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QUEENSFIELD

THE BRISBANE INDUSTRIAL PARK AT WACOL

**THE INDUSTRIAL LAND MARKET,
BRISBANE.**

AUGUST, 1963.

A REPORT PREPARED FOR

**INDUSTRIAL ESTATES (Q'LD) PTY. LTD.
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INTRODUCTION

Industrial Estates (Qld) Pty. Ltd. hold the development lease, from the Queensland Government, of an area of some 400 acres, situated at Wacol, Brisbane. The object of the lease is to enable the land to be developed for industrial usage in the form of an industrial estate. Industrial Estates (Qld) Pty. Ltd. have planned the area as an Industrial Park known as QUEENSFIELD Industrial Park.

A requirement of the lease is that 60 acres of land shall be subdivided, developed, serviced and be available for industrial occupation by August, 1964. A further proviso of the lease is that, upon their fulfilling the terms and conditions of the lease to the satisfaction of the relevant authorities, and upon their paying certain monies to the Government, the lessees may freehold the whole or any part of the land so developed.

The following report sets out investigations into the likely market for such freehold land in the QUEENSFIELD Industrial Park in the early years of its development.

The report is divided into two sections. The first deals with the overall market for industrial land in Brisbane. The second section deals in detail, with the market developments along Ipswich Road, from the edge of the builtup area to QUEENSFIELD.

The material in the report results from a study carried out in Brisbane from August 26 to 30, 1963 by Urbsearch. Map preparation and presentation has been carried out by R. S. Jones, Follett & Pike in association with Urbsearch.

SECTION I

THE INDUSTRIAL LAND MARKET, Brisbane - August, 1963.

1. Objectives of the Survey

This broad survey of the industrial land market has several objectives, as follows:

- a. To determine the total amount of land annually involved in sales to industrial owners throughout the city;
- b. To analyse these sales to determine the amount of land which was, prior to its sale, not held by industrial owners, but which, as a result of sales recorded, passed, each year, into industrial ownership;
- c. To analyse the distribution of industrial land sales;
- d. To obtain some estimate of land values in various locations from an analysis of sales;
- e. To determine trends, in terms of time and location, in industrial land sales;
- f. To examine the importance of various locations as revealed by an analysis of land sales;
- g. To assess the likely market for industrial land in the near future;
- h. To define the market likely to compete with QUEENSFIELD; and
- i. To assess the possibility of disposing of 20 acres of freehold land in QUEENSFIELD each year in the early stages of its development.

2. Sources of Information for Various Land Tenures

There appear to be three main systems of land tenure available in Brisbane's industrial land market.

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The major tenure type is freehold land which is sold on the open market. All sales of land in this tenure must, by law, be reported to the Valuer General's Department.

The information on which this study was based was taken from the records of Isles Love & Co. Pty. Ltd., Estate Agents and Auctioneers. Their records include a complete set of all sales of non-residential land sold in the City of Brisbane in recent years. This information is supplied to Isles Love & Co. by the Valuer General's Department.

Leasehold Land is held under lease from the Crown and comprises a large part of the industrial land in Brisbane. The leases are mainly confined to the area along the Northern bank of the lower reaches of the Brisbane River from Hamilton to Myrtle town.

The major part of this area is controlled by a semi-Governmental Committee -- the Hamilton Lands Committee. Information about this area was obtained from the Secretary of that Committee -- an officer of the Co-ordinator General's Department.

The third, and minor, source of new industrial land is the Rocklea Munitions Area where the land is leased from the Department of Labour & Industry, which in turn holds the land in freehold title or on lease from the Commonwealth Government. Information about this area was obtained from the Secretary of the Division of Secondary Industries, Department of Labour & Industry.

3. Classification of Sales

Sales of freehold land were classified according to the parties involved in the sale, the previous use and ownership of the land and its location. The following system of classification was derived.

I. /3

A. In terms of the parties to the sale and its previous use and ownership.

1. Sales between industrial interests, of developed industrial property, i.e. "book" sales, takeovers, etc. -- classified as sales from "industry to industry".

2. Sales where the purchaser apparently bought the land for resale, i.e. speculation -- classified as "speculation" sales.

3. Sales which resulted in the extension of industrial ownership to land which had not previously been owned by industrial interests, or which resulted in more intensive use of existing industrial land. Classified as follows:-

3N. Where "new" land, i.e. land not previously owned by industrial interest, was purchased by industrial interests -- "new" land sales

3R. Where "new" land was purchased by industrial interests but where the land was developed mainly for residential purposes prior to the sale -- "residential" sales

3I. Where the sale involved parties who were industrial interests, but which resulted in more intensive use of the land involved, i.e. in the case of the subdivision and sale of a vacant part of an industrial site -- "intensive" sales

B. In terms of the location of the site.

Initially the following dissection of the City was used to classify sales.

S.I - Southside Inner, comprising the suburbs of South Brisbane, West End, and Woolloongabba.

N.I - Northside Inner, comprising the Central Business District, and the suburbs of The Valley, New Farm, Newstead, Bowen Hills, Herston, Kelvin Grove, Petrie Terrace and Milton.

- S.S - Southside Suburban, comprising all the suburban area from the edge of the Southside Inner Suburbs out to a boundary roughly defined as follows:- from the south bank of the Brisbane River along Thynne Road, Creek Road, Mt. Gravatt Road, Mains Road, Kessels Road, Orange Grove Road, Evans Road, the Interstate Railway, Moolabin Creek, Oxley Creek, Ipswich Road and Douglas Street to the Brisbane River.
- N.S - Northside Suburban -- all the suburban areas from the edge of the Northside Inner Suburbs out to a boundary roughly defined as follows:- from the north bank of the Brisbane River, along Nudgee Road, Toombul Road, Ellison Road, Webster Road, Stafford Road to the City Boundary at Everton Park and thence westerly by the City Boundary to the Brisbane River.
- S.O - Southside Outer - Bounded by the City Boundary, the Pacific Highway to Mt. Gravatt Road, thence by the boundary of the Southside Suburban Area to the Brisbane River near Oxley and by the River westerly to the City Boundary.
- E.O - Eastside Outer - Bounded by the City Boundary, the Pacific Highway, the Southside Suburban Area via Creek Road to the Brisbane River and then by the River easterly to the City Boundary.
- N.O - Northside Outer -- the remainder of the City area on the northern side of the River.

(See Map I)

A later classification further subdivided the Southside Outer Suburban Area and this is referred to in detail in Section II of this Report.

I./4 Analysis of Past Sales

Because of the very limited time available for this analysis, past sales were recorded and analysed for four years only. The period chosen was from April, 1959 to March, 1963. Information about sales after April, 1963 is available but there is a strong possibility that lists are not yet complete. There is evidence that a number of sales are not recorded with the Valuer General's Department for some considerable time after the actual sale is transacted.

The following tables 1-4, set out the analysis of all the relevant sales, by year, from the Valuer General's listings as supplied by Isles Love & Co. The classification used is that described in Subsection 3 above.

The listing of sales, used as a basis for these Tables, showed all non-residential sales in the City of Brisbane. Sales of industrial land only are recorded in the Tables. In the inner suburbs, there were cases where doubts arose as to whether or not the sale could be classed as industrial -- the inter-mixture of industrial & commercial development in these areas being the major factor causing uncertainty.

Where any such doubt arose, the sale was omitted from this analysis. Consequently, this analysis can be regarded as conservative, particularly in respect to Inner Suburban sales.

I./4

Table 1

Analysis of sales recorded in the year April, 1959 to March, 1960.

Location	Class of Sale		3N	3R	3I	Total
	1	2				
N.O	9.1	5.9*	3.4	-	9.1	27.5
N.S	3.5	14.6	-	0.7	0.1	18.9
N.I	1.7	-	-	0.1	9.5	11.3
S.I	3.7	-	-	1.4	10.4	15.5
S.S	0.4	-	-	0.5	3.1	4.0
S.O	3.9	-	56.6	-	-	60.5
E.O	-	-	-	-	-	-
Total	22.3	20.5*	60.0	2.7	32.2	137.7

* 6.7 acres of this total comprising 5.9 ac. in N.O. & 0.8 ac. in N.S. represents land previously not owned by industry but brought under industrial ownership by these sales. Hence it can be added to the 3.N total to make 67.6 ac. of "new" land. The 6.7 ac. have since been sold or are being sold to other industrial owners.

I./4

Table 2

Analysis of sales recorded in the year April, 1960 to March, 1961.

Location	Class of Sale		3N	3R	3I	Total
	1	2				

N.O	6.9	-	62.8	0.1	34.3	104.1
N.S	0.9	-	-	0.6	1.5	3.0
N.I	0.8	0.2	2.2	0.1	1.7	5.0
S.I	1.8	-	-	0.5	0.1	2.4
S.S	0.2	-	8.5	0.7	-	9.4
S.O	2.9	13.0*	122.6	-	7.5	146.0
E.O	-	-	94.0	-	-	94.0
Total	13.5	13.2*	290.1	2.0	45.1	363.9

* 13 acres at this total represents land previously not owned by industry but brought under industrial ownership by this sale. Hence it can be added to the 3N total to make 303.1 acres of "new" land. The 13 ac. site is now being offered for resale as an industrial site.

I./4

Table 3

Analysis of sales recorded in the year April, 1961 to March, 1962.

Location	Class of Sale		3N	3R	3I	Total
	1	2				
N.O	0.9	-	16.3	-	2.0	19.2
N.S	0.1	-	0.2	-	18.6	18.9
N.I	2.1	-	-	1.3	0.1	3.5
S.I	1.4	-	-	0.5	0.5	2.4
S.S	0.5	-	12.1	0.6	4.1	17.3
S.O	2.9	-	83.4	-	2.3	88.6
E.O	-	-	0.8	-	-	0.8
Total	7.9	-	112.8	2.4	27.6	150.7

I./4

Table 4

Analysis of sales recorded in the year April, 1962 to March, 1963

Location	Class of Sale		3N	3R	3I	Total
	1	2				
N.O	58.6	-	269.3	0.1	35.7	363.7
N.S	0.4	-	-	0.8	9.2	10.4
N.I	3.8	-	1.3	0.4	2.2	7.7
S.I	5.6	-	-	0.3	2.0	7.9
S.S	1.2	-	-	0.8	0.4	2.4
S.O	3.1	-	312.7	-	6.2	322.7
E.O	-	-	2.5	-	20.8	23.3
Total	72.7	-	585.8	2.4	76.5	737.4

It is obvious from these tables that, in so far as sales on the open market are concerned, the largest acreages of land sold, as would be expected, were in the outer suburbs. In all 1044.1 acres of land which had not previously been owned by industry was sold during this period to industrial interests. Of these 19.7 acres appear to have been bought for resale and speculation. The remaining 1024.4 acres were divided amongst the outer suburbs as follows:-

Northside outer	--	351.8 ac.
Southside "	--	575.3 ac.
Eastside "	--	<u>97.3 ac.</u>
		1024.4 ac.

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Analysing this in terms of the yearly expansion of industry into "new" land, the affects of the 1960 "Credit Squeeze" can clearly be seen.

	<u>1959/60</u>	<u>1960/61</u>	<u>1961/62</u>	<u>1962/63</u>
Northside outer	3.4	62.8	16.3	269.3
Southside "	56.6	122.6	83.4	312.7
Eastside "	-	94.0	0.8	2.5
Total	60.0	279.4	100.5	584.5

5. Land leased or disposed of other than on the open market

(a) Rocklea Munitions Area

The Dept. of Labour & Industry, has supplied the following details of "new" leases granted in the Rocklea Munitions Area.

1959/60	11.2 ac.
1960/61	4.5 ac.
1961/62	1.9 ac.
1962/63	4.1 ac.

These figures are based in the years ending at the 30th June, but it is considered that they are comparable with the sales figures quoted in the previous section.

The acreages involved represent the expansion onto "new", previously vacant, land and are thus the equivalent of the 3N classification in the previous section.

These sales fall into the Southside Outer location category.

I./5,6

(b) Hamilton Lands

Only a brief time could be devoted to leases granted in this area. It was found that in 1962/63, 41 acres of new leases were granted. Prior to that, the area leased annually was about 35 acres. These acreages should be included in the Northside Outer location category and in the 3N classification of the previous section.

(c) Other lands

The Government has also leased other land in the Northside Outer location category. The major part of this was a lease of 500 acres to Amoco in 1960. This is being reclaimed and thus comes into the 3N classification.

6. Summary of all industrial expansion in the years 1959-1963

The table at the conclusion of Sub section 4 of this Section of the Report can now be re-written thus:-

	<u>1959/60</u>	<u>1960/61</u>	<u>1961/62</u>	<u>1962/63</u>	<u>Total</u>
Northside outer	38.4	597.8	51.3	310.3	997.8
Southside outer	67.8	127.1	85.3	316.8	597.0
Eastside outer	-	94.0	0.8	2.5	97.3
Total	106.2	818.9	137.4	629.6	1692.1

The objective of this survey is to determine the market for land in QUEENSFIELD and it seems apparent that there are certain restrictions upon development in QUEENSFIELD which would limit its potential market.

I. /6,7

At this stage, the most important of these is that the maximum site available will be of the order of 50 acres. Thus sales of areas in excess of 50 acres should be discounted from an analysis of the market.

Rewriting the above table to delete these sales, it reads:

	<u>1959/60</u>	<u>1960/61</u>	<u>1961/62</u>	<u>1962/63</u>	<u>Total</u>
Northside outer	38.4	97.	51.3	88.7	276.2
Southside outer	67.8	127.1	85.3	112.4	392.6
Eastside outer	-	32.7	0.8	2.5	36.0
Total	106.2	257.6	137.4	203.6	704.8

(The sales excluded in this table are:

1960/61, E.O - Forsyth to Provincial Traders - 61.3 ac.
1960/61, N.O - State Government to Amoco - 500.0 ac.
1962/63, S.O Gailes Properties to Rocla Pipes - 71.6 ac.
1962/63, S.O - Del Grande to Dalgetys - 132.8 ac.
1962/63, N.O - Sisters of Mercy to Dunlop Rubber - 221.6 ac.)

7. General Comments on the Analysis results

(a) It will be observed that in sub-sections 4, 5 and 6 of this section, particular attention has been paid to sales in the 3N classification in the outer suburbs. Sales at QUEENSFIELD would fall into this category. Consequently, these sales indicate the potential market for QUEENSFIELD.

(b) It is significant that there is no locational category to cover the Outer Westside suburbs. In point of fact, very few sales were recorded in the western suburbs and all of these were in the builtup area. This is a reflection of the topographical conditions and zoning which combine to prevent any large scale industrial development in this sector of the City.

(c) The largest number of sales recorded was in the inner suburbs - the south side predominating. This is indicative of continuous process of relocation of industry in these areas and of the changing role of the areas to industry. The major use is no longer manufacturing but is warehousing and distributing. It is noteworthy, however, that certain firms, e.g. Pauls Icecream and Milk, and Australian Glass Manufacturers, have been rationalizing, consolidating and expanding their sites in the area.

(d) The fact that there appears to be little speculation in industrial land is, perhaps, deceiving. Firstly, it is hard to identify speculation sales unless sale and resale is evident from the records. Secondly, many speculators bought land before 1959 when prices were much lower (much of the land was zoned "greenbelt"). Consequently, many of the sales recorded here are, in fact, the realization of speculative activities. It is noteworthy, however, that this speculation has not been carried out by industrial interests but rather by private persons and companies engaged in land development.

Thirdly, there is the problem of classifying the sale of land to an industrial firm where the firm uses only part of the site for its own purposes and sells the remainder at a later date using the increase in capital value of the land to defray its initial purchase expenditure, e.g. Besley & Fike. In this study, these have not been regarded as speculative sales.

1./7,8

(e) The very small amount of land in residential use purchased by industrial interests each year is indicative of the very high cost of such land. Any block of residential land, with a dwelling upon it, will realise £3,500 to £4,500 on the market today and for a 16 or 24 perch block this makes for extremely expensive land. The structure on the land is, usually, useless to the industry purchasing it and its demolition value is unlikely to exceed £100. Thus, this land ranges in price from about £15,000 per acre upwards -- a price far in excess of those ruling even in the most select outer suburban locations.

(f) Sales of land from industry to another which result in more intensive use of the land sold, have been rising but it must be borne in mind that, whilst there will always be dealings of this kind, there are limits on the amount of this land available -- particularly in the inner and suburban areas.

(g) The effects of the "Credit Squeeze" announced in November, 1960 are obvious in every classification of sales. The year 1961/62 was the year of lowest acreages in every classification except that of "residential" sales. The tremendous leap in the acreage sold, from 150.7 acres in 1961/62 to 737.4 acres in 1962/63, may, in part, be a consequence of the restrictions placed on industrial expansion by the economic conditions of the earlier year. The almost 500% increase in the acreage of land sold does, however, indicate a resilient market.

8. Sales since April, 1963

The market for industrial land from April to August, 1963 has been fairly quiet but this may be because the listings available are not complete. The largest sale or negotiation, so far as is known in this period, was for the Ampol Refinery site at the mouth of the Brisbane River where an area of over 200 acres of Commonwealth owned land was involved.

1./8,9

In recent weeks, General Motors-Holden have taken an option over an area of 158 acres at Acacia Ridge.

Other "new" land or "intensive" sales have been of a $13\frac{1}{2}$ acre site by Besley & Pike to Thomas Brown & Sons at Ipswich Road, Archerfield; of a 2 acre site by the Brisbane City Council to A. J. Wilson & Sons at Virginia and of a $1\frac{1}{2}$ acre site by Catsoulis to Arthur Yeates at Ipswich Road, Oxley. Francey is reported to have sold a 3 acre site to Phillips Petroleum at the corner of Grindle Road and Ipswich Road Archerfield. There is no record of this sale available to date.

The records for April and May appear to follow those of earlier months but those for June, July and August are obviously lacking complete information.

9. Land at present on the Market

The following listing sets out details of industrial land at present for sale in Brisbane. This may not be a complete list but it serves to indicate the price range and the price -- location relationship. The list has been supplied by Isles Love & Co. Pty. Ltd.

a. Northside Outer
Robinson Road, Geebung.

9 ac. available for £5,000. Land is in a general industry zone, unimproved and very flat. Subject to local ponding and is bisected by a minor creek requiring a large open cut drain. The company at present owning the land, is in liquidation. Water is available and land fronts 18 feet wide, bitumen sealed road of industrial standard.

1./9

b. Northside Suburban
Auraleen Street, Chermside.

Sites of approximately one acre each available at £6,000 per acre. Land is high and has considerable slopes. Zoned for general industry it is rather isolated from other industry and access is by way of residential streets. Excavation would present a problem as the land is solid and extremely hard rock. Water is available and land fronts a 26 feet wide industrial standard bitumen sealed road with kerbs.

Wardell St. & South Pine Road, Enoggera

6 acres available in one acre blocks. Reserve at auction to be about £5,000 per acre. Land is zoned for general industry and backs onto a suburban railway line. Roads along the site are sealed and kerbed and water is available. There is not a great deal of industrial development in the surrounding area. Land is flat and well drained.

c. Eastside Outer
Lytton Road, Hemmant.

6 ac. block for sale at £2,000 and two 5 ac. blocks for £5,000 each. The latter are extremely long and narrow blocks. Land is very flat and offers only poor foundations. Could flood and does degenerate into salt flats at the rear. Very inaccessible to workers. Roads are 16 foot wide industrial standard without kerb and channelling. Water available. Zoned for noxious, offensive and hazardous industry.

d. Southside Suburban
Fairfield Road, Yeronga.

3½ ac. site available with some improvements -- (an igloo style galvanised iron shed, a galvanized iron shed with overhead crane and offices etc.) Price being asked £85,000.

Rumour has it that the Public Works Dept. is negotiating for the site for £80,000. Highway frontage, but the site is affected by a major road widening proposal in the proposed town plan. Estimated price per acre £20,000. Water available, industrial standard bitumen sealed road on one frontage, unsealed gravel roads or light bitumen seal on the other three sides.

Fairfield Road, Yeronga

2 roods 5.7 perches for sale for £7,500. Vacant, flood free, highway frontage with rear access road with poor bitumen seal. Water available.

e. Southside Outer
Golf Links Road, Rocklea.

13 ac. site for sale at £55,000. (Present owners purchased for £26,000 in 1960/61). Improved with a farm house. Zoned non-urban in proposed town plan but later rezoned to general industry as a result of objections. Partly subject to flood. Road access poor and largely unsealed. Water available. Fairly close to the new Rocklea Fruit and Produce Markets site.

Ipswich Road, Archerfield.

Several parcels of land available. These are dealt with in a later section of this report. Prices range from £1,750 per acre up to £6,000 per acre.

Boundary Road, Coopers Plains.

Land available at £2,000 to £2,500 per acre depending on the distance from the Boundary Road alignment. Subject to flooding -- in parts, very severe. Water available. Boundary Road

1./9,10

is 18 feet wide, bitumen sealed industrial road without kerb and channel. Land could have rail access from both standard and narrow gauge lines. Zoned for general industry.

Commenting briefly on this land for sale, it is obvious that the Ipswich Road land is the most highly priced when considered in relation to its distance from the city, its relative inaccessibility for workers and its liability to flooding. Apparently, the factor balancing these is its highway location. Unserved land in this locality is fetching £5,000 per acre whilst land a similar distance from the city in other directions ranges from £500 to £2,500 per acre.

10. Past Sale Prices

Do the past sales in the various areas support the prices presently being sought by vendors ?

A. In 1959/60, sales were reported as follows:

a. Northside Outer

Sale prices for vacant land ranged from £300 per acre to £10,000 per acre depending on location. The selling price in the Geebung area seemed to be about £3,000 per acre for land adjoining existing industrial plants and purchased by those plants. Land in the less developed part of this area sold for very low prices.

The sale of £10,000 per acre was recorded on Kingsford Smith Drive for freehold land and could be regarded as a special case - the purchaser was an oil company who required the site for their main Queensland offices.

b. Northside Suburban

Two sales of vacant land were recorded in this area, the prices being £2,500 and £1,500 per acre.

c. Northside Inner

Only one sale of vacant land was recorded in this area. It was a book transfer for land within a mile and a half of the Central Business District. The price was £14,640 per acre.

d. Southside Inner

Six sales of vacant land were recorded. Prices ranged from £13,600 per acre to £25,000 per acre. The smaller sites tended towards the higher prices but three of the sales involved sites of over one acre in extent.

e. Southside Suburban

No sales of vacant land recorded.

f. Southside Outer

Only three sales of vacant land were recorded. One to Dowsett from the Commonwealth at £370 per acre and could hardly be regarded as a typical sale.

The second sale was from the Brisbane City Council to Besser Vibrapac at £500 per acre. This site is situated in a back-street behind the Darra Cement Works and has only gravel road access.

I./10

The third sale was to United Chemicals on Breadwell Street at £1,160 per acre. This site is in a backstreet which is unformed and the site is liable to flooding in part.

g. Eastside Outer

One sale at £840 per acre.

B. In 1960/61, sales of vacant land were reported as follows:

a. Northside Outer

Ten sales were recorded. Prices in the Geebung and Northgate area varied from £1,200 per acre to £3,900 per acre with the general level being about £1,500 - £2,000 per acre. One sale at £260 per acre was recorded but this was for a large area subject to very severe flooding.

b. Northside Suburban

Four sales with prices ranging from £1,460 to £11,360 per acre were recorded. The highest sale was speculative and the land is now being offered for resale at £5,000 per acre. The lower sale was for a very poor site which is largely taken up by a creek.

c. Northside Inner

One sale at £11,800 per acre.

d. Southside Inner

No sales of vacant land were recorded.

e. Southside Suburban

Three sales at £9,250, £3,750 and £820 per acre were recorded. The highest price was for a very small site at Rocklea purchased by an adjoining owner. The £3,750 sale involved the Commonwealth as a vendor and may not represent true market value for the highway frontage site involved. The lowest sale was for an 8 acre site at Fairfield.

f. Southside Outer

Fifteen sales were recorded ranging from £210 per acre to £15,450 per acre. The average price appears to be about £800-£2,000 per acre. The lower prices almost all involved larger sites which in many cases were off highway and often zoned as non-urban or rural. The highest price paid was not indicative of the market as it involved an existing industry purchasing a small enclave of other ownership within its site. It is perhaps indicative of the market that a $2\frac{1}{2}$ acre block at Sherwood Road sold at £5,550 per acre. This is close to the sale recorded in e. above at £3,750 per acre.

It is perhaps noteworthy that at this time, the Ipswich Road Highway frontage sites were just beginning to emerge as an acceptable industrial location. Six of the sales recorded were in this area at prices of £800, £1,000, £2,550, £15,450, £1,425 and £1,690 per acre.

At this time, the area was not zoned for industrial purposes.

g. Eastside Outer

Two sales at £100 and £110 per acre were recorded. The areas involved were large and the uses to which the land was to be put were very marginal. The land is still zoned for non-urban purposes.

I./10

C. In 1961/62, the following sales of vacant land were recorded:

a. Northside Outer

One sale recorded at £1,500 per acre.

b. Northside Suburban and Northside Inner

No sales of vacant land recorded.

c. Southside Inner

No sales of vacant land recorded.

d. Southside Suburban

Two sales, one at £10,000 and one at £8,265 per acre.

e. Southside Outer

Eight sales recorded ranging in price from £320 per acre to £12,000 per acre. An area of non-urban land with highway frontage was sold for £700 per acre but this was a book sale from a private individual to his family's company and is not representative of the market.

f. Eastside Outer

Two sales were recorded at £1,000 per acre. These were for land zoned for noxious, hazardous and offensive industry.

D. In 1962/63, the following sales of vacant land were recorded:

a. Northside Outer

Nine sales were recorded ranging in price from £180 to £4,900 per acre. The sale at £180 per acre involved 221 acres of non-urban land with problems of access, flooding, ponding and drainage, water supply and foundations. Its only advantages are rail frontage and available size.

Good industrial land at Geebung and Zillmere was bringing prices from £2,500 to £4,900 per acre. Non-urban land in other localities was sold initially at much lower prices e.g. £880 per acre.

b. Northside Suburban

One sale at £4,330 per acre.

c. Northside Inner

Three sales at £8,000, £9,800 and £27,000 per acre.

d. Southside Inner

Four sales at £55,000, £63,000, £66,000, £100,000 per acre were recorded in that chronological order. All were for small sites in South Brisbane.

e. Southside Suburban

No sales of vacant land recorded.

f. Southside Outer

Fifteen sales ranging from £400 per acre to £3,000 per acre. The lowest sale was Rocla Pipes purchased from Gales Properties adjoining QUEENSFIELD. This can be regarded as a book sale as Gales Properties was apparently set up specifically to purchase this site for Rocla and it acquired the site originally when the land was in rural zoning and before the QUEENSFIELD project was envisaged. The next lowest sale was the purchase by Dalgetys of 132 acres of non-urban land from Del Grande at Boundary & Ipswich Roads. The land had previously been used for a farm and Del Grande was apparently in financial difficulties as the Brisbane City Council was threatening prosecution unless the house on the property was repaired. Consequently the sum of £92,000 for the land would seem a reasonable price.

It is noteworthy that highway frontage land, in this period, had increased in value to about £2,500 per acre, although there were no sales in the area where peak prices could be expected. Off highway sites brought £3,000 per acre in an area close to the peak value, highway frontage area.

g. Eastside Outer

One sale at £940 per acre.

E. Sales since April 1963

a. Northside Outer

One sale of high frontage land at Geebung at £3,250 per acre and another in Kingsford Smith Drive at £20,000 per acre.

b. Northside Suburban

One sale at £2,140 per acre. This adjoins land now being offered at £6,000 per acre. This particular site was an old quarry and will need 10-15 feet of filling. Legal appeals from the decisions of the Brisbane City Council severely delayed the sale which was first agreed to in 1960. Half the land can only be used for residential purposes.

c. Southside Outer

Two sales on the highway, one at £5,300 per acre and one at £5,000 per acre.

G.M.H. have an option over a large area at £1,000 per acre.

F. Summary

The table below has been drawn up to try to indicate land prices in the various areas and the changes which have taken place in those prices in the period reviewed. Prices are based as follows:

- | | | |
|------|--------------------|---|
| i. | Northside Outer | - good, typical land at Geebung or Zillmere. |
| ii. | Northside Suburban | - good land towards the fringe of the area. |
| iii. | Northside Inner | - actual sales recorded. |
| iv. | Southside Inner | - good land in small parcels in South Brisbane. |
| v. | Southside Suburban | - actual sales. |

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- vi. Southside Outer (a) - good off highway sites near Ipswich Road.
- vii. Southside Outer (b) - good highway sites on Ipswich Road.

The sites in each case are to be considered as zoned for general industry.

<u>Area</u>	<u>1959/60</u>	<u>1960/61</u>	<u>1961/62</u>	<u>1962/63</u>	<u>Since April 1963</u>
Northside Outer	1,000	1,700	1,500	3,000	3,200
Northside Suburban	2,000	4,000	-	4,300	-
Northside Inner	14,600	11,800	-	13,000	-
Southside Inner	20,000	-	-	65,000	-
Southside Suburban	-	3,700	9,000	-	-
Southside Outer (a)	700	800	1,700	3,000	-
Southside Outer (b)	-	1,500	5,500	-	5,500

11. The Influence of Special Locations

It has long been recognised that certain industries require special locations and that they are prepared to pay higher prices to obtain those locations.

It remains to determine which locations industrialists in Brisbane are prepared to pay high land prices to obtain.

The following locational factors and their affects on land prices are examined hereunder:

Wharfage,

Rail siding - Narrow gauge,

Rail siding - Standard gauge,

Fruit, Vegetable and Produce Markets,

Interstate Road Transport, and

Highway frontage.

a. Wharfage

Very few Brisbane industries have their own wharfage facilities. The main wharfs are all located downstream of the Central Business District and the main expansion of wharfage in recent years has taken place at Hamilton Lands and at Pinkenba.

Whilst these facilities have attracted certain classes of "new" industries, e.g. oil terminals, they do not appear to have had any great impact on the average industrial plant. The land taken over by industry in recent years near these wharves has all been Crown leasehold. Perhaps some reflection of wharfage as a locational requirement is evident in sales to Stewart and Lloyds at Pinkemba and to John Lysaghts at Nudgee.

The former appear to have paid a rather high price for their site (£2,500 per acre) considering its location and accessibility.

John Lysaght's site is much further removed from wharfage but this was due to the lack of good foundations closer to the wharves.

Upstream of the Central Business District, sand and gravel merchants, who dredge their supplies from the bottom of the

Brisbane River, have been paying £2,000 per acre for river frontage, industrially zoned land. Apparently their intention is to establish plants on these sites. The prices paid are much in excess of what would be expected for land in such inaccessible locations.

b. (i) Rail siding - Narrow Gauge

Many plants in Brisbane have narrow gauge rail siding facilities. However, in recent years, there has been a move away from these facilities because of the increasing use and economy of road transport.

A good example of this are the recent moves by Thomas Brown & Sons who purchased a site at Zillmere with rail frontage but who have now offered it for resale, and who are proceeding to build a 180,000 sq. ft. warehouse at Archerfield without rail frontage and which, for that matter, is not near a rail goods yard.

There does not seem to be any indication that industrialists are willing to pay more for rail frontage sites where the railway concerned is narrow gauge.

(ii) Rail siding - Standard Gauge

At present very few plants in Brisbane have rail sidings from the Standard gauge railway. The amount of land which could be served by sidings from the existing standard gauge line is rather limited. G.M.H.'s new site will have frontage to the standard gauge line. Land to the south of this is zoned non-urban and very isolated and there are problems in supplying water to the area. Northwards from the G.M.H. site, the greater part of the land is occupied either by residential or existing industrial plants. However, the general movement of new plants into the southern half of the City could be

influenced to some extent by the greater proximity to the standard gauge facilities offered in this location. There is no evidence that sale prices of land abutting the standard gauge line are increased because of this frontage.

c. Fruit, Vegetable & Produce Markets

There is some evidence to suggest that land prices in the Sherwood Road area have been inflated because of the eminent establishment of the Brisbane Fruit, Vegetable and Produce Markets in the vicinity.

It is notable that the majority of new firms in the area are warehousemen rather than manufacturers. It seems unlikely that all of the apparent inflation in price is due to proximity to the Market's site because accessibility to interstate transport services could also be a factor.

d. Interstate Road Transport

Easy accessibility to interstate transport services appear to be a major factor influencing industrial land prices in Brisbane. The vast majority of these services operate along Ipswich Road and it is evident that this is the road where land prices are spiralling upwards most rapidly.

e. Highway frontage

The advertising value of highway frontage is important to many industries. However, only two of the five main highways out of Brisbane have any real industrial development along them -- Ipswich Road and Sandgate Road.

Sandgate Road has more the role of a suburban arterial road and industrial development along it is generally older and

smaller than along Ipswich Road. Plants along it do not have any of the 'prestige' value of the Ipswich Road plants.

It is very evident that industry is willing to pay considerably more for highway frontage land than for land off the highway. This may be a reflection of the fact that off highway sites do not have much in the way of services available, even by Brisbane's standards, and very few of these off-highway sites have more than gravel road access.

It is also very evident that industrialists are willing to pay up to £2,000 per acre more, on Ipswich Road, than on Sandgate Road.

12. The Industrial Land Market and the Proposed Town Plan

In terms of the acreage of industrial land zoned under the Town Plan, there is ample room for the expansion of industry for many years. However, some of this land is not good land in that it is either subject to flooding or is too rough and broken to be really suitable for industry.

More importantly, the location of much of this zoned land is poor. It is not located in areas where industrialists wish to locate. Cumulatively, these factors could result in these zoned areas being insufficient to meet the long term demands of industry.

The solution to the problem does not lie in zoning more land for a number of reasons. Firstly, the amount of land available to and suitable for industry, in the areas where industrialists wish to locate, is extremely limited. Secondly, the present trends in industrial location could create serious problems in terms of traffic flow and generation if allowed to proceed unchecked. It would seem that there will have to be considerable rethinking, both by the authorities and by industrial interests over the next decade, about the whole

question of industrial zoning and location. In the meantime, QUEENSFIELD lies in the area which is, currently, and which will remain, the select location in the City of Brisbane.

The provisions of the Town Plan allow the Council power to approve of the establishment of industries in non-urban areas as well as awarding to a wide range of "rural" industries a right to establish in the urban area without planning permission.

A consequence of this has been that a number of industries have recently been established in the non-urban zone. These fall generally into two categories. First, industries with very large land acreage requirements have chosen to establish in the non-urban zone because land is relatively cheap in those areas, e.g. Dunlop Rubber, G. M. H.'s planned purchase of Acacia Ridge and Dalgety's woolstore site at Archerfield.

Secondly, industries which have been seeking a highway frontage site but which have not been prepared to pay the high prices asked in industrial zones.

The activities of this second category are almost entirely confined to Ipswich Road outbound of Oxley Creek. They have managed to establish in these locations, despite opposition from the Brisbane City Council which wishes the area to remain rural. Two factors should hasten the end of these activities. Firstly, the appearance of land at QUEENSFIELD on the market should strengthen the Council's opposition and remove most of the industry's bargaining power. Secondly, land prices for highway frontage land along this strip have now reached almost the same level as those prevailing in the industrially zoned areas.

Consequently, it would appear that QUEENSFIELD's market is not endangered by these industries at present establishing in the non-urban zone, unless the Council continues to permit expansion

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along that section of Ipswich Road from QUEENSFIELD to Oxley Creek. The present activity in the area tends to highlight the desirability of the area generally in the minds of Brisbane industrialists.

The first type of industry establishing in the non-urban zone, i.e. those with very large sites, cannot be considered as part of the QUEENSFIELD market because their site requirements far exceed those possible at QUEENSFIELD. The major danger from these plants is that they may, at a later stage, begin to subdivide and sell off part of their present sites. Fortunately, their location is such that they are unlikely to attract highway frontage seeking industries, or even those seeking ready accessibility to the interstate road transport route.

13. Rocklea Munitions Area

The Rocklea Munitions Area is relatively small in extent. The majority of sites available are very small. For example, of 25 leases let in the last five years, only six have been for areas of more than one acre and only two leases, of more than two acres. The Area has recently been extended by the acquisition of 20 acres from the Commonwealth. Not all of this extra land is suitable for industry.

It seems that the Rocklea Munitions Area will continue to expand for some years but, rather than considering it a rival to QUEENSFIELD, it should be regarded as a "nursery" for prospective customers.

14. Hamilton Lands

The Hamilton Lands area has almost entirely been reclaimed from salt flats, lagoons and swamps by pumping slush from the Brisbane River. Consequently foundations are poor throughout the area.

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With the advent of the Amoco Oil Refinery lease, all pumping onto Hamilton Lands ceased. Thus for three years, there has been no work on reclamation. Further, most of the area now occupied was recovered with shallow fill over sandbanks and mud flats. The areas which are now filled and unoccupied, or almost filled, are the old lagoons where consolidation, because of greater depth of fill, will take many years.

As a result, the Hamilton Lands area has, for the present, almost reached the practical limit of its expansion. A considerable falling off in the area leased to industry each year can be expected for some years to come. This in turn should assist the marketing of QUEENSFIELD although, possibly, not the sale of freehold sites.

15. Conclusions

In Subsection 1 of this Section of the Report, there are listed a series of objectives. The following conclusions are made in respect to those objectives:

- a. The total amount of freehold land involved in sales to industrial owners throughout the City, for the years of the survey, was as follows:-

1959/60	137.7 ac.
1960/61	363.9 ac.
1961/62	150.7 ac.
1962/63	737.4 ac.

In addition, the following areas of land were leased to industry by the Government during that period:-

1959/60	approx. 46 ac.
1960/61	approx. 540 ac.
1961/62	approx. 37 ac.
1962/63	approx. 45 ac.

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- b. The amount of "new" land absorbed by industry each year in the city was as follows:-

1959/60	106.2 ac.
1960/61	818.9 ac.
1961/62	137.4 ac.
1962/63	629.6 ac.

However, if we accept the limitation that the QUEENSFIELD market lies in lots of 50 acres or less, then the amount of "new" land in such lots, mentioned above, per annum, was:-

1959/60	106.2 ac.
1960/61	257.6 ac.
1961/62	137.4 ac.
1962/63	203.6 ac.

- c. Industrial land sales were distributed fairly evenly throughout the city, with the exception of the western suburbs. In terms of acreages sold, the greatest activity was in the northern and southern outer suburbs. The largest number of sales occurred in the inner suburbs, mainly in small lots, often with improvements.

The outer suburban land sales were distributed as shown below:

	<u>1959/60</u>	<u>1960/61</u>	<u>1961/62</u>	<u>1962/63</u>	<u>Total</u>
Northern Outer	38.4	97.8	51.3	88.7	276.2
Southern Outer	67.8	127.1	85.3	112.4	392.6
Eastern Outer	-	32.7	0.8	2.5	36.0

- d. The table at the conclusion of Subsection 10 of this Section of this Report indicates prevailing land prices and trends.

The most costly land was in the southern inner suburbs and, of the outer suburbs, the land along Ipswich Road commanded the highest prices.

- e. The trends in land sales show an increase in value in all localities but the greatest increase has occurred in the inner southern suburbs. Land values in the outer suburbs are rising, particularly in the southern area, and, especially, in connection with highway frontage land.
- f. The most desirable location for manufacturers appears to be along Ipswich Road, outbound of Yeronga. Here, they are prepared to pay the highest prices for outer suburban land. The important factors appear to be highway frontage and accessibility to interstate road transport.
- g. There seems to be no reason to doubt that the upward trend in land values and in actual acreage of land, consumed by industry each year, will not continue. It seems certain that the industrial land market will require about 200 acres of "new" land per year in the immediate future and that within a few years the amount required will be in excess of this figure.
- h. The land, which will be in direct competition for some years with QUEENSFIELD, will be along or close to Ipswich Road. This is primarily because it is the area which is considered most desirable by a large number of industries locating in Brisbane. Also, it is the only land in the City which can offer equally good access to the interstate transport route and offer comparable highway frontage "prestige" positions.
- i. If QUEENSFIELD could obtain 10% of the industrial land market it should be possible to dispose of 20 acres of land in the Park, without difficulty, in the early years of the development. This conclusion is given further consideration in Section II of this Report.

SECTION II

Detailed Survey of Land along Ipswich Road
from Sherwood Road to the City Boundary -
August, 1963.

1. Definition of the area

The object of this Section of the Report is to deal in more detail with the land which appears likely to be in direct competition with QUEENSFIELD. This has been defined as the land for about 20 to 25 chains on either side of Ipswich Road from Sherwood Road to the City Boundary - the area coloured on Maps 2, 3, 4 and 5.

To illustrate this Section of the Report, four maps have been prepared:-

Map 2 - shows the zoning of the area as exhibited in the proposed Town Plan for the City of Brisbane;

Map 3 - shows the existing land usage in the area as at August 1963;

Map 4 - shows the land for sale in the area as at August, 1963;
and

Map 5 - shows the areas of land which seems unlikely to compete with QUEENSFIELD because of their existing ownerships, land uses or topography.

2. Past Sales in the Area

From the records of sales referred to in Section 1 of this Report, the following sales, involving the acquisition of land in this area by industrial interests, are noted in the period, April, 1959 to the present:-

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	<u>Date</u>	<u>Purchaser</u>	<u>Area</u>	<u>Price</u>	<u>Approx. Price/Acre</u>
1.	Feb. 1960	Besley & Pike	50.2.14	£40,000	£ 800
2.	May 1960	Kelvinator	18.3.19	18,875	1,000
3.	June 1960	Foggitt Jones	25.2.27	5,500	210
4.	June 1960	Schrank	6.2.17	15,500	2,550
5.	Sep. 1960	Corbett Bros.	0.1.34	5,000	10,000
6.	Nov. 1960	Freighter	1.0.20	17,000	15,450
7.	Jan. 1961	Jaywoth	11.3. 3	18,237	1,550
8.	May 1961	Gilmour	2.2. 0	30,000	12,000
9.	Sep. 1961	Antill Ranger	4.2.27	8,737	1,890
10.	Nov. 1961	Pfeffer	9.1.23	6,680	700
11.	Jan. 1962	National Mutual	1.2.38	9,500	5,580
12.	Mar. 1962	Armstrong	2.0. 0	5,000	2,500
13.	May 1962	Madad	3.3.36	8,250	2,060
14.	June 1962	Dalgety's	132.3. 8	92,000	690
15.	Aug. 1962	Rocla	71.2.21	30,000	400
16.	Jan. 1963	Chas. Steele	2.2. 0	2,500	1,000
17.	Jan. 1963	Chas. Steele	3.0. 1	8,000	2,660
18.	Jan. 1963	Chas. Steele	2.3. 3	7,000	2,500
19.	Mar. 1963	Minerals (Qld)	2.0. 0	6,000	3,000
20.	May 1963	Arthur Yeates	1.2.18	8,500	5,300

Total sales in the area by year from April to March are:-

	<u>Total</u>	<u>Highway</u>	<u>Off Highway</u>
1959/1960	50.6	50.6	-
1960/61	64.5	45.7	18.8
1961/1962	20.3	13.6	6.7
1962/1963	218.7	77.4	141.3
Balance 1963	1.6	1.6	-
TOTAL	355.7	188.9	166.8

Brief comments on the sales are set out below:

1. Besley & Pike purchased their 50 acre site and have built their factory on about 8 acres of it. They have sold $13\frac{1}{2}$ acres to Thomas Brown & Sons as a new warehouse site. This sale is very recent and details are not available. The balance of some 29 acres is for sale. This was a highway frontage site.

II. /2

2. Kelvinator have not yet carried out any construction on their site which is slightly off the highway. It is reasonably good land.
3. Foggitt Jones purchased this land apparently to add to their holding paddocks for their nearby meatworks. The land is very low lying and swampy and floods easily -- a highway frontage site.
4. Schrank have erected a modern lingerie factory on their site which is high and possibly one of the best sites in the area.
5. Corbett Bros. purchased this land to allow them a narrow access to the highway frontage. They were probably held to this high price through necessity. Most of the adjoining land is developed residentially or commercially.
6. Freighter were forced to this price to purchase a corner block which was completely surrounded by their previous purchases.
7. Jaywoth purchased this land when it was zoned rural and they were amongst the first of the new industries to establish west of Oxley Creek, fronting the highway. Their site is good high land, but slopes are severe. To use the rear part of the site, they are filling to depths of 10 feet or more with waste from their plant.
8. Gilmour purchased this land to enable them to gain highway access to some land they held at the rear -- an excessive price.
9. Antill Ranger purchased this off highway site and have developed it for their Brisbane Transport Terminal. It is good land but fronts onto a poor gravel road.

II. /2

10. Pfeffer Bakeries bought this land in a "book sale" from a member of the Pfeffer family. Highway frontage land in the non-urban zone. The erection of a large bakery on the site necessitated considerable earthworks because of the side-slope prevailing.
11. National Mutual purchased this land which is now used by Rothmans for a cigarette and tobacco distribution centre. Highway frontage and an excellent site.
12. Armstrong Transport bought this off highway site but have not yet erected any buildings on it. Access is by gravel road or by a light sealed bitumen road - Boundary Road.
13. Madad Bedding have erected a modern factory on this off-highway site which fronts an unformed gravel road.
14. Dalgety's are in the course of constructing a very large wool store on this mainly off-highway site.
15. Rocla's site adjoins QUEENSFIELD. It was bought from a company apparently formed specifically to acquire the site from the original owners and may well be a sale not representing the true market. The land is badly affected by a local sheet water course.
- 16/18. Chas. Steele have bought these three sites for a new factory, but so far no work has commenced. The sites except 16, have highway frontage and are in the non-urban zone.
19. Minerals (Qld) have erected a factory on this off-highway site.

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20. Arthur Yeates' site is a choice hilltop position in the non-urban zone with highway frontage and bitumen sealed service road access.

Since these sales there have been sales of a $13\frac{1}{2}$ acre site from Besley and Pike to Thomas Brown and Sons and of a 3 acre site sold by Francey to Phillips Petroleum for a reported sum of £15,000, or £5,000 per acre.

3. Land for sale at present

The sites referred to below are numbered to correspond with the sites on Map 4 attached:-

1. Land owned by Collison. 27 ac. 1 rd. 20 p. Price £45,000. The land is extremely low lying subject to very frequent flooding and would require at least 5 - 6 ft. filling to raise it above flood level. There may be problems created upstream of the Site if the land were to be raised above flood level in its entirety. Directly opposite land purchased by Foggitt Jones.
2. Land owned by Besley & Pike. Approx. 19 ac. This land is to be offered for auction and indications are that the Owners are willing to accept a very low price. Land is subject to severe flooding throughout.
3. Land owned by Besley & Pike. 5 ac. Price - it is expected that this land will bring about £5,000 per acre when offered at auction next month. This site has a rather severe cross-fall but is free of flooding.
4. Land owned by Besley & Pike. 5 ac. Price - it is expected that the land will realise in excess of £5,000 per acre when offered at auction next month. This is a very good site being high and level.
5. Land owned by Collins. Approx. 80 ac. in extent. It is believed the owner would be willing to accept prices ranging from £1,000 to £2,500 per acre for this land depending upon the location of the site. Almost all of the land is subject to flooding, much of it is low lying swamp.
6. Land owned by Francey. Approx. 60 ac. in extent. Very similar in every respect to (5) above, the land has been previously listed for sale at £1,000 per acre but it is

II. /3

doubtful if the owner would sell for less than £1,700 per acre at the present time.

7. Land owned by Francey. 3 ac. 3 rd. 18 p. Price £16,000. This land is low lying, subject to flooding. It would require at least 2 ft. of filling to raise it above local flood level.
8. Land owned by Francey. 2 ac. 2 rd. 26 p. Price £11,000, plus commission, etc. This land is slightly more elevated than (7) above but would still require 1 ft. or more of filling. Directly behind land reported sold by Francey at £5,000 per acre.
9. Land owned by Francey. 9 ac. 2 rd. 32 p. Price £39,000. A highway frontage site with token drainage by pipes. Land is very flat and subject to serious ponding which this drainage might overcome. The land would still require filling to raise it above the level of 10 yearly floods in the Brisbane River.
10. Land owned by Francey. 9 ac. 2 rd. 24.5 p. Price £32,500. As for (9) above, except that the general level of the land is slightly lower.
11. Land owned by Francey. 11 ac. 2 rd. Price £24,000. This land becomes inundated over quite a substantial part after only light rain. It is lower than either (9) or (10) and has several quite severe local depressions running across it. It would require very extensive filling.
12. Land owned by Brisbane Truck & Tractor Co. Pty. Ltd. 2 ac. 1 rd. 36 p. Price £12,500. Approximately half of this site is under permanent flood, caused by a combination of local drainage and the damming of the water by the earthworks of Ipswich Road. The land would probably require about 5 ft. of filling. Brisbane City Council have indicated that they would require a very substantial truncation of the corner of Randolph Street and Ipswich Road and this would reduce the effective area available.
13. Land owned by Brisbane Truck & Tractor Co. Pty. Ltd. 2 ac. Price £7,500. This is a reasonably good site. Access to it is poor because of a narrow wooden culvert over the drain which affects site (12) above. This land is presently under offer at this price.

MAP 3. Key - Land use.

1. Goodna Mental Hospital
2. Gailles Golf Links
3. State Government Road Transport Weighbridge
4. Rocla Pipes
5. Service Station and Transport Terminal
6. Gravel Reserve - In operation
7. Wacol Army Camp
8. Pfeffer's Bakery
9. Main Roads Department Gravel Pit
10. Gravel Pit - No longer operated
11. Commercial Apiary
12. Asutrialian Electrical Industries Plant
13. Jaywoth Masonry Plant
14. Main Road Department Maintenance Depot
15. Fruehauf Trailers Sales and Service
16. Oxley Brick and Pipe Works and Clay Pit
17. Oxley Ambulance and Fire Brigade
18. Police Reserve
19. Oxley Golf Links
20. Service Station and Transport Terminal
21. Corbett Timber and Planing Mills
22. Dalgety's Wool Store - Construction now under way
23. M.R. Schrank Lingerie Manufacturer
24. Palm Sales - Used Trucks Sales and Service
25. Scrap Metal Merchant
26. Madad Bedding Manufacturer
27. Queensland Minerals - Dolomite Products
28. Queensland Transport Terminal - Trans-shipment facilities, Service Station, Repairs, Parking, Motel and Cafe.
29. Commonwealth Industrial Gases
30. Queensland Can Company - Tin Plate Division
31. Melwire - Steel Products
32. Service Station and Transport Terminal
33. Toowoomba Foundary - Sales and Storage
34. East Coast Timbers - Sawmills
35. Mayne Nickless Transport Terminal
36. Car Wrecker
37. Contractors' Yard
38. Hotel, Parking, Shops, Service Station
40. Sawmill
41. Irrigation and Water Supply Commission Depot
42. Sundry Small Industrial Premises

MAP 3. Key - Land use (Continued)

- 43. Irrigation and Water Supply Commission and Co-ordinator Generals
Stores, Hotel, Shops
- 44. Brambles Transport Depot
- 45. This area is developed with a large number of small to medium sized
industries. There is not a great deal of land undeveloped and it is all
in industrial ownership.
- 46. Smith Bros. Planing Mills and other sundry industries.
- 47. Balm Paints
- 48. McGrath Motors - Motor Service and Trailer Manufacturers
- 49. Freighter Industries - Trailer Manufacturers
- 50. Thomas Brown & Sons - Work on new building about to commence
- 51. Besley & Pike - Envelope Manufacturers
- 52. Rothmans of Pall Mall - Cigarette Warehouse
- 53. Ralph Britten - Brickworks and pit
- 54. Deserted Claypit
- 55. Brittain's Brick and Pipe Works and pit
- 56. Land owned by Brisbane City Council and the Crown - Set aside for
recreation
- 57. Migrant Hostel
- 58. J.C. Hutton Meatworks - Cattle trans-shipment yards and siding
- 59. Dowsett Industries - Pre-stressed concrete products.