



A brief history of **SUTHERLAND SHIRE**

by M. HUTTON NEVE

ABORIGINAL HABITATION

The original homeland of the Aborigines is long lost in "the Dream Time". Who they are racially is still debatable. They came into Australia from the north, gradually spreading southward - estimates of this varying from about 25,000 years up to 70,000-80,000 years. Preliminary archeological investigations suggest that Aborigines had been in the Sydney/llawarra coastal areas probably for at least 7,000 years before the advent of Lieutenant James Cook in 1770. Their tribal organisation was small but compact and peaceful, each tribe having its own traditionally defined "home country".

PORT HACKING

The Port Hacking district was a recognised camping ground where tribes from the llawarra district gathered annually to fish and to hunt the wallaby, opossum and bandicoot in the South West Creek region of the Royal National Park. Here, too, was the ancient "crossing place" for the South Coast Aborigines on their annual walkabout to the northern coastal areas for the winter season. Throughout the whole of the Royal National Park are still signs of ancient

Aboriginal habitation - gunyahs or rock shelters for camping, rock carvings and a few cave paintings. Unfortunately, these sites largely must remain secret to prevent destruction by vandals. As a Bicentennial project, a photographic survey was made of many Aboriginal living sites in the Port Hacking area and other parts of the Shire.

KURNELL AND BOAT HARBOUR

These places were other favourite camping grounds. Recent archeological excavations indicate that the Aborigines had used Kurnell (especially the grassy north-western slopes) for at least 500 years for fish and shellfish feasts. Excavations at Boat Harbour indicate that this had been a popular location for similar feasts for up to 2,000 years before the Colony of New South Wales was founded in 1788.

COOK AND KURNELL

Lieutenant James Cook originally was sent out from England to the South Seas to assist in the scientific observation of the Transit of Venus. He also had secret orders from the Admiralty to seek out the unknown "southern land" of "Terra Australis". Sailing southwest from Tahiti, Cook discovered New Zealand

and circumnavigated it to prove that it was not a part of Terra Australis. Sailing westwards, Cook sighted the south-eastern coast of Australia before turning northwards. He discovered and entered Botany Bay on the afternoon of April 29, 1770. Anchoring his small ship, the *Endeavour*, in the entrance to the bay, Cook sent two boats' crews to explore the harbour. A landing was made at Inscription Point, so named because in 1822 the Australasian Philosophical Society placed a plaque there. Next day, the *Endeavour* moved further into the bay, anchoring off Kurnell. Cook and his party landed, exploring around the bay as well as taking a short walk on Kurnell Peninsula. They left the bay on May 6.

FORBY SUTHERLAND

During the *Endeavour's* brief stay, a Scottish seaman named Forbus (Forby) Sutherland died from tuberculosis. He was buried on May 1 on the beach at Kurnell, just above highwater mark. The approximate site of the grave was located in 1923 by the Royal Australian Historical Society, and marked. Recording Sutherland's death in the ship's log, Cook noted that he had named the northwest point 'Point Sutherland' in his memory.

THE FIRST FLEET

Defeat of the British forces in the War of American Independence influenced the British Government to seek a new outlet for unwanted convicts. Cook's Botany Bay was chosen. The Fleet of six transports, H.M.S. *Sirius* and storeship *Supply*, conveyed Governor Arthur Phillip, a detachment of marines and the convicts to an anchorage off Kurnell between January 18 and 20, 1788. Phillip set a party to clear land for the first settlement. Phillip realised that Botany Bay was quite unsuitable. There was lack of shelter for the ships from prevailing winds, inadequate water and poor soil. On January 24, 1788, two French ships were sighted off Botany Bay, causing Phillip to have the English colours raised on the south side of the bay, near Sutherland Point.

Governor Phillip sailed north to explore Port Jackson, which Cook had noted but had not entered. The First Fleet entered Port Jackson on January 26, 1788.



Cronulla beach in 1905 (N.S.W. Government Printing Office photograph).

FOREWORD

In Sutherland Shire we justifiably lay claim to the title "Birthplace of Modern Australia".

Kurnell, where Captain James Cook first set foot on Australian soil, is located within the boundaries of our Shire and, as such, is the solid basis upon which we lay our proud claim.

During the Cook bicentenary year celebrations in 1970, Her Majesty, Queen Elizabeth II, in a memorable visit to Kurnell for the re-enactment of Captain Cook's landing, gave due recognition to the fact and an interested world looked on.

Quite apart from the significance of Kurnell, our Shire as a whole has its own history - one well worth the telling.

Local historian, the late Mrs M. Hutton Neve, (decd. November, 1987) undertook the research and writing of Sutherland Shire Studies No. 1 -

"A Brief History of the Shire".

It was first published in 1971 and since then many thousands of copies have been updated and distributed, and the demand continues to grow.

This publication does not set out to take the place of a text book. Listed at the back are other titles available in the Sutherland Shire Studies series and books suggested as sources of further information.

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PORT AIKEN

Documentary evidence suggests that Port Hacking was actually discovered by Midshipman Aiken of the First Fleet; it was known as Port Aiken and Port Aiken Heads at least until 1870. When the two young explorers Bass and Flinders, obtained permission from Governor Hunter to explore south of Botany Bay in 1796, the Governor advised them of the probable existence of 'a large river south of Botany Bay'. Accompanied by 'the boy Martin' in their small boat *Tom Thumb* they found the river, naming it Port Hacking. Flinders noted that the First Fleet pilot, Henry Hacking, had originally told them of its rumoured existence.

FIRST SETTLEMENTS

First landowner in Sutherland Shire was Captain James Birnie. He was a mercantile trader who had arrived in Sydney in 1806 and settled in Pitt Street. Birnie was 'promised' Portion 1 of 700 acres at Kurnell in 1815. He named this 'Alpha' (or First) Farm, building there a small three-roomed cottage. Birnie worked the farm with a manager and convict labour. The farm was sold in 1828 to John Connell Senior. His son, John Connell Junior, was granted Portions 2 and 3 at Kurnell in 1821 and apparently resided there. As well as these free grants, John Connell Junior also bought several blocks of land. In all, he owned 1,790 acres, most of it in the Kurnell area. Although Alpha Farm continued, John Connell Junior engaged mainly in timber cutting. Over a period of twenty-five years he had cleared practically all the large timber from both Kurnell and Woolooware.

GRANT BY PROMISE

This was the usual way of acquiring land prior to 1830. By way of a certificate, the Governor promised a certain number of acres to encourage emancipated convicts and others to farm. 'Title' to this land could not be given until after official survey had been made. It has been recorded incorrectly that the explorer Gregory Blaxland received a grant of 1,000 acres in the Miranda area from Governor Macquarie, awarded to him for his part in the crossing of the Blue Mountains in 1813. Blaxland was promised a grant in the Wollongong area but, as he wished to have land nearer Sydney, Blaxland sold this promise to John Connell Junior, who selected land in the Miranda area. The land remained 'in Blaxland's name until the area had been surveyed and title granted to Connell in 1834. Owing to litigation, Birnie's promise of 1815 did not receive title until 1844.

Other early landholders to obtain land by free grant or by purchase were Owen

Byrne (1821), his son Andrew (1825) and Matthew John Gibbons (1824). All this land was south of Port Hacking. John Lucas was granted 150 acres at the head of Woronora River in 1823. There was practically no settlement until after the first Crown Lands Sales, except in the Heathcote area.

CROWN LANDS SALES

First release of land for sale by the Crown occurred in 1856. This was in an area bounded on the east by Woolooware Road, on the west by the Woronora River, on the north by Georges River and on the south by Port Hacking. John Connell Junior (his father John Connell senior died in 1849) bought several large tracts in the Caringbah/Burraneer Bay areas, as did his nephew, John Connell Laycock. John and Mary Webster purchased a large block at the head of Burraneer Bay. They soon sold it and it was bought finally by Dominic Dolan, son of Patrick Dolan, who had purchased land in the bay which bears his name. Dominic Dolan built a small stone cottage shortly after purchasing his land (1865). This still stands, but it is so much altered as to be scarcely recognisable from the original tiny building. Dominic did not marry, dying a bachelor in 1888. The executors of his Estate subdivided the land and sold it at auction. At Port Hacking, G.I. Gogerly bought a block in 1856. A stone cottage built by Gogerly still stands, the area being known as Gogerly's Point.

INDUSTRY

There was little active settlement prior to 1860 when the Holt era commenced. Timber-cutting was the principal industry, much of it taking place on leased Crown Lands. Itinerant workers carried out shellgathering, especially in the Port Hacking area. The shell was shipped to Sydney for burning into lime for building and other commercial purposes.

Alpha Farm at Kurnell was renowned, especially in the early days, for its fruit and vegetables, with cattle-raising as a sideline. A couple of grants south of Port Hacking were used for grazing of cattle. The only other industry was the mill built about 1825 by John Lucas at Woronora. This watermill was used to grind corn grown by Illawarra farmers. The farmers' small ships sailed up the coast and into Botany Bay, Georges and Woronora Rivers. Thus they saved wharfage and customs dues charged at Port Jackson. The mill was razed by fire in the late 1830s; it was not rebuilt.

SURVEYS

Until the land had been surveyed, deeds of title could not be granted to any of the first landowners. On orders from Surveyor General John Oxley, Robert Dixon, in 1827 undertook the first survey. Oxley's instructions specified that Dixon survey Lucas's land "situated on an unnamed tributary falling in Georges River" (i.e. the

Woronora River), and also the lands of Birnie and Connell:

'You will commence the survey of the outer South Head of Botany Bay, and carefully trace the Shore thereof to Georges River having completed Botany Bay and Georges River you will send your boat around to Port Hacking and take up your Survey at the point you commenced, trace the Coast to Port Hacking which with all its branches is to be traced round, you will particularly note the extent of the Sand Shoals off Port Hacking and the line of direction of the Fairway of the Channel.' (Extract from Letters of Instructions, Surveyor General's Office, February 17, 1827)

Before all this southern survey could be completed, Oxley died in 1829 and Major Thomas Mitchell was promoted to be Surveyor General of the Colony. With the exception of the small portion surveyed by Dixon, Mitchell found earlier surveys to be patchy and sketchy. They were so inaccurate that Mitchell scrapped all previous work and recommended the southern survey from the 'Five Islands' (Wollongong) end. It was the lack of any southern survey that for some years had prevented the completion of the survey of the whole Nineteen Counties of the settled part of the Colony.

THE HUNDRED OF WORONORA

On completion of this survey, Governor Bourke on May 27, 1835, issued a proclamation declaring the Nineteen Counties. One of these was the County of Cumberland. Each County was divided into 'Hundreds'. This was an Old English land measurement. A large part of what is now Sutherland Shire was proclaimed as the Hundred of Woronora, bounded by Georges River, Port Hacking and the Hacking River, the ocean and the Woronora River. It consisted of the 'civil Parishes' of Southerland (sic), Bulgo, Heathcote and Wattamolla. By 1840 the word 'Hundred' appears to have been dropped and the district then was also known as Heathcote. Once the survey had been completed and maps issued, the Government authorised plans for the selling of Crown Lands.

THE HON. THOMAS HOLT

1. Personal Background: A Yorkshireman, Thomas Holt (1811-1888) arrived in Sydney in 1841 with his young bride. Quickly he became a leading figure in Sydney's commercial world as well as in public life. With the opening of the Crown Lands sales in the Shire, Holt invested in a large way, purchasing some 12,000 acres. He acquired this land both directly from the Crown and from original buyers. Patrick and Dominic Dolan, however, declined to sell to Holt. As part of his vast 'Sutherland Estate', Holt

purchased Birnie's Alpha Farm which had been inherited by John Connell Laycock from his grandfather, John Connell Senior.

2. Holt's Experiments: Some of Holt's developmental projects were unsuccessful. Holt endeavoured to establish oyster culture at Gwawley Bay. He had the flats at the head of the bay excavated into channels. French oyster spawn was imported. But the muddy waters and the summer heat killed off the spawn. Well into this century, "Holt's channels" were a landmark. Sheep farming also proved unsuccessful. Most of the flock either died of footrot or had to be destroyed. Lack of sufficient water and succulent grasses meant little success for cattle grazing. Holt's timber leases, however, flourished. The leaseholders finished the job of cutting out most of the large timber in the Woollooware-Miranda-Sylvania area.

3. Coal Mining: When purchasing his land, Holt took out coalmining rights. He knew that the rich Illawarra coal seam passed under Sutherland to Balmain and northwards. He made several test drillings. One was in the Cronulla area; another at 'Harnett's Paddock' near the intersection of Kingsway and Dolans Road. Although Holt obtained expert geological reports, he was unable to locate the coal seam, even at 2,000 feet. This was due, it is believed, to a fault in the traverse of the seam.



Gunnamatta Bay in 1905 (N.S.W. Government Printing Office photograph).



*The Princes Highway and the Kingsway at Gymea in 1937.
(N.S.W. Government Printing Office photograph).*



*The Princes Highway at Engadine in 1928 looking south towards where the
Post Office is now situated. (N.S.W. Government Printing Office photograph).*

4. Sutherland House: Holt intended that his Sutherland Estate should be conducted on English feudal lines. He built a magnificent manor which he named 'Sutherland House'. Completed before the end of 1881, the building was situated on the foreshores of Sylvania between Horse Rock Point and Sandy Point (which was then known as Holt Point and is not to be confused with the suburb of Sandy Point further west). The long drive leading to the mansion on the edge of Gwawley Bay is now the northern part of Belgrave Esplanade. The northern end of the Sylvania Waters complex today engulfs the sites of Holt's large swimming baths and dressing pavilions, his private wharf and boatsheds. The house was gutted by fire in 1918 and the remains were demolished.

5. Holt-Sutherland Estate Co. Ltd.: Holt's many activities led to the formation in 1880 of the Holt-Sutherland Estate Co. Ltd. The company took over a 99-year lease of the Estate. In the early 1880s a financial recession caused much unemployment. A number of families sought to support themselves by taking up small farm leases on the Estate, engaging in market gardening, fruit and vegetable growing and poultry farming. Some of these leaseholders converted their leases by purchases. Others vacated their rented farms and went to the Menai and Heathcote areas when those Crown Lands were opened up a few years later.

FIRST ROADS

1. Mitchell's 'Old Illawarra Road': Prior to the coming of the Illawarra Railway 1885, the only means of internal communication was either by river or road. The first public road was a new 'South Road' surveyed and constructed between 1842 and 1845 by Thomas Mitchell. It led to the 'Five Islands', i.e. Wollongong. The construction was carried out by chained gangs of convicts - the only time such gangs were used in the Shire. This new 'South Road' was the Illawarra Road (now known as 'Old Illawarra Road') which led out of Newtown southward to Arncliffe and through 'Lord's Forest' (Hurstville) to Lugarno where a handpunt was established later. It was here that Mitchell planned to build a bridge. Indeed, some of the buttressing stonework may still be seen on the Peakhurst side of the river. The Illawarra Road followed mainly the ridges of the high land through Menai; thence down the valley to the Woronora River near its headwaters (and adjacent to the site of Lucas's old watermill); thence up to the southern side of the valley (now known as Woronora Road) and along the Heathcote ridges. The 'Old Princes Highway' passing through Engadine is part of Mitchell's original route which terminated on Bulli Mountain where it joined a track from 'Five Islands' settlement. This 'Illawarra Road' was never popular and within thirty years it had largely fallen into disuse. This was due to its steep grades and the isolated surrounding country.

2. Parkinson's 'Main Road South': Surveyor Parkinson in 1864 had completed a new southern line of road. This became known as the 'Main Road South'. It ran from Horse Rock Point, Sylvania, to link up with the Illawarra Road at the Engadine Ridge, i.e. the top of the Woronora Road. Today this virtually is the line of the Princes Highway from Georges River to Sutherland. Before the railway line was built in 1885, the road at Sutherland swung in a south-westerly direction just outside Holt's western boundary and continued south to Engadine on the western side of the present railway track. Later the 'Main Road South' was realigned by the sweeping curve opposite the Council Chambers and continued to Engadine along the present route. The road was re-named 'Princes Highway' after the visit to Australia in 1920 of the Prince of Wales (who became King Edward VIII, thence the late Duke of Windsor). As a result of the changing of the route of the old 'Main Road South', parts of it still remain under other names. For example, the part of the 'old' road at Sutherland on the eastern side of the railway line is now 'The Grand Parade', due north of the Council Chambers; on the western side of the railway line it is now Loftus Avenue as far as Loftus Heights. Between there and Yarrawarrah the remains of the original road have been named Wheatley Road.

ILLAWARRA RAILWAY

This railway line terminated at Hurstville in 1884. The Hon. John Sutherland, a Minister for Works during the 1870s, realised that the only way to open up the 'Port Hacking District' (as the Shire was then known) was to extend the railway across Georges River to the rich Illawarra District.

For more than twelve years Sutherland argued his case in Parliament. He provided practical information and financial data to support his statements. When finance was forthcoming, Sutherland's parliamentary party was out of office. However, Sutherland was back in office a few years after the opening of the railway.

Construction of the railway brought into being on the heights of Como a huge shanty town from about 1880. This housed several hundred workers and their families. By 1881 a public primary school had been opened. It was located approximately where Como Primary School stands today. On the same ridge was built the wooden 'Woronora Hotel'. On the opposite side of Scylla Bay (now filled in to serve as a sports area) was built the imposing 'German Club, catering both for the many German workmen engaged on the railway, and German fishermen who had settled along the Georges River. With the completion of the Como-Sutherland section of the railway, the camp was transferred to Heathcote in 1884-85. The Woronora Hotel at Como was closed and the licence transferred to Heathcote.

Soon afterwards the 'German Club' was licensed as the 'Como Hotel'. This remained in use until it burnt down in 1996. The railway line was extended to Clifton (Scarborough) in 1886 to link with the Wollongong extension.

The coming of the railway developed Como as a holiday centre catering for boating, fishing and picnicking. 'Murphy's Pleasure Gardens' were laid out on the eastern side of the railway station where some of the garden terracing is still obvious.

SUTHERLAND RAILWAY STATION

It was decided to establish a 'railway stopping place' between Como and Heathcote 'at the 14th mile' (measured from the Sydney terminus, then at Redfern) and this was named 'Sutherland Railway Station'. Ceremoniously, the first train steamed in on December 26, 1885. According to the Information Bureau, Department of Railways, NSW, the station was named after the Hon. John Sutherland, the man responsible for the extension of the railway.

A 'road' quickly developed from Sutherland Railway Station to 'Cronulla Beaches'. Here in 1888, Captain Springall built the 'Oriental Hotel' on a 'permissive occupancy grant'. He did not take up his option at the Cronulla Crown Lands Sales and a man named Davies had the hotel in 1895. Soon horse-drawn vehicles were plying for hire between Sutherland Railway Station and Cronulla Beach. The Oriental Hotel became extremely popular for quiet family holidays and for fishing parties.

THE ROYAL NATIONAL PARK

First in Australia and second in the world, "The National Park" was dedicated on April 26, 1879. It resulted from the efforts of the Premier, Sir John Robertson, to bequeath to the people of this State a national domain for rest and recreation. Eighteen thousand acres were set aside, bounded by Port Hacking, the Hacking River, the ocean, the southern boundary of the civil Parish of Heathcote and the Woronora River. In 1880 the Park was increased to 33,000 acres. Today it is just under 40,000 acres.

Lord Audley, a 'gentleman surveyor' attached to the Surveyor General's Department in 1864, had been responsible for the survey of much of the parklands of The National Park. His camp headquarters were at the confluence of the Hacking River and Kangaroo Creek. When the Park was established this area became known as 'Audley'. Lord Audley became son-in-law to Thomas Mitchell, Surveyor General, when he married Mitchell's daughter, Emily, in 1857.

The year 1879 saw the setting up of a Board of Trustees charged with the management, improvement and general supervision of the Park. A resident caretaker was installed in a small cottage. A 'Trustees' Cottage' was built to include a boardroom and living accommodation

for the Trustees as they would spend several days at the Park whilst conducting their administration. The National Park was given the prefix 'Royal' after the visit there of Her Majesty the Queen in 1954.

In 1967 the NSW Government established the National Parks and Wildlife Service (appointing a Minister with overall responsibility and a Commissioner as permanent head) with responsibility for all national parks in the State. For a time, the former trusts were converted into advisory committees. Many of these were amalgamated in 1986.

MILITARY TRAINING

Before the establishment of the Park in 1879, negotiations had been proceeding for a large and isolated area of land for infantry, cavalry and gunnery training. Part of The National Park was selected. Due to its generally undeveloped state, the Trustees agreed that the western approaches be allocated for military use. At the same time, the Government agreed to build a military branch line from the Illawarra Railway into the 'Encampment and Review Area' in The National Park. Opened in 1886, this branch line terminated at a platform which formed the northern side of The Royal National Park Railway Station, now used for trams.

At this time, the area extending westward of the Sutherland Railway line to the Engadine Heights and to the clifftops above the Hacking River was known as 'Loftus Heights'. The junction of the military branch line was known as 'Loftus Junction'. The military forces were composed mainly of volunteers, both foot and mounted militia. Personnel, stores, field guns and horses were transferred to the encampment area by rail for the annual camps. With the advent of Federation (1901) and the formation of the Commonwealth Military Forces, local training diminished, although the Park was used by the New South Wales Field Artillery until just after the outbreak of World War I in 1914.

Location of the artillery shoots was transferred from the encampment area to the heights above Audley and the steep hill leading there was known as 'Artillery Hill'.

LOFTUS JUNCTION AND THE NATIONAL PARK

Loftus Junction was also the station for those who wished to visit The National Park. A horse-drawn coach service plied from there via Lady Rawson Drive and over the bridge across Temptation Creek, to join with 'Audley Road'. Initially the fare was sixpence (five cents) per head each way. Named in 1915 after the Chairman of Trustees, Farnell Avenue was laid down by the military authorities and planted with ornamental trees. 'Flagstaff Hill' between the Park Railway Station and the hilltops above the river was an important point for signalling with the heliograph.

The signals were sighted by the various defensive positions around Sydney. The heliograph is a device used for flashing the Morse code by reflecting the sun's rays in a mirror.

INTO THE 20TH CENTURY

Signs of scattered settlement followed the coming of the railway and continual release of Crown Lands. Coastal and river frontage areas became popular as country retreats for wealthy city dwellers. Cronulla was increasing in favour as a holiday and fishing centre. A form of voluntary local government had been attempted about 1888 but little or no interest was shown by the few settlers. Law and order was still administered under the jurisdiction of the Court at Liverpool. Soon after the turn of the century, plans were made to introduce formal local government throughout the State. The Local Government (Shires) Act 1905 provided that the whole of the State (with certain named exceptions) be divided into Shires and named by the Governor.

THE SHIRE OF SUTHERLAND

The State Governor, Admiral Sir Harry Holdsworth Rawson, on March 6, 1906, selected the name and proclaimed this district as 'Sutherland, No. 133' (i.e. the 133rd District) and fixed the boundaries.

SHIRE RIDINGS/WARDS

Division of the Shire into three Ridings, A, B, and C, each with two Councillors, was proclaimed by the Governor on March 15, 1906. In 1917 the number of Councillors per Riding was increased to three. Prior to the first Local Government election, provisional Councillors were appointed with Mr. W.C. Danne as Provisional Shire Clerk. After some six months the first Council elections were held on December 5, 1906, resulting in the election of Councillor William G. Judd (President), Robert W. Cook, John Hill, Edward W. Hyndman, Thomas Lehane and Charles McAlister. The Council appointed Mr. J.M. MacFarlane as Shire Clerk.

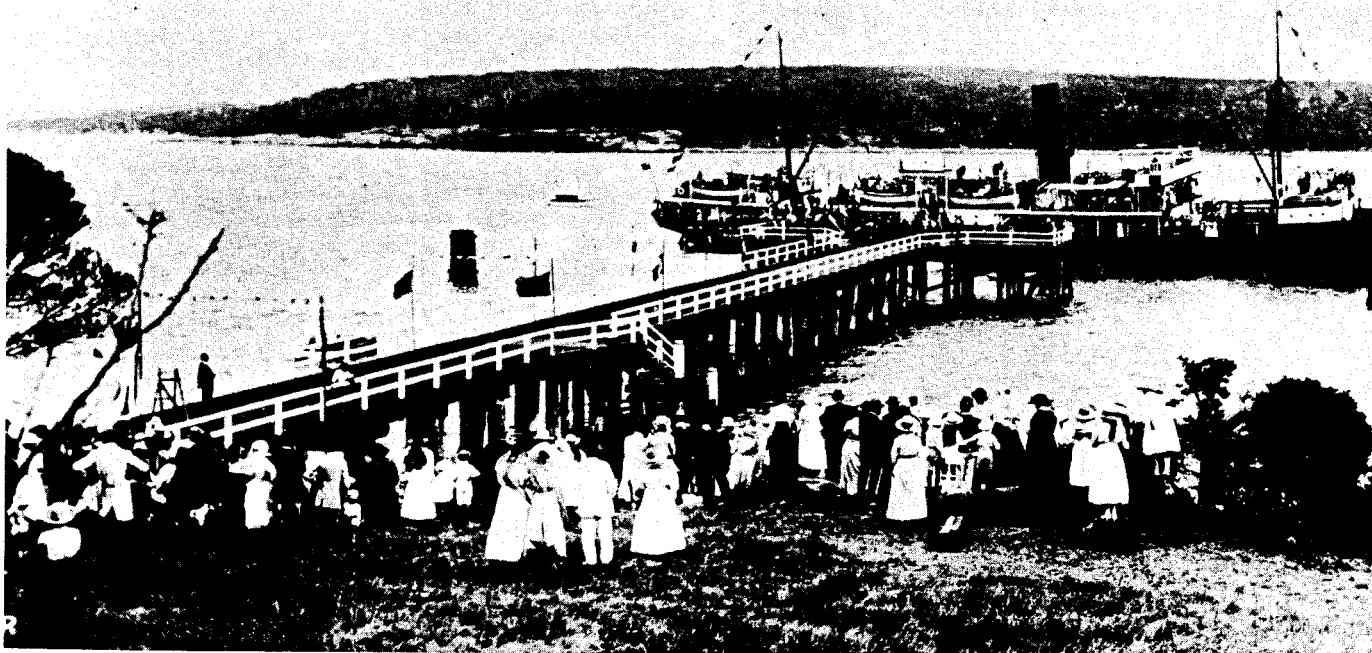
At that time there were 1,600 persons living in the shire. Only ratepayers were permitted to stand for and to vote in Local Government elections. State Legislation later (1927) allowed all adult residents to nominate and vote in such elections. The number of Ridings was increased in 1953 to five - Cronulla, Caringbah, Como, Miranda and Sutherland - with three Councillors to each. A sixth Riding, Engadine, was created in 1968 and the number of Councillors for each Riding was reduced to two. This has continually changed over the years - at present there are five Wards with three Councillors for each. Several titles also changed in July 1993 with the new Local

Government Act 1993: Shire Presidents became Mayors, Shire Clerks became General Managers, and Ridings became Wards.

The first Council meetings were held in a small single storey building, the rear of which for a time served as the Shire Clerk's residence. This building was located in 'Railway Parade' Sutherland (now Princes Highway) between Boyle Street and President Avenue. The first Council Chambers were erected in 1915 at the corner of Princes Highway and Eton Street, Sutherland. Extensive additions were made to the premises in 1929. The premises were demolished in 1965 after the present administration building had been erected.

EXTENT OF THE SHIRE

Under the 1835 proclamation, the western boundary of the district was the Woronora River. With the formation of the Shire in 1906, the western boundary was extended to take in Menai (then called Bangor). In 1919, the suburb of 'Georges River' (the Illawong area) formerly attached to the Municipality of Hurstville, was transferred to the Shire. The Shire has an area of 370 square kilometres, but of this approximately 150 square kilometres covers part of the Royal National Park. The Heathcote National Park comprises a further 23 square kilometres.



The Cronulla ocean wharf was officially opened by the State Governor, Sir Walter Davidson, in January 1919. The wharf jutted out into Port Hacking from the end of Cronulla peninsula.