



Speech By  
**Mark Boothman**


**MEMBER FOR THEODORE**

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**APPROPRIATION (PARLIAMENT) (2020-2021) BILL**

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 **Mr BOOTHMAN** (Theodore—LNP) (12.01 pm): I rise to make a contribution to the debate on the 2020 appropriation bills. From the outset, I congratulate you, Mr Deputy Speaker, on being appointed to the panel of acting deputy speakers. I also congratulate Mr Speaker on his return to the high office of Speaker.

Many members have spoken already about the overall budget, their concerns with it and so on. I want to concentrate on my electorate of Theodore on the northern Gold Coast, located in the beautiful foothills below Tamborine Mountain.

**Mr Last:** Good country for growing avocados.

**Mr BOOTHMAN:** It is very good country for growing a broad variety of orchard trees. I thank the member for his interjection.

One of my residents has asked me what we will get from this ballooning debt budget, so I want to talk about infrastructure for my area of the northern Gold Coast. When it comes to infrastructure, one of the issues that is certainly a sore point for many of my residents is exit 57 at Oxenford. Recently a resident asked me, 'Mark, are the individuals who designed exit 57 going to be designing the new Coomera Connector?' He has a point, because you cannot get a bigger fiasco than the interchange at Oxenford. The interchange at Oxenford is nothing more than an absolute joke.

**Mr DEPUTY SPEAKER** (Mr Hart): Pause the clock. Members, there is far too much noise in the chamber. If you want to talk amongst yourselves, please go outside.

**Mr BOOTHMAN:** When it comes to the Coomera Connector, as a great example of poorly thought out processes they are proposing to build an on-off ramp interchange at Helensvale Road, which at the best of times is a traffic congestion nightmare. One of the largest schools in Queensland is located at the intersection of Helensvale Road and Discovery Drive. That school is within a few minutes walk of the proposed Coomera Connector.

The logic of placing an interchange at that location is concerning a lot of residents. The more appropriate location would be Hope Island Road, but a train station is to be located there, which will technically sanitise the area and make it very difficult to build a proper interchange on that road. Local residents are rightly concerned that the new interchange on Helensvale Road will add to the congestion, especially in the mornings and afternoons. As anybody who lives in the area will agree, you can be delayed by 15 to 20 minutes driving down Discovery Drive because of the sheer volume of cars that use those roads.

It is proposed that the Helensvale north train station be built on Hope Island Road, but they are talking about providing only 174 car spaces. Residents in the adjacent estates say that that is not enough. Those residents are concerned about the number of cars that will be parking in their streets

after the new train station is built. They are demanding that at least 500 car spaces be built for individuals using the train service. Just down the road from that location is an education centre where there is not enough car spaces, so staff park their cars in the local streets. That is certainly causing a lot of heartache and headaches for local residents.

I return to the issue of exit 57. The Minister for Main Roads needs to swallow his pride and work with the federal government to find a funding package to fix that interchange once and for all. The federal government is willing to listen and potentially fix the problem. The interchange has become more confusing than ever and accidents have been caused by cars queuing on the motorway. I table a newspaper clipping from the *Gold Coast Bulletin* from November this year. The article is about a major pileup on the motorway because of cars queueing back from exit 57 at Oxenford. The work they did at the interchange has failed and it is continuing to fail. It is placing people's lives at risk. I table the document.

*Tabled paper:* Article from the *Gold Coast Bulletin* online, dated 20 November 2020, titled 'Exit 57 Oxenford crash: Five escape serious injury at controversial M1 exit' [365](#).

Another issue in my area involves Charley's Crossing, which is located in Upper Coomera. One of Queensland's original cenotaphs is located at Charley's Crossing. I believe it is the oldest cenotaph on the Gold Coast. The Gold Coast city council gave approval for a new service station to be built in the area. That service station is now causing a traffic nightmare for people turning right out of Charley's Crossing. The cenotaph restricts the line of sight of motorists turning right. In addition, as vehicles pull out of the service station, which has been built close to the cenotaph, they face a blind spot. Potentially, there will be a fatal accident in the near future.

Many residents are screaming out for some type of safety upgrade at that intersection and there are a couple of options, such as building a roundabout or installing traffic lights. I warned Transport and Main Roads that the new service station would cause issues for motorists, especially those coming out of Charley's Crossing. Main Roads stated that the proposal was within the guidelines and that there was no problem as it would be safe for motorists to exit the service station. That is a load of rubbish. I live down the road from the service station and I see cars using that intersection every day. It is a dangerous intersection.

As I am talking about council and state responsibilities, I want to talk about my local rural fire brigades. Last year, my local rural fire brigades did a fantastic job fighting the bushfires in the Gold Coast hinterland. To their dismay, state funding to the Gold Coast city council for the burns team has been cut. In retaliation, the Gold Coast city council has removed from the rates notice the fire levee of \$1 per year. That money went towards helping my local rural fire brigades ensure that their facilities are kept in good order.

It is 12 months on from one of the biggest fire seasons we have had in a decade and the first thing they do is cut that important funding. I ask the Gold Coast city council and the state government to reinstate the burns funding and reinstate the levy to give our fire service, our local rural fire brigades, those great volunteers, the respect they deserve. They do not deserve to have their funding cut. They deserve to be respected and they deserve to be held in the highest regard for their service to our city.

Moving off topic a little, when it comes to local council issues, I wish the local councillors would agree to get Global Plaza sorted out. The upgrade to exit 57 has forced additional traffic through the local streets and therefore has caused a nightmare for local businesses around Global Plaza, Oxenford. Therefore, we desperately need the Gold Coast city council to fast-track any potential upgrade because it is hurting businesses, driving people away from the area. The Gold Coast city council also needs to fix up the sewage system there. Unfortunately, every time we get a downpour we have effluent flowing down the local streets. That is an absolute disgrace in a modern city like the Gold Coast.

Tamborine Oxenford Drive and Michigan Drive is an area I have been passionate about for many years. The government has agreed to fund a safety upgrade. In regard to the safety upgrade, I am curious to see whether it will be traffic lights or a roundabout. Irrespective, we need to ensure there are suitable sound walls to protect the interests of locals in that area. Being a major freight route for trucks, the installation of traffic lights will mean that trucks will stop and, because it is on a bit of a hill, there will be extensive noise generated when the trucks accelerate away from those traffic lights. If it is a roundabout, the noise will be similar but to a lesser extent.

Over the years, I have written to the department of main roads about a potential upgrade at Maudsland Road and Beaudesert Nerang Road. Again, I welcome news that they are going to sort out that issue. It is a very precarious intersection at the back of my electorate and I certainly welcome any assistance with that intersection.

Unfortunately, though, Henri Robert Drive, which is one of the access roads to Tamborine Mountain, has missed out on any funding. It desperately needs a slip lane for vehicles coming from the Canungra direction to turn left to go up Mount Tamborine. A slip lane is needed there because as vehicles travel across that blind hill they do not see any left-turning vehicle until the last second. There have been quite a few near misses in that area.

Another interesting topic is the John Muntz Bridge. For the last three years, the government has denied any responsibility for fixing up the riverbank upstream from the John Muntz Bridge. When I first started raising this issue there was certainly substantial erosion, but I find it interesting that the blame game went on for three years and just as the election campaign started to heat up the government finally committed money to go fifty-fifty with the Gold Coast city council. That is something the LNP had promised a long time earlier. I thank the Deputy Mayor of the Gold Coast, Donna Gates, for her stewardship in fighting for this funding and supporting me with this endeavour. For years, it just sat in the doldrums. There was a continual blame game between the state government and council.

Approximately 13,000 cars go down the Tamborine Oxenford Road every day, it being a major arterial link to Tamborine Mountain. Every time that road is severed, businesses on Tamborine Mountain, businesses in my electorate, suffer terribly. Also, residents are subjected to lengthy delays. If the government had corrected the issue when I originally told them to, back in 2017, it would be far less a problem than it is today. Since 2017, we have had multiple floods which have ripped away more riverbank, so more restoration works have to occur to fix it up properly. I welcome that commitment, but it should have been done years ago.

I had quite a few quarries in my former electorate of Albert. One of my biggest concerns is when quarries and residential estates are allowed to come together. The department needs to set a hard guideline to say that there should be a 1,000-metre buffer zone between residential properties and a new quarry. With the number of times the department has had to go out there to conduct dust monitoring and testing in relation to vibrations from explosives, it is costing the state a fortune. We need to come down on this to ensure that both the quarry and the residents have certainty in the future. There needs to be a 1,000-metre buffer zone. At the moment, there is just a guide which councils can bend to whatever they like. If the state prescribes a 1,000-metre buffer zone, then the residents and quarries in those areas will know what their rights are. This is something I am very passionate about. We need to change the legislation to make it so, to give certainty to residents.