

Shoalwater Islands Marine Park

Draft mooring plan



Shoalwater Islands Marine Park. Image - DBCA

February 2026



Department of **Biodiversity,
Conservation and Attractions**



Invitation to comment

This draft mooring plan has been released for a two-month period to provide the public with an opportunity to comment on how moorings in the Shoalwater Island Marine Park are proposed to be managed. It is a requirement that mooring plans be developed for marine parks and reserves with appropriate community consultation.

To ensure your submission is as effective as possible:

- be clear and concise
- refer your points to the page numbers or specific sections in the plan
- say whether you agree or disagree with the Mooring Licence Areas and clearly state your reasons, particularly if you disagree
- give sources of information where possible, and/or
- suggest alternatives for those aspects of the plan with which you disagree.

The draft mooring plan will be reviewed in light of the submissions, according to the criteria outlined below. A summary of public submissions will be made available along with the final management plan.

Submissions that are most likely to result in amendments to the draft mooring plan will:

- provide additional information of direct relevance to management
- indicate a change in (or clarifies) government legislation or management policy
- propose strategies that would better achieve management objectives, and/or
- indicate omissions, inaccuracies or a lack of clarity.

The draft mooring plan is less likely to be amended in response to a submission which:

- clearly supports proposals in the plan or makes general or neutral statements
- refers to issues beyond the scope of the plan
- refers to issues that are already noted within the plan or already considered during its preparation
- is one among several widely divergent viewpoints received on the topic but the approach in the plan is still considered the best option
- contributes options that are not feasible (generally due to conflict with legislation or government policy)
- is based on unclear or factually incorrect information.

Submissions are welcome during the public comment period and can be made:

- online at [Shoalwater Islands Marine Park - Draft mooring plan – Fill out form](#)¹
- via email to moorings@dbca.wa.gov.au
- or by post to Marine and Riverpark Coordinator at: Attn DBCA, 14 Capo D'Orlando Drive, South Fremantle 6162

¹ <http://tiny.cc/ngdz001>

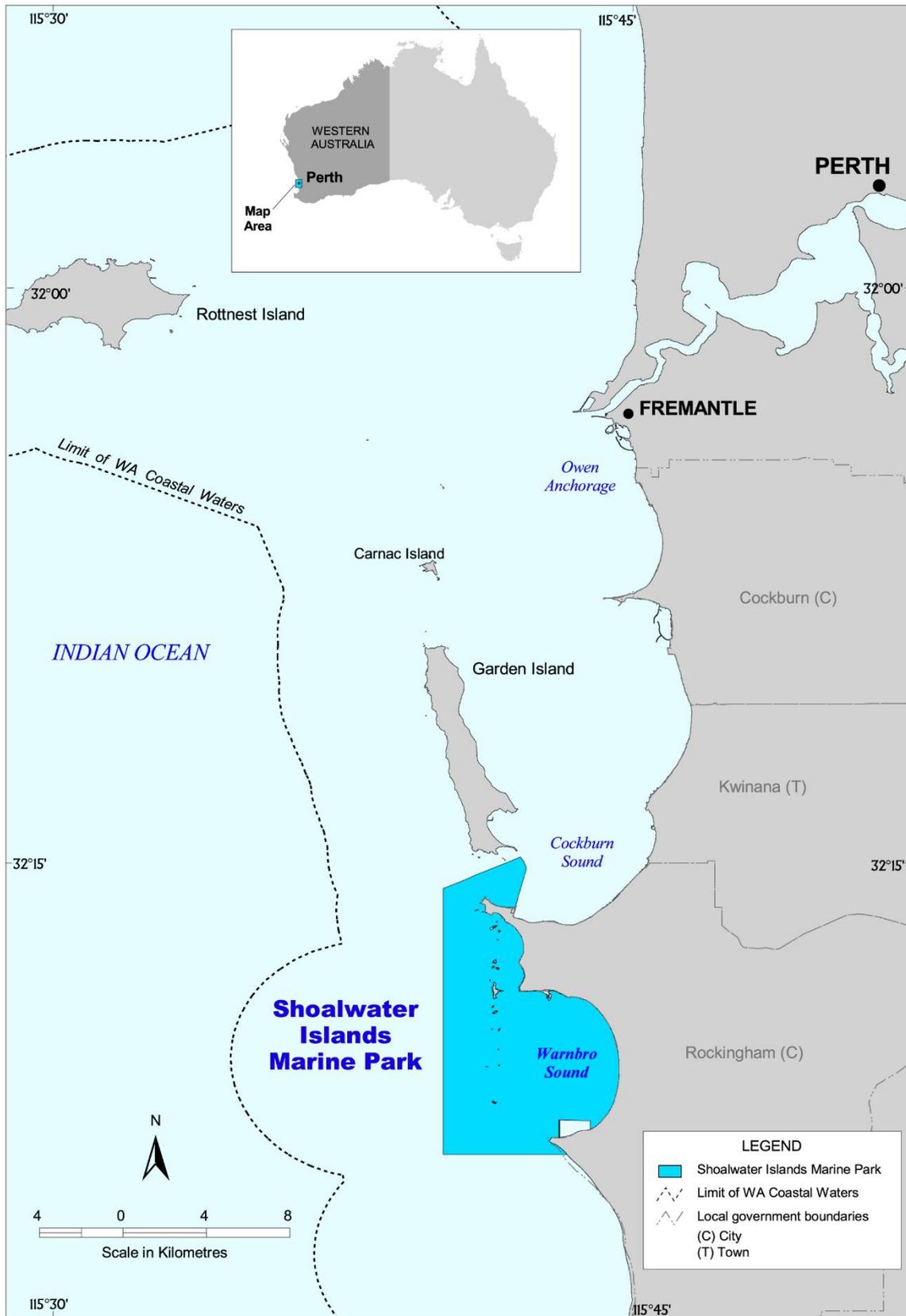
Contents

1. Introduction	4
2. Context.....	6
3. Proposed Management.....	7
3.1 Management Plan Objectives	7
3.2 Mooring Licence Areas	7
4. Ongoing management.....	14
5. Fees	14
6. Review of the mooring plan.....	14

1. Introduction

This draft mooring plan details proposed arrangements for the management of moorings within the Shoalwater Islands Marine Park. The Shoalwater Islands Marine Park is an A-Class marine reserve which provides recognition of the areas biodiversity conservation values and allows a range of public uses and benefits. It is located within the Perth metropolitan area in Rockingham, 50 km south of the Perth Central Business District encompassing 6658 hectares of Western Australia's State coastal waters (Map 1). The marine park is vested in the Conservation and Parks Commission of Western Australia and managed in accordance with the *Shoalwater Islands Marine Park Management Plan 2007-2017* which details the management arrangements.

Increasing visitation, adjacent development and the popularity of recreational boating in the Shoalwater Islands Marine Park have increased demand for safe mooring areas. The purpose of this document is to provide an overview of how Department of Biodiversity, Conservation and Attractions (DBCA) will manage present and future mooring requirements in the Shoalwater Islands Marine Park. Through the development of a mooring plan, in consultation with stakeholders and the community, DBCA aims to prevent damage to sensitive habitat types including seagrass meadows and macroalgal limestone reefs from uncontrolled mooring and ensure fair access and improved safety. The plan will facilitate vessel-based enjoyment of the marine park through the gazettal of Mooring Licence Areas (MLAs) and the licensing of appropriate private moorings within these MLAs.



Map 1: Locality of the Shoalwater Islands Marine Park

2. Context

As the manager of the Shoalwater Islands Marine Park under the *Conservation and Land Management Act 1984* (CALM Act), DBCA/Parks and Wildlife Service is guided in the management of mooring and anchoring in marine parks and reserves by the Conservation and Land Management Regulations 2002 (CALM Regulations) and government policy.

There are four types of moorings in marine parks and reserves around the State:

- **private moorings** are owned and maintained by individuals, organisations or commercial operators;
- **public moorings** are owned and maintained by the Parks and Wildlife Service and are available for public use free of charge on a first-come, first-permitted basis in accordance with conditions that are displayed on the mooring;
- **rental moorings** are owned and maintained by the Parks and Wildlife Service and are available for public use under a rental mooring licence; and
- **commercial moorings** are owned and maintained by commercial entities.

This draft mooring plan has been developed to manage private moorings.

There are approximately 31 moorings located throughout Shoalwater Islands Marine Park. With the gazettal of the marine park in 1990, DBCA became responsible for the management of legacy and new moorings in the area. Most private moorings in the marine park are located within the protected waters of Safety Bay. In the summer months, boating activity increases significantly, with an increase in unauthorised temporary moorings in the park, particularly in the northern end of Shoalwater Bay.

There are two moorings in the vicinity of the Saxon Ranger Dive Wreck Restricted Area which were installed and are maintained by the City of Rockingham. Recreational use of these moorings by the public requires a permit issued by the City of Rockingham.

There are seven permitted moorings outside of the proposed MLAs which are necessary for management purposes:

- There are three moorings installed in the waters adjacent to Mersey Point, one for DBCA management purposes, and two for use by a licensed Commercial Tour Operator (CTO). The CTO is licensed by DBCA to provide sightseeing tours and a ferry service to Penguin Island Conservation Park.
- There are four additional moorings provided for use by the CTO, one on the North-East side of Penguin Island, one at Bird Island and two at Seal Island.

Exemptions to facilitate moorings outside MLAs will be made on a case-by-case basis.

3. Proposed Management

3.1 Management Plan Objectives

The management objectives for the management of moorings in the Shoalwater Islands Marine Park are:

1. Facilitate a level of mooring installation and use which is consistent with the environmental and social objectives of the *Shoalwater Islands Marine Park Management Plan 2007-2017*.
2. Facilitate installation of new moorings where environmental, safety, social, equity and management perspectives have been considered, and mooring installation meets current standards, terms and conditions.
3. Provide an opportunity for existing mooring holders to seek a licence for their mooring to remain in this area.
4. Ensure unimpeded vessel navigation to and from the boat ramp.
5. Facilitate only low impact (seagrass friendly) mooring designs.

3.2 Mooring Licence Areas

Regulation 98AJ of the CALM Regulations provides for the declaration of MLAs. Following assessment of current and future mooring usage requirements in the General Use Zone of the Shoalwater Islands Marine Park, DBCA has proposed two MLAs based on environmental, safety, equity and management considerations. The MLAs will be the recommended sites for all existing permanent moorings in Shoalwater Islands Marine Park, including private moorings. Appropriate mooring licences will be authorised within proposed MLAs until capacity is reached.

The location and size of the proposed MLAs have considered:

- The position of all existing moorings;
- The potential impact of moorings on management targets for ecological values (see *Shoalwater Islands Marine Park Management Plan 2007-2017*);
- depth of water and type of substrate, to enable appropriate and safe mooring;
- vessel safety, navigation and access (e.g. to ensure ski take off areas and access to public jetties and boat ramps are not obstructed);
- sand movement (which can result in shoreline or depth changes, for example at Carlisle Street near Tern Island);
- the potential draught and swing of vessels who are likely to use the MLA;
- proximity to facilities such as boat ramps, jetties, toilets, and dinghy/tender storage;
- future development and demand for private moorings;
- the ease of which vessels can navigate within and around the MLA; and
- the amenity of the area.

3.2.1 Proposed Port Kennedy Mooring Licence Area

The existing Port Kennedy boat ramp and finger jetty lies outside the boundaries of the Shoalwater Islands Marine Park. Western Australia Beach and Golf Resort Pty Ltd (WABGR) have proposed an additional jetty and swimming area to be installed adjacent to the Port Kennedy boat ramp, but within the current boundaries of Shoalwater Islands Marine Park. This proposed mooring licence area will be located to the east of the new infrastructure and provide for future increases in marine users to the southern end of the marine park, ensuring minimal impacts to environmental values.

Map 2 shows the proposed Port Kennedy MLA.

The proposed Port Kennedy MLA includes all that portion of Shoalwater Islands Marine Park contained within and bounded by a line –

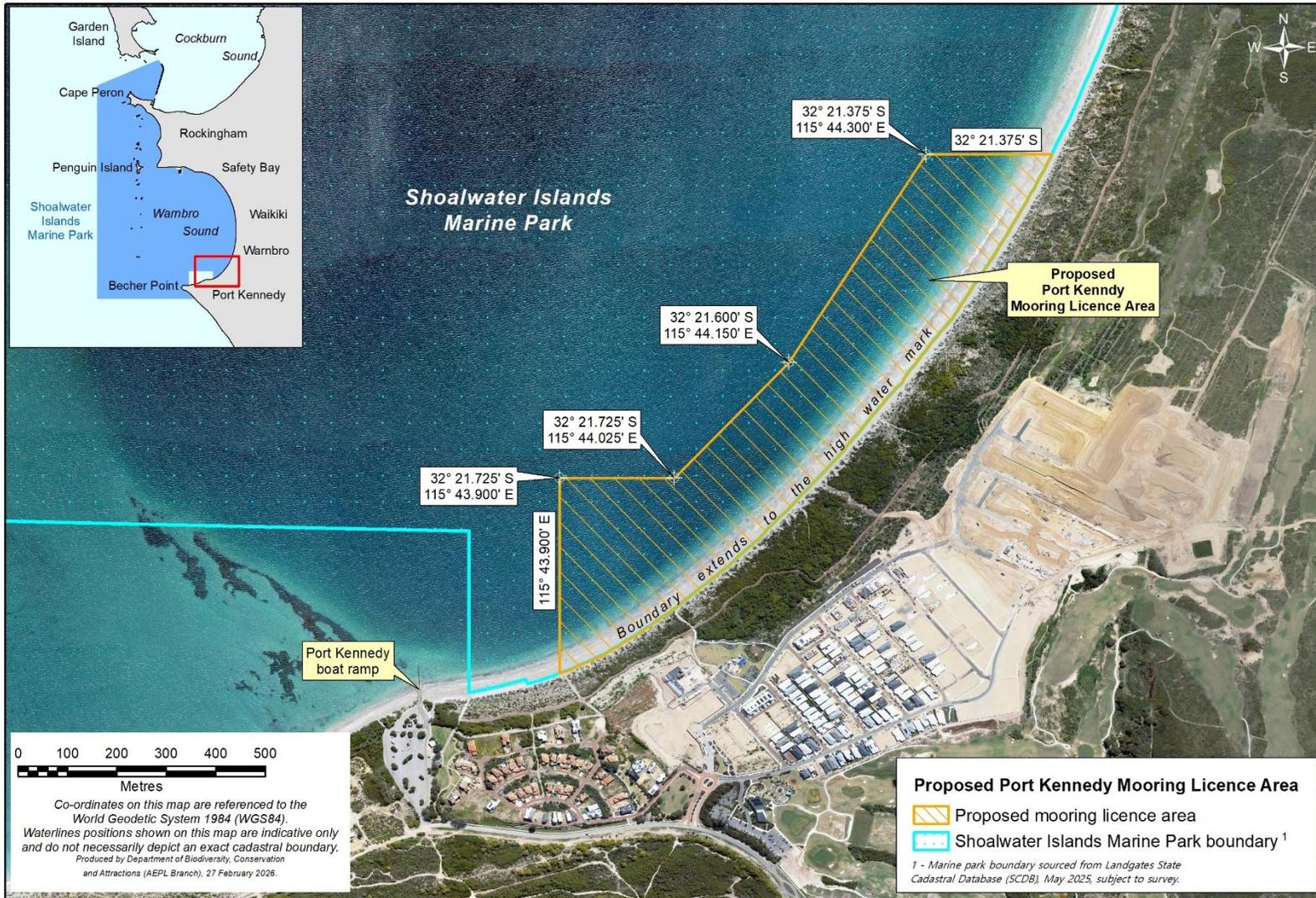
- (i) commencing offshore generally north-east of Port Kennedy Boat Launching Facility at the point located at Latitude 32°21.725' South, Longitude 115°43.900' East, and from that point;
- (ii) extending east along that latitude to the point located at the intersection of that latitude and Longitude 115°44.025' East;
- (iii) thence north-easterly along the geodesic to the point located at Latitude 32°21.600' South, Longitude 115°44.150' East;
- (iv) thence north-easterly along the geodesic to the point located at Latitude 32°21.375' South, Longitude 115°44.300' East;
- (v) thence east along Latitude 32°21.375' South to the point located at the intersection of that latitude and the high water mark of the mainland;
- (vi) thence generally south-westerly along that water mark to the point located at the intersection of that water mark and Longitude 115°43.900' East;
- (vii) thence north along that longitude to the point of commencement.²

Table 1: Summary of the Proposed Port Kennedy Mooring Licence Area

Environmental considerations	
Marine Park zoning	General Use
Habitat type	The seabed consists of predominantly bare sand, seagrass and macroalgae
Depth range	Approximately 4-7m.
Adjacent land	An area around Port Kennedy including part of the whitebait

² All geographic co-ordinates are expressed in terms of the World Geodetic System 1984 (WGS84).

	exclusion area has been excised from the marine park. There is a large development area associated with Kennedy Bay along Offshore Drive, adjacent to the proposed MLA.
Visitor use	
Access and proximity to existing facilities	A boat launching area, finger jetty and carpark are located adjacent to the MLA with parking for up to 100 trailers.
Current level of use	There are no existing moorings in this area, development on adjacent land may increase recreational boating in the area.
Main recreational activities	<p>Vessel and shore-based fishing</p> <p>Beach walking/passive beach recreation</p> <p>Beach exercise</p> <p>Kayaking</p> <p>Swimming</p> <p>Stand-up paddle boarding</p> <p>Jet ski operating</p>
Safety considerations	
Navigation	The MLA will need to allow space for vessel navigation to and from the Port Kennedy boat ramp and the new proposed jetty.
Boating prohibited area	There is a Boating Prohibited Area gazetted under the <i>West Australian Maritime Act 1982</i> to the west of the proposed MLA. The boating prohibited area is in place to protect whitebait populations.



Map 2: Proposed Port Kennedy MLA

3.2.2 Proposed Carlisle Street Mooring Licence Area

This mooring area is the most established (historical) mooring area in Safety Bay, located adjacent to Carlisle Street boat ramp and popular with commercial vessels including fishing and diving boats. It is a sand ramp, suitable for smaller vessels only. This area is used by both commercial and recreational user groups, providing relatively stable depths, vehicle access and shelter from the prevailing north-westerly storms.

Map 3 shows the proposed Carlisle Street MLA.

The proposed Carlisle Street MLA includes all that portion of Shoalwater Islands Marine Park contained within and bounded by a line –

- (i) commencing offshore generally south-west of Carlisle Street Boat Ramp at the point located at Latitude 32°18.500' South, Longitude 115°42.280' East, and from that point;
- (ii) extending north along that longitude to the point located at the intersection of that longitude and the low water mark of the mainland;
- (iii) thence generally easterly along that water mark, past Carlisle Street Boat Ramp, to the point located at the intersection of that water mark and Longitude 115°42.650' East;
- (iv) thence south along that longitude to the point located at the intersection of that longitude and Latitude 32°18.500' South;
- (v) thence west along that latitude to the point of commencement³.

Moorings will not be permitted within approximately 50m of the Carlisle Street Boat Ramp to allow for access to the boat ramp.

Table 2: Summary of the Proposed Carlisle Street Mooring Licence Area

Environmental considerations	
Marine Park zoning	General Use
Habitat type	The seabed consists of predominantly seagrass and areas of bare sand.
Depth range	Approximately 1-3m.
Adjacent land	Located west of Tern Island which is managed by DBCA. Also located adjacent to land managed by the City of Rockingham.
Visitor use	

³ All geographic co-ordinates are expressed in terms of the World Geodetic System 1984 (WGS84).

Access and proximity to existing facilities

The MLA is accessible via Carlisle Street boat ramp with 8 vehicle/trailer parking spaces.

Current level of use

There are currently 25 moorings.

Main recreational activities

Vessel and shore-based fishing
Crabbing
Beach walking/passive beach recreation
Kayaking
Stand-up paddle boarding
Kite surfing and wind surfing

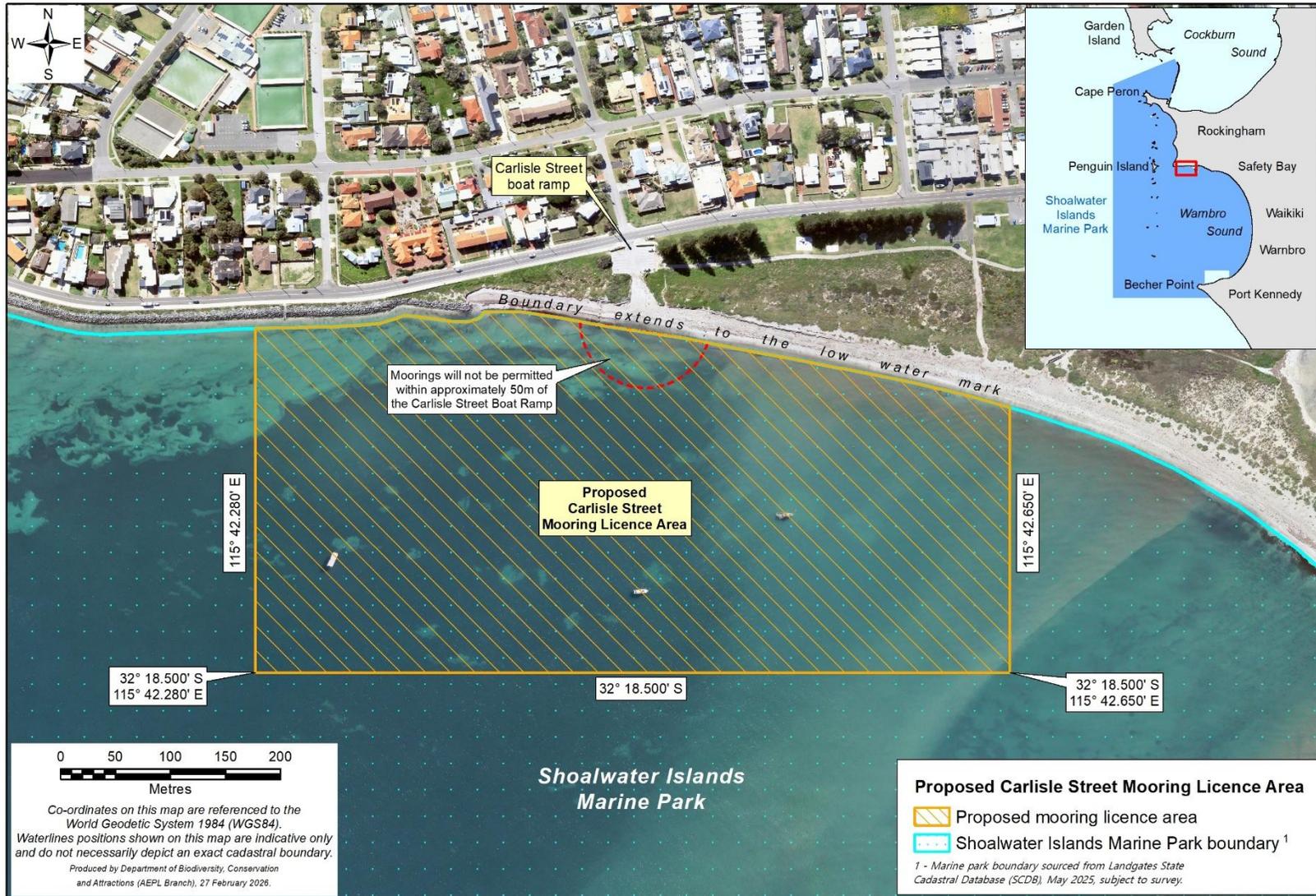
Safety considerations

Navigation

MLA needs to allow space for vessel navigation to and from the boat launching area.

Fishing activities

The area is used for fishing activities from the shore, as well as crabbing in-water.



Map 3: Proposed Carlisle Steet MLA

4. Ongoing management

Moorings will be managed in accordance with the CALM Regulations. Following the release of the final Shoalwater Island Marine Park Mooring Plan and gazettal of the MLAs in the Shoalwater Islands Marine Park, lawful authority will be required from DBCA's Parks and Wildlife Service to install, own, maintain and use a mooring in SIMP, including for existing moorings. DBCA will provide due notice to owners of moorings within the marine park, to ensure all users either gain lawful authority or remove moorings that are not registered with DBCA. An application will need to be completed to apply for a licence for an existing or new mooring. A guide on how to apply will be available on DBCA's website once the MLAs are designated. Commercial operators may seek authority to install, own and/or use a mooring through their commercial operations licence.

5. Fees

An annual fee will be charged for each private mooring site, aligned with the Department of Transport and Major Infrastructure mooring licence fees [Swing mooring licences | Transport WA](https://www.transport.wa.gov.au/marine/boating-facilities/swing-moorings/swing-mooring-licences)⁴. Licence fees will contribute to administration and ongoing costs associated with the implementation of the MLAs including assessments and compliance activities. Licence fees will be reviewed periodically and the latest information on fees will be available on DBCA's website.

6. Review of the mooring plan

It is anticipated that the proposed MLAs will meet the demand for moorings over the next ten years. However, the final mooring plan may be reviewed and subsequent changes made to the MLAs at any time as required.

⁴ <https://www.transport.wa.gov.au/marine/boating-facilities/swing-moorings/swing-mooring-licences>