




Speech By
Dr Christian Rowan

MEMBER FOR MOGGILL

Record of Proceedings, 2 April 2019

ECONOMIC DEVELOPMENT AND OTHER LEGISLATION AMENDMENT BILL

 **Dr ROWAN** (Moggill—LNP) (2.55 pm): I rise to make a contribution to the Economic Development and Other Legislation Amendment Bill 2018. Everything that you need to know about the Palaszczuk Labor government's arrogant attitude towards governing in their own self-interest and not in the best interests of the people of Queensland and the constituents of the electorate of Moggill is contained right here in this bill. Let us look at just what it is this Labor government is really trying to achieve with respect to this legislation.

Under the guise of providing for 'increased operational efficiency of legislation under the administration of the Minister for State Development, Manufacturing, Infrastructure and Planning', this bill seeks to amend seven acts and repeal one, including elements to amend the Building Queensland Act 2015; amend the Economic Development Act 2012; amend the Planning Act 2016; amend the Planning and Environment Court Act 2016; amend the Queensland Reconstruction Authority Act 2011; amend the Sanctuary Cove Resort Act 1985; amend the South Bank Corporation Act 1989; and repeal the Southern Moreton Bay Islands Development Entitlements Protection Act 2004. In doing so, those opposite are proposing more than 230 clauses that are steeped in poor processes, reduced transparency, weakening of localised decision-making and, for reasons that continue to remain unexplained, an overextension of investigative and enforcement powers.

At the very heart of this bill is the continuation of Labor's efforts to consolidate their own power at the expense of local community decision-making, all the while failing abysmally to plan for and deliver local infrastructure and services. It has been the hallmark of the last four years of this Palaszczuk Labor government, and sadly it only looks set to continue into the future. In particular, it is outrageous in the extreme that this Labor government would seek to bring this bill to the House and deliberately fail to include a requirement for the minister to consult with, and attain the agreement of, each relevant local government area in planning or development in a priority development area, establishing an infrastructure agreement and issuing a PDA exemption certificate all so they can sidestep local community development concerns. This is a recipe for disaster, and I predict it will only lead to further Labor induced frustration and heartache in my electorate of Moggill and across the broader western suburbs of Brisbane.

Under the Palaszczuk Labor government's watch, overdevelopment has become the norm. Local families and communities in the electorate of Moggill and surrounding areas continue to suffer while this Labor government fails to provide the necessary infrastructure to match such an increase in urban development. In the electorate of Moggill in particular such a failure will only mean: greater traffic congestion for local motorists, particularly on Moggill Road, the Western Freeway and the Centenary Motorway; insufficient access to bus and train services; ongoing lack of capacity in our local schools; and further pressure on already strained emergency services, including police, fire and ambulance stations.

Labor certainly has a failed South East Queensland Regional Plan. Without the matching infrastructure required to meet population growth, not only in my electorate of Moggill but more broadly across the western suburbs of Brisbane, this will lead to further traffic congestion. We need an integrated road and public transport plan which services not only my electorate of Moggill but more broadly the western suburbs of Brisbane. It will require the cooperation of all three levels of government to implement solutions that will ease traffic congestion on Moggill Road, which will ease traffic congestion on the Western Freeway and Centenary Motorway, which will deliver enhanced public transport services for people in many suburbs in my electorate of Moggill.

There is also failed planning by the state Labor government when it comes to high school capacity. Kenmore State High School certainly is suffering significant issues with respect to providing the necessary resources for students at that school. There is also a requirement for an additional high school to service residents particularly in the areas of Mount Crosby and Karana Downs. This requires adequate planning processes. When we are talking about urban population growth, there certainly needs to be matched infrastructure to service those populations.

In the eastern part of the adjacent electorate of Ipswich West we are seeing issues to do with the Warrego Highway-Mount Crosby interchange. There has not been an upgrade of that interchange. Interestingly enough, a petition tabled in the parliament by the member for Ipswich West and initiated by local resident Sandra Clarke—I have to congratulate her for doing this work on behalf of her local community—called for an upgrade to that interchange. With the volume of traffic there are serious safety concerns, particularly with respect to residents of my electorate and residents of Ipswich travelling through that interchange. Interestingly, an article in the *Queensland Times* of 31 March states—

A business case and formal submission will need to be submitted by the State Government before the Federal Government stumps up cash, Shayne Neumann believes.

Mr Neumann, the federal member for Blair, said—

The worst intersection on the Warrego Highway is the Mount Crosby interchange.

He also said—

The State Government hasn't put in a request. How about they actually put the plans in place, put the business case on the table.

Even the federal member for Blair, Shayne Neumann, believes this needs to be upgraded. He is calling on his own state colleagues to work together to ensure that is delivered. That is extremely important. I table the article for the benefit of the House.

Tabled paper: Article from the *Queensland Times*, dated 30 March 2019, titled 'Formal submission must be made before federal cash' [501](#).

Failing to adequately plan for such essential services and infrastructure has meant that this Labor government operates in a perpetual state of playing catch-up. Recently we have seen the consequences of Labor's health system—a system that is in crisis, that has had no fewer than 10 hospitals declaring that they had been at capacity, that has seen multiple code yellows being called and patients having to wait in emergency departments. Patients are not being serviced properly and there are longer waiting lists. Clearly, when it comes to health this government is failing patients in Queensland, not only here in the south-east corner but also right across Queensland. It is failing on rural maternity services and on surgical wait times.

We have heard excuses peddled by the Premier and the health minister which were, frankly, pathetic and bordering on the farcical as to how this could have happened. I heard the Premier talk this morning about some of the issues to do with old medical doctor contracts. I can tell members: without industrial reform we will not get productivity and efficiency here in Queensland. That is certainly what many within the profession are saying.

We are seeing a failure by this Labor government to match infrastructure and services to ever-increasing development. That can only lead to one thing: a strain on services and infrastructure that is already in place and already under pressure.

Recently we also saw Labor playing catch-up in the western suburbs of Brisbane. This time it was the Premier and the transport minister—it must have been a light bulb moment for them both—announcing the calling of tenders for the design of a new Centenary Bridge at Jindalee after a single accident on that section of road that involved more than 20 vehicles, causing hours of traffic chaos across the western suburbs. To be frank, that announcement was more about diverting attention away from Labor's disastrous and failed infrastructure planning than about delivering real congestion-busting solutions for motorists and public transport users in the western suburbs of Brisbane.

There is no doubt that the LNP will always have plans to bust congestion in the western suburbs of Brisbane. We understand the importance of proper planning processes taking place whereby infrastructure will match urban development and population growth. We know that there are significant population increases in Springfield, in the electorates of Mount Ommaney, Moggill and Maiwar and more broadly in the western suburbs of Brisbane.

It should not have taken the recent terrible traffic incident on the Centenary Highway, as well as the traffic chaos on Moggill Road from a burst water main the following day, for this Labor government to suddenly realise that traffic congestion and proper transport planning are significant issues in the western suburbs of Brisbane.

Since I was first elected in 2015 I have consistently and repeatedly called on Labor to deliver an integrated road and public transport plan and solutions for the entire western suburbs of Brisbane to ease traffic congestion, and I will continue to do so. The passage of this bill only strengthens that call and highlights the need for such a plan, as Labor's relentless pursuit of reckless urban development at the expense of sufficient infrastructure and services only looks set to continue. I take this opportunity to call upon the state Labor government to start acting in the best interests of constituents in my electorate of Moggill and fund local infrastructure.