


Heritage Inventory Sheet

Recommended Name	'Eldridge's Buildings' – Federation Shopfronts		
Site Image			
Address	36-40 Railway Street, Lidcombe NSW, 2141		
Lot/Section/DP	1-3	-	522250
Heritage Study ID	HS74		
LEP ID	Not currently included on the Cumberland LEP		
Heritage Conservation Area	Not included		
Date Updated	February 2021		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Commercial	

Curtilage Map



Statement of Significance

The building at 36-40 Railway Street, Lidcombe known as 'Eldridge's Buildings' is of local significance for its historic, aesthetic and representative values. Built c.1916, the building is historically associated with the commercial development of Lidcombe town centre in the early twentieth century. The building is of high aesthetic significance as an intact example of a Federation Free style commercial building. The building retains a number of original details and fabric, although this is reduced by the contemporary signage and paint scheme of 38 Railway Street. The item demonstrates representative qualities of an intact Federation commercial building, built in Lidcombe c.1916.

Criteria Assessment

a) Historic	Built c.1916, the building is historically associated with the commercial development of Lidcombe town centre in the early twentieth century. The building is historically linked to the commercial subdivision of John Sunderland's Estate, acquired by Reverend Therry in 1867 and later developed between 1903 and 1916.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The building is of high aesthetic significance as an intact example of a Federation Free style commercial building. The building retains a number of original details and fabric, although this is reduced by the contemporary signage and paint scheme of 38 Railway Street.
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 demonstrates representative qualities of an intact Federation commercial building, built in Lidcombe c1916.
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Physical Description

The building at 36-40 Railway Street, Lidcombe is a free-standing Federation Free style commercial building. The item is a triple fronted two-storey building with rendered brick masonry on the front façade, scored to appear like coursed sandstone masonry construction. The roof is flat and hidden behind a square parapet, that can be divided into three sections, separated by rendered projecting piers. Two tall brick chimneys are retained on the roof of 36 Railway Street.

The central parapet has exposed brick and is topped with a rendered tiered cornice with a rendered name plate below that reads 'ELDRIDGE'S BUILDING'. At present there is a sign associated with the shopfront below obscuring views to this detail. Below is another rendered tiered cornice and semi-circular opening infilled with a pair of casement windows, with fixed pans either side. This section has been painted blue and is a contemporary paint scheme.

The façade of the flanking parapets is topped with a rendered tiered cornice with decorative face brick castellations below and a rendered gabled pediment which surmounts a rendered tiered cornice on each side. Below each pediment is a semi-circular opening that has been infilled with metal windows. The opening at 36 Railway Parade sits atop a string course of face brick and has an exposed brick lintel and moulded arch. These elements have been painted green on 40 Railway Street. No. 36 Railway Street appears to have metal structural inserts fixed to the upper façade.

A cantilevered awning extends along the front façade and is fixed to the building by tensile bracing. The awning has contemporary signage fixed to the metal fascia and a pressed metal ceiling. The lower façade of the shopfronts represents a highly modified space with new window and door openings, and tiles fixed to the exterior. Airconditioning units are located atop the awning.

The building is built to street alignment. There are no significant landscape elements associated with this item.

Overall, the condition of the item is good. The metal structural supports fixed to the upper façade of 36 Railway Street are corroding and will need remediating.

Condition	Good	Fair	Poor
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Alterations and Additions

- Infilled balcony opening with metal casement windows*
- Contemporary signage, on upper and lower façade
- Contemporary awning
- Modified shopfronts
- Contemporary paint scheme on 38 Railway Street*

The commercial building at 36-40 Railway Parade retains a moderate level of integrity along the upper façade with much of its original detailing and fabric. The lower façade has been highly modified and is considered to be of low integrity, however, as a whole the item has moderate integrity.

Integrity	High	Moderate	Low
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* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years	c.1916
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Lidcombe

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 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.

Eldridge's Buildings

The shops along Railway Street are located within George Sunderland's 60acre land grant, received in 1823. This land was later acquired by Father John Joseph Therry, in 1831 for the basis of a town. Following Reverend Therry's death in 1867 the land was auctioned by JV Gorman and referred to as the township of St Josephs. This subdivision formed the basic subdivision pattern of Lidcombe evident today along the railway line, creating Mark Street and Joseph Street.

The subject site formed lots 3 and 4 in Section 1 of a 1903 subdivision of Rookwood (now Lidcombe) for business and residential sites. The shops were constructed in 1914 by Hubert Eldridge after the whom the building is likely named after. Prior to this, Hubert Eldridge ran a grocer on Joseph Street in 1889. The Sands Directory notes Hubert Eldridge lived along Railway Street (then Railway Parade) in a dwelling referred to as 'Lyndhurst' from 1906 to 1916.

Although permission was granted for the construction of shops along Railway Street, the shops do not appear in Sands until 1916. They were then occupied by Eldridge Bros general grocers (36 Railway Street), a watch maker (38 Railway Street) and tea house (40 Railway Street). The tea house and watchmaker remained in the building through the 1920s and 1930s. By 1930, 36 Railway Street was occupied by the Commercial Bank of Australia.

The building remains used commercially with two restaurants and print and sign shop occupying the premises now.

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

Other recommendations and/or comments:

- Should the future opportunity arise, a more sympathetic paint scheme should be investigated and implemented on the façade of 38 Railway Street. The paint scheme should be informed and complement the existing paint scheme present on 36 and 40 Railway Street.

Listings		
Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	N/A	-
Cumberland Heritage Study	'Eldridge's Buildings' – Federation Shopfronts	HS74
National Trust Australia Register	N/A	-

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

Additional Images



36 Railway Street, Lidcombe



38 Railway Street, Lidcombe



40 Railway Street, Lidcombe



Overview of Eldridge's Building from Railway Street.



East elevation