Impact Analysis Statement

Summary IAS

Details

Lead department	Department of State Development, Infrastructure and Planning
Name of the proposal	*South Bank Corporation By-law 2026*
Submission type	Summary IAS
Title of related legislative or regulatory instrument	*South Bank Corporation Act 1989*
Date of issue	27 August 2026

What is the nature, size and scope of the problem? What are the objectives of government action?
The *South Bank Corporation By-law 2014* (the By-law) supports the management of traffic, parking, access, activities and behaviour of persons on the South Bank site. It also provides for the removal, holding and sale of illegally parked vehicles and the authorisation of persons to exercise powers under the By-law. The By-law expires on 31 August 2026. If it is not remade, the Corporation would no longer have the current by-law framework for managing traffic, parking, access, site closures and authorised persons on the site. The By-law remains necessary, but targeted updates are needed. The current site plan is low resolution and omits some Corporation held land, creating uncertainty about the application of the By-law. The By-law also needs to better support vehicle-control signs, update the maximum penalty for failing to comply with a vehicle-control sign, and allow appropriately qualified South Bank Employing Office employees performing work for the Corporation to be authorised persons. The objective is to remake the By-law before it expires, preserve the existing framework for managing the site, replace the site plan with a clearer and more accurate plan, improve vehicle-control arrangements, increase the maximum penalty for failing to comply with a vehicle-control sign from 4 to 10 penalty units, and clarify who may be authorised to exercise powers under the By-law.
What options were considered?
Option 1: Allow the By-law to expire. This option was not supported because it would remove the current framework for managing traffic, parking, access, site closures and authorised persons on the site. **Option 2: Remake the By-law without amendment.** This option would maintain continuity but would retain the current site plan and existing limitations on vehicle-control signs, penalties and authorised persons. **Option 3: Remake the By-law with targeted amendments.** This is the recommended option. It preserves the existing framework and makes targeted updates to the site plan, vehicle-control signs, penalties and authorised person provisions.
What are the impacts?
The preferred option has limited impacts because it remakes the existing By-law and makes targeted amendments to support its operation. The actual impacts are: • South Bank Corporation may incur limited implementation costs to update signs, operational procedures, training material and authorised person documentation; • affected stakeholders may need to familiarise themselves with the updated site plan and vehicle-control requirements;

- the Corporation will have a clearer site plan and more practical vehicle-control arrangements for managing traffic, parking, loading and access on the site; and
- the maximum penalty for failing to comply with a vehicle-control sign will increase from 4 to 10 penalty units.

No significant ongoing compliance cost increases have been identified.

Who was consulted?

Consultation was undertaken with Brisbane City Council, the Department of Justice, South Bank Corporation, the Department of Education, Arts Queensland, Queensland Performing Arts Centre, the Department of Transport and Main Roads, Queensland Police Service, Queensland Fire Department and other stakeholders with interests in or adjacent to the expanded site.

What is the recommended option and why?

Option 3 is recommended. It remakes the By-law before expiry, preserves the existing framework for managing the site and makes targeted amendments to improve clarity and practical operation.

This option is proportionate because the amendments address identified operational issues with the site plan, vehicle-control signs, penalties and authorised persons while retaining the existing policy framework

Impact assessment

	First full year	First 10 years**
Direct costs – *Compliance costs**	Limited familiarisation costs only.	Limited familiarisation costs only.
Direct costs – *Government costs*	Limited implementation costs to update signs, procedures, training material and authorised person documentation.	Limited implementation costs to update signs, procedures, training material and authorised person documentation.

Signed

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Shaun Ferris

Acting Director-General

Department of State Development, Infrastructure and Planning

Date:05/08/2026

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Jarrod Bleijie MP

Deputy Premier,

Minister for State Development, Infrastructure and Planning and Minister for Industrial Relations

Date: 18/08/2026