

year in review



HIGHLIGHTS OF 2003 – 2004

The Brisbane Development Association Executive and Management teams worked hard to implement a range of initiatives during the year. Achievements included:

- We hosted ten successful breakfast and luncheon seminars during the year. These luncheons featured guest speakers such as the Lord Mayoral Candidate, Campbell Newman (now Lord Mayor) and then Lord Mayor of Brisbane, Cr Tim Quinn.
- We hosted two special events for patron members featuring Urban Renewal Taskforce Chairman Trevor Reddacliff and the Honourable Terry Mackenroth MP.
- The Association's membership has been maintained with broad representation in the public and private sectors.
- We finalised a complete redesign of the Association's website.
- We developed a range of new and creative marketing and membership materials which highlight the association's mission, strategic aims, and activities.
- We continued to strengthen our relationship with local media including The Courier-Mail and Quest Newspapers.
- We finalised a long, but exciting project which involved discovering and documenting the Association's history, including documents, people and initiatives.
- We continued to build on our strong voice in the public and private sectors.
- Members of our Executive participated in several committees ensuring we remained at the forefront of urban design and were proactive in the city-making process.

PRESIDENT'S MESSAGE

The 2003-2004 membership year has been an exciting and challenging time for the Association.

We were proactive in the city-making process and helped to promote excellence and innovation through several activities, specifically our informative and entertaining seminar and events program and by maintaining and building on our strong voice in the public and private sectors and the community.

During the past 12 months, our membership remained constant, our profile improved, and we strengthened our financial position enabling us to plan for innovative projects in the future.

As my term as President draws to a close, I would like to take this opportunity to reflect on the achievements of the past three years and also on the Association's growth and influence since its foundation in 1957.

I believe the Association has had a significant impact in shaping the development of our city. For almost 50 years the Association has provided an open forum for discussion on issues affecting Brisbane. We have challenged proposals which may have promoted sprawl and resulted in increased congestion. We have supported good planning policies and urban design. We have built partnerships with other groups to increase the influence of the Association at a local and state level. And we have encouraged innovative projects which have helped to improve our quality of life in Brisbane.

Today, we are at a critical point in Brisbane's development: we have an incredible transport challenge, one which requires major infrastructure and traffic demand strategies. However, the required infrastructure has the potential to damage the city's unique urban character and amenity.

As demonstrated in the past, the BDA can play a significant role in assessing this transport challenge, exploring alternative solutions, debating their pros and cons and consulting stakeholders and community. Your ongoing support will ensure we can continue to proactively influence decision makers and stakeholders on issues such as transport: issues which will greatly affect the development and livability of Brisbane.

I would like to thank you for your ongoing support and contribution to the Association: it is your input which ensures the continued success and future purpose of the BDA.

I would also like to acknowledge the crucial role of the BDA executive and thank them for their hard work during the year and for the support they have shown me during my Presidency.

Finally, I would like to welcome the new BDA President and executive team. I look forward to assisting them as they work to achieve the BDA's mission of making Brisbane's urban environment a better place to live and work.



STEVE REYNOLDS
President

OUR MISSION STATEMENT

The Brisbane Development Association is Brisbane's leading independent organisation that engages Government, industry and the community to make Brisbane's urban environment a better place to live and work.

OUR STRATEGIC AIMS

- Be proactive in the city-making process (rather than reactive).
- Represent the public interest (rather than only sector interests).
- Remain independent (non-political and non-partisan).
- Promote excellence and innovation (providing insight and fresh ideas).
- Be a strong and influential (leadership) community-based organisation representing a cross section of business, professional and private sectors of the community in operations as in (f), but remaining non-political and non-partisan.
- Make proposals (ideas) to and influence planning by BCC, State and Federal Governments and statutory bodies for "building (creating) a better Brisbane".
- Provide an insight into the aspirations and concerns of the Brisbane community.
- Promote fresh ideas and challenge proposals for the future of Brisbane.

OUR KEY FOCUS AREAS

The BDA seeks to address issues such as:

- Ensuring development of the natural and built environment is to the highest aesthetic standards.
- Making Brisbane an attractive city for residents and tourists alike.
- Preserving the traditional character of Brisbane and further development of this character to maintain and enhance our uniqueness.
- The economic development of Brisbane.
- The planning of Brisbane and its place in the South East Queensland region.

THEN AND NOW...from 1957 to 2004

"It has taken Brisbane a long time to awaken from its apathy to the many problems and opportunities associated with the city's rapid development."

Brisbane Development Association 1957 Annual Report

This lack of interest in Brisbane's development and the need for integrated planning prompted a group of business people and professionals to come together in May 1957 and found the Brisbane Development Association (BDA). Honorary solicitor for the BDA, Mr Butts drafted a constitution and professional business people and organisations were invited to become members. The results were encouraging and by 30 June 1957, the BDA had 390 members. These members shared a vision to *create a better Brisbane*.

In its inaugural year the BDA's aims included:

1. To organise public opinion within the greater Brisbane area to a realisation that Brisbane is a backward city by world standards.
2. To change this situation and to press for the following:
 - a. an adequate water supply and a vast improvement in sewage installations
 - b. improved street and road conditions to cope with ever-increasing motor traffic
 - c. the early completion of the preparation of a Brisbane City Plan
 - d. home improvement
 - e. beautification of the city.

The BDA has been involved in creating a better Brisbane for almost 50 years. It has been an integral player in many significant decisions, projects and proposals which have helped shape the Brisbane region and has long offered an open forum for discussing issues affecting the city's urban structure.

There have been many achievements and challenges over the past 47 years. Following are some highlights which demonstrate the BDA's contribution to the development and enhancement of Brisbane.

1964

The BDA started its fight for the city to establish a Port Authority at the mouth of the Brisbane River. After many forums, 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 the 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 Brisbane's 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.

1983

Concern at the continued deterioration in shopping conditions and the build up of traffic, prompted the BDA to call for major changes to the Fortitude Valley streetscape including the establishment of pedestrian malls in the Valley shopping area and the diversion of through traffic away from the retail centre. The BDA staged a competition where QIT and UQ architectural students were offered \$1000 for the winning pedestrian mall design.

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 opportunities 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.

1992

The association received a huge response to its *Holes in Brisbane* competition. The competition encouraged members of the public to suggest short term uses for vacant development sites throughout the city.

1994

The BDA hosted the combined *Metropolis Now* and *City Image 1994* conferences. Delegates from the US, Canada, the UK, SE Asia and Australia attended the conferences which featured papers on urban development issues in the new age metropolis and on the micro issues of city image.

1995

The BDA established a *River City Taskforce* whose mission was to work as an independent body to help interested parties achieve the potential of the Brisbane River as a tourism, transport and recreational asset, through the marketing and coordination of existing government and community initiatives.

1998

The BDA participated in a number of important groups including the Briztram External Reference Group and the Gateway Ports Networking Group. After consulting with members, the BDA executive rejected the Property Council of Australia's proposal to merge the two organisations.

1999

The inaugural *BDA Focus Urban Design Workshop* focusing on the Roma Street, Victoria Park, Bowen Hills triangle was coordinated. It was a successful collaboration between QUT, the URTF and the BDA, and the results were published and publicly released.

2002

The third BDA Focus was staged in conjunction with the Urban Design Alliance (UDAL). The Northbank Focus was unique in that it interfaced with a Queensland Government masterplanning process on the same site.

2004

After almost 50 years, the BDA is still Brisbane's leading independent organisation that engages Government, industry and the community to make Brisbane's urban environment a better place to live and work.

TRANSPORT

During the past 12 months the BDA has focused considerable attention on the city's transport opportunities and challenges.

Our one-day Gridlock or Smart Growth Transport Forum and our tunnel seminar clearly showed that *“there is no one silver bullet solution to the transport challenge – be it tunnels, or any other single element in a complex and interdependent network.”* Any realistic approach to addressing the city's transport challenge must involve a suite of measures and initiatives. The allocation of a predominance of resources into a single solution is unlikely to achieve an enduring outcome.

The BDA is committed to helping address and promote this finding.

So, if there isn't a “silver bullet” solution in simply creating more capacity for cars, what other concepts and approaches need to be looked at?

Experience elsewhere shows that there are positive ways to use improved patterns of land use and better integration between land use and transport networks to achieve more economic, more environmentally sustainable and more attractive and amenable outcomes. A car-dependent condition can be effectively turned around and better solutions achieved.

The BDA is committed to showcasing and promoting this experience.

Much discussion has arisen with regard to the potential for a “western” bypass of Brisbane to address the inter-regional challenges, especially the road freight pressures on our Brisbane corridors. There seems to be little cohesion in this discussion as some interests are advocating an inner “ring road”, others are advocating a far western bypass up the Brisbane Valley Highway, and still others are advocating massively expensive upgrades to the existing radial routes, such as the Ipswich Motorway, which regularly experience spectacular gridlocks.

It would make sense to do some strategic “big-picture” examination of what challenges any “western bypass” would be expected to achieve. Would a “bypass” help:

- heavy vehicles from New South Wales travel to central and north Queensland without having to enter Brisbane at all
- relieve the Ipswich Motorway of its burden of three highways converging into one
- provide some alternatives for local and intra-regional journeys which should not have to burden the regional corridors?

Such examination may result in strategic, yet modest, changes to the network and ultimately huge improvements.

The BDA is committed to leading a discussion that will deliver more considered and fruitful outcomes.

These and other transport and infrastructure challenges will form the basis for forthcoming investigations, projects and/or seminars. If you would like to get involved, please contact Wally Wight, the Chair of the BDA Transport and Infrastructure Committee on 3211 4698 or by email at wwight@gil.com.au.

COMMITTEES

BDA continues to lead much of the debate on the merits of urban development and government infrastructure spending and implementation.

Some of the projects and groups we have been involved in include:

- Regional Interest Group of Business, Commerce and the Development Industry, Office of Urban Management (BDA representative is Steve Reynolds)
- City West Precinct Task Force (BDA representative is Mark Clements)
- Year of the Built Environment 2004, Department of Public Works (BDA representative is John Pettit)

EVENT CALENDER

Timing	Seminar	Speakers	Sponsor
September 2003	Economic Outlook 2003	Richard Gibbs	Macquarie Bank
October 2003	Launch of the Centre for Sub-Tropical Design	Deputy Lord Mayor, Tim Quinn Prof John Hockings	Cox Rayner
October 2003	Gridlock or Smart Growth Transport Forum	Steven Ames, Portland, Oregon	WALTER Construction Group
February 2004	New CBD Building Heights	James Coutts, Wayne Petrie, Andrew Borger, Jeff Humphreys	Baulderstone Hornibrook
March 2004	Lord Mayor Tim Quinn's vision for Brisbane	Lord Mayor Tim Quinn	WALTER Construction Group
March 2004	Lord Mayoral Candidate Campbell Newman's vision for Brisbane	Campbell Newman	WALTER Construction Group
April 2004	Are tunnels the best solution for Brisbane's transport future?	Maureen Hayes, Mark Gray, Peter Newman	Baulderstone Hornibrook
July 2004	What Future do we really want for South East Qld?	Office of Urban Management Executive Director Michael Kerry	WALTER Construction Group
July 2004	What makes a great street?	South Bank Corporation's Master Architect Prof John Simpson Property Solutions Group Kevin Miller	South Bank Corporation
August 2004	100 Days in Office	Lord Mayor Campbell Newman	Baulderstone Hornibrook
Timing	Patrons' Events	Speakers	Sponsor
June 2004	Breakfast	URTF Chairman Trevor Reddacliff	N/A
June 2004	Breakfast	Hon Terry Mackenroth MP	N/A

EXECUTIVE AND COUNCILLORS

Name	Position	Company
EXECUTIVE		
Steve Reynolds	President	Humphreys Reynolds Perkins
Rebecca Sullivan	Immed Past President	ABN Amro Morgan
David Thomas	Vice President	Minter Ellison
Mark Doonar	Vice President	Tract Consultants
Brian Mathews	Hon Secretary	
Chris Skelton	Hon Treasurer	BDO Kendalls
COUNCILLORS		
Geoff East	Councillor	Burns Bridge
Andrew Batts	Councillor	GHD
Wally Wight	Councillor	SECROC
Chetana Andary	Councillor	Brisbane City Council
Mark Clements	Councillor	Woodhead International
Matthew Miller	Councillor	FKP
Marcia Gray	Councillor	South Bank Corporation
Ann Rainbow	Councillor	ARC (Public Relations)
BDA		
John Pettit	Executive Director	
Lorelei Broadbent	Secretariat	

PATRONS

Ariadne Australia



Guided by Chairman Mr Kevin Seymour and Deputy Chairman Dr Gary Weiss, Ariadne is fast becoming the dominant property developer and car park manager in Queensland. With primary interests in key southeast Queensland locations, Ariadne has secured numerous property developments and is receiving first opportunities on many more.

Bovis Lend Lease



Bovis Lend Lease is one of the world's leading companies in the project management and construction services industry. They offer a broad range of skills that can be tailored to match client's specific requirements. These skills can be applied over a number of sectors where they hold specialist understanding and experience.

Devine Limited



Devine Limited is a major force in Australia's residential property market offering affordable housing products in Queensland, New South Wales, Victoria and South Australia and is also active in the high-rise residential unit market in the Brisbane CBD. The company is also actively involved in medium density developments and has an in-house mortgage loan origination, securitisation and servicing business.

Humphreys Reynolds Perkins



Humphreys Reynolds Perkins provides a comprehensive range of town planning services for private and public sector clients. Services are focused on property development strategies and planning applications; preparing statutory planning instruments; town centre planning; urban research; environmental planning; urban design; tourism planning; expert advice for Courts of Law; and planning in the Asia-Pacific region.

Goldman Sachs JBWere



Goldman Sachs JBWere has a long-standing presence in Australian financial markets and is continually recognised as one of the leading investment houses in Australia. As an authority in Australian equities, gearing products and funds management, Goldman Sachs JBWere offers a wide range of products and services to one of the largest private client bases in Australia and specialises in managing the needs of many corporate and institutional clients.

Leighton Properties



Leighton Properties is a leading property development, management and investment company. Leighton Properties is a wholly owned subsidiary of Leighton Holdings Limited, Australia's largest contracting and development Group with total assets over \$1.6 billion and an annual turnover of \$3.2 billion. Established in 1972 they provide property development and project management services for the Leighton Group.

Macquarie Bank



Macquarie Bank is a pre-eminent provider of investment banking and financial services. In Australasia Macquarie provides a full range of investment, financial market and advisory products and services. Internationally they focus on select markets where they are able to provide special value.

Minter Ellison



The Minter Ellison Legal Group is the largest law firm in Asia and amongst the largest law firms in the world. It has offices in Brisbane, Sydney, Melbourne, Perth, Adelaide, Canberra, the Gold Coast, Auckland, Wellington, London, San Francisco, Hong Kong, Bangkok and Shanghai. Since 1995 the firm has more than doubled in size, has over 2,000 people working in seven countries and an annual revenue of some A\$300 million.

PRDnationwide



PRDnationwide is an internationally respected group of real estate agencies and consultants with over 27 years experience in the business including project marketing, property research and residential developments. In 1999 PRDnationwide acquired Nationwide Realty which created a strategic alliance that provides a greatly enhanced presence throughout the eastern States of Australia. This strategic alliance was further developed by the acquisition of Asset Realty in 2001 which provided a greater presence in the northern suburbs of Sydney.

Suncorp Metway



Suncorp-Metway Ltd is one of Australia's top 30 biggest companies and the largest Queensland based corporation with a sharemarket value of around \$5.8 billion. The Suncorp Group comprises Australia's sixth largest bank and second largest general insurance group, with total assets of \$36 billion and funds under management exceeding \$9.5 billion. The Group's main businesses are banking, insurance, investment and superannuation products with a focus on retail consumers and small to medium size businesses.

2003 – 2004 BDA year in review

Three Plus

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Three Plus is a Brisbane based Business and Marketing Communication consultancy with senior consultants in most Australian states. Established in 2002 it is owned by three of Queensland's most experienced business and communications consultants, Paul Bird, Barton Green and Robert Allan. Each brings more than 20 years' experience and contacts to the firm. Services include business and strategic planning, government liaison, event management, media, community partnerships and bid preparation.