




Speech By
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MEMBER FOR COOMERA

Record of Proceedings, 15 June 2023

**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; REVENUE
LEGISLATION AMENDMENT BILL**

 **Mr CRANDON** (Coomera—LNP) (11.41 pm): I rise to respond to the budget handed down on Tuesday by the Treasurer. What can I say? I feel like a broken record because I talked about these issues last year, the year before and the year before that.

I will use exit 38 as an example. The business case has been on the minister's desk since 2018 but there is not one dollar in this budget for exit 38. Is it becoming a little bit of a time issue? I can assure the House that it is because last December we were advised that by 2026 the harness racing facility will open at Norwell, which is eight kilometres down the road from exit 38. 2026 is just three years away but there is no funding for exit 38. I am told that it is a \$110 billion project. Some work needs to be done with the federal government on that particular project for no reason other than it is already a high-priority project and now the harness racing facility will open in 2026. There are four meetings a week for that. The Visy project will open in 2026-27 at a cost of \$500 million, meaning more industrial uptake in the area. Exit 38 is already heavily congested. That is a classic example of where we have put in a petition and the minister has come back and said, 'There is some planning to be done and then we will get around to asking the federal government for some money on that.'

What is the difference between the current federal government and the previous federal government? I will tell you. Under the previous federal government, the state would get a commitment from the federal government, through Bert van Manen, the local federal member, for 50 per cent of the funding—

Government members interjected.

Mr CRANDON: Listen up and you will learn something—before they had to spend the time, resources and so on to do the planning for the exit. I will use a couple of examples.

Exit 41 is nowhere near finished. It is nowhere near efficient. A lot more work has to be done to it. Indeed, the only slip lane off exit 41 is still not open, for no apparent reason. The funding for that exit upgrade came into effect because the federal member for Forde got the 50 per cent funding before these guys even thought about it. It took them about five minutes to come in and say, 'Yes, we are going to throw in the other 50 per cent of funding.' We then went through the planning process and there it is.

It was the same thing with exit 49. Fifty per cent of the funding came from the federal government before we had to worry about trying to do planning with this, that and the other thing. The funding was there. Five minutes later they came in and said, 'Yes, we will tip in the other 50 per cent of funding.' They got stuck in the slow lane on that one, which is fairly typical for this bloke. They got stuck in the slow lane and it has only just started. The funding was made available in 2019 and only in the last several months have they started construction on exit 49.

Now we get letters from the minister telling us that we are going to do things in reverse. We are not going to do it that way. For example, at exit 45 we are going to do some planning with \$1½ million but we are not going to do it now. It is in a hell of a mess and is an absolute quagmire because of the bandaid solution that they put in place. It did correctly resolve the issue of safety around ramping on the M1. It fixed that, but now the problem at exit 45 is that we have worse congestion than before. We ran a petition on it. The minister wrote back to us and said, 'We are going to do some planning, but we are not doing the planning now with that \$1½ million; we are going to do the planning in 2027.' The exit is already heavily congested, but we are not going to do the planning until 2027. After we have done the planning, we will go off to the federal government and ask them for the money. Fingers crossed they will give us some money. However, members will remember that they have cut a few projects lately so what are the chances of us getting the money out of the federal government? We are going to be lucky to see the upgrade at exit 45 before 2030. In fact, under this mob we will be lucky to see the upgrade at exit 45 before the Olympic Games. Those are two examples.

A government member: Why didn't you fund it? In your government, why didn't you fund it?

Mr CRANDON: Okay, we will fund it. Under our government, after the next election, we will fund it. We will put up the money. We will go off to the federal government and ask them for their half of the money. That is what we will do.

Honourable members interjected.

Mr DEPUTY SPEAKER (Mr Walker): Pause the clock. Member for Maryborough, you are not in your chair. You will stop or I will warn you. You must stop.

Mr CRANDON: We will fund it after October next year. We will do the job that your mob should have been doing years ago on exit 38 and exit 45.

Mr DEPUTY SPEAKER: Order! Through the chair.

Mr CRANDON: The commercial industrial areas in the northern Gold Coast, in the Yatala precinct—

Mr DEPUTY SPEAKER: Member for Coomera, through the chair.

Mr CRANDON: I am sorry?

Mr DEPUTY SPEAKER: Pause the clock. Member for Coomera, comments come through the chair. You are directing your comments at the Treasurer. I am watching you. Comments come through the chair.

Mr CRANDON: I did not say 'you'.

Honourable members interjected.

Mr DEPUTY SPEAKER: Order! I will start warning people. It is getting out of control. Member for Coomera, you have the floor—eight minutes.

Mr CRANDON: The industrial area on the northern Gold Coast centred on Yatala is logjammed every day—not just five days through the week but seven days a week. This mob think it is funny. They think it is an absolute hilarious joke. The northern Gold Coast is yet again stuck in the slow lane because of lack of funding from this government. That business case has been there since 2018 and there is not one dollar, yet we are staring down the throat of the harness racing facility being moved from Brisbane for the Olympic Games going out to Norwell. They are just two small examples which are huge for the northern Gold Coast—exit 45 and exit 38. Those opposite do not care. They do not understand and they do not realise the impact every day on the people of the northern Gold Coast.

The saddest part of this budget is the same as the saddest part of the budget before: no new money for any projects. I refer to headlines in the *Gold Coast Bulletin*. One was about \$2.1 billion for health. It is not new money; that \$2.1 billion was announced last year. What about the \$1.3 billion for transport? No, that was announced last year. It has just been reannounced. They get the headline. That is what this lot is all about: getting the headline. They are all about saying, 'Look at us, but they do not deliver.'

They are years behind on Cross River Rail. They have trains coming for Cross River Rail two years later than Cross River Rail! They cannot even deliver the rolling stock for Cross River Rail on time. How long have they known about Cross River Rail and when it is going to be completed? They have known about it for years. They finally got around to saying, 'We are going to let some contracts and we are going to build the trains. Oh, but it is going to be two years later that we are actually going to deliver the trains.'

What about the police? I thanked the government for delivering a police station to the northern Gold Coast, the hard-fought-for Pimpama station. It took us years to get it across the line, but we got it across the line. Katarina Carroll came in and told me herself. When she saw what was going on, it was

a 'no-brainer'—her words. She delivered the police station for Pimpama. Do members know what happened? They gave us 35 new police and then they took them away. We now have a police station at Pimpama with less than 75 per cent of the police we were promised one year ago. That is what this mob is all about: 'Look at us. We are going to give you 35 coppers.' No, you are not. You are going to pretend to give us 35 coppers, just like you have been pretending to increase the number of police for the whole state. 'We will give you 1,450 police.' No, you are not. You are going to approve 1,450 police but they are not going to be actual. We have gone from 35 back to something like 26 coppers for Pimpama, but it gets worse. We had 81 coppers at Coomera station, but now we are back to around 60.

What is the story? We have less than 75 per cent of the police promised for the northern Gold Coast on the northern Gold Coast, the fastest growing region in Queensland. When those police were committed to the northern Gold Coast, it was acknowledged that they were needed just then to catch up with population growth. Here we are 12 months down the track and they have taken 25 per cent of the coppers away from us. What is that doing for the police on the ground? They are working hard. They are doing the best they can. In fact, they are fighting above their weight. They are doing a fantastic job, but the problem is that they are under huge stress and pressure. We have police officers on stress leave now. Some are on long-term stress leave. What is that doing to the ones who are left on the ground on the northern Gold Coast? It is putting them under more stress. This mob opposite do not get it.

In the fastest growing region in the state—some say the fastest growing region in Australia—they have taken 25 per cent of the coppers away in 12 months. It is not on. That is what we are up against with members opposite every year: no additional infrastructure investment, stuck in the slow lane on investment. The train station at Pimpama was promised in 2017 before the 2017 election—I know I sound like a broken record, because I have been saying this for the past six years—and we will eventually get it in 2024. They were going to deliver it in 2025 but we kicked up a bit of a stink so they said, 'We will deliver that one in 2024.' Seven years earlier they promised that train station and now hopefully—fingers crossed—we will get it.

Exit 49 completion has now been pushed back to 2024-25 instead of a 2023-24, once again because of incompetence of that minister and the incompetence of this government in delivering the infrastructure that is needed. What about where the second M1 is going to come out, at Foxwell Road? The first stage of the first stage—stage 1 north—is going to deliver traffic from Helensvale and further south onto Foxwell Road at precisely the same moment that the hospital is coming up out of the ground 300 metres off Foxwell Road. At precisely the same moment, two private hospitals are going to be coming up out of the ground and 4,000 additional residential properties are going to start being delivered just north of Costco, which is about to be opened next week. That is the situation that we have. There is no planning for the second M1, the Coomera Connector—whatever you want to call it—from Shipper Drive north. They have \$22 million in the budget and they have no plan to deliver any of it before 2027. Once again, we will be very fortunate if we get that before the Olympic Games.