

[REDACTED]

28/01/2019

Richard Hook  
Senior Project Manager,  
Development Assessment Unit  
EPA Victoria  
PO Box 4395  
Melbourne VIC 3001

Dear Richard,

I am writing to you on behalf [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] An area of utmost concern to us is the foreshore along Dutton Way which is the proposed site of the Yumbah Aquaculture development where our concerns focus on beach reclamation and sea wall safety.

It is well documented that coastal erosion since the construction of the K S Anderson breakwater in the mid 1950's has caused the loss of up to 200 metres of foreshore. [REDACTED] insists that the historical shoreline of Portland Bay must be mapped scientifically and used as the bench mark for urgent beach restoration. Of equal concern to [REDACTED] is the deteriorating state of the sea wall. Built to halt erosion is now being impacted by wave action the wall integrity is being compromised and now constitutes a serious safety risk. The current rock wall was not engineered and it is only a matter of time until a serious injury or fatality occurs.

It is well documented that effective beach reclamation can occur within a very short period of time. An essential ingredient of any effective intervention is the sustainable source of sand. It is well documented that there exists an accumulation of 2,500,00 cubic metres of sand built up along the Anderson Breakwater which can be immediately released for this purpose. Yumbahs' Coastal Design report acknowledges that "the shoreline receded up to 200 meters" in some locations and I quote directly from their report "The analysis and design concepts in this report assume that sand bypassing by the Port of Portland will continue at a rate of 50,000 m3 per annum". In addition, Yumbahs' design assumes sand by passing will occur at the current method and does not allow for direct nourishment of newly established reef groynes. It is on this basis that the design of inlet and outlet pipes is 150 metres beyond the current shoreline which could be 50 metres short of the shoreline after reclamation.

The Yumbah development must acknowledge the historical shoreline as a benchmark for their inlet and outlet pipes. Yumbah continues to state that deep water is a primary reason for site selection with no regard for downstream stakeholders, including protecting culturally significant sites such as the Convincing Grounds from climate change. Yumbah continues to state that deep water is a primary reason for site selection with no regard for downstream stakeholders, including protecting culturally significant sites such as the Convincing Grounds from climate change. T-head reef groins at the historical coastline mark will make the dangerous rock wall redundant, restore Portland Bay to a safe, sandy swimming beach and protect the foreshore from climate change. This will ensure the safety of our residents and visitors and increase the quality of our tourism assets for the region.

[REDACTED]

On the issue of the sea wall, [REDACTED] to stress the present dangers to beach uses. The current rock retaining wall is serious safety hazard as it was not engineered and does not pass a basic risk assessment. The likelihood of a major incident is almost certain. Boulders across the entire rock wall are often just precariously balancing on top of each other with the likelihood of a major incident almost certain. It is imperative that we plan for correction of this issue as a matter of urgency before someone gets seriously hurt or killed.

In addition the roads around Portland Bay are very narrow due to erosion eliminating the width of land required for off road amenities. Often two cars cannot pass side by side without one car having to move off the bitumen. As there are currently no off road walking and cycling tracks and any further traffic will cause further serious safety issues. I look forward to hearing from you regarding these issues and invite you personally to visit Portland Bay and view the condition of the current rock wall, and lack of walking and cycling amenities. You will see first-hand the safety issues we experience every day.

I look forward to hearing from you regarding these issues and invite you personally to visit Portland Bay and view the condition of the current rock wall, and lack of walking and cycling amenities. You will see first-hand the safety issues we experience every day. We must stop repeating the mistakes of the past and plan now for climate change by conducting full life cycle costs for such projects that include amenities such as safety, walking, cycling, fish habitat etc. Rock walls are proven to rank the worst for all coastal protection measures and do nothing to cure the underlying erosion issues.

Please do not hesitate to contact me on [REDACTED] you have any further questions, or require any further information.

Sincerely,

[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]