




Speech By
Michael Crandon

MEMBER FOR COOMERA

Record of Proceedings, 23 August 2018

ADDRESS-IN-REPLY

 **Mr CRANDON** (Coomera—LNP) (5.18 pm): I rise to make my contribution to the address-in-reply to the Governor's speech at the opening of the parliament. I would like to first of all congratulate Mr Speaker on his elevation to that office. Indeed, I would like to congratulate all members who have been returned and all new members to this House on your success in coming into this very important place for the people of Queensland.

The first point that I would like to raise—it is probably no surprise that it might have something to do with roads in the state seat of Coomera—is a particularly concerning aspect of something that the minister has been telling the people of Queensland about which is, quite frankly, an untruth. It is something he should have known about. If he did not know about it he should have known about it, and I will table the documentation to prove that.

In a letter to the *Gold Coast Bulletin* headed “‘Second M1’ would be closer had LNP not run interference’ the minister writes—

The Coomera Connector (or ‘second M1’) would be much more advanced by now if he—

he is referring to Mark Boothman—

and the LNP had not blocked it and stopped it being included in the SEQ Regional Plan and Gold Coast City Plan when the LNP were in government.

It is the Palaszczuk Labor Government that has re-commenced work on this critical infrastructure since our election.

The minister should know—he does know, I would put it to you—and if he does not know then he should know, that indeed that was a blatant lie. I table that document in the first instance.

Tabled paper: Article from the *Gold Coast Bulletin*, dated 19 July 2018, titled ‘Your Gold Coast’ [\[1193\]](#).

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. I find the comments by the member not only unparliamentary but also personally offensive. I ask that they be withdrawn.

Madam DEPUTY SPEAKER (Ms Pugh): Member for Coomera, the minister finds your comments personally offensive. Do you withdraw?

Mr CRANDON: I withdraw the comment. I go on now to read out the documentation that would have been available to the minister and would have been available from 2015, when he and the previous minister came to office, regarding the IRTC, as it was then known—the Coomera connector or second M1 as it is now known. This document, dated 7 May 2014, is from the office of the Hon. Jeff Seeney, then deputy premier and minister for state development, infrastructure and planning. It states—

Regarding the Deputy Premier's letter to Cr Tate, conditions 5 and 6 were put in place as the Integrated Regional Transport Corridor (IRTC) has yet to be named/registered as a gazetted corridor.

...

For this reason, the IRTC could not be included in the draft Gold Coast City Plan and we therefore requested the amendments. Once the corridor is gazetted, we will have amendments made to the Gold Coast City Plan to adhere to the change. This is also the reason for the amendment to the Zoning Maps, to remove the Special purpose zoning relating to the IRTC—this will be only for the meantime and would change in the event of a State controlled corridor.

I table that document from the deputy premier of the day.

Tabled paper: Email, dated 7 May 2014, from the Assistant Policy Officer, Officer of the Deputy Premier, Minister for State Development, Infrastructure and Planning, Ms Carrie Hall, to the Coomera electorate office regarding query from the member for Coomera, Mr Michael Crandon MP [1194].

Another letter, dated 5 September 2014, is from the Regional Director, South Coast Region of the Department of Transport and Main Roads. This letter is addressed to me and states—

Thank you for your enquiry requesting an update about the Intra-Regional Transport Corridor (IRTC).

This document is available in TMR's records and has been available to the minister since he came to office. It further states—

TMR is currently undertaking a joint planning process with the City of Gold Coast ... to determine the need and priority for development of the IRTC corridor in sections.

...

In April 2014, the Honourable Jeff Seeney MP, Minister for State Development, Infrastructure and Planning advised council that the IRTC cannot be referenced in council's Draft 2015 Gold Coast City Plan until it is a gazetted future state controlled road.

TMR is therefore still working towards proclamation of the IRTC as a future state-controlled road.

I table that document.

Tabled paper: Email, dated 5 September 2014, from the Regional Director (South Coast), Department of Transport and Main Roads, Mr Paul Noonan, to the member for Coomera, Mr Michael Crandon MP, regarding the Intra-Regional Transport Corridor [1195].

Mr Bailey interjected.

Mr CRANDON: 2014, Minister. A further email was received from Paul Noonan on the same day, 5 September. It states—

Dear Michael,

Further to my most recent email—

referencing the one I have just read out—

and our subsequent telephone conversation I wish to confirm the following in regard to the Intra Regional Transport Corridor (IRTC).

- The IRTC has not been cancelled
- Transport and Main Roads and City of Gold Coast are currently conducting a traffic modelling study to support the future gazettal of the transport corridor
- It is expected this jointly funded modelling will be completed within the next couple of months
- TMR has now finalised its declaration plans for the IRTC and is intending to move to gazettal following the completion of the modelling study
- The corridor is required to support both the operation and future traffic demand on the M1 Motorway, and to support future development within the Nerang/Helensvale/Coomera/Yatala precincts

I table that document.

Tabled paper: Email, dated 5 September 2014 from the Regional Director (South Coast), Department of Transport and Main Roads, Mr Paul Noonan, to the member for Coomera, Mr Michael Crandon MP, regarding email and telephone conversation about the Intra-Regional Transport Corridor [1196].

All of those documents were available to this minister. This minister knowingly told the people of Queensland in this document, on many other occasions and in this House that the LNP cancelled the IRTC—

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. I claim to have been misrepresented. I find the comments personally offensive and I ask that they be withdrawn.

Madam DEPUTY SPEAKER: Under the standing orders you are required to withdraw comments if the minister has said that he finds them personally offensive. Do you withdraw?

Mr CRANDON: Was there something personal in what I was saying?

Madam DEPUTY SPEAKER: You referred directly to the minister.

Mr CRANDON: I withdraw. Let me restate what the minister said in the *Gold Coast Bulletin* of 19 July. He said—

The Coomera Connector (or 'second M1') would be much more advanced by now if he –

the local member—

and the LNP had not blocked it and stopped it being included in the SEQ Regional Plan and Gold Coast City Plan ...

That is patently untrue. This minister knew that it was and I ask the minister to come to the House and correct the record.

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. Once again I find the comments personally offensive, not to mention inaccurate, and I ask that they be withdrawn by the honourable member.

Madam DEPUTY SPEAKER: The minister has taken personal offence. Will you withdraw the comments?

Mr CRANDON: I withdraw the comment. I call on the minister to come to this House and correct the record in relation to these matters. If he chooses not to come to this House to correct the record, I will be writing to Mr Speaker in relation to the matter.

The minister continues to tell this House and the people of Queensland that this government—the Labor government—planned and built exit 54. Once again, that is patently untrue.

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. Once again, the member is misrepresenting comments I have made. I find them personally offensive and I ask that they be withdrawn.

Madam DEPUTY SPEAKER: The minister has taken personal offence. Will you withdraw the comments?

Mr CRANDON: I withdraw the comments. In a Facebook interaction with the minister over a period of time regarding exits 41, 45 and 49, the minister says in part—

Btw Exit 54 started construction and was finished under Labor so you couldn't even get that going in 3 years.

I table that document.

Tabled paper. Extracts, dated 7 July 2018, from the Facebook page of the member for Coomera, Mr Michael Crandon MP, in relation to building exits 41, 45 and 49 on the M1 motorway [1197].

The LNP built the M1 20 years ago and since then successive Labor governments have ignored it. In 2014 the LNP did the planning and secured all of the funding for exit 54. Time and time again in this House and in the marketplace the minister has said that we spent nothing on the M1—patently untrue.

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order. Once again I claim to be misrepresented by the member and find his comments personally offensive and ask that they be withdrawn.

Honourable members interjected.

Madam DEPUTY SPEAKER (Ms Pugh): Order! The clock is paused. Hansard is not recording. I am just taking advice. Thank you very much for your point of order, Minister. In that particular instance I did not hear any personal reference made, so I would ask that you write to the Speaker if you believe that you are being misrepresented in the House. Until this speech started I was incredibly excited about the conduct of the House in general. I ask that we please return to keeping the House in the order which we were experiencing beforehand.

Mr CRANDON: As I was saying, the LNP built the M1 20 years ago and since then successive Labor governments have ignored it. In 2014 the LNP did the planning and secured all of the funding for exit 54. A change of government in January 2015 could not stop that proceeding because the commitment by Westfield and QIC for something in the order of \$16 million was locked in. That was locked in, as was the state government owned land sale to QIC for \$18 million. The federal government's contribution, which again I have on record as being secured in 2014 for \$10 million, was also in place. The balance of around \$30 million from the state government was also identified.

The exit 54 project—something I committed to fighting for in 2009—was an absolute done deal in 2015 regardless of who was in government. Indeed, I had a conversation with the incoming treasurer of the time and deputy premier of the time and made those very points to them. They knew the funding was there and the commitment I got from the treasurer at that time was that if the money is committed exit 54 would be built. If members need any more confirmation of that, may I suggest they talk to Greg Chemello—and members know who Greg Chemello is because he is the newly appointed person to the role of administrator of Ipswich City Council—because it was Greg Chemello who pulled all of those funds together.

One has to wonder why a minister or a government would announce things like new railway stations during the last election. There is a lack of detail here. I have a leaflet that came from the Labor candidate for Coomera that stated that they would deliver a new train station at Pimpama, but let us look at some of the detail. It said that the new stations would only happen if the \$5.4 billion Cross River Rail project went ahead and would be delivered after Cross River Rail, meaning the stations would not be built until 2023. Would members have picked that from this leaflet I am holding in my hand? Would you have picked that from this, Madam Deputy Speaker? Those opposite are going to deliver a Pimpama Railway Station six years from now in 2023.

Mr BAILEY: Madam Deputy Speaker, I rise to a point of order on relevance. This is an address-in-reply to the budget. He is referring to the last election campaign.

Mr CRANDON: No, it is not. It has nothing to do with the budget!

Honourable members interjected.

Madam DEPUTY SPEAKER: Order! Resume your seats please. That was a bit ridiculous. I will finish hearing the point of order from the minister and we will have no debate while I am hearing it.

Mr BAILEY: It is simply a point of order on relevance.

Madam DEPUTY SPEAKER: Thank you very much, Minister. This is an address-in-reply and members do have some latitude. I will allow the member for Coomera to finish.

Mr CRANDON: Indeed, it is an address-in-reply to the Governor's speech at the beginning of the parliament. The budget was a while ago.

With regard to an Ormeau Railway Station park-and-ride, I became aware in early 2017 of the need for a railway station car park upgrade—a park-and-ride upgrade—and I ran a petition. In relation to that, I received from Jackie Trad, the then minister, an advice that any expansion of commuter parking at Ormeau station would be subject to detailed planning, funding availability, statewide prioritisation and infrastructure investment. In anticipation of the election I ran another petition from October and it was tabled on 15 February 2018 and I received a response from the current minister along the same lines—words to the same effect.

At no time has the minister indicated to me that there was any funding at all for a park-and-ride at either Coomera or Ormeau railway stations even though he knew there was some funding. It does not appear in the budget papers by the way, but there is budget money here for less than two kilometres of cycleway from Birdwood Road in Holland Park to Gaza Road in Tarragindi that skirts the minister's electorate. There is \$47 million, with \$17.3 million in the current year for a three-metre-wide, 1.8-kilometre cycleway. There is plenty in here from Queensland Rail about park-and-rides at Salisbury, Darra, Lawnton, Lindum, Geebung, Virginia, Springfield and Central stations. There is plenty of information in that regard but nothing about Ormeau.

Through some research I discovered that in fact there is some money. The minister could have told me that it was there. I have had correspondence with him enough times over time. He could have told me that the money was there, but he chose not to. I discovered it. It is there and, thankfully—and I appreciate this, Minister—I am getting a briefing about it at the next sitting of parliament. Unfortunately I had to cancel the briefing this week because of the Anti-Cyberbullying Taskforce committee meeting that I was called to. Next sitting we will know all about that. However, exits 41, 45 and 49 remain unfunded. The minister keeps on talking about planning. He had a go at the LNP government for not doing something at exit 54 for three years—which we did do. What does the number 1,300 tell you? What is the significance of the number 1,300? It is the number of days approximately that this government has been in place.

Madam DEPUTY SPEAKER: Order! Pause the clock. There is far too much cross-chamber chatter. The minister and his opposite, the member for Chatsworth, are particularly guilty. This speech has already gone for 15 minutes. There is five to go. Can we please just finish.

Mr CRANDON: Absolutely, we will. I will take the next five minutes to finish. It has taken 1,300 days of planning for exits 41, 45 and 49. As recently as the last weekend the minister was still talking about planning on my Facebook page, telling people that he is still planning, has been planning for 1,300 days. There is no money in the budget for anything other than the planning. When is he going to stop planning to plan and start planning to build the exits 41, 45 and 49 upgrades? This is a very relevant point. It is a danger issue. Cars and trucks are flying up both sides of the M1 at 110 kilometres an hour.

Mr Minnikin interjected.

Madam DEPUTY SPEAKER: Order! Pause the clock. The next time I will start naming members. I warn the member for Chatsworth under the standing orders. This is just getting ridiculous.

Mr CRANDON: Vehicles are flying up each side of the M1 at 110 kilometres an hour. Every single day exits 41, 45 and 49 are gridlocked. Cars are ramped back trying to get off the M1. Yet this minister is still planning to plan, not planning to build. What is it going to take? It took a 12-year-old boy's broken leg to get some funding for some lollipop people at one of the schools in my electorate. Does that mean that I have to wait for a terrible accident to happen? God forbid, I hope that is not the case. I hope it does not happen.

Mr Bailey: You're a lazy sod.

Mr CRANDON: I take offence at what the minister has just said. It was personal and I take offence.

Madam DEPUTY SPEAKER: I am sorry, but I could not hear what the minister said. I was trying to listen.

Mr CRANDON: Would the minister like to repeat it and then withdraw it?

Mr BAILEY: I did interject and call the member a lazy sod. I withdraw.

Madam DEPUTY SPEAKER: Thank you. Minister, there was no need to restate what you said. I warn you under the standing orders. You did not need to restate the words, because it was unparliamentary language.

Mr BAILEY: Madam Deputy Speaker, I accept your ruling. I was responding to a request from the member. Now that I am aware of the rule, I will certainly comply with it. That is what I was doing.

Madam DEPUTY SPEAKER: Thank you, Minister.

Mr CRANDON: The deplorable state of the bus services on the northern Gold Coast was exemplified by an advice that I received last Friday that bus drivers can no longer stop for people waving them down on Yawalpah Road because of safety concerns. I agree with that, but there is another safety concern. The only bus stop on Yawalpah Road is 1.3 kilometres from the shopping centre. Only yesterday I alluded to the fact that disabled people have to go to that bus stop in order to catch the bus. It is a dangerous situation. This government is refusing to put in temporary bus stops on Yawalpah Road to alleviate that issue at the corner of Dixon Drive and Yawalpah Road and also further down the road. Google Maps shows that there is a bus stop, but there is no bus stop in existence.

That issue magnifies the bus service issue, but it is one of very many issues that my electorate is presented with. It is the fastest growing region in Queensland and the second fastest growing region in Australia. The minister alluded to that when he spoke to me about a school in my electorate going from 160 students to 860 students in less than a handful of years. There is incredible growth in my electorate. I offer the minister a standing invitation to come to my electorate and look for himself at the growth that my electorate is experiencing. We can drive around the electorate together and he can get a full understanding of that growth.

The budget contains some good news. There is additional funding for the schools in my electorate. Thank goodness this government is continuing the good work of the LNP government in continuing the planning for those schools. Thank goodness the funding for extensions to existing schools and new schools are locked in for the electorate of Coomera.

Yesterday, I was thankful for a briefing from the emergency services minister regarding the fire and rescue station on Cox Road in the electorate of Coomera, right in the heart of that fast-growing region, right in the heart of Pimpama. That will provide services to all of the people on the northern Gold Coast.

(Time expired)