



Speech By
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MEMBER FOR COOMERA

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APPROPRIATION (PARLIAMENT) BILL

APPROPRIATION BILL

REVENUE LEGISLATION AMENDMENT BILL

 **Mr CRANDON** (Coomera—LNP) (7.36 pm): Finally there is some good news—some great news in fact—for the northern Gold Coast in relation to buses. We have been fighting for this for a long time with petitions and writing to the minister, calling for additional buses. We basically have four bus services on the northern Gold Coast in my electorate, each going in and out of the Ormeau train station. Last year, division 1 councillor Mark Hamill and division 3 councillor and deputy mayor Donna Gates of the Council of the City of Gold Coast were instrumental in the making of a 50 per cent commitment towards upgrading the bus services to deliver up to 700 additional bus services. It did not get the support of the government last year, but the good news is that it is now being supported. I thank the Minister for Transport and Main Roads for providing this funding, essentially to provide an uplift in bus services for highest priority areas such as the northern Gold Coast. It also benefits from an \$8.2 million commitment from the Gold Coast city council, as I have just mentioned. That is some wonderful news in relation to bus services on the northern Gold Coast. I would like to look at some of the detail in relation to that as to when we can hope to see those services being delivered and what is their scope.

Finally, in more good news, the northern Gold Coast health and hospital precinct is now a reality. This is the third budget since the Labor promise before the election—and I will talk about that in a moment—but it is now a line item in the budget and it is showing \$20 million for a \$1.3 billion spend, but \$20 million is a lot more than we saw in the budget before.

Going back to the election, I remember very vividly that on 19 October, the day that the pre-polling booths opened, there was the Premier, the then health minister and the local Labor candidate down at Gold Coast University Hospital with all of the pictures showing, 'We are going to build a hospital on the northern Gold Coast.' Not only that, but also there was a big splash—'\$160 million' was the headline. Interestingly, in going through what the \$160 million was all about, it turned out to be more than \$100 million for Gold Coast University Hospital, \$40 million for the so-called satellite hospital down the southern end of the Gold Coast, a few million dollars for Robina and, in the end, \$3 million for the northern Gold Coast hospital. It was not \$160 million for the hospital; it was \$3 million. But it was enough to fool those people handing out for Labor because their mantra was, 'We're going to build a hospital in Coomera.' That happened to be the day the polling booths opened. Voters had no clue as to what was really going on. It is now a line item in the budget. It is coming to fruition. We are told that it might be delivered in the next six years or so.

When it comes to roads, the electorate is sadly littered with broken promises and inaction. For example, there is absolutely no funding in this budget for exit 38. There was no funding in the previous budget, the one before that, the one before that or the one before that. Indeed, there has been a business case on the minister's desk since November 2018 and there is not one dollar for exit 38. I

thank the Leader of the Opposition for mentioning that particular project because of the economic impact on the businesses on the northern Gold Coast, let alone the people who are commuting in and out of exit 38 from the canelands. Business owners are stuck for anything up to an hour getting in and out of their businesses because of the congestion at that exit.

Federal funding got other projects up and down the northern corridor going. In May 2019 the first money was committed by the federal government, announced by Bert van Manen, the member for Forde. After the budget was tabled that year the minister was dragged kicking and screaming to announce some money. That \$93 million was such a surprise to the minister that it did not have a line item. It is sad to look at the latest QTRIP compared to the previous QTRIP. The Pacific Motorway exit 41 upgrade interchange is now, for some reason or other, blowing out to the 2024-25 financial year. We have \$42 million spent to date, another \$22 million spent in 2022-23—it should be finished by the end of 2023, by the way—another \$8.5 million in 2023-24 and then another \$9.2 million in 2024-25. It beggars belief that we are going to drag the completion of that project out that far. I cannot believe how it can happen.

There is sad news for the people on the northern Gold Coast in relation to the full upgrade of exit 45, the Ormeau exit. QTRIP suggests it will be \$1.5 million to do the business case. It is projected to be \$960,000 in 2025-26 and \$540,000 beyond 2025-26. That is just the business case to determine whether or not we are going to build a full upgrade of exit 45. The current upgrade, the \$20 million upgrade, is being stretched out over four periods as well. Apparently we have spent \$5.4 million to now, \$5.6 million next financial year, \$4 million the following year and \$5 million the year following that. I do not know how one can possibly drag things out any longer than that. We are talking about a \$20 million project taking four years to deliver. It beggars belief.

The saddest project is the exit 49 interchange upgrade. It is so sad because it is the busiest interchange on the northern Gold Coast. It feeds into Pimpama at the centre of the fastest growing region in Queensland. In fact, Pimpama as a suburb is the fastest growing suburb in Australia outside a capital city. Even though in February this year I was promised that exit 49 would be completed by around May 2024, we now see that only two-thirds of the funding is committed in that period and the other \$38.3 million will not be spent until the 2024-25 financial year—in other words, there is still a significant amount of work being done after I was promised by the regional director that it was going to be completed before 30 June 2024. It is now not going to be completed before that date. We cannot say that \$38 million is just tidying up a bit of gardening and a bit of this and that. That is a significant additional spend beyond the 2023-24 promised time line.

I will not mention the second M1 because enough has been said about that. Stage 1 of stage 1 has not started. Before the election the minister said they were going to spend \$1.53 billion on the Coomera Connector. He said they are not going to muck around with a short stretch, they are going to do a 16-kilometre stretch at a cost of \$1.53 billion. It turns out that they are not doing that, that they will spend \$2.1 billion and we are going to get four lanes instead of six lanes. The project has not even started. To explain, stage 1 is the 16 kilometres; stage 1 of stage 1 is the northern part of that 16 kilometres. That is the first stage that is going to be started. Then there is the middle stage and then there is the southern stage. Neither of those are even on the drawing board, as far as I can tell at this stage of the game. There are no signed contracts.

Coming back to exit 49, there are no signed contracts. They were meant to be signed earlier this year. To this day we have not signed the contracts to commence construction of exit 49. That is how far behind we are. The minister blames everybody else. I see in the latest media that he is now blaming COVID and a whole range of other things. In relation to exit 49, the difference between what it should have been and what it is is \$14 million in the first year, \$55 million in the second year and \$42 million in the 2023-24 year to finish it all off, but that has been blown out to four years.

Let us talk about why these issues are important. The northern Gold Coast, based on the Coomera electorate, is the fastest growing region in Queensland. I have 33.2 per cent over quota on the number of voters in the electorate. I have the largest electorate in a whole range of areas. I have the largest electorate by population—87,000 is the estimate for June 2021 according to Treasury figures. I have over 50,000 voters. The average is 38,000. Compare that with Gaven. There are 34,000 voters in Gaven. I have 16,000 more voters in my electorate than the electorate of Gaven. I have 12,000 more than the average in the state. It is a huge growth number.

In fact, making the comparison between when the figures were done back in 2016 for the redistribution, the Coomera electorate allegedly had 30,722 voters and it was projected to have, by the enrolment date of 29 August 2023—in other words, in 15 months time—40,367. It was meant to go up by about 10,000 and I would be about 9.5 per cent over. What I have, 15 months earlier than that date, is 50,000. By the time we get to that date it is going to be around 55,000. Did they get it wrong? Absolutely they did, because when you compare the other electorates in the state, the proportion of figures of none of the other electorates are anywhere near being blown out like that. In fact, talking

about Gaven again, Gaven is projected in 15 months time to have 34,600 voters. Right now Gaven has 34,009. Gaven is on track to have around about what they estimated back when they were doing these figures. By then, of course, I will have 55,000. It is a moot point, but it is the point that I have been making all the way along: the government does not understand what we are up against. We are up against massive growth.

I have the largest population of young people and I have the largest population going to school. On day 8 figures in February this year, I had 19,777 kids going to school in the electorate. In 2009 I started with nine schools and now there are 23 schools. There are 19,777 kids going to schools in the electorate and another 2,500 kids going to five schools just outside of the electorate. I have 22,000 kids. They will all grow up, start to drive and buy cars. We are getting busier and busier. By the next election in 2024, I project the figure for the state seat of Coomera to be 57,000.

There are key projects that I need funding for. We have to do a fifty-fifty deal with the federal government and get exit 38 sorted out. It will cost approximately \$110 million now; it was \$87 million in 2018. We have to bring exit 45 forward. It has to be built far quicker. We have to build the slip lane at exit 41. Another project that I have written to a couple of ministers about, but have received no response from either of them, is the Police Citizens Youth Club at Pimpama. The federal government was on board before the election. The Gold Coast city council and Mark Hammel, the division 1 councillor, are on board. However, I cannot get the minister to write to me. I mentioned it to him the other day and he said that it cannot be far away. I am hoping that I am going to hear from the minister in the next little while and that he will give me some sort of an indication. All I am looking for is \$7 million to do a deal with the federal government.