



# **Addendum**

## **Planning Review Meeting**

Wednesday 19 January 2011 at 7:00pm

Queenscliff Town Hall  
50 Learmonth Street, Queenscliff

<b>4.</b>	<b>Planning &amp; Development .....</b>	<b>2</b>
<b>4.2</b>	<b>131 Hesse Street, Queenscliff.....</b>	<b>2</b>



#### **4. Planning & Development**

##### **4.2 131 Hesse Street, Queenscliff**

##### **Planning Permit Application: 2010/083**

Please find enclosed an additional submission from the applicant.

This should be read in conjunction with **Appendix 2**.

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## Port of Melbourne Corporation



Our ref: P902  
Your ref: 2010/083

12 January 2011

Karen Hose  
General Manager, Planning & Places  
Borough of Queenscliffe  
50 Learmonth Street  
PO Box 93  
Queenscliffe VIC 3225

Dear Ms Hose

### **Hume and Murray Navigational Aid Tower Replacement - Planning Review Meeting**

Thank you for the invitation to attend the Planning Review meeting on 19 January, to clarify issues raised by Councillors, regarding our permit application to replace the Hume and Murray Navigation Aid Towers at Shortlands Bluff (131 Hesse Street, Queenscliffe).

Port of Melbourne Corporation (PoMC) respectfully declines the invitation to present, as it does not believe that it can provide any additional information to that which has been previously supplied to Council.

We do however submit the following information to restate our position and address the Councillor's questions.

#### Requirement to maintain navigation infrastructure

PoMC has a legislative requirement to operate and maintain navigational assets for the purpose of providing guidance to shipping traffic traversing Port Phillip Bay.

The entrance to the Bay contains five shipping channels; designed for vessels of all sizes and types to safely pass through the Port Phillip heads. The channels through the heads are similar to lanes on a highway, each with a different purpose and each with their own navigation marking system. The differing navigation aid lights in the Queenscliffe area indicate to ships in which channel they are travelling and if they are veering out of the channel and risking running aground.



The centre channel, known as The Great Ship Channel, is the deepest and allows for the largest ships to enter the Bay. To either side lay the Eastern and Outer Eastern Ship Channels and the Western and Outer Western Ship Channels. The outer most channels are generally for smaller vessels. The multiple channels allow ships in opposing directions to pass each other safely.

The physical location of the Hume and Murray Towers form a critical geometric alignment with other navigational markers located in the Queenscliffe area. The navigation indicators located on the Hume and Murray Towers are utilised in conjunction with other land based indicators to inform vessels of their physical location and heading.

The Port Entry Lights located at Queenscliffe Harbour and Fort West serve the purpose of defining the Great Shipping Channel boundaries. These indications inform vessels of the centreline of the recently deepened channel.

Due to the criticality of the physical location of these navigational markers to achieve the geometric alignments, it is not possible for these markers to coexist in one location, such as at the Queenscliffe Harbour Tower and therefore maintaining the current location of the Hume and Murray Towers is essential.

#### Tower replacement

Engineering assessments have indicated that the Hume and Murray Towers are approaching the end of their service lives due to significant corrosion reducing the structures integrity.

The "day marks" are coloured strips on the front of the towers which guide ships when the lights are not visible during the daylight hours. These day marks have also deteriorated and require replacement. Additionally, the existing towers and their access staircases were constructed in 1974, to the then current standard, and are no longer compliant with modern OH&S standards.

It is therefore required that both towers be replaced to ensure ongoing serviceability for the safe passage of vessels.

#### Removal of vegetation

The Murray Tower is accessed by a 1.5m wide track with low level vegetation on both sides. In order to access the tower site with haulage and lifting equipment, some clearing around the track is necessary.

In September 2010, PoMC met on site with Officers of the Department of Sustainability and Environment (DSE) and the Borough of Queenscliffe to discuss the project and outline requirements. The DSE horticulturalist advised that more than 80% of the existing vegetation is invasive and that its removal and subsequent replacement with natives would be beneficial to the immediate environment. PoMC has committed to revegetate the cleared areas with native species.

PoMC has been granted by DSE a provisional consent under the Coastal Management Act for these works. The consent will be finalised upon review of the contractor's environmental management plan, which is to include a revegetation plan.



Demolition of housing & other structures

The structures to be demolished as part of the PoMC permit application consists of the Hume and Murray Towers and a small brick closet. The closet was previously utilised for the storage of backup batteries and therefore is now redundant.

The removal of the existing houses adjacent to the site does not form part of the PoMC permit application. We are informed that these works are proposed by DSE and therefore any queries should be directed to DSE.

We trust that the above will assist Council in the progressing the permit application.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jason Price'.

Jason Price

Executive General Manager  
Corporate Services

cc: Mitch Hodgson, Senior Planner, Borough of Queenscliffe

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