



The NSW Government is delivering major improvements to maritime infrastructure and facilities statewide, to help the boating and wider community safely access, use, and navigate our inland and coastal waters. As part of that work, we are undertaking essential repair work to the Port Macquarie Southern Breakwall.

The last maintenance work on the Port Macquarie Southern Breakwall was completed nine years ago. Early investigations in 2022 for this project (including underwater assessments and scans) revealed that the effectiveness and structure of the wall have been compromised over that time and are now in need of repair work.

While in the early stages of this project, Transport released the proposal for community consultation, and received a number of responses. An issue that emerged from the feedback was concern for any impact the repair work may have on the head of the Breakwall and subsequently, the surf break.

Will the repair work impact the surf break?

Transport appreciates the feedback received about how important the breakwall structure is to the surfing community and acknowledges that the breakwall provides the added benefit of producing a world-famous surfing wave.

Major maintenance work carried out on the breakwall head in 2014 saw 1800 tonnes of rock placed which restored the breakwall head to its intended design profile and footprint, thereby ensuring its structural integrity. This major work did not have an adverse impact on the surfing conditions.

The work to be carried out as part of this project is only minor rock placement within the breakwall head.

There will be no change to the footprint, profile, or extent of the southern breakwall head as a result of this repair work.

Since there will be no change to the footprint of the breakwall head, no impact on the surf is expected.

What is the extent of the work being done on the breakwall head?

As opposed to major maintenance work on the breakwall head completed in 2014, Transport is proposing only minor maintenance work as part of this proposal. Transport estimate that only 400 tonnes of rock are needed for this maintenance work at the breakwall head.

Voids have opened and oversteepening has occurred since the previous remediation works (see Figure 1). As part of this project, placement of the rocks is required to restore the breakwall profile and rock armour thickness to the previously installed extents which satisfy the overall design intent of the structure. Failure to remediate this damage will leave the breakwall head vulnerable to progressive damage over time and potential failure.

It is not intended to increase the southern breakwall extent beyond that of the original design intent of the 2014 remediation work. The placement of rocks will be within the current footprint and design slope.

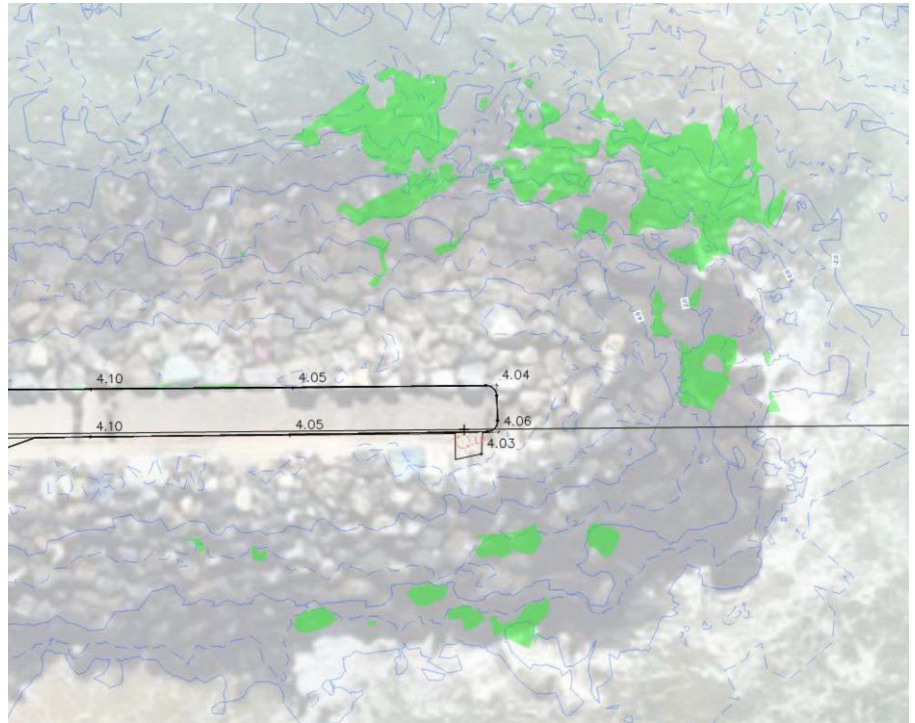
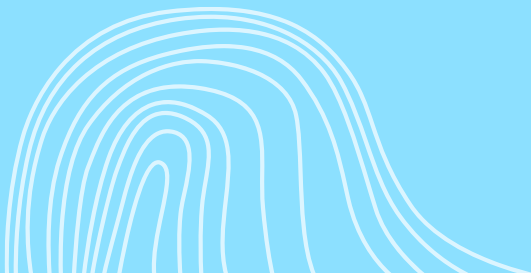


Figure 1: Extent of the Breakwall head indicating areas of damage requiring remediation in green. (Source: Design Report, October 2022)

Accordingly, there will be no discernible change to the hydrodynamic response (waves, tides, currents) and associated sediment flow at the breakwater head relative to that which has existed since the 2014 remediation works. That said, the breakwall head is a critical part of the breakwall structure as it bears the brunt of most of the environmental damage so it will need ongoing ad hoc maintenance work in the future.



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