




Speech By  
**Hon. Mark Bailey**

**MEMBER FOR YEERONGPILLY**

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**QUEENS'S WHARF BRISBANE BILL; BRISBANE CASINO AGREEMENT  
AMENDMENT BILL**

 **Hon. MC BAILEY** (Yeerongpilly—ALP) (Minister for Main Roads, Road Safety and Ports and Minister for Energy, Biofuels and Water Supply) (9.27 pm): I rise to support the bill. It will be a significant bill for job creation and tourism in this state. The important thing about this bill that I think needs to be highlighted is this: this government made the right choice when it comes to the successful bidder on a whole range of fronts.

**Mr Seeney:** That choice was made before you ever got there. That choice was made. The process was in place. The process was complete.

**Mr BAILEY:** That is one of the great hypotheticals. I take that interjection from the member for Callide. It is one of the great hypotheticals, isn't it, that if the LNP had clung on to power what kind of choice it would ultimately have made? We will never know the answer to that, but I dread to think given its record over three years what kind of a choice it might have made. The fact is the Palaszczuk government made the right choice for this city. In terms of urban design and a whole range of areas that I have a great interest in as a former councillor in this city, the choice of this government is the right one, and let me go through a few of those. With regard to the heritage protection involved, I think we will see more people being exposed to and enjoying the heritage of an early part of the European part of Brisbane than ever before. I am not quite the heritage purist as some people are, but there are a number of significant buildings within the site that have been integrated into the design that I think are meritorious and will be an asset to the city as well as to the project. I think we will see more people understand parts of their European history here perhaps a little more than they have in the past where those building have been tucked away.

The urban design of this project is absolutely world class and first rate. It has a quality about it that takes the principle of the democratisation of public space very well. In this design there is a very strong concentration on maximising public space in terms of volume and quality and I think that is very important. It shows that the design has taken up the issue of integrating this development into the city. It has not just plonked somebody's template into Brisbane and hoped for the best. It really understands this city. That is why this design is the right choice for Brisbane and for this state.

The pedestrian bridge is of a very light design that is in keeping with the other pedestrian bridges. I might add that it is a good time in this state when finally we have people scrambling over themselves to claim credit for pedestrian bridges. I remember when the Goodwill Bridge and the Kurilpa Bridge were built. The world was going to fall in, because the Labor government was investing in active transport in this city. It is a good stage when we see the LNP members finally trying to claim credit for pedestrian initiatives in Brisbane.

The bar and restaurant area with platforms is a stand-out feature. It takes advantage of the sight of Mount Coot-tha and gives the patrons the benefit of that view. The design de-emphasises the South East Freeway, which I think is a good thing. It creates more public space in the city and it is a deft design in that it integrates with South Bank. It sews together public space on both sides of our great river. I think that is another important feature of the design. When it comes to its quality as a piece of urban design and architecture, this government has made the right choice.

I want to rebut a few comments that have been made. The member for Mansfield was concerned about theatres. I know that the member for Mansfield is a theatregoer. I have seen him at the occasional play. That is terrific. On the theatre front, we in this city are fairly well blessed. We have not just QPAC with the Cremorne Theatre and the Playhouse but we also have the La Boite Theatre and the Powerhouse.

I also want to rebut comments made by the member for Callide about the bureaucrats, the bureaucrats, the bureaucrats. I have great respect for the public servants in this state and their contribution to the quality of this city. I thought it was extraordinarily unrepentant and arrogant for the member for Callide to blame public servants and set himself up as the hero against these great enemies, the bureaucrats. If there was an example that the LNP members have learned nothing about why they are on that side of the chamber, it is that contribution by the member for Callide. His disdain for our 200,000 public servants and their contribution to this state continues to this day. The member should feel ashamed about that.

We also had the wonderful, the extraordinary contribution from the member for Indooroopilly, who veered into the relationship that the site has with Cross River Rail. Of course, under the LNP, Cross River Rail did not happen, because it refused the best deal that this state has ever received. The members opposite could have got Cross River Rail for \$715 million—it is a \$4.4 billion project—and they refused that offer because they did not want to embarrass Tony Abbott. They sold out Queensland to look after their LNP mates in Canberra. Now, we are left to pick up the pieces. The member for Indooroopilly and the former deputy premier sold out this state for party-political reasons. We still have a rail-capacity problem. They did not deal with the issue because the second Rudd Labor government offered them the best deal.

Now, the members opposite are lecturing us about Cross River Rail being in the wrong place in terms of this project. Throughout the world there are hundreds and hundreds of underground stations located in flood zones that operate perfectly well. Apparently, we are not capable of doing that here. The truth is that, after the 2011 flood event, there was a review of the design. The design of the station was amended to include flood barriers and mechanical floodgates lower in the station to deal with that particular issue. Throughout the world other underground stations have similar features in various circumstances. It is bizarre and ridiculous to skirt the CBD with a new rail network, with basically half of the catchment in the Brisbane River, as opposed to having a route that goes right through the middle of the CBD. Is the member for Indooroopilly seriously telling us that people would not walk one block to go to the Queen's Wharf development? That is the level of contribution that we have from the opposition. It is lightweight.

The new cut of Cross River Rail is in the right place. It maximises the coverage for commuters in the whole city day in, day out. It is one block away from this very significant project. It is the right decision. It is a balanced decision. There is no point spending billions of dollars on a new railway line if you are going to get only half the coverage. That is another reason those opposite should be condemned for their very poor record on public transport.

I endorse this bill. It is the right choice by a government that is in touch with the strong public values of the democratisation of public space and integrating a significant long-term project into the nature of the site and the city. A number of people have said, 'Brisbane is already a world city.' Let us be very clear: we punch well above our weight. We are a quality city. Anyone who has travelled a fair bit would know that. This right choice by the Palaszczuk government augments another side to this city. It enlivens what is a fairly dormant part of the CBD after dark. It is a very vibrant part of the city during the day but, after dark, it is a pretty quiet part of town. Yet it has tremendous opportunities in terms of integrating with South Bank and this project does that. It will bring out this side of this city. It will create effectively another night-time precinct in the city. I think that is to the benefit of not just Brisbane but the state. Importantly, it is going to happen because this government made the right choice in terms of urban design for Brisbane and because it understands this city very well. I commend the bill to the House.