Application for Planning Approval

Land Use Planning and Approvals Act 1993

APPLICATION NO.

DA2026/133

LOCATION OF AFFECTED AREA

21 HURST STREET, BRIDGEWATER

DESCRIPTION OF DEVELOPMENT PROPOSAL

OUTBUILDING

A COPY OF THE DEVELOPMENT APPLICATION MAY BE VIEWED AT www.brighton.tas.gov.au AND AT THE COUNCIL OFFICES, 1 TIVOLI ROAD, OLD BEACH, BETWEEN 8:15 A.M. AND 4:45 P.M, MONDAY TO FRIDAY OR VIA THE QR CODE BELOW. ANY PERSON MAY MAKE WRITTEN REPRESENTATIONS IN ACCORDANCE WITH S.57(5) OF THE LAND USE PLANNING AND APPROVALS ACT 1993 CONCERNING THIS APPLICATION UNTIL 4:45 P.M. ON **18/11/2026**. ADDRESSED TO THE CHIEF EXECUTIVE OFFICER AT 1 TIVOLI ROAD, OLD BEACH, 7017 OR BY EMAIL AT development@brighton.tas.gov.au. REPRESENTATIONS SHOULD INCLUDE A DAYTIME TELEPHONE NUMBER TO ALLOW COUNCIL OFFICERS TO DISCUSS, IF NECESSARY, ANY MATTERS RAISED.

JAMES DRYBURGH
Chief Executive Officer

SCAN ME

Brighton
going places

PROPOSED SHED FOR:
SMITH
21 HURST STREET, BRIDGEWATER
TAS 7030

VOLUME: **34145**
CLIMATE ZONE: **7**
BUILDING CLASS: **7b**
SOIL CLASS: **TBC**

FOLIO: **2019**
WIND CLASS: **TBC**
SITE AREA: **2785 m²**

LOT NO: **2019**
BAL: **TBC**
ALPINE AREA: **N/A BCA FIGURE 3.7.5.2**

CORROSION ENVIRONMENT: N/A - FOR STEEL SUBJECT TO THE INFLUENCE OF SALT WATER, BREAKING SURF OR HEAVY INDUSTRIAL AREAS, REFER TO BCA SECTION 3.4.2.2 & BCA TABLE 3.4.4.2 CLADDING AND FIXINGS TO MANUFACTURER'S RECOMMENDATIONS

OTHER HAZARDS: **N/A -** HIGH WIND, EARTHQUAKE, FLOODING, LANDSLIP, DISPERSIVE SOILS, SAND DUNES, MINE SUBSIDENCE, LANDFILL, SNOW & ICE OR OTHER RELEVANT FACTORS

STAGE 1

1	COVER PAGE
2	EXISTING SITE PLAN
3	PROPOSED SITE PLAN
4	PROPOSED DRAINAGE PLAN
5	PROPOSED SHED LOCATION / FLOOR PLAN
6	PROPOSED SHED ELEVATIONS
7	PROPOSED ROOF / STORMWATER PLAN

IMPORTANT:
BUILDER TO VERIFY ALL EXISTING AND PROPOSED DIMENSIONS ON SITE, BOTH PRIOR TO & DURING CONSTRUCTION.

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SMITH

NEW SHED
21 HURST STREET,
BRIDGEWATER, TAS 7030

Date: **16/10/2026** Size: **A2** Scale:
Job: **#ATT1709** Drawn: **N Valentine**
Email: **nik@theattic.net.au**

ALL CONTRACTORS TO OBTAIN ABOVEGROUND AND BELOWGROUND ASSET INFORMATION BEFORE WORKS COMMENCE ON SITE

Existing Wire Fencing At 2.4m High

37.00m 100° 32' 20"

Existing Shipping Container To Be Removed From Site

Existing Shipping Container To Be Removed From Site

8.347

Existing Storage Shed

Existing 300mm High Block Retaining Wall

Existing Unsealed Gravel Driveway To Be Removed

Existing Curb To Be Removed

Existing Relocatable Skip Bins

Existing Wire Fencing At 2.4m High

Existing Vehicle Turning Area

17 Hurst St, Bridgewater

19 Hurst St, Bridgewater

82.03m 14° 17' 40"

85.21m 19° 31' 40"

Existing Sealed Driveway

23 Hurst St, Bridgewater

Existing Car Wash

Existing Laundromat

Existing Wire Fencing At 2.1m High

Existing Landscaped Area

25 Hurst St, Bridgewater

Existing Site Access

16.17m 107° 15' 40"

20.00m 107° 15' 40"

Existing Car Spaces x 4 & Vacuum Area

Existing Vertical Metal Fencing At 2.1m High

N

HURST STREET

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Job: **#ATT1709** Drawn: **N Valentine**
Email: **nik@theattic.net.au**

Attic

EXISTING SITE PLAN 2

ALL CONTRACTORS TO OBTAIN ABOVEGROUND AND BELOWGROUND ASSET INFORMATION BEFORE WORKS COMMENCE ON SITE

CAR SPACE CALCULATION NOTES (Clause C2.5.1):

The proposal provides 10 spaces. It needs 6 for the intensification under A1(d)(ii), and 10 for the whole site under Table C2.1, so A1 is met.

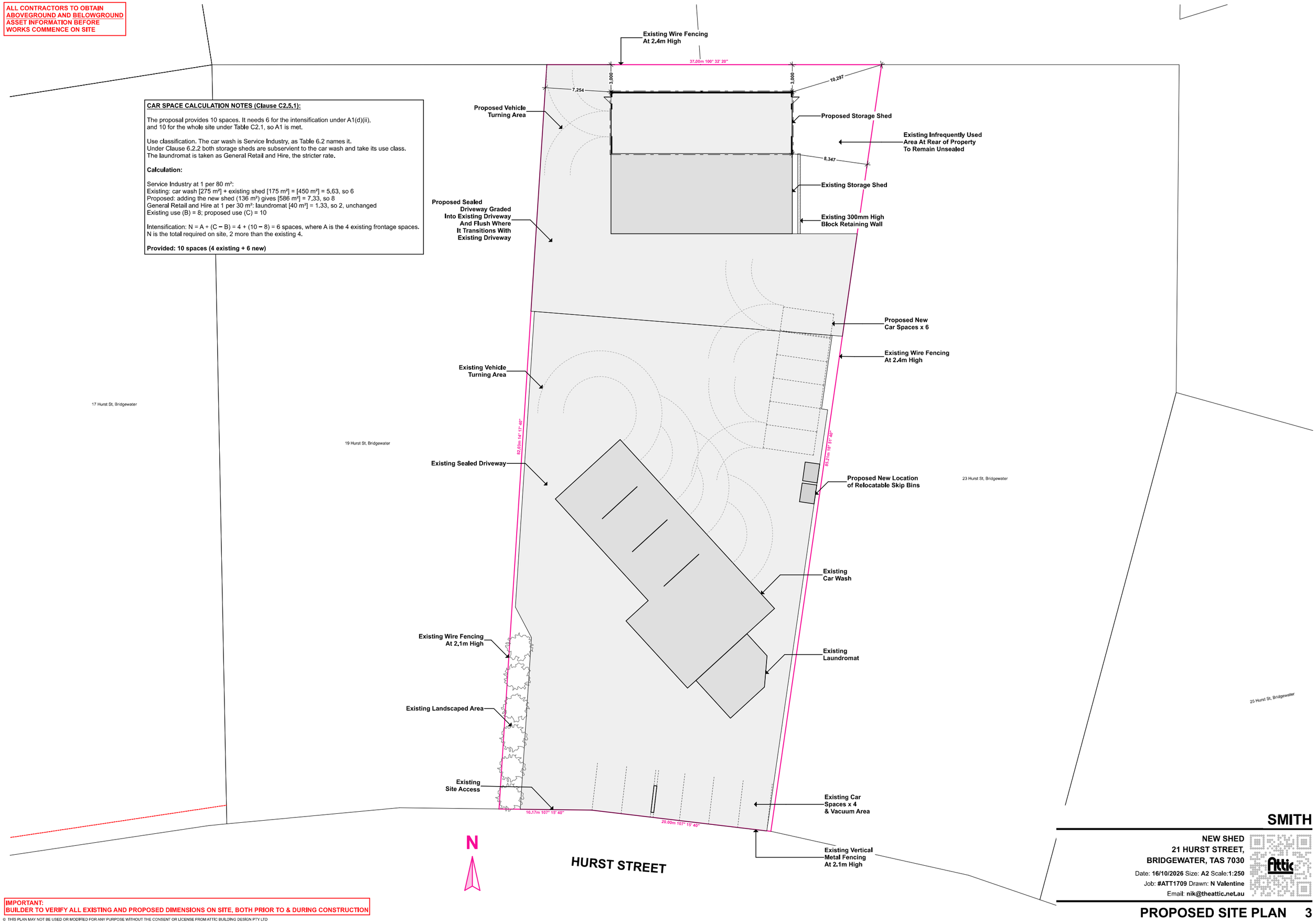
Use classification. The car wash is Service Industry, as Table 6.2 names it. Under Clause 6.2.2 both storage sheds are subservient to the car wash and take its use class. The laundromat is taken as General Retail and Hire, the stricter rate.

Calculation:

Service Industry at 1 per 80 m²:
Existing: car wash [275 m²] + existing shed [175 m²] = [450 m²] = 5.63, so 6
Proposed: adding the new shed (136 m²) gives [586 m²] = 7.33, so 8
General Retail and Hire at 1 per 30 m²: laundromat [40 m²] = 1.33, so 2, unchanged
Existing use (B) = 8; proposed use (C) = 10

Intensification: N = A + (C – B) = 4 + (10 – 8) = 6 spaces, where A is the 4 existing frontage spaces. N is the total required on site, 2 more than the existing 4.

Provided: 10 spaces (4 existing + 6 new)



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Job: **#ATT1709** Drawn: **N Valentine**
Email: **nik@theattic.net.au**

PROPOSED SITE PLAN 3

ALL CONTRACTORS TO OBTAIN ABOVEGROUND AND BELOWGROUND ASSET INFORMATION BEFORE WORKS COMMENCE ON SITE

STORMWATER DETENTION NOTES

1. Sealed Area (approx. 468 m²) and new shed roof (136 m²) drain to new grated pits and downpipes, then by a DN375 oversized pipe (approx. 30 m) to an on-site detention tank (3.0 x 2.0 x 0.8 m deep, 4.8 m³, trafficable). Outflow is to be through a 38 mm orifice plate with trash screen to the existing stormwater connection.
2. Peak flows are limited to pre-existing for all storms up to and including the 5% AEP (allowed 3.8 L/s, proposed 2.6 L/s). Checked to the 1% AEP (3.5 L/s).
3. Surface ponding is 150 mm max at the pit, within the hatched area, in storms rarer than about 2% AEP. Shed floor to be min. 300 mm above the top water level.
4. Overflow: if the system is full or blocked, water overflows along the existing overland flow path at the rear. Flow must not be diverted onto adjoining land.
5. Treatment: litter baskets with hydrocarbon pillows in all new pits, and a cartridge filter in the tank outlet chamber. Targets: 90% gross pollutants, 80% TSS, 45% TP, 45% TN, and runoff visually free of hydrocarbons.
6. No vehicle washing on the new sealing. . Car wash water goes to sewer under TasWater trade waste consent. No stormwater to sewer.
7. Tank, pits and pipes to be kept 2 m clear of the TasWater sewer main and 1 m clear of the maintenance hole, unless TasWater consents.
8. Maintenance by owner: check pit baskets and the orifice screen every 3 months and after heavy rain. De-silt the tank every 6 months. Replace filter cartridges as the manufacturer specifies.
9. All levels, sizes, specifications and the connection invert to be confirmed by survey and by the hydraulic engineer before construction.

Existing 150mm Dia Sewer

Existing Sewer I.O

37.00m 100° 32' 20"

Proposed 450 x 450 Grated Pit To Be Connected Into Existing Stormwater Infrastructure

Existing 100 Dia Stormwater Line To Be Upgraded To Support Stormwater From New Shed

Existing 350 x 350 Grated Pit

Existing 250 x 250 Grated Pit In Front of Roller Doors

Proposed 450 x 450 Grated Pit To Be Connected Into Existing Stormwater Infrastructure

Proposed 450 x 450 Grated Pit To Be Connected Into Existing Stormwater Infrastructure

Existing Stormwater To Be Directed Into New Detention System And Then The Existing Stormwater Infrastructure

Existing Grated Pit

Existing Stormwater IO And Filtration System

82.03m 14° 17' 40"

83.21m 19° 31' 40"

17 Hurst St, Bridgewater

19 Hurst St, Bridgewater

23 Hurst St, Bridgewater

25 Hurst St, Bridgewater

Existing 150mm Stormwater Drain

Existing 750 x 750 Concrete Pit

Existing 150 Dia Sewer

Existing Sewer I.O

Existing 150mm Dia Sewer

Stormwater From Site Connecting Into Existing Council Mains

16.17m 107° 15' 40"

20.00m 107° 15' 40"

N

HURST STREET

IMPORTANT:
BUILDER TO VERIFY ALL EXISTING AND PROPOSED DIMENSIONS ON SITE, BOTH PRIOR TO & DURING CONSTRUCTION

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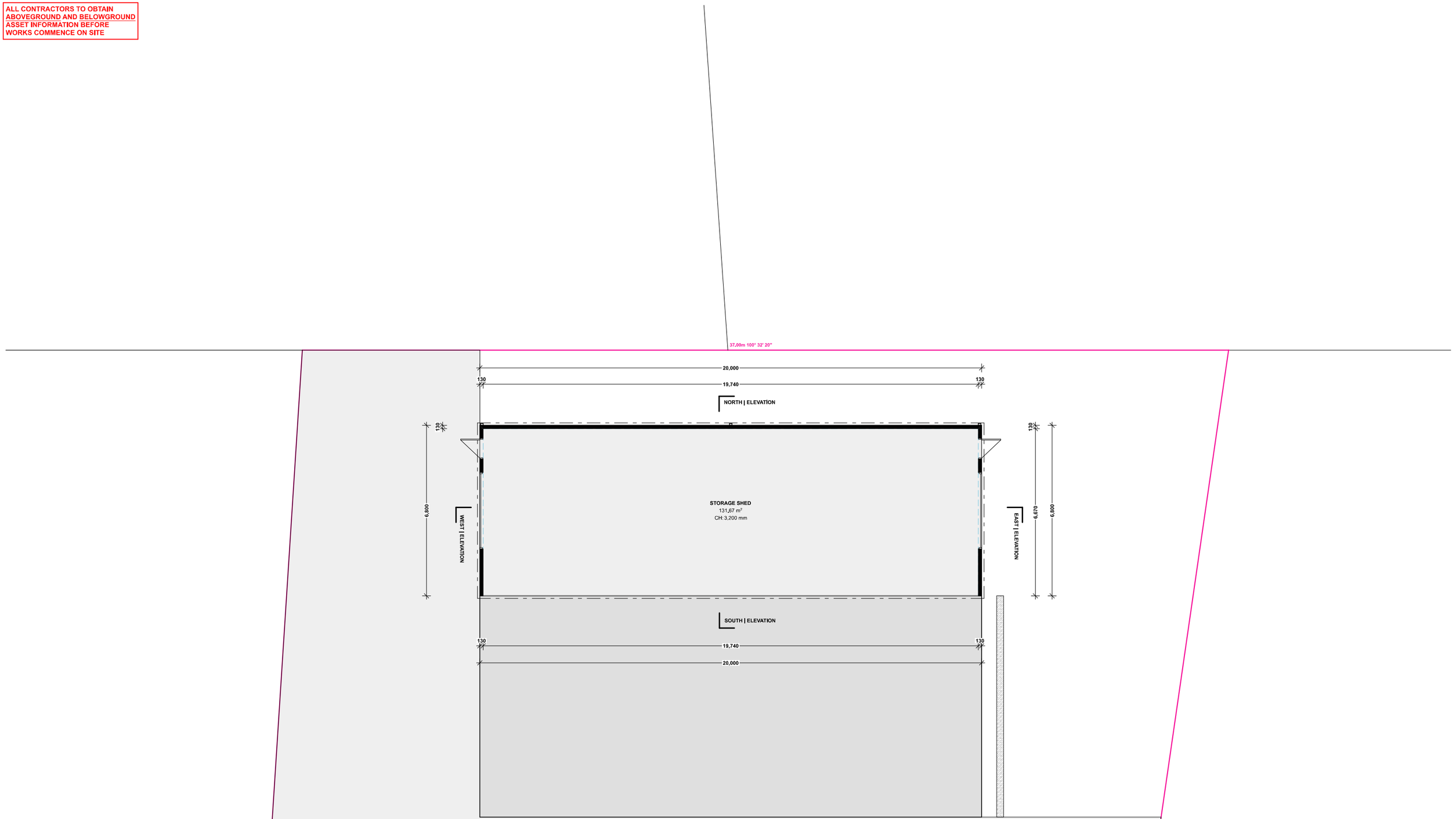
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BRIDGEWATER, TAS 7030

Date: **16/10/2026** Size: **A2** Scale:**1:250**
Job: **#ATT1709** Drawn: **N Valentine**
Email: **nik@theattic.net.au**

PROPOSED DRAINAGE PLAN 4

ALL CONTRACTORS TO OBTAIN ABOVEGROUND AND BELOWGROUND ASSET INFORMATION BEFORE WORKS COMMENCE ON SITE



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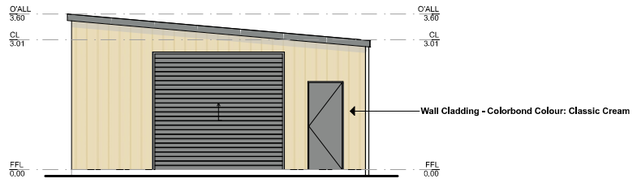
PROPOSED SHED LOCATION / FLOOR PLAN 5

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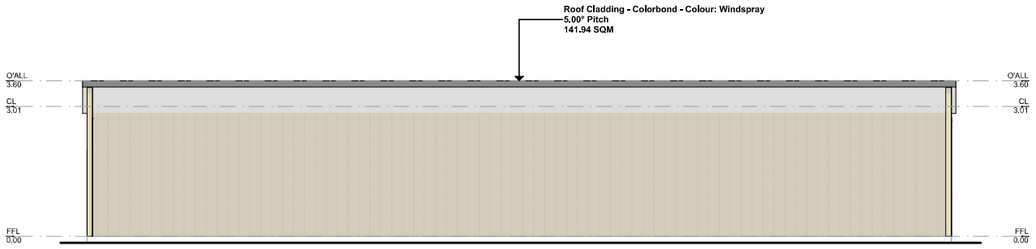
OPERABLE WINDOWS & DOORS MAY BE SHOWN IN THEIR OPEN STATE, FOR ILLUSTRATIVE PURPOSES ONLY



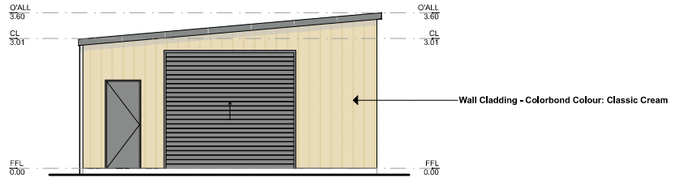
NORTH | ELEVATION



EAST | ELEVATION



SOUTH | ELEVATION



WEST | ELEVATION

IMPORTANT:
ALL GLAZING TO COMPLY WITH AS1288 (2006) and AS2047.
WINDOWS LOCATED 2,0m ABOVE THE SURFACE BENEATH ARE TO BE PROVIDED WITH WINDOW RESTRICTORS TO REFLECT A MAXIMUM OPENING OF 124mm, TO RESIST AN OUTWARD HORIZONTAL ACTION OF 250N IN ACCORDANCE WITH NCC PART 3.9.2.5

WHERE THE RESTRICTING DEVICE OR SCREEN CAN BE REMOVED, UNLOCKED OR OVERRIDDEN, A PERMANENT BARRIER WITH A HEIGHT NOT LESS THAN 865m ABOVE THE FLOOR IS REQUIRED TO THE OPENABLE WINDOW, IN ADDITION TO W INDOW PROTECTION, THE BARRIER MUST NOT HAVE ANY HORIZONTAL OR NEAR HORIZONTAL ELEMENTS BETWEEN 150mm AND 760mm ABOVE THE FLOOR THAT FACILITATE CLIMBING.

GRADE 'A' SAFETY GLAZING IS REQUIRED TO ALL WINDOWS WITHIN 500mm OFF THE FLOOR, WITHIN 300mm OF A DOOR, WITHIN 2000mm OFF THE FLOOR IN ALL WET AREAS AND IS SUSCEPTIBLE TO HUMAN IMPACT.

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OPERABLE WINDOWS & DOORS MAY BE SHOWN IN THEIR OPEN STATE, FOR ILLUSTRATIVE PURPOSES ONLY

* LIFT OF HINGES TO WATER CLOSETS LOCATED WITHIN 1.2M OF THE DOORWAY SWING

* DECALS : MIN. 20mm HIGH DECALS TO FULL HEIGHT GLAZING LOCATED BETWEEN 700MM AND 1200MM HIGH FROM FINISHED FLOOR LEVEL

* REFER TO APPROVED ENERGY REPORT FOR GLAZING U-VALUES & SHGC

* REFER TO ELEVATIONS FOR SPECIFICATION OF OBCURE GLAZING

SMITH

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BRIDGEWATER, TAS 7030

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Email: **nik@theattic.net.au**

PROPOSED SHED ELEVATIONS 6

IMPORTANT:
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Existing
150mm Dia Sewer

Existing Sewer I.O

37.00m 100° 32' 20"

Stormwater From New Shed
To Connect Into Existing
Stormwater Mains

DP
100 x 50

DP
100 x 50

DP
100 x 50

5 DEG

Proposed 450 x 450
Grated Pit To Be Connected
Into Existing
Stormwater Infrastructure

Existing 100 Dia
Stormwater Line
To Be Upgraded To Support
Stormwater From
New Shed

Existing
350 x 350
Grated Pit

Existing 250 x 250
Grated Pit In Front
of Roller Doors

Proposed 450 x 450
Grated Pit To Be Connected
Into Existing
Stormwater Infrastructure

Proposed 450 x 450
Grated Pit To Be Connected
Into Existing
Stormwater Infrastructure

SMITH

NEW SHED
21 HURST STREET,
BRIDGEWATER, TAS 7030

Date: **16/10/2026** Size: **A2** Scale:**1:100**
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Email: **nik@theattic.net.au**

PROPOSED ROOF / STORMWATER PLAN 7

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Prepared for:

TasTech Enterprises Pty Ltd



21 Hurst Street BRIDGEWATER

FLOOD HAZARD REPORT

FE_26143

24 August 2026

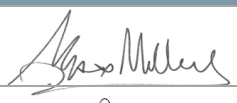
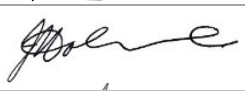
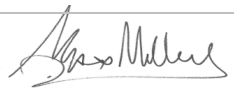
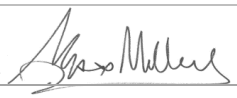
flüssig Engineers

L4/ 116 BATHURST ST
HOBART TASMANIA 7000
ABN: 16 639 276 181

Document Information

Title	Client	Document Number	Project Manager
21 Hurst Street, Bridgewater Flood Hazard Report	**TasTech Enterprises Pty Ltd**	FE_26143	**Max W. Möller** *BEng, FIEAust, EngExec, CPEng, NER, APEC Engineer, IntPE (Aus.)* Principal Hydraulic Engineer

Document Initial Revision

REVISION 00	Staff Name	Signature	Date
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Prepared by	Ash Perera ***Senior Hydraulic Engineer***		06/08/2026
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Prepared by	Fraser Cumming ***Graduate Civil Engineer***		06/08/2026
Reviewed by	John Holmes ***Senior Engineer***		20/08/2026
Reviewed by	Max W. Möller ***Principal Hydraulic Engineer***		21/08/2026
Authorised by	Max W. Moller ***Principal Hydraulic Engineer***		24/08/2026

Document Revision History

Rev No.	Description	Reviewed by	Authorised by	Date

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Acronyms

AEP: Annual Exceedance Probability
ARR: Australian Rainfall and Runoff
CC: Climate Change
TPS: Tasmanian Planning Scheme
DEM: Digital Elevation Model
RAFTS: Runoff Analysis Flow Training System
SSP: Shared Socioeconomic Pathways
LiDAR: Light Detection and Ranging
GIS: Geographic Information System
AHD: Australian Height Datum
RFI: Request for additional information
FFL: Finished Floor Level

1. Introduction

Flüssig Engineers have been engaged by **TasTech Enterprises Pty Ltd,** to undertake a Flood Hazard Report for the development at 21 Hurst Street, Bridgewater in the **Brighton Council** municipality. The purpose of this report is to determine the flood inundation characteristics on the existing and post-development hazard scenarios for the 1% AEP plus climate change (1% AEP + CC), for the purpose of development.

1.1 Development

The proposed development involves the construction of a new Class 7b building at 21 Hurst Street, Bridgewater. The subject site has an area of approximately 2,785 m^2 and currently contains an existing car wash of approximately 330 m^2 and an existing building of approximately 180 m^2 located toward the southern portion of the site. The proposed Class 7b building will have a footprint of approximately 140 m^2. The development is subject to the Flood-Prone Areas Hazard Code, as the site is located within a mapped flood-prone hazard area.

This report has been prepared with reference to the Attic Building Design plans for 21 Hurst Street, Bridgewater, dated 18 June 2026, and in response to Brighton Council's RFI dated 8 July 2026.

1.2 Objectives and Scope

This flood hazard report has been prepared for the development at 21 Hurst Street, Bridgewater. The assessment has been undertaken to establish the level of development risk associated with overland flooding at the site. The objectives of this study are:

- Assess the site's flood characteristics under the 1% AEP + CC scenario and compare pre and post development flood behaviour through mapping and analysis.
- Provide flood mitigation recommendations for the development, where appropriate.
- Assess changes in flood depth, velocity, discharge and hazard resulting from the proposed development.
- Consider the proposed development against the relevant provisions of the Flood-Prone Areas Hazard Code.

1.3 Scope Limitations

This study is limited to the objectives of the engagement by the client, the availability and reliability of data, and including the following:

- The flood model is limited to a 1% AEP + CC worst case temporal design storm.
- All parameters have been derived from best practice manuals and available relevant studies (if applicable) in the area.
- All provided data by the client or government bodies for the purpose of this study is deemed fit for purpose.
- The study is to determine the effects of the new development on flooding behaviour and should not be used as a full flood study into the area without further assessment.

1.4 Relevant Planning Scheme Requirements

Table 1. Tasmanian Planning Scheme Requirements

Planning Scheme Code	Objective
C12.6.1 Buildings and works within a flood-prone hazard area	(a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.

2. Model Build

2.1 Overview of Catchment

The contributing catchment for 21 Hurst Street, Bridgewater is approximately 24 ha stretching north and northeast of the development site with an average slope of 4.7 %. The land use of the catchment is General Business, General Industrial, Inner Residential and Light Industrial with the specific site being listed as General Business.

Figure 1 below outlines the approximate contributing catchment for the site at 21 Hurst Street, Bridgewater.



Figure 1. Contributing Catchment for 21 Hurst Street, Bridgewater

2.2 Hydrology

The following table states the adopted hydrological parameters for the RAFTS catchment.

Table 2. Parameters for RAFTS catchment

Catchment Area (ha)	Initial Loss Perv/imp (mm)	Continuing Loss Perv/imp (mm/hr)	Manning's N pervious	Manning's N impervious	Non-linearity factor
24.1	18/1	2.5/0.0	0.045	0.02	-0.285

2.2.1 Design Rainfall Events

The model utilised 1% AEP (100yr ARI) flood events for the life of the development. Therefore, the design events assessed in this analysis are limited to the 1% AEP + CC design events. Due to the size and grade of the catchment the peak rainfall time was restricted to between 10min – 6 hrs.

The model shows that the 1% AEP 15-minute storm temporal pattern 9 was the worst-case median storm for the full contributing catchment. Therefore, those storm events were used within the hydraulic model.

Figures 2 shows the box and whisker output of the model run.

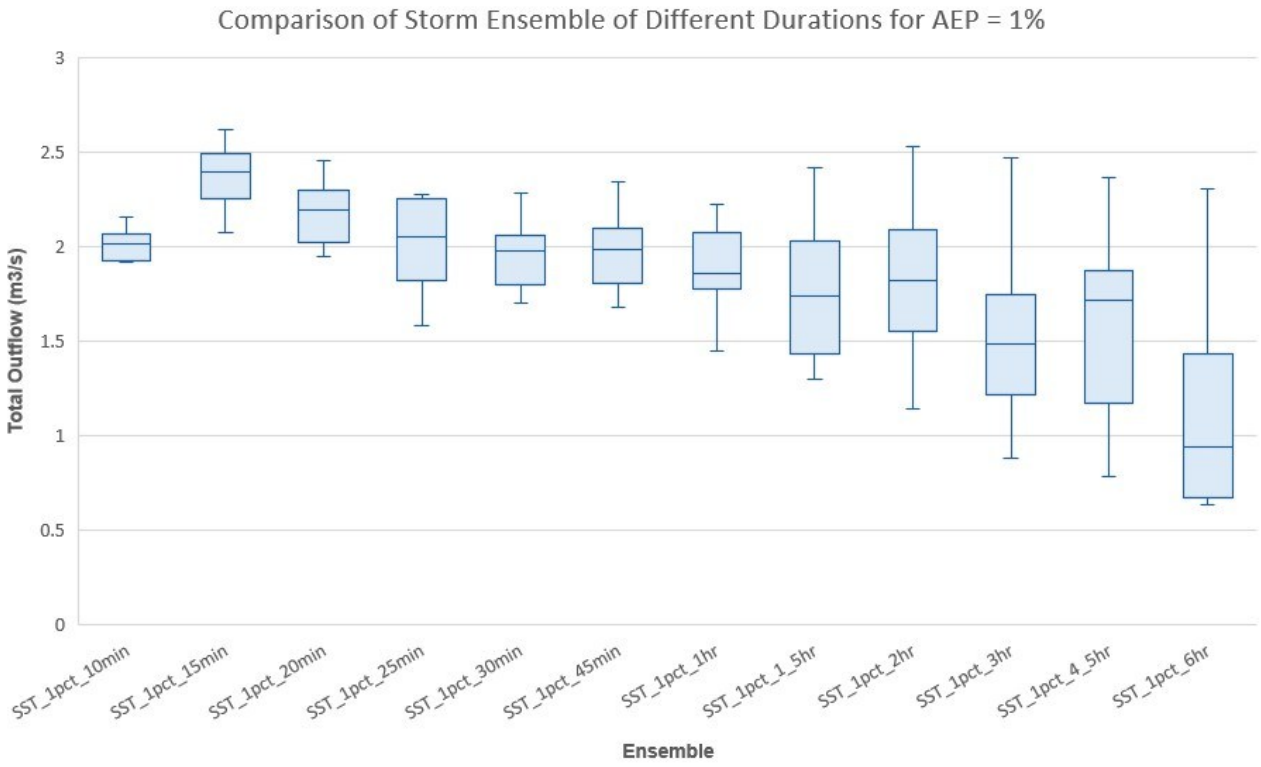


Figure 2. 1% Box and Whisker Plot, Full Catchment Flood Event Model

2.2.2 Climate Change

The ARR 2019 Guide for Flood Estimation, Version 4.2, is regarded as the industry standard for assessing projected increases in rainfall under climate change conditions for the year 2100 scenario.

According to Table 3 of the guide, a multiplication factor of 1.66 is adopted for 15-minute rainfall duration under the 2100 SSP3-7.0 scenario for the localised catchment. SSP3-7.0 represents an upper-intermediate emissions pathway and is commonly adopted in flood studies undertaken for Tasmanian councils where a specific climate change scenario has not been prescribed. This factor accounts for the anticipated intensification of extreme rainfall events due to climate change impacts.

Table 3. Climate Change Increases

Parameter	Localised Catchment SSP3-7.0 @ 2100
< 1 Hour Rainfall Intensity	66% Increase

2.2.3 Calibration/Validation

This catchment has no stream gauge to calibrate the model against a real-world storm event. Similarly, there is little historical information available, and limited available past flood analysis undertaken to validate against the flows obtained in the model.

2.3 Hydraulics

A detailed one-dimensional–two-dimensional (1D–2D) hydraulic model was developed to simulate and quantify flood behaviour across the target study area. The 1D component of the model was configured to represent any existing infrastructure, enabling accurate routing of flows through defined hydraulic

structures. This ensured that conveyance within the formal drainage system was properly captured, including surcharge behaviour during periods of high flow.

2.3.1 Survey

The 2D surface model was taken from a combination of LiDAR to create a 1m and cell size DEM. For the purposes of this report, 1m cells are enough to capture accurate flow paths. This approach improves representation of local road drainage behaviour and the interaction between road runoff and adjacent overland flow paths. The DEM with hill shading can be seen below (Figure 3).

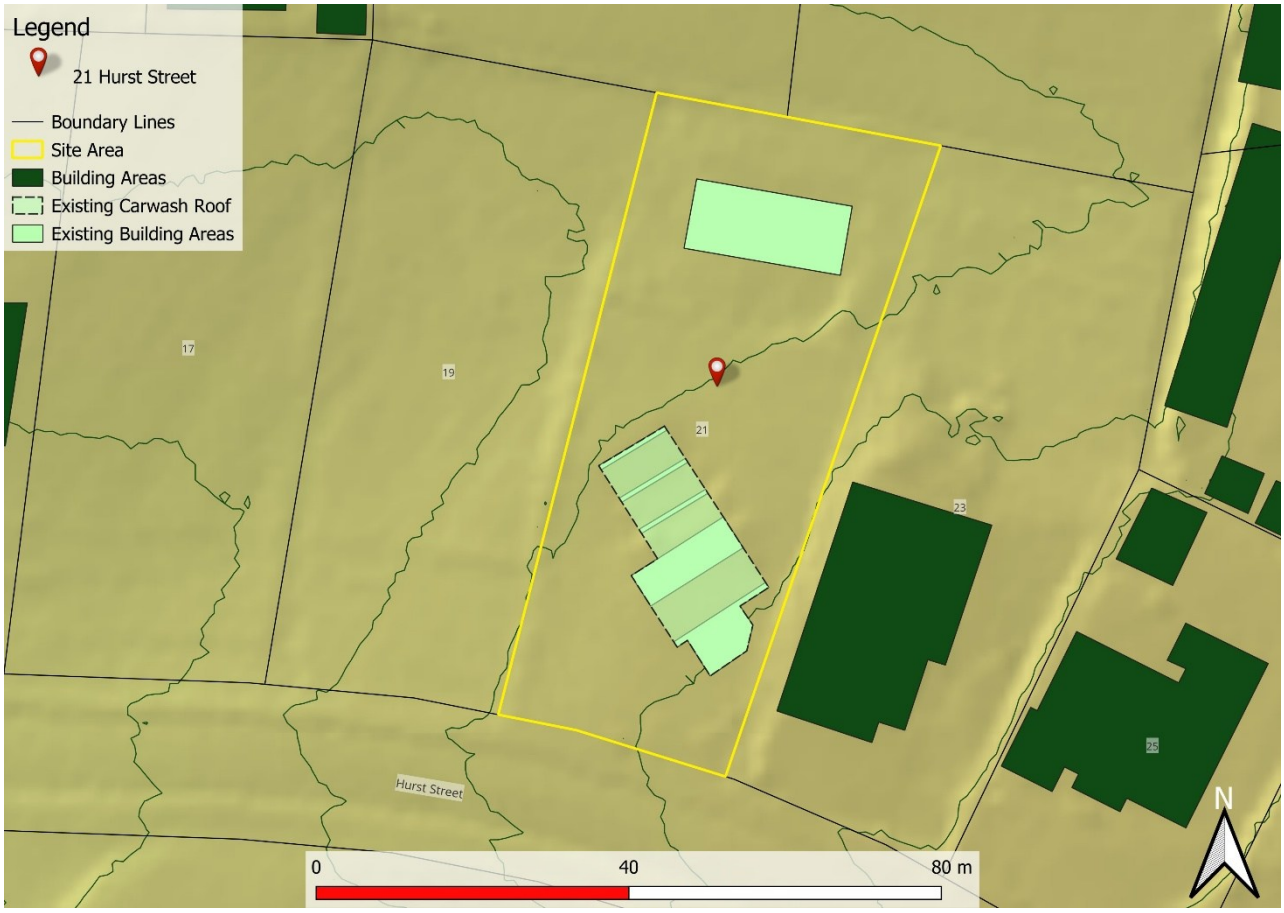


Figure 3. 1m DEM (Hill shade) of Lot Area, 21 Hurst Street, Bridgewater.

2.3.2 Key Stormwater Assets including Pipes and Pits

Pipes and pits were modelled as 1D underground network within the localised catchment model to provide insight into the capacity of the stormwater system. Where data was missing, this was inferred from surrounding data and where invert levels were missing, a 600 mm cover was applied.

2.3.3 Roads

Roads often form the basis for overland flow in high frequency events; however, the kerb and channel are not always picked up by the DEM surface. Where kerb and channel features were not adequately captured, appropriate elevations ranging from 0.10 m to 0.15 m were adopted to represent their effect on overland flow conveyance Mesh polygons were used to delineate road corridors, with z-lines incorporated along the gutter to ensure the kerb invert was represented within the mesh.

2.3.4 Structures

In the process of crafting a two-dimensional grid to depict the ground surface of the floodplain, we initiated by re-sampling high-resolution LiDAR data to generate a digital elevation model (DEM) through the utilisation of GIS software.

Within this procedure, the attention was directed towards identifying and incorporating pertinent features such as residential structures, commercial buildings, walls, and roadways. Ensuring the comprehensive inclusion of these features within the re-sampled DEM was of utmost importance.

2.3.5 Buildings

Specifically, residential houses and commercial buildings were integrated into the DEM by elevating the corresponding grid cells representing these structures by a standardised height of 0.3 meters above the natural ground surface. Subsequently, the re-sampled grids were utilised to establish the Infoworks ICM model, thus forming a foundational framework for the subsequent analysis and simulation of flood dynamics.

This method allows for flow through the building if the flood levels/ pressure become great enough. The aim is to mimic flow through passageways such as doors, windows, and hallways.

2.3.6 Walls

All significant fences and retaining structures were incorporated into the 2D model as 2D linear wall elements. Paling fences were modelled with a maximum height of 250 mm, representing the estimated depth at which they are likely to collapse during a 1% AEP rainfall event. Solid material walls were modelled using a realistic height to reflect their structural integrity and expected behaviour under flood conditions.

2.3.7 Roughness (Manning's n)

Table 4 shows Manning's values used in the model. Values for this layer were derived from the ARR 2019 Guidelines.

Table 4. Manning's Coefficients (ARR 2019)

Land Use	Roads	Open Channel	Rural	Residential	Parks	Buildings	Piped Infrastructure
Manning's n	0.018	0.035	0.04	0.045	0.05	0.3	0.013

3. Model Results

The result of 1% AEP + CC were run through the pre-development and post-development model scenarios to compare the changes to flooding onsite and to surrounding properties.

3.1 Pre-Development Scenario

The pre-development modelling results, shown in Figure 4, confirm that 21 Hurst Street is subject to overland flooding during the 1% AEP climate change 2100 event. The mapped flood behaviour is driven by catchment runoff originating to the north and east of the subject site, with overland flow entering from the northeast, as well as along the northern and eastern boundaries, before exiting the site primarily along the western boundary.

The mapped overland flow path is generally shallow and broad as it enters the allotment, with the primary flow path spreading across the northern portion of the site, with more dispersive flow through the existing driveway and hardstand areas. Existing building areas, the carwash structures, internal kerb and driveway surfaces locally influence the distribution of shallow flow across the site. The flow then continues towards the western and northwestern boundaries, where it leaves the site and continues downstream.

Flood depths across the subject site are generally shallow, with representative depths ranging from approximately 0.05 m to 0.14 m. The maximum modelled flood depth within the lot is approximately 0.25 m, occurring near the northwestern portion of the site. This maximum appears to be localised and associated with the primary overland flow path which follows the low-lying nature of the local topography in this conveyance path. Shallow sheet flow is experienced throughout the internal driveway

areas, due to the kerb network containing minor flows and conveying towards the Hurst Street road corridor and supporting stormwater network.

Modelled velocities within the site are generally low, with velocities ranging from approximately 0.26 m/s to 0.63 m/s. The maximum modelled velocity is approximately 1.22 m/s, occurring near the northern boundary where runoff becomes more concentrated before moving towards the western boundary. This maximum is localised and does not indicate high velocity conditions across the broader site.

Based on the modelled depth and velocity results, the flood hazard within 21 Hurst Street is entirely classified as H1 hazard band. The results indicate that the site is primarily affected by shallow overland flooding, with the principal consideration being the preservation of the northeast to western boundary flow path and ensuring that future works do not obstruct, concentrate or redirect runoff onto adjoining properties.

3.2 Post-Development Scenario

The post-development modelling results, shown in Figure 5, show that the site generally maintains the broader overland flow path during the 1% AEP climate change 2100 event. The mapped flood behaviour remains generally consistent with the pre-development scenario, with the catchment runoff originating to the north and east of the subject site, entering from the northeastern portion of the lot, as well as along the northern and eastern boundaries.

The proposed development includes a proposed class 7b building north of the existing shed near the northern boundary. This building slightly modifies the local distribution of shallow inundation in the northern portion of the site. However, the overall overland flow behaviour remains comparable to the pre-development scenario. Flow continues to spread through the existing driveway and hardstand areas before discharging towards the northwestern corner and along the western boundary.

The post-development flow path remains broadly similar to the pre-development scenario, with the main difference being that the proposed building locally redirects shallow flow around the northern building footprint. Rather than passing through the existing open area in a more dispersed manner, some flow is redirected around the proposed building and continues towards the retained downstream flow path. Overall, the modelled results indicate that the proposed development changes the local distribution of shallow inundation but does not materially alter the broader northeastern to western flow direction through the site.

Flood depths across the subject site remain generally shallow, with representative depths ranging from approximately 0.05 m to 0.17 m. The maximum modelled flood depth within the lot is approximately 0.28 m, occurring near the northwestern portion of the site. This maximum remains localised and is generally associated with the primary flow path, which is confined to a lower-lying area along the northern boundary. A minor sheet flow within the driveway and hardstand areas is locally influenced by the existing kerb network and conveyed toward the southern portion of the site.

Due to the location of the proposed building within the northern overland flow path, a minor increase in shallow flood extent is observed within 59–69 Cove Hill Road. However, this is limited to depths below 0.02 m and remains within the H1 hazard classification.

Modelled velocities within the site remain generally low, ranging from approximately 0.11 m/s to 0.58 m/s. A localised maximum velocity of approximately 1.36 m/s occurs near the northern boundary, where overland flow becomes more concentrated around the proposed building footprint before continuing towards the western boundary. This represents a minor localised increase compared with the pre-development scenario due to the partial confinement and redirection of the existing overland flow path. The increase is limited in extent and does not result in a broader increase in flood velocity or overall flood hazard across the site.

Based on the modelled depth and velocity results, the flood hazard within 21 Hurst Street remains classified as H1. The results indicate that the proposed building does not materially alter the existing flood behaviour, provided the northeast to west overland flow path is maintained and future works avoid concentrating or redirecting runoff onto adjoining properties.

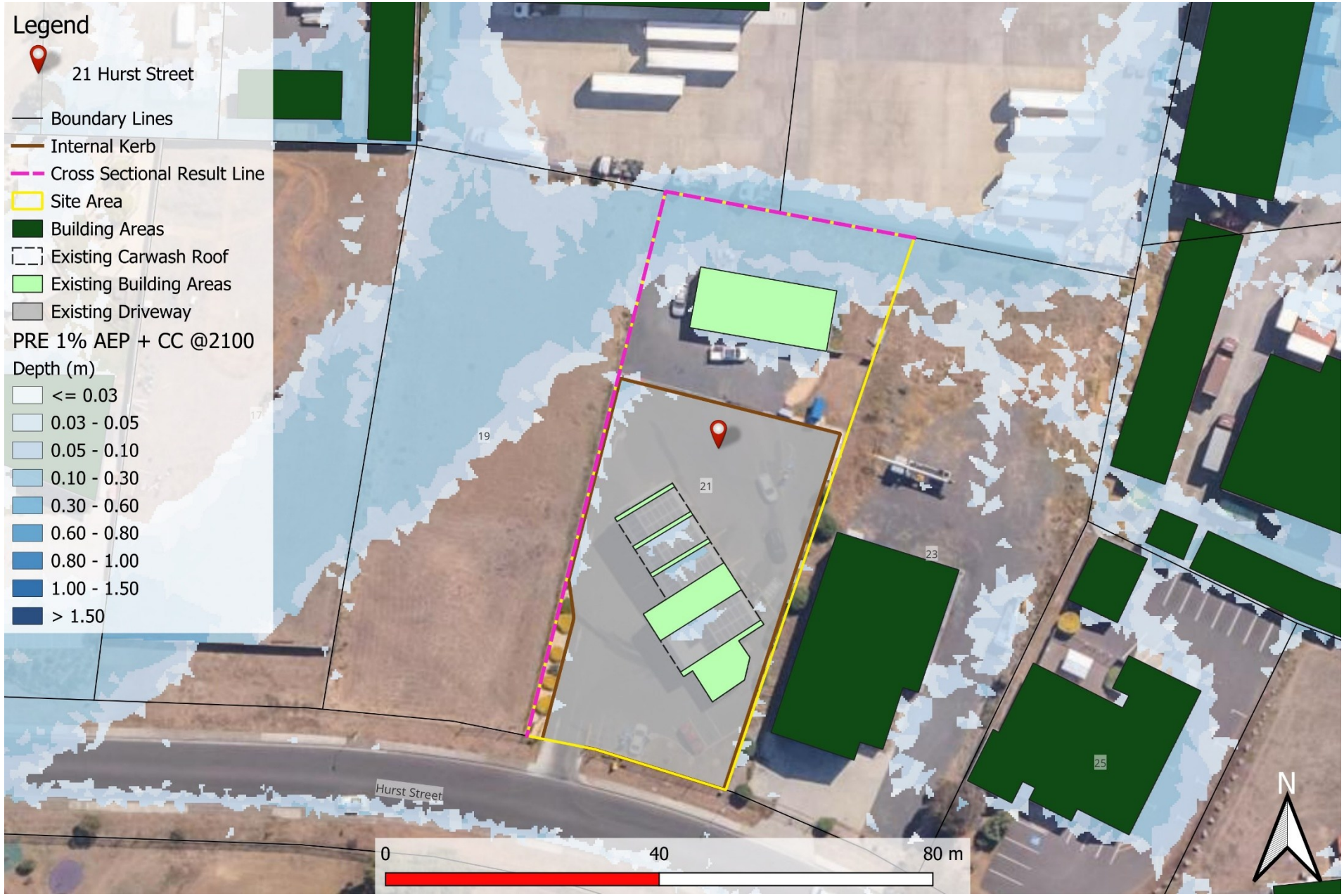


Figure 4. Pre-Development 1% + CC Flood Depths and Extents

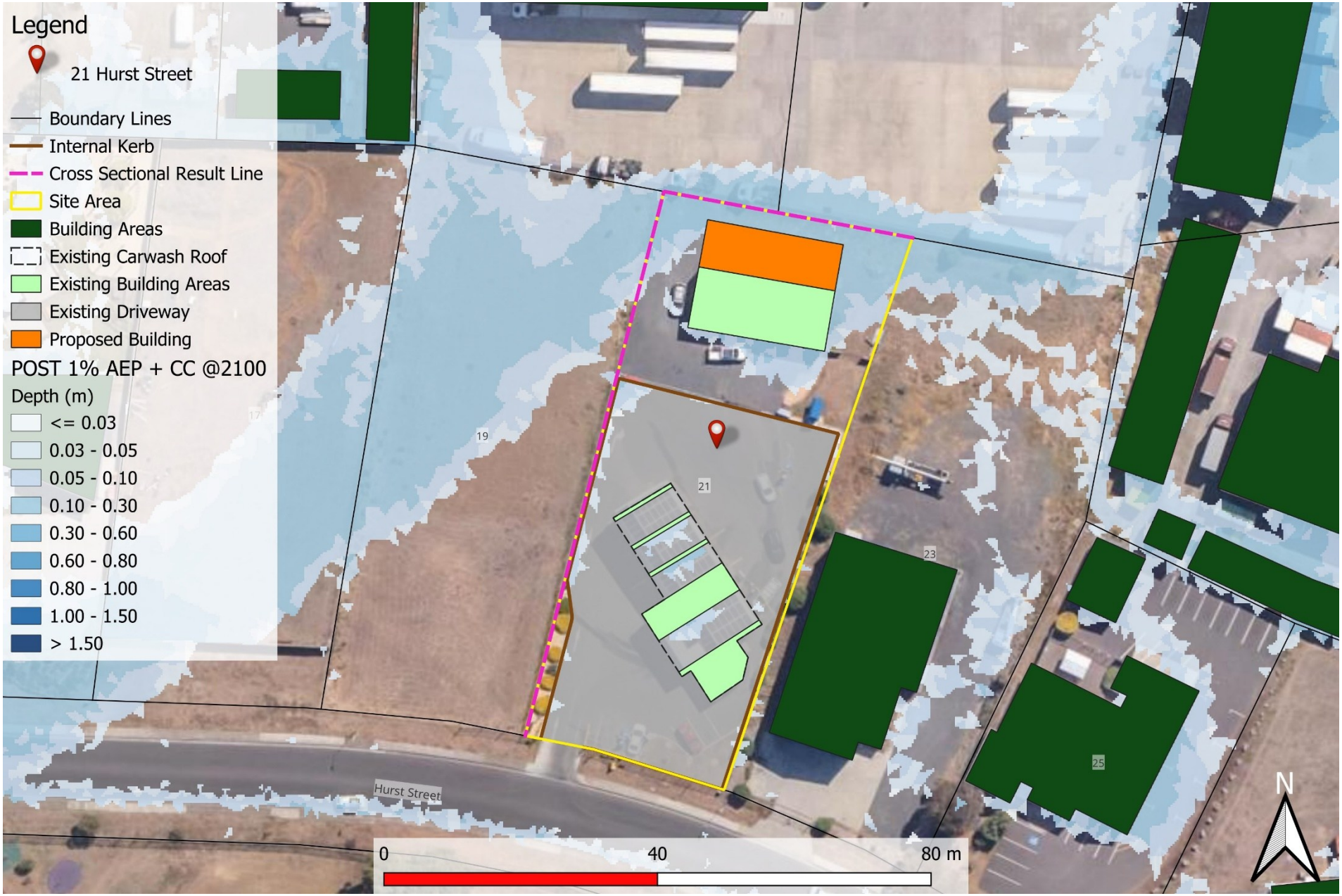


Figure 5. Post Development 1% + CC Flood Depth and Extents

3.3 Displacement of Overland Flow on Third Party Property

Figure 5 presents the post development flood results for 21 Hurst Street. When compared with the pre development scenario, the proposed Class 7b building near the northern boundary locally modifies the existing overland flow path, with shallow flow redirected around the proposed building footprint.

Due to the location of the proposed building within the northern overland flow path, a minor increase in flood extent is observed within 59–69 Cove Hill Road. The additional inundation is limited to depths below 0.02 m and remains within the H1 hazard classification. The affected area comprises existing hardstand and is located away from existing building footprints.

The broader overland flow behaviour remains generally consistent with the pre development condition, with no material increase in flood depth, velocity or hazard identified on adjoining properties or surrounding infrastructure.

It is therefore considered that the proposed development does not result in a material increase in flood risk to surrounding properties.

3.4 Development Effects on Stormwater Discharge

Figure 6 below shows the discharge hydrograph at the cross-sectional results line for 21 Hurst Street lot area only. The graph was captured in the model for both pre- and post-development runs and combined in a graph to demonstrate the change in net-discharge.

It demonstrates that there is a slight increase of 0.08 m/s in velocity from 0.83 m/s in the pre-development to 0.91 m/s in the post-development model. An increase of 0.04 m^3/s in discharge is observed between the pre-development and post-development scenarios, from 1.26 m^3/s to 1.30 m^3/s respectively. These increases are relatively minor and are likely due to the redirection of some of the overland flow from the proposed building adjacent to the cross-sectional results line.

As seen from these results, the impact on stormwater discharge from the proposed development is negligible.

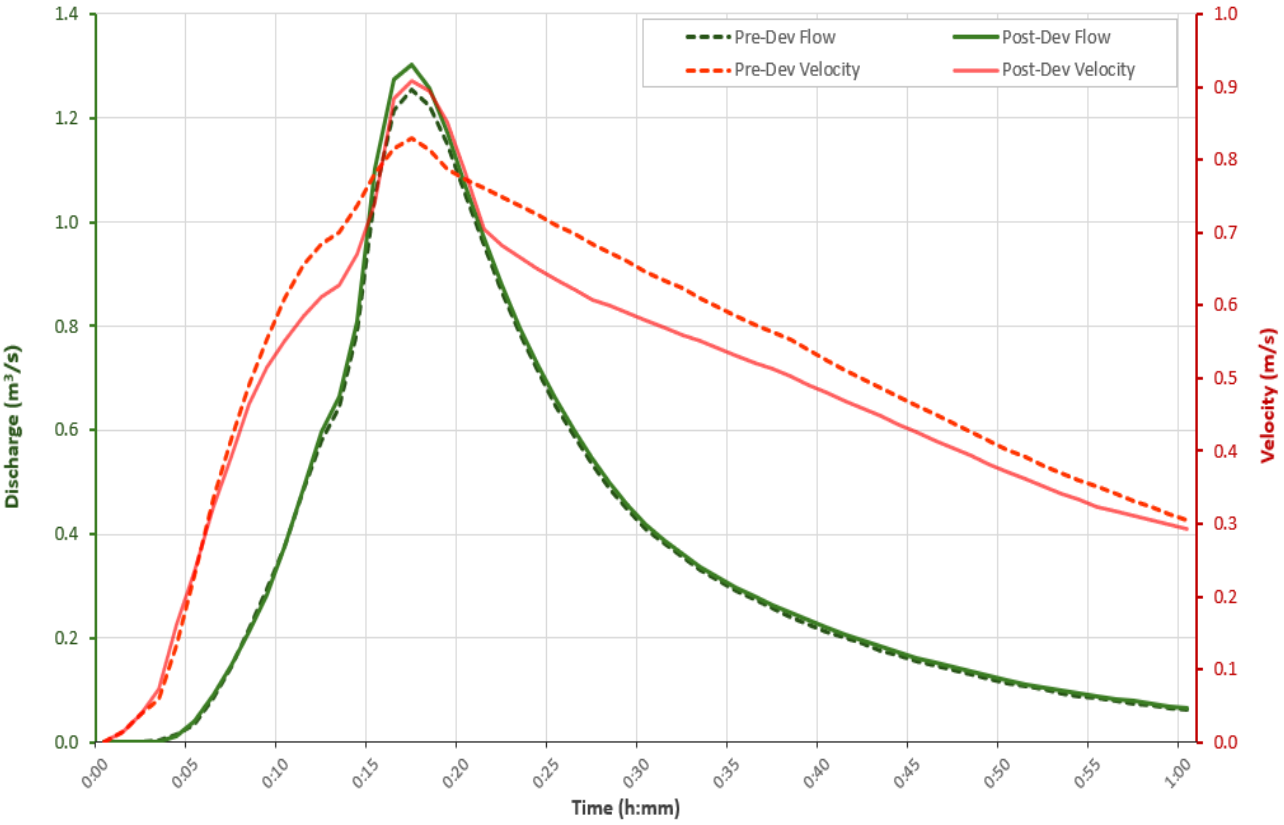


Figure 6. Pre and Post Development Net Discharge 1% AEP +CC, 21 Hurst Street

3.5 Model Summary

The key results between the pre-development and post development are shown in Table 5 below.

Table 5. Pre- and post-development results at the cross-sectional line within the lot

	Pre-development	Post-development	Net Change
Depth (m)	0.25	0.28	+0.03
Velocity (m/s)	0.83	0.91	+ 0.08
Discharge (m^3/s)	1.26	1.30	+ 0.04

4. Flood Hazard

Appendix A presents the pre-development and post-development flood depth, velocity and hazard mapping for 21 Hurst Street and the surrounding area. The mapping allows the existing flood behaviour to be compared with the developed condition, including the proposed building.

Under the pre-development scenario, the subject site is affected by shallow overland flooding during the 1% AEP climate change 2100 event. Flooding is driven by catchment runoff originating to the north and east of the site, with flow entering from the northeastern portion of the lot, flowing along the northern boundary before exiting westerly. Flood depths within the site range from approximately 0.05 m to 0.14 m, with a maximum modelled depth of approximately 0.25 m occurring near the northwestern portion of the site. Modelled velocities generally range from approximately 0.26 m/s to 0.63 m/s, with a maximum velocity of approximately 1.22 m/s near the northern boundary, where runoff becomes more concentrated before moving towards the northwestern corner.

Based on the adopted Australian Flood Resilience and Design Handbook hazard classifications, these conditions correspond with the H1 hazard band. This indicates that the site is affected by shallow, low hazard overland flooding, with no higher hazard classifications identified within the subject site.

Following inclusion of the proposed building, the post-development results remain broadly consistent with the pre-development condition. Representative flood depths range from approximately 0.05 m to 0.17 m, with a maximum modelled depth of approximately 0.28 m occurring in the same northwestern portion of the lot. Modelled velocities generally range from approximately 0.11 m/s to 0.58 m/s, with a maximum velocity of approximately 1.36 m/s near the northern boundary.

The post-development hazard remains within the H1 hazard band, with no increase in hazard classification when compared with the pre-development scenario. The modelling indicates that the proposed building slightly modifies the local distribution of shallow inundation around the northern building footprint, however it does not materially alter the broader northeast to west overland flow path or result in a material increase in flood hazard within the site or on adjoining properties.

The pre-development and post-development hazard maps included in Appendix A show that the proposed development does not materially change the hazard behaviour outside the subject site. This assessment is limited to flood behaviour within the subject site and surrounding area and does not include assessment of public road access during a flood event.

A summary of the hazard ratings is shown in Figure 7.

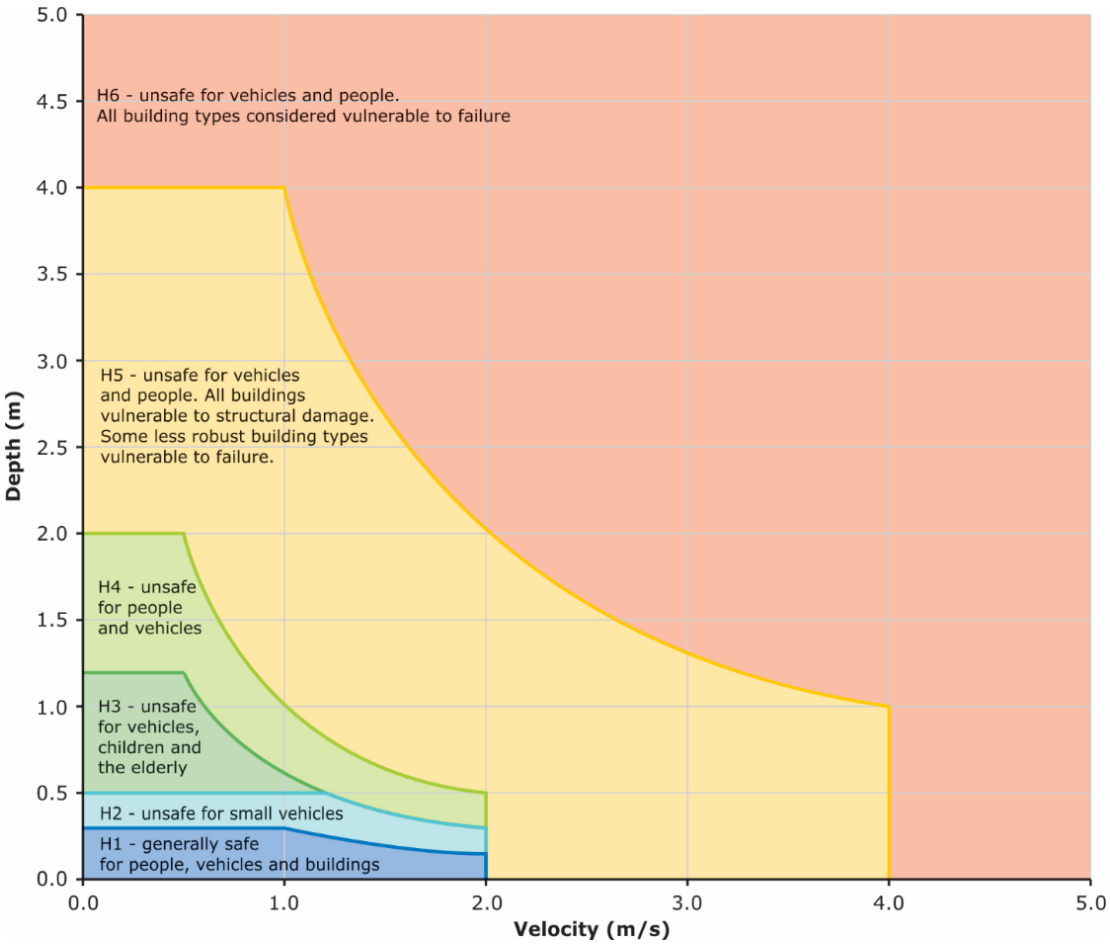


Figure 7. Hazard Categories Australian Disaster and Resilience Handbook

4.1 Tolerable Risk

This flood assessment represents an evaluation of the proposed site layout at 21 Hurst Street, Bridgewater. The results indicate that the proposed building is affected by shallow overland flooding, with flow entering from the northern and eastern portions of the site, before dispersing through the site towards the northwestern corner and across the western boundary. The existing overland flow path is generally maintained around the proposed building, with minor localised redirection of shallow flow around the building footprint.

The proposed development area is affected by shallow, low hazard flooding, with the post-development results showing flood depths and velocities broadly consistent with the pre-development scenario. Flood hazard across the subject site remains within the H1 hazard band under both scenarios. The proposed building locally modifies the distribution of shallow inundation around the northern building footprint, however this change does not materially increase flood hazard within the site or on adjoining land, provided the existing northeastern to western conveyance path is maintained.

If all recommendations contained within this report are implemented and maintained throughout the structure's life, the proposed Class 7b building can achieve and maintain a tolerable level of flood risk. The expected flood behaviour is considered manageable under the assessed design conditions without unacceptable impacts to the proposed building, surrounding property or adjoining land.

5. Tasmanian Planning Scheme Summary

The following table summarises the proposed development's response to the applicable Flood-Prone Areas Hazard Code provisions.

Table 6. Tasmanian Planning Scheme - C12.6.1

C12.6.1 Building and works within a flood prone area			
Objective: (a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and, (b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure.			
Performance Criteria			
P1.1		**P1.1**	
Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:		Response from flood report	
(a)	the type, form, scale and intended duration of the development;	(a)	Proposed class 7b building
(b)	whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;	(b)	The post development modelling indicates no material increase in flood risk associated with the proposed Class 7b building. No specific hazard reduction or protection measures are considered necessary. Recommendations are provided within this report to manage flood exposure to the proposed development.
(c)	any advice from a State authority, regulated entity or a council; and	(c)	N/A
(d)	the advice contained in a flood hazard report.	(d)	Flood report and recommendations provided within.
Performance Criteria			
P1.2		**P1.2**	
A flood hazard report also demonstrates that the building and works:		Response from Flood Report	
(a)	do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and	(a)	The proposed development does not result in a material increase in flood risk to adjacent land or public infrastructure. A minor increase in shallow flood extent is identified within the northern adjoining property at 59–69 Cove Hill Road, limited to depths below 0.02 m and remaining within the H1 hazard classification. This change is considered as having tolerable risk.
(b)	can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.	(b)	The proposed Class 7b building is subject to shallow overland flooding within the H1 hazard band. The proposed development can achieve and maintain a tolerable level of flood risk during the 1% AEP + CC at 2100 event over the intended life of the building, subject to implementation of the recommendations contained within this report.

6. Conclusion

This assessment has been undertaken with consideration of the Flood-Prone Areas Hazard Code provisions of the Tasmanian Planning Scheme. The assessment compares the pre-development condition with the post-development condition, including the proposed class 7b building near the northern boundary, under the 1% AEP climate change 2100 event.

The hydraulic modelling indicates that the proposed development results in no material change to flood behaviour within the site or on neighbouring lots. Flood depths, velocities and hazard outcomes remain broadly consistent between the pre-development and post-development scenarios. The broader overland flow behaviour also remains generally consistent with the existing condition, with runoff entering from the northern and eastern boundaries, with the primary flow path adjacent to the northern building footprint and boundary before dispersing through the site towards the northwestern corner and western boundary.

Hazard mapping indicates that the subject site remains within the H1 hazard band under both scenarios, representing low hazard conditions. The proposed building locally modifies shallow inundation around the northern building footprint. A minor increase in shallow flood extent is identified within the northern adjoining property, with additional inundation limited to less than 0.02 m and remaining within the H1 hazard classification. This change is not considered to represent a material increase in flood risk to adjoining land or surrounding infrastructure.

Subject to the recommendations outlined within this report, including maintaining the broader overland flow conveyance through the site and ensuring that the proposed works do not obstruct, concentrate or redirect runoff onto adjoining land, the proposed development is considered capable of achieving and maintaining a tolerable level of flood risk over its intended design life and is consistent with the relevant requirements of the Tasmanian Planning Scheme.

7. Recommendations

Flüssig Engineers therefore recommends the following engineering design be adopted for the development and future use to ensure the works meet the Flood Prone Areas Hazard Code:

1. Site levels surrounding the proposed Class 7b building are to be configured so that shallow overland flow can pass around the building without creating a material increase in flood risk to adjoining properties.
2. The proposed building and any associated structural elements located within the mapped inundation area are to be designed to resist applicable flood forces, including debris loading where relevant.
3. All future proposed structures, filling, retaining walls or solid fencing within the flood extent not assessed within this report will require further flood assessment to confirm that overland flow is not materially obstructed or redirected.
4. Any future redevelopment, alteration or change of use of the proposed building should be subject to further flood assessment where it may alter the flood risk associated with the development.

8. Limitations

Flüssig Engineers was engaged by **TasTech Enterprises Pty Ltd**, to undertake a site-specific flood assessment for the property located at 21 Hurst Street, Bridgewater in accordance with C12 Flood Prone Areas Hazard Code of the Tasmanian Planning Scheme.

The results, findings, and interpretations contained in this report are based on the existing site conditions, available LiDAR surface data, hydraulic modelling, and other third-party information provided to Flüssig Engineers. Should any aspect of the site, catchment, or proposed development design change, including modifications to ground levels, drainage patterns, or surrounding infrastructure, the flood behaviour and associated risks may also change.

This assessment has been undertaken based on the development layout and intended use available at the time of assessment. Material changes to the proposed layout, change of use, earthworks, finished levels or drainage may alter flood behaviour and require further assessment.

Flüssig Engineers accepts no liability for localised surface water ingress where the recommended drainage and grading measures are not installed, maintained and operational

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Flüssig Engineers accepts no responsibility or liability for errors or inaccuracies arising from information supplied by external sources, third-party consultants, or other data providers used in preparing this report. The outcomes and conclusions presented herein are valid only for the conditions and assumptions explicitly described in this document.

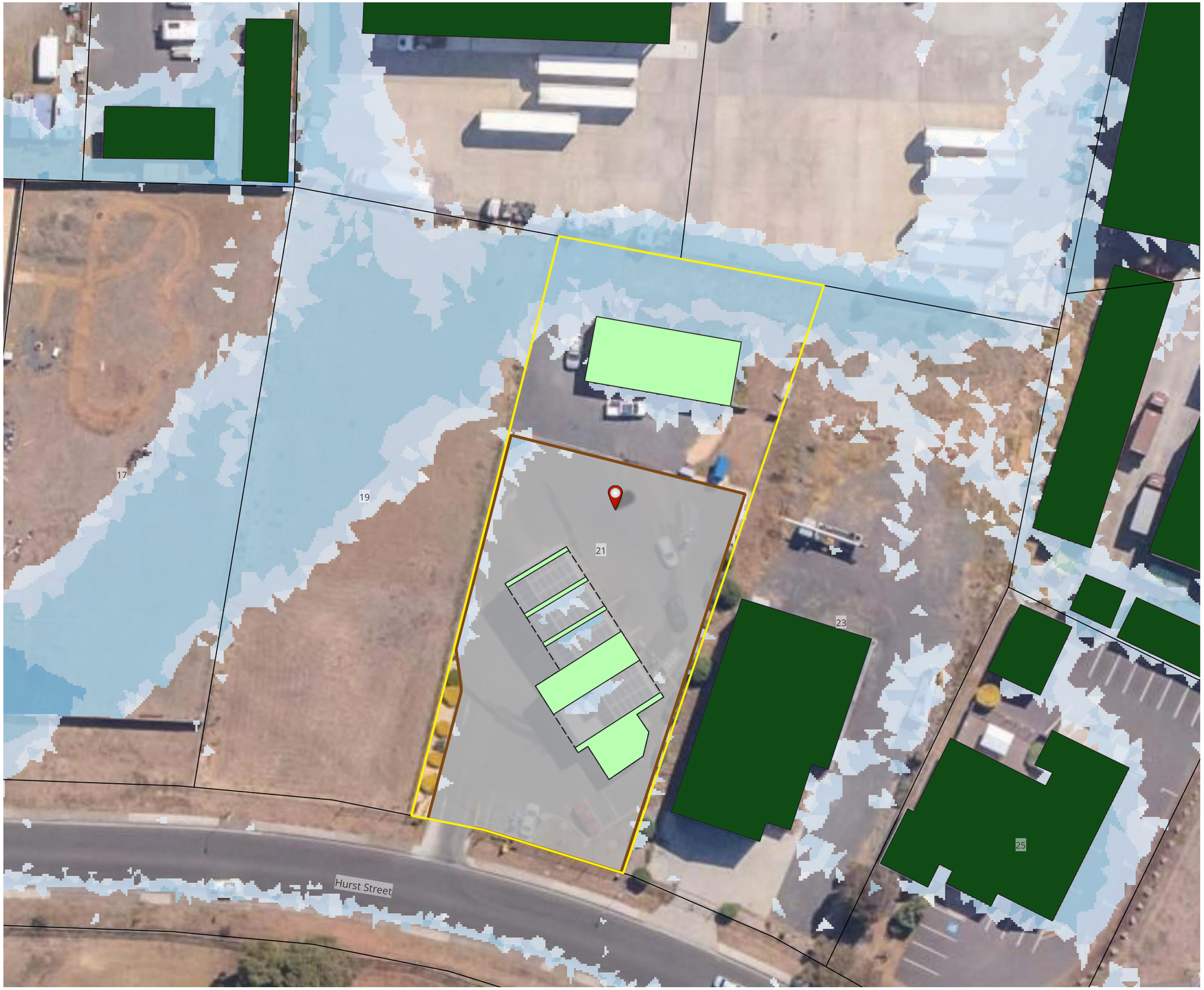
9. References

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10. Appendices

Appendix A Flood Maps

PRE 1% AEP + CC @ 2100



Legend

21 Hurst Street

Boundary Lines
Internal Kerb
Site Area
Building Areas
Existing Carwash Roof
Existing Building Areas
Existing Driveway

PRE 1% AEP + CC @2100

Depth (m)

<= 0.03
0.03 - 0.05
0.05 - 0.10
0.10 - 0.30
0.30 - 0.60
0.60 - 0.80
0.80 - 1.00
1.00 - 1.50
> 1.50



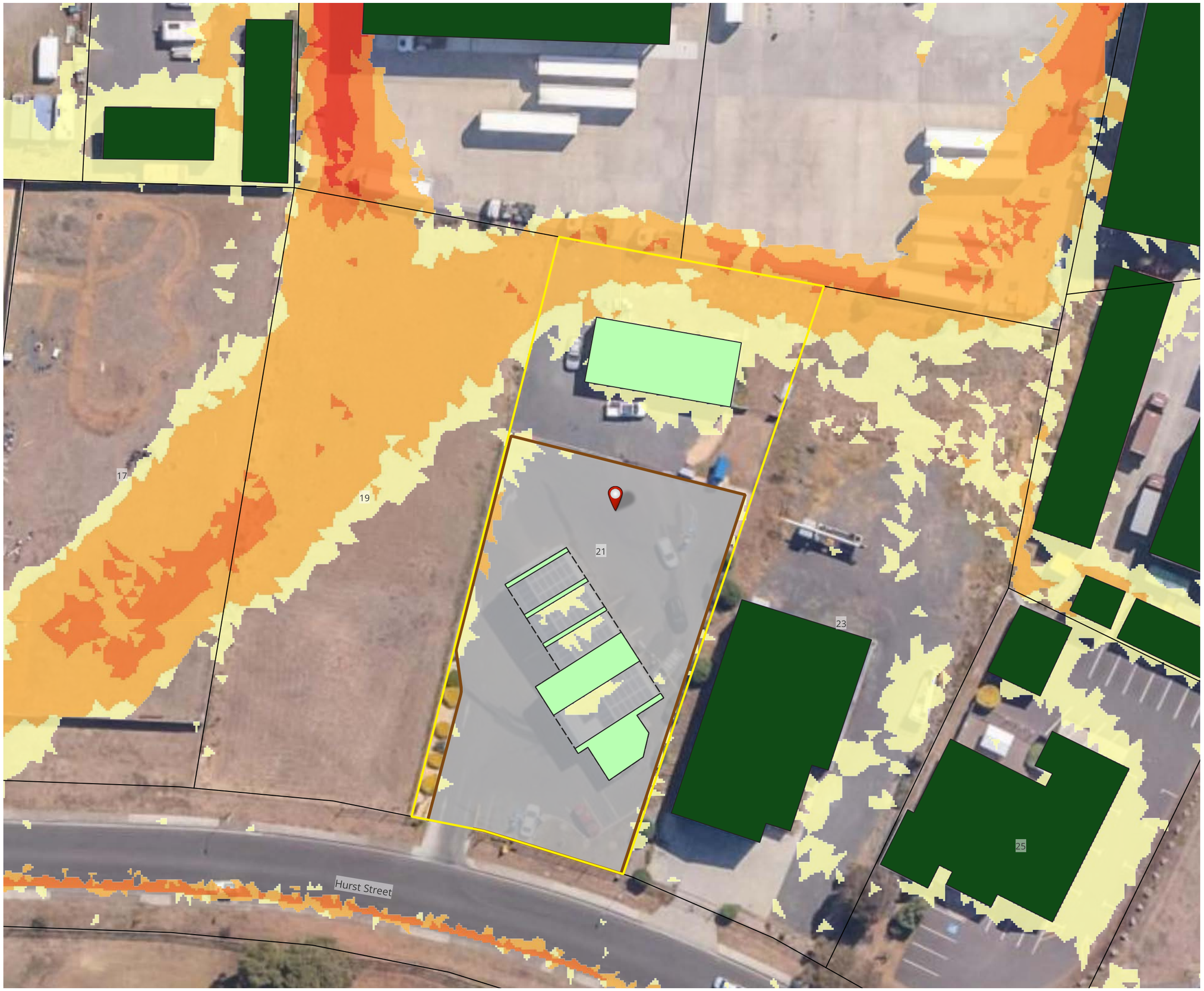
0 10 20 m

meters

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PRE 1% AEP + CC @ 2100



Legend

21 Hurst Street

Boundary Lines
Internal Kerb
Site Area
Building Areas
Existing Carwash Roof
Existing Building Areas
Existing Driveway

PRE 1% AEP + CC @2100

Velocity (m/s)

<= 0.50
0.50 - 1.00
1.00 - 1.50
1.50 - 2.00
> 2.00



0 10 20 m

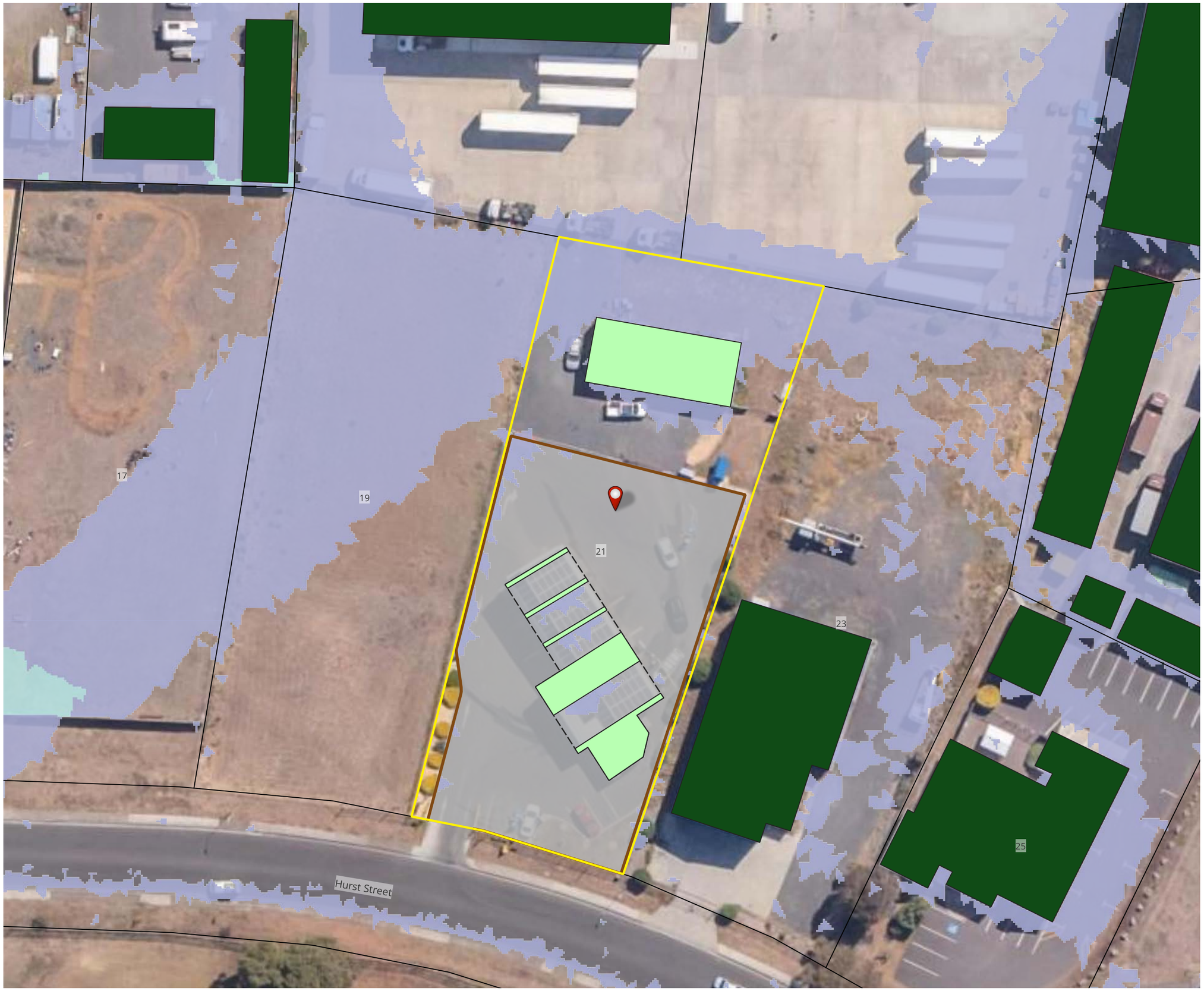
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PRE 1% AEP + CC @ 2100



Legend

21 Hurst Street

Boundary Lines
Internal Kerb
Site Area
Building Areas
Existing Carwash Roof
Existing Building Areas
Existing Driveway

PRE 1% AEP + CC @2100

Hazard

H1
H2
H3
H4
H5
H6



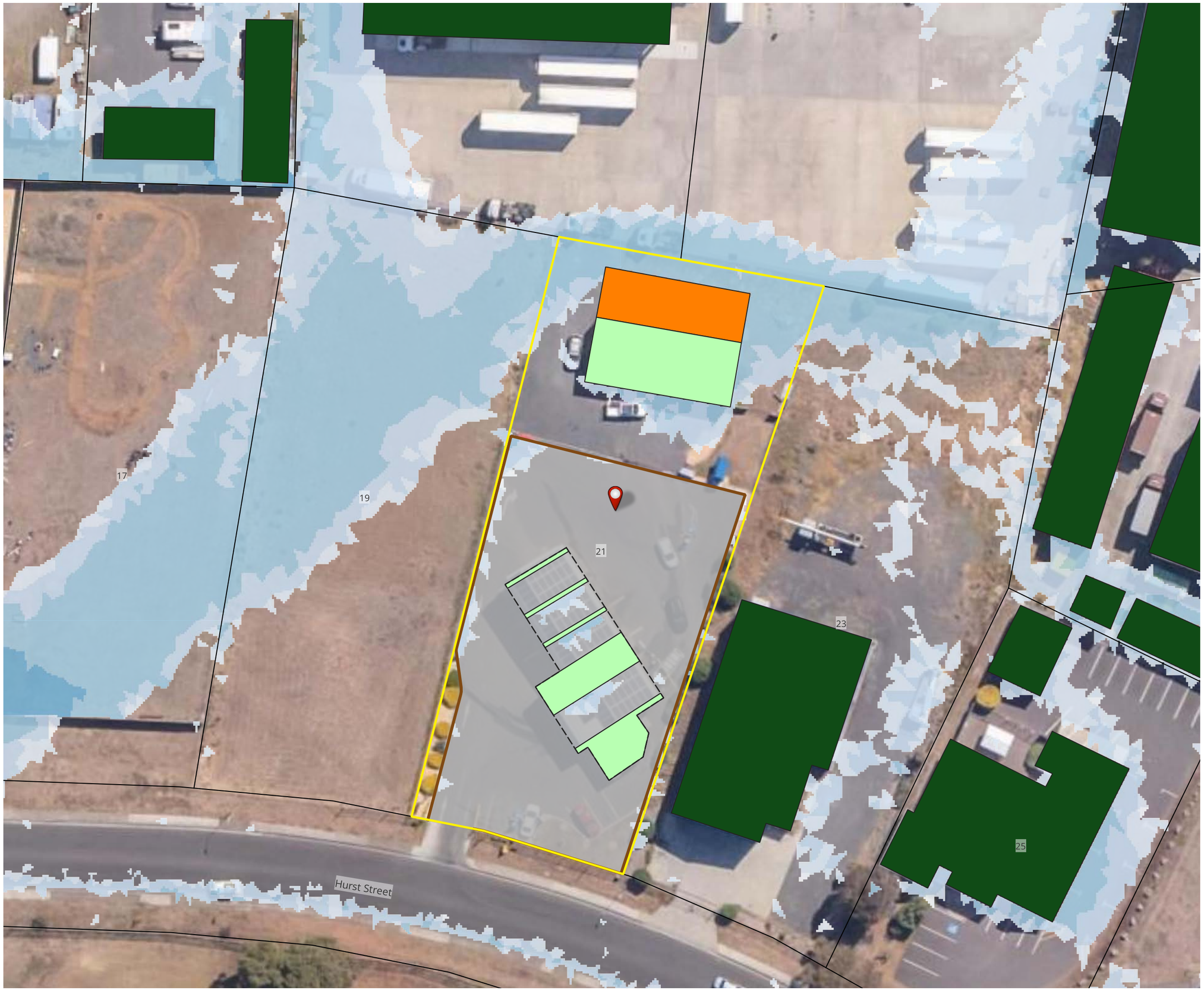
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POST 1% AEP + CC @ 2100



Legend

21 Hurst Street

Boundary Lines
Internal Kerb
Site Area
Building Areas
Existing Carwash Roof
Existing Building Areas
Existing Driveway
Proposed Building

POST 1% AEP + CC @2100

Depth (m)

<= 0.03
0.03 - 0.05
0.05 - 0.10
0.10 - 0.30
0.30 - 0.60
0.60 - 0.80
0.80 - 1.00
1.00 - 1.50
> 1.50



0 10 20 m

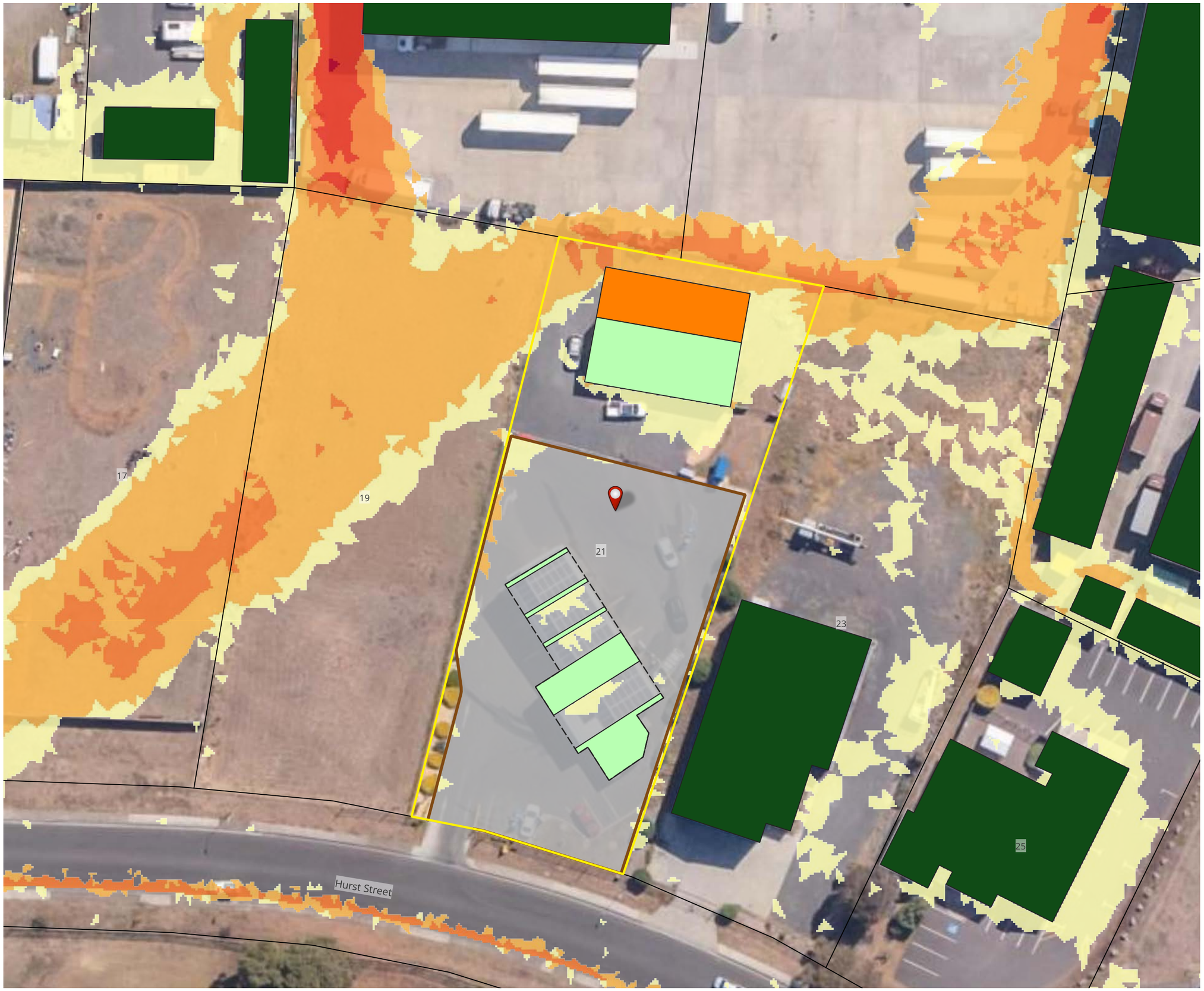
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POST 1% AEP + CC @ 2100



Legend

21 Hurst Street

Boundary Lines
Internal Kerb
Site Area
Building Areas
Existing Carwash Roof
Existing Building Areas
Existing Driveway
Proposed Building

POST 1% AEP + CC @2100

Velocity (m/s)

<= 0.50
0.50 - 1.00
1.00 - 1.50
1.50 - 2.00
> 2.00



0 10 20 m

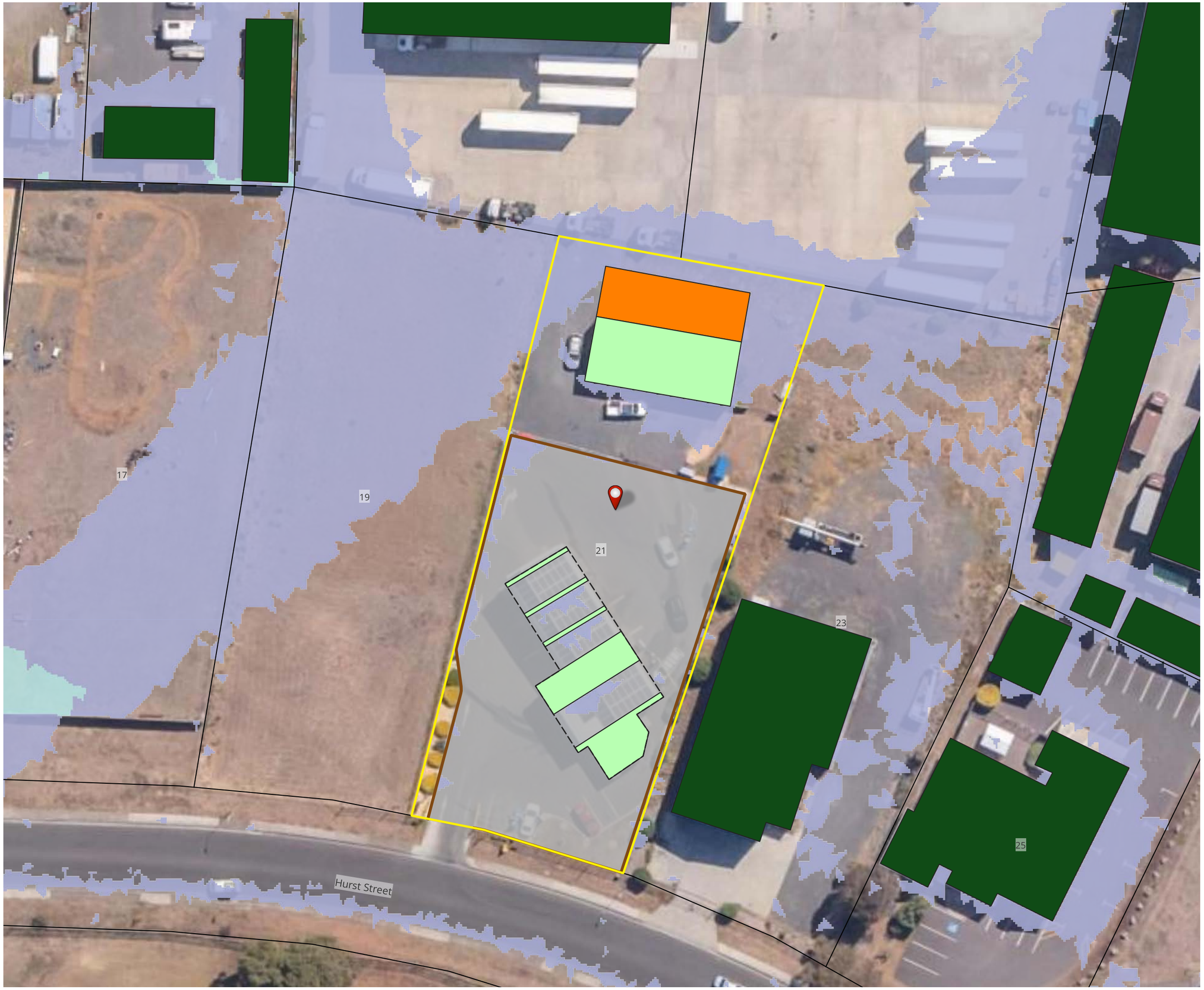
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POST 1% AEP + CC @ 2100



Legend

21 Hurst Street

Boundary Lines
Internal Kerb
Site Area
Building Areas
Existing Carwash Roof
Existing Building Areas
Existing Driveway
Proposed Building

POST 1% AEP + CC @2100

Hazard

H1
H2
H3
H4
H5
H6



0 10 20 m

meters

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Dam breach assessment
Dam safety, breach modelling and consequence mapping

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WSUD, treatment trains and MUSIC assessment

Engineering Feasibility
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From: ash@flussig.com.au
Sent: Monday, 19 October 2026 10:58 AM
To: Heith Mineur
Cc: max@flussig.com.au; christine@flussig.com.au
Subject: RE: Request for Additional Information - DA 2026/133 (21 Hurst Street, Bridgewater)

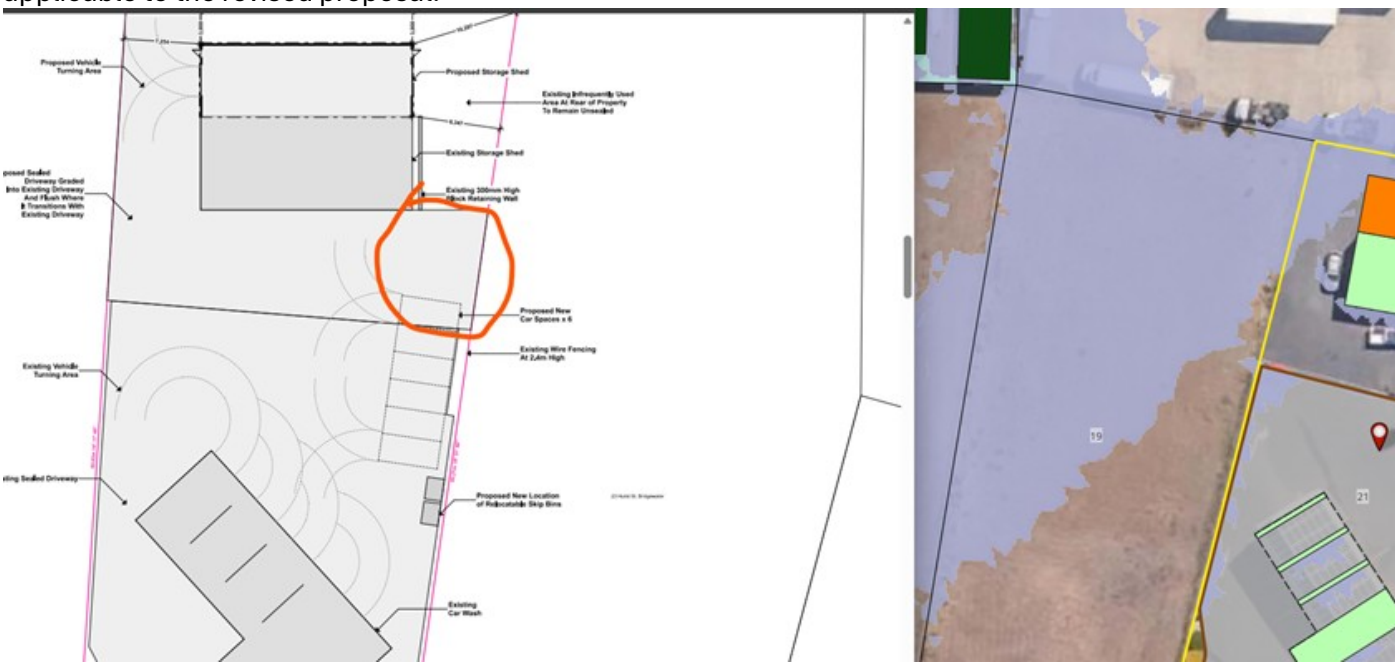
Good morning Heith,

We have reviewed the revised architectural drawings for 21 Hurst Street, Bridgewater, against our Flood Hazard Report dated 24 August 2026.

The additional concrete hardstand area is only marginally affected by shallow inundation under the post-development flood scenario, with the surrounding inundated areas remaining within the lowest flood hazard classification of H1 as shown in the image below.

As the proposed concreting does not present an obstruction to the existing overland flow path, it is not expected to materially alter flood behaviour, provided existing ground levels and drainage arrangements are generally maintained.

Accordingly, the findings, conclusions and recommendations of the original Flood Hazard Report remain applicable to the revised proposal.



Regards,

Ash Perera
BEng(hons), MIEAust
Associate Senior Hydraulic Engineer

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27/08/2026 – RFI Response

DA 2026/133 – 21 Hurst St, Bridgewater

1. Use classification of the outbuilding

As confirmed in response to item 1 of the request, the proposed outbuilding is intended solely as a storage shed to support the existing Service Industry use of the site, being the existing car wash and laundromat and the vehicle detailing / storage shed approved under DA. The shed will be used for the storage of equipment, consumables, stock and materials associated with the day-to-day running of that business.

On this basis, it is our understanding that the outbuilding is ancillary to (and forms part of) the existing Service Industry use of the site, rather than establishing a separate 'Storage' use. We also note that, as the proposal does not establish a new use or substantially intensify the existing use, Clause 7.2.1 of the Scheme provides for the development to be considered as if the Service Industry use class had Permitted status.

2. Cost Schedule

Item	Cost	Note
Shed & Construction	$55,000	By TasTech
Other (Site works, Plumbing, Electrical, etc.)	$45,000*	By Owner

*Estimated

3. Revised Site Plan

Updated plans provided.

4. Existing Drainage Plan

Updated plans provided.

5. Response to Clause 15.3.2 – Discretionary uses

Objective: *That uses listed as Discretionary do not compromise or distort the activity centre hierarchy.*

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P1 – A use listed as Discretionary must:

(a) *not cause an unreasonable loss of amenity to properties in adjoining residential zones; and*

There are no adjoining residential zones. The site adjoins General Business zoned land on both sides and Light Industrial zoned land to the rear, with Community Purpose zoned land on the opposite side of Hurst Street. The nearest residential zoned land is approximately 55 m from the site's frontage and more than 100 m from the proposed shed, and is separated from the shed by the existing buildings on the site and by Hurst Street itself. In any event, the shed is a passive storage building. It contains no plant or equipment that would generate noise, involves no processes, emissions or odour, has no customer access and no new external lighting. Access to the shed will be by the business operator only, will be infrequent, will use the existing driveway and turning area, and will not increase the traffic generated by the site. The relocation of the existing shipping containers will also tidy up the rear of the site. For these reasons, we consider that the proposal will not cause any loss of amenity, let alone an unreasonable loss, to any residential zone. It's also noted that the site is not within 50 m of a General Residential or Inner Residential Zone, and as such the standards of Clause 15.3.1 (hours of operation, external lighting and commercial vehicle movements) are not triggered by the proposal.

(b) *be of an intensity that respects the character of the area.*

The proposed use is of very low intensity, being the storage of equipment and materials associated with the existing business, with no staff based in the building, no customers and no processing of any kind. The building itself is a modest single-storey building, matching the existing shed in form, and tucked away at the rear of a 2,785 m² lot behind the existing buildings, where it is largely screened from Hurst Street by the car wash / laundromat and the existing shed. Total building coverage of the site will remain in the order of 20%. Sheds and warehouses of this type are the predominant built form in the surrounding General Business and Light Industrial zoned land along Hurst Street and Cove Hill Road, and the proposed shed sits directly adjacent to a large industrial warehouse to the rear. We consider that the nature, scale and intensity of the use are entirely consistent with, and respectful of, the character of the area.

P2 – A use listed as Discretionary must not compromise or distort the activity centre hierarchy, having regard to:

(a) *the characteristics of the site;*

The site is a large (2,785 m²) and deep lot with an established Service Industry use, and its rear portion is currently under-utilised, being occupied by shipping containers and gravel hardstand. The proposed shed makes efficient use of this rear area by consolidating the business's storage into a single, purpose-built structure, while the existing frontage, buildings, access and turning area all remain unchanged.

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(b) *the need to encourage activity at pedestrian levels;*

The shed is located at the rear of the site, approximately 70 m from Hurst Street and behind the existing buildings. It has no effect on the site's frontage, which continues to be occupied by the existing car wash and laundromat and their landscaped setback, and there is no change to the way the site presents to, or engages with, the street.

(c) *the size and scale of the proposed use;*

The proposal comprises 131.67 m² of ancillary storage floor area. It contains no retail, office or customer floor space and does not add any new business or commercial function to the site or to the centre.

(d) *the functions of the activity centre and the surrounding activity centres; and*

The Bridgewater centre provides local and district level retail, commercial and community services, together with the service industry and light industrial precinct around Cove Hill Road and Hurst Street. The proposal simply supports the ongoing operation of an existing local business, which is a function that is entirely appropriate within this zone and centre. It does not introduce a use that would more appropriately be located within a higher or lower order centre, and it does not alter the role or function of the Bridgewater centre in any way.

(e) *the extent that the proposed use impacts on other activity centres.*

The shed serves the existing business on the site only. It has no catchment of its own, does not trade, will not attract customers or generate additional traffic, and will not draw activity from any other centre. It therefore has no impact on other activity centres.

6. Hazardous Chemicals

No hazardous chemicals of a manifest quantity are proposed to be stored within the outbuilding.

7. Flood-Prone Hazard Area

Report provided.

Dang Van

From: Ranbuild <ranbuild@tastechsheds.com.au>
Sent: Friday, 30 October 2026 3:44 PM
To: Dang Van; Heith Mineur
Cc: Development; Mark Simpson
Subject: RE: Further information request - DA 2026/133 (21 Hurst Street, Bridgewater)

Follow Up Flag: Follow up
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Hi Dang,

We would be happy for this to proceed based on your '**Alternatively**' comments/conditions. Thank you for coming to the party, we appreciate it.

For item 3. it seems reasonable to combine the two points, i.e. *The area to the eastern side of the shed is not to be used for vehicular access unless amended plans are submitted to council prior to commencement of use.* Either or though, up to you.

Happy Friday! Hope you have a nice weekend.

Kind regards,

Heith Mineur
Ranbuild Manager

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www.tastechsheds.com.au
Please beware of scam emails: Do not transfer or remit payment of any funds as a result of any email claiming to advise of a change of our bank account details, and contact our office immediately. Please feel free to contact us to verify the authenticity of any email.

From: Dang Van <dang.van@brighton.tas.gov.au>
Sent: Friday, 30 October 2026 11:09 AM
To: Ranbuild <ranbuild@tastechsheds.com.au>; Heith Mineur <heith@tastechsheds.com.au>
Cc: Development <Development@brighton.tas.gov.au>; Mark Simpson <mark.simpson@brighton.tas.gov.au>
Subject: Further information request - DA 2026/133 (21 Hurst Street, Bridgewater)

Good morning Heith,

Thank you for your response to our RFI. Please find our comments below.

Regarding item 3 – driveway and parking area:

Dang Van

From: Ranbuild <ranbuild@tastechsheds.com.au>
Sent: Monday, 26 October 2026 4:52 PM
To: Dang Van; Heith Mineur
Cc: Development; Mark Simpson
Subject: RE: Further information request - DA 2026/133 (21 Hurst Street, Bridgewater)

Follow Up Flag: Follow up
Flag Status: Flagged

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Good afternoon Dang, Mark,

Appreciate your quick response, the owner is getting pretty keen for us to be making progress on this.

Regarding item 3:
Confirming that the area to the Eastern side of the proposed shed will not be used for vehicle parking, access, manoeuvring, or circulation. The roller door in the Eastern wall doesn't have a particular purpose other than when designing it we thought it would be a nice feature to be able to open both ends of the shed to create a cross-breeze when items are being added or removed from storage. Let me know if you would like this provided more formally in a letter.

Regarding item 4:
When Nik and I came in to meet with Mark and yourself last month, we queried whether council would require hydraulic engineering for the stormwater/detention and the impression given was it would be acceptable for Nik to design this. We then specifically stressed that if hydraulic engineering would be required to let us know at that point so that it wouldn't further delay the process if requested later, and we were advised that a practical solution would be considered.

Is there any chance that some consideration could be made with that conversation in mind? Either by rereview and acceptance as is (I'm dreaming big, I know), more realistically some advice as to what may be accepted alternative to costly engineering, or at least to allow our timeframe to progress by conditioning the Planning Permit to require us to provide this information prior to construction / when obtaining the Plumbing Permit.

Thank you.

Kind regards,

Heith Mineur
Ranbuild Manager

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