



Speech by

## Peta-Kaye Croft

MEMBER FOR BROADWATER

Hansard Thursday, 21 October 2004

---

### TRANSPORT AND OTHER LEGISLATION AMENDMENT BILL (NO. 2)

**Mrs CROFT** (Broadwater—ALP) (2.17 p.m.): It is my great pleasure to rise this afternoon to speak in support of the Transport and Other Legislation Amendment Bill. The bill amends a number of acts to address three significant issues, including to provide appropriately trained Queensland Transport inspectors with the power to stop and inspect vehicles for compliance with the Explosives Act 1999 and to enable Queensland Transport to deal with certain approvals granted under transport regulations where it is in the public interest or where those approvals have or could endanger public safety. But it is the amendment that this bill makes to the Integrated Planning Act about which I wish to speak specifically.

In growth areas such as the northern Gold Coast concern is often raised by local residents about increased traffic and the design and planning of new developments. I have noticed that this concern has certainly been heard very loudly in Hope Island, where construction is currently under way on a canal that has effectively cut vehicle access for the residents who live on the northern side of the canal to the southern side of the canal. Those residents have always had access via that road to local shops, boat ramps, beaches and the rest of their neighbourhood, but in particular the main bus stop. The bus service has been cut because the bus cannot effectively access the other side of the canal. The bus service has been cut because of council approval for the canal. Now that the canal has been constructed, the council is asking for the service to be expanded to go right around the canal to the other side to those residents whose access has been cut off. The council is actually screaming out for money from the state government to fund the extended service.

**Mrs Reilly:** So they won't subsidise it.

**Mrs CROFT:** They will not subsidise it. Unfortunately, that is characteristic of the Gold Coast City Council. It constantly screams about the traffic issues on the Gold Coast, yet it is not prepared to put its hand in its pocket to come up with the solution to address the issue.

This particular issue that I have raised here today in the House is a classic example of how council has gone in, looked at development applications, approved developments and not thought of how those approvals will impact on the public transport systems that already exist in those particular areas. Now on the Gold Coast we often see developments approved in streets that are far too narrow for public transport to access. The issues of traffic and congestion are constantly raised by the council. The council has raised with me the issue relating to Hope Island, and I am working with TransLink to find a solution to this issue. I certainly look forward to advising the residents of an outcome later this year. As I said, the approval has created an impractical community plan of where people live. This particular section of the bill will address that.

Queensland Transport does not currently have powers related to public transport integration and rail corridor protection under the Integrated Planning Act. There is no linkage to the integrated development assessment system, and the lack of penalties under the transport legislation means that many local governments have made land use decisions that have negatively impacted on the transport system. This means that if a development approval is issued under the Integrated Planning Act and no secondary

approval is sought under transport legislation, the initial approval remains valid and the development may progress with the council not even giving consideration to the impacts on traffic and transport.

This bill will enable Queensland Transport to have a direct input through the second stage of the integrated development assessment system with regard to the outcomes of rail corridor protection and the ability to provide public transport. The amendments in this bill will provide for the integration of Queensland Transport's existing transport powers into the integrated development assessment system to ensure that Queensland Transport becomes a referral agency. We have seen this with a number of other agencies. I believe it is about time Queensland Transport was given that opportunity.

This change will ensure that Queensland Transport's role in land use planning and development relating to transport is acknowledged in the assessment system. This includes protecting existing and future corridors, routes and associated infrastructure and facilities through detailed development assessment and integrated land use and transport.

Currently, section 145 of the Transport Operations (Passenger Transport) Act 1994 provides that a local government must seek written approval from the chief executive if it intends to approve a development or make a change to a local government road if it has significant adverse impact on the provision of public transport. This approval, however, is very different from the integrated development assessment system conditioning powers. This bill will ensure that transport approval mechanisms in section 145 are integrated into that system. It will give Queensland Transport the opportunity to apply conditions and give local councils advice when they are looking at development applications. This means there is more consistency, not only for local governments and Queensland Transport but also for the development industry. That will go a long way to providing for much better planned development communities.

Queensland Transport will therefore be able to apply and set conditions that will go back in the final development assessment notice to the development applicant. I know that residents in my electorate will agree that it is important that Queensland Transport has the mechanisms to be involved in the development application process and to make a contribution to bring about better planned and designed communities that maximise the use of public transport.

I take this opportunity to congratulate the minister and his staff for highlighting this issue and bringing the amendments to the House. I also thank the minister, who recently visited the Gold Coast and visited the traffic management centre at Nerang. He was able to see how traffic management centre officers are managing our traffic as it becomes congested during the Indy weekend. I also take this opportunity to wish our Gold Coast driver, David Besnard, well in his very first Gold Coast Indy. We wish him all the very best. We will be there cheering for him and hoping he has a fantastic race on the weekend. I wish all of the drivers a safe and great weekend. I commend the bill to the House.