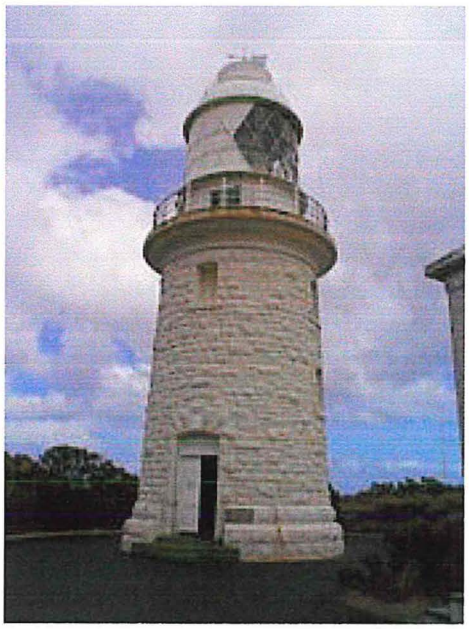
Leeuwin-Naturaliste National Park

Cape Naturaliste Lightstation

Concept Plan



DEPARTMENT OF
Conservation
AND LAND MANAGEMENT
Conserving the nature of WA

Cape Naturaliste Lightstation Precinct

CONCEPT PLAN

Department of Conservation & Land Management
Recreation & Landscape Planning & Design Section
Blackwood District

15 October 2001

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Figures & Maps

Introduction

The Cape Naturaliste Lightstation in Leeuwin-Naturaliste National Park reserve was transferred to the Department of Conservation and Land Management in 2000 from the Australian Maritime Safety Authority (AMSA) and is now vested in the Conservation Commission as part of Leeuwin-Naturaliste National Park (LNNP).

The study precinct encompasses the access road, parking area, lightstation and walk tracks around the lightstation to the Cape to ensure a coherent and coordinated approach to visitor management of this area.

This document intends to provide conceptual ideas to help achieve a balance between tourism and conservation within a well-conceived business plan. The Department of Conservation and Land Management recognises that tourism is a very important component of this precinct, however architectural and cultural landscape significance are also very significant, as are nature conservation values, which all need to be preserved. The Department's intention is return any revenue obtained from operation of tourism and visitor services by commercial operators to the management of the facilities. .

Scope of Report

The long-term intention is to prepare a Master Development Plan for the study precinct, which will provide a framework for the redevelopment and management. The plan will also provide a statement of the Department of Conservation and Land Management's intent and will be incorporated into the review of the Leeuwin-Naturaliste National Park Management Plan.

This Concept Plan is the first phase of this process. Initial site analysis has been undertaken and conceptual ideas prepared to provide a framework for discussion and as a basis for calling Expressions of Interest. Feedback from consultation with stakeholders has been incorporated into this planning phase to ensure that there is support and understanding from the local community and associated organisations.

This plan will be used as part of determining the business and commercial opportunities for this site. Once these have been established, the Master Development Plan can then be completed, knowing the site development requirements needed to accommodate an appropriate business venture. The plan will outline, in some detail, the extent of development, management structure, site planning requirements and tourism activities.

Objectives for Site Redevelopment

The objectives for redevelopment of this site are to:

- Ensure that heritage, landscape, recreation and nature conservation values are protected and enhanced where appropriate;
- Work with community organisations, established user groups and other stakeholders in the planning and management of the site;

- Develop the site as a focal point for interpretation of maritime history and associated stories, along with an information node for other attractions within Leeuwin-Naturaliste National Park;
- Redevelop existing visitor facilities to a high quality that meets the Department of Conservation and Land Management's standards for recreation, tourism and visitor risk management;
- Seek revenue for management and explore business opportunities for visitor services and facilities that respect and work with the site's values;
- Provide universal access for visitors to as many facilities as possible, acknowledging that access for people with ambulant related disabilities may not reach the top of the lighthouse but should be able to gain a valuable experience from the site.

Key Stakeholders

The following list reflects the range of interests in the Cape Naturaliste site.

Government

1. Australian Maritime Safety Authority (AMSA)
2. Heritage Council of WA
3. Shire of Busselton
4. Western Australian Tourism Commission

Community

1. Cape Naturaliste Tourism Association
2. Dunsborough Chamber of Commerce
3. Dunsborough Development Association
4. Yallingup Progress Association
5. Cape Naturaliste Historical Society

Site Analysis

The study precinct is located on Cape Naturaliste at the northern most tip of Leeuwin-Naturaliste National Park approximately 13 kilometres from Dunsborough. The area is located on an exposed and spectacular bluff, approximately 100m high, overlooking the Indian Ocean.

The lightstation reserve, approximately 8 hectares, has been transferred to CALM and has been vested in the Conservation Commission as part of the Leeuwin-Naturaliste National Park.

The vegetation is low coastal scrub with some exotic plantings (and taller species) around the cottages.

Access Road and Parking

A sealed entry road provides access to a sealed car park loop, which creates a terminus. This public parking area, situated beside the lighthouse keeper's cottages, was designed and constructed approximately 10 years ago. It is still in reasonable condition and is suitable for current use. Refer to Map A.

There is a small parking area on the north side of the loop that is underused.

The main parking area (southern portion) caters for about 40 cars and 5-7 long vehicles. The smaller parking area (in the north) caters for about 5 cars and 2 long vehicles.

The parking area has been designed to cater for future expansion within the sealed loop if necessary.

Lightstation Precinct

The historic lightstation is at the centre of the study precinct and the focus for most visitor activity. A service road dissects the lightstation, with three lighthouse keeper's cottages on the south, service buildings to the north and the lighthouse at the terminus.

The main historical precinct has not been greatly disturbed with new buildings or structures, at least not obtrusive or unacceptable, and remains remarkably intact. The Conservation Plan for this area documents historical aspects of the site and buildings, provides a Statement of Significance and makes policy recommendations for the fabric of the lightstation and its components[1].

The lighthouse and cottages were built in 1903. "As the base of the tower would be located about 100 metres above sea level, a tower of only 20 metres in height was considered sufficient."[2] The back verandahs of the cottages were enclosed in 1917.

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[1] Danvers Architects, *Conservation Plan Cape Naturaliste Lightstation Western Australia*, Australian Maritime Safety Authority, November 1992.
[2] ibid, page 8.

Major repairs and renovations to the lightstation were undertaken in 1948, including construction of a garage/workshop, new woodsheds and tanks. In 1973, the lighthouse store and power house (near the lighthouse) and the existing bitumen road and paving were constructed.[3]

Each cottage is surrounded by corrugated asbestos sheet fences, which form identical yards. This fencing has changed over the years from post and wire fences, to picket fences, to the more secure and windproof standard of today. There is little evidence of past formal gardens or landscape modifications around the houses.[4]

The Cape Naturaliste Tourism Association (CNTA) operates one of the cottages as a visitor centre, shop and museum and they conduct tours of the lighthouse. An entry fee is charged at the visitor centre, which is staffed by the CNTA. Souvenirs and other merchandise are also sold.

A small area around the lighthouse is fenced and gates control visitor access.

The cottage outhouses are used as public toilets and are inadequate in peak times. They will require replacement in the near future.

Layout of the parking area and walktracks around the lighthouse creates confusion for visitors as to the requirement to pay fees. At present, a fee is required to walk up to the lighthouse, however access can be gained from other tracks. The tourist association can not collect fees from National Park visitors wanting to access just the walktracks and viewing areas around the Cape but wish to collect fees for walking up to and around the lighthouse.

Walk tracks around Cape

A network of walk tracks has been progressively established around the Cape, providing an extensive 180^0 panorama. Walk tracks link to the Cape to Cape walk track heading south and to Shelley Beach and Bunker Bay to the east.

Pedestrian access on to these tracks is sometimes confusing and the entrance from the parking area is not well designed. The relationship between the lightstation's commercial activities and the Park's "traditional" users is not clear.

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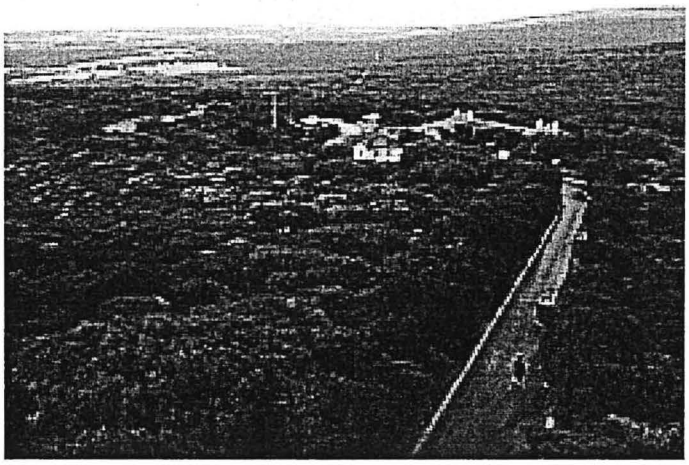
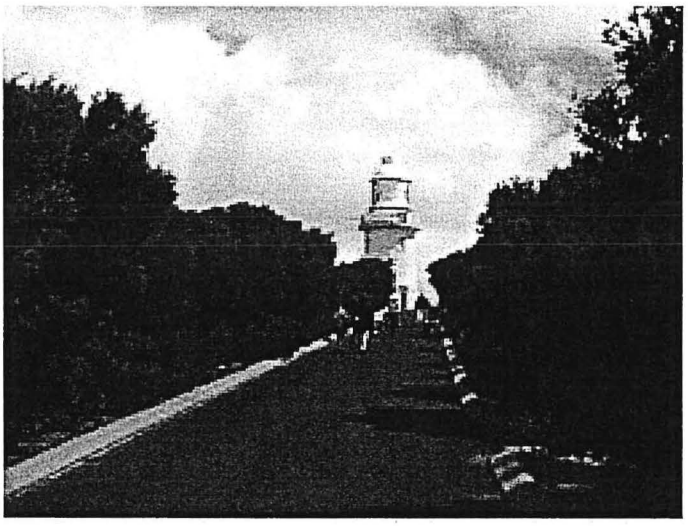
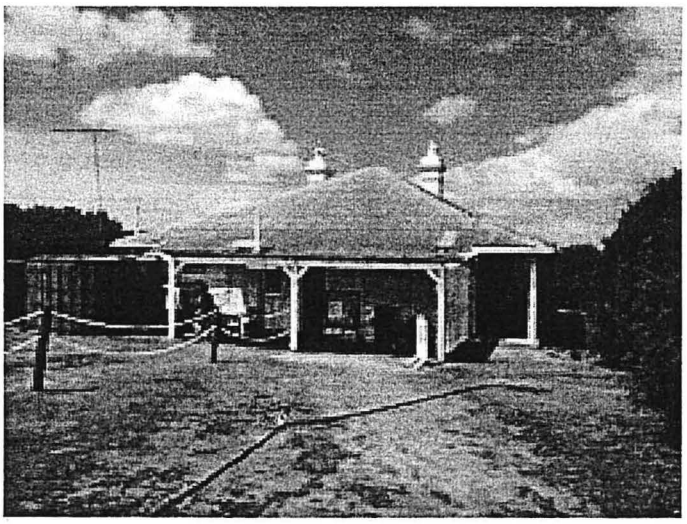
[3] ibid, page 9.
[4] ibid, page 96.



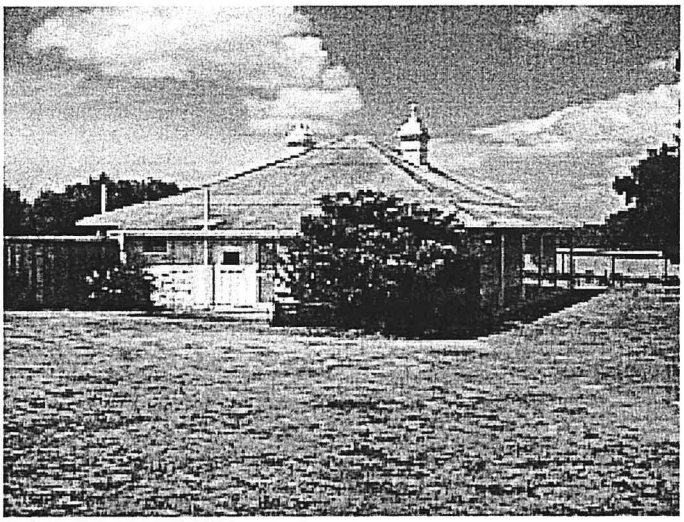
View over cottages from lighthouse



View to lighthouse from cottages



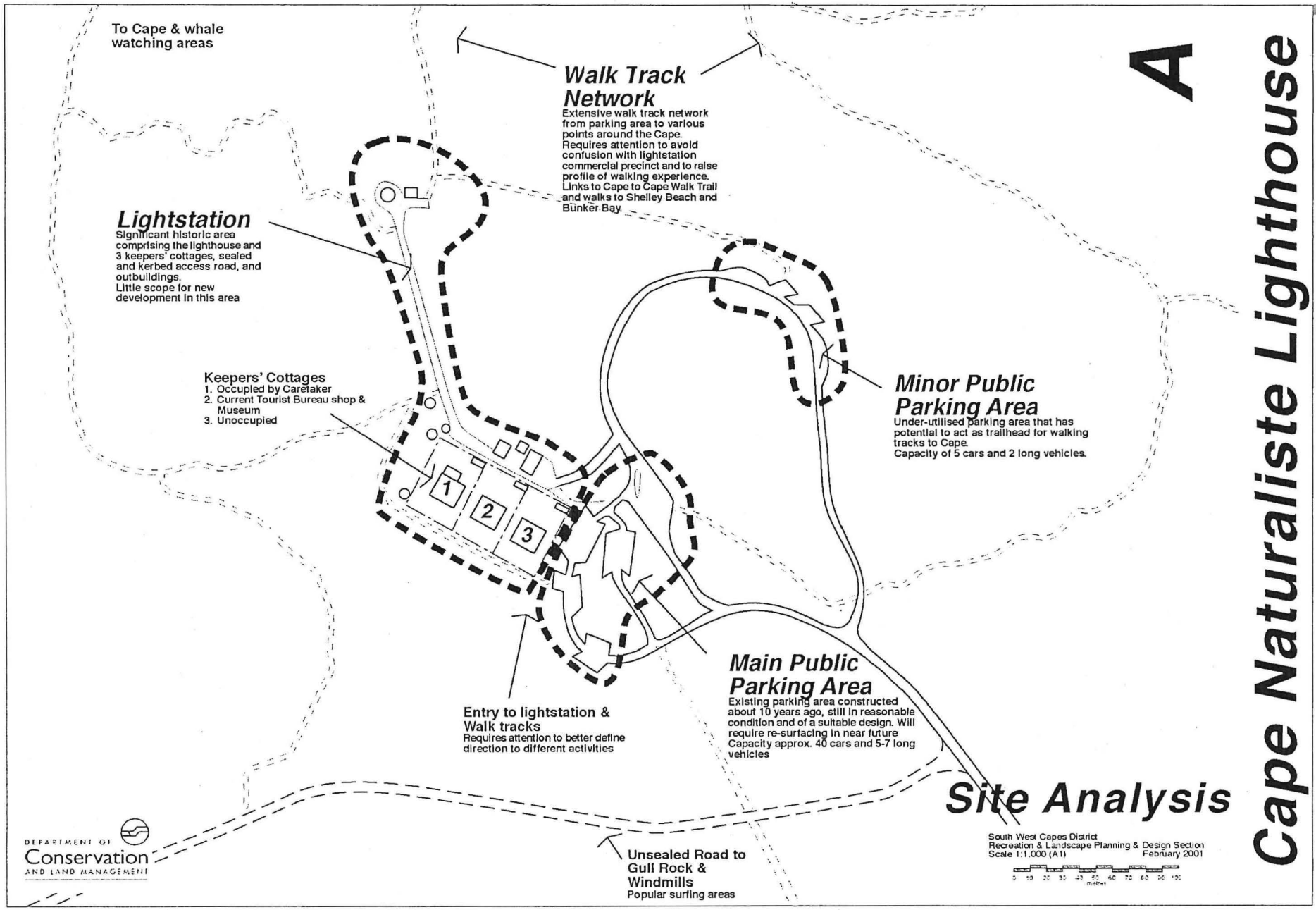
Rear of middle cottage functioning as Shop and Museum



Cottage closest to parking area from rear

Entry experience

Interior of lighthouse



Map A ... Analysis Plan

Heritage Aspects

The following section outlines the importance of heritage values of the site. The most significant heritage value is the development of the lightstation at the turn of the century.

Aboriginal Heritage Status

There are no registered Aboriginal sites in the study area.

Cape Naturaliste Lightstation

The lightstation is registered on a number of heritage lists.

- The Register of the National Estate - The Australian Heritage Commission (Commonwealth Government). The entry is for the Cape Naturaliste Lighthouse and Reserve[5]. Its legal status is *registered* (1989).
- The Register of Heritage Places – The Heritage Council of WA (State government). The Cape Naturaliste Lighthouse and Quarters are listed as one entry and is noted as an *Interim Entry (3/7/1992)*.
- National Trust of WA – unknown
- Municipal Register – local government list

Being registered recognises that this place has heritage significance on a number of levels - National, State and local. The statements accompanying registration provide information and assessment on what has been considered significant. These provide guidance in planning for future use and management.

AMSA commissioned a Conservation Plan[6] that outlines the site's significance and makes recommendations for future use and management. It also provides documentary evidence of the area's exploration and settlement, establishment of the light, its design, construction and later developments. The plan states that the Cape Naturaliste Lightstation development, completed in 1903, is a significant cultural site.

The Statement of Cultural Significance from the Conservation Plan[7] states:

> *Historically, the Cape Naturaliste Lightstation ... is significant because it one of several lightstations built in Western Australia after Federation and before the Commonwealth take over of lightstations in 1916.*
>
> *Physically, the Cape Naturaliste Lightstation is significant in that all major elements from its earliest period (1903) remain intact, namely the Lighthouse (Building 1), three Keepers' residences (Building 2, 3 and 4) and outbuildings (Buildings 2a, 3a and 4a).*

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[5] refer to Appendix for Register of National Estate listing.
[6] Danvers Architects, 1992.
[7] ibid.

> *The lighthouse is significant for retaining its original lens array and rotation mechanism and internal details. The staircase is particularly significant in being a rare example of the use of dowelled blocks in the treads.*
>
> *Environmentally, the Cape Naturaliste Lightstation is important for its location on a significant and prominent geographical feature of the Western Australian coastline.* [8]

The Conservation Plan provides a Policy Statement and recommendations for the lightstation and its components[9]. These cover the treatment of the fabric, interpretation of the place, use of the place and conservation procedures. In terms of use, the plan recommends –

- Lighthouse – retain as navigational aid and part of interpretation of the site.
- Keepers' Quarters – desirable to retain the residential character of these buildings serving residential, accommodation, administrative and/or interpretative functions.
- Outbuildings to Quarters – retain as present use, interpretative or storage use.
- Service Buildings - retain as present use, interpretative or storage use.[10]

The Conservation Plan is an important management tool and will be used by the Department of Conservation and Land Management and the Heritage Council to determine the level of acceptable changes to the site.

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[8] Danvers, 1992, page 100.
[9] ibid, pages 105 – 111.
[10] ibid, pages 108-109.

Opportunities

This section outlines the opportunities that influence the site's redevelopment. They are not exclusive of each other and indicate the conditions and potential that the Department needs to consider. The opportunities for redevelopment and management of the Cape Naturaliste Lightstation are numerous. They mostly hinge on the site's European historical significance.

These ideas are independent of each other, meaning one or more can be developed without relying on the others. However, the need for income generation is a key component to the site's future management. The opportunities are -

History

Create an innovative and exciting interpretation of the lightstations history, it's development and lives of lighthouse keepers and their families. Build on the theme of maritime history and the foundation of Australia. Create the Lightstation as a "gateway" for information and orientation for the Leeuwin-Naturaliste National Park.

Community Consultation and Involvement

Ensure the Busselton, Dunsborough and Yallingup community support and contribute to the future development and management of the site by creating consultative processes that include local community and business organisations.

Income Generation

Explore new business enterprises to provide appropriate visitor facilities and services as well as provide revenue for management and maintenance. New enterprises may include-

- Tearooms or café or restaurant
- Souvenir outlet
- Activities and guided tours of historical site
- Theme days, ie. special events
- Overnight stays in lightkeepers' cottages

An Expression of Interest (EOI) procedure will be undertaken to determine the level of commercial interest in the redevelopment of the site.

Recreation Infrastructure & Visitor Services

Improve quality of infrastructure and visitor services provided to the visitor. The preceding analysis outlines existing problems associated with access and arrival.

Experience of the site

Improve current visitor experience of the lightstation through better arrival, orientation, visitor service and interpretation of the site.

Visitor centre

Redesign entry experience and visitor facilities (such as toilets, contact with staff and visitor comfort), providing a high quality experience.

Walking

Rationalise the walk trail network that links key features and provide a framework for the interpretation of the site's history and natural values.

Promote the Cape to Cape Walk Trail with a designated terminus, similar to the Bibbulmun Track.

External Funding

Access heritage grants and funding due to listing on Register of the National Estate and State Register of Heritage Places and other external funding sources. Work with community groups to identify and apply for funding, grants or sponsorships.

Management Structure

Investigate the best management structure for the site and its new facilities. Four options might be:

- Private operator (through an EOI process)
- Leased to community-based organisation (through an EOI process?)
- Management by Department of Conservation and Land Management
- Management by Department of Conservation and Land Management with an Advisory Committee

The benefits and constraints of these models need to be considered and discussed within CALM and with the community.

Constraints

The following constraints impact on the redevelopment, management and maintenance of the site.

Site Capacity & Access

There is limited capacity for additional development, such as buildings, roads and parking areas, without seriously impacting on heritage, landscape and nature conservation values.

Vehicle access to the site currently relies on a narrow road that has limited capacity for increasing tourist traffic without capital investment and impact on landscape.

Heritage Values

Heritage values will influence:

- Extent of tourism development
- Cost of redevelopment due to protection of heritage values
- Ability to remove existing or install new buildings and structures
- Approach to redevelopment, ie. design of new facilities and furniture.

As stated in the Conservation Plan

> *Future activities that require major structural changes or alterations to the site or buildings are likely to reduce the cultural significance of the site or buildings and therefore should be discouraged where possible. Uses that maintain original fabric of the site and buildings are desirable. It is important to provide a compatible use for the lightstation which requires minimal alteration to the fabric of the place, and does not separate these buildings from their settings.*[11]

Funding & Income Generation

At present, there are no allocated funds for capital works in 2001/2002 financial year. However, the site would be eligible for funding in future years. Consideration needs to be given to fees and charges to ensure value-for-money and ease of collection. A precinct fee, and other means of revenue sources, should be considered.

Condition of Structures & Services

Building condition and materials such as asbestos in cottages and rust, seepage and mildew in lighthouse have serious implications on resource requirements.

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[11] Danvers, 1992, page 101

Maintenance and repairs need to be adequately funded so that heritage values are protected.

Water supply and waste disposal are in need of attention. The current toilets are inadequate during busy times, water supply can be difficult and the condition of the septic system is unknown. The toilets are rapidly becoming and will require immediate attention.

Weather Conditions

Weather conditions will mean constraints for both visitors and building structures.

- The need to ensure visitor comfort, whilst not taking away from the "exposed lighthouse experience", means that additional infrastructure may be needed.
- The extreme coastal environment places great pressure on facilities wear and tear, as well as up-front installation costs (due to extra quality materials, etc.). Maintenance programs need to be strictly followed so assets do not deteriorate.

Visitor Risk Management

There are a number of risks that need to be considered in visitor management, the main ones being access in the lighthouse (steps, height, etc.) and coast risk issues around the headland.

Appropriate risk management strategies need to be put in place to ensure our legal and moral obligations are met.

Concept Ideas

This section explores ideas for redeveloping this site, addressing the issues raised in the preceding analysis and opportunities and constraints sections.

Visitor Facilities & Services

Entry Road and Parking

The existing road to the lighthouse may require upgrading if the visitor numbers to the lighthouse increases.

Existing parking is sufficient at present but will require an increase in capacity if visitor numbers increase. The current layout allows for expansion within the loop road. If a visitor centre is developed with complementary commercial facilities, more parking will be required.

Visitor centre

There are basic levels of visitor services that are necessary at the site. These are being met at present with a shop, ticket sales and guide located in the central cottage. In the redevelopment, it is the Department's aim to improve visitor services and the visitor experience of the lightstation and surrounding features. A visitor centre would provide a recognisable and approachable focus where visitors can seek information, ask questions and solve difficulties[12].

There are a range of visitor services that can be provided at a new visitor centre. These include:

- information, orientation, and staffed counter
- interpretation displays specially designed to present stories significant to the site
- toilets
- possible souvenir sales and/or food service (ranging from pre-packaged to café/restaurant)
- possible lighthouse entry fee and/or guided access fee collection.

Various options for providing a visitor centre and interpretation have been explored and the location of the visitor centre is bound by desired line of access, location of parking area and relationship with main features (especially heritage).

Options for location of a visitor centre are:

- converting one of the Lightkeeper's Cottages. Although this option uses an existing building and provides unique accommodation for a visitor centre, there are restrictions placed on renovation of the cottages. The Conservation Plan recommends there to be no new openings (internal or external), external fabric

[12] CALM, *Visitor Interpretation Manual*, p. 5.15.

maintained, interiors to be maintained in a way that causes no further damage to original fabric and no additions allowed.[13]

- constructing a new purpose-built facility outside the historic precinct (shown on Option 2). This gives the advantage of providing visitor facilities without compromising the existing structures. However, the new buildings would need to be designed so the existing layout and spatial relationship of the lighthouse and other buildings would not be compromised. Strict controls on any new building design, form, colour and materials would be enforced.

Revenue Collection Issues

Management issues such as fee collection, access times, visitor control and contact are integral components of the redevelopment. There are two main avenues for collecting revenue from the site:

- Precinct entry fee (collected at visitor centre); and / or
- Returns from leased/sub-licensed commercial ventures.

Earlier this year, the Government announced the removal of the requirement to pay National Park visitor entry fees from the beaches within the Leeuwin-Naturaliste National Park. This decision did not, however, mean that the fee was removed from the terrestrial part of the Park. In the future, a "Capes Pass" will be developed which will cover the entry to a range of proposed new parks in the Region, including to areas within the Leeuwin-Naturaliste National Park

Any future application of park visitor fees to the Cape Leeuwin and Cape Naturaliste lighthouse precincts is a matter for further discussion between the Department and the potential proponents.

Business Opportunities

There are a number of business opportunities that may be appropriate. By assessing current management and site conditions, a number of limitations have become evident, for instance major-scale tourism development is not suitable and weather issues require certain levels of infrastructure for visitor experience.

An Expression of Interest process is required for any commercial development in the National Park Commercial activities will be run within a lease and/or sub-licence according to Department of Conservation and Land Management policies.

The following parameters have been established:

- No major tourism accommodation will be allowed;
- A food service, ie. tearooms, café or restaurant and souvenir/book sales may be appropriate, probably in conjunction with a visitor centre;
- Continuation of guided access in and up the lighthouse within a "value-added" service;

[13] Danvers, 1992, page 115.

- A shuttle bus service, along the lines of the Perth Zoo train, that transport visitors around the circuit track may be appropriate;
- Provision of low-key, overnight stays in appropriately renovated lightkeepers' cottages; and
- Collection of revenue would be through either a precinct entry fee or a guided access/entry fee along with possible commercial rent/lease/sub-licence agreement.

Interpretive Themes

Cultural & Historical

- Shipping – wrecks, discovery, mapping, development of area (timber)
- Lighthouse – navigation's – history of light
- Lighthouse keepers cottages – lives of keepers and families.

Natural Environment

- Marine life – rock pools, seals, wildlife, whales
- Bird life – migration
- Weather – climate

Management Structure

In the previous opportunities section, a number of management options were proposed. These being

- Private operator (through an EOI process)
- Leased to community-based organisation (through an EOI process?)
- Management by Department of Conservation and Land Management
- Management by Department of Conservation and Land Management with an Advisory Committee.

The site planning options put forward in this report could run with any of these management structures.

Site Planning Options

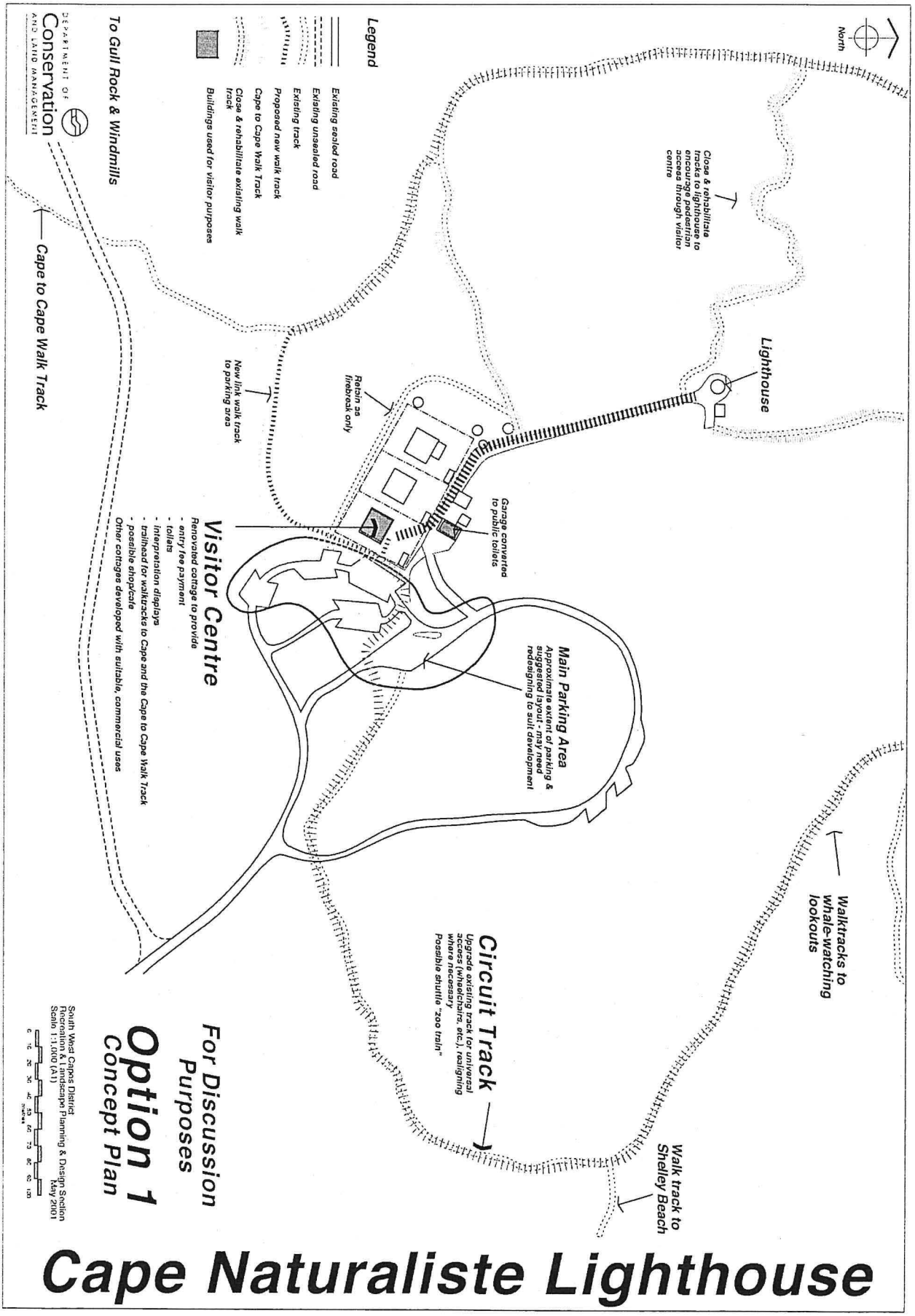
Conceptual site planning for the redevelopment of Cape Naturaliste lighthouse precinct has been undertaken to determine the most suitable location and extent of development. An overall plan shows the lightstation in relationship to the Cape and its walk tracks. These plans endeavour to cater for visitors to both the lightstation and to the Cape for walking and nature appreciation.

Two site planning options are included that identify layout and extent of visitor facilities. The drawings provide a conceptual layout only. Once a preferred direction is chosen, detailed plans will then be prepared in the Master Development Plan.

The main difference between Option 1 and 2 is the location of a new Visitor Centre. Option 1 shows the visitor centre in a cottage, renovated for the purpose (refer Map C) and Option 2 shows a building envelope for a new visitor centre (refer Map D).

Option 1

Vehicle Access & Parking	The existing vehicle access and parking would remain as it is currently. The parking area would be upgraded with new surface and renovated vehicle barriers and signs.
Visitor Services & Fee Collection	A new visitor centre would be developed in the first cottage next to the parking area to provide facilities and services, as well as collect entry fees to lightstation. Other cottages would be available for suitable commercial activities. New toilets are required and as a new building can not be constructed in the heritage precinct, one of the less significant outbuildings may need to be converted. The Conservation Plan allows the adaptation of Building 7, the garage, which may be suitable - it is the closest building to the parking area.
Access to Features	Entry experience to the lightstation would be improved with new visitor centre, signs and landscape treatment in keeping with the heritage values of the place. Entry to walk tracks would be greatly improved with a new trailhead developed at or near the visitor centre. Visitors to walk tracks would gain information, interpretative displays and direction to the walk track network.
Interpretation	A new interpretation plan would be developed that defines new signs, activities and displays. The Cape walk track network requires a new, upgraded interpretation plan with new signs, displays and stories.



Map C … Option 1

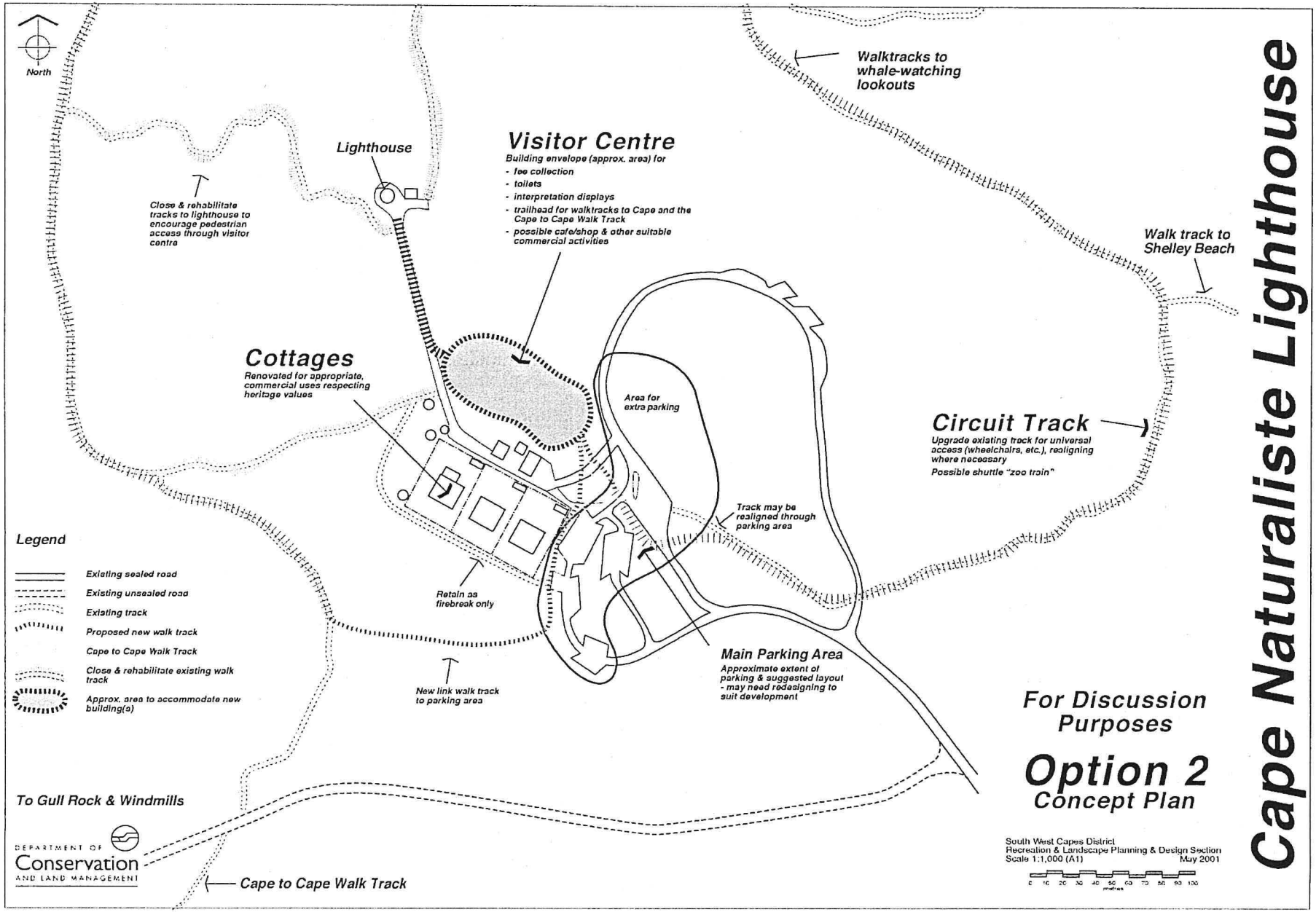
Option 2

Vehicle Access & Parking	The existing vehicle access and parking would remain as it is currently. The parking area would be upgraded with new surface and renovated vehicle barriers and signs. The parking area would need to be expanded if a food/café service was provided.
Visitor Services & Fee Collection	A new visitor centre would be developed within the area shown as a building envelope. Siting and architectural design would need to ensure the heritage values of the lightstation precinct were not compromised. A new building(s) would ensure that visitor needs were met without undue modifications of existing heritage buildings.
Access to Features	Entry experience to the lightstation would be improved with new visitor centre, signs and landscape treatment in keeping with the heritage values of the place. Entry to walk tracks would be greatly improved with a new trailhead developed at or near the visitor centre. Visitors to walk tracks would gain information, interpretative displays and direction to the walk track network.
Interpretation	A new interpretation plan would be developed that defines new signs, activities and displays. The Cape walk track network requires a new, upgraded interpretation plan with new signs, displays and stories.

Conclusion

The concept proposals outlined in this plan have been prepared to address the future development of the lightstation. The ideas presented here are respectful of the site's heritage values and take into consideration the need for alternative use without compromising the key attraction.

The decision whether to construct a new visitor centre or convert one of the cottages needs to be tested in the commercial market. Any renovations to the cottages will need to be consistent with the Conservation Plans and Heritage Council requirements.


North
Walktracks to whale-watching lookouts
Lighthouse
Visitor Centre
Building envelope (approx. area) for
- fee collection
- toilets
- interpretation displays
- trailhead for walktracks to Cape and the Cape to Cape Walk Track
- possible cafe/shop & other suitable commercial activities
Close & rehabilitate tracks to lighthouse to encourage pedestrian access through visitor centre
Walk track to Shelley Beach
Cottages
Renovated for appropriate, commercial uses respecting heritage values
Area for extra parking
Circuit Track
Upgrade existing track for universal access (wheelchairs, etc.), realigning where necessary
Possible shuttle "zoo train"
Track may be realigned through parking area
Retain as firebreak only
Main Parking Area
Approximate extent of parking & suggested layout - may need redesigning to suit development
New link walk track to parking area
Legend
Existing sealed road
Existing unsealed road
Existing track
Proposed new walk track
Cape to Cape Walk Track
Close & rehabilitate existing walk track
Approx. area to accommodate new building(s)
To Gull Rock & Windmills
Cape to Cape Walk Track
DEPARTMENT OF Conservation AND LAND MANAGEMENT
For Discussion Purposes
Option 2
Concept Plan
South West Capes District
Recreation & Landscape Planning & Design Section
Scale 1:1,000 (A1)
May 2001
Cape Naturaliste Lighthouse

Appendix One

Information on the Register of the National Estate Listing & Register of Heritage Places

Cape Naturaliste Lighthouse

Cape Naturaliste

North

Whale watching platform

The Other Side of the Moon

Lookout

Maintain walk track network & rationalise where necessary

Walk tracks to be closed

Lighthouse

Lightstation

Shelley Beach

Circuit Track

Upgrade existing track for universal access (wheelchairs, etc.), realigning where necessary

Possible shuttle "zoo train"

Parking Area

May be redesigned as needed

Proposed Visitor Centre

- fee collection
- toilets
- interpretation displays
- trailhead for walk tracks to Cape and the Cape to Cape Walk Track
- possible cafe/shop & other suitable commercial activities

Bunker Bay

Gull Rock

Cape to Cape Walk Track

Overall Plan

Concept Plan

South West Capes District
Recreation & Landscape Planning & Design Section
Scale 1:5,000 (A2) May 2001

0 50 100 150 200 250 300 350 400 450
metres

Register of the National Estate Database

Cape Naturaliste Lighthouse and Reserve, Dunsborough WA

Class: Historic

Legal Status: Registered *(18/04/*1989*)*

Database Number: 016693

File Number: *5/02/046/0040*

Statement of Significance: The Cape Naturaliste Lightstation, built in 1903, is important in illustrating the development of coastal navigation in Australia and the evolution of lighthouse design after Federation but before the Commonwealth takeover in 1915. In this respect the lighthouse is also associated with the final phase of colonial state government involvement with lighthouses following Federation in 1901, when the Commonwealth was given responsibility for lighthouses, but before the Commonwealth actually took control of such matters in 1915. The upgrading of the lighthouse in 1924 under the Commonwealth illustrates the increasing importance of coastal shipping in Australia. (Criterion A.4) (Principal Historic Themes: 3.8 Moving goods and people, 7.4 Federating Australia)

Cape Naturaliste Lightstation is exceptionally important as a relatively intact example of a lightstation which illustrates the principal characteristics of lighthouse complexes erected in the late nineteenth and early twentieth centuries including the lighthouse, three keepers cottages and laundry and toilet buildings. (Criterion D.2)

The lighthouse is significant for retaining its original lens array and rotation mechanism and internal details. (Criterion B.2)

The lighthouse complex is important for its landmark values in the natural setting of the Leeuwin-Naturaliste National Park. (Criterion E. 1)

The area has known Indigenous heritage values. These have not yet been assessed by the Commission for their national estate significance.

Description: HISTORY

In 1879 a report in the Enquirer outlined the difficulties faced by an increasing number of ships in Australian waters, in particular in the southwest of Western Australia. Cape Naturaliste was suggested as an excellent site for a light. Chance Brothers, Lighthouse Engineers of Birmingham, submitted detailed drawings of a design to the Western Australian Government in 1891. The refusal of the eastern colonies to contribute funds had delayed the construction of the Cape Leeuwin Lighthouse until 1895 when, through the persistence of the Premier. Sir John Forrest, the WA colonial government agreed to build the light using its own resources. Cape Leeuwin, completed in 1896, reinforced the need for lighthouses in this important coastal area of Western Australia.

The Adelaide constitutional conference of 1897 confirmed the previously debated arrangements of 1891 that Federal legislation was to deal with the construction,

maintenance and management of lighthouses and associated navigational aids for shipping throughout the Commonwealth and its adjacent seas. Lack of finance prevented the Commonwealth taking action for some years after Federation and the stages were unwilling to commit funds for stations which would be taken over by the Commonwealth. However in 1902 it was reported that a site had been reserved for a lighthouse at Cape Naturaliste in WA and in 1903 a lighthouse was also erected at Norah Head in New South Wales.

The West Australian Engineer-in Chief, C S R Palmer, was responsible for the design of the stone lighthouse tower and residences at Cape Naturaliste. Palmer was also responsible, as Engineer-in-Chief, for the Department of Harbours and Rivers and as such would have been involved in the design and construction of other West Australian lighthouses and harbour facilities.

The tower and three lightkeepers cottages were constructed over a ten month period by contractor Anderson during 1903 and 1904 at an estimated cost of 4,800 pounds. The tower was officially opened for the benefit of world shipping by the Governor of the State, Admiral Sir Frederick Bedford. The tower was constructed from locally quarried limestone and measures 20m high from base to vane. It's l4ft diameter lantern was manufactured by Chance Brothers of Birmingham, England to a similar design to Cape Leeuwin Lighthouse. The lantern room was designed by W T Douglass a marine engineer from England.

Although the first Australian Parliament sat in 1901 it was 15 years before the Commonwealth assumed responsibility for Lighthouses. Lighthouse administration was low on the scale of national priorities after defence and communications. In 1906 the Federal Treasurer announced that the government was in the process of preparing a lighthouses bill. However the bill was not passed until 1911. In 1909 the new Deakin government introduced such a bill providing for the formation of a lighthouse service and sought the opinion of navigators and State authorities as to what new lights were required. In principle the States were anxious that the Commonwealth take over the lights and hoped that additional lights would be built. On 1 July 1915 Cape Leeuwin and Cape Naturaliste lighthouses were taken over by the Commonwealth. The Cape Naturaliste complex is associated therefore with the final phase of colonial/state government involvement with lighthouses following Federation but before Commonwealth involvement.

The increasing numbers of deep draught coastal vessels resulted in more construction and modification of existing lights between 1913 and 1920 despite the limitations imposed by the First World War 1914-1918. The increasing importance of coastal navigation and transport resulted in the upgrading of the lighthouse in 1924 under the Commonwealth by changes in the power of the lamps. Originally 755,000 candela, the light was upgraded in 1924 to 1.2 million candelas.

The Cape Naturaliste Lighthouse was the eighth lighthouse built in Western Australia and the third landfall light in that State. The light was converted to automatic operation in July 1978.

Since September of that year only one keeper has been retained to perform regular maintenance duties. In 1996 the lighthouse lost its resident keeper. This lighthouse is

now open for tourists. The central residence is now used as a museum and Tourist Bureau Office (1992). The most southerly house is leased to the Department of Conservation and Land Management.

PHYSICAL DESCRIPTION

The Lightstation is a mainland station and is located at Cape Naturaliste on the south-west coast of Western Australia. A landmark, the lighthouse complex is located on a lOOm high bluff overlooking Geographe Bay on a 8ha reserve. Access to the station is by sealed road from Dunsborough 13km away. Both the Cape and Bay were named by the early nineteenth century French explorer Nicholas Baudin after his ships Le Naturaliste and Le Geographe. The lightstation falls within the Leeuwin-Naturaliste National Park. The surrounding vegetation consists of low-lying scrub and coastal vegetation on low, rolling hills. More substantial vegetation exists in the vicinity of the houses. The Cape Naturaliste Lightstation comprises two distinct groups of buildings, the keepers residences and the lighthouse set out in characteristic manner. A group of three stone residences and three fibro-cement clad buildings are separated from the lighthouse and its associated store and power house by about 140m. The lighthouse precinct is located at the northern end of the lighthouse reserve and contains the lighthouse, power house and store and weather recording equipment. The precinct is contained within a chain mesh security fence.

The 32 foot lighthouse tower has a circular base with detailed stonework to plinth and opening surrounds. The relative height of the headland meant that the tower did not have to be as high as Cape Leeuwin. The walls are coursed rough faced stonework with tooled margins and quoins to openings. This is characteristic of a small number of lighthouses in Western Australia. The balcony platform is moulded concrete and rendered. The lantern house is constructed of cast iron. The original optical apparatus, a first order revolving dioptric lens and 85mm incandescent vaporised kerosene lamp produced a flashing white light of 755, 000 candelas. The present optical apparatus consists of the original 920mm focal radius revolving lens driven by an electric motor. The light source is a 120 volt 1,000 watt tungsten halogen lamp. The apparatus gives a character of Group Flashing 2 every 10 seconds with an intensity of 1 million candelas resulting in a nominal visible range of 26 nautical miles. The turntable was originally driven by a clockwork mechanism operated by a weight of 190kg giving one revolution every 10 seconds. The weight had to be rewound every 50-60 minutes through the night. The lens and turntable, which weighs some 5 tonnes. floats on 210kg of mercury contained in the pedestal. Three pedestals in the base of the lighthouse were originally for kerosene tanks used to fuel the light. The lighthouse is now converted to automatic operation.

The residential precinct is located to the south of the lighthouse. The precinct contains three residences and a number of service buildings in fibre-cement associated with both the residences and the lighthouse. The houses are built in a row, all equally spaced apart. Each house is identical to the other in terms of basic floor plan, building materials, colour and roof line, although there have been various alterations to each building. The houses are built in the Victorian Georgian style with encircling verandahs below the main roof hipped roof with two symmetrically placed brick chimneys. In places sections of the verandahs have been infllled. The corrugated iron roof margin is supported on bracketted timber posts.

Each residence is separated by corrugated asbestos fencing which also runs along the west boundary of the precinct. To the rear of the houses, are the laundries and toilets. These are constructed of random coursed stone, similar to the houses and corrugated asbestos sheeting with skillion roofs. Each rear yard also contains several concrete and galvanised iron water tanks and overhead tank, all painted bright green.

The service buildings are of more recent construction than the residences and are located in a close group some 30m to the east of the houses. These structures vary in size, form and materials, but all have simple detailing reflecting their utilitarian functions. The shed is clad with fibre cement sheeting with gabled roof. The store and garage are constructed of corrugated asbestos sheeting, the store having a gabled roof and the garage a hipped roof. These buildings are surrounded by bitumen paving which extends from the service road and by landscaped areas to the east.

Condition and Integrity: Integrity:

The fabric of the lightstation is relatively intact, with all the original stone structures remaining. The areas around the houses have undergone some change in terms of construction of tanks and new fencing and the general vegetation of the site appears to have increased in size and density overtime. The condition of the lighthouse is high in terms of the basic structure of the building. No major architectural elements have been added to or removed from the building, externally or internally. Changes made to the structure over time include the replacement of original casement windows with fixed glass, the removal of the original oil tanks on the ground floor and the aluminium mesh fencing placed around the balcony railing. Apart from the changes to the lamps with improvements in technology and the electrification of the rotation mechanism, the lens and associated apparatus are all as originally installed in the building. Internal fittings and fixtures are generally intact. Internally and externally the basic floor plan and finishes remaining relatively unaltered. One of the cottages was extended in 1987 for continued use. There has been some removal of internal fittings such as a window, doors and fireplaces and internal paint schemes and floor coverings have been replaced. Most external detail elements such as chimneys, verandah posts and joinery remains intact on all the residences. (1992)

Condition:

Good (1992)

Location: About 8ha. Cape Naturaliste Road, Cape Naturaliste, 10km north-west of Dunsborough.

Report produced 27/2/2001

REGISTER OF HERITAGE PLACES
Interim Entry

1. **NUMBER** 2914

2. **NAME** *Cape Naturaliste Lighthouse & Quarters*

3. **DESCRIPTION OF ELEMENTS INCLUDED IN THE ENTRY (GENERAL)**

This limestone lighthouse 32' 0' high and similar in design to the Cape Leeuwin Lighthouse, was completed in 1903-1904. The light is feu-eclair type, showing two flashes in quick succession every 10 seconds. The light is visible up to 29 miles in clear weather. The tower was officially opened for the benefit of the world's traffic by the Governor of the State, Admiral Sir Frederick Bedford. This lighthouse is now open for tourists. Three keeper's cottages of similar design were built in 1903-1904, and survive intact, one being extended in 1987 for continued use. The station is located on a 30 metre high bluff, hence the squat tower design.

4. **LOCAL GOVERNMENT AREA** Busselton

5. **LOCATION** Dunsborough
Loc Sussex 900 *CIT* 12451944

6. **OWNER**

7. **STATEMENT OF SIGNIFICANCE OF PLACE (ASSESSMENT IN DETAIL)**
The place has been assessed by the Australian Heritage Commission and has been entered in the Register of the National Estate with the following statement of significance:

An important lightstation on the Western Australian coast, Cape Naturaliste retains its 1904 tower and three keeper's cottages. As such it is a good example of lightstations of this period.

8. **REGISTER OF HERITAGE PLACES (DATE OF GAZETTAL)**
Interim Entry 31711992

9. **CONSERVATION ORDER**

10. **HERITAGE AGREEMENT**

11. **REFERENCES**
Register of the National Estate

Appendix Two

Library Search Results

Australian Maritime Safety Authority, ***Lighthouses on the Western Australian coast and offshore islands. Working file #1 and #2***, Fremantle WA 1996?

Cumming, D. A., ***Lighthouses on the Western Australian coast and off-shore islands***, Western Australian Maritime Museum, 1995

Ron Danvers Architects; Laurence, Sarah; Danvers, Ron; Woodroffe, Ben ***Conservation plan : Cape Naturaliste Lightstation, Western Australia*** : prepared for Australian Maritime Safety, November 1992.

Western Australian, 14 Dec, 1895, p.4 ***Editorial on the building of the lighthouse and who should pay for lighthouses in the colony***, (newspaper on microfilm)

Appendix Three

Contributors

Roger Banks	District Manager	South West Capes
Mark Pittavino	Recreation & Tourism Leader	South West Capes
Bill Taplin	Ranger	Leeuwin-Naturaliste National Park
Gil Field	Senior Interpretation Officer	Planning & Visitor Services Branch
Rod Quartermain	Tourism Development Officer	Park Policy & Tourism Branch
Tracy Churchill	Landscape Architect	Planning & Visitor Services Branch