

~~Hon. JW SEENEY (Callide—LNP) (Deputy Premier and Minister for State Development, Infrastructure and Planning) (3.13 pm): I move—~~

~~That the bill be now read a first time.~~

~~Question put—That the bill be now read a first time.~~

~~Motion agreed to.~~


~~Bill read a first time.~~

### ~~Referral to the State Development, Infrastructure and Industry Committee~~

~~Madam DEPUTY SPEAKER (Mrs Cunningham): Order! In accordance with standing order 131, the bill is now referred to the State Development, Infrastructure and Industry Committee.~~

## PLANNING AND ENVIRONMENT COURT BILL

### Introduction

 **Hon. JW SEENEY** (Callide—LNP) (Deputy Premier and Minister for State Development, Infrastructure and Planning) (3.13 pm): I present a bill for an act about the Planning and Environment Court. I table the bill and the explanatory notes. I nominate the State Development, Infrastructure and Industry Committee to consider the bill.

*Tabled paper:* Planning and Environment Court Bill 2014.

*Tabled paper:* Planning and Environment Court Bill 2014, explanatory notes.

I am pleased to introduce the Planning and Environment Court Bill, the last of the three bills that are the culmination of the reform of Queensland's planning legislation that I will introduce into the House this afternoon.

Queensland's dispute resolution system is very well regarded nationally and internationally, but this bill proposed some improvements. As a separate and stand-alone act, it recognises the Planning and Environment Court as a specialist court whose jurisdiction extends well past the scope of the current Sustainable Planning Act.

The Planning and Environment Court currently has jurisdiction from approximately 29 different acts. This bill continues the establishment and function of the court, along with its jurisdiction and powers. Many reforms are of a fine-tune, technical nature with some of the more significant reforms focused on providing an overriding philosophy for the court; and a complete redrafting of the alternative dispute resolution provisions and strengthening and expanding the powers of the ADR Registrar, including clarification of costs provisions as they relate to ADR powers. Other reforms include the introduction of security for costs to remove doubt about whether it can apply to the court; the refinement of the rules, orders and directions powers of the court; and expanding the court's excusatory powers to prevent development being defeated by legal technicality.

Many of the reforms are made in response to stakeholder feedback about providing certainty or at the request of the Chief Judge of the District Court and aim to provide sensible changes, with appropriate checks and balances, to ensure expeditious, low-cost proceedings and save time for judges and demand on the court's resources.

Extensive consultation has occurred in relation to these reforms including with the Bar Association of Queensland, the Queensland Law Society, the Queensland Environmental Lawyers Association and the Planning Institute of Australia, with strong support expressed across-the-board.

It is anticipated that on commencement, following collaboration with the Chief Judge of the District Court, the Planning and Environment Court Act will be supported by the new attendant rules to replace the Planning and Environment Court Rules 2010.

This bill, as well as the Planning and Development Bill and the Planning and Development (Consequential) and Other Legislation Amendment Bill, aims to deliver the best planning system in Australia that stimulates positive development and provides opportunities for all Queenslanders now and into the future.

### First Reading

**Hon. JW SEENEY** (Callide—LNP) (Deputy Premier and Minister for State Development, Infrastructure and Planning) (3.17 pm): I move—

That the bill be now read a first time.

Question put—That the bill be now read a first time.

Motion agreed to.

Bill read a first time.

## Referral to the State Development, Infrastructure and Industry Committee

**Madam DEPUTY SPEAKER** (Mrs Cunningham): Order! In accordance with standing order 131, the bill is now referred to the State Development, Infrastructure and Industry Committee.

## ~~PORTS BILL~~

### ~~Introduction~~



~~**Hon. JW SEENEY** (Callide LNP) (Deputy Premier and Minister for State Development, Infrastructure and Planning) (3.17 pm): I present a bill for an act to provide for the development of ports through long term planning while protecting and managing environmental assets, to amend the State Development and Public Works Organisation Act 1971 and the Transport Infrastructure Act 1994 for particular purposes, and to make consequential or minor amendments of this act and other legislation mentioned in schedule 2. I table the bill and the explanatory notes. I nominate the State Development, Infrastructure and Industry Committee to consider the bill.~~

~~Tabled paper: Ports Bill 2014.~~

~~Tabled paper: Ports Bill 2014, explanatory notes.~~

~~The bill I present will provide greater certainty for the development of our major ports through a rigorous approach to planning, will amend the State Development and Public Works Organisation Act and the Transport Infrastructure Act 1994 and will make consequential or minor amendments to other legislation that is mentioned in schedule 2.~~

027 ~~This bill delivers on the government's commitment in the Queensland Ports Strategy to drive Queensland's economic growth while protecting and managing the state's outstanding environmental assets. The significant reforms proposed in the bill will deliver greater certainty for industry about the future development of our ports by providing for detailed upfront consideration of port planning needs and potential impacts in line with the long term economic goals of a port. It will also provide certainty for other stakeholders of the government's intention to properly manage the potential impacts of port development.~~

~~The bill coordinates and integrates port planning in line with the government's objective to create the best planning system in Australia. In doing this, it recognises the importance and contribution of good port planning to supercharging the Queensland economy. If enacted, the bill will establish priority port development areas, or PPDAs, upon the making of a master plan at the ports of Abbot Point, Gladstone, Hay Point/Mackay and Townsville. The government will facilitate staged, incremental expansion of port and terminal capacity to meet emerging demand in line with the long term plans at each port within the defined priority port development area. The bill will improve the state wide port planning framework for ports through regulatory streamlining. It will restrict any significant port development within and adjoining the Great Barrier Reef World Heritage area to within existing port limits until the end of 2022. The bill will also prohibit dredging within and adjoining the Great Barrier Reef World Heritage area for the development of new or the expansion of existing port facilities outside the areas declared as priority port development areas until the end of 2024. This prohibition addresses the UNESCO World Heritage Committee recommendations regarding the conservation of the Great Barrier Reef World Heritage area and will ensure that the most pristine areas of the Great Barrier Reef are protected while concentrating sustainable port development at Queensland's long established major ports.~~

~~The bill also proposes planning reform for Queensland ports that will not have a priority port development area declared. These reforms will lift the standard of port planning and increase the transparency and consistency of port planning across the state. The new planning processes provided for in this bill will strengthen the protection of Queensland's land and marine based environmental values, including the Great Barrier Reef, from unacceptable or unsustainable impacts. While regulation of port planning in Queensland has historically focused on land use planning within port boundaries, the bill proposes that port planning will require consideration of issues beyond the traditional port boundaries taking into consideration factors such as surrounding infrastructure and~~