

Mr Neil Laurie
The Clerk of the Parliament
Parliament House
Alice and George Streets
BRISBANE QLD 4000

Dear Mr Laurie

I refer to my letter of 22 July 2003 regarding a petition you forwarded to me for response in relation to the proposed sale of State Government land and the multi-level residential and commercial development planned for the reclaimed Scarborough Boat Harbour Precinct Breakwater as prepared by Buckley Vann for and on behalf of the Port of Brisbane Corporation.

As previously advised the Department of State Development has had no involvement in this development and is therefore unable to respond to the petition directly. However, as the petition falls within the portfolio responsibilities of the Honourable Steve Bredhauer MP, Minister for Transport I have forwarded the petition to his office for direct reply.

Yours sincerely

Anna Bligh MP
Acting Minister for State Development

Ms Jennifer Don
17 Second Avenue
Scarborough Qld 4020

Dear Ms Don

I am writing in response to the petition regarding the Scarborough Boat Harbour tabled in Parliament by the Honourable Ray Hollis MP on 6 June 2003. The petition requests the House to not approve the development and sale of state government owned land near the Scarborough Boat Harbour and requests that this and some adjacent land be given to the people as enduring parkland.

The land adjoining the Scarborough Boat Harbour referred to in the petition is controlled by the Port of Brisbane Corporation (PBC), which also manages the boat harbours at Manly and Cabbage Tree Creek, the Gardens Point moorings and a number of other public marine facilities along the Brisbane River.

The PBC recognised that there may be opportunities to better manage and re-develop these harbour facilities and in late 2002 it commenced a master planning exercise for the Scarborough and Manly boat harbours. Town planning consultants, Buckley Vann, were engaged to undertake the concept design work for the master planning for both boat harbours. Preliminary concepts of the master plan included a proposal to redevelop the currently vacant reclaimed spit area with a combination of commercial, retail and residential development with associated parklands and public facilities.

These initial concepts for possible long term redevelopments aimed at creating better community facilities had been prepared by the PBC and their consultants to promote public discussion. I understand that a major objective of the master plan was to “create good places that people will want to visit and use”. In the process of providing for harbour users and enhancing harbour operations the PBC was aiming to respond to and balance community needs and visions.

The master planning process included a community consultation program. This involved direct discussions with community-based project reference groups, interviews with lessees and harbour users, community open days and council working group meetings.

However the redevelopment proposals raised public concerns and its associated public consultation process was criticised as being insufficient. The concerns raised by members of the public were noted by the government and the PBC. As a result of this, the PBC announced in mid-June that it would not be continuing with the Scarborough Boat Harbour master-planning project and that it did not envisage restarting the project in the foreseeable future.

In your petition it is also requested that this land be given to the people as enduring parkland. This would then allow public access for recreational purposes. Currently the public already has a high degree of access to this area with the present system providing for the reasonable needs of the majority of stakeholders. There is a balance under the current land tenure arrangements which provides for the long term management needs of the PBC as boat harbour manager as well as allowing for realistic and safe public access.

The current dredging program at the boat harbour clearly highlights the strategic importance of the PBC maintaining its control provisions under the present tenure arrangements. With the increasing limitations on the disposal of dredge spoil at sea, the ability of the corporation to use part of this area as a temporary dredge holding area will be more important. That usage needs to be managed with regard to the engineering, environmental and safety requirements. The PBC is best placed to manage those issues.

The interest that you and the other petitioners have shown in this proposal is appreciated.

Yours sincerely

- Original signed by Minister -

Steve Bredhauer
**Minister for Transport
and Minister for Main Roads
Member for Cook**