



ROTTNEST IS

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Western Australia.*

A 20 year vision

ROTTNEST ISLAND MASTER PLAN



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INTRODUCTION

Rottnest Island has been a holiday and recreation destination for the Western Australian community since the early 1900s. This tradition continues today with a range of short-stay holiday accommodation available on the island, complemented by extensive off-shore mooring areas, camping grounds and a small hub of commercial activity.

Rottnest Island, or Wadjemup, has a rich social and cultural history that adds greatly to visitors' experience of the Island.

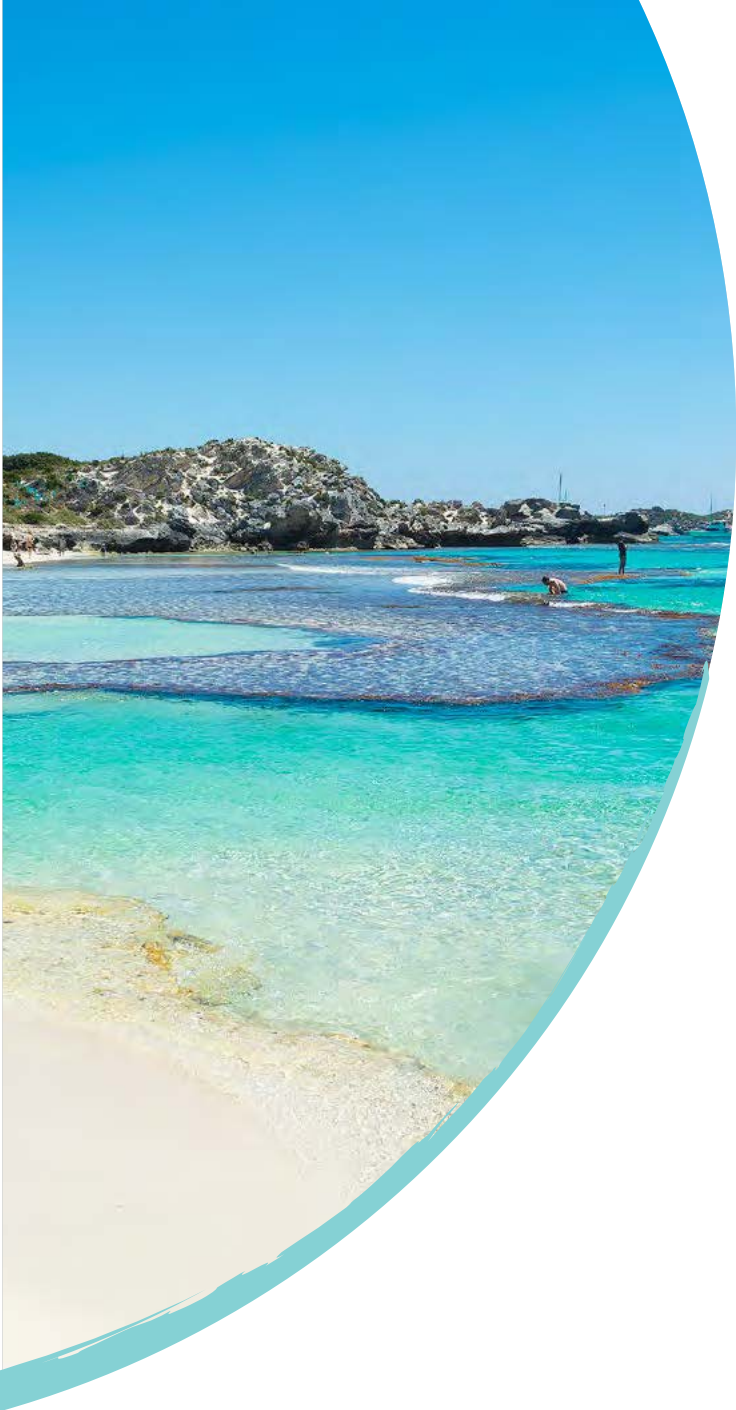
Rottnest Island is located 18 kilometres off the coast of Fremantle. It is unique in WA in being a holiday settlement with no private land ownership and being largely free of motor vehicles. The island is an A-Class reserve managed by the Rottnest Island Authority (RIA). The Authority funds the maintenance of the island's diverse natural and cultural heritage through admission fees, revenue from the operation of holiday accommodation and associated activities, and special purpose funding provided by the Western Australian Government.

The sense of common ownership of the island is one held dearly by Western Australians and has established Rottnest as a low-key, low-impact and much-loved holiday destination.

Rottnest's biggest challenge is to provide the range of services, accommodation choices and visitor facilities to meet the needs of visitors from WA and further afield, while also protecting the natural environment and cultural heritage.

There is great potential to enhance and protect the island landscape, while offering a wider choice of holiday experiences to attract more visitors and to spread visitation more evenly throughout the year. More people staying longer in an environment that offers greater choice will also assist to improve the economic viability of the island.

This master plan aims to guide an imaginative and landscape-scale response to the unique environment and cultural heritage of the island and advance the economic sustainability of the island while meeting the expectations of Western Australians and all other visitors.



MASTER PLAN SCOPE AND STRUCTURE

Rottnest Island is a unique and highly visible community asset. Control and management of the island, including 1,859 hectares of land and the surrounding waters, is governed by the *Rottnest Island Authority Act 1987*.

In 2014, the architecture, design and urban planning group HASSELL was commissioned to produce a 20-year master plan for the island.

The scope and direction of the plan was developed through consultation with RIA staff and Board, site visits, workshops and document review.

The master plan has been updated for public release in conjunction with the draft Rottnest Island Management Plan 2020-24, and provides a renewed vision for the period to 2040. The revised master plan incorporates updates to proposals and strategic directions that have emerged through a process of review by the Board, and a staff workshop. Finalisation of the master plan will be informed by public comment on this draft.

The main aim of the master plan is to develop a direction for the future and a road map for the development of the places and spaces of Rottnest Island.

Many of the ideas, strategies and images in the master plan are conceptual and are subject to RIA's internal and published development policies, mandatory assessments and applicable third party approvals.

As concepts are developed, their implementation will be guided by the following principles set out in the draft Rottnest Island Management Plan 2020-24:

- » RIA will manage the Island as a strategic State asset that has important community significance.
- » RIA will invite, foster and promote partnerships that support the identified vision, plans and strategic priorities.
- » The community will be consulted where significant changes or impacts may be felt on the island from implementation of proposed initiatives.
- » Implementation will be guided by an ongoing commitment to principles of sustainable development and will reflect the best internationally recognised environmental management practice associated with world-class visitor destinations.

THE SITE AND CONTEXT

Rottnest Island has a diverse history, preserved in many respects by its physical isolation from the mainland. This history has been conserved, restored and interpreted through the efforts of RIA staff and numerous volunteer workers.

An appreciation of the history of the island is central to understanding Rottnest in the present, appreciating its significance to Western Australians, and gaining insights into how best to plan for its future.

Rottnest Island is known to the Whadjuk Noongar people, the island's traditional custodians, as Wadjemup or 'place of spirits'. The whole of the island has strong and continuing significance to the traditional custodians and to Aboriginal people throughout Western Australia due to the Island's association with the Aboriginal Prison era of the nineteenth and early twentieth centuries. Artefacts older than 6,500 years have been found at sites on the island.

The earliest recorded European visitors to the island were Dutch navigators in the 17th century and the first Europeans on the island are believed to have landed in 1658. The next recorded European visitor was William de Vlamingh in 1696, who named the island 'Rottenest' after the abundance of "rats" (quokkas) found on the island.

The Swan River Colony was established in 1829 and in December 1830 Benjamin Smyth surveyed the island and drew up plans for a township to be known as Kingstown. Robert Thomson and William Clarke took up town lots. Thomson, who gives his name to Thomson Bay, was a major landholder and, in 1832, his family took up a farming allotment on the southern edge of what is now Lake Vincent. The island's soil was never suitable for farming and by 1838 their efforts were discontinued.

From 1838, the island's isolation made it the chosen site as an Aboriginal prison. Throughout the penal settlement period, which lasted until 1904, approximately 3,700 Aboriginal men and boys were imprisoned, with almost 400 dying on the island. The Quod prison building and the associated Wadjemup Aboriginal Burial Ground are two of several Department of Aboriginal Affairs-registered sites on the island.

In 1914 and 1915, the island was commandeered for use as an alien internment and prisoner-of-war camp. During this time, the camp held 989 prisoners of German and 'Austro-Hungarian', or Croatian origin.

The island's location and geography has meant it has had an important part to play in the history of maritime navigation. During war time it had a pivotal role in the defensive strategy for Perth and Fremantle



Port. Most of the military heritage infrastructure that can be found on the island today is the remains of the extensive infrastructure developed before and during WWII, including the 9.2 inch gun battery at Oliver Hill.

In 1917, Rottnest Island was declared an A-Class Reserve and the Rottnest Board of Control was formed. It was replaced by the Rottnest Island Authority in 1988.

The island's present-day use as recreational reserve has been the dominant use for the past century.



Figure 1.

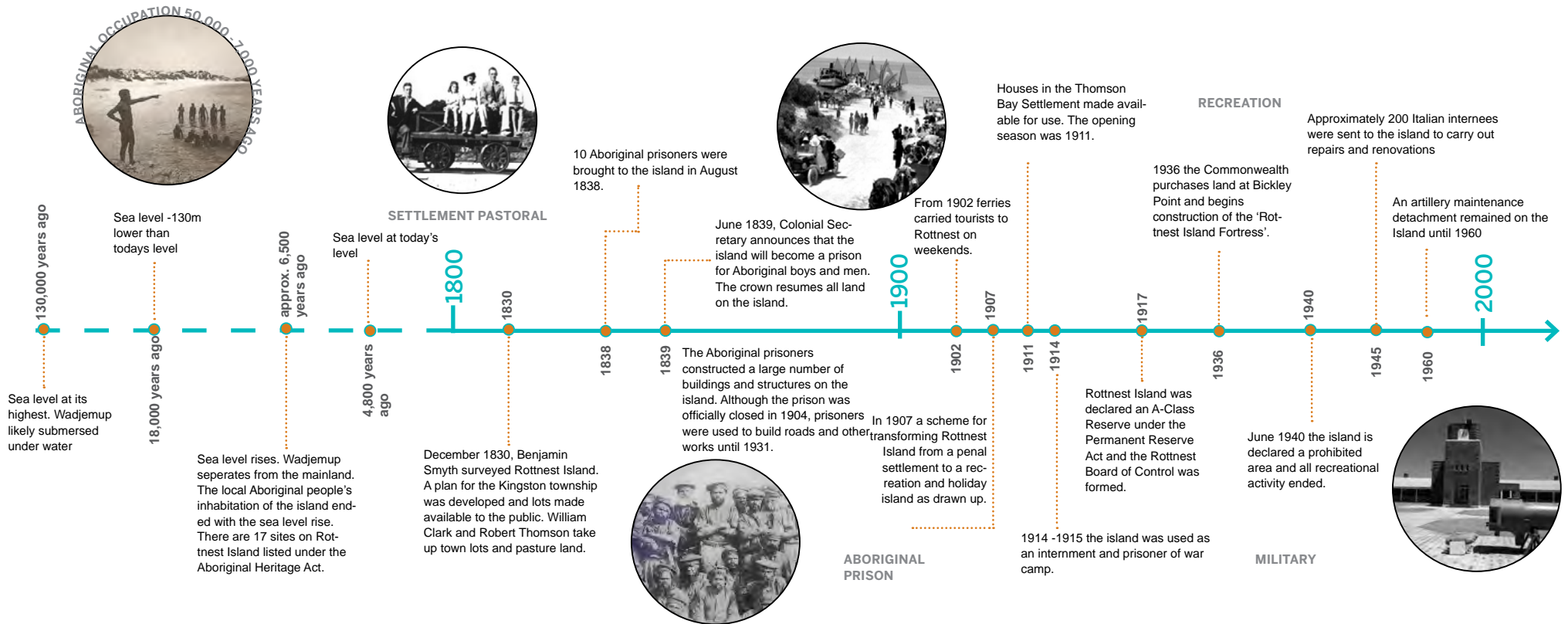


Figure 2.

THE PLACE

1. Main Settlement
2. Bathurst and Thomson Bay North
3. The Basin and Surrounds
4. Geordie and Longreach Bays
5. Thomson Bay South and the Airport Precinct
6. Kingstown and Bickley Point
7. Oliver Hill
8. Signal Ridge and Wadjemup Lighthouse
9. The Reserve

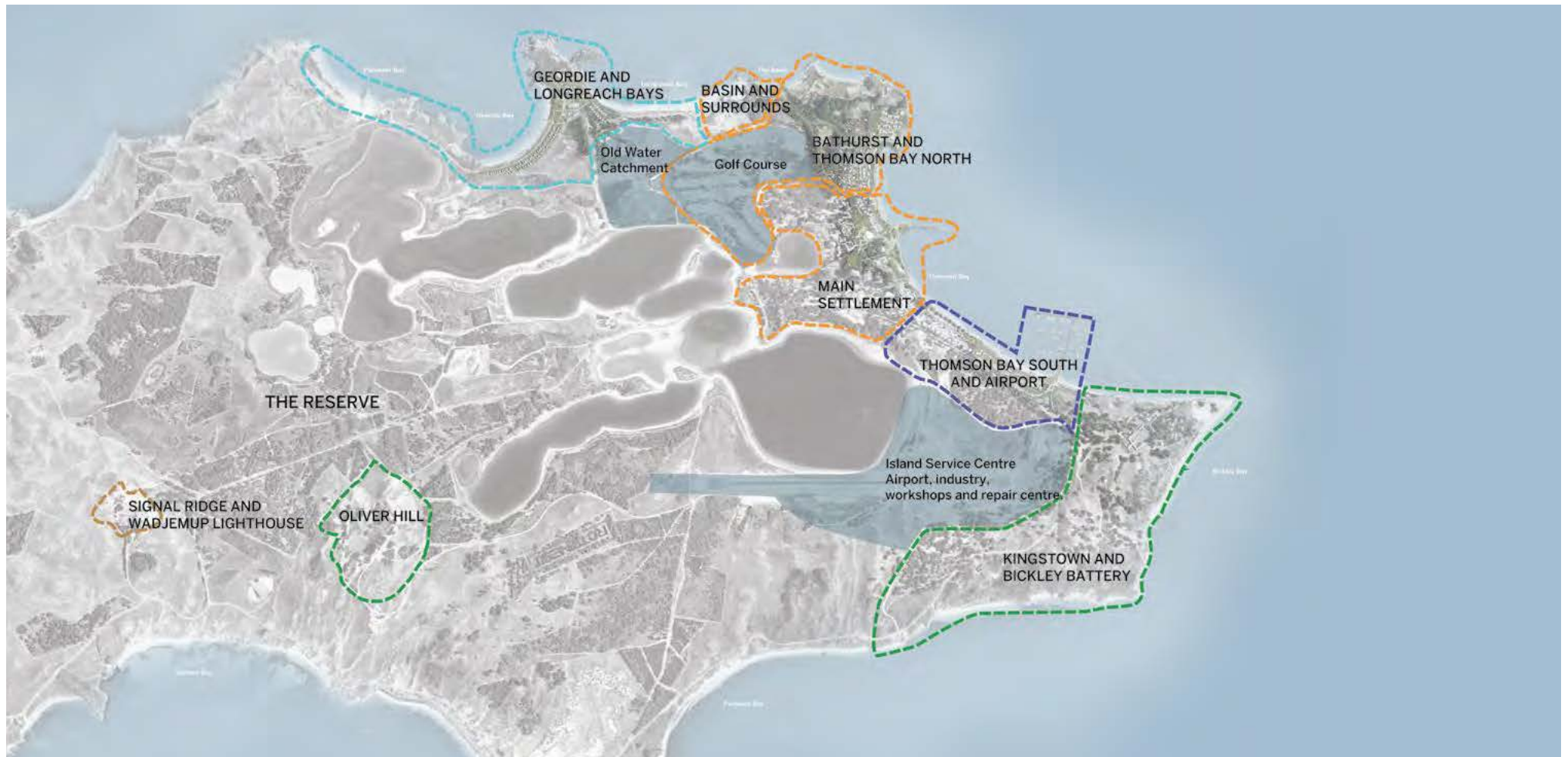


Figure 3.

MAIN SETTLEMENT

The Main Jetty at Thomson Bay is the arrival point for visitors by ferry from Fremantle, North Fremantle and Hillary's Boat Harbour.

On disembarking from the ferry, new arrivals may call in to the Visitor Centre at the end of the jetty. General information and RIA accommodation check-in and bookings are also centralised at the Visitor Centre.

The original seawall and the heritage cottages along Vincent Way (including the Prison Superintendent's Residence) face the jetty.

The island's commercial activity, including retail outlets and holiday accommodation, are concentrated in the Main Settlement.

Key heritage elements of the Main Settlement include the sea wall, Salt Store, General Store, Museum, the Quod prison building, the Boys' Reformatory (currently part of the Rottnest Lodge hotel) and Lomas Cottage.

Apart from the built heritage elements, there are significant landscape features, including the Heritage Common with its layout of paths and trees that are remnants of the c1901 layout.

While the heritage buildings within the Settlement are generally well maintained much of the other built infrastructure is ageing.

While there are no private vehicles on the island, maintenance and delivery vehicles, rangers, police and

ambulances use island roads to deliver services. The roads are primarily used for pedestrian and cycle traffic.

The retail centre of the Settlement is a mall with large established trees.

Along the foreshore to the south of the Visitor Centre is a paved pedestrian avenue lined with peppermint trees which leads to the Hotel Rottnest. Along this avenue are also found other cafes/restaurants and a children's playground.

OPPORTUNITIES

- » Implement a Wadjemup Aboriginal Burial Ground landscape concept plan that may include gardens, paths, interpretive features and places of reflection.
- » Redevelop and expand the Rottnest Lodge.
- » Expand Hotel Rottnest to include a conference facility and new short-stay accommodation.
- » Expand the bike-hire facilities at Pedal and Flipper.
- » Develop new staff housing off Parker Point Road.
- » Relocate utility and service facilities (currently west of Brand Way) to a new "light industrial" site south of the island aerodrome.
- » Introduce new service vehicle routes away from tourist areas and realign existing bus routes.
- » Redevelop the old quarry site (currently the Family Fun Park).
- » Expand the commercial development in the Settlement.
- » Expand and update recreational infrastructure in the precinct.
- » Relocate staff from current Settlement offices to make way for commercial activity.
- » Improve signage and lighting.
- » Relocate the barge-landing and freight handling functions to the former Army Jetty site to reduce truck movements in the foreshore arrivals area.
- » Widen the Main Jetty for improved separation and flow of pedestrians and luggage-handling operations.
- » Improve the Visitor Centre presentation and create a Visitor Centre annex within the Salt Store.
- » Relocate the main bus stop closer to the town centre and rationalise the current five-way intersection in this location.
- » Change pavement surfaces around the Main Settlement area in order to reinforce the area's status as a pedestrian dominated zone.

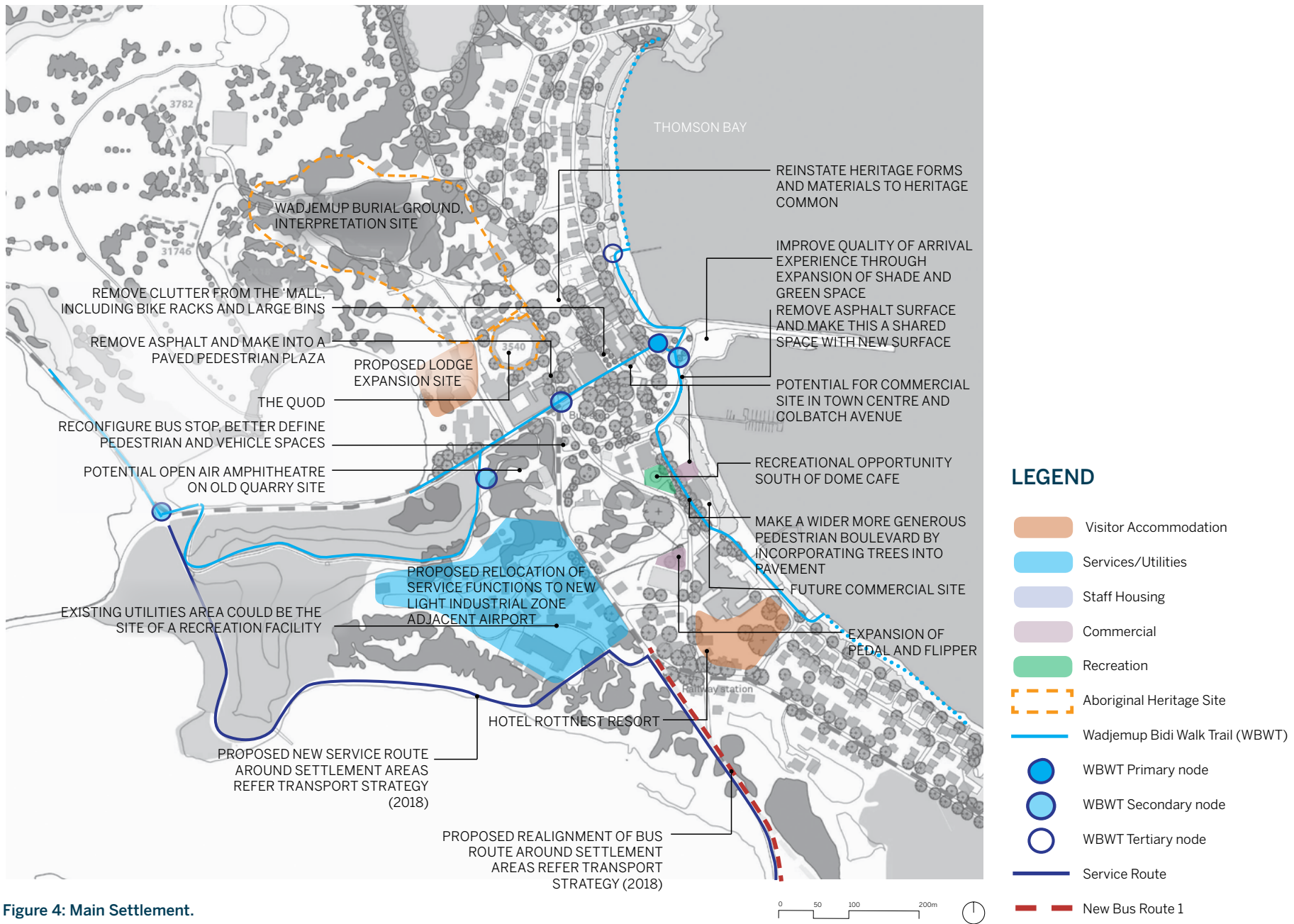


Figure 4: Main Settlement.



Figure 5: Proposed Key facilities for Main Settlement.

- ① Jetty to provide improved amenity to visitors through provision of undercover areas. Freight handling to be removed to redeveloped facility at the Army Jetty.
- ② New day visitor facilities, including shelters, toilets, grass areas, potential for cafe.
- ③ Vincent Way, with new decking and seating under retained trees, allowing uninhibited root growth. Stabilised gravel/shell grit path allowing pedestrian, cycle and maintenance vehicle access.
- ④ Existing asphalt in Settlement areas replaced with paving or stabilised gravel to reinforce the 'pedestrian dominant zone'.
- ⑤ Refer figure 7 for concept for settlement 'mall'.
- ⑥ Following relocation of the freight handling facilities, the foreshore can be remodelled to provide a combination of shared access surfaces and uncluttered softscape spaces with shade and seating.
- ⑦ Relocate the bus stop and turning zone into location integral to the new town centre pedestrian dominated zone.
- ⑧ Current RIA staff offices potentially redeveloped as a commercial offering.
- ⑨ Colebatch Way 'boulevard' with widened pavement to incorporate the avenue of trees.
- ⑩ Potential for Old quarry to be redeveloped into open-air performance space.
- ⑪ Potential expansion for Rottnest Lodge.
- ⑫ Expansion of Hotel Rottnest to include conference facilities and short stay accommodation.
- ⑬ A plan for an interpretive walk and landscape associated with the Aboriginal burial ground is being developed.
- ⑭ Future Recreational development sites.
- ⑮ Enhance and centralise playground in Heritage common.
- ⑯ Potential Commercial sites.



Figure 6: Detail - Key facilities for Main Settlement.

- ① The foreshore to be remodelled to provide a combination of shared access surfaces and uncluttered soft-scape spaces with shade and seating.
- ② Retain Visitor Centre with improved facilities and provide an additional space in Main Settlement.
- ③ Playground, less visually intrusive, nature base theme.
- ④ Remove section of wall to allow better connection between 'mall space'; potential future commercial expansion site.
- ⑤ Decked area under the retained trees adjacent stabilised gravel and shell grit path, replacing existing asphalt surface and reducing impacts on tree roots.
- ⑥ Refer figure 7 for concept for settlement 'mall'.
- ⑦ Relocated and upgraded bike racks.
- ⑧ Improved landscape treatments to lookout.
- ⑨ Potential commercial site.



Figure 7: Detail - Key facilities for 'Mall'.

- ① Planting around base of existing tree to improve aesthetics but minimise root disturbance.
- ② New decked seating structures under existing trees, allowing seating in shade with minimising root disturbance.
- ③ New paving (similar to existing).
- ④ Stabilised gravel surface with shell grit to 'heritage paths' to reference original material and emphasise new pedestrian dominated zone (need to be vehicle trafficable for emergency and maintenance access).
- ⑤ New decking flush with surface with seating structures around the raised bases of trees. This approach removes need for balustrades while still defining an seating areas for adjacent food retailer.
- ⑥ Table and seating elements for communal use adjacent decked seating elements around trees, provides protection to trees and removes the current visual clutter of tree guards and picnic tables.
- ⑦ New playground with nature play theme.



BATHURST AND THOMSON BAY NORTH

The Bathurst and Thomson Bay North precinct encompasses facilities and accommodation north of the Main Settlement. It includes a tennis court, oval, nursing post and police station.

While the main beach is in Thomson Bay, Pinky Beach to the north of Bathurst offers a quieter, more sheltered beach with clearer water and less sea grass debris.

Behind Pinky Beach is Discovery – Rottnest Island, which opened in 2019, and provides resort-style “glamping” accommodation with a food and beverage offering.

The Caroline Thomson Cabins and the campground are both located near Pinky Beach and offer the most affordable accommodation on the island.

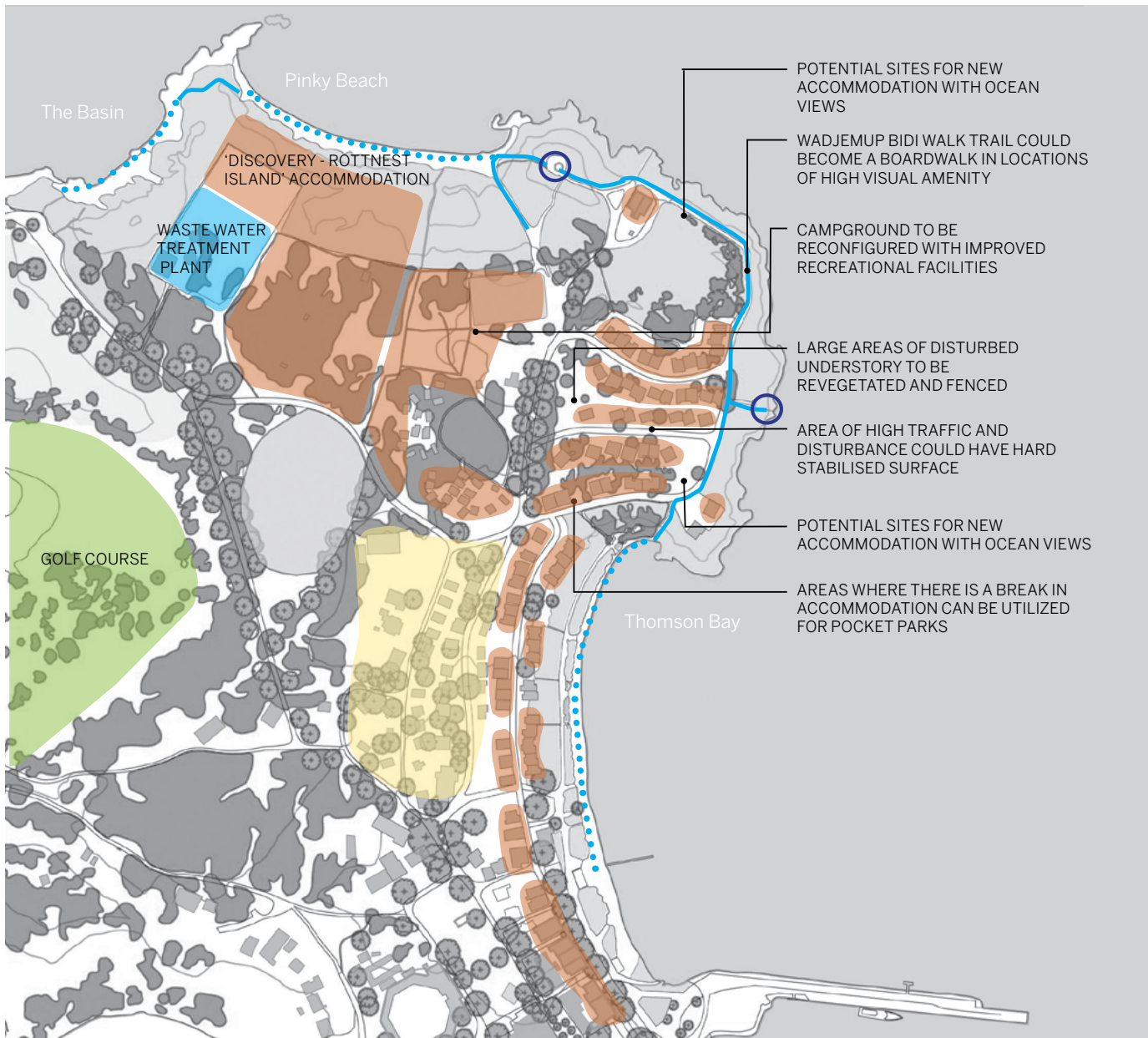
The golf course has undergone redevelopment, including the installation of irrigation infrastructure for watering fairways and greens, using recycled water from the waste-water treatment plant.

Apart from some remnant coastal heathland vegetation to the north of the campground, most of the understory vegetation within this precinct is highly disturbed and degraded. Establishment of understory is challenging due to constant ground disturbance from pedestrian and cycle traffic, grazing by quokkas and the presence of very dense canopies that restrict light and water supply.

There are several buildings of cultural significance in this precinct related to colonial and post-colonial settlement of the island. These include the Bathurst Lighthouse (c1900) and the Lighthouse Keepers Quarters.

OPPORTUNITIES

- » Build new infill accommodation with water views, east of the Bathurst Lighthouse.
- » Expand the existing campground.
- » Include new recreational offerings.



POTENTIAL SITES FOR NEW ACCOMMODATION WITH OCEAN VIEWS

WADJEMUP BIDI WALK TRAIL COULD BECOME A BOARDWALK IN LOCATIONS OF HIGH VISUAL AMENITY

CAMPGROUND TO BE RECONFIGURED WITH IMPROVED RECREATIONAL FACILITIES

LARGE AREAS OF DISTURBED UNDERSTORY TO BE REVEGETATED AND FENCED

AREA OF HIGH TRAFFIC AND DISTURBANCE COULD HAVE HARD STABILISED SURFACE

POTENTIAL SITES FOR NEW ACCOMMODATION WITH OCEAN VIEWS

AREAS WHERE THERE IS A BREAK IN ACCOMMODATION CAN BE UTILIZED FOR POCKET PARKS

LEGEND

- Visitor Accommodation
- Staff Housing and Visitor Accommodation
- Services/Utilities
- Staff Housing
- Commercial
- Recreation
- Aboriginal Heritage Site
- Wadjemup Bidi Walk Trail (WBWT)
- WBWT Primary node
- WBWT Secondary node
- WBWT Tertiary node
- Service Route
- New Bus Route 1

Figure 8: Bathurst and Thomson Bay North.





Figure 9: Proposed Initiatives for Bathurst and Thomson Bay North.

- ① Resurface bare ground around Caroline Thomson Cabins with stabilised gravel.
- ② Provide new stabilised surfaces, decks paving and fenced revegetation and pocket parks around Bathurst accommodation.
- ③ Provide new stabilised surfaces, and fenced revegetation and pocket parks within Thomson Bay North accommodation area.
- ④ Potential for boardwalk around Bathurst Point.
- ⑤ Potential pocket park with lawn, shelter and bbq facilities.
- ⑥ Interpretative node at the Bathurst Lighthouse.
- ⑦ Proposed new accommodation with ocean views.
- ⑧ Reconfigure the camp ground and improve recreational facilities



Figure 10: Detail of Proposed Initiatives for Bathurst (see Figure 9, page 15)

- ① New composite decks to the back 'yards' on units, some of the walls to be removed to create connections to the shared spaces at the rear of the units.
- ② Cement stabilised gravel in communal spaces at back of the units, keeping away from tree bases to avoid compaction around roots.
- ③ Front yards and interface with road surface stabilised with a mixture of exposed aggregate concrete paving and gravel.
- ④ New trees to front yards, planted in unconsolidated gravel and irrigated.
- ⑤ Irrigated lawn in pocket parks.
- ⑥ Shelters with bbq facilities in pocket parks.
- ⑦ Unirrigated or temporarily irrigated local native planting, protected by a 1.2m high fence (refer material palette).
- ⑧ New Accommodation with ocean views.



THE BASIN AND SURROUNDS

The northern orientation of Longreach Bay, The Basin and Pinky Beach protects them from the southerly and south-westerly prevailing winds, providing pleasant swimming conditions for much of the day. The sheltered conditions and small waves make them ideal for children and less experienced swimmers. The Basin is one of the most popular beaches on the island, due to its proximity to the Main Settlement and the good quality snorkelling opportunities. However, it is one of the smallest beaches with limited areas of sand. The visitor facilities currently provided at The Basin include toilets, bike racks, a large beach shelter and a limited area of grass.

The waste-water treatment plant within this site has been upgraded and its footprint reduced, with the existing campground facilities reconfigured.

There are several significant trees within the precinct that are part of the heritage of the island. The Norfolk Island pines behind The Basin beach are thought to have been planted in the 1940s, while the two Canary Island date palms were planted in 1938.

OPPORTUNITIES

- » Provide extra recreation space, seating, lighting and shade.
- » Provide drop-off facilities for elderly or mobility impaired visitors.
- » Provide more recreational opportunities.
- » Provide an upgraded road to The Basin to cater for a shuttle service.
- » Provide a universal access link between the shuttle stop and the beach.
- » Move the alignment of the cycle path further south to make more space behind the beach for recreation facilities.
- » Build new shelters with barbecues and picnic tables.
- » Build new toilets and a shower block.
- » Build a new playground.

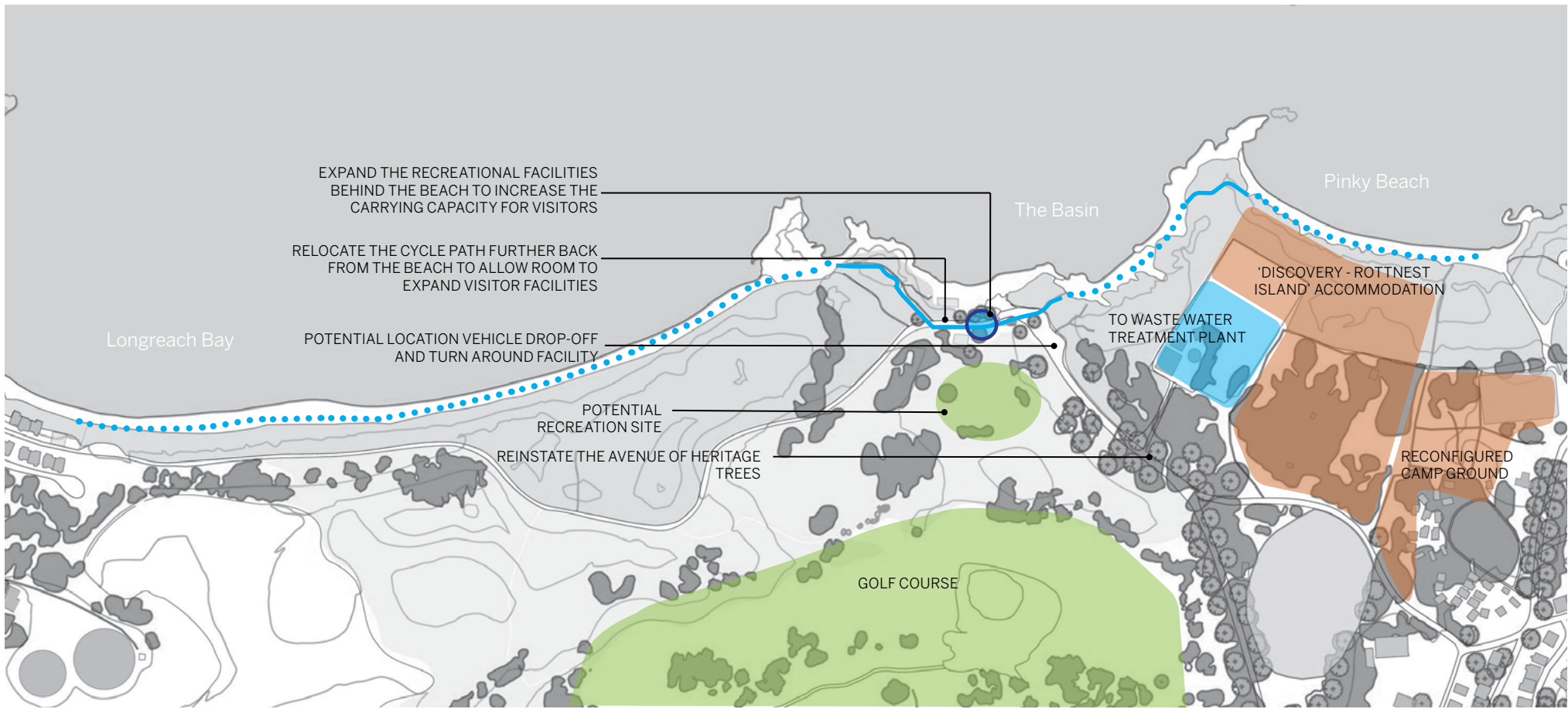


Figure 11: The Basin and Surrounds.



LEGEND

- Visitor Accommodation
- Services/Utilities
- Recreation
- Wadjemup Bide Walk Trail (MBWT)
- MBWT Primary node
- WBWT Secondary node
- WBWT Tertiary node



Figure 12: Proposed Key facilities for The Basin area:

- ① New Decked area with shelter providing seating around the shaded area under the retained trees.
- ② Realignment of the path to Geordie Bay, allowing the extension of facilities at The Basin.
- ③ New bus drop off zone associated with resurfacing and widening of the access road to The Basin.
- ④ New lawn, shelter, toilet, playground facilities developed in space between the beach and the realigned cycle path.
- ⑤ Replacement of missing trees in heritage avenue.
- ⑥ Resurfacing and widening of the access road to The Basin.
- ⑦ Reconfigure camp ground.
- ⑧ Potential site for recreational facilities.



Figure 13: Proposed Key facilities for The Basin Node.

- ① Relocate shelter into decked area above the beach.
- ② Composite decking allowing seating under the trees and hard wearing surface in this high use zone.
- ③ Extended landscaped area on the rocks above the beach, extending the sitting area for this beach which has only a limited area of sand. Salt tolerant spaces specified will need to be utilised in this location.
- ④ Playground.
- ⑤ New Toilet facilities.
- ⑥ New shelters with bbq facilities in expanded landscaped area.
- ⑦ Concrete and timber steps allowing transition between levels at bus drop off and higher ground levels at the beach facilities node.
- ⑧ Realignment of cycle path to Longreach and Geordie Bays.
- ⑨ Turn around for vehicles dropping off mobility impaired visitors.
- ⑩ Potential location for a universal access connection between the bus stop and the beach, connecting with boardwalk infrastructure.



GEORDIE AND LONGREACH BAYS

Geordie and Longreach Bays are currently serviced by two bus services; the accommodation shuttle bus running between the Geordie Bay shop and the Main Settlement, and the Island Explorer Service that circumnavigates the island.

The accommodation in these bays is a mix of two, three and four-bedroom units, most with a view of the water. Visitor facilities include a shop, laundry, cafe, playground, public toilets, beach shelters, jetty and tennis courts.

While Geordie and Longreach Bays are popular anchorages, neighbouring Fays Bay is a sheltered snorkelling and swimming beach.

The central visitor facilities, while raised well above the beach, have limited views due to the presence of accommodation units, vegetation or, in the case of the playground and café, an artificially elevated and densely vegetated foredune.

The very dense and spreading trees retained around the shop and other facilities make the area relatively impenetrable visually from the entry at the bus stop. While this creates a sense of seclusion and protection, it also means that passing visitors are not drawn in to the area and there is loss of the potentially spectacular views to Geordie Bay that could enhance the viability of existing and future commercial ventures in this location.

OPPORTUNITIES

- » Reconfigure the Island Explorer Bus routes to link Geordie and Longreach Bays to the other beaches and bays along the northern coast, Wadjemup Lighthouse, Oliver Hill and the Thomson Bay Settlement; realign the route through Geordie Bay settlement.
- » Open up views from the commercial centre.
- » Reconfigure the bus stop to create a visual connection between the arrival point at the bus stop and the beaches to the east and west.
- » Develop recreational facilities.
- » Develop new commercial offerings.

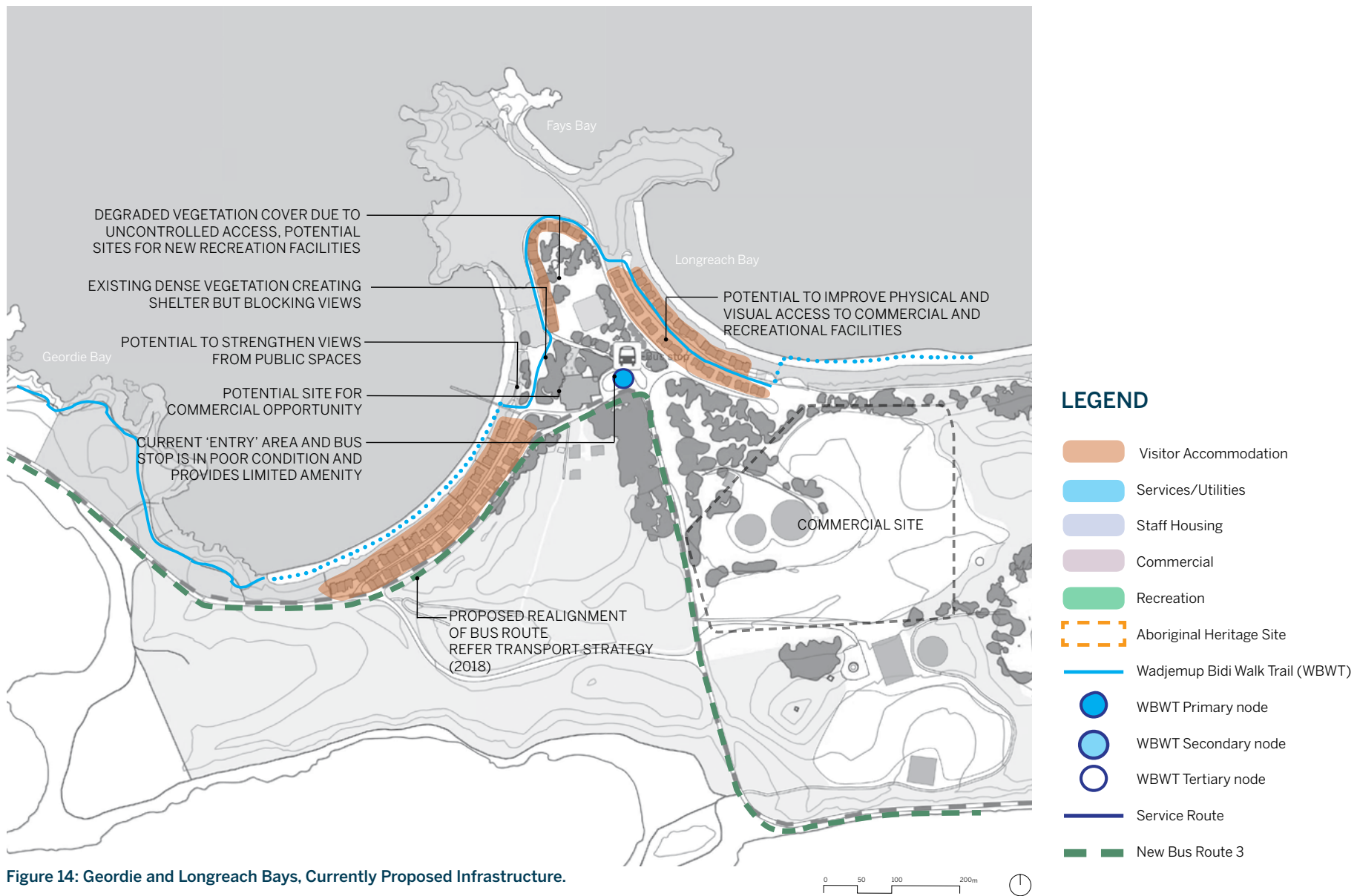


Figure 14: Geordie and Longreach Bays, Currently Proposed Infrastructure.



Figure 15: Proposed Key facilities for Geordie/Longreach Bays.

- ① Redeveloped Retail facilities with afresco areas for cafe/bar.
- ② Investigate Public Park with view to water.
- ③ Decked walk on top of foredune.
- ④ Access to Jetty, location for vehicular access and possible universal access.
- ⑤ Playground.
- ⑥ Bus Stop.
- ⑦ Wide tree lined avenue opening up views to the water from the arrival point.
- ⑧ Boardwalk access to beach and through dunal vegetation (grated decking where traversing vegetated areas).
- ⑨ New pedestrian cycle path behind the rehabilitated dunal vegetation.
- ⑩ Accommodation relocated back from beach.
- ⑪ Commercial Opportunity.



Figure 16: Proposed Key facilities for Geordie Bay Hub.

- ① Playground with shelter.
- ② Decked walk on top of foredune, potential spill out seating area for a commercial site.
- ③ Suitable sites for a commercial development.
- ④ Resurfaced Tennis Courts.
- ⑤ New Bus stop with views through to beach.
- ⑥ New shelter with picnic and bbq facilities.
- ⑦ Location for potential vehicle access and universal access to beach.
- ⑧ Potential reconfiguration of retail facilities.



THOMSON BAY SOUTH AND THE AIRPORT PRECINCT

The Thomson Bay South precinct stretches from the Hotel Rottneest to the former Army Jetty site. There is a mix of visitor and staff accommodation in the area. Some of the visitor units are among the oldest on the island and the accommodation along the beach front has views of Thomson Bay. However there is a highly eroded steep dune face in front of the accommodation that is threatening mature trees and the accommodation itself. The staff accommodation along Parker Point Road is ageing and detracts from the amenity of the area.

There are some visitor facilities near the former Army Jetty, including a shelter and toilets.

The airport is located on a low-lying area south-east of Government Lake. The tourist train line to Oliver Hill runs along the island airstrip. An area south of the airport has been identified as a suitable site for a future “light industrial” zone.

OPPORTUNITIES

- » Convert the former Army Jetty into a barge landing, freight-handling facility and associated storage areas in order to reduce heavy vehicle traffic around the Main Jetty.
- » Re-route service and bus routes away from the accommodation areas.
- » Construct a “light industrial” zone south of the airport.
- » Expand visitor accommodation and recreational facilities.
- » Create a helicopter landing area as part of the barge landing development.
- » Develop a pedestrian link between the Main Settlement and the former Army Jetty, linking up with the existing pedestrian and cycle path.

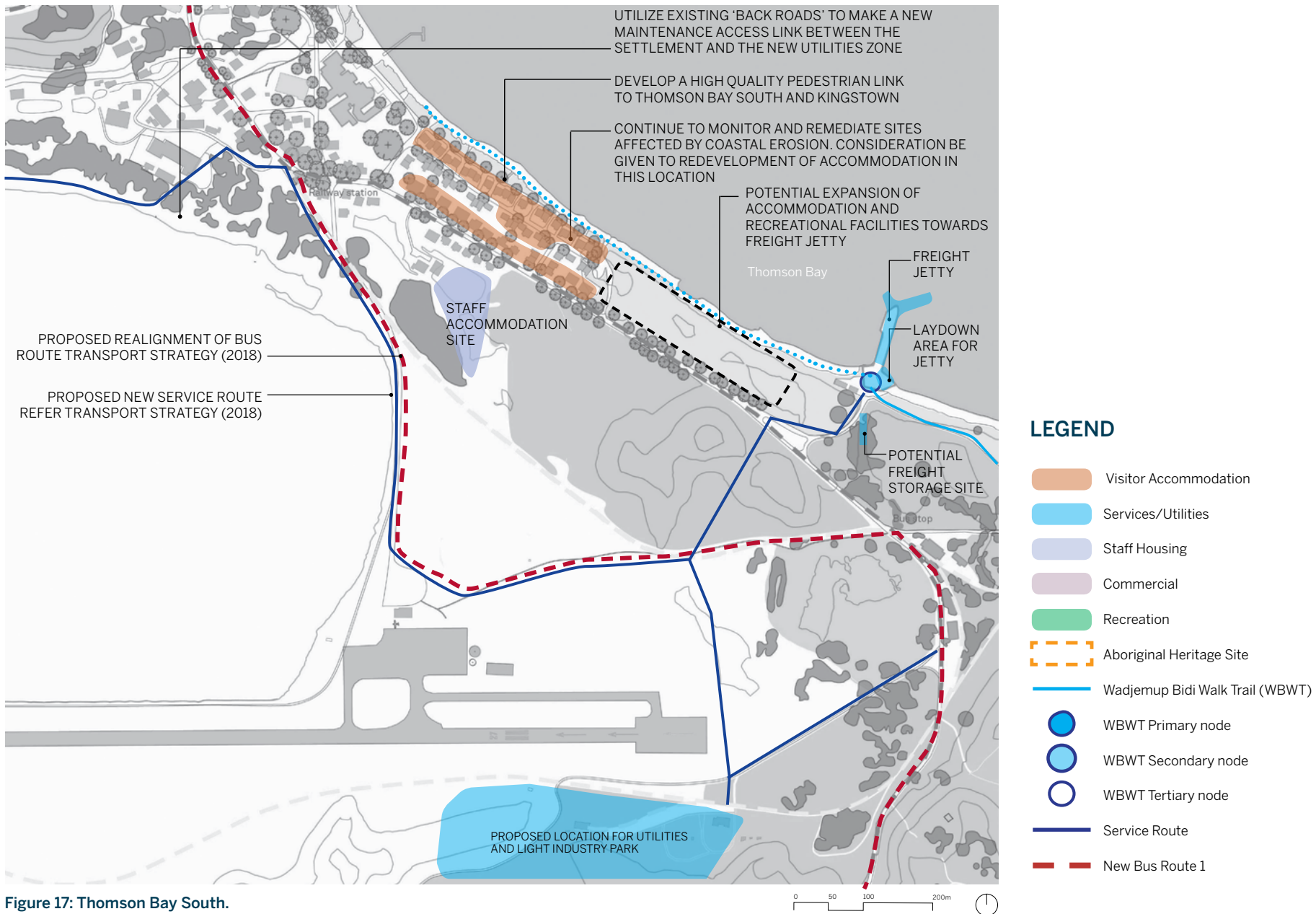


Figure 17: Thomson Bay South.



Figure 18: Key Initiative for Thomson Bay South.

- ① Expansion of Rottneest Hotel incorporating conference facilities and short-stay accommodation.
- ② Potential redevelopment of Thomson Bay South accommodation (incorporating set back of facilities from eroding foreshore).
- ③ 'Pocket Park' located in area of foreshore currently subject to beach erosion, allowing setback of built infrastructure.
- ④ Foreshore boardwalk providing high quality pedestrian access to the main settlement.
- ⑤ Army jetty to be upgraded with proposed barge ramp and freight facilities.
- ⑥ Potential new commercial, recreation and accommodation infrastructure.
- ⑦ Potential Freight storage site.
- ⑧ Staff accommodation site.

KINGSTOWN AND BICKLEY POINT

Kingstown provides hostel-style and dormitory accommodation for groups, and a limited number of stand-alone villas. The buildings and the landscape of the precinct are steeped in heritage. Much of the infrastructure was developed during and before World War II. It was also briefly developed as a recreational camp before World War I.

While the heritage buildings have been generally well maintained, the surrounding landscape has suffered from lack of upkeep and the impact of uncontrolled visitor access.

In the areas between Bickley Battery and Henrietta Rocks, there is a community of rare and threatened flora.

OPPORTUNITIES

- » Upgrade the coastal walk trail infrastructure.
- » Redevelop the facilities to accommodate hostel-type accommodation.
- » Provide new recreational opportunities to activate the space.
- » Develop new villa accommodation along the ridgelines north and south of Kingstown.
- » Activate the old military infrastructure and enhance its interpretation and access for visitors.



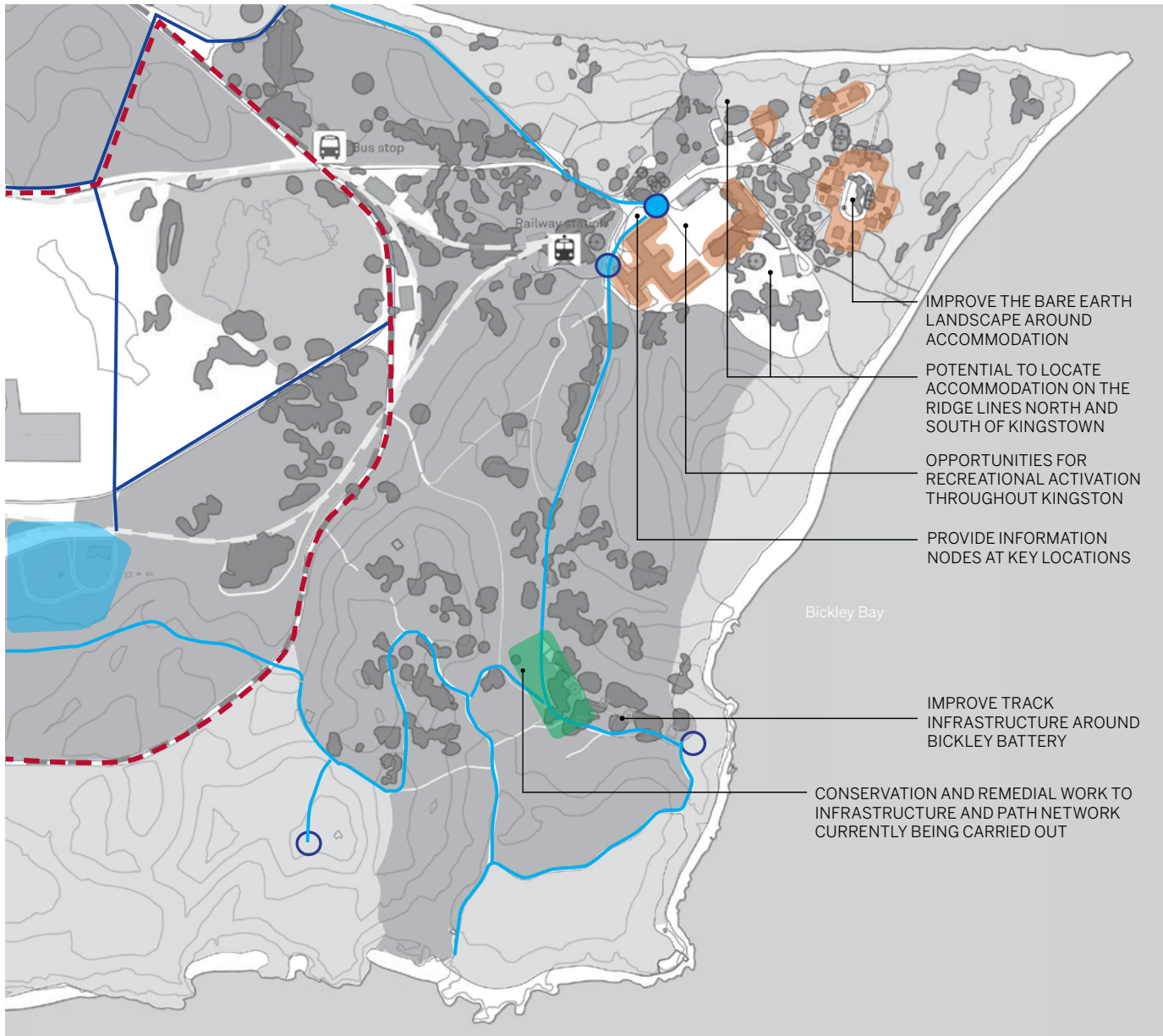
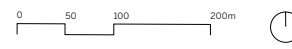


Figure 19: Kingstown and Bickley Battery.



LEGEND

- Visitor Accommodation
- Services/Utilities
- Recreation
- Wadjemup Bidi Walk Trail (WBWT)
- WBWT Primary node
- WBWT Secondary node
- WBWT Tertiary node
- Service Route
- New Bus Route 1



Figure 20: Key initiatives for Kingstown.

- ① Potential site of new high-value accommodation.
- ② Proposed access road to allow access to new accommodation.
- ③ Heritage parade ground re-established with irrigated trees and landscaping.
- ④ New Interpretive and Information place at entry point.
- ⑤ Revegetation established around cottages protected by 1.2m timber and mesh fence.
- ⑥ New gravelled information node and visitor facilities.



Figure 21: Key Initiatives for Bickley Battery.

- ① Upgrade existing tracks where surfaces have eroded and worn.
- ② Installing stairways in steep locations, using appropriate materials.
- ③ Establish new paths according to alignment of walk trail plan, incorporate interpretive material.

OLIVER HILL

Oliver Hill is the location of a World War II battery, a significant heritage site and an icon of the coastal defence of Australia during WWII. It was one of seven similar gun emplacements built between 1937 and 1945 to defend major Australian ports from bombardment by enemy warships.

On the ground, the site consists of two 9.2-inch guns, crew shelter, gun store, rail head, railway lines, railway spurs and paths. It also houses extensive underground facilities including a pump chamber, shell store, cordite room, engine room, casualty clearing station, connecting tunnels and the fortress and battery plotting rooms.

OPPORTUNITIES

- » Develop a new bus connection.
- » Create a circle route around the lesser known infrastructure elements, with appropriate interpretive information.
- » Replace or supplement the current train with a non-rail based alternative that requires less maintenance and enables more flexible travel routes.
- » Build new shade shelters.



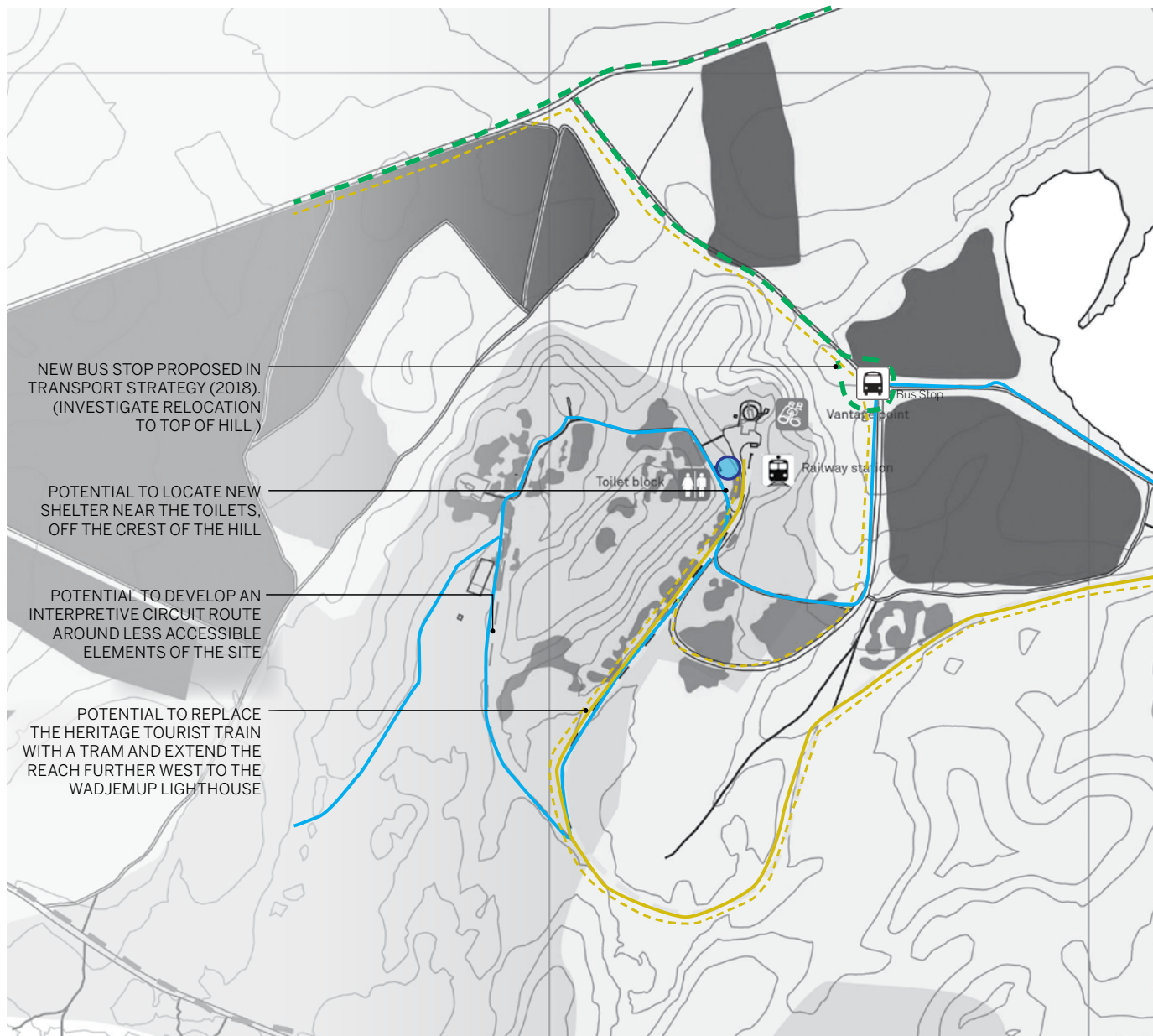


Figure 22: Oliver Hill Battery.

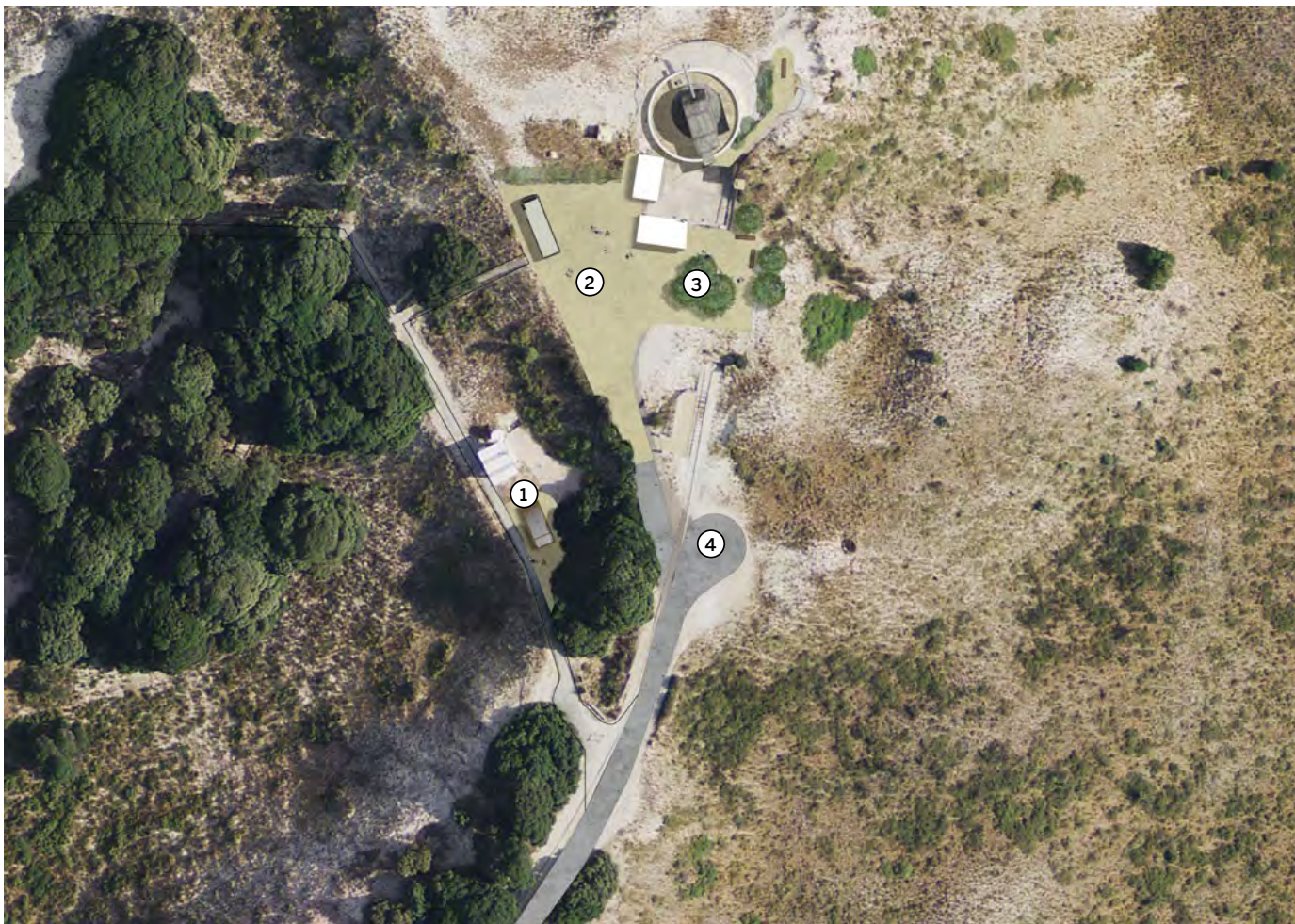


Figure 23: Key Initiatives for Oliver Hill Battery.

- ① New shelter in stabilised gravel near existing toilets.
- ② Replace asphalt with stabilised gravel.
- ③ Remove shelter, update furniture and add trees for shade.
- ④ Bus turn around area.



SIGNAL RIDGE AND WADJEMUP LIGHTHOUSE

The Rottnest Island Light station (also known as Wadjemup Hill Lighthouse) is a key heritage site and landmark. Originally built in 1896 from local limestone, it is 38.7m high.

The Signal Ridge and Wadjemup Lighthouse precinct includes the Signal Station, the Battery Observation Post and the Women's Royal Australian Navy Service building. The four-storey observation post was built as a lookout to coordinate aiming and firings from the Bickley and Oliver Hill Batteries.

The lighthouse is well preserved. Visitors reach the site by walking 600 metres uphill from the bus stop or cycling about 5 kilometres from the Main Settlement. This limits visitor numbers and the site's accessibility for less physically able visitors.

OPPORTUNITIES

- » Create a new “transport hub”, with three new bus routes (all stopping at the lighthouse) to replace the existing Rottnest Island Explorer route.
- » Create a mountain bike trail, skate park and a downhill mountain bike run.
- » Replace the current tourist train with a non-rail based alternative to allow a route extension to Wadjemup Lighthouse.
- » Integrate a bike hub alongside the improved bus access and facilities.
- » Use the WRAN building for entry-level visitor accommodation.
- » Build new toilets to service the precinct.
- » Convert Lighthouse Keepers Cottage to visitor accommodation.

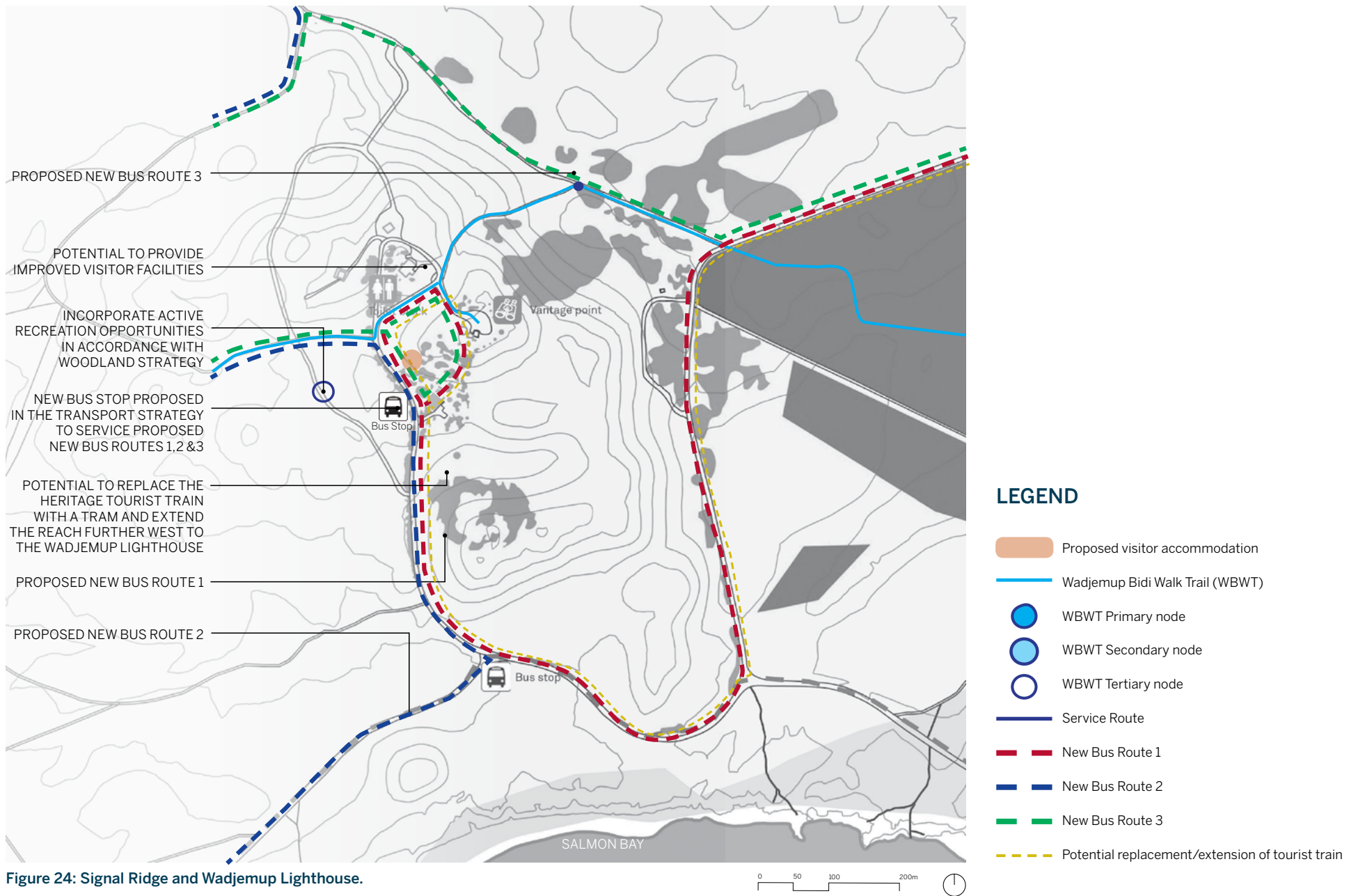


Figure 24: Signal Ridge and Wadjemup Lighthouse.



Figure 25: Key Initiatives for Signal Ridge and Wadjemup Lighthouse.

- ① Provide updated visitor facilities to the lighthouse, including a shelter, new furniture, trees and stabilised gravel pavement.
- ② New visitor facilities around WRAN building, including shelter, new toilets, signage and trees.
- ③ Decking to WRAN building.
- ④ Potential for future commercial (food and beverage) and/or visitor accommodation.
- ⑤ Lighthouse Keepers Cottage - visitor accommodation opportunity.
- ⑥ New bus stop.
- ⑦ Incorporate active recreation opportunities per woodland strategy.

THE RESERVE

The Reserve has historically been impacted by agricultural uses and is predominantly a natural area which is passively used by visitors.

The area is accessed by visitors desiring a car-free, pristine natural environment, where people can hike, cycle or catch a bus to enjoy beaches and the landscape experience.

OPPORTUNITIES

- » Develop the West End to provide new visitor facilities.
- » Provide a low impact eco-tourism option at City of York Bay.
- » Improve way finding throughout the Reserve.
- » Improve interpretation of key environmental and cultural significance elements.
- » Deliver drinking water infrastructure throughout The Reserve.
- » Investigate mountain bike riding opportunities respectful of the surrounding environment.





Figure 26a: Future Development Initiatives; Western Precincts.



Figure 26b: Future Development Initiatives; Western Precincts.

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