

# **SOUTH BANK CORPORATION AMENDMENT BILL 1999**

## **EXPLANATORY NOTES**

### **GENERAL OUTLINE**

#### **Policy Objectives of the Bill**

The objectives of this Bill are:

- to extend the boundaries of land over which the South Bank Corporation may, with the prior approval of the Minister, grant a perpetual lease; and
- to deem that the South Bank Corporation Area Approved Development Plan (ADP) is amended such that use of the Maritime Precinct for a pedestrian and cycle bridge and use of the Parkland Precinct to facilitate the construction of the bridge are approved uses of these Precincts.

#### **Reasons for the Bill**

Under the existing *South Bank Corporation Act 1989*, the South Bank Corporation has the power, with the prior approval of the Minister, to grant a perpetual lease over land at South Bank within the area of land defined as the “commercial precinct”. Negotiations have recently been finalised for the development and lease of land (known as sites 9E and 9F) at South Bank, which does not fall within this definition. The Bill extends the boundaries of the commercial precinct to include these sites.

Use of land within the South Bank Area is controlled by an ADP which sets out the acceptable use for different parcels of land. The pedestrian and cycle bridge is to be constructed in Precinct One – Maritime Precinct. The ADP does not, however, allow for the land within this Precinct to be used for a bridge and it is therefore necessary to amend the ADP in order to allow the construction and continued use of the land for the bridge.

A change is also to be made to Precinct Three – Parkland Precinct, to allow for part of that land to be utilised for site offices, first aid facilities, and materials and equipment storage and handling.

Amendments to the ADP are normally done through a process of seeking Ministerial approval, undertaking public consultation, and consultation with the Brisbane City Council, prior to seeking the approval of the Governor in Council for the amendment. As the consultation process already undertaken for the bridge far exceeds that which would be required by this process, the changes will be made through amendments to the *South Bank Corporation Act 1989*.

### **Consistency with Fundamental Legislative Principles**

This Bill is consistent with Fundamental Legislative Principles as outlined in section 4 of the *Legislative Standards Act 1992*.

### **Estimated Cost for Government Implementation**

There is no additional cost to Government arising from implementation of this Bill.

### **Consultation**

The South Bank Corporation, Department of State Development, Treasury Department, Department of Communication, Information, Local Government and Planning, Department of Employment, Training and Industrial Relations, and Department of the Premier and Cabinet were consulted.

There has been public consultation about the construction of the bridge through the South Bank Corporation. The Brisbane City Council was also consulted.

## **NOTES ON PROVISIONS**

*Clause 1* sets out the short title of the Act - the *South Bank Corporation Amendment Act 1999*.

*Clause 2* states that the Act amends the *South Bank Corporation Act 1989*.

*Clause 3* amends s23 of the principal Act to replace the existing definition of “commercial precinct”. The new definition extends the commercial precinct to include land bounded by the areas known as Glenelg Street, Little Stanley Street, Tribune Street, and Grey Street.

*Clause 4* inserts a new s40 which amends the approved development plan and has effect as if it were an amendment of the plan approved by the Governor in Council under s21 of the principal Act. The new section amends the approved development plan such that the intent of the Maritime Precinct is also to provide for a pedestrian and cycle bridge across the Brisbane River and that it is a preferred development for that precinct. The approved development plan is also amended such that the intent of the Parkland Precinct is to allow occupation and use for works approved by the *State Development (South Bank Pedestrian and Cycle Bridge) Regulation 1999*. The new section expires on 31 December 2002.