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GROWTH OF "INDUSTRIAL PARKS"

For Secondary Industry

New South Wales is almost certain to follow Queensland's lead in establishing planned Industrial Parks to cater for the rapid growth of secondary industry.

Recently, the Queensland Government signed a 30-year contract with Industrial Estates (Qld.) Pty. Ltd., a subsidiary of Savoy Corporation Ltd., for the development of Queensland's first industrial park, near Brisbane. The ultimate investment of £25 million.

Savoy has been so pleased with the development at the Queensland park since it opened, that it has already announced it will develop a similar project in Melbourne and is scanning development in Sydney and other cities and towns.

These industrial parks are destined to play an increasingly important role in Australia's industrial future.

Australia, is, in fact, a little late in moving into this field. Industrial parks—"parcels of land subdivided and developed according to a comprehensive plan for the use of a community of industrial enterprises"—have already proved very popular with businessmen in the United States and other industrialised countries.

The park is really only another step in the direction of greater forward planning. In the past industrialisation was a rather "topsy-like" process—inasmuch as it just "grewed and grewed".

A glance at the industrialised areas of Sydney and Melbourne show the lack of planning in the past. These older industrial areas have suffered at the expense of newer areas in the last decade.

In Sydney, for example, in the Local Government area called the City of Sydney, industrial employment now represents 34.5 per cent. of the total in the whole of the Cumberland area. In 1954 this area accounted for 45 per cent. of all industrial employment.

A paper in the "Australian Planning Institute Journal" (Vol. 2, No. 5, April, 1963) recently pointed out that local government zoning laws in Sydney had fragmented industrial development and tended to frustrate the formation of

closely integrated clusters of linked firms.

The paper, by an urban geographer, said a detailed study of the cross-metropolitan movement of goods would provide a better understanding

of movements and would probably encourage much sounder physical planning for industry.

It is obvious that the industrial park offers a promising

avenue to a more efficient infrastructure for our industrial economy.

The parks are pre-planned parcels of land with provisions for streets and roads, transportation facilities and the installation of utilities, amenities and facilities.

The Queensland one, designed by the City of Brisbane,

was a happy wedding of ideas". The Queensland Government considered an industrial park would be the best way of encouraging industry into the State. Its own Corporation

considered it an excellent business investment and was examining possible sites when the Government approached it. An extraordinarily detailed research into all these matters has been carried out by the Urban Planning & Research Centre, of Sydney. A

lashed, entitled "Study on Location and Growth of Manufacturing and Distribution Industries in Brisbane." This independent consultants' report points to the opportunities open in Brisbane to manufacturers and distributors in the Southern States and

in New South Wales and Victorian businessmen. Copies of it are available from the Urban Planning & Research Centre in Sydney.

The Queensland project fol-

lows the same pattern that has been successful overseas.

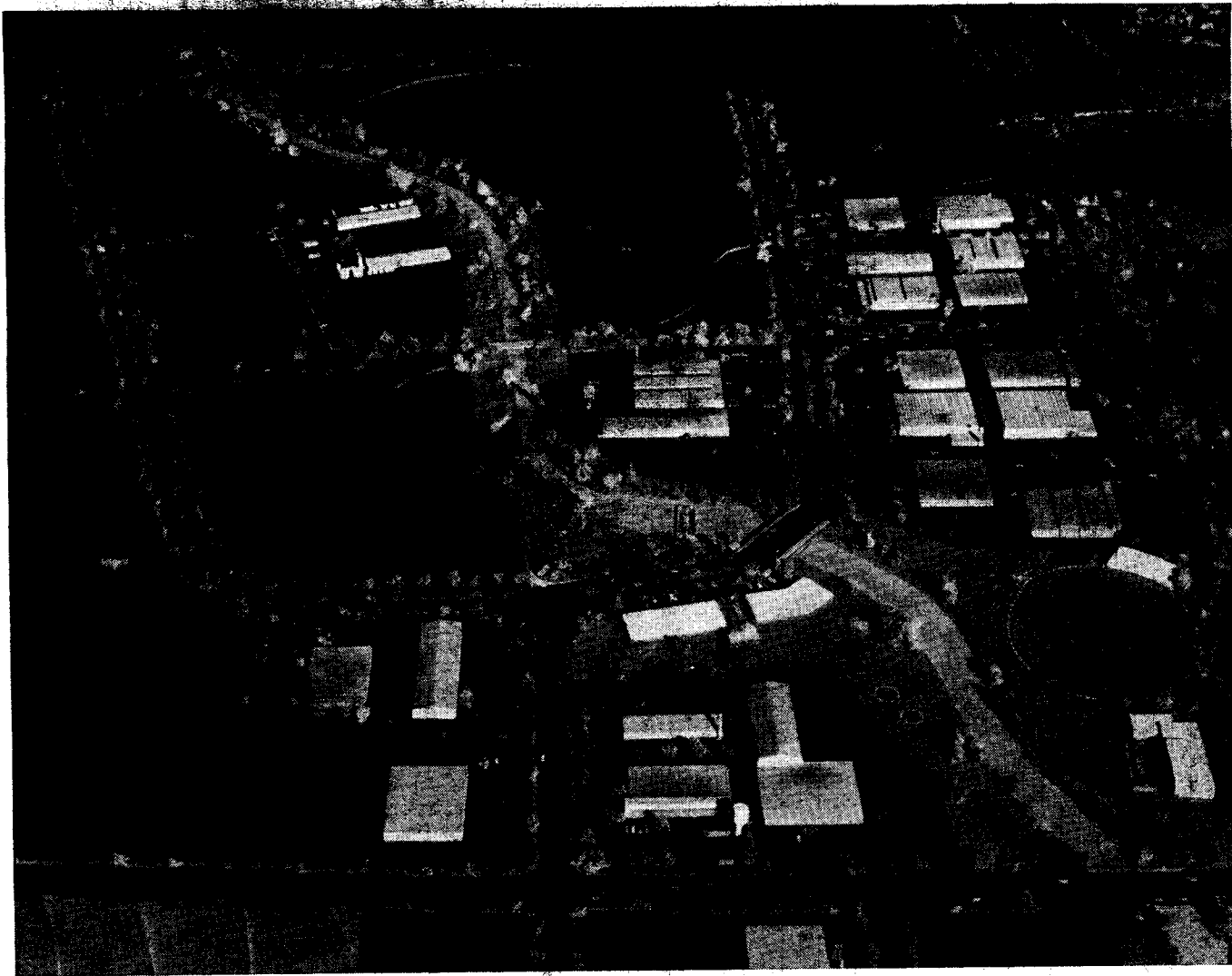
The major advantage, to the normal sized industry, of settling in an industrial park comes from the developer's ability to provide improved facilities and services more economically and expeditiously than would be the case if the industry settled outside such a planned area.

The industrialist is saved the cost of conducting a survey to find a suitable site for his factory, because location is the developer's

He does not have the problems of finding a suitable parcel of land and collecting all relevant information from ownership to serviceability.

He avoids the trouble of having to "move" a number of land-owners when, as frequently happens, he has to assemble a number of blocks to get sufficient

(Continued on page 2)



Aerial view of the Queensland Industrial Park, near Brisbane, as it will look when fully developed. This architect's model shows the perfectly planned industrial area.

NEED FOR BLOCK-LAYING COURSE At Technical Colleges

One of the biggest problems facing concrete masonry manufacturers in Sydney today is the acute shortage of good blocklayers.

These manufacturers, Besser Vibrapac Masonry Ltd., Jaywoth Industries Ltd., Marley Reliance Ltd. and P.B. Masonry — members of the N.S.W. Concrete Masonry Group — are finding that, after putting tremendous effort, money and research into block manufacture and quality control, their product could be handled better on the job site by the average blocklayer.

These firms collectively agree that there are only a small handful of really good concrete blocklayers in Sydney.

With the exception of a few New Australian blocklayers, who were trained thoroughly in concrete masonry laying overseas, most other bricklayers who attempt blocklaying are not well enough trained for the job, and this subsequently shows in their work.

At present the facilities for learning the craft are limited. Included briefly in the syllabus in Stage 2 of the bricklaying course, but not with any emphasis.

The concrete masonry group feels that with the rapid ex-

pansion of the concrete masonry industry in the last two to three years, with their products being used in large quantities daily in multi-storey buildings in major industrial and commercial projects, as well as home-building and home improvements, there is an immediate need for a refresher course in blocklaying for bricklayers.

This course could be a post trade course to the already established bricklaying course.

Such a course would result in:

- More employment opportunities for bricklayers in the rapidly expanding field of blocklaying.
- More stabilised prices for blocklaying.
- The scope to develop the concrete masonry industry in the same way as it has developed in the United States and the Continent.
- And more attractive looking buildings resulting from better craftsmanship.

The group has a positive plan to ensure the success of the "refresher" course for bricklayers by guaranteeing a minimum regular attendance.

It will also be prepared to supply necessary equipment for classroom purposes to demonstrate modern blocklaying techniques.

It is now up to the Department of Technical Education to introduce a suitable course to train Australia's blocklayers.

BUILDING FIGURES

Official figures show that Victoria continues to outstrip New South Wales in private home building.

The quality of homes built in Victoria is also said to be higher than in New South Wales.

But New South Wales is having a boom in office building.

The Commonwealth Statistician (Mr. K. M. Archer) released a bulletin on building in Australia on July 9.

The bulletin shows that buildings worth £445,410,000 — the highest total on record — were under construction in Australia at the end of March, 1963.

This compares with £413,193,000 at the end of March, 1962.

At the end of March, 1963, 20,849 houses and flats, valued at £152,487,000, and other buildings valued at £292,923,000 were under construction in Australia.

In New South Wales 15,707 houses and flats valued at £51,145,000 were under construction.

These included 12,802 private houses and flats.

In Victoria 21,227 houses and flats valued at £151,211,000 were under construction, including 12,827 private houses and flats. The bulletin shows that 11,227 private and Government houses were under construction in Victoria, compared with 10,811 in New South Wales.

The value of office buildings under construction in N.S.W. (£55,843,000).

The value of offices under construction in Victoria was £16,956,000.

GROWTH OF "INDUSTRIAL PARKS"

Continued from Page 1

The developer of the park is usually in a more advantageous position to bargain with Government Department Authorities and Councils than an individual industry seeking to establish in an area.

By grouping industries there is more scope for the provi-

operating on a more easily organised basis.

Lack of planning can only lead to a gradual strangulation of communications. The industrialist who accepts as an obvious fact of life the need for specialisation of labour within his organisa-



A side perspective of the architect's model of Queensfield Industrial Park, which is developing rapidly in reality.

sion of specialised water, sewerage and electricity services.

The parks are designed specifically for industry and consequently there are none of the transportation difficulties that are encountered in older industrial areas. Care is taken to channel traffic in such a manner as to give optimum safety and convenience.

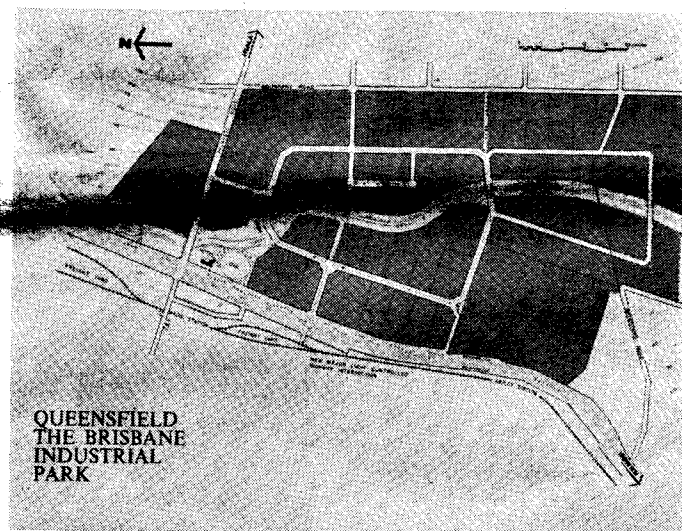
In the larger parks overseas, specialised police, fire

tion is growing more and more to rely on specialisation in the wider view.

There is an increasing reliance on management specialists and marketing specialists.

The estate developer and the industrial park are only part of the process.

It is inevitable that planned industrial development in the form of such parks where there is set aside adequate space for access, parking, off-



Sketch of the Queensfield site showing the complete planned layout of the Industrial Park.

protection and ambulance services are a feature.

Doubtless, developers here will introduce similar services.

Industrial parks offer many advantages for Australian manufacturers.

It centralises industry and its "off shoots". General Motors Holden provides a striking example.

Hundreds of small firms participate through Holdens in motor car parts manufacture. Handles, pressed steel, upholstery, wiring, etc., come from a multitude of suppliers.

Imagine how much smoother the present operation would be if the myriad supply firms were adjacent to the Holden factory or located at least in the same area.

Transport costs, in many cases, could be shared. The whole system would be

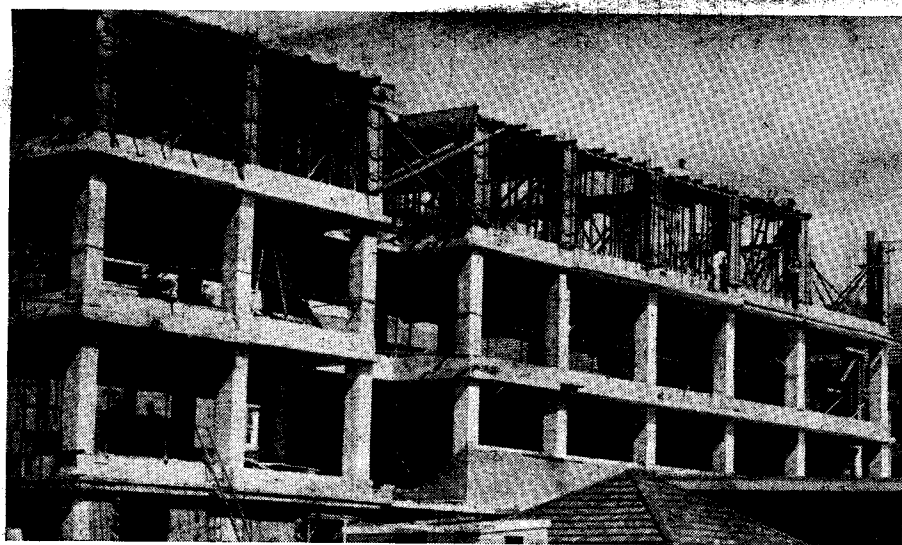
street loading, internal circulation and a score of other necessities, will become increasingly popular and necessary.

New buildings worth £65,000 will get under way in Maitland soon. The City Council during May approved plans for building works estimated to cost this amount.

Buildings approved so far this year by Gosford Shire Council are worth an estimated £1,310,710.

A private company, the Black Duck Hotel-Motel Pty. Ltd., has been formed to erect a £70,000 hotel-motel in Cohuna. A site of 2½ acres has been acquired on the Murray Valley Highway over Gray's bridge towards the hospital.

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