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From: system@acelo.com on behalf of Timothy Bryan [REDACTED]
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Content:
Submission has been uploaded as an attachment.

IP Address: - [REDACTED]
Submission: Online Submission from company Perich Group (org_comments)
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Site: #0
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SUBMISSION TO NSW GOVERNMENT

Submission by



Regarding

Western Sydney Aerotropolis

Land Use and Infrastructure Implementation Plan

Stage 1: Initial Precincts

"We take a long-term view, one that is needed to build a city of global significance, and we understand that working collaboratively will achieve the best outcome."

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Who are we?

The Perich Group is a large privately owned and operated group of companies. We are a multi-generational family business with a significant role to play in the future of the Western Sydney Aerotropolis, the key aspects of our group that are relevant to this submission are;

- We own large parcels of land within and nearby to the Aerotropolis precinct, including 311 ha within the Aerotropolis Core Precinct and 532 ha within the Agriculture and Agribusiness Precinct;
- We have extensive experience in agriculture, predominantly dairy, beef cattle and cropping;
- Our farms supply a public company that manufactures and exports food to Asian and other international markets;
- We own and operate a highly successful property development business with significant experience in delivering residential land, retail, commercial and employment projects.

Our head office is based in Bringelly, south west of Sydney on property neighbouring the Western Sydney Airport site.

Agriculture has been the foundation of our family business. We are one of the largest dairy farming businesses in Australia milking over 7,500 cows and we largely supplement the feed requirements of the dairies via the crops produced on our network of farms. We are actively involved in developing farming methods to improve efficiency, energy generation and waste management.

Our property development business has delivered and sold over 4,000 residential lots in Oran Park, the majority of those lots were delivered via a project delivery agreement with Landcom. We see our association and experience working with Landcom as a key advantage to the development opportunities for the Aerotropolis.

Oran Park is a master planned community, Australia's newest town; a project that commenced in 2010 that now boasts a growing mix of lifestyle, employment and social infrastructure. To date the project has delivered a civic precinct including council chambers, library and parks, commercial office suites and a retail shopping centre. Oran Park Town will play an important role in the initial development of the Aerotropolis by providing immediate capability to businesses wishing to establish themselves in the Western City.

Of most importance to us as a family who has lived, worked and invested significantly in our local community for over 80 years, is the enormous pride, willingness and excitement to be part of the Aerotropolis journey.

General Comments Regarding the LUIP

Since publication of the LUIP, the NSW Government has formed the Western City Aerotropolis Authority (WCAA), otherwise referred to as the Authority in the LUIP.

The LUIP provides an exciting vision for the future of Western Sydney and we support the NSW Government on key aspects of the plan, but particularly:

- The importance of South Creek as a green corridor for community and environmental benefit
- The importance of transport links required to achieve early activation and economic viability
- The location of key transport and critical infrastructure corridors
- The collaboration between key stakeholders required to deliver the best masterplan
- The importance of the Western Sydney City Deal and the role of Councils as key stakeholders and approval authorities
- The precinct specifications including the proposed activity in each precinct
- The need for a value capture model that helps government deliver the project, noting that the model needs to ensure financial viability for all stakeholders throughout the project

We have proven experience, and the capability, to work with government on key aspects of the Aerotropolis delivery. The expertise of our property development team in master planning and delivery will be valuable, particularly given our detailed understanding of the local landscape, including South Creek.

As a strategic landowner we welcome the opportunity to work with all levels of government, the WCAA, the Greater Sydney Commission and WSA Co.

Specific Comments Regarding the LUIP

South Creek

Our development of Oran Park has incorporated delivery measures that will preserve and enhance the upper reaches of South Creek. The preservation and enhancement of this corridor is important, along with a strong focus on encouraging people to use the adjoining open space, bike and pedestrian pathways. Our strategic planning decisions have given priority to this green corridor, in some cases at the expense of lot yield.

We support these same planning principles being applied in the Aerotropolis.

Wastewater Infrastructure

The early planning of all water services is fundamental to the Western Sydney Aerotropolis as a whole. In particular, planning for major sewer infrastructure will be critical. Perich Group believes the strategic identification of a sewer treatment plant ('STP') location needs to be included as part of the LUIP. Doing so will facilitate long term land use planning (taking into account the long lead-in times with this infrastructure) and in turn support efficient sequential delivery of the Aerotropolis and other precincts.

We believe that a future STP should be identified by the LUIP in an area generally at the confluence of Badgerys Creek, South Creek and Kemps Creek. This location is at the bottom of the catchment (thereby maximising its service capability). It is also a location that is development-restricted by virtue of future aircraft noise and thereby capable of accommodating the required odour buffer zones. Subject to detailed planning, the area shown in **Figure 1.** below would seem to us to be the logical general location.

We would also support the nomination of Sydney Water as the Service Authority for the Aerotropolis in the interests of providing greater direction and certainty to both Sydney Water and land owners on the delivery of this essential infrastructure, particularly when taking into account the long lead-in times.

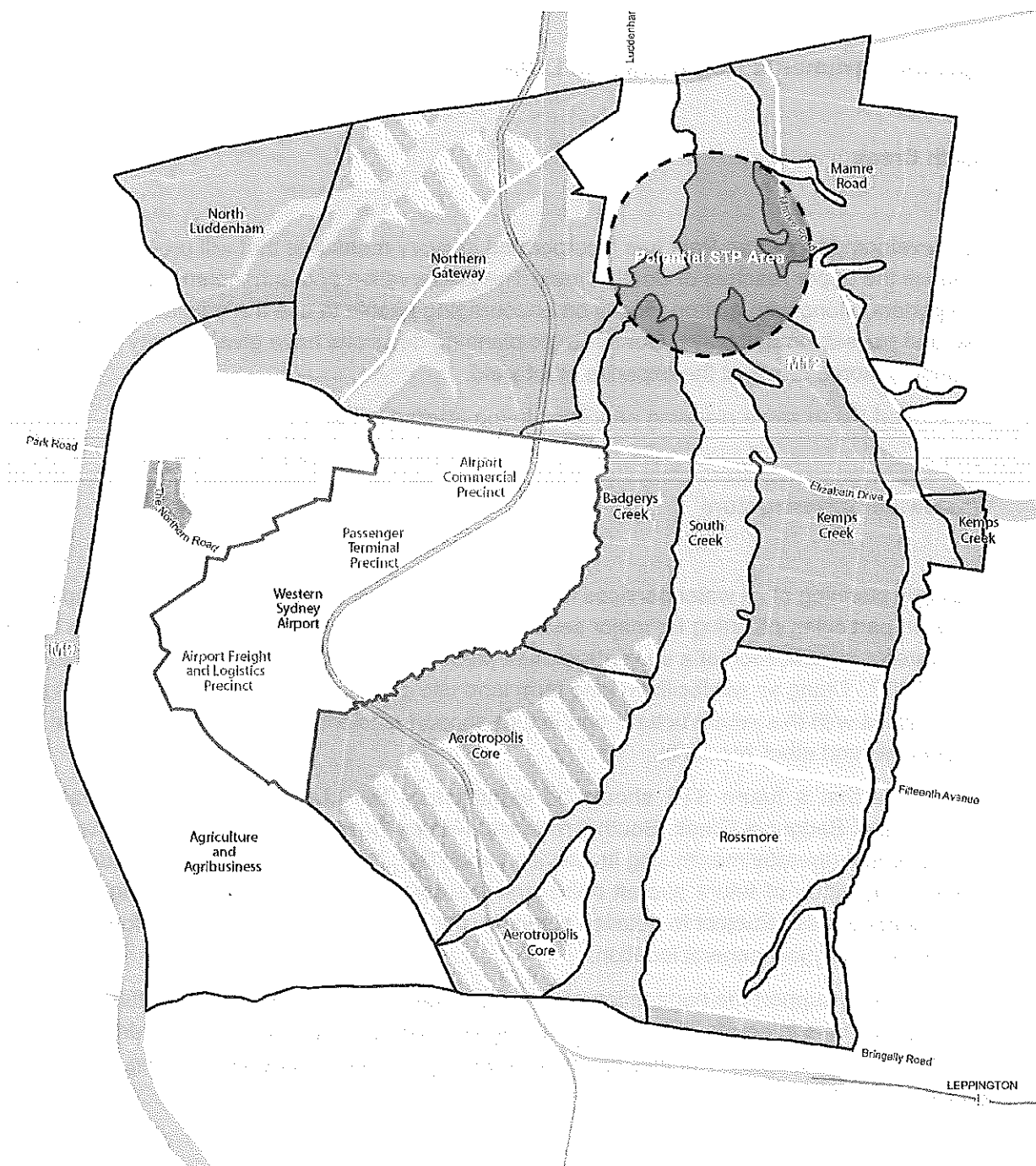


Figure 1. Potential STP Area

Transport Links

Access to the Aerotropolis Core and adjoining airport must be a key focus. The economic viability of every aspect of the development relies on this element of planning.

We acknowledge comments in the LUIP about infrastructure to connect the Aerotropolis and we recommend more is done to link the catchment of population to the South and East of the Aerotropolis.

A significant and growing workforce is based in the Macarthur Region and Liverpool LGA. The proximity of that workforce will be needed for the initial delivery of the Aerotropolis and ultimately it will provide a significant customer and employment base required by the Airport and business.

We recommend that this catchment of people is provided with;

1. The rail extension from the Aerotropolis heading South to link with a Macarthur Station to coincide with the Airport opening; and
2. The upgrade and extension of Fifteenth Avenue from the East as an early priority link into the Aerotropolis Core.

We highlight those connections on **Figure 2.** below.

A cornerstone planning element, and one that should be considered in terms of activation of the Aerotropolis at the time of the airport opening, is the location of the core precinct train station. We suggest that the train station needs to be centrally located to maximise the catchment of the core, as we have generally indicated in **Figure 2.** below.

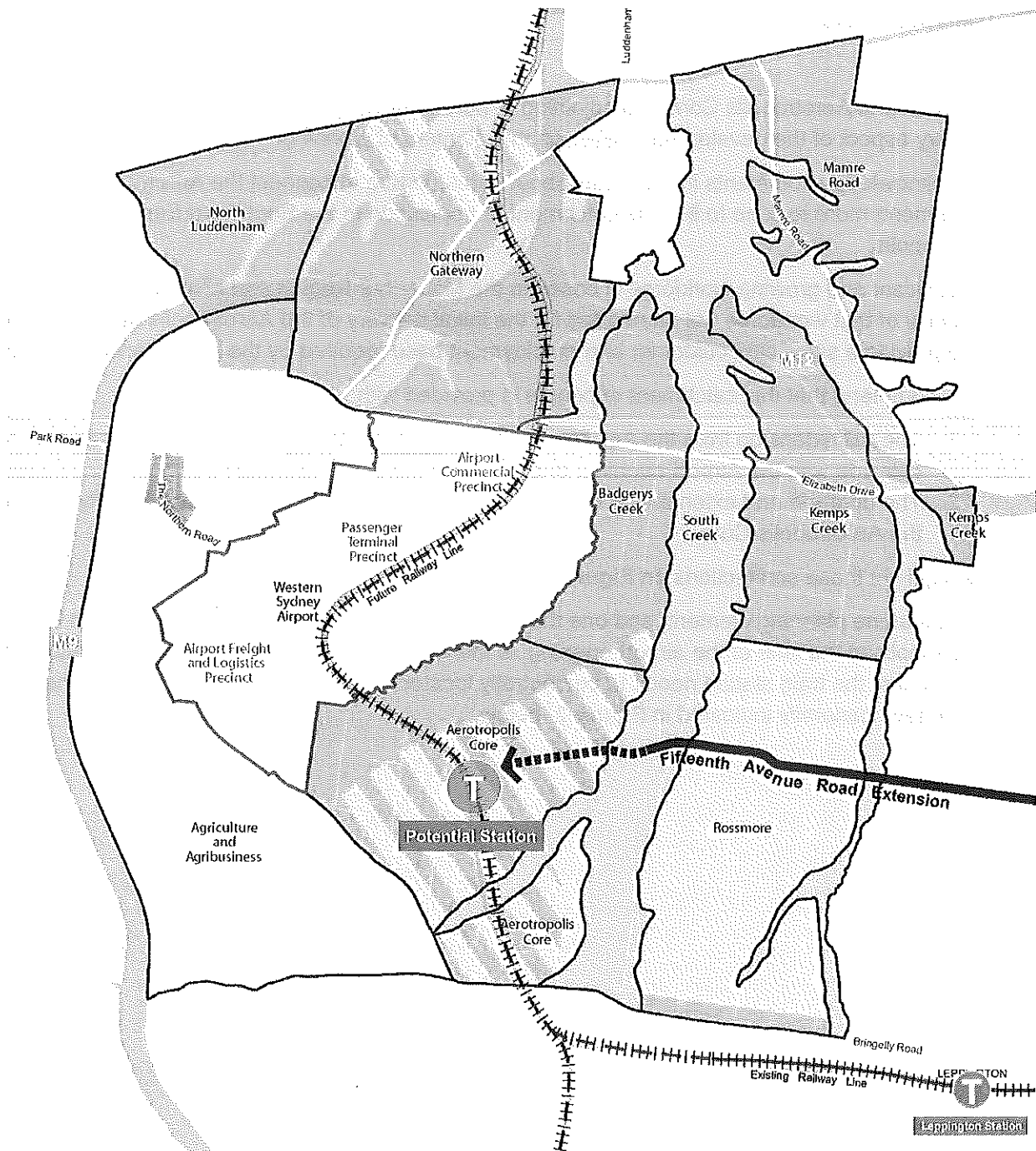


Figure 2. Transport Links

Funding Mechanisms

We support a funding mechanism for the Precinct, however the quantum needs to be such that development remains viable. Value sharing mechanisms are also supported if applied at the appropriate time.

Of key concern are the holding costs applicable to property, particularly non-income or low-income generating property. The current land uses in the precinct incur low holding costs, however rezoning and development activity will expose landowners to increased rates and land taxes. This is likely to be a disincentive to participation in long term planning by those landowners, particularly in the early stages of the project.

We suggest special consideration be given for dispensation of rates and land taxes during the development phase and we support a model whereby the State can later recoup these costs as part of a value sharing arrangement. We would welcome the opportunity to work with State agencies in developing the funding mechanism.

Aerotropolis Core Precinct

We support the location of the Aerotropolis Core Precinct, particularly when considered in relation to South Creek, the airport site, planned transport links and the growing catchment of population to the South and East.

The LUIIP measures the total area of the core precinct at 1,055 ha. As mentioned previously The Perich Group own a substantial amount of that total area and we adjoin other significant parcels of land in the core precinct, they are;

1. The Commonwealth land; and
2. Land owned by the Ingham family

We also acknowledge other key landowners including Liverpool Council. The land mentioned above, including our land owned by Leppington Pastoral Holdings, is marked for clarity in **Figure 3.** below.

We support a cooperative and collaborative approach by these strategic land owners in the master planning stages of the development. We agree that the core must have activity representative of a modern, innovative global destination including world class education, health, commerce, retail, entertainment, with excellent connectivity and the environment as a priority.

We have discussed our vision with the Ingham family and we have their high-level agreement to work together on key aspects of planning. We are also contemplating the benefits of a land owner coalition to ensure appropriate representation of the issues specific to that group.

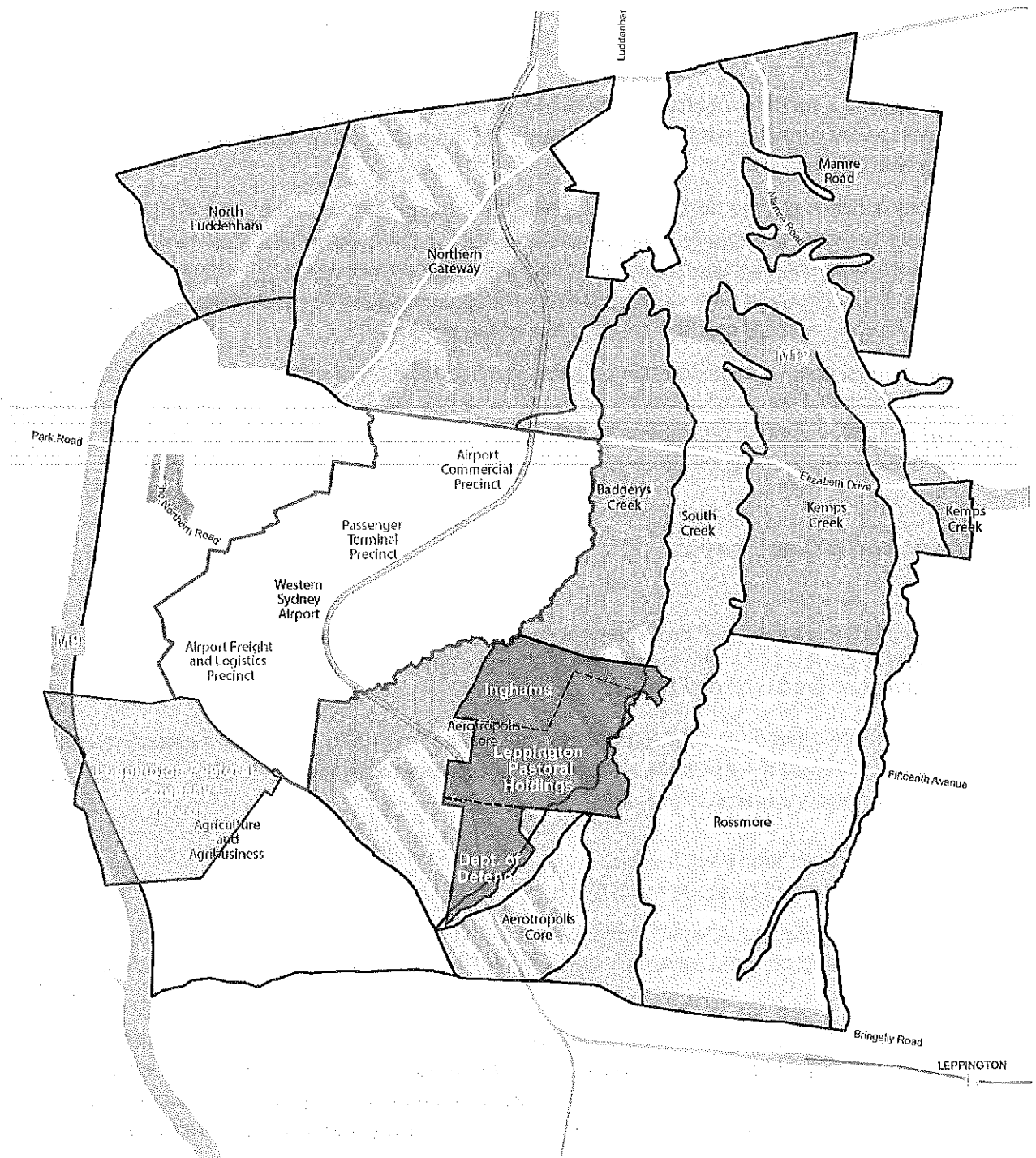


Figure 3. Key Landowners Aerotropolis Core

Agriculture and Agribusiness Precinct

While the focus of this submission is in response to the initial priority precincts identified in the LUIIP, it is important to also note our significant land holding within the Agriculture and Agribusiness precinct, and to the South including the town of Oran Park.

For clarity, **Figure 4.** below highlights the position of our land, owned by Leppington Pastoral Co, in the Agriculture and Agribusiness precinct. What is clear from **Figure 4.** below is the proximity of our land to the Airport freight and logistics precinct and the proposed M9 and freight line bordering our land to the West.

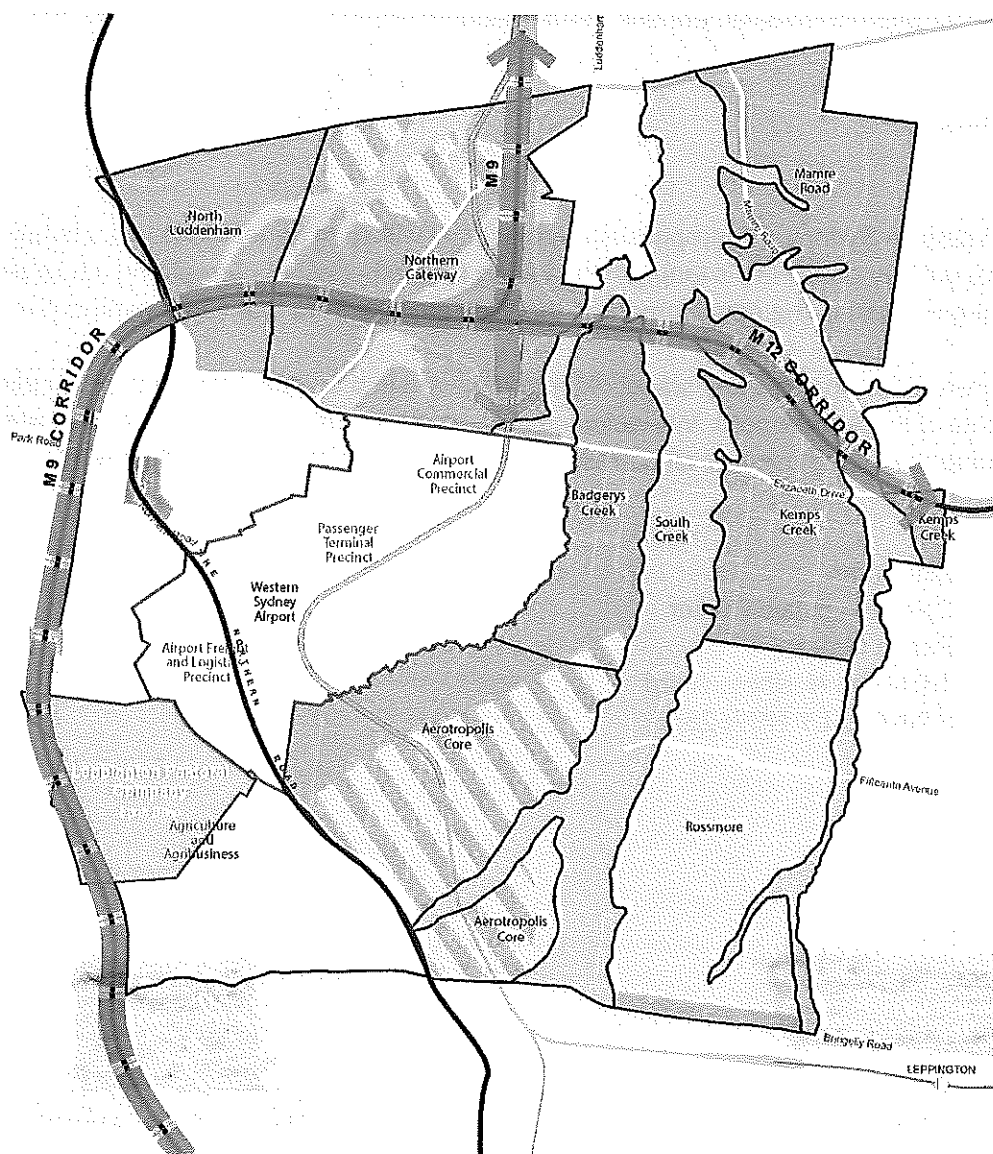


Figure 4. Agribusiness and Leppington Pastoral Co. Land Holding

While we currently farm our land, we know the current method of farming and land use will eventually change to meet the demands of the Western City over time. We have and will continue to work with the Department of Primary Industries and key Australian universities exploring alternative farming methods and other value add businesses for this precinct.

In addition to modern farming, future uses of the land in this precinct may include manufacturing, packaging, storage, freight and distribution. We own a significant share of Freedom Foods Group Limited, an Australian listed public company, a business that manufactures and exports to various overseas markets and it is companies like this that will benefit significantly from the efficiencies of a master planned agribusiness precinct adjoining the airport.


We encourage ongoing collaboration to ensure this element of the Aerotropolis development is delivered with our involvement and cooperation.

Summary

The Western Sydney Aerotropolis is a project that will span generations. As a family-based group one of our key principles is long term planning for the benefit of current and future generations. We see our part in the development of the Western City from that same perspective.

The Perich Group are a key stakeholder and we are in a unique position to help deliver key aspects of the Aerotropolis. We welcome and encourage our involvement during this key planning stage and ask that all correspondence on this submission be directed to;

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