




Speech By  
**Kim Richards**

**MEMBER FOR REDLANDS**

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### **ECONOMIC DEVELOPMENT AND OTHER LEGISLATION AMENDMENT BILL**

 **Ms RICHARDS** (Redlands—ALP) (4.25 pm): I rise in the House to make a contribution in support of the Economic Development and Other Legislation Amendment Bill. The bill proposes amendments to a number of acts: the Building Queensland Act 2015, the Economic Development Act 2012, and acts that are important to the operation of the Economic Development Act such as the Planning Act 2016, the Planning and Environment Court Act 2016, the Queensland Reconstruction Authority Act 2011, the Sanctuary Cove Resort Act and the South Bank Corporation Act. These acts are an important part of shaping Queensland's future.

Last year the government released its response to the recommendations from the administrative review of Building Queensland's operating arrangements report. Part of the response to three recommendations requires amendments to the Building Queensland Act. The recommended amendments proposed in this bill will enable the adjustment of the threshold for business cases that Building Queensland is required to lead. The other amendments to the acts are minor and administrative in nature. The Planning Act and priority development areas drive strategic growth in Queensland. The Economic Development Act will implement amendments—improvement opportunities that have been identified over the course of the six years that the act has been in operation. The amendments will improve interactions with other acts and, importantly, align the Economic Development Act with the new Planning Act.

Amendments in relation to the making of statutory planning instruments for priority development areas, or PDAs as they are often referred to, introduce greater flexibility to manage diverse and emerging circumstances surrounding the development, and I have certainly seen that in one of the PDAs in my area. The amendments will allow minor amendments to the boundary of a priority development area in limited circumstances where it is necessary to make a minor correction or to achieve better management or coordination of the PDA. Amendments are also proposed to allow for major changes to a PDA boundary through a process of replacing a priority development area with a new priority development area. This is needed in situations where there are different development outcomes proposed or there is a new or extended purpose for the PDA. This amendment is also linked with the proposed refinement of the existing provisions that manage the revocation of priority development areas and transition of land back into a local government planning scheme under the Planning Act.

The bill also amends act provisions that provide for provisional priority development areas to improve their effectiveness. Land use plans for provisional PDAs take effect immediately and the priority development areas cease after three years. Amendments will also see the establishment of a local consultative committee for provisional PDAs.

Additionally, the bill provides for operational improvements to the PDA development application process including allowing for lapsing of development applications and substantial compliance with notification requirements improving accountability. These amendments also introduce PDA exemption

certificates that allow PDA assessable development to proceed without development approval in limited circumstances. The bill strengthens enforcement and offence provisions consistent with the Planning Act and amends other acts to achieve interaction equivalent to the Planning Act.

Economic development is imperative for the survival of all cities and regions across the country. Roads and transport are the connectors that ensure thriving cities and regional economies continue to grow. We all have to move with the times and work together. We have not seen this in my community from the Morrison federal government, yet they claim to be congestion busting for Queenslanders. I wrote to the federal member for Bowman last month on behalf of my community requesting that his government provide funding for an upgrade to Cleveland-Redland Bay Road to dual lanes to help with our economic development. If the Prime Minister and the federal member for Bowman are genuine about congestion busting and improving my community, I say they should get behind Redlanders; help us to deal with congestion that is impeding economic development. I will be listening carefully tonight to see if Andrew Laming and Scott Morrison really care about our Redlands community.

The Southern Moreton Bay Islands act is also being repealed, and this is important to Redlands coastal island communities. The proposal to repeal the Southern Moreton Bay Development Entitlements Protection Act removes some constraints. By repealing the Southern Moreton Bay Islands Development Entitlements Protection Act 2004 we are paving the way for more contemporary planning frameworks for our beautiful island communities. The changes will see planning on Russell, Macleay, Karragarra and Lamb islands fall within the Redlands City Plan. Previously, this legislation created confusion around how development on the Southern Moreton Bay Islands could proceed. By repealing these outdated laws, planning requirements for my local community will now be certain and set out in the Redlands City Plan. Our south-east is one of Australia's fastest growing regions, and as a government we want to make sure this growth is being managed responsibly and appropriately.

I want to talk about the Southern Moreton Bay Islands and their classification federally. They were reclassified over 18 months ago as rural and regional. In terms of looking at the funding arrangements and the benefits that derive from that, federally we have yet to see a cent come from the Morrison government to deliver for those island communities as they continue to grow at a rapid rate. The Southern Moreton Bay Islands were originally subdivided in the seventies and the population has continued to grow substantially. In 1971 there were 248 residents; in 1981, 540 residents; in 1991, 2,001 residents. In the next decade it doubled from 3,857 and now, in 2019, we sit at over 10,000 residents across those island communities. This is a dense population for islands with constrained service delivery. Even now there is a flurry of more development.

These changes will give the Redlands coast and our islands greater planning certainty. It will strike the right balance between development and environment in our community. This contemporary framework will ensure the Redlands coast's unique island lifestyle is protected and preserved, and growth on these islands will be better managed. This change will better reflect what our community expects in terms of planning framework. Currently, an outdated piece of legislation is creating confusion about how development can proceed. Repealing outdated legislation will mean certainty for land owners. They will have to abide by zoning requirements set out in the Redlands City Plan. This will ensure that the planning framework for our community is contemporary and helps us grow into the future. I commend this bill to the House.