

A Community Based Heritage Study

Preliminary Evidence Sheets for **Balmoral**

August 2023



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Part A: Recommended Heritage Places



Balmoral Cemetery

Bolans Road, Balmoral

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010.

Description



Above: one of the visible graves at the Balmoral Cemetery (2022). Inscription reads “In loving memory of our dear baby 1908”.

The following is taken from advice provided by Council Heritage Advisor, Dr Peter Kabaila, in 2014:

This cemetery is on crown land located in what was a poor area inhabited by railway workers. Two headstones are locally known and were relocated. The first headstone marks an infant grave and is upright and highly intact. The second headstone is 4m away and is damaged and laying on the ground. It also appears to be an infant’s grave.

Both graves appear to be located in what was gazetted in 1902 as the “unallocated section” (sometimes used to bury unbaptised infants, suicides and First Nations people). Other sections were gazetted for various Christian denominations.

The current reserve area is just a small part of what used to be Sections 4 and 5 (Presbyterian and Unallocated sections). The 1902 gazettal may have formalised a pre-existing cemetery, or it could have marked the start of the cemetery.

According to Brendan O’Conner, local RFS Captain, the Electricity Authority (Integral Electricity) inadvertently knocked down at least 5 headstones (3 adults and 2 children) while clearing vegetation near overhead wires, about 2005.

The graves were scattered across the 5 sections of the cemetery. They were then buried or removed during a clean-up of the site area. The accident was reported to the Shire Council at that time.

At time of inspection, the two headstones (refer photos below) were located in regenerated bushland. A search thorough the land revealed no other headstones. But, given that ground visibility was 0-5%, it is likely that a detailed search might reveal more headstone fragments (unless they were removed from the site by during the Electricity Authority clearing event).

The headstones are recommended to be wire fenced and locally heritage listed.

Further research, for example by students as part of an archaeology course, would assist in determining whether there are more headstones present.



Above: *The landscape of the Balmoral Cemetery. The arrow indicates the location of the grave pictured above, surrounded by bushland (2022).*

Internet Review

Listed on Council’s list of cemeteries but no information is provided. Although still technically a cemetery reserve, no burials are being undertaken on the site.

History

The land for a cemetery (portion 157 of the Parish of Cumbertine) was dedicated on 2 August 1902 and revoked on 6 July 1917.

LAND DISTRICT OF PICTON.

No. 31,886 for general cemetery, notified 15th December, 1900. County of Camden, parish of Cumbertine, at Balmoral, containing an area of 6 acres 3 perches. The Crown Lands within the boundaries of measured portion 157,—as shown on plan catalogued C. 2,354-2,041.

NOTE.—Dedicated 2nd August, 1902, as a site for general cemetery at Balmoral.

[Ms. 1902-366 Dep.]

Above: Dedication notice by way of revocation of a temporary reserve for the Balmoral Cemetery as published in the NSW Government Gazette of 27 September 1902 (Source: Trove - 1902 'REVOCATION OF TEMPORARY RESERVES.', Government Gazette of the State of New South Wales (Sydney, NSW : 1901 - 2001), 27 September, p. 6929. , viewed 03 May 2023, <http://nla.gov.au/nla.news-article222047127>).

[8104]

Department of Lands,
Sydney, 6th July, 1917.

PROPOSALS under section 25, Crown Lands Consolidation Act, 1913, in respect of General Cemetery at Balmoral.

WHEREAS I am of opinion that it is expedient in the public interest to resume an area of 6 acres 3 perches of land at Balmoral, dedicated 2nd August, 1902, for General Cemetery, and described in the Schedule hereto: Now, therefore, notice is hereby given, in accordance with the provisions of the 25th section of the Crown Lands Consolidation Act, 1913, that it is proposed to deal with the said land in the manner following, that is to say,—to revoke the dedication thereof heretofore made.

[Misc. 1916-13,202]

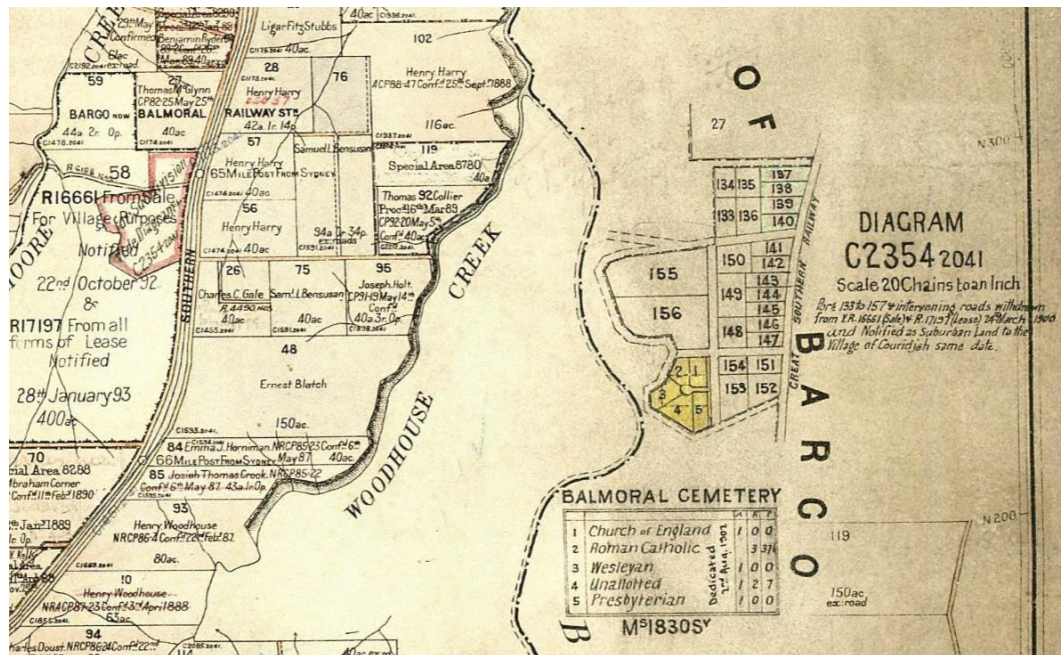
W. G. ASHFORD, Minister for Lands.

SCHEDULE REFERRED TO.

Description of 6 acres 3 perches of land, the dedication of which is intended to be revoked.

County of Camden, parish of Cumbertine, at Balmoral, area 6 acres 3 perches. The Crown Land indicated by yellow tint upon the plan catalogued Ms. 1,830 Sv.

Above: Notice of revocation of the dedication of the Balmoral Cemetery as published in the NSW Government Gazette of 6 July 1917 (Source: Trove – 1917 'Government Gazette Notices', Government Gazette of the State of New South Wales (Sydney, NSW : 1901 - 2001), 6 July, p. 3460. , viewed 03 May 2023, <http://nla.gov.au/nla.news-article226217299>).



Above: Extract from Historical Parish Map of Cumbertine showing a 1900 subdivision diagram which includes the Balmoral Cemetery site and the denomination allocation thereof. The area shown in the diagram is outlined in red on the map (Source: Historic Lands Records Viewer <https://hlrv.nswlrs.com.au/>).



6	Part Allot. 5 (Abt. 18p.) R.52406 for Preservation of Graves. Notd. 31st August, 1917. Pt. W.R. 50956. Nord. 1st September, 1915. (N.E.)
7	3a. 1r. 25½p. Purchased for Balmoral Public School Pks. 60.3717 (N.E.)
8	Hill Top Public School within Por.15 (1a. 2r. 15½p.) Ms.11.777 (S.E.)
9	Allots 1 to 5 of Old Cemetery Site (now cancelled) Pt. W.R.50956. Notd. 1st September, 1915. (N.E.) (Cemetery Plan M ^s 1830 Sy.)

Above: Extracts from the Status Branch Charting Maps for the Parish of Cumbertine showing the Balmoral Cemetery site with notations 6 and 9 [underlined] and the corresponding notes [highlighted] (Source: Historic Lands Records Viewer <https://hlrv.nswlrs.com.au/>).

The Historical Parish map (image at top of previous page) shows how the Balmoral Cemetery was to be laid out in portion 157. Later Parish Maps record sections 1-5 of the cemetery as being cancelled in line with the revocation of the reserve dedication in 1917. However, part of section 5 has been retained for preservation of graves (see extract from Land Titles Office Charting Maps, below).

Heritage Significance Assessment

The proposed item has been assessed against the seven NSW Heritage Assessment Criteria. To be considered for local heritage listing, an item must meet one or more criteria on a local level. To understand more about the NSW Heritage Assessment Criteria, refer to the Heritage NSW publication *Assessing Heritage Significance* available online at <https://www.environment.nsw.gov.au/research-and-publications/publications-search/assessing-heritage-significance>.

NSW heritage assessment criteria	Assessment of site <i>(no content = site has not been assessed against that criterion)</i>
(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the local area in demonstrating the development of the village of Balmoral and the perceived need for a cemetery at the turn of the 20th century.</i>
(b) ASSOCIATIONAL SIGNIFICANCE	
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	
(d) SOCIAL SIGNIFICANCE	
(e) RESEARCH POTENTIAL	<i>Of significance in potential research to locate and identify more grave sites and to identify the people buried there.</i>
(f) RARITY	<i>Of significance as a rare local example of an abandoned cemetery containing graves in a natural woodland setting.</i>
(g) REPRESENTATIVENESS	

Integrity/Intactness

Only two graves located. Only one is still standing. Warrants careful management.

Statement of Heritage Significance

The Balmoral Cemetery is of significance to the local area in demonstrating the development of the village of Balmoral and the perceived need for a cemetery at the turn of the 20th century. It has research potential in further identification of grave locations and names of persons buried there. It is rare for being an abandoned cemetery containing burials in a natural woodland setting.

Late Victorian weatherboard cottage (one in a group of three)

27 Railway Parade, Balmoral

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010. Three cottages could be listed as a group.

Heritage Survey 2009 Recommendation

List as a heritage item with the following statement of significance:

The house has significance as an early Victorian residence. The building has significance for its association with the railway. The development of the railway was highly influential in the development of the villages of the Southern Highlands.

Description

October 2020: This is one of a group of 4 late Victorian era houses, possibly by the same builder, which face the railway reserve of the 1867 Old Southern Railway Line. They no doubt owe their existence to it.



Above: 27 Railway Parade, Balmoral, in 2020.

The Heritage Survey 2009 provides an accurate description of the house (reproduced below).

Heritage Survey 2009 Description

A one storey freestanding house that dates from the Victorian period in a village setting that has retained its context. The building is setback 6 metres from the street. The site has no fence. The site also features rear sheds and garage which are of a recent date but not significant. The front garden is informally landscaped. The façade presents a simple symmetrical elevation and is constructed of weatherboard. The roof is hipped with a steep pitch and has close eaves. The roof is clad in

galvanized corrugated sheet metal and features corbelled brick chimneys. The verandah runs across the façade and returns the corner with a hipped ogee profile. It is clad in galvanized corrugated sheet metal and features cast iron posts and cast iron brackets. The front door is centrally located and is 4 panelled. Fenestration comprises vertically proportioned 2-pane double hung timber windows. The building appears to be in good condition and is substantially intact.

INTEGRITY: high

Alterations include partial enclosure of verandah at side. Cast iron posts and brackets appear original, very well proportioned and part of the Balmoral Group.

Internet Review

No information.

History

Heritage Survey 2009 History

Nil.

Highlands History: Early rail camp at Balmoral became popular health retreat

The following are extracts from Part Two of a four-part Highlands History series by Philip Morton of the Berrima District Historical and Family History Society that was published in the Southern Highland News on July 11 2016 and available online at

<https://www.southernhighlandnews.com.au/story/4018451/highlands-history-early-rail-camp-at-balmoral-became-popular-health-retreat/>. This article provides the context for the four Railway

Parade houses:

THE Great Southern Railway opened from Picton to Mittagong in 1867, traversing the rugged ridge above the Bargo Brush area.

Mid-way along the section of line, at Big Hill Lower Siding, a station opened on April 15, 1878, later named Balmoral.

Here an extra locomotive was attached to haul trains for 4.8 kilometres up the steep cutting to an Upper Siding, where a station opened on April 5, 1878, later named Hill Top. This activity required the presence of extra railway workers.

A private village took shape around each station where landowners offered sub-divisions. The designation 'private village' applied, as opposed to a Government village which was surveyed and laid out by the Crown.

The Upper village, located at Hill Top Station, was initially known as Jellore. Its history will be provided later in this series.

The name of the Lower Siding's station was changed in 1880 to Bargo, it being then the nearest station to the Bargo Brush area, which lay a few miles to the east. Perhaps it caused confusion, or locals did not welcome its bushranger connotations, for in 1888 the station's name was changed to Balmoral.

It is said a naming competition was held locally, the winner being the name of the forest and castle of Balmoral at Braemar, Scotland, which had been purchased by Prince Albert for Queen Victoria.

At an elevation of 1500 feet, Balmoral was described as a most attractive health retreat, with unrivalled views, clear, bracing air, sheltered in winter and only a short train journey from Sydney. It had well-drained soil, capable of growing the finest fruits.

THE Truro guesthouse [now at 37 Railway Parade] was popular with city visitors for the beauty of its surroundings and its fine service.

Built by Henry Harry in the late 1880s, it is a substantial 10-roomed Victorian residence of sandstock brick with open verandahs on three sides, dressed with cast-iron lace.

Born in Cornwall, England, Harry came to Sydney and did well as a merchant. With his wife Esther, two daughters and a son, he moved permanently to Balmoral in 1887 after purchasing 122 acres from the selection of local man John Blatch.

In September 1888 Harry offered 147 sub-divided blocks of land for auction, most being country residence sites, with some larger lots suitable for orchards. The take-up was slow, most likely due to depressed economic conditions, but Harry persevered. In November 1889, in partnership with investor Samuel Bensusan, sub-divisions of an expanded Truro Estate (204 acres) were advertised for sale.

In October 1891 the Sydney Morning Herald reported that "the first annual banquet in connection with the Balmoral Progress Committee was held at Truro. The president of the committee, Mr H Harry, occupied the chair." The company included William McCourt and John Kidd, both members of the NSW Legislative Assembly, and a lively political discussion took place.

Balmoral was described in the Scrutineer of September 20, 1892 as a picturesque little place, 65 miles out of Sydney, with the principal homestead, Truro House, being a well-known haunt of visitors from the metropolis. Residents of Sydney owned other substantial buildings close by and constantly visited from the city.

Heritage Significance Assessment

The proposed item has been assessed against the seven NSW Heritage Assessment Criteria. To be considered for local heritage listing, an item must meet one or more criteria on a local level. To understand more about the NSW Heritage Assessment Criteria, refer to the Heritage NSW publication *Assessing Heritage Significance* available online at <https://www.environment.nsw.gov.au/research-and-publications/publications-search/assessing-heritage-significance>.

NSW heritage assessment criteria	Assessment of site
	<i>(no content = site has not been assessed against that criterion)</i>
(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the history of the local area because it illustrates the development of the Balmoral area of the Shire in the late 19th Century following the building of the first southern Railway line to Mittagong in 1867 and the first Balmoral railway station in 1878.</i>
(b) ASSOCIATIONAL SIGNIFICANCE	<i>Of significance because of its association in the local area with the life of Henry Harry 1838-1893, owner of Truro and an early resident from 1897, subdivision developer of the Balmoral area and first President of the Balmoral Progress Committee 1891.</i>
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	<i>Of significance in demonstrating aesthetic achievement in the local area because the beauty of its setting and architectural form.</i>
(d) SOCIAL SIGNIFICANCE	
(e) RESEARCH POTENTIAL	
(f) RARITY	
(g) REPRESENTATIVENESS	<i>Of significance in demonstrating the principal characteristics of a class of the local area's heritage in this case a late Victorian symmetrically fronted hipped roof weatherboard cottage.</i>

Integrity/Intactness

Substantially intact and condition is fair but capable of restoration.

Statement of Heritage Significance

12 Railway Parade, Balmoral is significant as it illustrates the development of the Balmoral area in the late 19th Century following the building of the first Southern Railway line in 1867 and because of its association with Henry Harry 1838-1893, owner of nearby *Truro*, and developer of the Balmoral area. It also demonstrates aesthetic achievement in the beauty its setting and architectural form and the principal characteristics of a late Victorian era symmetrically fronted hipped roof weatherboard cottage.

Late Victorian weatherboard cottage (one in a group of three)

31 Railway Parade, Balmoral

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010. Three cottages could be listed as a group.

Heritage Survey 2009 Recommendation

List as a heritage item with the following statement of significance:

The house has significance as an early Victorian residence. The building has significance for its association with the railway. The development of the railway was highly influential in the development of the villages of the Southern Highlands.

Description

October 2020: This is one of a group of 4 late Victorian era houses (including 'Truro'), possibly by the same builder, which face the railway reserve of the 1867 Old Southern Railway Line. They no doubt owe their existence to it.



Above: 31 Railway Parade, Balmoral, in 2020.

The Heritage Survey 2009 provides an accurate description of the house (reproduced below).

Heritage Survey 2009 Description

A one storey freestanding house that dates from the Victorian period in a village setting that has retained its context. The building is setback 6 metres from the street. The 1,560 m² site has a timber picket front fence and a left side driveway accessing a rear parking area. The front garden is informally landscaped. The façade presents a symmetrical elevation and is constructed of weatherboard. The roof is hipped with a medium pitch and has closed eaves. The roof is clad in galvanized corrugated sheet metal and features 2 symmetrically placed corbelled brick chimneys. The

verandah runs across the façade and returns to the left and right of the house and has a hipped ogee profile. It is clad in galvanized corrugated sheet metal and features timber posts and metal brackets. The front door is centrally located. Fenestration comprises vertically proportioned casement timber windows. A very well proportioned house and part of the Balmoral Group. The building appears to be in excellent condition and is highly intact.

INTEGRITY: high

A beautiful proportioned and conserved building. Part of the Balmoral Group.

Internet Review

5 photos and 1 plan from 2016 at <https://www.realestate.com.au/sold/property-house-nsw-balmoral-122726390>, including the following notes:

Positioned in a peaceful location, this vintage piece of Balmoral's history simply oozes character and charm. Situated on a fantastic 1,560sqm parcel of land, this is a wonderful opportunity with genuine affordability on offer.

- Three spacious bedrooms, high ceilings a feature throughout
- Spacious open plan kitchen, original wood stove remnants
- Timber windows, exposed beam in rear open plan living space
- Living options throughout, large rooms with original fireplaces
- Decorative cornice, various period fittings and fixtures featured
- Beautiful timber wrap around verandahs, established trees
- Original front picket fence, remaining fencing to be completed
- Within fifteen minutes to major shopping centre and train station
- Easy access to the freeway, approximately one hour to Sydney.

History

Heritage Survey 2009 History

Nil.

Highlands History: Early rail camp at Balmoral became popular health retreat

The following are extracts from Part Two of a four-part Highlands History series by Philip Morton of the Berrima District Historical and Family History Society that was published in the Southern Highland News on July 11 2016 and available online at

<https://www.southernhighlandnews.com.au/story/4018451/highlands-history-early-rail-camp-at-balmoral-became-popular-health-retreat/>. This article provides the context for the four Railway Parade houses:

THE Great Southern Railway opened from Picton to Mittagong in 1867, traversing the rugged ridge above the Bargo Brush area.

Mid-way along the section of line, at Big Hill Lower Siding, a station opened on April 15, 1878, later named Balmoral.

Here an extra locomotive was attached to haul trains for 4.8 kilometres up the steep cutting to an Upper Siding, where a station opened on April 5, 1878, later named Hill Top. This activity required the presence of extra railway workers.

A private village took shape around each station where landowners offered sub-divisions. The designation 'private village' applied, as opposed to a Government village which was surveyed and laid out by the Crown.

The Upper village, located at Hill Top Station, was initially known as Jellore. Its history will be provided later in this series.

The name of the Lower Siding's station was changed in 1880 to Bargo, it being then the nearest station to the Bargo Brush area, which lay a few miles to the east. Perhaps it caused confusion, or locals did not welcome its bushranger connotations, for in 1888 the station's name was changed to Balmoral.

It is said a naming competition was held locally, the winner being the name of the forest and castle of Balmoral at Braemar, Scotland, which had been purchased by Prince Albert for Queen Victoria.

At an elevation of 1500 feet, Balmoral was described as a most attractive health retreat, with unrivalled views, clear, bracing air, sheltered in winter and only a short train journey from Sydney. It had well-drained soil, capable of growing the finest fruits.

THE Truro guesthouse [now at 37 Railway Parade] was popular with city visitors for the beauty of its surroundings and its fine service.

Built by Henry Harry in the late 1880s, it is a substantial 10-roomed Victorian residence of sandstock brick with open verandahs on three sides, dressed with cast-iron lace.

Born in Cornwall, England, Harry came to Sydney and did well as a merchant. With his wife Esther, two daughters and a son, he moved permanently to Balmoral in 1887 after purchasing 122 acres from the selection of local man John Blatch.

In September 1888 Harry offered 147 sub-divided blocks of land for auction, most being country residence sites, with some larger lots suitable for orchards. The take-up was slow, most likely due to depressed economic conditions, but Harry persevered. In November 1889, in partnership with investor Samuel Bensusan, sub-divisions of an expanded Truro Estate (204 acres) were advertised for sale.

In October 1891 the Sydney Morning Herald reported that "the first annual banquet in connection with the Balmoral Progress Committee was held at Truro. The president of the committee, Mr H Harry, occupied the chair." The company included William McCourt and John Kidd, both members of the NSW Legislative Assembly, and a lively political discussion took place.

Balmoral was described in the Scrutineer of September 20, 1892 as a picturesque little place, 65 miles out of Sydney, with the principal homestead, Truro House, being a well-known haunt of visitors from the metropolis. Residents of Sydney owned other substantial buildings close by and constantly visited from the city.

Heritage Significance Assessment

The proposed item has been assessed against the seven NSW Heritage Assessment Criteria. To be considered for local heritage listing, an item must meet one or more criteria on a local level. To understand more about the NSW Heritage Assessment Criteria, refer to the Heritage NSW publication *Assessing Heritage Significance* available online at <https://www.environment.nsw.gov.au/research-and-publications/publications-search/assessing-heritage-significance>.

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(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the history of the local area because it illustrates the development of the Balmoral area of the Shire in the late 19th Century following the building of the first Southern Railway line to Mittagong in 1867 and the first Balmoral railway station in 1878.</i>
(b) ASSOCIATIONAL SIGNIFICANCE	<i>Of significance because of its association in the local area with the life of Henry Harry 1838-1893, owner of Truro and an early resident from 1897, subdivision developer of the Balmoral area and first President of the Balmoral Progress Committee 1891.</i>
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	<i>Of significance in demonstrating aesthetic achievement in the local area because the beauty of its setting and architectural form.</i>

NSW heritage assessment criteria	Assessment of site
(d) SOCIAL SIGNIFICANCE	
(e) RESEARCH POTENTIAL	
(f) RARITY	
(g) REPRESENTATIVENESS	<i>Of significance in demonstrating the principal characteristics of a class of the local area's heritage in this case a late Victorian symmetrically fronted hipped roof weatherboard cottage.</i>

Integrity/Intactness

Substantially intact although some alterations have been made.

Statement of Heritage Significance

31 Railway Parade, Balmoral is significant as it illustrates the development of the Balmoral area in the late 19th Century following the building of the first Southern Railway line in 1867 and because of its association with Henry Harry 1838-1893, owner of nearby *Truro*, and developer of the Balmoral area. It also demonstrates aesthetic achievement in the beauty its setting and architectural form and the principal characteristics of a late Victorian era symmetrically fronted hipped roof weatherboard cottage.

Late Victorian weatherboard cottage (one in a group of three)

33 Railway Parade, Balmoral

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010. Three cottages could be listed as a group.

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List as a heritage item with the following statement of significance:

The house has significance as an early Victorian residence. The building has significance for its association with the railway. The development of the railway was highly influential in the development of the villages of the Southern Highlands.

Description

October 2020: This is one of a group of 4 late Victorian era houses (including 'Truro'), possibly by the same builder, which face the railway reserve of the 1867 Old Southern Railway Line. They no doubt owe their existence to it. Modifications include unsympathetic tubular metal verandah posts but capable of full restoration.



Above: 33 Railway Parade, Balmoral, in 2020.

The Heritage Survey 2009 provides an accurate description of the house (reproduced below).

Heritage Survey 2009 Description

A one storey freestanding house that dates from the Victorian period set on a large site in a village setting that has retained its context. The building is setback 10 metres from the street. The site has non original front fence of timber and mesh wire and hedge approximately 0.9 metres. The front garden creates a picturesque setting. The façade presents a simple symmetrical elevation and is

constructed of weatherboard. The roof is hipped with a steep pitch and has close eaves. The roof is clad in colourbond corrugated sheet metal and features 2 corbelled brick chimneys. The verandah runs across the façade and returns the corner and has a hipped straight profile. It is clad in corrugated sheet metal and features non original metal posts. Steel posts are not original, straight rows of iron may have been ogee once. The facade is partially obscured by high vegetation. The front door is centrally located and is 4-panelled and glazed. Fenestration comprises vertically proportioned French doors with glazed lights above. The building appears to be in good condition and is substantially intact.

INTEGRITY: medium

Modifications include verandah roof and posts.

Internet Review

One poor Google image at this site <https://www.onthefhouse.com.au/property/nsw/balmoral-2571/33-railway-pde-balmoral-nsw-2571-14791425>.

History

Heritage Survey 2009 History

Nil.

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(e) RESEARCH POTENTIAL	
(f) RARITY	
(g) REPRESENTATIVENESS	<i>Of significance in demonstrating the principal characteristics of a class of the local area's heritage in this case a late Victorian symmetrically fronted hipped roof weatherboard cottage.</i>

Integrity/Intactness

Substantially intact although some alterations have been made.

Statement of Heritage Significance

33 Railway Parade, Balmoral is significant as it illustrates the development of the Balmoral area in the late 19th Century following the building of the first Southern Railway line in 1867 and because of its association with Henry Harry 1838-1893, owner of nearby *Truro*, and developer of the Balmoral area. It also demonstrates aesthetic achievement in the beauty its setting and architectural form and the principal characteristics of a late Victorian era symmetrically fronted hipped roof weatherboard cottage.

‘Truro’—brick Victorian homestead including interiors

37 Railway Parade, Balmoral

Recommendation

Include as a new heritage item in Schedule 5 (Part 1 Heritage items) of the Wingecarribee Local Environmental Plan 2010.

Heritage Survey 2009 Recommendation

List as a heritage item with the following statement of significance:

The house has significance as an early Victorian residence. The building has significance for its association with the railway. The development of the railway was highly influential in the development of the villages of the Southern Highlands.

Description

October 2020: This is one of a group of 4 late Victorian era houses, possibly by the same builder although Truro is of brick and the other three weatherboard., which face the railway reserve of the 1867 Old Southern Railway Line. They no doubt owe their existence to it.



Above: ‘Truro’ at 37 Railway Parade, Balmoral, in 2020.

The Heritage Survey 2009 provides an accurate description of the house (reproduced below).

Heritage Survey 2009 Description

A one storey freestanding house that dates from the Victorian period set on a large site in a village precinct setting that has retained its context. The building is setback from the street. The site has a front timber picket fence, significant timber gate posts and wrought iron gates and a front circular

driveway. The site also features subsidiary buildings which are of a later date and compliment the setting of the place. The front garden is large and formally landscaped with floral displays and features a circular driveway. The façade presents a simple symmetrical elevation and is constructed of Flemish brick bond work. The roof is hipped with medium pitch and has closed eaves. The roof is clad in galvanized corrugated sheet metal and features corbelled brick chimneys with terracotta chimney pots. The verandah runs across the façade and returns the corner and has a hipped ogee profile. It is clad in galvanized painted corrugated sheet metal and features cast iron columns, timber flooring, timber and cast iron brackets. The front door is centrally located and is 4 panelled and glazed with fanlights and sidelights and decorative glass featuring the building's name 'Truro'. Fenestration comprises vertically proportioned 2-pane double hung timber windows. The building appears to be in excellent condition and is highly intact.

Garage and gazebo in garden are sympathetic, original stables to rear, very well landscaped, original gate posts and wrought iron gates.

Internet Review

19 photos, house plan and notes from 2017 at <https://www.realestate.com.au/sold/property-house-nsw-balmoral-125463766>, including the photo of the house below.



Above: Sale photo for 'Truro' in 2017 (Photo by Carpenter Partners, sourced from <https://www.realestate.com.au/sold/property-house-nsw-balmoral-125463766>).

35-41 Railway Parade, Balmoral

From the time you enter the front gates you will be captivated by the presence of this breathtaking circa 1860-1870 homestead. This landmark property is set on 4977sqm country lot that offers established and manicured grounds which enhance the charm of this historic masterpiece. Internal features include 5 spacious bedrooms, formal lounge and dining, great room, two bathrooms, country kitchen and conservatory. High iron pressed ceilings, 6 marble fireplaces & 3 open fireplaces, atrium roof all create a great ambience of old world charm. Sweeping verandas and a detached double garage with attic plus an in ground pool completes this rare masterpiece.

The following website indicates that the site has approval for 11 lots
<http://www.mckillopproperty.com.au/1P0638>:

CIRCA 1860 STUNNING HOMESTEAD IN A DELIGHTFUL COUNTRY SETTING**"TRURO" ~ APPROX 17 ACRES**

- *Excellent and convenient location - 5 mins Hume Highway, 10 mins Mittagong & 1 hour Sydney*
- *Magnificently restored and presented 5 bedroom residence reflecting the quality of the craftsmanship of that era*
- *Each room enjoys spacious apportionments including the high ceilings*
- *From the dining room, the "great room", the atrium or the library, a favourite room will be hard to choose. There are a total of 5 marble & 3 open fireplaces*
- *To further wet the appetite, also included is a caretaker's residence, stables, summer house & ponds, tennis court and swimming pool.*
- *Sweeping lawns and established English trees add further charm to this historic masterpiece*
- *Future investment security with an approved subdivision into 11 lots*

History

Heritage Survey 2009 History

Nil.

Highlands History: Early rail camp at Balmoral became popular health retreat

The following are extracts from Part Two of a four-part Highlands History series by Philip Morton of the Berrima District Historical and Family History Society that was published in the Southern Highland News on July 11 2016 and available online at

<https://www.southernhighlandnews.com.au/story/4018451/highlands-history-early-rail-camp-at-balmoral-became-popular-health-retreat/>. This article provides the context for the four Railway Parade houses:

THE Great Southern Railway opened from Picton to Mittagong in 1867, traversing the rugged ridge above the Bargo Brush area.

Mid-way along the section of line, at Big Hill Lower Siding, a station opened on April 15, 1878, later named Balmoral.

Here an extra locomotive was attached to haul trains for 4.8 kilometres up the steep cutting to an Upper Siding, where a station opened on April 5, 1878, later named Hill Top. This activity required the presence of extra railway workers.

A private village took shape around each station where landowners offered sub-divisions. The designation 'private village' applied, as opposed to a Government village which was surveyed and laid out by the Crown.

The name of the Lower Siding's station was changed in 1880 to Bargo, it being then the nearest station to the Bargo Brush area, which lay a few miles to the east. Perhaps it caused confusion, or locals did not welcome its bushranger connotations, for in 1888 the station's name was changed to Balmoral.

It is said a naming competition was held locally, the winner being the name of the forest and castle of Balmoral at Braemar, Scotland, which had been purchased by Prince Albert for Queen Victoria.

At an elevation of 1500 feet, Balmoral was described as a most attractive health retreat, with unrivalled views, clear, bracing air, sheltered in winter and only a short train journey from Sydney. It had well-drained soil, capable of growing the finest fruits.

Already in 1886 the Department of Public Instruction had been petitioned to establish a school there. Nine children there were attending Hill Top School which had opened in 1883. Another six children plus four at Buxton would attend a new school. The request was rejected as it would

reduce Hill Top School enrolment and quite possibly close it. All but one of the applicants were railway fettlers and therefore not regarded as permanent settlers.



Above: COUNTRY RETREAT: The guest house Truro at Balmoral was built in late 1880s, pictured here in 1950s. Photo: Courtesy Janine King, Balmoral (Caption and photo sourced from the Southern Highland News <https://www.southernhighlandnews.com.au/story/4018451/highlands-history-early-rail-camp-at-balmoral-became-popular-health-retreat/>).

In June 1888 James Patterson, the stationmaster at the then renamed Balmoral Station, renewed the application for a school. Around 20 children were attending a private school operated by young Emily and Amy Harry at Truro, a residence which also operated as a guesthouse, conveniently located near the railway station.

THE Truro guest house was popular with city visitors for the beauty of its surroundings and its fine service. Built by Henry Harry in the late 1880s, it is a substantial 10-roomed Victorian residence of sandstock brick with open verandahs on three sides, dressed with cast-iron lace.

Born in Cornwall, England, Harry came to Sydney and did well as a merchant. With his wife Esther, two daughters and a son, he moved permanently to Balmoral in 1887 after purchasing 122 acres from the selection of local man John Blatch.

In September 1888 Harry offered 147 sub-divided blocks of land for auction, most being country residence sites, with some larger lots suitable for orchards. The take-up was slow, most likely due to depressed economic conditions, but Harry persevered. In November 1889, in partnership with investor Samuel Bensusan, sub-divisions of an expanded Truro Estate (204 acres) were advertised for sale [see image on following page].

A Post Office opened at Balmoral Station on January 1, 1890. From 1913 it was at The Elms, from 1948 at The Lodge and from 1953 to 1960 at Truro.

In October 1891 the Sydney Morning Herald reported that "the first annual banquet in connection with the Balmoral Progress Committee was held at Truro.

The president of the committee, Mr H Harry, occupied the chair." The company included William McCourt and John Kidd, both members of the NSW Legislative Assembly, and a lively political discussion took place.

Balmoral was described in the Scrutineer of September 20, 1892 as a picturesque little place, 65 miles out of Sydney, with the principal homestead, Truro House, being a well-known haunt of visitors from the metropolis. Residents of Sydney owned other substantial buildings close by and constantly visited from the city.

The Scrutineer also stated that "While the rugged nature of the country precludes farming pursuits, it provides the best scenery on the Southern Line, and the bush is a perfect garden of the best native flowers including the queenly waratah. Several orchards have been planted and are thriving apace".

Henry Harry died in 1893, aged 53 years, and is buried at Rowe's Hill Cemetery, Lower Mittagong. Truro was sold, subsequently had a succession of owners, and still stands today.

Ryerson Index (Henry Harry)

The Ryerson Index is an online index of death notices from Australian newspapers, past and present, compiled by the Sydney-based non-profit organisation Ryerson Index Incorporated.

Surname	Given Names	Notice Type	Date	Event	Age	Other Details	Publication	Published
HARRY	Henry	Death notice	11JAN1893	Death	55	late of Balmoral	Sydney Morning Herald	13JAN1893



Above: 1889 Subdivision plan of the Truro Estate, Balmoral, during the ownership of Henry Harry.
 (Source: Mills, Pile & Wilson & Halloran, E. R. 1889, Truro Estate, Balmoral, Great Southern Railway for sale by auction on the ground Saty. 16th Novr. 1889 at 2 p.m Mills, Pile & Wilson, [Sydney] viewed 31 May 2023 <http://nla.gov.au/nla.obj-230092725>.)

Heritage Significance Assessment

The proposed item has been assessed against the seven NSW Heritage Assessment Criteria. To be considered for local heritage listing, an item must meet one or more criteria on a local level. To understand more about the NSW Heritage Assessment Criteria, refer to the Heritage NSW publication *Assessing Heritage Significance* available online at <https://www.environment.nsw.gov.au/research-and-publications/publications-search/assessing-heritage-significance>.

NSW heritage assessment criteria	Assessment of site <i>(no content = site has not been assessed against that criterion)</i>
(a) HISTORICAL SIGNIFICANCE	<i>Of significance to the history of the local area because it illustrates the development of the Balmoral area of the Shire in the late 19th Century following the building of the first southern Railway line to Mittagong in 1867 and the first Balmoral railway station in 1878.</i>
(b) ASSOCIATIONAL SIGNIFICANCE	<i>Of significance because of its association in the local area with the life of Henry Harry 1838-1893, first owner of Truro and an early resident from 1897, subdivision developer of the Balmoral area and first President of the Balmoral Progress Committee 1891.</i>
(c) AESTHETIC OR TECHNICAL SIGNIFICANCE	<i>Of significance in demonstrating aesthetic achievement in the local area because the beauty of its setting, architectural form and interiors.</i>
(d) SOCIAL SIGNIFICANCE	
(e) RESEARCH POTENTIAL	
(f) RARITY	
(g) REPRESENTATIVENESS	<i>Of significance in demonstrating the principal characteristics of a class of the local area's heritage in this case a very high quality single storey late Victorian symmetrically fronted hipped roof brick residence.</i>

Integrity/Intactness

Substantially intact although some alterations have been made.

Statement of Heritage Significance

'Truro' at 37 Railway Parade Balmoral and its setting is significance because it illustrates the development of the Balmoral area in the late 19th Century following the building of the first Southern Railway line to Mittagong in 1867 and its association with Henry Harry 1838-1893, first owner of Truro and developer of the Balmoral area. It also demonstrates aesthetic achievement because of the beauty of its setting, architectural form and interiors and the principal characteristics of a very high quality single storey late Victorian symmetrically fronted hipped roof brick residence.

Part B: Not Recommended Heritage Places



Former Balmoral School

5 Railway Parade, Balmoral

Recommendation

Record only. Do not list as a heritage item. Heavily compromised by later additions. However, school is of historical significance and could be listed.

Heritage Survey 2009 Recommendation

List as a heritage item with the following statement of significance:

The house has significance as an early Victorian residence.

The building has significance for its association with the railway. The development of the railway was highly influential in the development of the villages of the Southern Highlands.

Description

October 2020: A single storey early former school adapted as a residence set on a large site in a village setting that has lost its context. The building is setback 30 metres from the street. The site has a new 2020 gabion mesh and stone front fence which is totally unsympathetic to the early building. The site has buildings and sheds which are of a later date. The façade presents a complex symmetrical elevation and is constructed of brick and timber. The roof is gabled with a steep pitch and has closed eaves. The roof is clad in galvanized corrugated sheet metal and features timber finial and panelling to historic gables. The verandah is non original and has a straight profile. It is clad in galvanised corrugated sheet metal and features non-original timber posts. Fenestration comprises non original group of timber windows. The building appears to be in good condition but has been greatly altered by the addition of brick rooms to either end and a timber walled and skillion roofed room and verandah on the west elevation.+

Extensive additions to both sides and front and to the property generally and the new gabion wall front fence have greatly reduced the significance of the site. Only the historic core (with chimney) is considered significant. Not recommended for LEP listing.

The school at Glenquarry is of a similar era and has a similar form to this school building but the Glenquarry School has maintained its heritage integrity and is more intact.



Above: The former Balmoral School (2020).

Heritage Survey 2009 Description

A one and a half storey freestanding former school adapted as a residence that dates from the early Federation period (1893) set on a large site in a village setting that has lost its context. The building is setback 30 metres from the street. The site has no front fence but has a side driveway accessing a rear garage. The site also features buildings and sheds which are of a later date. The front garden is informally landscaped. The façade presents a complex symmetrical elevation and is constructed of brick and timber. The roof is gabled with a steep pitch and has close eaves. The roof is clad in galvanized corrugated sheet metal and features timber finial and panelling to historic gables. The verandah is non original and has a straight profile. It is clad in galvanized corrugated sheet metal and features non-original timber posts. Fenestration comprises non original group of timber windows. The building appears to be in good condition and has been altered by the addition of brick rooms to either end and a timber walled and skillion roofed room and verandah on the west elevation.

INTEGRITY: low

Extensive additions to both ends and front. The additions are generally in keeping with the form of the original building. Only the historic core (with chimney) is considered significant.

Internet Review

No information.

History

Heritage Survey 2009 History

Nil.



Above: Balmoral's brick school, built 1893, with timber front room; photo by ex-pupil Edith Henley in 1919. (Photo: courtesy Dorothy Wilkins.)

Highlands History: Balmoral and Hill Top villages' early growth then decline

Extract and photo below from article by Philip Morton in the Southern Highland News published on 14 August 2020 online at <https://www.southernhighlandnews.com.au/story/6873879/balmoral-and-hill-top-villages-early-growth-then-decline/>:

From 1886 residents at Balmoral were asking for a school, rather than sending their children by rail to the school that had opened at Jellore in 1883, near Hill Top station.

A new inspector, Mr Murray, pointed out in 1888 that the timetable at the Jellore school had been arranged since 1884 to suit the Balmoral people. He felt it inconsistent for them to

complain about their children's train journey to Hill Top, yet base their claim for a school on the expectation that Buxton children would travel the 3 or 4 miles to a school at Balmoral. Murray's rather neat solution was to recommend the school at Jellore become a half-time school with Balmoral. This was approved by the Department of Public Instruction.

Soon a slab building with iron roof was erected by Balmoral parents on land offered at a nominal lease. Eleanor Rixon opened the new school in December 1888. She taught in the morning at Jellore and in the afternoon at Balmoral, the train timetable suiting this arrangement.

Later, to replace the slab hut, the Department approved a brick school to be built to one of its finer compact designs. It opened in 1893, remained in service until 1928, and the building stands today incorporated into a private residence.