CSE TASMANIA PTY LTD
civil & structural engineering

17th of February 2026

Mrs Theresia Williams
Equilibrium Town Planning
PO Box 3144
Burnie, Tas 7320

Forwarded by email [redacted]

RE 1 Mackenzie Drive, Somerset

Dear Theresia,

It is understood that The Engineering Company are requesting a scheme amendment to allow expansion of low impact activities of parking and storage associated with their current industrial operations to occur on this block while maintaining the existing residential zoning.

To support this amendment, as requested in your email of 5th of December 2025, I have reviewed the requirements of the Flood Code, C12.6.1 – P1.1 and particularly P1.2 repeated below as applied to this site. There is no acceptable solution for this code.

P1.1
Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:

(a) the type, form, scale and intended duration of the development;

(b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures;

(c) any advice from a State authority, regulated entity or a council; and

(d) the advice contained in a flood hazard report.

P1.2
A flood hazard report also demonstrates that the building and works:

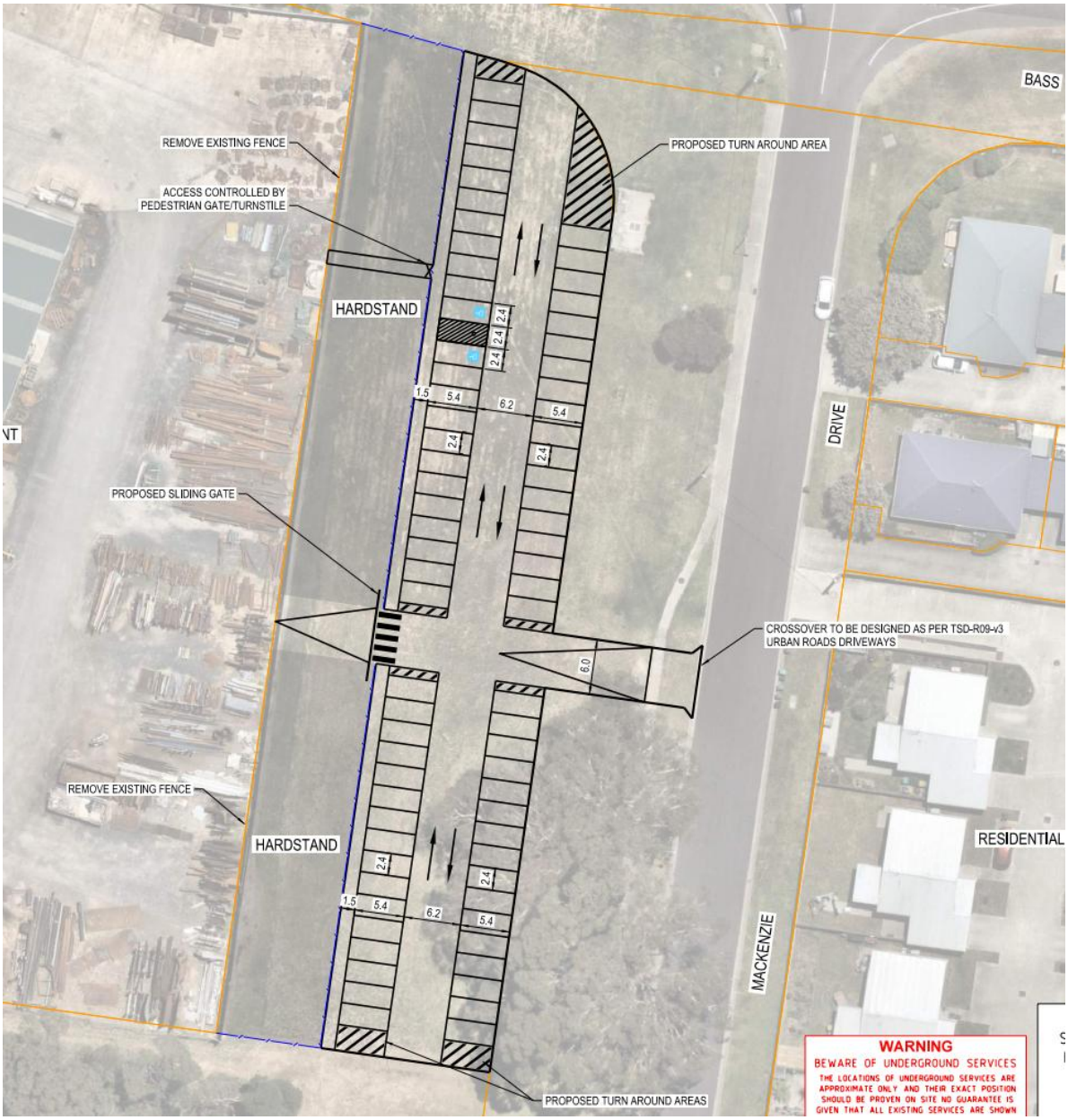
(a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and

(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.

The proposed use plans are shown below

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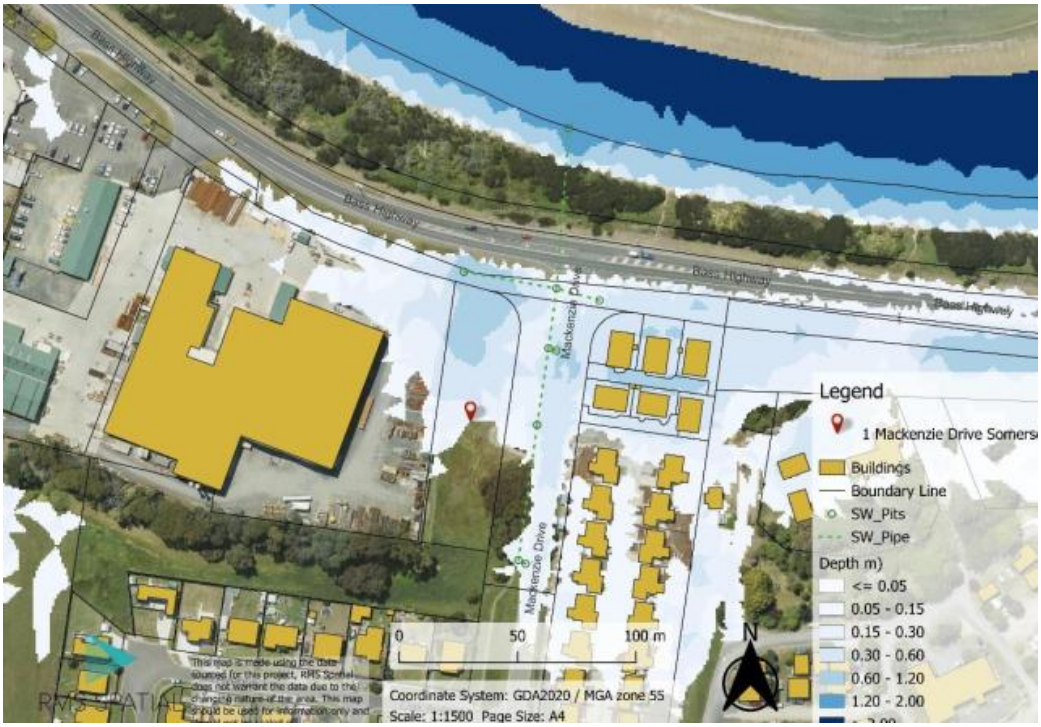
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With regard to P1.1 Housing Tasmania commissioned RMS Spatial to provide a Flood Hazard Report for the site in June 2023 and have made this available for the current proposal. In summary the report undertook a detailed flood assessment of the site and recommended that floor levels be set above RL 4.07 which covers the expected flood level at RL 3.77 and a 300mm freeboard. 3.77 is the 1% AEP climate change level (using RCP8.5 scenario data) for the site with downstream sea level set to HAT + sea level rise of 0.82m.

Flooding occurs due to the 70.7 Ha catchment feeding to this area, the low surface level of 1 Mackenzie Drive relative to the higher Bass Highway Level and the restriction created by a 900 dia pipe draining the minor system in this area to the sea.

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With regard to P1.1 and P1.2 the RMS Spatial Report demonstrates compliance for the housing option provided floor levels are maintained at RL 4.07.

With regard to use proposed by The Engineering Company and P1.1 and P1.2 - vehicles can be rapidly moved if flooding is beginning to occur. The site can be raised at relatively low cost once rain intensity demonstrates issues at this location. The Engineering Company incorporate a flood procedure requiring the shifting of employee cars if flood intensity begins to raise water levels in the car park. The proposed use will not involve car parking over night when the site is unattended and rapid shifting of vehicles can't be guaranteed.

Storage is expected to be used for the usual equipment and materials all of which are presently stored outside their existing sheds in the rain. Flooding will not affect these.

It is understood that the proposed hardstand will cover the majority of the site and be impervious concrete or seal. Additional flow will be generated during a rain event due to this decrease in permeability. The proximity of the site to the 900mm dia outfall means that there will be no adverse affect to the water dammed south of the Bass Highway. Any attempt to detain water would cause flow corresponding to when the larger catchment time of concentrations occur.

If you have any further queries please let me know.

[redacted]

Chris Martin FIEAust, MBA (Tech Mgt), BE(Hons), CPEng, RPEQ, APEC Engineer, IntPE(Aus)

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