

## Question on Notice

No. 249

Asked on 29 March 2022

**MS F SIMPSON** ASKED MINISTER FOR TRANSPORT AND MAIN ROADS (HON M BAILEY)—

### QUESTION:

With reference to the Mooloolaba Harbour Breakwater Extensions Feasibility technical report into extending the breakwater up to 60 metres—

Will the Minister advise (a) all the alternative options which have been considered to address the dangerous shoaling at the river mouth which is impacting marine traffic, (b) all estimates of cost versus benefits for these options, (c) what sand-bypass options have been studied and costed to protect northern beaches and (d) when the consultation with the public regarding the plan is scheduled?

### ANSWER:

I thank the Member for Maroochydore for the question.

Coastal Engineers from Maritime Safety Queensland, in conjunction with coastal engineering consulting firm BMT, have considered the following long-term options to address shoaling at the Mooloolah River mouth:

1. accepting the current condition of the entrance, understanding that open coast entrances need to be navigated with care, consistent with all other entrances on the eastern seaboard
2. installation of a sand bypassing jetty on the end of Buddina beach and pumping the material to Mooloolaba Beach
3. installation of a bypassing jetty or jet pump, east of the entrance and catching the sand before it comes into the entrance and bypass it to Mooloolaba Beach
4. extend the breakwater to block sand transport into the channel and then periodically dredge east of the breakwater to bypass the sand
5. a combination of a sand bypassing system with an extension to the breakwater.

The breakwater extension and sand bypass options have been analysed for effectiveness and have been costed in a 2014 BMT report that I provided to the Member on 18 August 2021.

A cost-benefit analysis has not been undertaken, primarily as this proposal is driven by a need to improve safety and accessibility of the Mooloolah River entrance. Detailed studies of the economic benefit of the entrance and the collection of sufficient incident data is not currently available to undertake a quantitative cost-benefit analysis. The significant benefits of maintaining a more stable entrance have been clear, and the intention of previous options analysis has been to determine the most effective and efficient means of maintaining the entrance.

Timing on public consultation activities for this project is yet to be determined and is dependent on the allocation of funding for the construction stage of the project.