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Flood Impact Assessment

Goorambat East BESS

ERM

22 June 2026

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ACKNOWLEDGEMENT OF COUNTRY

The Board and employees of Water Technology acknowledge and respect the Aboriginal and Torres Strait Islander Peoples as the Traditional Custodians of Country throughout Australia. We specifically acknowledge the Traditional Custodians of the land on which our offices reside and where we undertake our work.

We respect the knowledge, skills and lived experiences of Aboriginal and Torres Strait Islander Peoples, who we continue to learn from and collaborate with. We also extend our respect to all First Nations Peoples, their cultures and to their Elders, past and present.



Artwork by Maurice Goolagong 2023. This piece was commissioned by Water Technology and visualises the important connections we have to water, and the cultural significance of journeys taken by traditional custodians of our land to meeting places, where communities connect with each other around waterways.

The symbolism in the artwork includes:

- *Seven circles representing each of the States and Territories in Australia where we do our work*
- *Blue dots between each circle representing the waterways that connect us*
- *The animals that rely on healthy waterways for their home*
- *Black and white dots representing all the different communities that we visit in our work*
- *Hands that are for the people we help on our journey*

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Appendix A Project Plans
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1 INTRODUCTION

International Power (Australia) Pty Ltd, subsidiary of ENGIE S.A., is proposing to build a Battery Energy Storage System (BESS Project) co-located with the Goorambat East Solar Farm ("Site") at 379 Goorambat-Chesney Road, Goorambat, as shown in Figure 1.2. The Site is located within the Benalla Rural City Council local government area, approximately 1.5 to 2 km east of the Broken River. The Site is bounded by Goorambat-Chesney Road to the East and is encompassed by solar panels on all other sides.

As shown in Figure 1.1, the upstream catchment contributing to the Site is moderate in size, covering approximately 1,068 ha, and comprises several ephemeral overland flow paths and drainage lines that traverse and border the Site. These flow paths discharge into Broken Creek and ultimately into the Broken River downstream of the Site.

A flood study was undertaken in 2024 by Alluvium Consulting to inform flood mapping at the Goorambat East Solar Farm, prior to its development. The proposed BESS Project is located within the study area, and the results indicate that the Site is within the extent of the 1% Annual Exceedance Probability (AEP) flood event, as shown in Figure 1.3. The flood study confirms that the Site is affected by the 1% AEP event, with flood depths of up to approximately 0.5 m recorded across portions of the Site.

A flood impact assessment supported by flood modelling is required to demonstrate the potential flood impact of the proposed BESS Project on neighbouring properties and to confirm; that the project complies with the requirements of Benalla Rural City Council and the Goulburn Broken Catchment Management Authority (GBCMA).

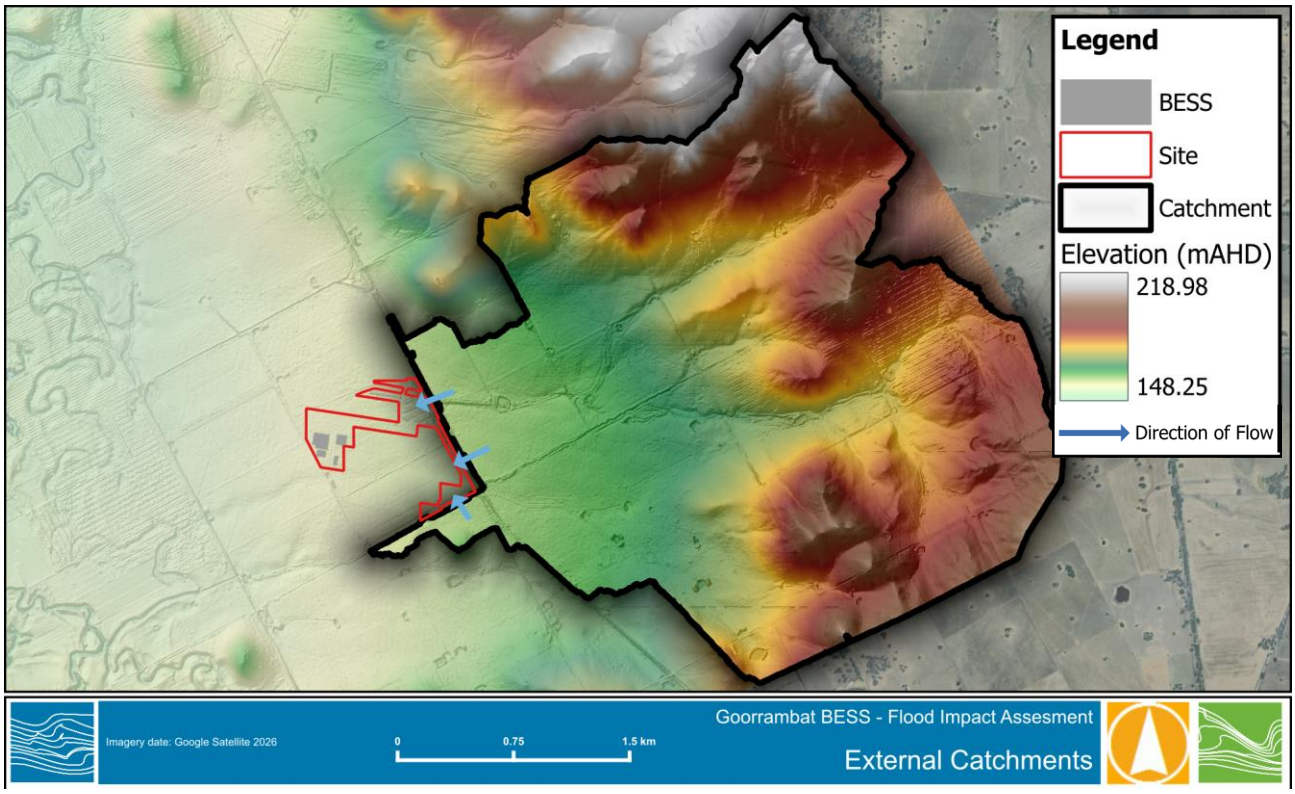


Figure 1.1 External Catchment

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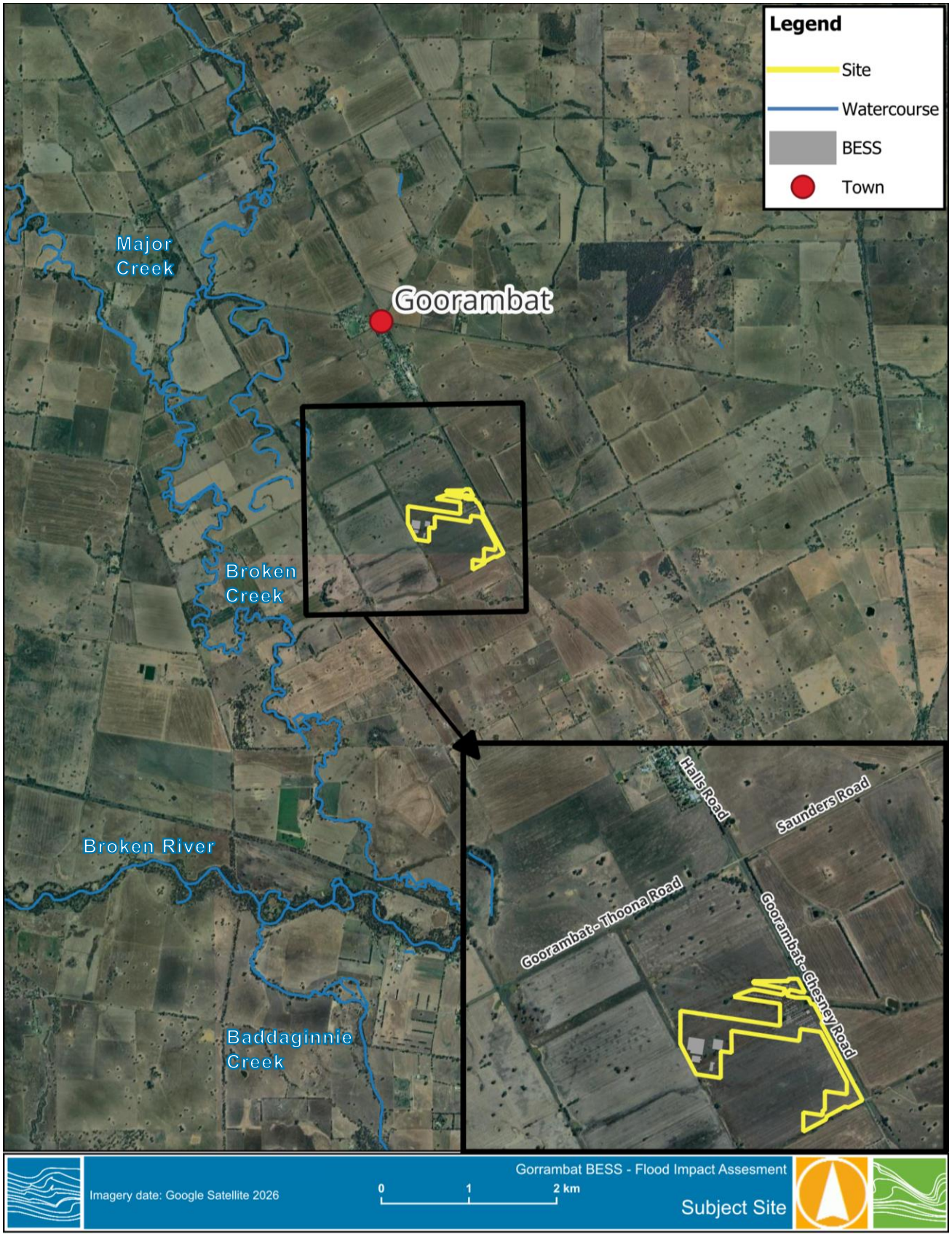


Figure 1.2 Subject Site

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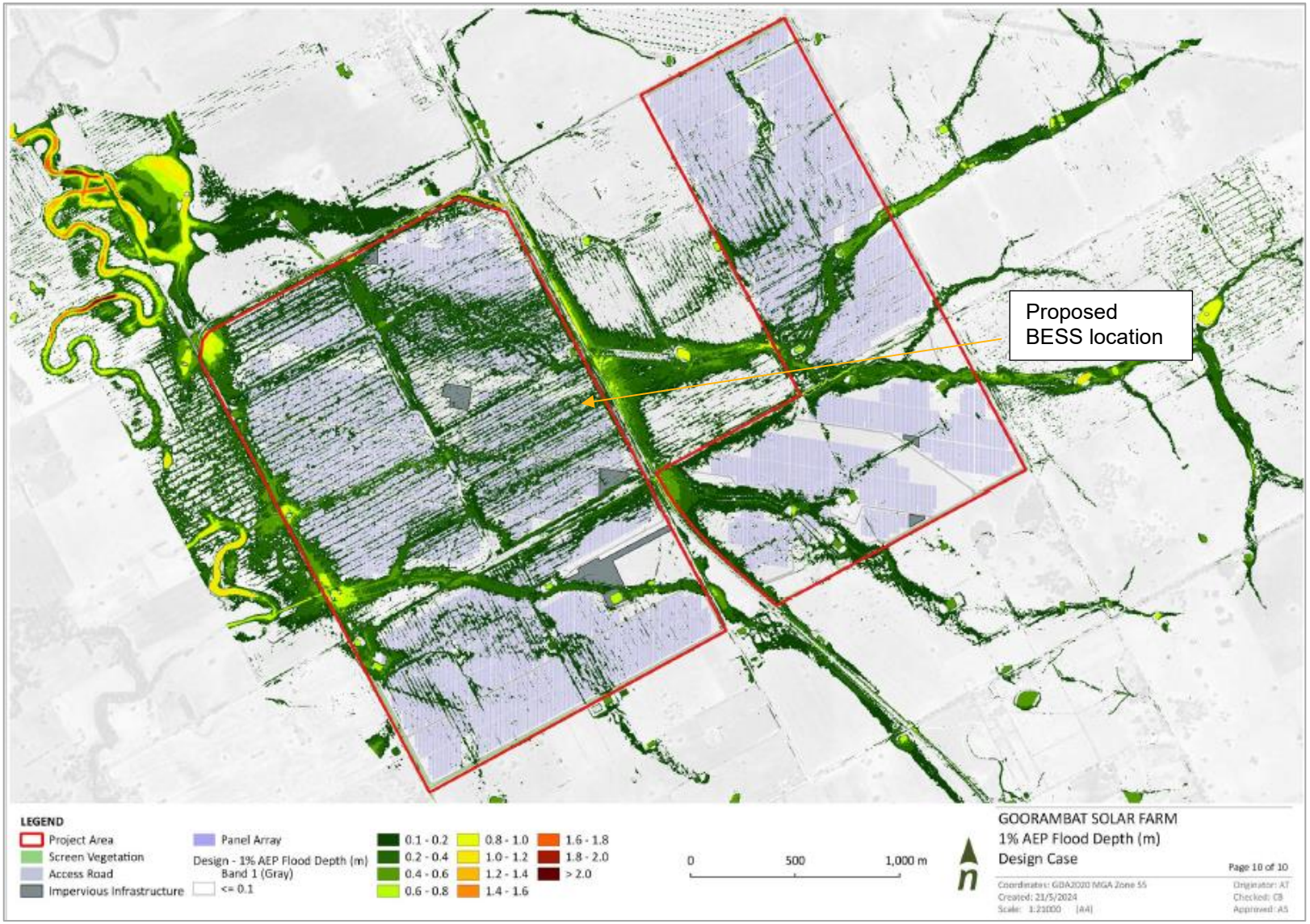


Figure 1.3 2015 Flood Study – 1% AEP Flood Event Flood Depth (Alluvium, 2024)

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1.1 Proposed Project

The proposed BESS Project comprises the installation of a battery storage with a capacity of up to 200 MW, consisting of modular lithium-ion battery enclosures located within fenced compounds. This facility will be situated within the Site, as illustrated in Figure 1.2. The BESS Project infrastructure will be placed 300 mm above the 1% AEP water surface elevation for the finished flood level as per the GBCMA requirement.

Appendix A contains the detailed project plans for the Site. The proposed BESS Project will be co-located with the Goorambat East Solar Farm, situated approximately 12 km north of Benalla. Broken Creek runs in a north–south alignment along the western boundary of the GESF site. It is situated downstream and to the west of the BESS Project area, with overland flows from the Site discharging toward this waterway. The waterway is at a lower elevation compared to the south-eastern portion (upstream) of the Site and therefore does not generate inflows toward the Site, as shown in Figure 1.2.

Another waterway passes through the Site. According to the January 2026 update to the Victorian Planning Provisions (VC278), setback requirements under the Planning Policy Framework (Clauses 12.03-1S and 14.02-1S) have been revised to 25 metres. However, following consultation with the GBCMA, a reduced setback of 15 m from the banks has been accepted (refer Appendix B-1-1). The BESS Project has been designed assuming a 15 m setback is applied to both sides of the waterway banks. There are no other watercourses located upstream of the Site where flows would influence the flood modelling results.

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2 HYDRAULIC MODELLING

2.1 Overview

To understand the inundation characteristics of the Site, hydraulic modelling was completed using a two-dimensional (2D) TUFLOW model. TUFLOW is one of the most widely used hydraulic modelling software packages in Australia. The software was considered an appropriate modelling tool for a surface water assessment of the Site.

TUFLOW HPC was selected as the numerical solver for the modelling. The High-Performance Compute (HPC) version solves the full 2D shallow water equations including inertia and turbulence. The HPC solver also enables adaptive time-stepping in conjunction with smaller grid resolutions for greater granularity of results and topographic features. The modelling undertaken as part of this assessment utilised the 2025.1.2-iSP-w64 build of TUFLOW.

2.2 Model Extent

Figure 2.1 displays the TUFLOW model extent. The model extent includes the catchment area contributing surface water runoff to the Site for simulation. The placement of the downstream boundaries and model extent was selected to ensure downstream boundaries did not influence the flood results at the Site. The model extent spans an area of 41.82 km^2.

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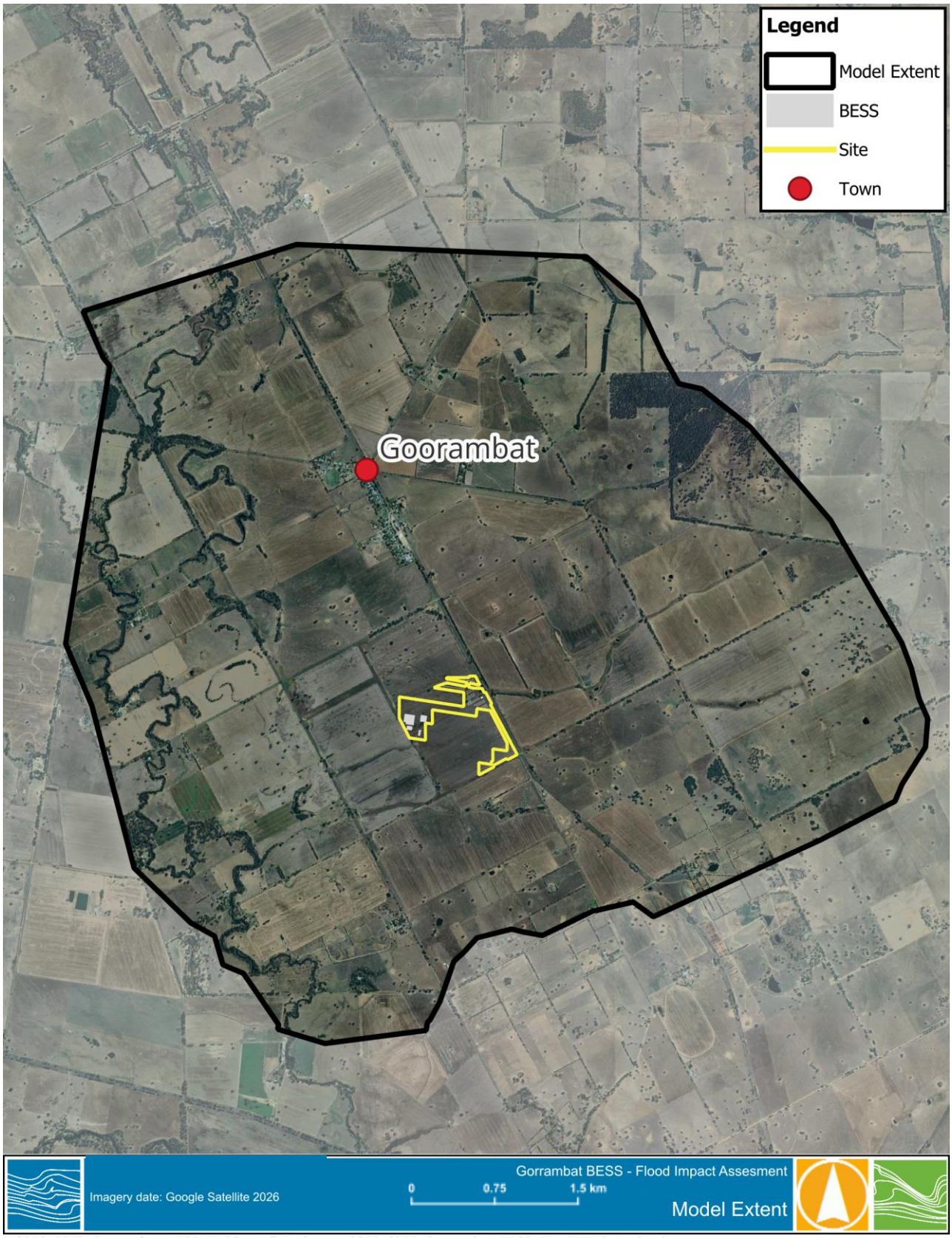


Figure 2.1 Flood Model Extent

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2.3 Topography

Figure 2.3 represents the model topography. The topography layer was created by merging the datasets listed in Table 2-1, which represent the most up-to-date topographic data available at the commencement of the study. The modelling adopted a 1 m grid terrain resolution, consistent with the LiDAR data provided.

The LiDAR dataset was assessed for hydraulic obstructions and culverts. Where culverts were identified, topographic edits were made by burning the LiDAR to accommodate these structures, ensuring that water flow was not impeded and that the terrain was accurately represented. Figure 2.2 shows the culverts observed and incorporated into the model. In the absence of culvert width data, culvert burn widths were informed using aerial and topographical datasets. At Goorambat-Chesney Road, culvert burn diameters were approved at a later stage, based on the data for recently constructed culverts along the road.

Table 2-1 Topography Dataset Used in the Flood Model

Dataset	Year	Resolution	Source
Dookie2022_dem1m_gda2020	2022	1m	Vic Data
Goorambat East Solar Farm 1M DEM GDA94	2024	1m	Client
All Topographical datasets are in Australian Height Datum and were converted to GDA2020 MGA55			

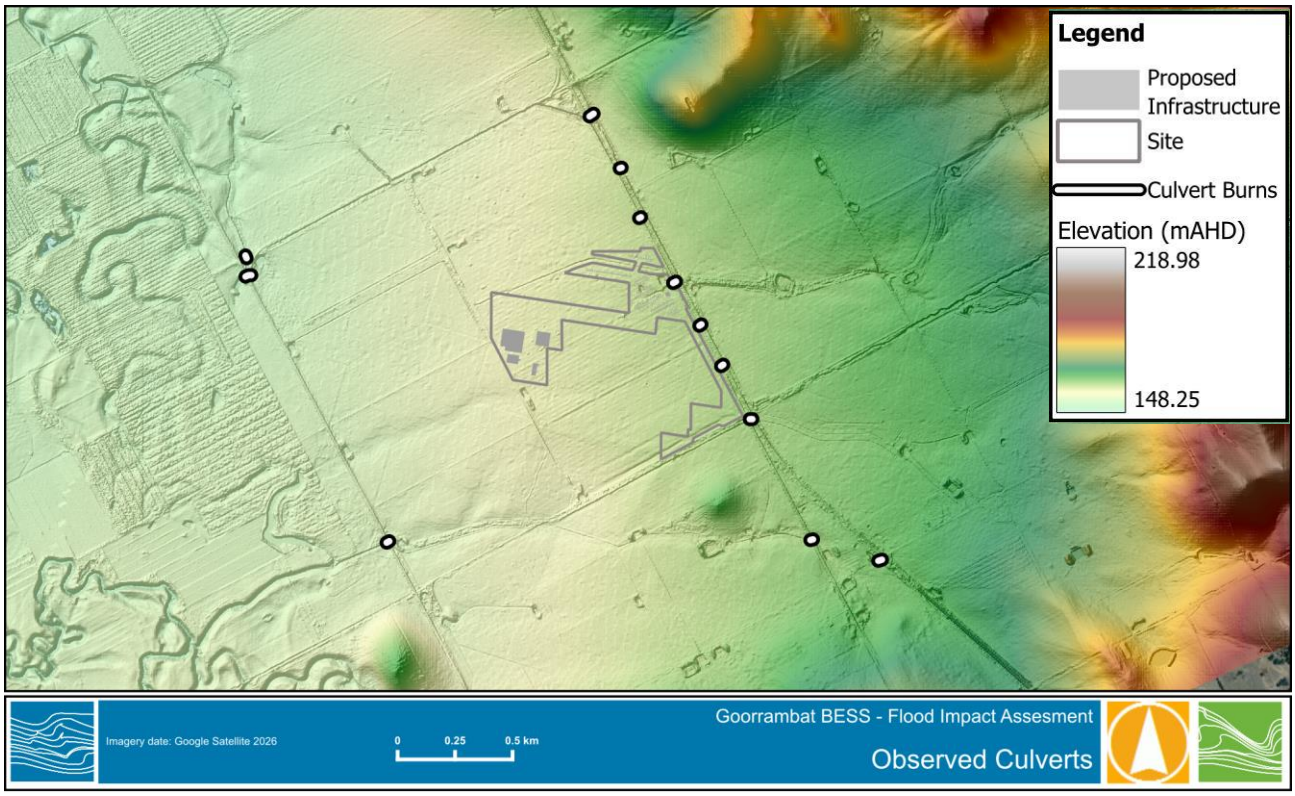


Figure 2.2 Observed Culverts near the Site

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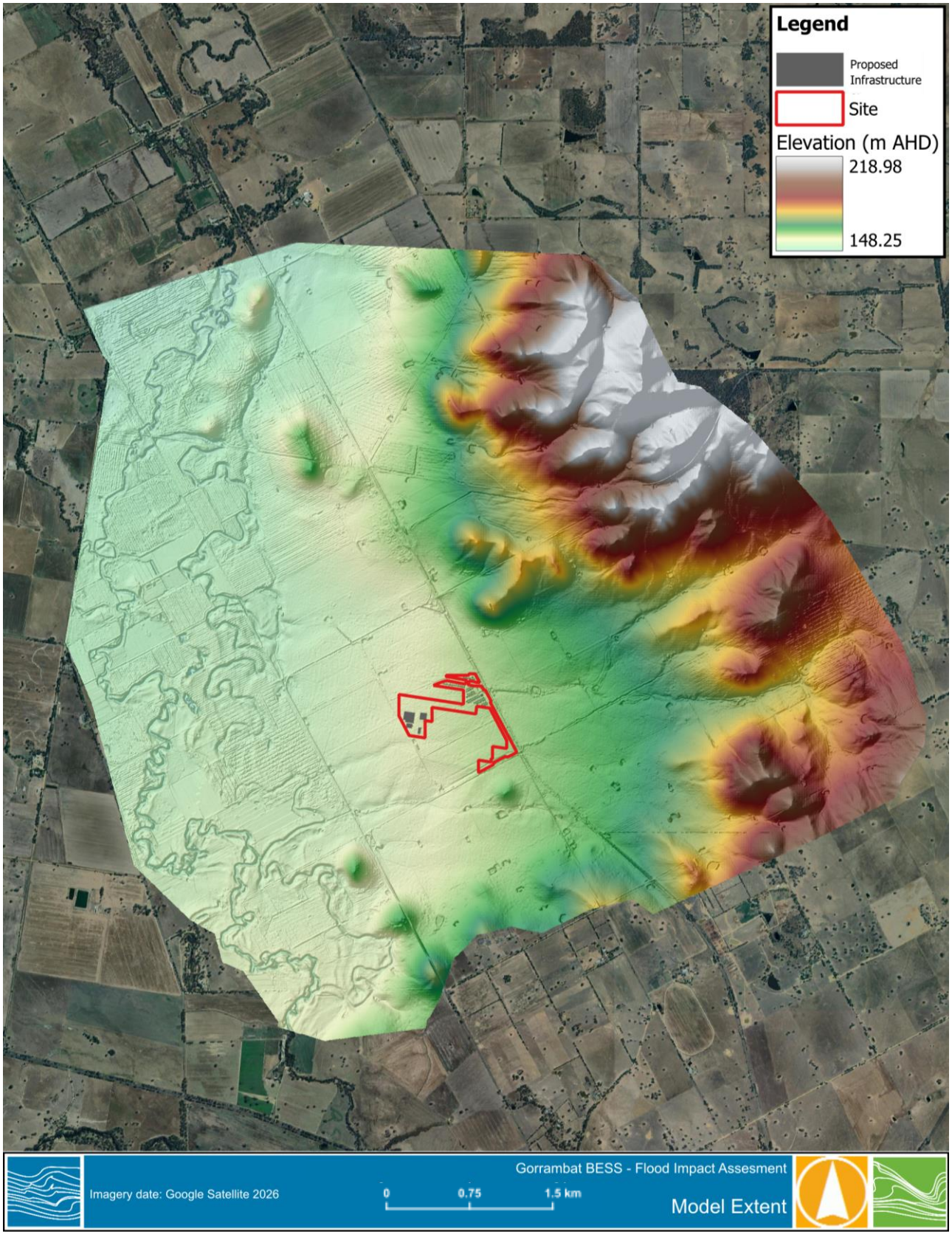


Figure 2.3 Flood Model Topography

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2.4 Hydraulic (Manning's) Roughness

The hydraulic model uses Manning's 'n' coefficients to represent the hydraulic surface roughness, affecting how surface water flow moves over the land. Land use information was taken from the predefined VICDATA land use GIS file.

Figure 2.4 and Table 2-2 highlight the land use distribution and associated 'n' coefficients across the model extent for the existing scenario. Each land use type was assigned a corresponding Manning's n value within the TUFLOW Materials File, representing the surface roughness. These values were initially adopted from the 2024 flood study and were reviewed and assessed to confirm if the values were applicable. In the table, where Manning's n values were not explicitly defined for specific water depths, TUFLOW applied linear interpolation between the available depth-dependent coefficients

Based on community consultations, worse flooding is typically observed at the Site when the grass is cut short. The Manning's roughness for grazing/grass areas in the hydraulic model were represented as cut short to reflect this conservative scenario.

Table 2-2 Manning's 'n' Roughness Coefficients

Land Use	Coefficient below 50mm depth	Coefficient below 30mm depth	Coefficient above 100mm depth	Note
Dense Vegetation	0.1	-	0.065	Linear Interpolation between 50 -100 mm depth
Medium Vegetation	0.1	-	0.06	Linear Interpolation between 50 -100 mm depth
Crops	-	0.10	0.05	Linear Interpolation between 30 -100 mm depth
Residential & Farm Buildings	-	0.10	0.05	Linear Interpolation between 30 -100 mm depth
Grazing / Grass	-	0.1	0.04	Linear Interpolation between 30 -100 mm depth
Unsealed Road	-	0.035		Single Value Used
Sealed Road Network	-	0.025		Single Value Used
Riparian Zone	-	0.030		Single Value Used
Development – Pasture with arrays	-	0.1	0.045	Linear Interpolation between 30 -100 mm depth
Hard Stand [1]	-	0.030		Single Value Used

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[1] All components including proposed building and BESS for the Site were modelled as individual hardstand as agreed upon communications with ERM & ENGIE.

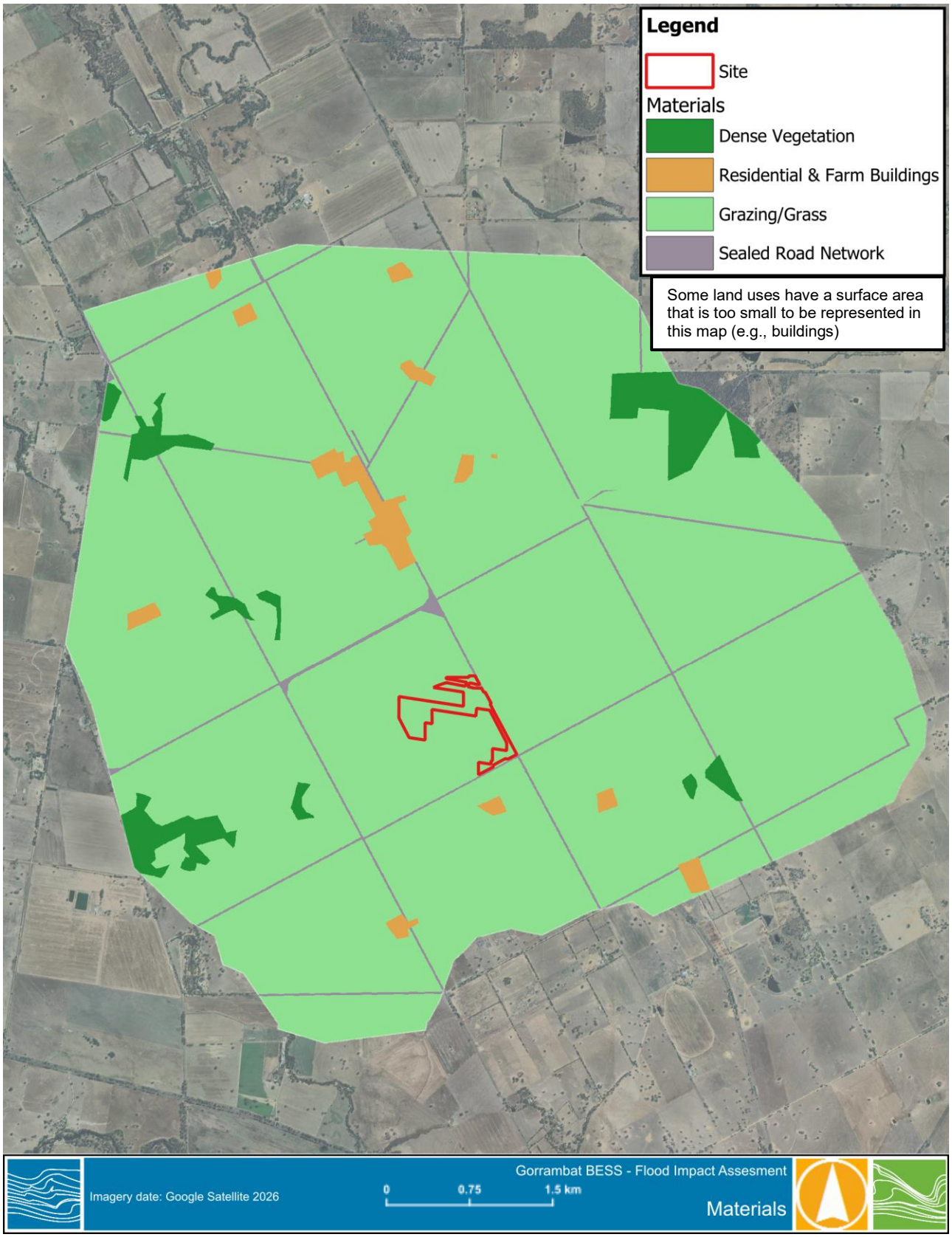


Figure 2.4 Existing Scenario Materials (TUFLOW)

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2.5 Rainfall

Rain on Grid (RoG) modelling methodology requires rainfall and loss inputs to be applied to the hydraulic model. The ARR plugin was used to extract design rainfalls and associated data from the ARRv4.2 and Bureau of Meteorology (BoM) databases. This rainfall was then applied across the whole model extent using a TUFLOW rainfall versus time layer (2d_rf).

2.5.1 Datahub Parameters

Design rainfall temporal patterns were obtained from the ARR Data Hub[2]. Parameters were obtained near the centroid of the catchment and are presented in Table 2-3. these parameters are consistent with the initial and continuing loss adopted by the 2024 flood study which used the ARR Data Hub website values.

Table *2-3* ARRv4.2 Datahub Parameters

Parameter	Value
Longitude	145.937
Latitude	36.433
River Region	Murray-Darling Basin
River Name	Broken River
ARF parameters	North-East Victoria
Storm Initial Losses (mm)	24.0*
Storm Continuing Losses (mm/h)	4.5*
Temporal Patterns	Murray Basin
*These are indicative losses on ARR Datahub which tend to underestimate flows in Victoria – for actual losses used in the hydraulic model compliant with ARRv4.2, please see Section 2.6.	

2.5.2 Design Rainfall

The rainfall layer (2d_rf) consists of a rainfall polygon over the entire model extent. Hyetograph .csv files were created for the 1% AEP and a range of standard durations using the QGIS TUFLOW plugin, based on the Australian Rainfall and Runoff guidelines (ARR) v4.2. Rainfall burst depths for the modelled AEP events were estimated for the centroid of the catchment using the current climate based on the ARR IFD (2016) analysis available from the Bureau of Meteorology (BoM), see . Each hyetograph corresponds to the design rainfall storm bursts and not the complete storm, without including any losses which have been applied in the model. The design rainfall considers the 75th percentile pre-burst depths as the rainfall occurs in Victoria's continuing loss zone 3.

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[2] Home | ARR Data Hub

Table 2-4 Current climate design rainfall depths (mm) from ARRv4.2 BoM IFD[4]

Duration (min)	1% AEP Depth (mm)
45	44.9
60	48.8
90	54.5
120	58.7
180	65.3
270	72.9
360	79.1
720	98.0

In assessing the critical event used for the design runs, the method outlined in the ARRv4.2 guidelines was adopted. Figure 2.6 illustrates the different critical durations for the Site. This is derived based on comparisons of the maximum depths of water for each storm duration. The maximum water depth at the BESS Project Site occurs in a 60-minute storm (as shown in teal in Figure 2.6). This duration influences the largest portion of the BESS Project Site and is therefore considered the critical duration.

The ten temporal patterns produced through ARR Datahub corresponding to this 60-minute duration was then assessed. The pattern producing the median depths at the Site was selected as it represents the most representative rainfall depth for a 60-minute duration storm. The Figure 2.5, represents the range of temporal patterns (Patterns 1 to 10) from the ARR Data Hub. These are plotted as rainfall depth versus time (hours), indicating how each temporal pattern distributes rainfall within the flood model at each timestep. Some patterns concentrate a greater proportion of rainfall depth in the early portion of the storm duration, while others distribute more rainfall toward the latter part of the event. The thicker purple line represents Temporal Pattern 2, which corresponds to the median rainfall distribution pattern.

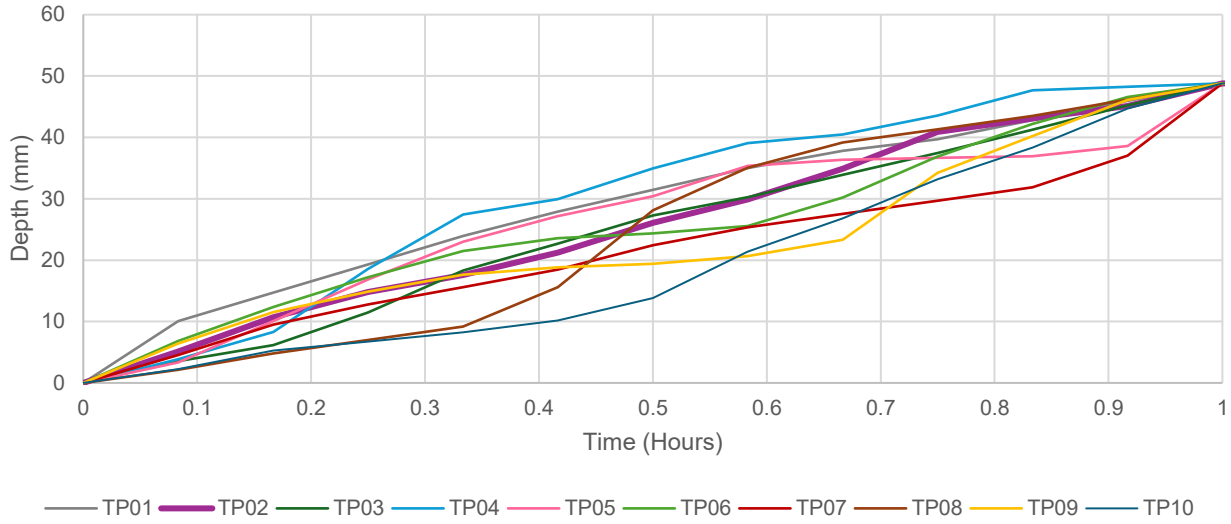


Figure 2.5 Temporal Patterns for 1% AEP

[4] https://www.bom.gov.au/water/designRainfalls/revised-ifd/

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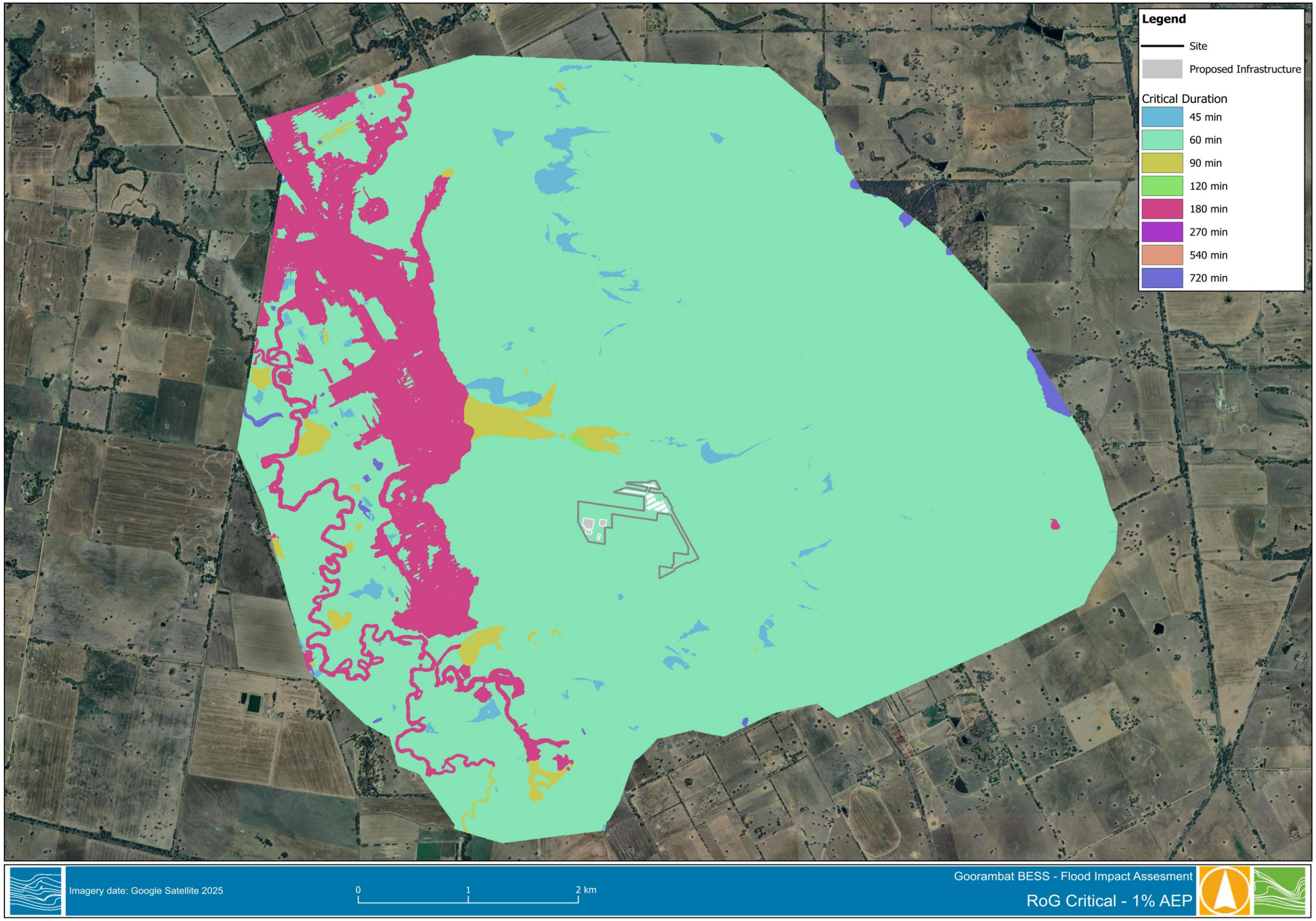


Figure 2.6 ROG Critical Duration: 1% AEP

2.5.3 Climate Change

Climate change modelling was undertaken as part of this assessment to evaluate the flood risk to the Site in accordance with the GBCMA requirements, which specify assessment against the SSP3-7.0 scenario for the year 2100.

It is noted that the assessment of "existing conditions" is based on the 1990 baseline adopted within the ARR dataset[5]. As climatic changes have occurred since this baseline period, the 2100 SSP3-7.0 climate change scenario incorporates appropriate adjustment factors based on the ARRv4.2 to rainfall and loss parameters to accurately represent projected future conditions. When following ARRv4.2 guidelines, the 60-minute SSP3-7.0 (2100) scenario, the rainfall depth was increased by 65%, while the initial and continuing losses were increased by 12% and 27%, respectively.

2.6 Adopted Losses

Rainfall losses were accounted for using the initial loss / continuing loss (IL/CL) method and were assigned to each land use type land use types were based on those identified as part of applying the Manning's roughness coefficients.

Losses were applied to the model under the hydraulic roughness database, alongside the roughness values. The initial loss was varied for each storm by subtracting the pre-burst values from the initial storm loss and reduced based on ARRv4.2 guidelines[6]. As a result, the initial loss values vary by duration and reduce to zero when pre-burst is greater than the initial loss value.

The initial and continuing loss values adopted for the study are presented in Table 2-5.

Table 2-5 Initial and Continuing Losses Considering a 75th Percentile Pre-burst Depth

	1.0% AEP		1.0% AEP SSP3-7.0 2100	
Duration (min)	**IL (mm)**	**CL (mm/hr)**	**IL (mm)**	**CL (mm/hr)**
45	11.6	4.5	12.9	5.7
60				
90	10.3		11.5	
120	10.9		12.2	
180	7.1		7.9	
270	5.2		5.9	
360	3.4		3.8	
540	4.3		4.8	
720	5.2		5.8	

2.7 Boundary Conditions

RoG applies rainfall (minus losses) directly onto the topography generating runoff. Within this assessment the rainfall is assumed to be spatially uniform across the entirety of the catchment. TUFLOW converts the original rainfall hyetograph to a hydrograph to smooth the transition from one rainfall period to another.

[5] Home | ARR Data Hub
[6] https://www.arr-software.org/arrdocs.html

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A single stage-discharge (HQ) curve was applied to sections of the model domain perimeter to remove flow from the model. Each of these discharge curves was automatically generated by TUFLOW based on a slope derived from local boundary topography.

The external boundary was located sufficiently far enough away from the area of interest to remove the influence of boundary effects. Figure 2.7 highlights the external boundary locations.

2.8 Model Validation

The current climate conditions modelled flows were validated using the Regional Flood Frequency Estimation (RFFE) method. As the Site is located within a regional catchment, this validation approach was considered appropriate. The validation catchment area of 10.5 km², incorporates the external catchment as shown in Figure 1.1, with the outlet located across the eastern boundary of the Site. This extent was chosen because outlet flows do not interact with other catchments, making the validation location appropriate for comparison between flows extracted from both the hydraulic model and using the RFFE method.

The RFFE method provides flow estimates without accounting for the topography or terrain roughness conditions. Therefore, the modelled flows are not expected to match the estimated flows from the RFFE method exactly. As shown in Table 2-6, the peak flow value applied in the flood model is within the upper confidence limit of the RFFE flows but is a conservative estimate when compared to the RFFE expected flow value.

Table 2-6 RFFE Validation Check for 1% AEP

Flood Model Flow (m^3/s)	RFFE Expected Flow (m^3/s)	Lower Confidence Limit (5^{th} percentile) (m^3/s)	Upper Confidence Limit (95^{th} percentile) (m^3/s)
74.5	33.2	13.8	80.7

2.9 Developed Conditions

A developed conditions scenario was modelled to assess the impacts of the proposed BESS Project at the Site. Each component including proposed buildings and individual BESS units for the Site were modelled as independent hardstands raised above the 1% AEP with climate change flood level as agreed upon in communications with ERM & ENGIE. These were represented in the model using TUFLOW Z-shapes (2d_zsh).

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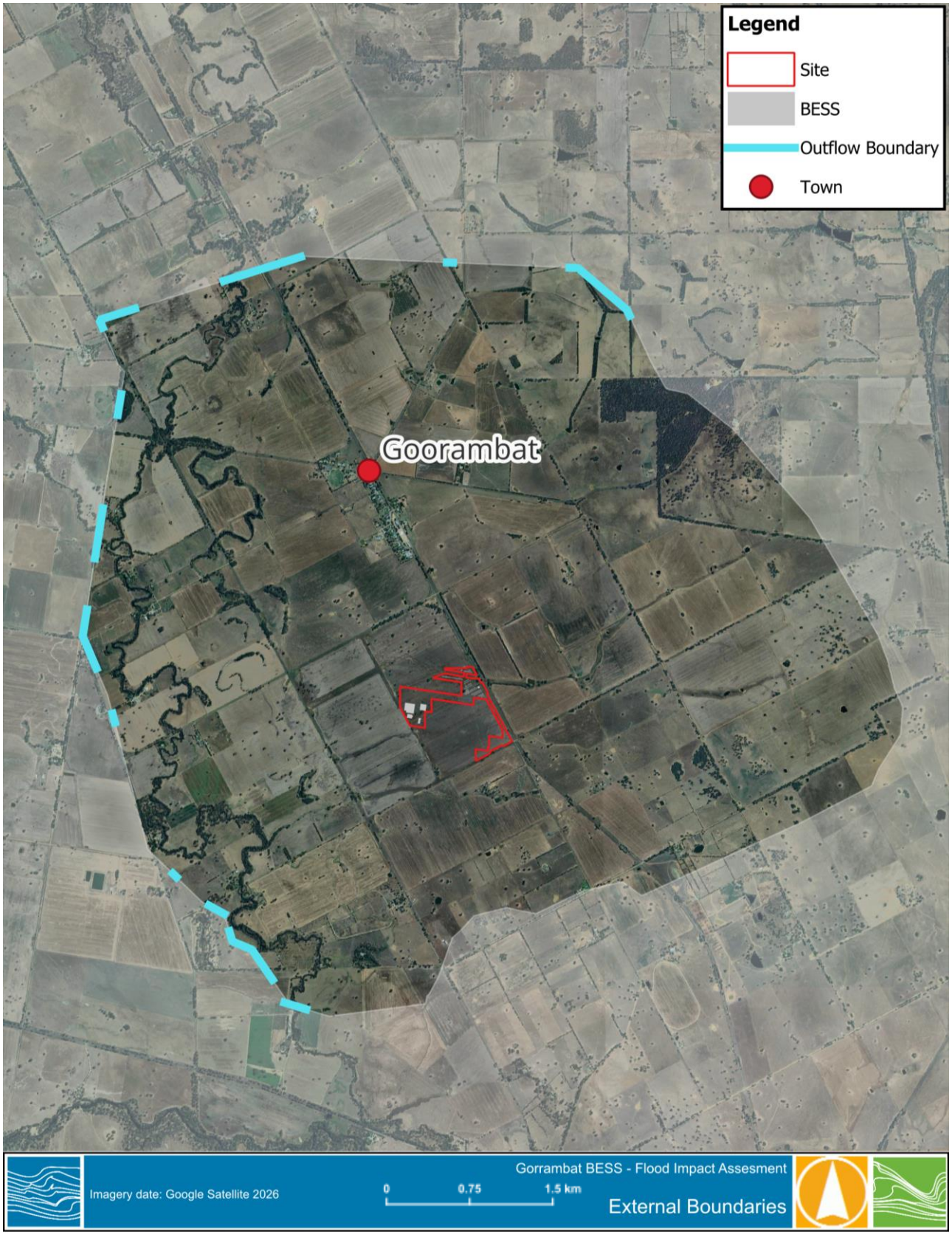


Figure 2.7 Flood Model Boundaries

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2.10 Model Limitations & Assumptions

The model incorporates several assumptions and limitations, including the following:

- No hydraulic structures (e.g. bridges, weirs) were explicitly included in the model.
- Areal Reduction Factors (ARFs) were not applied due to the relatively small size of the catchment.
- A uniform spatial rainfall pattern was adopted across the study area.
- Culvert data was not available for all culverts at the time of modelling. As a result, inferred “LiDAR burns” were assumed to represent culverts by creating a gap in road/embankments where culverts cross them. Burn dimensions were estimated based on approximate culvert measurements from aerial imagery and Google Street View. The burn widths aligned closely with subsequently obtained culvert data (where available).
- No 1D network elements (e.g., culverts, pipes) were incorporated into the TUFLOW model.

The flood model and results are based on data available at the time of the study and therefore represent a snapshot in time. The study may need to be revisited or updated if significant changes occur within the catchment that could influence the results. Such changes may include, but are not limited to:

- Alterations to topography resulting from major flood events or land development
- Updates to design rainfall data
- Improved understanding of climate change impacts
- Advancements in modelling techniques
- Construction of major infrastructure

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3 HYDRAULIC MODEL RESULTS & DISCUSSIONS

Flows across the Site generally travel from the southeast toward the northwest Site boundary. Flow paths are concentrated along the dams, located within the low points within the catchment. At the Site, surface water flow paths are dispersed following multiple pathways. These flows ultimately discharge into Broken Creek, with a localised ponding observed near the Benalla-Tocumwal Road on the northwestern side of the Site.

This section presents the results for the existing scenario, which is based on current Site conditions without the proposed project. It assesses flows passing through the Site under existing baseline (pre-development) conditions. These results are then compared to the developed scenario, where flows are assessed following construction of the BESS Project in accordance with the proposed design.

The flood impacts analysis was undertaken for two distinct sections of the proposed BESS Project areas, referred to in this report as the “East” and “West” as shown in Figure 3.1.



Figure 3.1 BESS Project Zonal Analysis

3.1 Existing Conditions – 1% AEP

Figure 3.3 to Figure 3.5 present the flood depths, hazards, and velocities for the 1% AEP existing conditions scenario. Flood depths of less than 50 mm and surface water puddles smaller than 0.02 ha were filtered out of the results. The sections below summarise the flood depths, levels, and velocities across the East and West zones as per Figure 3.1.

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3.1.1 Flood Depth and Level Results

Flood depths, with flood level contour lines, are shown in Figure 3.3 for the 1% AEP existing conditions (current climate scenario).

- Flood depth in the West Zone does not exceed 250 mm with depths typically around 120 mm.
- Flood depth over proposed structures in the East Zone does not generally exceed 150 mm, with depths typically ~ 100 mm. Depths at some battery pads can reach up to ~ 300 mm.
- The areas of high depths are in small, localised depressions within the Site at irrigation dams. The area of development reaches a maximum flood depth of 1.2 m within an irrigation dam in the East zone. It is expected that this dam would be filled as part of the development proposal.
- Flood surface levels range from ~157.5 m AHD at the western Site boundary to ~160.5 m AHD at the eastern Site boundary.

3.1.2 Flood Velocity Results

Figure 3.4 presents the maximum flow velocity for the 1% AEP existing conditions under current climate scenario.

- Flood velocities at the Site generally do not exceed 0.5 m/s, indicating slow-moving overland flow.
- Velocities on Site reach a maximum of 0.51 m/s in the West zone
- Velocities on Site reach a maximum of 0.62 m/s at asset locations in the East Zone
- The maximum velocity on Site is 1.6 m/s in a small area on the Site eastern boundary and Goorambat-Chesney Road.

3.1.3 Flood Hazard

3.1.3.1 Flood Hazard Classification

Floods can be hazardous, producing harm to people, damage to infrastructure and potentially loss of life. In examining potential flood hazard, there are several factors to be considered, as outlined in ARRv4.2 (Book 6 Chapter 7)[7]. An assessment of flood hazard is based on the following,

- Velocity of floodwater
- Depth of floodwater
- Combination of velocity and depth of floodwater
- Isolation during a flood
- Effective warning time
- Rate of rise of floodwater

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The Site flood hazard was assessed in accordance with ARRv4.2, which defines six flood hazard categories. The combined flood hazard curves are presented in Figure 3.2 with vulnerability thresholds classifications presented in Table 3-1.

[7] http://book.arr.org.au.s3-webSite-ap-southeast-2.amazonaws.com/

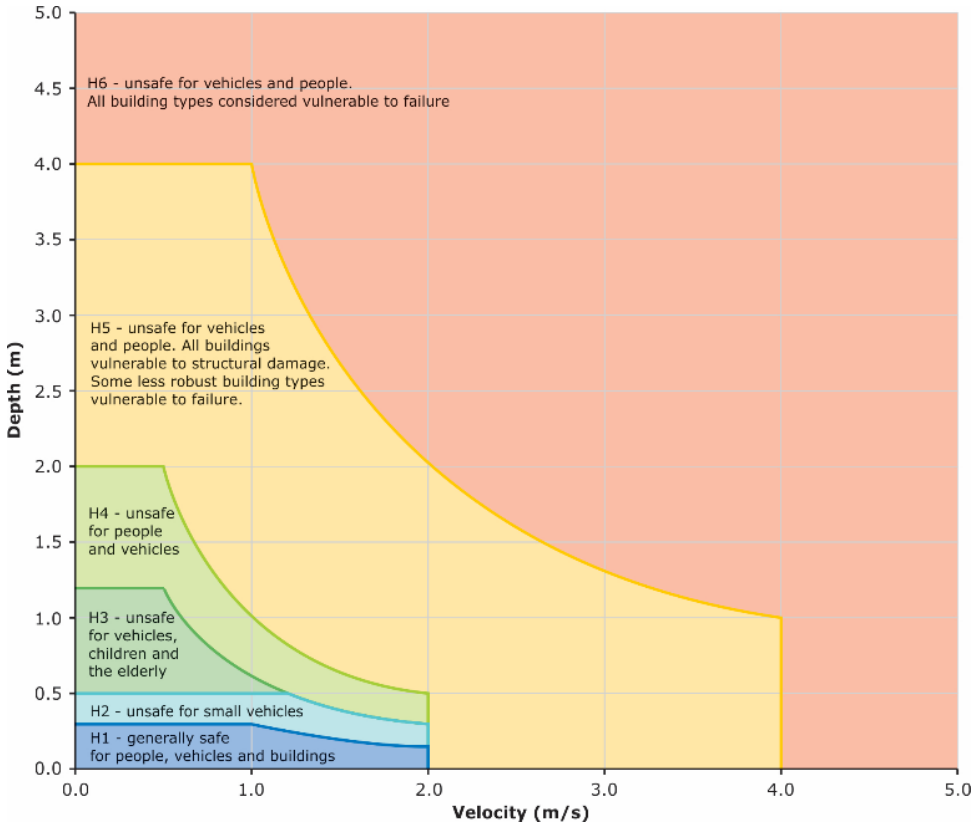


Figure 3.2 Flood Hazard Classification Schematic

Table 3-1 Flood Hazard Classification Table (ARR, 2016)

Hazard Vulnerability Classification	Classification Limit (D and V in combination)	Limiting Still Water Depth (D)	Limiting Velocity (V)	Description
H1	D*V ≤ 0.3	0.3	2.0	Generally safe for vehicles, people and buildings.
H2	D*V ≤ 0.6	0.5	2.0	Unsafe for small vehicles.
H3	D*V ≤ 0.6	1.2	2.0	Unsafe for vehicles. children and the elderly.
H4	D*V ≤ 1.0	2.0	2.0	Unsafe for vehicles and people.
H5	D*V ≤ 4.0	4.0	4.0	Unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust buildings subject to failure.
H6	D*V > 4.0	-	-	Unsafe for vehicles and people. All building types considered vulnerable to failure.

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3.1.3.2 Flood Hazard Results

Figure 3.5 presents the flood hazard for the 1% AEP existing conditions under current climate scenario.

Overall, the Site hazard is generally classified within the H1 flood hazard category, indicating that it is safe for people, vehicles, and buildings. Higher-hazard areas up to H4 are limited to small areas within an existing dam in the east of the Site and on the Site's eastern boundary. Outside the Site, the higher-hazard zones are generally isolated and predominantly aligned with the Broken Creek corridor. The Benalla-Tocumwal Road is also shown to have localised sections that are under the H3 category in the existing scenario, which is unsafe for vehicles to pass through.

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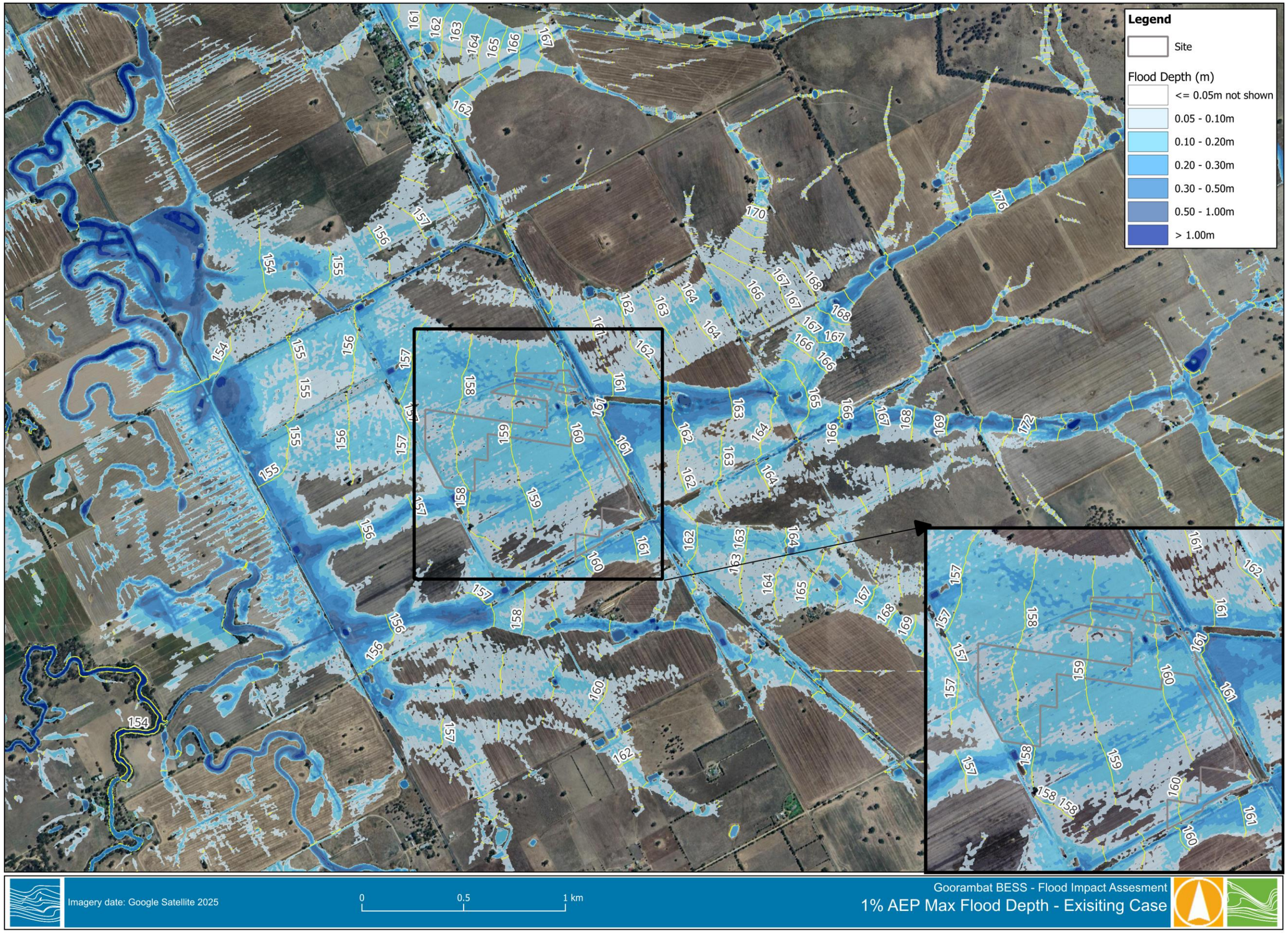


Figure 3.3 1% AEP - Existing Case Flood Depths

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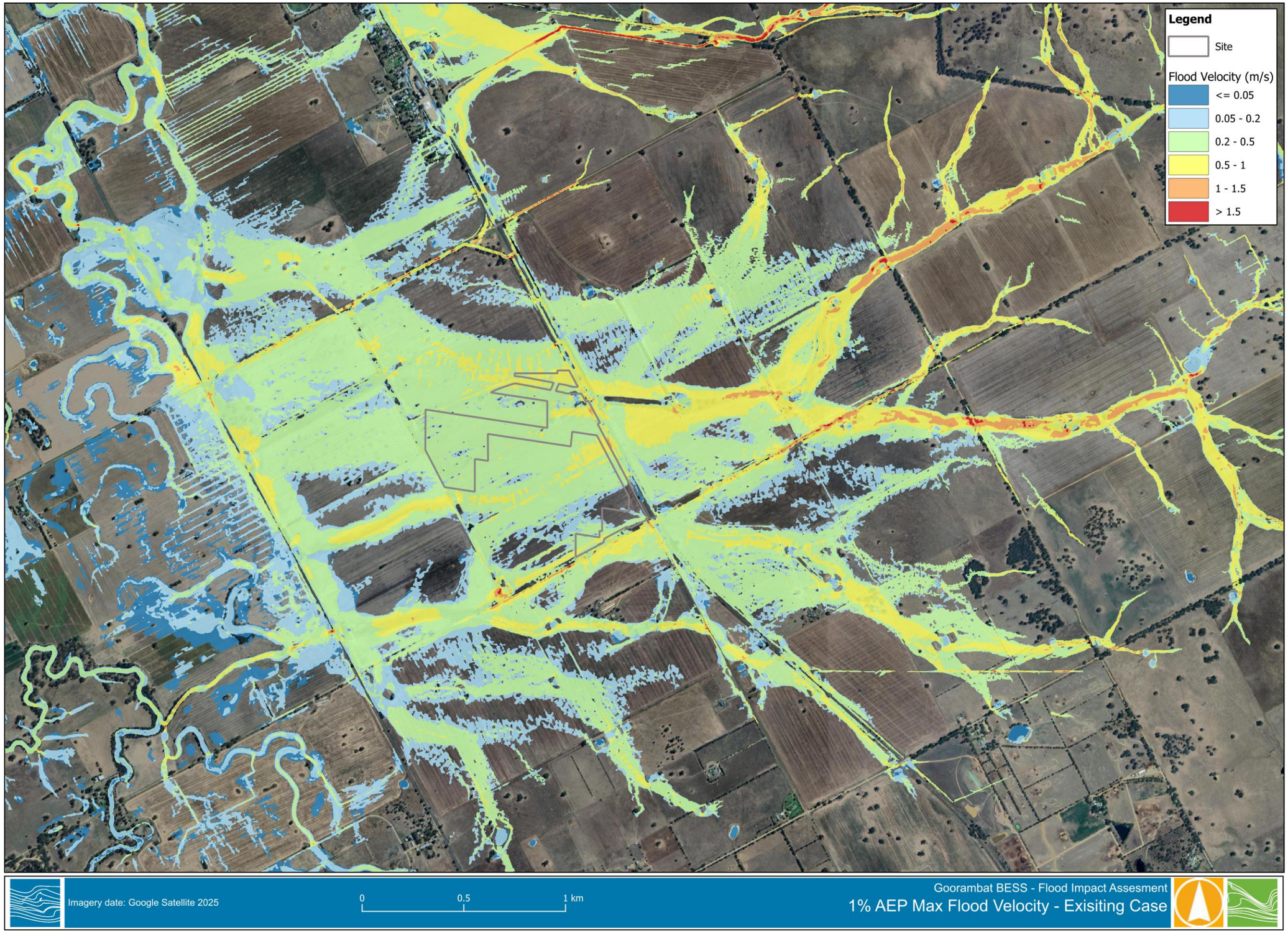


Figure 3.4 1% AEP - Existing Case Flood Velocity

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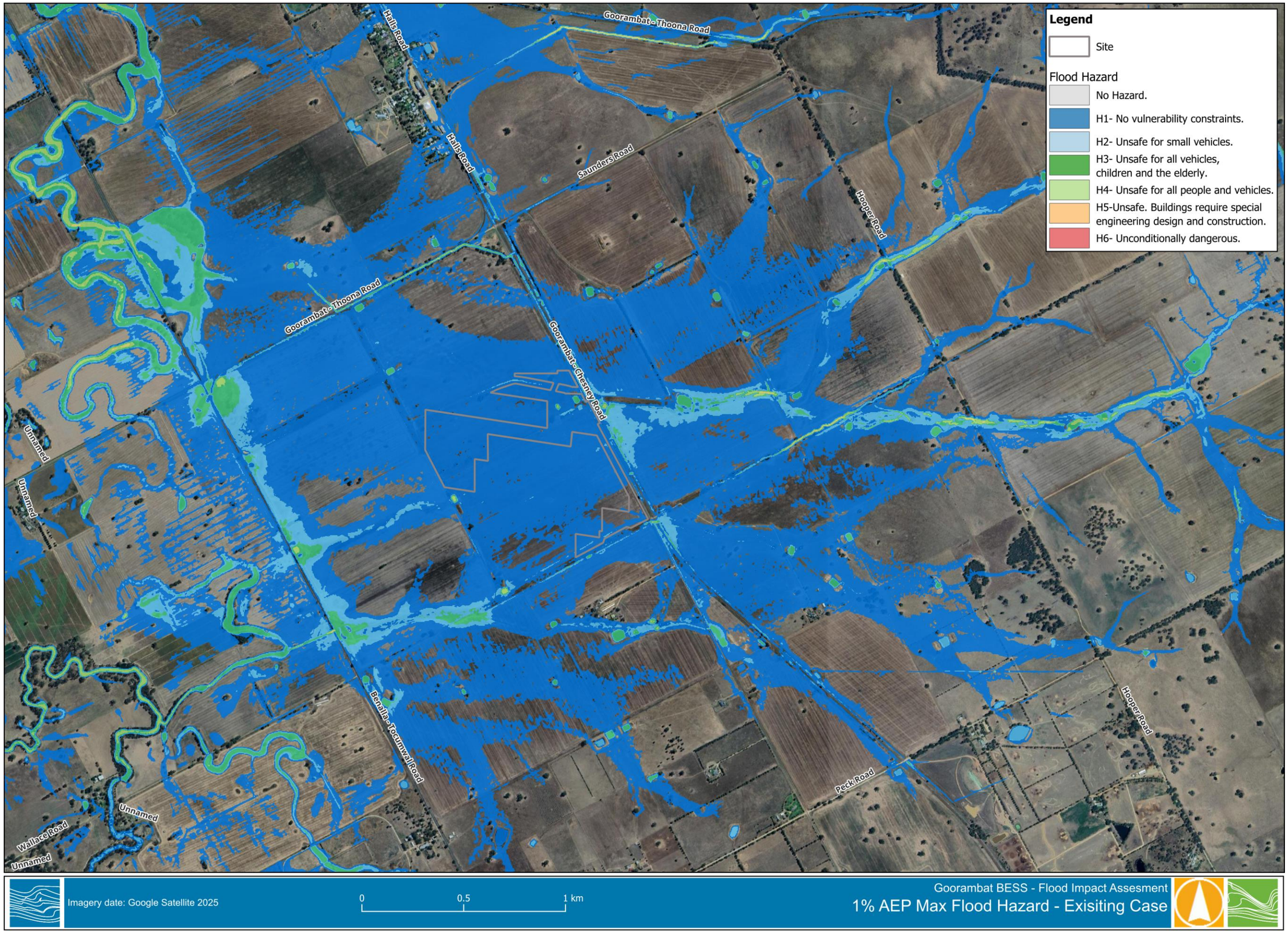


Figure 3.5 1% AEP - Existing Case Flood Hazard

3.2 Existing Conditions - Climate Change (SSP3-7.0 2100)

Climate change has been considered as part of this flood assessment, with climate change assessed for the SSP3-7.0 scenario for the year 2100. Flood mapping for the existing 2100 SSP3-7.0 scenario is presented in Figure 3.6 to Figure 3.8.

Flows originate from the south-east and move westward through multiple flow paths before ultimately discharging into Broken Creek. Under the SSP3-7.0 (2100) climate change scenario, the Site is largely inundated with floodwater as rainfall has been scaled up to reflect future climate conditions with increased rainfall intensity. Roads adjacent to the Site become inundated as shown in Figure 3.8. The sections below summarise the flood depths, levels, and velocities across the Site (East and West zones) as per Figure 3.1.

3.2.1 Flood and Level Depth Results

Flood depths, with flood level contour lines, are shown in Figure 3.6 for the 1% AEP existing conditions under an SSP3-7.0 2100 future climate scenario.

- Flood depth in the West Zone does not exceed 350 mm with depths typically ~ 180 mm.
- Flood depth over proposed asset locations in the East Zone rarely exceed 350 mm with depths typically ~ 280 mm.
- The areas of high depths are in small, localised depressions within the Site at irrigation dams. The area of development reaches a maximum flood depth of 1.3 m within an irrigation dam in the East Zone. It is expected that this dam would be filled as part of the development proposal.
- Flood surface levels range from ~157.5 mAHD at the Site western boundary to ~160.7 mAHD at the Site eastern boundary.

3.2.2 Flood Velocity Results

Figure 3.7 presents the maximum flow velocity for the 1% AEP existing conditions under SSP3-7.0 2100 future scenario.

- Flood velocities at the Site generally do not exceed 0.65 m/s, indicating slow-moving overland flow within the Site.
- Velocities on Site reach a maximum of 0.55 m/s in the West Zone.
- Velocities on Site reach a maximum of 1.1 m/s at proposed asset locations in the East Zone.
- The maximum velocity on the Site is 1.7 m/s in a small region on the Site eastern boundary and Goorambat-Chesney Road.

3.2.3 Flood Hazard Results

Figure 3.8 presents the flood hazard for the 1% AEP existing conditions under SSP3-7.0 2100 future scenario.

Flood hazard classifications remain generally consistent with the baseline hazard mapping, with the Site generally characterised by H1 to H3 hazard ratings. Higher-hazard areas up to H4 are limited to small areas within an existing dam in the east of the Site and on the Site's eastern boundary. Very small areas of roads accessways in the East zone of the Site reach a hazard category of H2, making them unsafe for small vehicles. Overall, flood hazard across the Site remains low, with no increase in hazard extent or severity observed through the Site.

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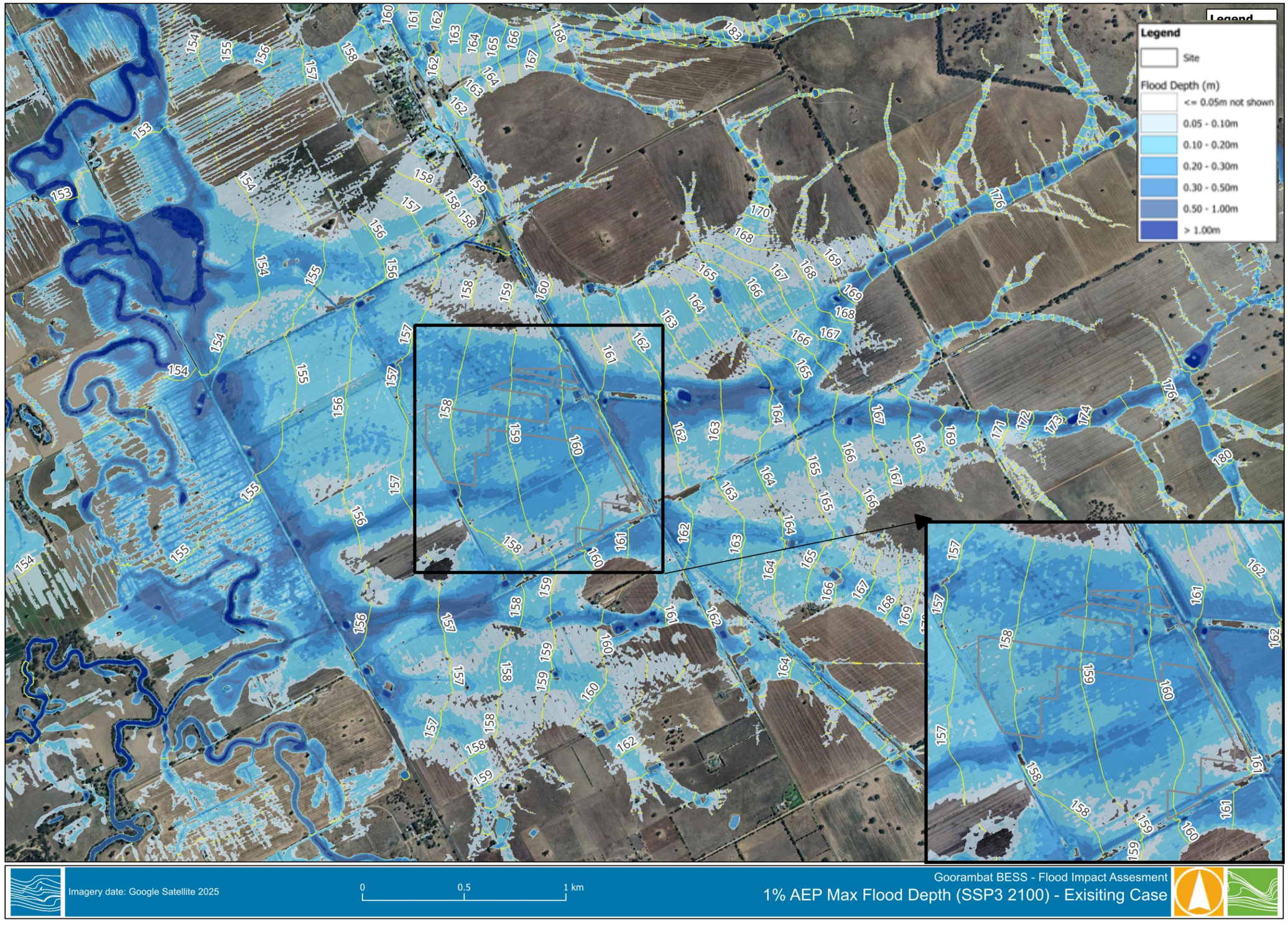


Figure 3.6 1% AEP SSP3-7.0 2100- Existing Conditions Flood Depth

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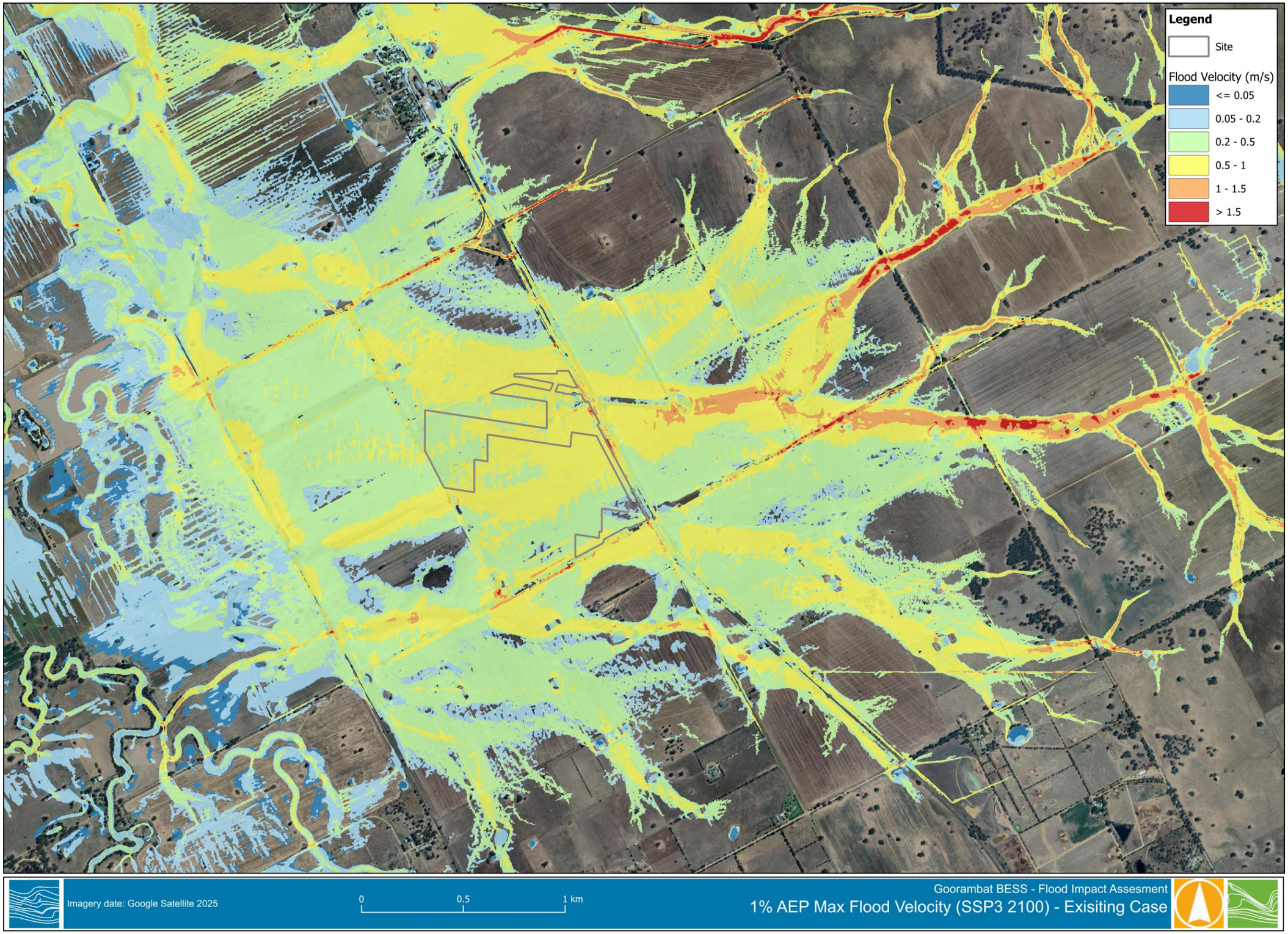


Figure 3.7 1% AEP SSP3-7.0 2100 - Existing Conditions Flood Velocity

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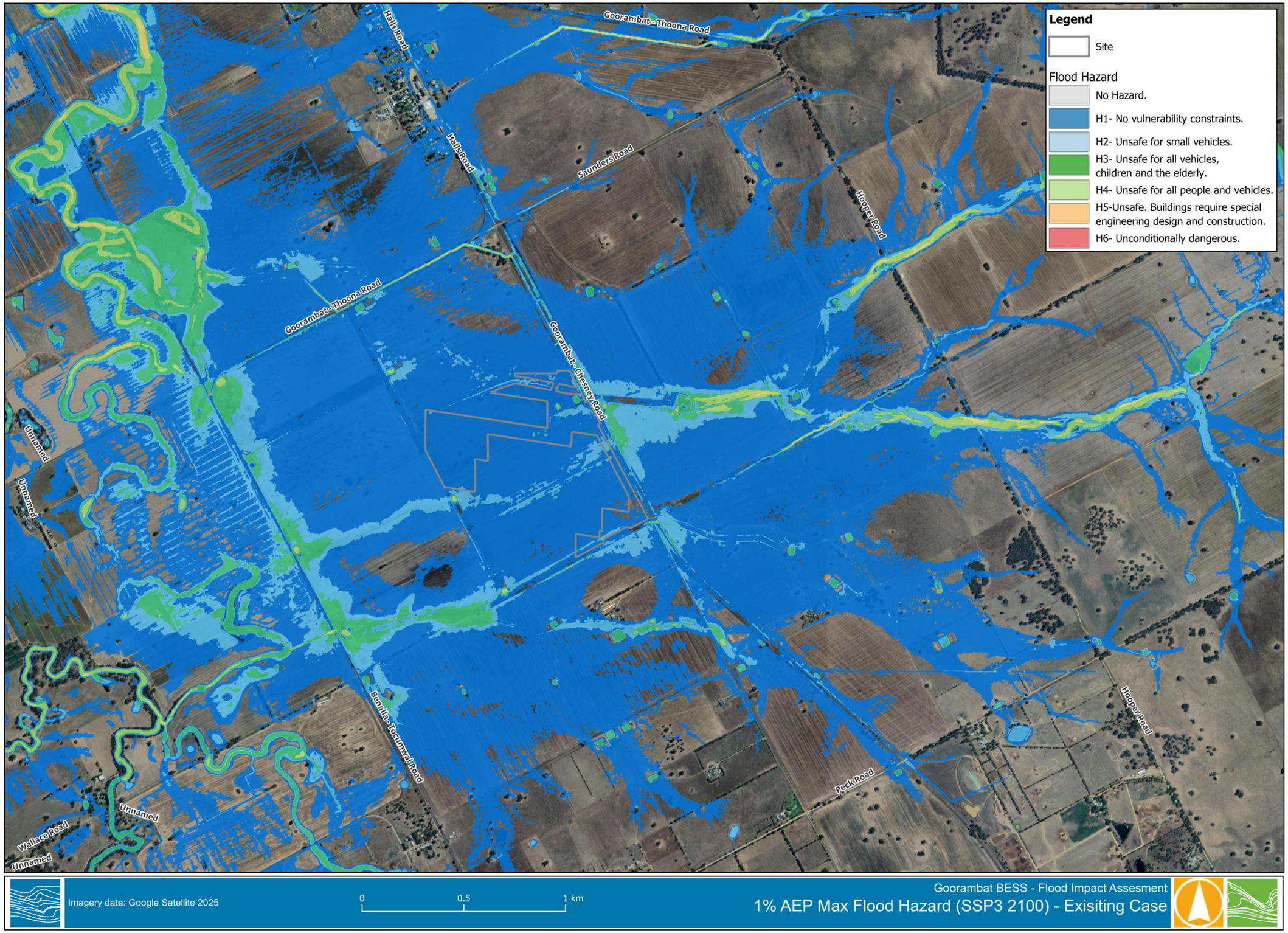


Figure 3.8 1% AEP SSP3-7.0 2100 - Existing Conditions Flood Hazard

3.3 Developed Conditions - 1% AEP Event

The developed case scenario was used to determine appropriate Finished Floor Levels (FFLs) for the proposed battery storage pads. The water surface elevation (flood level) extracted from the 1% AEP developed scenario with 300 mm freeboard was used to establish the FFL. This 300 mm freeboard in addition to the water surface elevation is as required by GBCMA. Figure 3.9 shows the proposed BESS Project, as outlined in the drawings provided by ERM, divided into sections to assess an average FFL most suitable for preventing flood damage during the 1% AEP design storm event. ENGIE confirmed a preference for the individual BESS units to be raised independently on a hardstand, rather than using Site-wide fill within the specific BESS areas. As part of the analysis, the BESS Project was divided into three sections:

- the BESS North, located immediately North of the waterway;
- the BESS West, located immediately west of the waterway; and
- the BESS South, located in the southernmost section.

These sections are assumed to be constructed on a hardstand. This approach was adopted to obtain indicative FFLs for each area, with the resulting levels summarised in Table 3-2. The levels in Table 3-2 are indicative levels listed for compliance purposes.

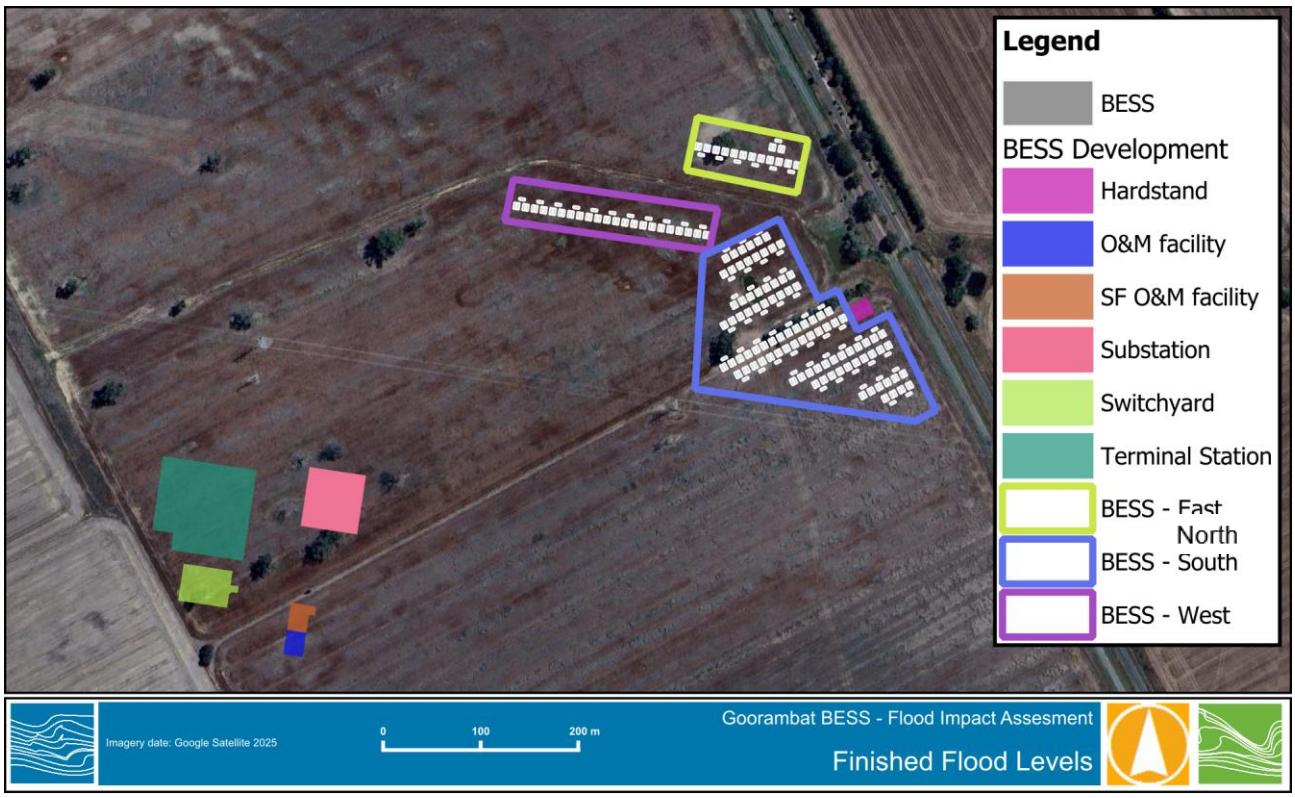


Figure 3.9 BESS Project Components assigned specific FFL

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Table 3-2 Current Climate Finished Floor Level for different sections of the BESS Project development (1% AEP Water Surface Elevation +300 mm freeboard)

Area	Finished Floor Level (m AHD)
BESS Units - North of waterway*	160.45
BESS Units - West of waterway*	160.05
BESS Units - South of waterway*	160.75
Terminal Station	158.44
Hardstand	160.70
O&M Facility	158.45
Substation	158.78
SF O&M facility	158.50
Switchyard	158.40
*The values for BESS units show the indicative FFL for the units at the highest ground and flood elevation. FFLs may vary at lower topographies in the BESS	

Figure 3.10 to Figure 3.12 represent the flood depths, hazards and velocity results for the developed conditions. The sections below show results of the 1% AEP between the existing and developed conditions for flood depths, levels, and velocities across the East and West of the Site as per Figure 3.1.

3.3.1 Flood Depth and Level Results

Flood depths, with flood level contour lines, are shown in Figure 3.10 for the 1% AEP developed conditions (current climate scenario).

- Flood depth in the West Zone does not exceed 270 mm with depths typically ~ 150 mm.
- Flood depth over structures in the East Zone rarely exceed 150 mm with depths typically ~ 100 mm. Depths at some battery pads can reach to around 300 mm.
- With the deepest irrigation dam filled in the development footprint of the BESS, the maximum depth of the Site is observed at a neighbouring dam. This dam has a maximum depth of 910 mm.
- Flood surface levels range from ~157.5 mAHD at the Site western boundary to ~160.6 mAHD at the Site eastern boundary.
- An increase in flood level of up to 200 mm is observed in parts of the West Zone. This region also experiences flood level decreases up to 90 mm in some areas. Larger increases in flood levels are observed at the interface of the proposed structures and the floodwaters and are highly localised.
- The East Zone experiences an increase in flood level of up to 80 mm with most increases occurring in the south of the zone. Decreases in flood level of up to 54 mm in the centre of the East Zone.
- Increases in flood levels are localised and attributable to ponding of floodwater against the raised BESS Project hardstand, which act as local obstructions. This ponding does not result in increased flood levels at the Site boundaries or on neighbouring properties

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3.3.2 Flood Velocity Results

Figure 3.11 presents the maximum flow velocity for the 1% AEP developed conditions under current climate scenario.

Flood velocities at the Site generally do not exceed 0.5 m/s, indicating slow-moving overland flow within the Site.

- Velocities on Site reach a maximum of 0.73 m/s in the West Zone.
- Velocities on Site reach a maximum of 1.0 m/s at asset locations in the East Zone.
- The maximum velocity on the Site is 1.56 m/s in a small region on the Site eastern boundary and Goorambat-Chesney Road.
- When compared to existing conditions, maximum flow velocities along the Site's primary flow paths show negligible change. A slight increase in velocity is observed in the vicinity of the developed BESS Project areas; however, this is attributed to the increased ground elevations associated with the BESS Project hardstand and does not adversely impact overall Site flood conditions.

3.3.3 Flood Hazard Results

Figure 3.12 presents the flood hazard for the 1% AEP developed conditions under current climate scenario.

- The Site is generally characterised by an H1 hazard rating (generally safe).
- Under the developed conditions, the hazard categorisation remains generally consistent with existing conditions
  - The H2 hazard area increases slightly around the hardstand and between two sets of BESS units to the south of the waterway.
  - Very small areas of road accessways in the East Zone reach a hazard category of H2 (unsafe for small vehicles).
- Higher hazard classifications (H3) are mostly limited to localised areas associated with irrigation dams, which is consistent with the existing case scenario.
  - The irrigation dam producing the H4 hazard rating in existing conditions is filled in this scenario. Thus, the only H4 hazard rating occur in a very small area on the eastern Site boundary.
- There is no hazard rating above H4 on the site, posing no risk to buildings.
- This shows that the proposed BESS project does not significantly alter the overall flood hazard extent or severity across the Site.

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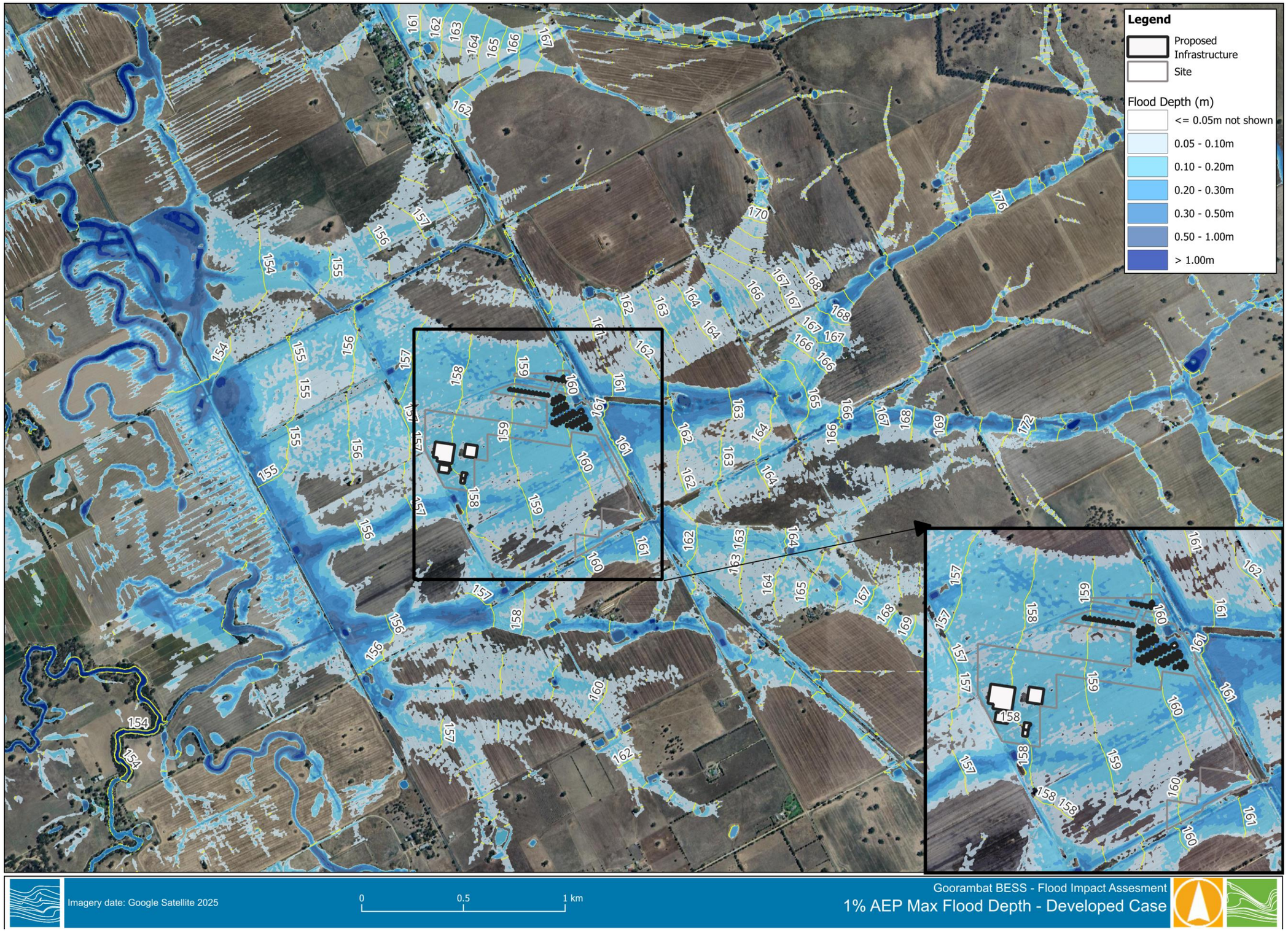


Figure 3.10 1% AEP - Developed Conditions Flood Depths

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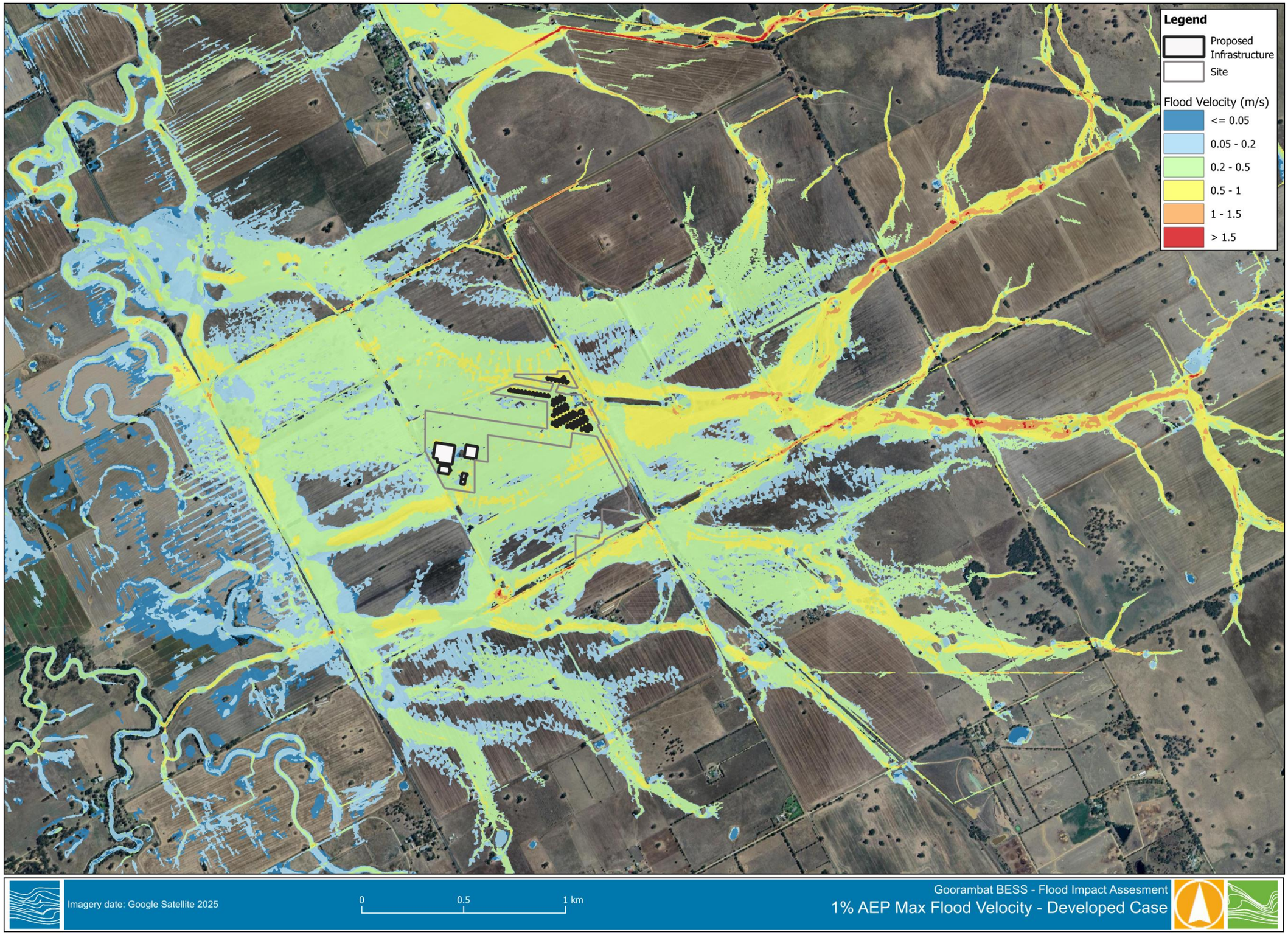


Figure 3.11 1% AEP - Developed Conditions Flood Velocity

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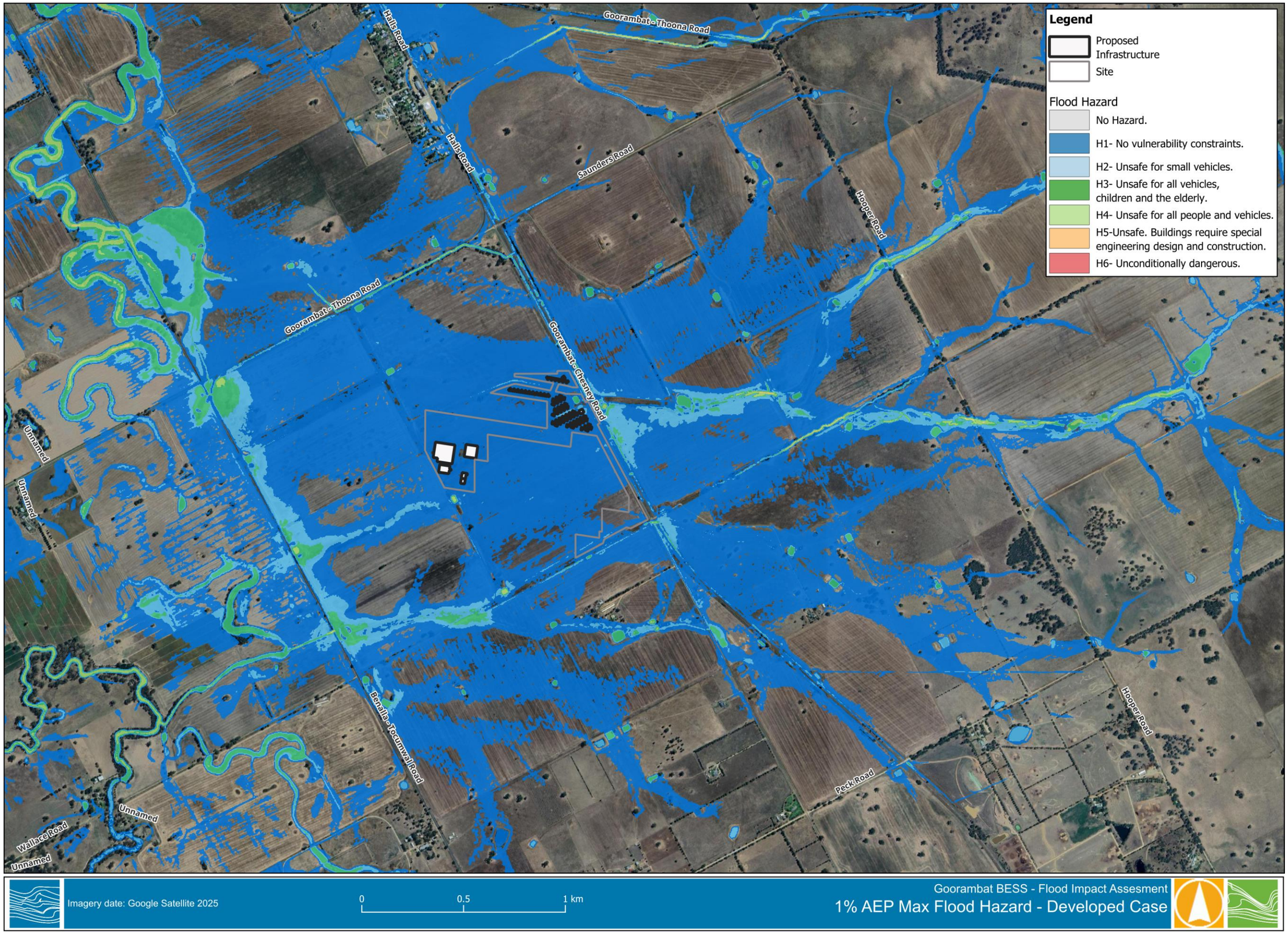


Figure 3.12 1% AEP - Developed Conditions Flood Hazard

3.4 Developed Conditions - Climate Change Scenario SSP3-7.0 2100

The SSP3-7.0 (2100) climate change flood modelling results, as mandated by the GBCMA, are presented in Figure 3.13 to Figure 3.15.

This scenario was also used to assess FFLs. The water surface elevation (flood level) extracted from the 1% AEP developed scenario with 300 mm freeboard was used to establish an indicative FFL. This 300 mm freeboard plus in addition to the water surface elevation is as required by GBCMA. Figure 3.9 shows the proposed BESS Project, as outlined in the drawings provided by ERM, divided into sections to assess an average Finished Floor Level (FFL) that is most suitable for preventing flood damage during the 1% AEP event. The indicative FFLs for each area indicated in Figure 3.9 are summarised in Table 3-3. This table is informational only with FFLs used for compliance presented in Table 3-2.

Table 3-3 SSP3-7.0 Finished Floor Level for different sections of the BESS Project development (1% AEP Water Surface Elevation +300 mm freeboard)

Area	Finished Floor Level (m AHD)
BESS Units - North of waterway*	160.56
BESS Units - West of waterway*	160.10
BESS Units - South of waterway*	160.85
Terminal Station	158.54
Hardstand	160.87
O&M Facility	158.58
Substation	158.85
SF O&M facility	158.60
Switchyard	158.50

*The values for BESS units show the indicative FFL for the units at the highest ground and flood elevation. FFLs may vary at lower topographies in the BESS

3.4.1 Flood Depth and Level Results

Flood depths, with flood level contour lines, are shown in Figure 3.13 for the 1% AEP developed conditions under an SSP3-7.0 2100 future climate scenario.

- Flood depth in the West Zone does not exceed 400 mm with depths typically ~ 220 mm.
- Flood depths over structures in the East Zone rarely exceed 250 mm with depths typically ~ 200 mm. Depths at some battery pads can reach to around 320 mm.
- With the deepest irrigation dam filled in the development footprint of the BESS, the maximum depth of the Site is observed at a neighbouring dam. This dam has a maximum depth of 1000 mm.
- Flood levels range from ~157.5 mAHD at the Site western boundary to ~160.7 mAHD at the Site eastern boundary.
- An increase in flood level of over 200 mm is observed in parts of the West Zone of the Site. This zone also experiences flood level decreases up to 120 mm in some regions. Larger increases in flood levels are observed at the interface of the proposed structures and the floodwaters and are highly localised.

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- A localised increase in flood level of up to 120 mm is observed at in parts of the East Zone of the Site against the hardstand. The centre of the East Zone also experiences flood level decreases up to 68 mm. Increases in flood levels are generally below 100 mm in the eastern region.
- Increases in flood levels are localised and attributable to ponding of floodwater against the raised BESS Project hardstand, which act as local obstructions. This ponding does not result in increased flood levels at the Site boundaries or on neighbouring properties

3.4.2 Flood Velocity Results

Figure 3.14 presents the maximum flow velocity for the 1% AEP developed conditions under SSP3-7.0 2100 future scenario.

- Flood velocities at the Site generally do not exceed 0.65 m/s, indicating slow-moving overland flow.
- Velocities on Site reach a maximum of 1.0 m/s in the West Zone immediately north of the SF O&M facility.
- Velocities on Site reach a maximum of 1.3 m/s at asset locations in the East Zone to the northeast of the hardstand.
- The maximum velocity on the Site is 1.7 m/s in a small region on the Site eastern boundary and Goorambat-Chesney Road.
- When compared to existing conditions, maximum flow velocities along the Site's primary flow paths show negligible change. A slight increase in velocity is observed in the vicinity of the developed BESS Project areas; however, this is attributed to the increased ground elevations associated with the BESS Project hardstand and does not adversely impact overall Site conditions.

3.4.3 Flood Hazard Results

Figure 3.15 presents the flood hazard for the 1% AEP developed conditions under SSP3-7.0 2100 future scenario.

- The Site is generally characterised by an H1 hazard ratings (generally safe).
- In the developed case, the hazard categorisation remains generally consistent with existing conditions
  - There is one region to the east and south of the O&M facility where the extent of the H2 hazard rating increases. In a 1% AEP SSP3-7.0 2100 flood it would be safe to access these facilities from the east or south on foot but access with a small vehicle is from these sides not considered safe.
  - This shows that the proposed BESS project does not significantly alter the overall flood hazard extent or severity across the Site.
- Egress and access pathways into the Site are categorised within the Hazard 1 classification and therefore pose no risk to their usability.
- Higher hazard classifications (H3) are mostly limited to localised areas associated with irrigation dams, which is consistent with the existing case scenario.
  - The irrigation dam producing the H4 hazard rating in existing conditions is filled in this scenario. Thus, the only H4 hazard rating occur in a very small area on the eastern Site boundary.
- There is no hazard rating above H4 on the site, meaning no risk is posed to buildings.

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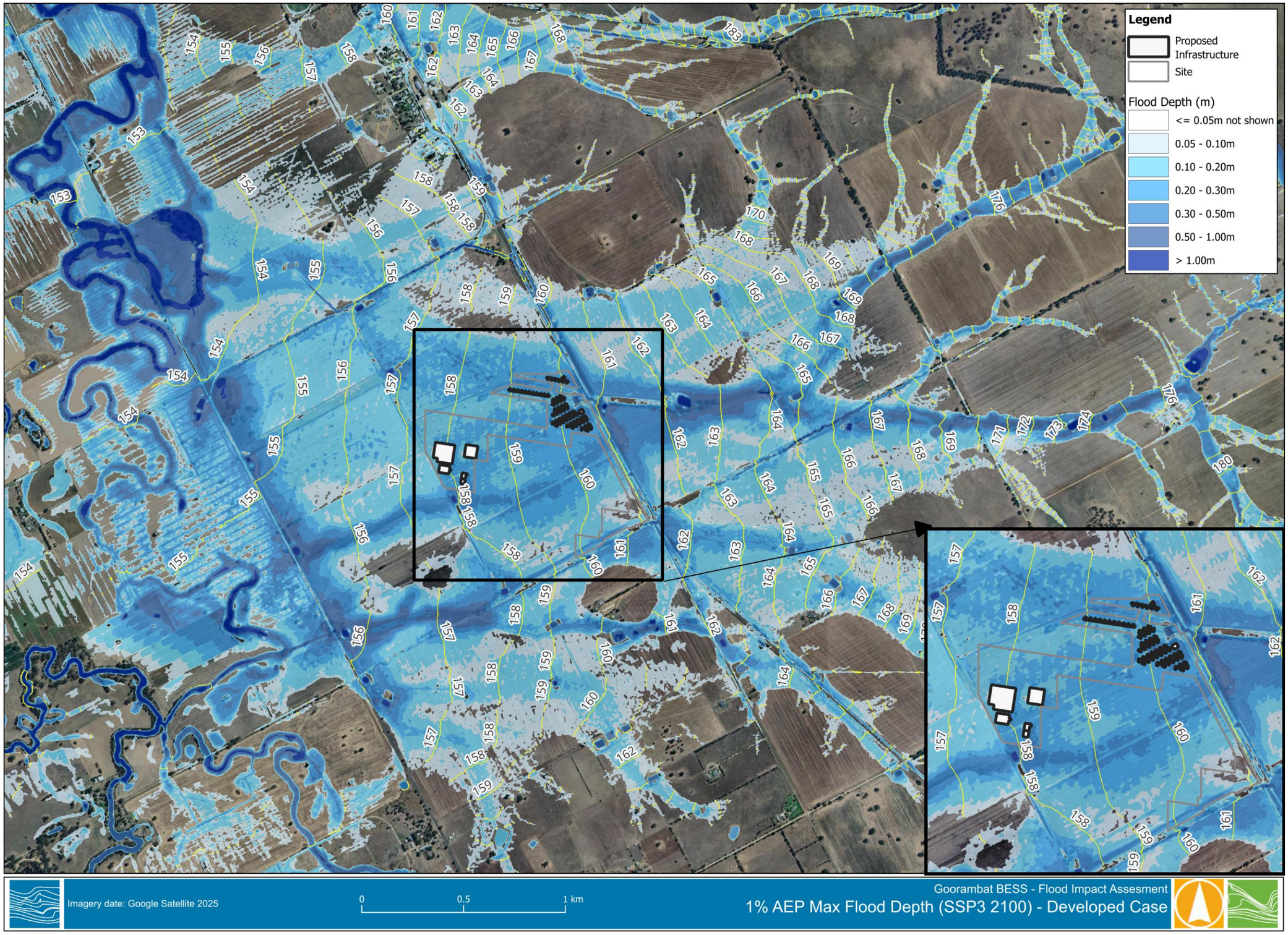


Figure 3.13 1% AEP (SSP3-7.0 2100) – Developed Conditions Flood Depth

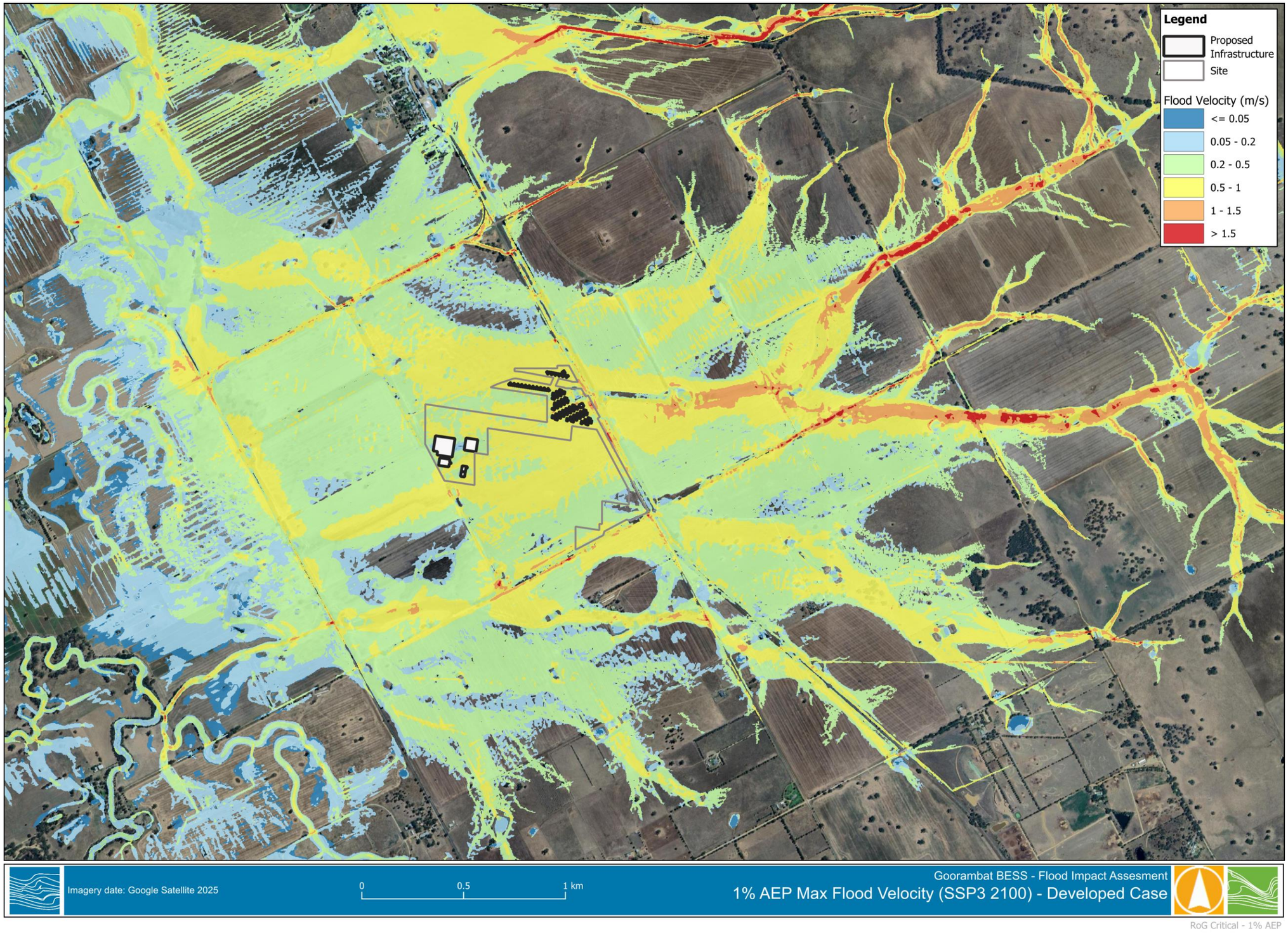


Figure 3.14 1% AEP (SSP3-7.0 2100) – Developed Conditions Flood Velocity

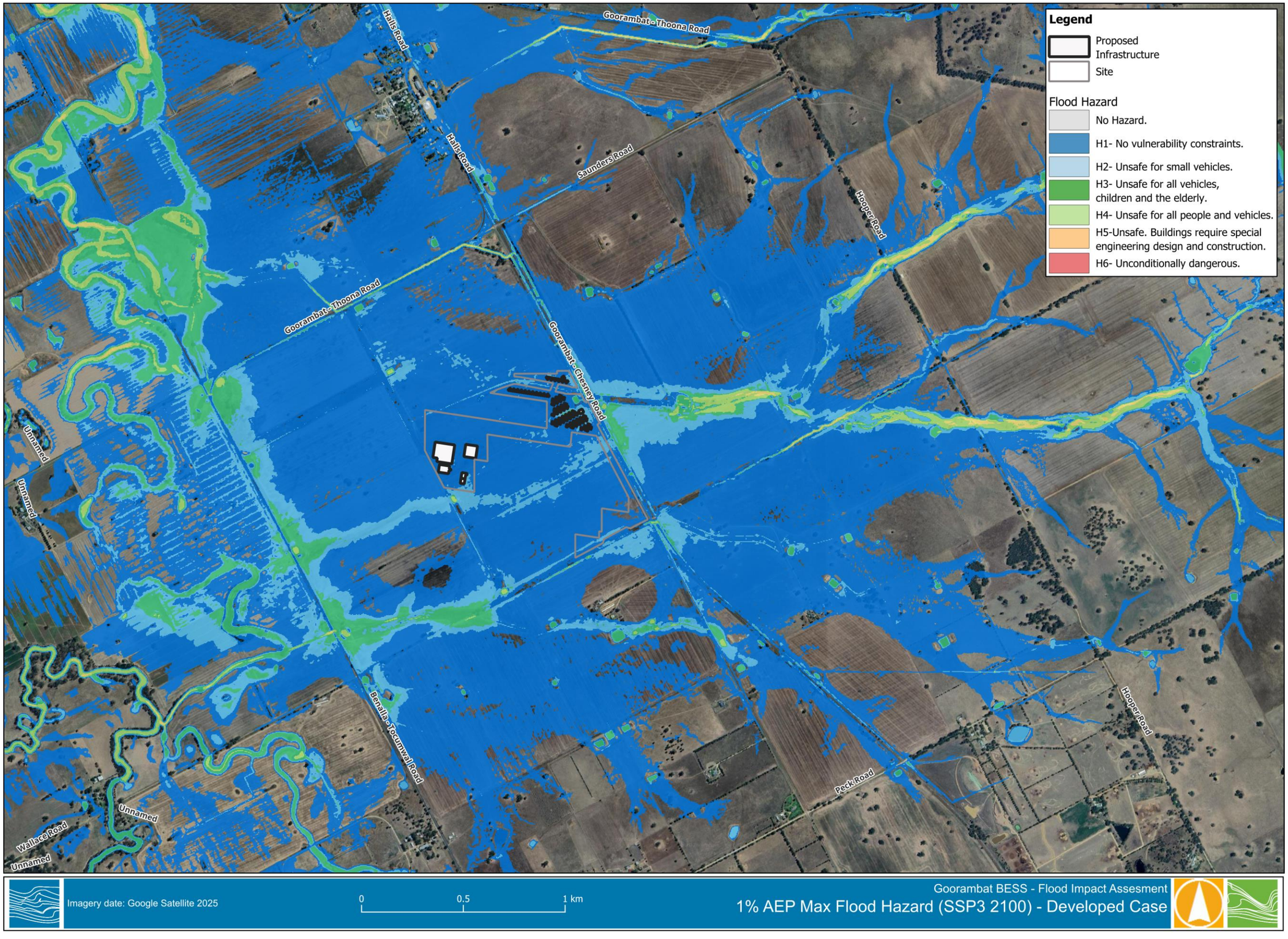


Figure 3.15 1% AEP (SSP3-7.0 2100) – Developed Conditions Flood Hazard

3.5 Flood Afflux

Figure 3.16 presents the flood afflux (change in flood level) for the developed scenario relative to existing conditions. Under the developed conditions, which includes the proposed BESS Project, localised afflux is observed within both the West and East zones, with increases generally ranging between 0.02 m and 0.30 m, as indicated by the yellow to orange shading (increases above 0.1 m are highly localised). Localised decreases in flood levels (shown in green) are reported within the Site, primarily associated with displaced floodplain storage, which result in redistribution of local flood depths.

Figure 3.17 presents afflux results for the SSP3-7.0 2100 climate change scenario, representing the difference between the existing and developed conditions flood level results. Under climate change conditions, afflux across the Site remains minimal, with localised increases primarily limited to the proposed BESS building areas. Afflux within the Site is generally ranging from approximately 0.02 m to 0.40 m (increases above 0.15 m are highly localised). Off-Site afflux is observed to the west, with scattered increases in depth/extent represented by blue areas. However, these changes are shown to be minor, with afflux ~ 1-2 mm in magnitude. To the north-west of the Site, there are decreases in flood level of around 1-2 mm.

Under both current climate conditions and 2100 forecasted SSP3-7.0 climate change scenario, most afflux is contained within the East and West Site zones. Changes in flood depth outside these zones are minimal. Areas shown as “wet-to-dry” (pink) and “dry-to-wet” (blue) are found in the Site, with increase of afflux observed within the blue regions. The modelled afflux does not adversely impact off-Site properties and does not result in any change to the Site’s overall flood hazard classification. For the off-Site impacts, there are small blue regions indicating areas to the west of the Site that have minor increases in flood extent. However, these are confined, representing an increase in flood depth of approximately 1 mm. To the north-west of the Site, there are also small scattered pink regions indicating a decrease in depth of approximately 1-2 mm.

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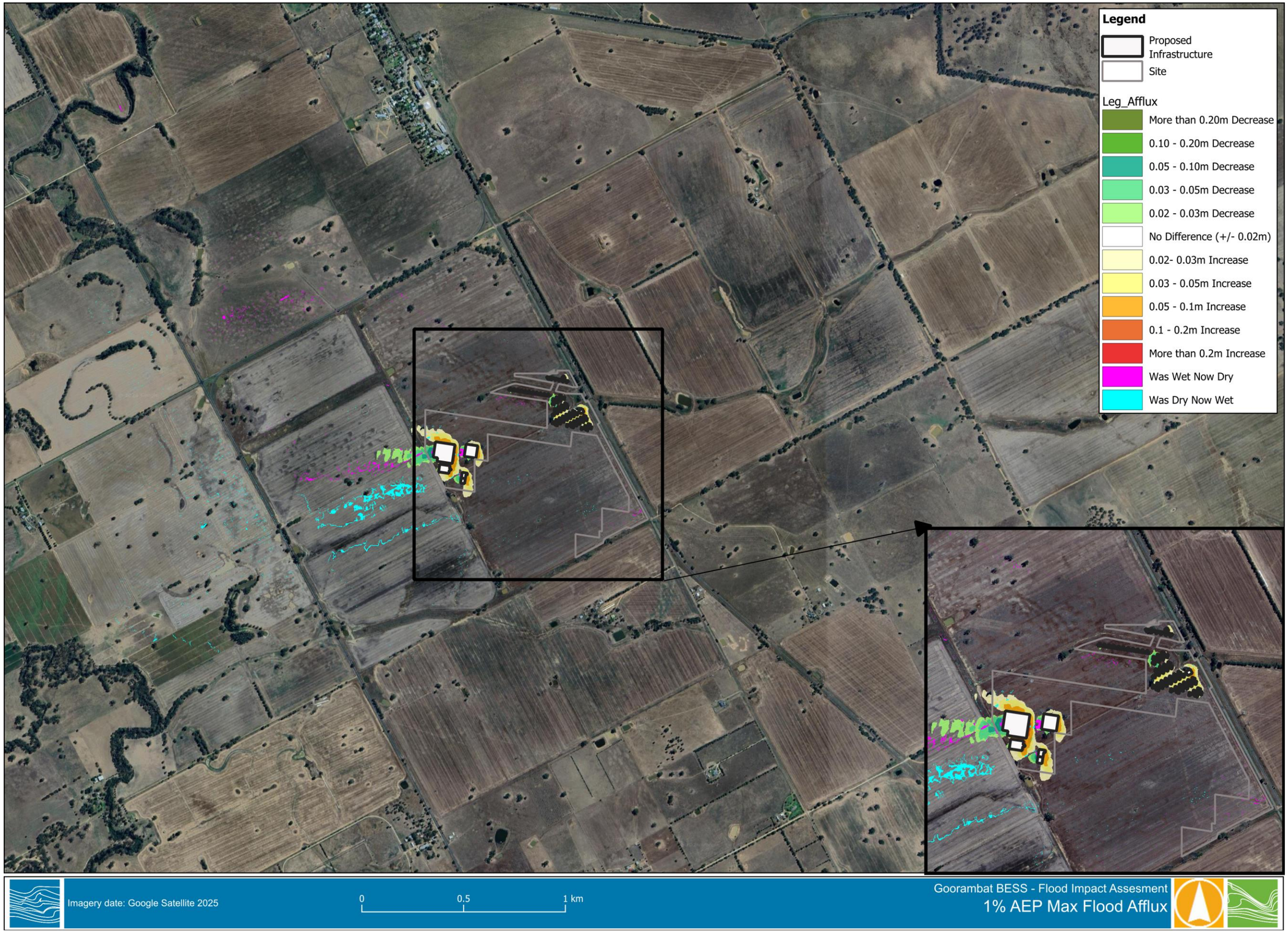


Figure 3.16 Flood Afflux – Current climate scenario

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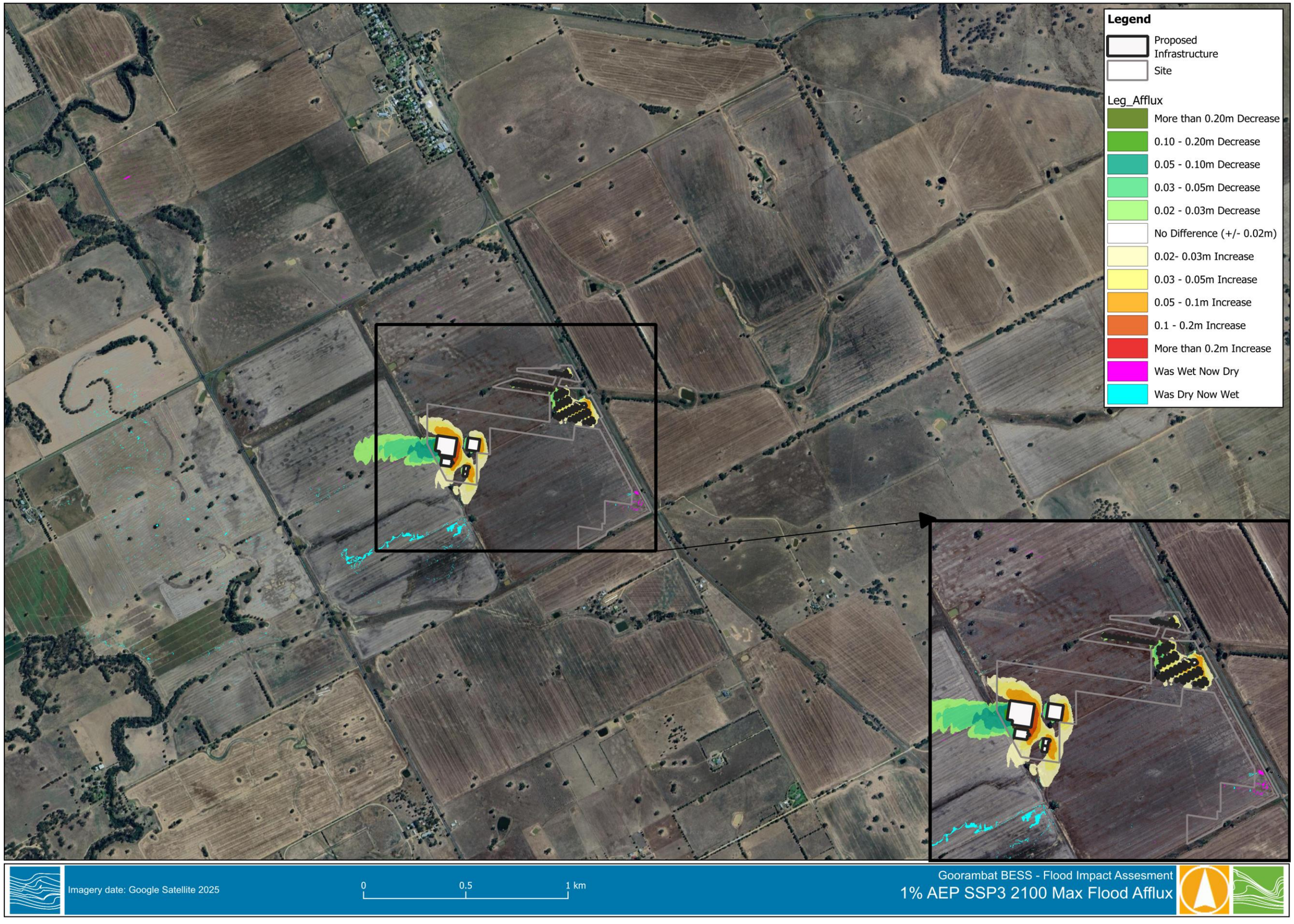


Figure 3.17 Flood Afflux – Future Climate Change Scenario (SSP3-7.0 2100)

4 CONCLUSIONS

A flood impact assessment supported by flood modelling was undertaken to evaluate the impact of the Project on flood behaviour across the Site and catchment. The proposed development incorporates a design that maintains a 15 m buffer setback from each of the banks of the waterway traversing the site (30 m total buffer), in accordance with approvals granted by the GBCMA. Model results indicate that, under both existing and developed conditions for the 1% AEP current and future climate change scenarios, flooding across the Site is generally shallow and associated with low flow velocities. The BESS Project footprint was raised above existing ground levels to assess how flow paths are redistributed around the proposed project; however, the works do not obstruct major flow pathways or result in adverse hydraulic impacts.

The proposed project results in minor changes to existing flooding conditions, with small, localised increases in flood height due to ponding adjacent to the Project. Changes in flow velocity are shown to be negligible, with no observed increase in flood hazard identified within the project footprint or across the wider Site. The existing H1–H3 flood hazard classifications are maintained, with H3 hazard mainly confined to the irrigation dams. The filling of an existing farm dam in the Southern BESS Zone removes an area of H4 hazard from the Site. The modelled changes associated with the proposed works have minimal offsite impacts, with a slight increase in extent and flood depth by approximately 2 mm to the west of the Site and a minor decrease in flood depth to the northwest. These changes are minimal and do not pose any increased risk.

Similar outcomes are observed under the climate change modelling scenarios, where only minor and localised differences in flood behaviour are predicted. Afflux is observed within the Site and there are minimal offsite impacts consisting of a slight increase in extent and depth to approximately 1-2 mm to the west and a minor decrease of around 1-2 mm to the north-west of the Site.

Overall, the developed scenario results in only minor, localised changes to flood depth and velocity, with no change to flood hazard classification, confirming that the proposed project is not expected to adversely affect flood behaviour or increase flood risk.

Considering the above information, flood impacts are compliant with requirements from GBCMA.

As per correspondence with Benalla Rural City Council (See Appendix B -1-2, Page Water Quality and Detention Basin by Benalla Rural City Council 54[8]), no on-site detention is required, and no stormwater treatment measures are necessary. However, appropriate controls should be implemented to manage water discharge in the event of a battery fire or other chemical release.

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[8] As per Email communication on 20 April 2026 with Malcolm Bromley (Coordinator Technical Services), Benalla Rural City Council

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APPENDIX A
PROJECT PLANS

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Notes

Data source: Data has been sourced and referenced alongside internal resources at ENGIE.

This data should be used for information purposes only.

This data should be printed in A3 format.

Legend

- Project Area
- BESS Disturbance footprint
- Footprint buffers combined
- Visual Screening
- Underground BESS cable to substation
- Asset Connection
- Area for temporary laydown & construction compounds
- Area for Substation
- Area for Switchyard
- Area for Terminal Station
- Area for O&M facility
- SF O&M facility
- Indicative Road Extension
- Internal SF Roads
- External Roads
- Site Access
- 220kV Easement line
- Solar Trackers
- Waterway Easement

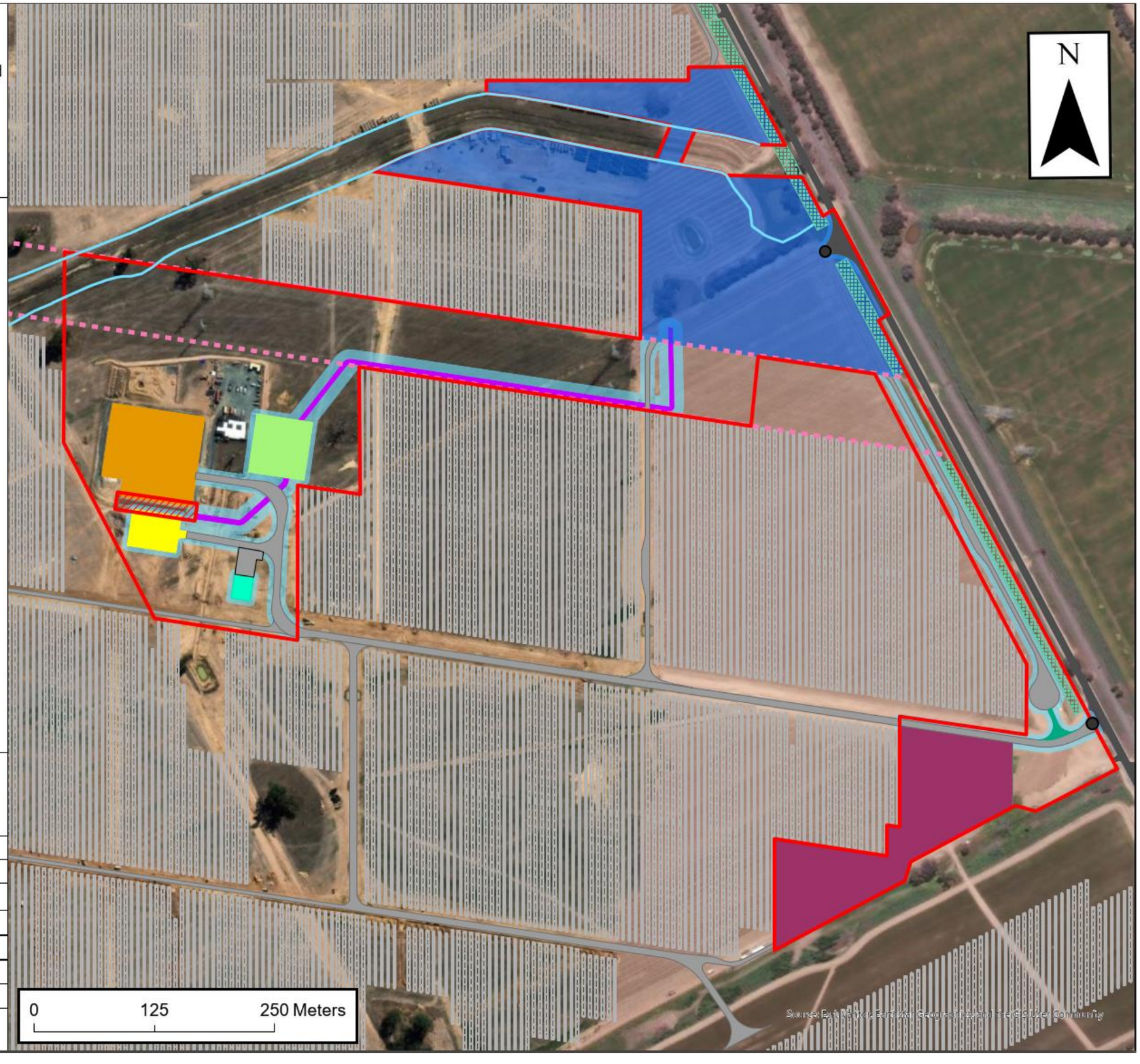
ENGIE Australia & New Zealand

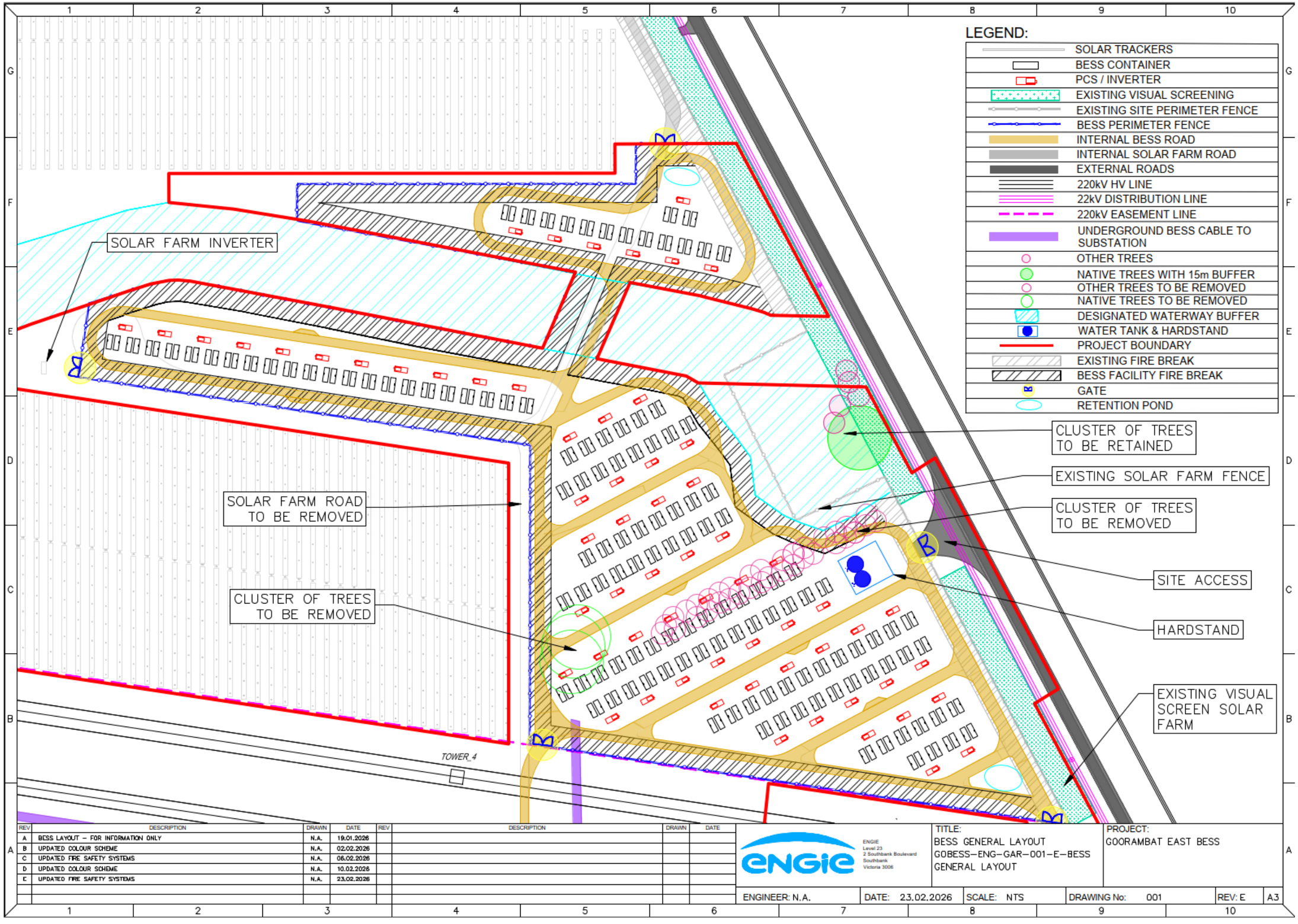
Issue Date: 24.02.2026

Project Name: GoBESS

REV	Description
V1	ENGIE-ENG-LAY-001 Indicative Project footprint
V2	
V3	

Illustrated by: AB





REV	DESCRIPTION	DRAWN	DATE
A	BESS LAYOUT – FOR INFORMATION ONLY	N.A.	19.01.2026
B	UPDATED COLOUR SCHEME	N.A.	02.02.2026
C	UPDATED FIRE SAFETY SYSTEMS	N.A.	06.02.2026
D	UPDATED COLOUR SCHEME	N.A.	10.02.2026
E	UPDATED FIRE SAFETY SYSTEMS	N.A.	23.02.2026

ENGIE
Level 23
2 Southbank Boulevard
Southbank
Victoria 3006

TITLE:
BESS GENERAL LAYOUT
GOBESS–ENG–GAR–001–E–BESS
GENERAL LAYOUT

PROJECT:
GOORAMBAT EAST BESS

ENGINEER: N.A. | DATE: 23.02.2026 | SCALE: NTS | DRAWING No: 001 | REV: E | A3

APPENDIX B
EMAIL CORRESPONDENCE

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B-1-1 Waterway Buffer Confirmation

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Olivia Aju

From: MAIL Statutory Planning <planning@gbcma.vic.gov.au>
Sent: Thursday, 2 April 2026 4:21 PM
To: Olivia Aju
Subject: RE: Goorambat East Solar Farm BESS - Flood Impact Assessment [Filed 02 Apr 2026 16:47]

Categories: Filed by Mail Manager

Caution: External Email.

OFFICIAL

Hi Olivia,

Given the nature of the waterways in the vicinity of the Goorambat East Solar Farm, the Goulburn Broken CMA is prepared to accept a 15 metre buffer from the bank of the waterway for this development. The setback is applied to each side of the waterway.

Sincerely

Joel Leister
Manager – Floodplain Implementation

P | 03 5822 7700
M | 0448 551 640

I acknowledge and respect all Aboriginal and Torres Strait Islander peoples and the Traditional Owners of the land and waters on which we work, the First Nations of Yorta Yorta and Taungurung. I pay my respects to Elders past, present and emerging and value our partnerships to heal Country.

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Please consider the environment before printing this email.

From: Olivia Aju <olivia.aju@watertech.com.au>
Sent: Tuesday, 24 March 2026 11:44 AM
To: MAIL Statutory Planning <planning@gbcma.vic.gov.au>
Subject: Fw: Goorambat East Solar Farm BESS - Flood Impact Assessment

You don't often get email from olivia.aju@watertech.com.au. Learn why this is important

Hi Joel,

I reached out to Benalla at Council after our phone call two weeks ago regarding the waterway at the Goorambat East Solar Farm. It appears they require approval from GBCMA. I wanted to confirm whether we can retain the 15 m buffer, or if this needs to be increased to 25 m in line with the previous approval.

B-1-2 Water Quality and Detention Basin by Benalla Rural City Council

Olivia Aju

From: Gayani Chandrasena
Sent: Monday, 20 April 2026 11:21 AM
To: Malcolm Bromley
Cc: Olivia Aju; Joel Ingham
Subject: RE: Goorambat East Solar Farm BESS - Stormwater Management Strategy [Filed 08 Apr 2026 14:41]

Hi Malcom,

Thank you very much for the clarification. Water treatment and discharge in an event fire or chemical discharge is out of our scope, but we will add a note that this requirement to be addressed in the environmental management plan.

Cheers,
Gayani

Gayani Chandrasena
Principal Engineer

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From: Malcolm Bromley <Mal.Bromley@benalla.vic.gov.au>
Sent: Monday, 20 April 2026 10:56 AM
To: Gayani Chandrasena <Gayani.Chandrasena@watertech.com.au>
Cc: Olivia Aju <olivia.aju@watertech.com.au>; Joel Ingham <Joel.Ingham@benalla.vic.gov.au>
Subject: RE: Goorambat East Solar Farm BESS - Stormwater Management Strategy [Filed 08 Apr 2026 14:41]

Caution: External Email.

Hi Gayani

No stormwater treatment will be required either. However measures should be included to control water discharge in the event a battery fire or other chemical discharge.

Malcolm Bromley - Coordinator Technical Services
Benalla Rural City Council
PO Box 227
BENALLA VIC 3671
t: 03 5760 2600 | **e:**Mal.Bromley@benalla.vic.gov.au
www.benalla.vic.gov.au

We acknowledge the traditional custodians of the land on which we live and work and pay our respect to their Elders past and present.

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From: Gayani Chandrasena <Gayani.Chandrasena@watertech.com.au>
Sent: Monday, 20 April 2026 10:16 AM
To: Malcolm Bromley <Mal.Bromley@benalla.vic.gov.au>
Cc: Olivia Aju <olivia.aju@watertech.com.au>; Joel Ingham <Joel.Ingham@benalla.vic.gov.au>
Subject: RE: Goorambat East Solar Farm BESS - Stormwater Management Strategy [Filed 08 Apr 2026 14:41]

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Hi Malcom,

Thank you very much for confirming no on-site detention is required for the site. I just wanted to confirm whether that mean we need to provide stormwater treatment for the BESS proposal or can we exclude that requirement too in line with previous communication?

Thank you.

Cheers,
Gayani

Gayani Chandrasena
Principal Engineer

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From: Malcolm Bromley <Mal.Bromley@benalla.vic.gov.au>
Sent: Monday, 20 April 2026 10:02 AM
To: Gayani Chandrasena <Gayani.Chandrasena@watertech.com.au>
Cc: Olivia Aju <olivia.aju@watertech.com.au>; Joel Ingham <Joel.Ingham@benalla.vic.gov.au>
Subject: RE: Goorambat East Solar Farm BESS - Stormwater Management Strategy [Filed 08 Apr 2026 14:41]

Network Overdrive Security Advisory
Warning: The sender @Mal.Bromley@benalla.vic.gov.au sending email from domain benalla.vic.gov.au is not yet trusted by your organization.
There is a URL in the email asking for login credentials. It could be a phishing attempt.
Report Phishing Mark it Safe
powered by Graphus®
Caution: External Email.

Hi Gayani

No on site detention will be required for the proposed BESS proposal.

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Malcolm Bromley - Coordinator Technical Services
Benalla Rural City Council
PO Box 227
BENALLA VIC 3671
t: 03 5760 2600 | **e:**Mal.Bromley@benalla.vic.gov.au
www.benalla.vic.gov.au

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From: Gayani Chandrasena <Gayani.Chandrasena@watertech.com.au>
Sent: Thursday, 16 April 2026 1:01 PM
To: Malcolm Bromley <Mal.Bromley@benalla.vic.gov.au>
Cc: Olivia Aju <olivia.aju@watertech.com.au>; Joel Ingham <Joel.Ingham@benalla.vic.gov.au>
Subject: RE: Goorambat East Solar Farm BESS - Stormwater Management Strategy [Filed 08 Apr 2026 14:41]

Please be cautious

This email was sent from outside of your organisation

Hi Malcom,

Just a quick follow up on my email query below. Please feel free to give me a ring on 8526 0832 if it is convenient to discuss over the phone.

Thank you.

Cheers,

Gayani

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Gayani Chandrasena

Principal Engineer

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From: Gayani Chandrasena
Sent: Wednesday, 8 April 2026 2:41 PM
To: Mal.Bromley@benalla.vic.gov.au
Cc: Olivia Aju <olivia.aju@watertech.com.au>; Joel.Ingham@benalla.vic.gov.au
Subject: Goorambat East Solar Farm BESS - Stormwater Management Strategy [Filed 08 Apr 2026 14:41]

Hi Malcom,

Water Technology is currently preparing the flood impact assessment and Stormwater Management Strategy (SWMS) for the Goorambat East Solar Farm BESS. We were engaged in 2024 to prepare a SWMS for the same site (excluding the BESS component). At that time, Council advised that on-site detention and stormwater treatment were not required, given the rural setting (refer to Appendix A of the attached 2024 report for the email correspondence between you and Jasper Boston, ENGIE Australia and New Zealand).

Could you please confirm whether Council's position remains the same for this site with the addition of the BESS (i.e. that no on-site detention or stormwater treatment is required)?

Happy to jump on a quick call if that's easier to discuss.

Thank you.

Cheers,

Gayani

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15 Business Park Drive
Notting Hill VIC 3168

Brisbane
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South Brisbane QLD 4101

Perth
Level 1, 21 Adelaide Street
Fremantle WA 6160

Wangaratta
First Floor, 40 Rowan Street
Wangaratta VIC 3677

Wimmera
597 Joel South Road
Stawell VIC 3380

Darwin
Unit 40/29 Woods Street
Darwin City NT 0800

Sydney
Suite 3, Level 1, 20 Wentworth Street
Parramatta NSW 2150

Adelaide
1/198 Greenhill Road
Eastwood SA 5063

New Zealand
7/3 Empire Street
Cambridge New Zealand 3434

Geelong
51 Little Fyans Street
Geelong VIC 3220

Gold Coast
Suite 37, Level 4, 194 Varsity Parade
Varsity Lakes QLD 4227

Sunshine Coast
Office #4 of the Regatta 1 Business Centre
2 Innovation Parkway
Birtinya QLD 4575

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1300 198 413

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