




Speech by

Howard Hobbs

MEMBER FOR WARREGO

Hansard Tuesday, 27 November 2012

GOLD COAST WATERWAYS AUTHORITY BILL

 **Mr HOBBS** (Warrego—LNP) (3.30 pm): I am pleased to rise to speak today to the Gold Coast Waterways Authority Bill 2012. This bill will re-establish a Gold Coast Waterways Authority, which was abolished in 1980. Its re-establishment delivers on the government's commitment to return control back to the local community. The government will act to improve access to Gold Coast waterways by investing \$30 million to re-establish the Gold Coast Waterways Authority. The overarching goal is to help restore the Broadwater and surrounding Gold Coast waterways as a hub for recreational and tourist activity. The purpose of re-establishing the Gold Coast Waterways Authority is to provide the best possible navigational access, boating infrastructure and waterways management for the people of the area. The bill also repeals two obsolete acts—the Australian Shipping Commission Authorization Act and the Brisbane River Tidal Lands Improvement Act—and enables regulations to specify types of power assisted motorcycles which are approved or prohibited in Queensland.

A number of issues were raised, particularly the relationship between the proposed shipping terminal and the Gold Coast Waterways Authority. The committee in its examination of the bill was told that the authority would not initially have an active role in the establishment of a cruise ship terminal as it will be a concurrence agency. This will occur through an amendment to the Sustainable Planning Regulation 2009 that is programmed to occur in due course. As such, the authority will be able to provide input into the development process without displacing existing planning and environmental responsibilities across state and local government.

Under the current system, the Broadwater Marine Project, which includes the potential for a Gold Coast cruise ship terminal, could be declared a significant project by the Coordinator-General in the Department of State Development, Infrastructure and Planning under the State Development and Public Works Organisation Act. The significant project status may, in all likelihood, result in the need for an environmental impact statement to be prepared. The environmental impact statement is evaluated by the Coordinator-General, with input provided by relevant concurrence agencies—for example, the authority. So the committee's recommendation is that it is satisfied that the Gold Coast water authority will not carry the prime responsibility for the planning and/or management of the cruise ship terminal and that the Gold Coast Waterways Authority is to be a concurrence agency in relation to this development on the Gold Coast waterways. Further, the committee is satisfied that the Gold Coast waterways will be able to satisfactorily incorporate the cruise ship terminal development project into its own vision planning processes and documents in an ongoing way.

Another issue that was raised—there were quite a number of issues raised—was the board composition. The board will be made up of a chairperson as an appointed member, the mayor of the Gold Coast City Council and five other persons, each also appointed members. The committee is satisfied that the proposed membership of the board as detailed in the bill is duly representative of the interests of the community and that autonomy from the Department of Transport and Main Roads is appropriate for this statutory body. I want to thank the committee for the work it did on this bill and also those who wrote submissions—and some of them were quite detailed—because they allowed us to have some good debate on this bill, so the bill was scrutinised in detail. The committee secretariat also did a good job and its eye for detail was very good indeed. The committee has recommended that this bill be passed, and I commend the bill to the House.