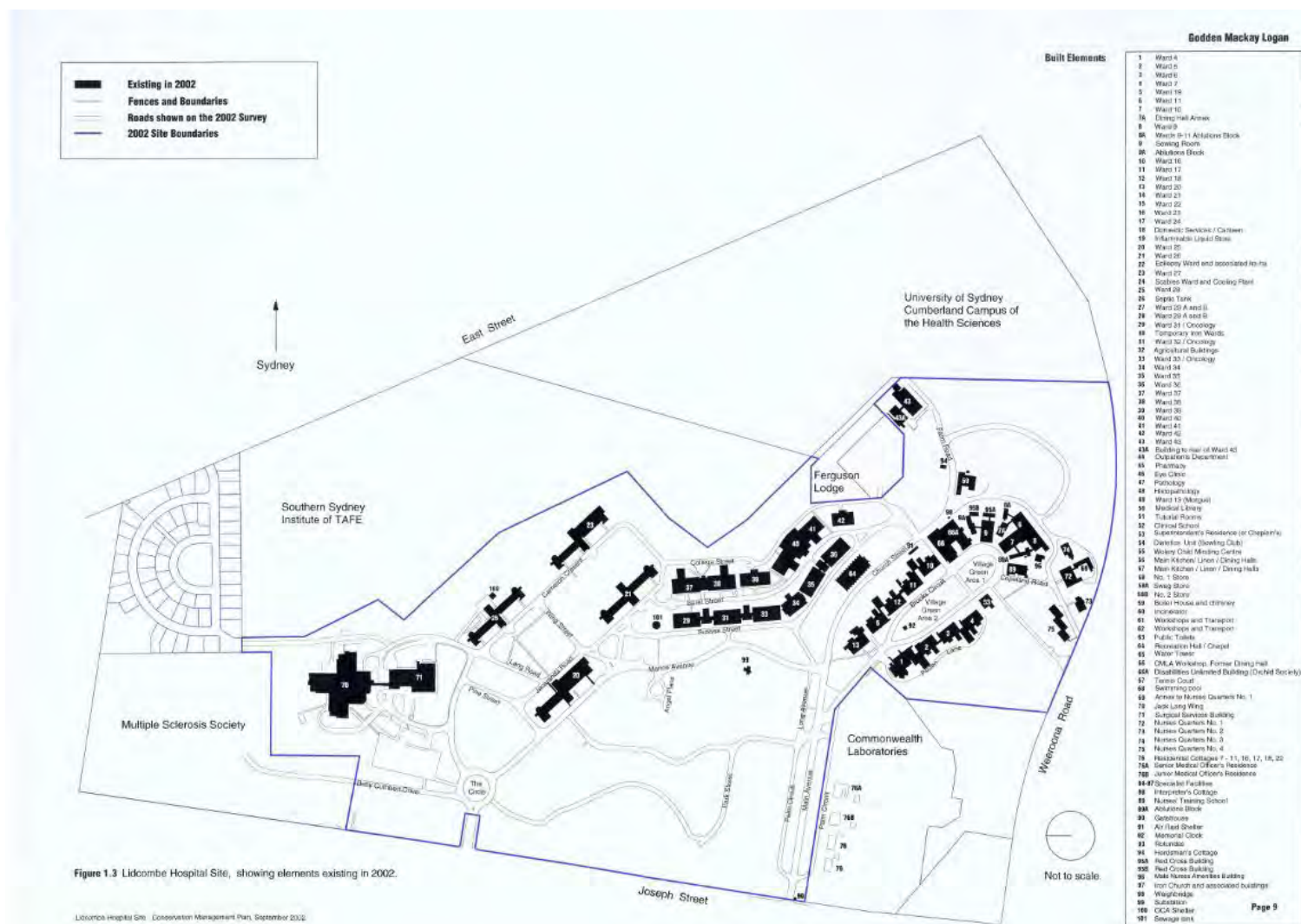



Figure 1. Site plan for Lidcombe Hospital Precinct, used to identify built elements photographed. Source: GML, 2002, Lidcombe Hospital Site Conservation Management Plan, p.9).

Heritage Inventory Sheet

Item Name	Former Jantzen swimwear factory		
Site Image			
Address	32 Parramatta Road, Lidcombe NSW, 2141		
Lot/Section/DP	119-127 and 196-198	-	8683
Current LEP ID	I323 (Cumberland LEP)		
Heritage Conservation Area	Not included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Commercial	

Curtilage Map



Statement of Significance

The factory, located at 32 Parramatta Road, Lidcombe is of significance at the local level for its historic, aesthetic, and representative values. Built in 1928, the factory is historically significant as the first Jantzen manufacturing factory in Australia. The factory is related to the industrial development of Lidcombe that occurred in the 1920s. The factory was built in two phases and retains aesthetic significance as both an Inter-War stripped classical style and Inter-War Functionalist style, with a number of key architectural features. The factory also has landmark qualities as a distinct building along Parramatta Road. The building is a good representative example of an Inter-War modernist building.

Criteria Assessment

a) Historic	Built in 1928, the factory is historically significant as the first Jantzen manufacturing factory in Australia. The factory is related to the industrial development of Lidcombe in the 1920s.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The item has aesthetic significance as an Inter-War Stripped Classical style and Inter-War Functionalist style building. The factory has landmark qualities as a distinct building along Parramatta Road.
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	The item is a good example of an Inter-War modernist building.

Physical Description

The former Jantzen Swimwear factory at 32 Parramatta Road, Lidcombe was built in two phases and comprises of two distinct architectural styles. The first part of the building, constructed in 1928, was located on the corner of Mons Street and included the rear saw-tooth warehouse section. The section was designed in the Inter-War stripped classical architectural style.

The corner of the Inter-War stripped section has a hipped roof with terracotta tiles in a barrel profile. The north and west elevations are pilastered with the decorative pilasters rendered with classical motifs and a simple entablature. Between each pilaster are large, square multipaned sash windows with metal frames. The façade is finished with a rendered capping. The Parramatta Road entrance is distinguished by a metal cantilevered awning with a pressed metal fascia, which is not original. The entrance has a modified doorway and is addressed by concrete steps.

The rear includes a saw-tooth warehouse constructed with a reinforced concrete frame structure concrete floors, a steel framed roof with fibre-cement roofing, and wired glass sawtooth faces fitted with steel opening and sashes controlled by mechanical gear.

The later Functionalist additions added to the building in 1949 are located on the corner of Parramatta Road and Ostend Street, to the east of the original building. The building retains the original metal framed sliding sash windows along the lower storey, although they have been modified with the inclusion of a later cantilevered awning with a pressed metal fascia. Originally, the building had smaller windows along the upper façade, however they have been removed, infilled and rendered over. The tower retains original windows however, has later addition sheeting and paint to exterior and is missing the decorative aerial.

Other modifications on this facade include the entrance which features a metal door with octagonal panels and brass door hardware. Above the door is a cantilevered awning with a flat metal sheet roof, ceiling, and sides. These changes are likely to be dated to the recent China Fair occupation of the building.

The entrance is addressed by tiled steps framed by a stepped retaining wall and garden bed. The landscape surrounding the building is predominately grassed, with some plantings along the front façade.

The building remains partially in use with the warehouse at the rear used as a distribution centre for tiles. The building is in a fair to poor condition. Generally, the buildings condition appears to be fair. Elements in needs of conservation include the windows which have broken windowpanes, and corroded window frames. There appears to be concrete cancer in the reinforced concrete window frames.

Condition	Good	Fair	Poor
-----------	------	------	------

Alterations and Additions

- Modified metal cantilevered awning along windows on north elevation,
- Modified entrances along Parramatta Road
- Contemporary paint scheme
- Tower has decorative elements removed

The building retains a moderate level of integrity, although modified in the 1980s.

Integrity	High	Moderate	Low
-----------	------	----------	-----

** element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	c.1928, tower added 1945, building extended in c.1950
--------------------	---

Lidcombe

The suburb of Lidcombe is located 14 kilometers west of Sydney and was first seen as an exploring party rowed up the Parramatta River came close to the area on 4 February 1788. Early land grants in the area were given to settlers around 1804 such as H.G. Douglas, Joseph Hyde Potts, and Samuel Haslam who established the first farms in the area. These early land grants ranged between 60 to 200 acres and were focused around Parramatta Road and the small tracks deviating from it.

The name "Lidcombe" is derived from the combination names of two former Mayors. When the name Rookwood no longer appealed to residents (due to its association with the expanding necropolis), a new name was created for the suburb. This combined Frederick Lidbury, an active local government figure and Mayor of Rookwood on several occasions with Henry Larcombe, his main Mayoral opponent. The suburb was renamed to "Lidcombe" on 15 October 1913.

The opening of the railway station at Lidcombe (known as Haslam Creek station) in 1859 led to the subdivision and subsequent development of Lidcombe. The New South Wales government an active subdivider in the area. Specifically, in a portion of land north of Rookwood cemetery not incorporated into the Rookwood Necropolis. The land now bounded by Bachell Street, Nicholas Street, Swete Street and the railway, was subdivided and sold at auction by the government from the 1880s onwards. Other prominent subdividers at Lidcombe and Rookwood included land, building and investment companies. Groups such as the Sydney and Provincial Land and Building Company Ltd, Land Company of Australasia, and National Permanent Building, as well as others were responsible for much of the subdivision and sale of estates.

Lidcombe experienced a housing and industrial boom in the 1920s. High-tech industries that were established in the area at included the manufacture of electrical goods, motor car manufacturing, steel construction and wool and knitted industries.

Jantzen Swimwear

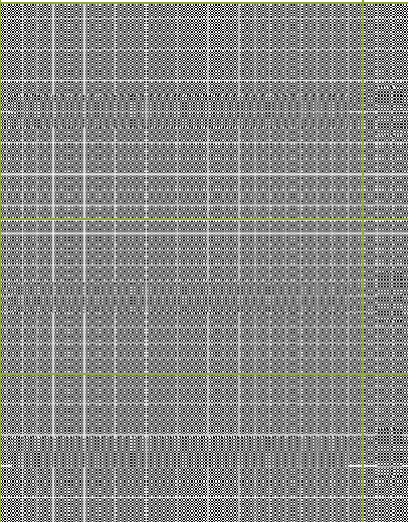
The former Jantzen swimwear factory is located on the land grants of Edward Gould and Henry Marr, received by Crown grant in 1810. The land within Gould's 30acre land grant included Lots 196-198 and 122-124 in DP 8683 was owned by C.M McMillian in 1913. The land in Marr's 30acre land grand included Lots 125-125 and 119-121 in DP 8683 was owned by Harry Frank Marr in 1913. Harry F. Marr subdivided the land in 1913.

In 1928 the swimwear company, Jantzen purchased the land between Mons & Ostend Streets and opened its first Australian manufacturing factory in Lidcombe and operating as Jantzen Australia Pty Ltd. Jantzen swimwear began in America c.1910 as the Portland Knitting Company founded by Carl Jantzen with John and Roy Zehntbauer. The Jantzen name was first used as a trademark in advertising in 1916 and the company name was changed to the Jantzen Knitting Mills in 1918. In 1957 it changed to Jantzen Inc and in 2008 Jantzen became a subsidiary of Perry Ellis International Inc.

The Australian Jantzen factory was designed by architect H.E. White in the Inter-War Stripped style. The building's notable tower was added to the building in 1945. The 1949 addition is designed in the Functionalist architectural style by architect W.R Laurie and built by Stuart Bros. Pty Ltd.

The new addition was designed to use natural ventilation as far as possible and the tower contained a standby tank for the fire service. The building was constructed with a reinforced concrete frame structure with part timber and concrete floors, steel roof with fibro-cement roofing, insulated ceiling and wired glass sawtooth faces fitted with steel opening and sashes controlled by mechanical gear. The windows were steel sashes with steel glazing bars. The extension is estimated to have cost £5,200.

In recent years, the space was occupied by wholesaler company, China Fair. It remains partially in use as a factory space for a tile distributor.

Recommendations					
Heritage Management		Existing Built and Landscape Elements		Future Development and Planning	
1. Include this item as a new 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).	X
2. Include this item's listing as part of or as a Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.	X	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 additional research to nominate this item for the State Heritage Register.		8. Maintain heritage landscape elements and schemes.		14. Future uses for this item should be compatible with its historical functions/ associations.	
4. The heritage curtilage for this item should be revised/reduced.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).	X		
5. Not recommended for inclusion on the LEP.		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.	X		

Other References

- Kass T. 1996, *Auburn Heritage Study Draft Final Report. Volume 2 Historical Context Report*. Sydney: Auburn Council.
- Kass, T 2008, *Lidcombe*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/lidcombe>
- Godden Mackay Logan 2002, *Lidcombe Hospital Site – Conservation Management Plan*, Godden Mackay Logan.

Limitations

- 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.
- 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 existing information in the Cumberland Heritage Study Stage 1 2019 prepared by Extent Heritage.

Additional Images



View west along Parramatta Road from Ostend Street.



Detail of windows on the north elevation of the 1950 extension.



Detail of tower



Detail of entrance on the 1950 addition



North elevation of Inter-War Stripped Classical original building.



View east from Mons Street to original section of building.



East elevation



View from Mons Street to factory.



Inter-War Functionalist section.



Rear of the factory.



Rear of the factory as viewed from Ostend Street.



Detail of east elevation from Mons Street.



Detail of rusted window on elevation.



Detail of east elevation.



Illustration of the 1950 addition. Source: Trove