



Speech by

## Fiona Simpson

MEMBER FOR MAROOCHYDORE

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### URBAN LAND DEVELOPMENT AUTHORITY AMENDMENT REGULATION: DISALLOWANCE OF STATUTORY INSTRUMENT

**Ms SIMPSON** (Maroochydore—LNP) (8.19 pm): There is a clear message here tonight. The Sunshine Coast is not Brisbane north and does not want to be a commuter suburb of the state's capital. Unfortunately, it is also clear that under this state Labor government it plans to deliver a dormitory suburb at the end of a long and uncomfortable commute. This is a real threat as a result of this government's move to centralise land planning with the takeover of local planning by the declaration of Caloundra South, which potentially sees 50,000 people—equivalent to the population of Bundaberg—living at the southern end of the Sunshine Coast without real infrastructure connections to the north.

After 20 years of almost unbroken Labor government, the declaration of Caloundra South as a UDA area is one of this government's most arrogant moves. It overrides the wishes of local people in order to further centralise planning and approvals. It is an abuse of power and it fails the test of credibility with contrived arguments for bypassing the local council. The fact is that the main roadblocks for timely decision making were created by the state government. I will not always agree with the Sunshine Coast Regional Council, but in this case regarding Caloundra South they have met their time frames. It was the state who caused delays and abandoned plans to relocate Caloundra Aerodrome on to the land now affected by the forestry asset sale. The state changed plans just before council were due to deliver their proposed plan. Understandably the council sought a short extension to amend their plans which they believed they could do in a timely way. This was declined by the state.

The LNP rejects this state's government move towards a centralised planning authority. Our commitments outlined in our liveability platform for the Sunshine Coast reassert this. But we will also deliver a Sunshine Coast integrated transport plan which is underpinned by proper transport modelling. We will also deliver an economic development plan recognising that triple bottom line sustainability is about people, the planet and profit. Tonight I will focus on the matters pertaining to my portfolio of transport and main roads.

Has the state government done the planning required to deliver the infrastructure needed to support this high-density development? The answer is no. Can that be done in the next six months when the draft implementation plan is due to be released? Recent briefings with the Department of Infrastructure and Planning and the Department of Transport and Main Roads have been quite revealing. There are lines on maps, but that is about it. The question is: can the state government suddenly conjure up credible detail to meet growth, identify the triggers and sequence the transport infrastructure this kind of development requires and demonstrate that this is underpinned by integrated transport modelling in the next six months?

When the declaration of Caloundra South was announced, I sought briefings from the infrastructure and the transport and main roads departments to ascertain what level of work had been done and what has to be done. I do thank the ministers for facilitating these briefings. I wanted to know how the traffic and transport trips generated by the massive development would be catered for and the level of preparatory

work that the departments had already put into their plans. I had hoped to gain assurances that the work had been done, particularly to ensure that this development interconnects with the whole of the Sunshine Coast. Therefore, bringing forward this high-density suburb without that planning has the danger of, with poor links to the north, enshrining the coast's future as a dormitory suburb of Brisbane. That is why we have raised this concern, because it is very much about integrated transport planning.

The ULDA briefing was genuinely informative, particularly about the time frames and the level of detail the agency expected to publish in six months time in its draft implementation plan and other documents. They confirmed that they will use work which has already been undertaken—largely council's work. However, they are also largely dependent on the work of the referral agencies to deliver the detail. The Department of Transport and Main Roads is a key referral agency. I respect that there are many fine public servants in this organisation who want cost-effective delivery of well-planned infrastructure who are currently constrained by government policy. However, to be blunt, I must say this briefing highlighted just what a mess integrated transport planning and delivery is in this state. If this state is ever going to tackle its congestion problems and improve the efficiency of public transport, good integrated transport planning and delivery is vital.

Integrated transport planning needs more than a vision; it must deliver an affordable, detailed and measurable action plan utilising specialist transport modelling. The questions I asked should have been easily answered by the department. The lack of answers left me wondering if it was just an attempt to fob me off or they had not done the work. Disturbingly, I believe the latter is probably true. Despite the fact that there are 214 full-time equivalent staff employed in integrated transport planning in TMR, costing \$73.4 million a year, the briefing revealed that there is no detail sitting underneath those lines on maps. I was concerned by their inability to articulate what integrated transport models are being used. That question could not be answered and still has not been answered. Yet I was assured repeatedly that SEQIPP and Connecting 2031 were based on transport modelling. I am waiting to see some proof of the integrated transport model, because there was no evidence of its existence or rigour from the advice provided at the briefing. The Sunshine Coast, South-East Queensland and all of Queensland are crying out for better transport infrastructure.

In regard to this motion tonight, we asked when CAMCOS would start and how it would be staged. We were told that it will reach Maroochydore by 2026 or 2031. Disturbingly, I was repeatedly informed that there was no starting date, no plans for staging, only a finishing date, and there was no intention to revisit this proposition. I was referred back to SEQIPP and Connecting 2031, as if somehow they had the answers. But I politely reminded them that the documents do not provide that detail or the triggers connected to growth. They certainly do not provide advice in regard to staging. I asked what had happened to the staging of CAMCOS to deliver a train from Beerwah to Caloundra by 2015—which was announced by the Deputy Premier, the then transport minister. I was told that this commitment no longer existed and, once again, there was no staging, only an end date. As CAMCOS has been on the books—and on the maps—since 1998, and as this government spends more than \$70 million a year on so-called integrated transport planning, it would be reasonable to think that these questions could be answered.

I have real concerns that the state government's rush to declare Caloundra South will not be accompanied by proper integrated transport infrastructure. Their solution currently is to simply grow Brisbane, not our region's sustainably and with interconnectedness.

In closing, the LNP in government will deliver an integrated transport solution for the Sunshine Coast which involves heavy rail in the hinterland, light rail on the coast back to Beerwah and rapid bus connections. We will also upgrade the north coast rail line. We are on the public record stating that CAMCOS should ultimately be a light rail system, not heavy rail, which improves its ability to be sequenced—similar to what has occurred with the Gold Coast light rail—and truly integrated into the bus network. It would also help us connect the major population hubs on the Sunshine Coast, including the hospital to the north. I realise that the Deputy Premier continues to attack light rail for the Sunshine Coast, contradicting himself as he spouts support for just such a model on the Gold Coast.

As a priority in government, the LNP will deliver a Sunshine Coast integrated transport plan based upon proper transport modelling and it will deliver the detail, not just vision statements which SEQIPP and Connecting 2031 are. They are disappointing documents because they do not deliver the detail, despite a department with more than \$70 million a year to do the planning.

It is time that land use planning was undertaken locally under the regional plan and that the state did its job and made sure that SEQIPP and these other so-called strategic documents had legs, that they were not just aspirational thought bubbles but had rigour and were operational documents. The LNP will plan infrastructure to meet growth and deliver true sequencing of infrastructure for the Sunshine Coast and Queensland.