




Speech By  
**Michael Crandon**

**MEMBER FOR COOMERA**

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Record of Proceedings, 13 June 2024

**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; REVENUE  
AND OTHER LEGISLATION AMENDMENT BILL; STATE FINANCIAL  
INSTRUCTIONS AND METWAY MERGER AMENDMENT BILL**

 **Mr CRANDON** (Coomera—LNP) (11.29 pm): What can I say? I will open where I opened last year. I feel like a broken record, because I talked about these things last year, the year before and, yes, the year before that. There is no new money in this budget for the northern Gold Coast—just blowouts and no new projects. This is a budget for the next four months, not for the next four years. Labor is more concerned about its political future than Queensland's future and certainly the future of the people of the northern Gold Coast. Never before has a Queensland government taxed more, spent more and borrowed more, yet Queensland has less and less to show for it. That is a reflection of what is going on on the northern Gold Coast. This government have told Queenslanders not to judge them on their record, that their past failures do not matter, but Labor's record on crime, health, housing and cost of living does matter to Queenslanders and most certainly does matter to the people of the northern Gold Coast.

The people of the northern Gold Coast have seen massive growth—it is the fastest growing region in Queensland—with no new money, if you do not count those blowouts I mentioned a moment ago. On 28 August 2016, according to *Queensland Government Gazette No. 20*, at page 155, the Coomera electorate had 30,723 voters and 58,000 residents. As at 31 May 2024, the Coomera electorate had 53,428 voters—up 23,000 voters—and over 100,000 residents as at June—up more than 40,000 residents. It is the fastest growing region in Queensland. Over the past 15 years as the member for Coomera I have fought for upgrades. Back in the day it was exit 54—tick. That was funded by and planned by the previous LNP government and came in on budget and on time.

**Mr DEPUTY SPEAKER** (Mr Kelly): Pause the clock, please. I apologise, member for Coomera. Members to my right, there are far too many conversations going on. If members want to have a yarn, go outside. I know that it has been a long day and it is late, but please give respect to the member on their feet.

**Mr CRANDON:** The second M1, the Coomera Connector, is a partial tick. We have a Coomera Connector being constructed from Shipper Drive in the north to Nerang-Broadbeach Road in the south. Let's put aside the fact that it is five years late, but it has doubled in cost—\$1.5 billion to \$3 billion since the time it was mooted and planned for in 2020, when we saw a commitment by those opposite to build it. It took 2½ years before they started pushing forward on any of the construction. Because of all of those delays, we have seen a doubling in the cost of the Coomera Connector south of Shipper Drive. What about north of Shipper Drive leading up into the canelands and swinging around onto the Logan Motorway? There is nothing at all. Some \$22 million has been in the budget year on year on year—\$11 million from the federal government and \$11 million from those opposite—but there is nothing for construction. That is meant to be developing a business case. It has been developing this business case for something like 3½ years with that \$22 million.

A police station was added, something we were fighting for and had been fighting for for many years. It is on record—at the opening the then retiring assistant commissioner confirmed it—that it was because of the community and because of my pushing that the police station was built when Katarina Carroll came on board.

**Government members** interjected.

**Mr CRANDON:** Listen up. You will learn something. When Katarina Carroll came on board—

**Mrs McMahon** interjected.

**Mr DEPUTY SPEAKER:** Order, member for Macalister!

**Mr CRANDON:** They promised us 36 additional police and we got 36 additional police. Eighteen months ago we had 36 additional police, taking us to a total of 40 for that police station. We are down to 25. They have taken away 15 of the police officers working out of that brand new police station who two years ago were confirmed as being necessary. They have only recently allowed advertising to bring those police back to the police station. They were on a freeze; they were not able to do it.

What about the upgrade at exit 41? There is a big tick there. It has finally been built thanks very much to Bert van Manen, the federal member for Forde, and his fighting to get 50 per cent funding before members opposite even gave any thought to doing any funding for exit 41. They finally came on board kicking and screaming to build exit 41.

How is exit 49? It has blown out by \$30 million. Nobody bothered to say anything; there were no announcements on this. It just went from one QTRIP at \$110 million to the new QTRIP at \$140 million. They just let it sneak through the system and did not bother telling anybody what was going on. The money for exit 49 was there from 2019. In fact, in May 2019 the money became available from the federal government. They only just started building it last year and it will now be pushed back. We will be lucky to see it open by the end of 2024. It will be most likely 2025.

I refer to the railway station at Pimpama. It was promised in 2017 before the election. We now will not get it until 2025. Eight years to build a train station? By the way, the original funding was \$40 million. The current funding is \$170 million. That is what eight years of 'stuck in the slow lane' ministers do. It has pushed the train station cost from \$40 million to \$170 million. In fact, there is \$500 million for three train stations on the Gold Coast, while the original budget was \$120 million.

Increased car parking at Ormeau train station was hard fought for as well. They were actually going to take away about 110 casual car parks and give us 70 proper car parks. I said, 'No, we need to do something more than that. Let's do a little more planning.' We finished up with 125 additional car parks. Again, it is because of the intervention of me and the local community that these things are being done. We doubled the car-parking space at Coomera Railway Station. Once again, thanks to Bert van Manen for coming forward with the money that we needed to do that. It took them five years to get there.

The fire station at Cox Street at Pimpama—a big tick there. The local community needed it. As I said and demonstrated earlier, it is the fastest growing region in Queensland. Cedar Creek State School's Albert Hall now is fully enclosed. There was pushback from those opposite for several years, but they finally bowed to the pressure of the community and me and have given us that.

I refer to planning and construction at the northern Gold Coast Hospital and Health Precinct. We are talking \$1.3 billion of spend in the old money. We do not know what it will be going forward from here, but there was a billion dollar-plus blowout in that overall health budget. There were no more new beds, so it was a blowout in the health budget. We can bet our bottom dollar that that \$1.3 billion is more like \$1.6 billion or something in that order for the 405 beds. No construction has commenced yet. It was guaranteed in 2020 by this government, but there is no construction. All we have had is machinery pushing earthworks around on the site. No construction has commenced on that site.

We finally got a win for the bus services from Ormeau to Coomera railway stations and extension of operating hours. That was thanks again to another level of government—the local government, the Gold Coast city council and Mark Hamell, who put money up in 2021. We only started getting those bus services in 2023. By the way, not all of those bus services have been delivered. A bus service was promised down to Jacobs Well, then to Pimpama and to Ormeau train station, but that is not yet delivered. Money was available in 2021 and here we are, going into 2025, and we are yet to see it.

For exit 38, there was business case on the then minister's desk in November 2019. We are yet to see any money for that. Again, in this budget there is not one dollar, not one penny, for exit 38. For exit 45, a \$20 million bandaid solution which ended up being about \$13 million has created absolute havoc at exit 45, and there is not one dollar in this budget to do anything until 2026-27 in the forward estimates to do some planning—and that is just \$1.5 million. That is way into the future.

Finally, we got a \$5 million commitment for the Police Citizens Youth Club at Pimpama. Hang on a second: Caloundra got \$15 million in this budget! Where did that come from? That was a real surprise to everyone. Oh, there is an election and somebody is struggling to hold on to his seat! There was no more money for the PCYC at Pimpama—only \$5 million from this government.

There is nothing in the budget for the bus services between Beenleigh and Ormeau train stations. We have been waiting for the uptick on those since 2021. I have mentioned the caneland bus service. Once again there is nothing in the budget for the upgrade of Staplyton Jacobs Well Road between exit 38 and Norwell Road. There is nothing from those opposite in relation to that.

We asked for an upgrade of the TAFE centre of excellence at Coomera. That was a fascinating thing we did. We wanted a TAFE centre of excellence for health and nursing. It was very popular: we got 663 signatures. The petition was only out there for three or four weeks. What did we get back? No, they are not going to have a centre of excellence for health and nursing at Coomera, which is where the new hospital is being built and there will be a new health precinct. They are not going to do that. They have just waffled on about it.

What about doubling the size of the Marine Centre of Excellence? What about fast-tracking that? The land is already there. The plans are already there. We could double it. We need those additional services for the marine precinct such as welding and other specialist services. Once again, there was just a lot of waffle in the response from the minister, not committing to anything further—just talking about what might happen in other areas in the future.

Tuesday's budget exposed Labor, which does not have the right priorities for Queensland's future. They certainly do not care about the northern Gold Coast, as demonstrated by what I have just outlined. In fact, it is just more of the same from a decade-old Labor government that has delivered Queenslanders a health crisis, a crime crisis, a housing crisis and a cost-of-living crisis.

I will finish where I started. This is a budget for the next four months, not for the next four years and beyond. Labor is more concerned about its political future than Queensland's future. The people of the northern Gold Coast do matter. This government has been ignoring the people of the northern Gold Coast budget after budget after budget. We do not see any additional funding except blowout funding, but those opposite do not care. On 26 October 2024 the people of Queensland can show Labor the door.