**Table 2: The evolving structures and scales of relevance to Urban Planning in Brisbane, Australia**

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| **‘Periodization’ phase** | **Key problem / issue** | **State/national response** | **Local response (Brisbane)** | **Institutional rupturing underpinning rescaling** |
| **1960s –late 1980s** | - Rapid urban growth with in-migration.  - Overflow of growth to councils with fewer planning controls.  - Urban infrastructure adequacy.  - Negative national image of city. | -Site re-zonings by state for large property developers (support for property development).  - By-passing local government.  - Entertainment/special events to improve image of cities (e.g. Expo 88; 1982 Commonwealth Games).  - Unelected quasi-autonomous non-governmental organisations (quango) to stage global special events and to subsequently redevelop sites.  - New centres for major entertainment. | - Town Plan formalised to guide growth.  - Extensive road infrastructure constructed.  - Main retail street turned into pedestrian mall in time for Commonwealth Games.  - Acceptance of state promotion of urban growth. | - State redevelopment authority set up to redevelop Expo 88 site, taking away council planning powers. |
| **Late 1980s – mid 2000s** | - Haphazard urban sprawl.  - Congestion and other costs of rapid urban growth.  - Redevelopment of Expo site.  - Potential of inner city renewal.  - Development potential arising from airport privatisation by national government. | - National government “Building Better Cities program”.  - National government privatises main airports.  - Reorganised authority to develop Expo site for cultural facilities and recreation.  - Establishment of joint state-(local) council Regional Planning Advisory Group(s) to produce regional planning framework.  - State Office of Urban Management set up to produce regional plan(s).  - Translink set up to integrate state and local public transport. | - New Labor Lord Mayor 1991-2003 with interventionist agenda.  - Regional organisation of councils supports statutory regional plan prepared with local council involvement.  - Urban Renewal Task Force set up to implement Brisbane section of nationally-funded “Better Cities” program.  - Busway program started.  - Council buys share of privatised Brisbane Airport.  Emphasis on:  - Regional approach to growth management at (local) council level.  - Joint (local) council-state coordination of growth management. | - Formation of SE Queensland Regional Organisation of Councils, chaired by Brisbane City Council.  - Establishment of joint state-(local) council Regional Planning Advisory Group.  \_ Establishment of Translink.  - Establishment of Brisbane Housing Company by state, City Council and NGOs in 2002 for affordable housing supply.  - City Council purchases share of Brisbane Airport; tri-partite planning of Gateway Ports project. |
| **Mid 2000s-2015** | - Costs of urban sprawl.  - Affordability of housing.  - Traffic congestion.  - Water supply crisis from severe drought.  - Need for job-generating investment. | -Statutory regional plan requiring half of new dwellings to be infill.  - Planning and coordination of affordable housing provision in nominated urban development areas.  - Construction of new rail lines to major urban fringe developments.  - State takes full control of state-local water supply corporation and develops regional ‘water grid’.  - Emphasis on ‘integrated resort development’ on state riverfront land.  Emphasis on:  - Affordable, higher density housing.  - Post-global financial crisis job creation. | - ‘Can do’ Lord Mayor’s (2004-2011) TransApex scheme for five new motorways/bridges co-funded by private sector.  - Further busways opened.  Emphasis on:  - ‘Congestion busting’. | - Establishment of Urban Land Development Authority to take over City planning in nominated areas.  - State excludes local government from SE Queensland Water Corporation.  - Private ownership of new bridge/motorways. |