**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. |