



Speech By  
**Michael Crandon**

**MEMBER FOR COOMERA**

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Record of Proceedings, 17 June 2021

**APPROPRIATION (PARLIAMENT) BILL**

**APPROPRIATION BILL**

 **Mr CRANDON** (Coomera—LNP) (2.57 pm): I rise to make my budget reply speech. Firstly, I wish to mention the sad loss of the member for Stretton, Duncan Pegg, or Peggy as he was known by all and sundry. My condolences to his family and his community. He will be missed but he will live on in the hearts of those who knew and loved him.

We have had some successes with all of the lobbying that has been going on over the last 12 years that I have been the member. We have constantly pushed hard to get the services for the northern Gold Coast. Exit 54 was one that we managed to get over the line funding wise and planning wise whilst we were in government, and then it was delivered to the northern Gold Coast. That then saw the Coomera Town Centre built and a massive amount of additional growth in and around that area.

We have had other positives, and education is one of those. As I have said many times in this House and right around my community, Education Queensland is doing and has always done in all of the time I have been in this role an excellent job when it comes to delivering for the education needs of those on the northern Gold Coast. They recognise that we have the fastest-growing region in Queensland. One of the very up-to-date measures for establishing that we are the fastest-growing region is the enrolment figures that are updated monthly. As at 28 May 2021, just three weeks ago, there were 47,240 voters in the state seat of Coomera, which is 28.55 per cent above the average. Indeed, it is the fastest-growing number of voters in any electorate in the state. All of those electorates that surround it are around the average or slightly below the average. I will table that for the benefit of members so they can have a look at how fast things are growing.

*Tabled paper:* Document from Electoral Commission Queensland website, undated, titled 'Current Enrolment Figures' [896](#).

On the education front, I do have to say that although we have been doing a fantastic job, one small school has been missed out of the equation. It is a lovely little school and the member for Logan's electorate also has students from the school, Cedar Creek, as does the member for Scenic Rim. What a lovely little school it is with 275 students. It is a great part of the world. After some of the work that has been done by Education Queensland in covering undercrofts et cetera there is no longer a waterproof area for the students and the families to meet. I would ask—and I did ask this in the last budget—for some funding to enclose Albert hall. It would probably run to about \$350,000, certainly far less than it costs to build a new school hall in some of the other faster growing or bigger schools in the area. I note the minister mentioned she cannot believe she is still building school halls. Little Cedar Creek State School has missed out and it deserves to have serious consideration given to building in Albert hall.

In the area of police and emergency services, once again we have had a win. We now have the Fire and Emergency Services station at Pimpama and a full crew of 19. That gives us a full 24-hour, seven-day-a-week service to the area. Of course, the big win for us is the Pimpama police station, which

is now being fast-tracked and will be completed sometime late this year, weather permitting. The biggest win of all is the 36 additional police for the northern Gold Coast without any impact on any of the stations around it. It has been hard fought for and I thank Katarina Carroll for her foresight in delivering that station within six weeks of coming into the role and recently announcing those additional police for us.

On the other hand, in the area of transport and main roads, unfortunately, we have some issues. 'The government is fast and loose with the truth' is a term I have often heard used by others about the Labor government, and I could not agree more. A case in point is the second M1, which is years away. My question to the Premier on Tuesday morning was fobbed off. I asked the Premier when we would be driving on the second M1 and her response was, 'We are going to start building it this year.' That was not the question. We want to know when it will be available for us to drive on. Here are the figures from QTRIP. The construction time line for the Coomera to Nerang stretch is about eight years. Where did I get that from? There is \$115 million being spent in 2021-22, \$250 million in 2022-23 and \$507 million in the two years after that—this is all fifty-fifty with the federal government. Then there is the balance of the money from 2026 onwards, \$628 million. It is about an eight-year time line as a minimum just to build that 16-kilometre stretch. That does not go anywhere near the northern part of the second M1, the point being that it does get worse.

In order to build by the Olympic games the stretch from Loganholme in the north to Coomera, which will connect with the stretch that is about to start, which is stage 1 of stage 1—there are three stages in stage 1 and I cannot quite work how or why—we will have to get moving. What has been committed over the next four years for the stretch between Coomera and Loganholme? There is \$11 million and nothing out past the forward estimates. Unless something magical happens in the not-too-distant future we will not see the second M1 built by 2032. We have plenty to do in that space.

Also in the transport and main roads area the fast-tracking of Pimpama railway station is desperately needed. I met with people from Cross River Rail just last week to talk about that. They gave me a bit of a run-down. I pointed out all of those stats that I spoke about earlier. The Pimpama railway station needs to be built faster than the delivery of Cross River Rail. That is not being delivered until 2025. The fastest growing region in Queensland centred on Pimpama needs to have that train station built faster. I would suggest we could start construction early next year after the planning has been completed and deliver it by the end of 2022.

We need to fast-track the upgrade of exit 49 as well. Once again, we are not seeing anything as far as delivery is concerned for that particular project until 2024 at the earliest. We need funding for the upgrade of exit 38. There has been a business case in place since 2018. The figures were indicated as something in the order of \$81 million or \$87 million—do not hold me to that, but certainly there has been not a cracker. The business case for exit 38 has been in place since 2018 but there is not one dollar in this budget for that upgrade. On a similar subject, funding for the full upgrade of exit 45, there is \$10 million from the government to upgrade exit 45. Somehow they convinced the federal government to give them \$10 million for a slip lane. Do not ask me what they are going to spend \$20 million on for a slip lane coming off the M1 heading south because that sounds over the top. We need full funding in the order of \$130 million to duplicate exit 45.

I was hoping to see more buses between Beenleigh and Ormeau. The Gold Coast city council has committed \$11 million over the next four years for 50 per cent of the cost to run more buses between Beenleigh and Ormeau stations and between Ormeau and Coomera stations with more frequency as well as more bus routes or a new bus service out to Jacobs Well. Unfortunately, I cannot find anything in the budget papers to provide support for that 50 per cent funding from the Gold Coast city council. The state needs to put \$11 million on the table to make that a reality.

Another one is the Police Citizens Youth Club. We have been trying for up to seven years to get some funding happening for the Police Citizens Youth Club in Pimpama. We have full support from the local community. We have a coalition of the willing, if you like, in that regard. The only people that are not on board are the state government. I have put in petitions and I have been knocked back on two occasions in relation to funding. I am going to write to the minister and ask him to please give consideration to that. It is the fastest growing region with the highest number of youth. We have the youngest population in the state; the average age in the electorate is 30.2 years. Forty-two per cent of our population is under 25 years of age, which just happens to fit in with the PCYC target age group. Something like 28 per cent of our population is under 15 years of age. This is desperately needed.

On the subject of education, I mentioned the commitment to Albert hall a moment ago. In health \$10 million is needed for a master plan. This government promised \$3 million, leaving us \$7 million short. I cannot understand why it is not in the budget papers. We cannot find it anywhere in the budget papers. We need \$10 million for the master plan. Then we need a commitment. When is it going to be built? It is not a matter of saying, 'Okay, let's put \$10 million in. Let's do some planning.' We are talking about a significant funding requirement here. We see \$177 million, including 174 beds, for Springfield,

and good on the government in that regard. However, we do not even have a private hospital in the northern Gold Coast. It is the fastest growing region in Queensland but does not even have a private hospital, let alone any consideration in the short to medium term for a hospital. Let's get one of those PPPs going—a public-private partnership. Let's get something happening quickly as far as the health needs of the northern Gold Coast are concerned. I have here a wish list that I table for the benefit of all members.

*Tabled paper:* Document, undated, titled 'My budget wishlist is:' [897](#).

Construction of the northern section of the M1 needs to be seriously considered. \$11 million just does not cut it. By the way, that \$11 million is not just for this year; it is being divided over the forward estimates. It is not like it is there and available to review again in six months time.

We need fast-tracking and duplication of exit 49. There needs to be funding for the upgrade and duplication of exit 38, which I have given detail on. In terms of exit 45, it is absolute madness that we cannot see an upgrade, given the massive amount of traffic congestion that we have. It goes for kilometres in every direction every morning and every afternoon.

One thing I have not mentioned with regard to health is the ambulance station that is now being committed to be built in the wrong place. We need an ambulance station in Ormeau—there is no doubt about that—but it should not be built in the wrong place. It is being built on the corner of a residential estate, nowhere near the M1. All of the roads from that ambulance station end up heavily congested every morning and every afternoon. It is the craziest place to build it. When they gave me the briefing on it, the people from the Ambulance Service explained to me that TMR told them they had no land available on the M1 corridor. That is ludicrous. The M1 is owned by the state government and there is land on both sides of it.

We need fast-tracking of the Pimpama station. We need \$10 million for the master plan for the hospital. We need money to build a PCYC. We desperately need bus services between Beenleigh and Ormeau—that is 50 per cent funded by the Gold Coast city council—between Ormeau and Pimpama and out to Jacobs Well. Those services are desperately needed by the Jacobs Well community. I remind everybody that Albert Hall at Cedar Creek State School needs to be done sooner rather than later.