

Yamba: Clarence River southern breakwater crest sealing and repairs

The NSW Government Coastal Infrastructure Program has allocated \$200,000 to seal the crest of the southern breakwater at Yamba and repair the breakwater crest.

Yamba is a town in the Clarence Valley Council local government area on the far north coast of New South Wales. It's on the southern side of the Clarence River and is approximately 530 kilometres north of Sydney. The Clarence River is the largest coastal river in NSW and has a significant history as one of the earliest northern ports. Coastal harbour facilities at Yamba were built in 1984 to provide mooring and unloading facilities for the local fishing fleet.

Yamba is a popular destination for tourists and visiting vessels. The marina, located within the harbour, provides a range of maritime facilities for recreational boat owners and the Yamba breakwater is a highly popular feature of the area.

Description of the works

This is stage 2 of the project and involves sealing the first 750 m of the crest of the breakwater with asphalt.

The work involves placement and compaction of 100mm layer of railway ballast along the crest of the breakwater, installation of 50mm thick by 2.5m wide asphalt pathway and placement of 50mm thick layer of gravel between side of pathway and edge of the containment rock.

Soil Conservation Service has been awarded the contract for these repairs. Work is planned to start in the first week of December 2018 and will last for three days (weather permitting). An aerial view of the Clarence River southern breakwater, shown in Figure 1, highlights in yellow the area of the breakwater to be sealed.

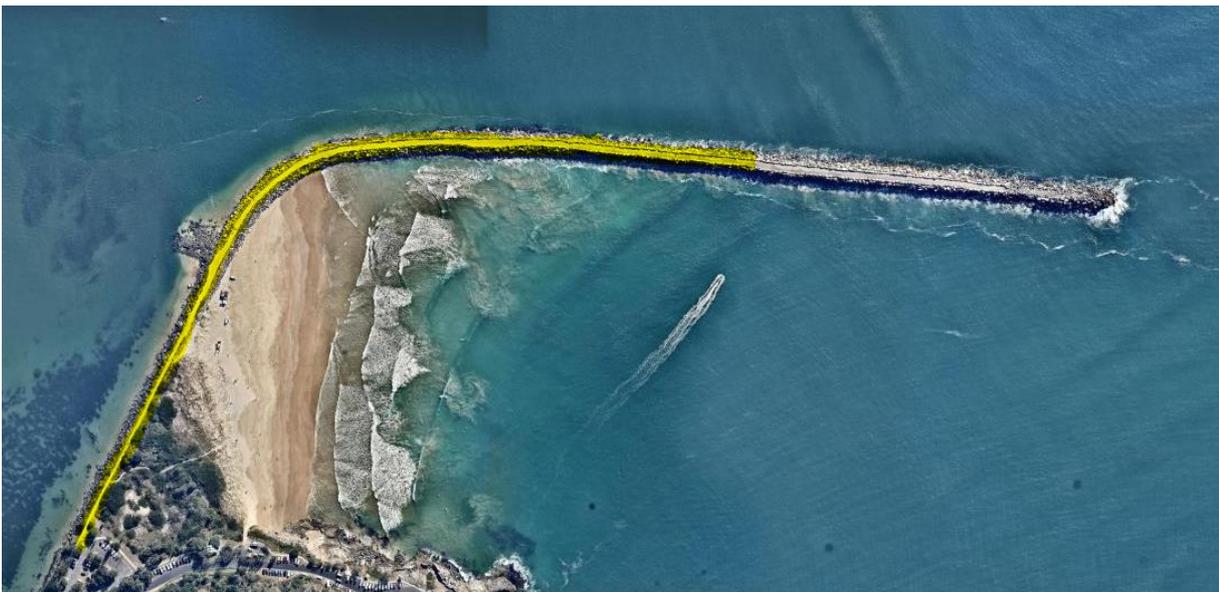


Figure 1. Clarence River southern breakwater

Key reasons for the works

The stage 1 repair of the breakwater was completed in June 2018 at a cost of \$2 million. This work involved placing additional underlay and armour rock along the faces of the breakwater. The proposed final stage of the repairs and sealing of the crest would improve the breakwater's accessibility for the community, and in particular for children and people with mobility impairment.

Key objectives of the stage 1 works were:

- reduce existing damage to the breakwater
- improve the breakwater's structural integrity
- avoid more extensive maintenance and repair works.

Figure 2 shows the current surface of the Yamba breakwater. Figure 3 provides an example of what the crest surface will look like when the stage 2 works are complete.



Figure 2. Clarence River southern breakwater, current surface



Figure 3. Example of the proposed surface

Review of environmental factors

A comprehensive ecological assessment was carried out for the project. This included looking at 'tests of significance' for threatened and/or endangered plants and animals that had been identified in or had potential to be in the vicinity of the proposed work.

The assessment concluded that the project was unlikely to cause significant impacts upon threatened or endangered species or endangered ecological communities.

The review of environmental factors concluded that the proposed works were likely to have minimal impacts upon the surrounding environment and that these would not significantly affect the environment. It therefore found that an environmental impact statement was not required.

The work can be undertaken with minimal impact on the environment through design and project management provisions and conditions of approval.

Coastal Infrastructure Program Funding

The NSW Government's Coastal Infrastructure Program supports commercial fishing and recreational boating through repairs to maritime assets on Crown land, such as river training walls, breakwaters and berthing and mooring facilities, as well as dredging for safe navigation. The program aims to deliver essential maintenance and capital works, including renovations, repairs and life extension for a broad range of key coastal assets.

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