

Historical Highlights

1964

The BDA started its fight for the city to establish a Port Authority at the mouth of the Brisbane River. After many forums and extensive consultation and pressure, the Association welcomed the establishment of the Port of Brisbane Authority in 1976 – 12 years after its original proposal to Government.

1967

The BDA asserted that the Brisbane City Botanical Gardens be a vehicle-free zone.

1968

More than 250 government and business leaders and professionals attended the BDA traffic seminar: "Transportation – Coordination or Chaos".

1969

Buses replaced trams and the BDA pushed for Queen Street to be made a pedestrian-only precinct.

1971

The BDA's Inner City Arrangement Committee consulted with numerous associations and government and business leaders about multi-level circulation in central city areas. The BDA established that there was overwhelming support for the creation of a Central City Development Plan supported by all levels of government.

1971

The BDA approached the Minister for Civil Aviation to speed up development of an international-standard terminal complex citing concerns that then airport terminal handicapped both Brisbane and region in terms of tourist appeal.

1976

The BDA's successful monthly seminar luncheon series commenced.

1977

The BDA favoured greater research and spending into innovative forms of public transport and less spending in support of the private motor vehicle.

1979

The BDA published its Policy for the Planning of the Brisbane City Centre.

1981

The Association's Policy Statement for the Planning of the Brisbane South Bank was released. The BDA was concerned that piecemeal developments in isolated locations within the precinct would prevent the area from reaching its full potential. The BDA proposed integrated development including a trade centre, commercial, retail and residential options.

1982

The BDA celebrated its silver anniversary and Brisbane celebrated the Commonwealth games, the opening of the Queen Street Mall, the new Queensland art Gallery and construction of the first stage of the Cultural Centre at South Bank.

1984

The BDA staged the Brisbane River City Ideas Competition to focus attention on the River and its banks and to highlight the potential for Brisbane to become a River City. Many entries were received with 35 provided to the Brisbane City Council for further consideration.

1987

The BDA proposed to the Brisbane City Council and State Government the reintroduction of city trams, and the introduction of public art and sculpture into city buildings and spaces.

1987

The BDA's Post Expo 88 Design Competition was launched offering architects, planners, and interested members of the public to suggest proposals for the site which was destined to become an important part of Brisbane and set new directions in Australian urban design.

1990

The BDA hosted its first City Image Conference – The Brisbane Perspective. It focused on people and the cities they live in, addressing the need for improvements particularly from a pedestrian point of view.