



Date: 23/06/2026

Landcom

Level 14 / 60 Station St E

Parramatta, NSW 2150

Attention: **Nicolle Harcombe**

Subject: **MGN Affordable Housing (R3) – Flood Compliance Letter**

Hi Nicolle

This **flood compliance letter** has been prepared by J. Wyndham Prince (**JWP**) on behalf of Landcom (**the Applicant**) as a part of a State Significant Development Application for an affordable housing development within the Macarthur Gardens North precinct (MGN) in the Campbelltown Local Government Area (LGA). The MGN precinct is identified as Lot 1097 in DP1182558.

On 29 April 2026, SSD-80482713 was approved by DPHI for the construction of two part 3, part 9-storey residential flat buildings comprising:

- 130 residential apartments for the purpose of affordable housing;
- a basement car park containing 63 car parking spaces, bicycle parking and building services;
- communal open space at grade and on podium rooftops; and
- landscaping and tree planting.

Post-approval, the Applicant is seeking to modify the SSD consent to enable feasible development. JWP has reviewed the proposed Architectural Plans (Rev C) prepared by DKO dated 19/06/2026 and undertaken a compliance assessment against the relevant flood planning requirements (refer to Section 2). In summary, the assessment concludes that the proposal, as amended, complies with the relevant flood-related requirements.

1. RELEVANT GUIDELINES

The following control documents have been used to inform this assessment:

- The Secretary's Environmental Assessment Requirements (SEARs) dated 16 July 2025
- Campbelltown City Council – Engineering Design for Development

As per the council's Engineering Design guidelines:

- Section 4.5: Fill and Floor Levels:



- The council sets fill levels for properties at the controlling 100-year flood level. Floor levels are then set at the fill level plus appropriate freeboard. Additionally, the finished floor levels for habitable areas are required to be a minimum of 150 mm above the surrounding finished ground levels (requirement of AS 2870 Cl. 5.2.2). This allowance is to accommodate minor overland flow that may affect any property in the event of an extreme storm event. Council recommends that this value be increased to 300 mm.
- The flooding and associated freeboard that reaches the highest level on a particular site will be used to determine the required floor level.
- Section 4.13.8: underground car park facilities:
 - Must demonstrate that access and entry points are not affected by the 100-year ARI (1% AEP) flood
 - The lip of the driveway must be located at or above the 100-year ARI flood level
 - Any ramp down to an underground car park must be covered to minimise rainwater intrusion.

Further, the proposed development within MGN is required to adhere to Council-imposed “Condition 14” to ensure that the minimum floor level for the proposed buildings within MGN is to be at or above the flood level of the Critical Dam Crest Failure (DCF) scenario basins/ dams located on the western side of the subject site. It should be noted that the required level of RL 74.70 m does not apply to the MGN R3 site; instead, it applies to the western portion of the MGN site. However, this assessment has considered the DCF Flood levels around the MGN R3 site.

2. COMPLIANCE ASSESSMENT

J. Wyndham Prince (JWP) has undertaken a Flood Impact Assessment (FIA) in March 2023 for MGN in March 2023 to support DA. The FIA 2023 concluded that the MGN development would not have an adverse impact on either upstream or downstream areas from the site during the 1% AEP storm event.

Since the amendment to the Current Concept approval (3944/2021/DA-SW/A) does not propose alterations to the proposed design surface or MGN masterplan, including the proposed building footprint and road layout, the FIA 2023 remains valid to support the DA amendment of MGN, and updated TUFLOW modelling is not deemed necessary. This letter has been prepared by JWP in accordance with the design plan issued on 19 June 2026.

2.1. Floor Level Compliance

The proposed entry points for both the eastern and western buildings (IDs 1 and 2) and the underground parking entrance (ID 3) are shown in Plate 2-1. Each of these buildings has a main access point, with floor levels at 75.35 m AHD and 78.65 m AHD for the eastern and western towers, respectively. The parking access (ID 3) and eastern building access (ID 1) are situated in the Basement Level (refer to Plate 2-2). A comparison of the proposed floor level compliance for these points against the relevant requirements is provided in Table 2-1.

It should be noted that the overland flow along the eastern and western roads predominantly controls the flood levels in the vicinity of Lot R3. Consequently, the flood levels for both the 1% AEP and the DCF events are comparable.



Plate 2-1 – MGN R3 Entry Locations and 1% AEP Flood Extent and Levels

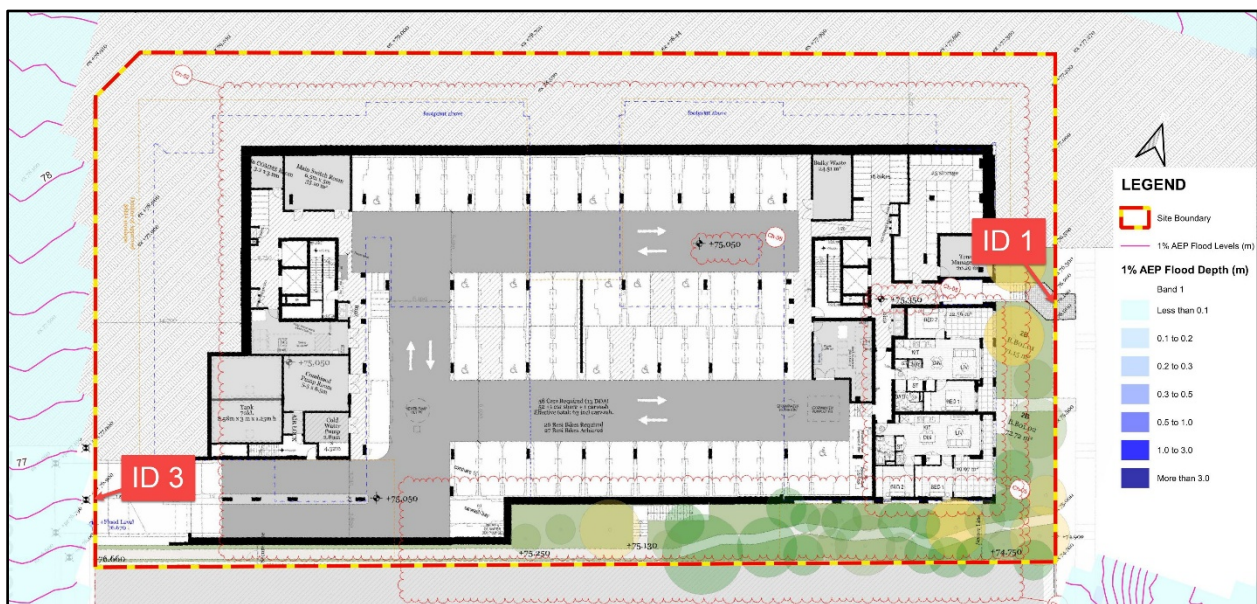


Plate 2-2 – MGN R3 Basement Floor Plan

Table 2-1– Floor Level Compliance Assessment

ID	Location	1% AEP Flood Level (mAHD)	DCF Flood Level (mAHD)	PMF Flood Level (mAHD)	Compliance Level (mAHD)	Proposed Level (mAHD)	Compliance
1	Eastern Access Point	-	75.89	75.92	N/A	76.00	Yes
2	Northwestern Lobby	77.99	77.99	78.01	77.99	78.65	Yes
3	Parking Access	76.67	76.67	76.69	76.67	76.70	Yes

* Note: All reported flood levels are shallow overland flows (less than 100 mm depth)

2.2. Climate change

The entrance level of the proposed buildings is above the PMF levels (See Table 2-1). The result shows that the flood level of the PMF event is 0.02 m (20 mm) higher than the 1% AEP event. Therefore, the flood exposure risk associated with climate change is considered low for the proposed development site.

2.3. Flood Hazard

The PMF hazard level in the vicinity of the site was H1 (generally safe for people and vehicles) in the developed case flood modelling results; therefore, the proposed development is deemed safe.

2.4. Evacuation Route

The site vicinity is subject to shallow overland flow with no significant flood hazard during the PMF event. Goldsmith Avenue has been identified as a potential evacuation route for future residents of the MGN Precinct, ensuring an eastward evacuation along this road.

3. CONCLUSION

This assessment compares the proposed plan against the council's Engineering Design for Development and Secretary's Environmental Assessment Requirements (SEARs). The results of this assessment confirm that the proposed development is compliant with the relevant council's Engineering Design for Development and SEARs.

Yours faithfully

MEHDI ZOMORODIAN

Principal Water Resources Engineer