



Speech By  
**Mark Robinson**


**MEMBER FOR OODGEROO**

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

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 **Dr ROBINSON** (Oodgeroo—LNP) (7.32 pm): It is an honour to be elected for the fifth term by the good people of the Cleveland district, the seat of Oodgeroo, and I thank them again for their strong support. It is also a privilege today to deliver my 12th speech on a budget. I want to start by commending the Prime Minister, Scott Morrison, and the LNP federal government team for their strong and swift response to the coronavirus international threat. That response was, firstly, in the form of the national cabinet framework that coordinated our nation's response—Queensland benefited from that; and the economic response that kept industries and small businesses afloat. The national accounts confirm this week that Australia's economic recovery is well underway. Again, Queensland as a state benefited.

Then there was the jobs response. The JobKeeper program has been an economic lifeline to millions of Australian workers and hundreds of thousands of small businesses—many still doing it tough though—but it saved thousands of Queensland jobs. Queensland again benefited. Prime Minister Scott Morrison and the LNP government have saved lives and livelihoods.

As has been pointed out in this budget, this budget borrows seven times more than what Labor promised leading up to the election—a figure of \$28 billion—taking the total debt to a record \$130 billion. Little of the borrowings is invested in job-creating infrastructure, and the unemployment is still forecast to be the worst in the nation in four years time.

A question can be asked: what could be done better in the Cleveland area and the Redlands Coast to grow jobs and the economy with some of the \$28 billion borrowed? The first thing is that we could really use our own regional action plan. The Redlands, sadly, still after many years is lumped in with Brisbane, so we have the Brisbane and Redlands RAP. Surely it is not too hard to create a Redlands Coast RAP for the budget to increase the visibility of the Redlands coast figures as happens in other regions.

In terms of health services and the Redland Hospital, what could some of the extra \$28 billion do? Redland Hospital has been under-resourced for decades. In the last term, the government supported two small projects worth less than the \$2 million—a maternity water birthing suite and a small investment in ED maintenance. They were nice projects but not the needed upgrade. It took the government five years just to repeat the masterplan already conducted for the hospital by the LNP government. That was done in 2012 and completed by 2014. It took five years just to repeat the masterplan.

There has been no ICU for the last six years, despite my calls for that to happen in this place and outside. The Redlands community was left unprepared for the COVID outbreak—without an ICU and without a single ICU bed. The LNP campaign—which included federal member Andrew Laming's

\$30 million LNP catalytic commitment—and community pressure has embarrassed the government finally to act and to match the LNP's commitment by announcing an ICU, more beds and a car park. I call on the government to pick up the pace and fast-track their delivery.

In terms of palliative care service, we need to see an increase in that service at the Redland Hospital to a 10-bed unit and an additional commitment to in-home care through some of the \$171 million palliative care funding that is in the budget. We need to build on the palliative care service that I was proud to deliver as part of an LNP government from 2012 to 2014. We need to stop the ambulance ramping. We need to work on the fact that the ED waiting times have blown out again. The government spend over the last six years has not kept pace with the ED demand in our region. Redlanders are waiting longer than they should.

The government's handling of health services in the Redlands is typified by the satellite hospital debacle. The Treasurer in his budget—on page 11 of the Capital Statement, Budget Paper No. 3—states that the satellite hospital will be built in Cleveland. It is called the Cleveland Satellite Hospital. The Brisbane and Redlands Regional Action Plan on pages 2 and 3, a second document, confirms this budget paper announcement—that it is Cleveland. The health minister then in question time on Thursday tried to downplay this budget stuff-up, twice muffing it up trying to say it is just in the RAP but omitting the reference in the budget paper proper—Budget Paper No. 3.

It is also interesting that in the hard copy of the RAP, the Cleveland satellite hospital is referred to as item No. 36, but there is no No. 36 on the diagram. There is every item from Nos 1 to 35 on the map but just not this one. Why is that? Is it just the government's incompetence with health that we have grown used to in the Redlands or is it something more than that?

In the Treasurer's budget, the satellite hospital was or is earmarked for Cleveland. Contrast that with the former health minister, the new health minister and local Labor MPs who all said it should go to Redland Bay. You cannot put one satellite hospital in two different towns. It is like promising a hospital for Cairns and delivering it in Townsville and then saying, 'Oh, well, it went to somewhere in North Queensland—nothing to look at here.'

Why are there conflicting views between government MPs? Is it because the Cleveland satellite hospital, as it is described in the budget, was planned for Cleveland first but moved to Redland Bay in a last-minute panic decision to try to save the member for Redlands at the election? If it is true that the government moved the satellite hospital from Cleveland to Redland Bay to save their MP, then the people of Cleveland and Redlands coast would find this political interference in the provision of health services completely unacceptable. The minister needs to come clean and answer these questions: was the satellite hospital originally earmarked for Cleveland and, if so, why move it to Redland Bay?

In terms of education and training, some of that \$28 billion could mean more investment in schools infrastructure. Cleveland State High School, for example, continues to grow well past 2,000 students and needs more investment, and a second campus would be a possible future solution; for example, using the old DPI site in Ormiston. We do welcome the investment in the budget. In terms of the Redland District Special School, we welcome the commitment to additional classrooms for a wonderful school that services all of the Redlands coast in our region. We committed \$1 million to upgrade and refurbish the old and tired hall at the Wellington Point State High School, and I ask the education minister to seriously consider this priority need for the Wellington Point State High School.

The Ormiston State School is another example. I also ask the minister to replace the two demountable STEM classrooms that she recently had removed from the school. Girls and boys deserve the full access they had until the program was cut by the removal of the classrooms, so I encourage the minister to look at it again and replace the removed demountables with permanent buildings so that STEM can thrive. The investment to replace the existing amenities block at Dunwich State School is welcome, but more could be done. In terms of air-conditioning, I look forward to the LNP's air-conditioning plan for all state schools to be fast-tracked and rolled out throughout my electorate.

In terms of TAFE and training, we welcomed the investment in TAFE at Alexandra Hills. In 2012 and 2014 the LNP government invested in a struggling Alexandra Hills TAFE, which we inherited, and passed it on in good shape.

In terms of transport and roads infrastructure, with some of the \$28 billion of extra borrowings we could go back and look at the Eastern Busway—as the LNP committed to do with a \$5 million study—to get the full busway back on track. This will be important as we look at potentially having the Olympics in South-East Queensland. We will need to revisit that so we can get things moving again, unlike the five intersections that were to be upgraded in the last period of government on the transitway. None were completed—a broken election promise.

In terms of rail duplication, the Cleveland line was called the 'misery line' because of the government's cuts to train services. Labor's rail fail resulted in the slashing of over 40 services on the Cleveland line alone. The rail duplication from Cleveland to Manly continues to be needed to create greater capacity. When we look at Cross River Rail—and the government talks that up—it is useless to the Redlands without the duplication of the railway line from Cleveland to Manly.

In terms of roads and some of that borrowed \$28 billion, it is really important to ensure that the duplication of the full length of Cleveland-Redland Bay Road happens on time and on budget. Sadly, the government has allowed only \$4 million in the 2020-21 period of the \$97 million that is in the budget. We need to fast-track this project and get it moving, not leave it at the snail's pace it is currently planned for. Sadly, a significant amount of that funding falls outside of the forward estimates, which would mean it will not be completed as a project in the next four years, which would be another broken election promise. We could look at the duplication of Mount Cotton Road from Duncan Road to McKenzie. The government promised many years ago to duplicate that at a cost of around \$200 million. They completed about \$30 million of it, the low-hanging fruit, and left the rest. I do welcome the Gateway Motorway Old Cleveland Road onramp upgrade, which was the result of our campaign for Cleveland commuters.

I want to thank the residents of North Stradbroke Island for their support, registering another good win in booths on a two-party preferred basis. It was very sobering for the Labor Party on the island. The Labor vote completely collapsed. Despite a good candidate, a record low six per cent of the vote at Point Lookout is incredibly sobering. The implications of that for the Labor government are that residents have clearly rejected the government's direction on North Stradbroke Island and the now discredited 'Tradbroke Island' plan. The government has no mandate to continue with its divisive policies and strategies on North Stradbroke Island. With Jackie Trad now gone, we have a chance to stop the division and adopt a more inclusive approach. I ask and invite the government to take a different tack, a more inclusive approach, to all on North Stradbroke Island.

We welcome the further investment in the budget but, as with the \$40 million previously, it was not then optimally targeted—as is some of the funding in this budget. It is not responsive to the whole island. If we look at areas that are being overdeveloped, like the headlands area—a very environmentally sensitive area of North Stradbroke Island at Point Lookout—the location of the whale interpretive centre there is something that has caused a lot of angst in the community. The project is a good project; it is just the wrong location. We need to seriously look at that. There are a range of other things we could look at for North Stradbroke Island, but I will cover those at another time.

I support the traditional owners' and other residents' calls for a parliamentary inquiry into the secret land deals, overdevelopment, Chinese developers, koala habitat clearing, financial irregularities and financial performance of the \$40 million or so spent with little to show for it. Will the government finally listen to the calls of the Quandamooka people, conservation groups, small businesses and other residents and agree to an independent parliamentary inquiry into these pressing Stradbroke island issues?

The North Stradbroke Island ETS has clearly failed. The tourism strategy there has not been as successful as it could have been. The government has cut out the chamber of commerce from the economic recovery, and that says a lot in itself when you cut out the chamber of commerce, which represents business, from economic recovery plans when they create the jobs in the small businesses. We need to look at this again. For example, closing down camping grounds at peak Christmas season directly impacts the jobs of those who work in the camping grounds and indirectly impacts all of the local businesses that need the grounds open. I am happy to share our 10-point economic plan for Straddie's recovery with the government in a bipartisan approach to get things back on a better track.

In terms of water infrastructure, we could talk about what more we could do with the \$28 billion; for example, putting the gates back on Leslie Harrison Dam. In relation to marine infrastructure, some of that \$28 billion could be used to create more sustainable fishing through the use of artificial reefs in Moreton Bay, dredging the channel around the jetty at Wellington Point to make it safe for the VMR and the medivacs and making the boat ramp safe with a breakwater to protect it from south-easterlies. All of this is important, and I call on the government to support this shovel-ready project. This is an irresponsible budget of heavy borrowings and missed opportunities.