



Speech by

Jarrod Bleijie

MEMBER FOR KAWANA

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URBAN LAND DEVELOPMENT AUTHORITY AMENDMENT REGULATION: DISALLOWANCE OF STATUTORY INSTRUMENT

Mr BLEIJIE (Kawana—LNP) (9.01 pm): I rise to speak in support of the disallowance of the statutory instrument, which refers to the Urban Land Development Authority Amendment Regulation (No. 5) 2010, and specifically the government taking control of planning of the Caloundra South development—taken from the council without any consultation with the Sunshine Coast community. When the Premier and the Minister for Infrastructure and Planning announced the extraordinary step that the ULDA was taking over planning for the Caloundra South development on 5 October, the Premier stated—

The Sunshine Coast has the highest housing prices and least affordability in the state.

In my electorate of Kawana, planning and consideration of the Palmview greenfield site by the Sunshine Coast Regional Council included the provision of 12.5 per cent affordable housing and a 4.3 per cent component of the development that would be for social housing. Despite the government bragging that the Sunshine Coast has some of the least affordable homes in the state, a key component of the affordable housing initiative in the Palmview Structure Plan was rejected by the Minister for Infrastructure and Planning in the second state interest check.

You cannot simply look at Caloundra South on its own. The implications for the Sunshine Coast are far reaching. Not only do you have Caloundra South, with an expected population of 50,000 people; you also have Palmview, with an expected population of 17,000 people. In the middle of Caloundra South and Palmview you have an extractive resource area, with some 50 years to 80 years lifespan. How will these people move around the Sunshine Coast when the state cannot even afford or provide adequate public transport now in 2010? The decision to take control of planning from the council sets a dangerous precedent. It is my view that this decision, along with the water assets takeover and the forced amalgamation, are the initial steps to wrest total planning control from councils across Queensland.

The planning process of Caloundra South, which will be a city the size of Bundaberg when it is completed, was brought forward by some nine years. The council was required to complete the entire process in a completely unreasonable time period over the past few months. Despite that time constraint, the former Caloundra City Council and now the Sunshine Coast Regional Council was working towards these documents and time frames set by the government. The issue of housing affordability is a convenient excuse to resume planning of this large scale development site but, as is often the case with this government, the spin cycle is in overdrive on this issue. The rate that this Labor government spins is unsustainable in itself.

In Western Australia, the state government there has a shared ownership structure under the Community Housing and Joint Venture Housing programs which allows residents to purchase a percentage of a home in partnership with the state government. There are options included for the purchase of full ownership if the occupants can afford to increase the ownership share. If the dwelling is sold, the residents will also benefit with a share in the capital gain, if applicable, and in acknowledgement

of any improvements in the property since the time of occupancy. Although ULDA contains such housing affordability measures that are implemented in other states such as Western Australia, I would remind the House that ULDA policies do not represent state government policies, as explained by the statement at the bottom of page 1 of the document titled *Urban Land Development Authority Affordable Housing Strategy June 2009*—

The information contained herein does not represent Commonwealth, state or Local government policy.

For Caloundra South, the Queensland government has included provisions for 30 per cent of the development area to be affordable to people on an annual salary of \$44,000, which is the median level of income in the Caloundra local government area that was recorded in the Australian Bureau of Statistics census of 2006. Included in that provision is that five per cent of housing in Caloundra South be made available for those residents who are on 80 per cent of that income of \$44,000, which is an annual salary of just over \$35,000. In terms of dwelling numbers in Caloundra South, those percentages relate to 6,500 homes being for affordable housing purposes available to residents who earn \$44,000 per annum and 1,145 dwellings for residents on approximately \$35,000. In my view, these are very unrealistic targets. The ULDA's Affordable Housing Strategy that was released in 2009 includes formulas and thresholds that apply for those wishing to seek housing affordability options that are contained in urban land development areas. To quote again from the ULDA's Affordable Housing Strategy—

Housing will be considered to be affordable if households are spending no more than 30 percent of gross household income on rent and no more than 35 percent for home purchase.

The issues with these saving requirements and spending restrictions have been documented in numerous economic studies. People on the lower incomes of \$35,000 to \$44,000 per year have tremendous difficulty in saving and diminished capacity due to the income that is absorbed by factors such as the compulsory nine per cent superannuation levy. Obviously, this government's cost-of-living burden would also be a tremendous hindrance to any saving measures being undertaken by people who are seeking affordable housing options. The minister and the Premier are trying to use this issue of housing affordability to resume local government planning authority for Caloundra South. This style of unreasonable ministerial call-in is typical of this government, which has become increasingly dictatorial rather than a government befitting the Westminster system.

The LNP's own policy for the Sunshine Coast provides a number of statements that juxtapose the statements that have been uttered recently by the Minister for Infrastructure and Planning and the Minister for Main Roads. The document was released last week, and I had pleasure in releasing it with my fellow colleagues. It states that in government the LNP will ensure that ministerial call-in powers will be used only in exceptional circumstances following community consultation. In government, the LNP will ensure that local residents have the right to shape the future of their region. In government, the LNP will deliver a Sunshine Coast integrated transport plan containing clear delivery times for infrastructure and services. In government, the LNP will ensure that development on the Sunshine Coast meets the highest environmental safeguards. In government, the LNP will develop a Sunshine Coast economic plan to guide economic growth of the region, because we are committed to providing economic growth to the Sunshine Coast region so that the people of the Sunshine Coast can live, learn and earn locally. This will be done with the local business community and local residents and in recognition of the role that the University of the Sunshine Coast, as the key educational facility of the region, will play. Unlike the government, which does not trust the local community to plan its own community, the LNP recognises the fact that local people understand and know their own communities far better than the bureaucratic planners in George Street, Brisbane.

The Minister for Infrastructure and Planning claims that the 2010 South East Queensland Infrastructure Plan and Program—SEQIPP—contains up to \$16.8 billion for transport initiatives on the Sunshine Coast. The people of the Sunshine Coast have heard all of that before. From my own memory, the CAMCOS rail project was floated as far back as the mid-1990s. We have heard tonight that the latest time frame is 2031. The residents on the Sunshine Coast have had enough of the broken promises that this government has propagated on the Sunshine Coast. The existing infrastructure has been neglected, and planning for the provision of new infrastructure has failed to keep up with the population boom. Thanks to the neglect shown by the Labor state government, the standard of living for Sunshine Coast residents has been eroded.

Local Sunshine Coast residents want to have a say on how the Sunshine Coast is planned and the LNP recognises that fact. The uproar that has occurred across the Sunshine Coast community since the government's decision to resume the planning authority for the Caloundra South development has been widespread and condemning. The environmental impacts of the Caloundra South development on the Pumicestone Passage catchment area need proper and adequate consideration. I believe that any rush job by the state government on the development of Caloundra South will have considerable environmental implications for the Pumicestone Passage and supporting waterways.

In summation, I would like to acknowledge and support the comments made by the member for Caloundra in his contribution to this debate, as well as the contributions of the shadow minister for main

roads and transport. I support the disallowance motion before the House and urge all honourable members to consider their vote on this motion and the implication of resuming planning control for development areas away from their own local communities. I suggest to those opposite who have spoken at great length about Caloundra South that perhaps they should come and visit the residents of the Sunshine Coast. The minister is coming to a forum in a couple of weeks. I suggest that the members opposite should come to the forum and then they will really understand and appreciate the effect that this call-in is having on the residents of the Sunshine Coast rather than standing in this place talking about something that they know nothing of.