

29th June 2021

Attn: Director Employment Zones

NSW Department of Planning, Industry and Environment
Email: employment.zones@planning.nsw.gov.au

RE: Submission to Employment Zones Reform –Jaycar

We write on behalf of the Jaycar Group in the lodgement of a submission to the Employment Zones Reforms which are currently on exhibition. The Jaycar Group is a national retail (electronics) business with a substantial portfolio of both retail and industrial assets across Australia.

We commend the employment zone reforms currently being undertaken by the Department. These reforms are critical to ensure the zones remain current and flexible to adapt to the changing employment and business practices. We understand the Greater Sydney Commission current review of the “retain and manage” industrial lands policy is directly related to the employment zones reform. To this end we believe it is critically important to have a simple palette of flexible zones which can be easily applied to ensure employment and industry activities can change and prosper over time.

Many of Sydney’s older Industrial areas are in a state of flux and need a flexible approach to employment land uses if they are to change, grow and prosper. The proposed E3 Productivity Support zone offers a flexible range of uses whilst the proposed E4 General Industry zones less so. The only defined used which are not permissible E3 vs E4 are general industry and freight transports facilities.

The Proposed Employment Zones Framework Position Paper states the E3 zone “Essentially replaces B5 Business Development, B6 Enterprise Corridor, some B7 Business Parks and in exceptional circumstances limited areas of IN2 Light Industrial zones that no longer function as traditional industrial precincts.” And the E4 zone “generally replaces IN1 General Industrial and IN2 Light Industrial zones”. Given several locations in metropolitan Sydney have IN1 industrial zoned areas which are adjacent to centres and no are longer ideal for the larger General Industry uses (which should be located adjacent to major freeway or multi modal locations), consideration should be given to allowing the **E3 zone to replace IN 1 General Industrial zone in exceptional circumstances also.**



Jaycar as users of industrial land know the importance of having flexibility in employment zones particularly when historical Industrial locations closer to the city, can no longer satisfy contemporary needs for handling and distribution. By way of example Jaycar have recently moved their NSW distribution facility from Rydalmere to their newly constructed state of the art distribution facility (including robotic package automation system) at Eastern Creek where the location offers good truck access to M7 Motorway. The large facility which they are exiting at Rydalmere is more suited to finer grained less heavy vehicle intensive employment uses. It is close to the university, the light rail system and proximate to the existing residential fabric.

We trust the above is satisfactory for your consideration however should you require any clarification on the matters raised do not hesitate to contact the writer via email on [REDACTED]

Yours sincerely,

[REDACTED]

J W Evans Projects P/L

cc: [REDACTED]