



Michael CRANDON MP

Member for Coomera

November 19th 2018

Hon. Curtis Pitt
Speaker of the Legislative Assembly of Queensland
Brisbane

Queensland Legislative Assembly	
Number: 5619T157	
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MP: Mr Speaker	By Leave <input type="checkbox"/>
Clerk's Signature:	

Dear Mr Speaker

I write pursuant to Standing Order 269(2) in relation to possible Contempt's of the Legislative Assembly committed by the Member for Miller.

I ask that the Member for Miller be referred to the Ethics Committee to determine whether he has committed a Contempt of the Assembly by deliberately misleading the House on numerous occasions.

Please find below the grounds for my complaint.

The Member for Miller's statements to the House focus on two matters – M1 funding and the Inter Regional Transport Corridor (IRTC), and the Gazettal process of the IRTC:

These possible Contempt's relate to the statements made by the Member for Miller, over time, to the House during various sittings.

I will deal with the matters separately:

M1 Funding

The Member has consistently, over time, made accusations to the effect that the Newman LNP Government did nothing on the M1 and/or did nothing for the M1 as regards to funding, planning or construction.

These propositions are not correct and the Member knew they were not correct. Indeed, even when the inaccuracy of his statements were pointed out to him and documents were tabled in the House proving so, the Member continued to make statements to the same effect.

The following examples of statements in the House and other material, as attached, demonstrates the above:

M Bailey, 'Private Members' Statements: Palaszczuk Labor Government, Achievements', Queensland, Debates, 10 October 2017, p 2912:

... which is in stark contrast to the appalling record of the member for Clayfield as the treasurer to Campbell Newman, when not a single new dollar was spent on the M1 in three years. They had every Gold Coast MP when they were in government, and with their record majority they ignored the M1 for three whole years. When they did not spend a dollar on the M1 we should not be surprised that they have a new policy: they are launching a petition!

M Bailey, '[Adjournment: Gold Coast, Infrastructure](#)', Queensland, *Debates*, 15 June 2017, pp 1787-8:

Finally, after three years of inaction by the previous government, we have seen the upgrade between Varsity Lakes and Mudgeeraba underway—\$18.6 million allocated for a \$180 million project. We also see the planning locked in for the next section from Tugun to Varsity Lakes—a \$1.6 million allocation for this year, part of a \$5 million allocation in the forwards, after nothing again done by the Newman government on the M1 whatsoever.

M Bailey, '[Motion: Road Infrastructure](#)', Queensland, *Debates*, 14 June 2017, p 1613:

After three years in government, what did the member for Clayfield do for the M1? He did nothing—zero, absolutely nothing.

M Bailey, '[Motion: Vehicle Registration](#)', Queensland, *Debates*, 25 May 2017, p 1491:

Did the LNP fund any upgrades on the M1?

Government members: No.

Mr BAILEY: No.

M Bailey, '[Motion: Palaszczuk Labor Government, Infrastructure](#)', Queensland, *Debates*, 11 May 2017, p 1199:

For three years under the Newman-Nicholls government, we did not see a single new dollar spent on the M1.

M Bailey, '[Petitions: Motion to Take Note](#)', Queensland, *Debates*, 16 February 2017, p 198:

We saw absolutely no result from the Newman government in three years—no result. The last upgrade of the M1 was by the previous Bligh Labor government down to Worongary. That is the last significant investment in the M1.

M Bailey, '[Ministerial Statements: Gold Coast Commonwealth Games, Transport](#)', Queensland, *Debates*, 22 March 2018, pp 659-60:

Gold Coast roads also got a massive \$353 million injection by Labor, including upgrades to the Gooding Drive roundabout, Olsen Avenue, Southport-Burleigh Road, Nerang-Broadbeach Road and the Smith Street Motorway, and we started and finished the \$74 million upgrade of the Coomera interchange at exit 54.

M Bailey, '[Ministerial Statements: Roads](#)', Queensland, *Debates*, 11 May 2017, p 1199:
There is the \$42 million Gregory Development Road north of Charters Towers and the \$74 million upgrade of exit 54 on the M1, started and finished by the Palaszczuk government.

M Bailey, 'Petitions: Motion to Take Note', Queensland, *Debates*, 16 February 2017, p 198:

We have certainly invested in the M1. We got exit 54 going after three years of inaction by the Newman government. It is now completed.

M Bailey, 'Ministerial Statements: Department of Transport and Main Roads', Queensland, *Debates*, 1 December 2016, p 4831:

... and we have almost completed the exit 54 Coomera interchange upgrade, which just did not get done under the Newman government.

M Bailey, 'Disallowance of Statutory Instrument: Transport (Fees) Amendment Regulation (No. 1)', Queensland, *Debates*, 15 June 2016, p 2346:

There is Exit 54—something the opposition could not achieve during three years in government. It dithered but it could not get it done. It took the Palaszczuk Labor government to do so.

These statements are incorrect.

As an example of spending by the LNP, the following expenditure allocations for the Pacific Motorway (M1), can be found in Queensland Budget Papers from 2012-13 to 2014-15:

2012-13

Work currently being undertaken on the Pacific Motorway will also contribute to improving transport infrastructure for the Commonwealth Games. Some current projects on the Pacific Motorway include:

\$12.8 million is provided in 2012-13 for the \$35 million construction of an additional lane between Fitzgerald Avenue and Aranda Street

\$10 million is provided in 2012-13, for the \$95.5 million widening from four to six lanes between Worongary and Mudgeeraba, and

\$7.1 million is provided in 2012-13, for the \$86 million interchange upgrades at Somerset Drive and Reedy Creek Road.¹

2013-14

\$40 million is provided in 2013-14, for the \$95.5 million widening to six lanes of the Pacific Motorway between Worongary and Mudgeeraba, which is due for completion in April 2015.²

Evidence that the Member was aware of funding and planning can be found in the Members response to the Member for Mudgeeraba's Question on Notice No 64 (copy attached), asked on Tuesday 5th May 2015. In his answer, at paragraph 5, on page 1 the

¹ Queensland Government, [Service Delivery Statements – Department of Transport and Main Roads](#), Queensland Budget 2012-13, p 21.

² Queensland Government, [Service Delivery Statements - Department of Transport and Main Roads](#), Queensland Budget 2013-14, p 21.

Member admits to being aware of funding towards upgrading the Exit 54 interchange at Coomera as including funding from the Federal government of \$10m. This funding was agreed to in 2014, as part of the planning program for the upgrade.

The costs associated with the planning for an upgrade and sourcing of funding is part of the process at the commencement of a project and forms part of the total project. Therefore, on the numerous occasions the Member uses words to the effect “we started and finished” and other similar words, he is misleading the House.

Further evidence that the Member acknowledges the fact that the funding for planning and the planning itself is part of the “start to finish” process is contained in the very statements the Member has made, when it relates to funding by the current government.

In the following example from above (among others), this is clearly demonstrated (my emphasis):

*Finally, after three years of inaction by the previous government, we have seen the upgrade between Varsity Lakes and Mudgeeraba underway—\$18.6 million allocated for a \$180 million project. **We also see the planning locked in for the next section from Tugun to Varsity Lakes—a \$1.6 million allocation for this year, part of a \$5 million allocation in the forwards, after nothing again done by the Newman government on the M1 whatsoever.***

Further, the Member could have consulted Mr Greg Chemello who, until recently, continued to work within the state government. Mr Chemello was responsible for negotiating with various parties, on behalf of the state, in 2014 – including DTMR, to secure the funding.

These negotiations were clearly well under way in July 2014 as evidenced by the following email (copy attached).

Email from Andrew Park – Head of External Affairs – QIC 25/7/14

I want to update you on Foxwell Rd. Things have changed a bit since my last contact. Treasury did not want to take on the debt from QTC to fund the project. Instead they have agreed with TMR that the project will be funded through TMR's current budget. DG Neil Scales and Minister Emerson's office are now finding the money from elsewhere. So, I do not believe it will be necessary for you to write to the Treasurer now as it is purely within the hands of TMR. I will keep you updated but I am hopeful we will be in a position to make an announcement in about 2-3 weeks. When are you back on deck?*

In addition, as this statement clearly states, the current Director General of Transport and Main Roads, Mr Neil Scales, was intimately involved in the planning and funding process for Exit 54.

*Note: The term Foxwell Rd was used to describe the Exit 54 project at times.

In relation to the Inter Regional Transport Corridor (IRTC)

The Member has, over time, both in the House (as exemplified below), and in various media, stated that the Newman LNP Government blocked the Intra Regional Transport Corridor (IRTC), from progressing. The Member continued to make statements to that effect, even though evidence to the contrary was available to him from within his department.

Additionally, the Member consistently stated that it was the Palaszczuk Labor Government that re-commenced the work. Once again, this is despite the evidence available to him from within his department (refer below and attached).

M Bailey, 'Private Members' Statements: Palaszczuk Labor Government, Achievements', Queensland, Debates, 10 October 2017, p 2912:

It is actually the Intra Regional Transport Corridor. Under the Newman government, of which the member for Clayfield was treasurer, they cut it from the SEQ Regional Plan in 2014 and they stopped the Gold Coast City Council from putting it into their city plan.

As noted above, the Minister has stated in the media, on numerous occasions, words to the effect that the LNP cancelled the IRTC (now referred to as the Coomera Connector or Second M1). For example, on Thursday July 19th 2018, in a letter to the Editor of the Gold Coast Bulletin on page 18, under his name, he stated (copy attached):

"The Coomera Connector (or 'second M1') would be much more advanced by now if he 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. This work has resulted in the gazettal of two sections over the last 18 months and we have prioritised work to secure the whole corridor which is happening now."

With regard to the Member misleading the House regarding the IRTC, the Member knows that the IRTC was not cancelled by the LNP Government. Further, he knows the LNP in fact commenced the process of properly Gazetting the IRTC.

As evidence, I enclose two emails from Paul Noonan, Regional Director (South Coast), South Coast Region, Program Delivery and Operations, Department of Transport and Main Roads. Mr Noonan, who continues in his role to this day, wrote to me on Friday 5th September 2014 at 9.22am and on the same day at 10.09am. In his email he clearly outlines the facts of the matter along the following lines (copies attached):

- *The IRTC has not been cancelled*
- *TMR is currently undertaking a joint planning process with the City of Gold Coast regarding the IRTC corridor.*
- *TMR and CoGC are conducting traffic modelling to support future gazettal.*
- *The IRTC cannot be referenced in councils draft 2015 Gold Coast City Plan until it is a gazetted future state-controlled road.*
- *TMR is working towards proclamation of the IRTC as a future State controlled road.*
- *TMR has finalised its declaration plans for the IRTC and is intending to move to gazettal following completion of the modelling study.*

The Member would have this information (and the timeline) available to him internally and yet has misled the House regarding the matter.

Further to that, the Member continues to propagate the same comments as evidenced by the copy of the Twitter feed from the 6th of November 2018 and the Facebook feed from Sunday the 18th of November (copies attached), even though the documents have been readily available to him.

This is so, even though he was in the House during my Address-In-Reply on the 23rd of August 2018 (copy attached), where I tabled all the relevant documents, including the Emails referenced above (copies attached).

Evidence that he was in the house and very aware of what I was saying, as well as the tabling of the documents by me, is that he interjected on my speech so often that the time taken for me to complete the speech extended to 26 minutes.

In the Facebook feed from the 18th of November, the Member makes a blanket statement, "...after LNP funded nothing during 3 years under Newman – no new \$ on M1...". The fact that he continues to use the terminology in public statements also indicates he will continue to use similar terminology in the House, thus continuing to mislead the House, unless he is brought to account.

Intention to Mislead the House

Based on the above information, and the consistent use of the same or similar words, it is clear the Member attempts to use terminology intended to give the impression that nothing was done by the LNP and nothing "re-commenced" until the Labor Government came into office. At all times the Member knew, or should have known, that his statements were and are incorrect.

This persistent conduct by the Member, in relation to these very important and major pieces of infrastructure, that impact the daily lives of Queenslanders, is ultimately designed to not only mislead the House, but to mislead the people of Queensland.

These actions by the Member are not trivial and unimportant.

As such, based on the evidence referenced above in the Hansard record and the evidence to the contrary as outlined, the matter should be referred to the Ethics committee for investigation.

Yours sincerely



Michael Crandon MP
Member for Coomera



Michael CRANDON MP
Member for **Coomera**

Address-in-Reply
23rd August 2018

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, 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’.

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, Ms Carrie Hall, to the Coomera Electorate Office regarding query from Mr Michael Crandon MP.

Another letter, dated 5 September 2014, is from the Regional Director (South Coast), 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 Department of Transport and Main Roads, Mr Paul Noonan, to Mr Michael Crandon MP, regarding the Intra-Regional Transport Corridor.

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 Department of Transport and Main Roads, Mr Paul Noonan, to Mr Michael Crandon MP, regarding email and telephone conversation about the Intra-Regional Transport Corridor.

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.

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: 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: 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, state-wide 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 Station. 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 (Ms Pugh): 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, 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.

Mr 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 840 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)



Patricia Griffin

From: Andrew Park <A.Park@qic.com>
Sent: Friday, 25 July 2014 9:31 AM
To: Coomera Electorate Office
Subject: RE: From Michael Crandon MP

Hello Michael,

I want to update you on Foxwell Rd. Things have changed a bit since my last contact. Treasury did not want to take on the debt from QTC to fund the project. Instead they have agreed with TMR that the project will be funded through TMR's current budget. DG Neil Scales and Minister Emerson's office are now finding the money from elsewhere. So, I do not believe it will be necessary for you to write to the Treasurer now as it is purely within the hands of TMR. I will keep you updated but I am hopeful we will be in a position to make an announcement in about 2-3 weeks. When are you back on deck?

Regards, Andrew
Andrew Park
Head of External Affairs

Level 5 Central Plaza Two, 66 Eagle Street
GPO Box 2242 Brisbane, Qld 4001 Australia
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From: Coomera Electorate Office [mailto:coomera@parliament.qld.gov.au]
Sent: Wednesday, 16 July 2014 12:43 PM
To: Andrew Park
Subject: From Michael Crandon MP
Importance: High

A banner for Michael Crandon MP, Member for Coomera. On the left is the Queensland Parliament logo, a circular emblem with a cross and the words 'QUEENSLAND PARLIAMENT'. To the right of the logo is a portrait of Michael Crandon, a man with glasses and a suit. The text in the banner reads: 'Michael Crandon MP', 'MEMBER FOR COOMERA', and contact information: 'Unit 20, Hope Island Central, 340 Hope Island Road, Hope Island Qld 4212 • PO Box 80, Oxenford Qld 4210', 'P 5514 0483 F 5514 0634 Toll Free 1800 224 650 E coomera@parliament.qld.gov.au W www.crandon4coomera.com.au'.

Michael Crandon MP
MEMBER FOR COOMERA
Unit 20, Hope Island Central, 340 Hope Island Road, Hope Island Qld 4212 • PO Box 80, Oxenford Qld 4210
P 5514 0483 F 5514 0634 Toll Free 1800 224 650 E coomera@parliament.qld.gov.au W www.crandon4coomera.com.au

Hello Andrew

That's excellent news!

Yes, please provide me with the dot points you refer to. We will arrange a letter for the Treasurer.

At an appropriate time, I'll endeavour to ring the Treasurer to ensure he has received my letter personally and reinforce the need.

I look forward to receiving the dot points at your earliest convenience.

Regards
Michael Crandon MP
Member for Coomera
Chair, Parliamentary Ethics Committee

Phone: (07) 5514 0483
Fax : (07) 5514 0634
Toll Free: 1800 224 650
www.crandon4coomera.com.au
Email: coomera@parliament.qld.gov.au
PO Box 80 OXENFORD QLD 4210
Unit 20 Hope Island Central
340 Hope Island Road
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Michael Crandon MP



Published by Michael J Crandon-Coomera Mp [?] · 17 November at 05:08 · ⚙️

Labors 2017 election promise for a new Railway Station at Pimpama was a furphy. Earliest delivery date? 2024...

<http://www.goldcoastbulletin.com.au/.../badb200fd78e2459255c8...>



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Mark Bailey More LNP whinging & whining after LNP funded nothing during 3 years under Newman - no new \$ on M1, light or heavy rail & still oppose Cross River Rail to this day despite it meaning more trains & faster trains to Brisbane. Labor has got 2 M1 upgrades funded/going & 2 more straight after, funded massive Cross River Rail project incl 3 new stations for growth areas of northern Gold Coast & we've already built Light Rail Stage 2 in 16 months fiat & duplicated rail line Coomera to Helensvale. Action by Labor vs more whining & politics from Mr Crandon. Here's well known summary of the 3 new stations to come under Labor [http://www.goldcoastbulletin.com.au/.../badb200fd78e2459255c8...](#)

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'Second M1' would be closer had LNP not run interference

IF navel gazing was an Olympic sport, there's little doubt Mark Boothman and the LNP would win gold when it comes to the M1.

The Coomera Connector (or 'second M1') would be much more advanced by now if he 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. This work has resulted in the gazettal of two sections over the last 18 months and we have prioritised work to secure the whole corridor which is happening now.

We're investing \$5 million to lock that down so that it can be progressed to the capital investment stage after three years of LNP inaction.

Mr Boothman and the LNP would also perform well in the leg pulling category if that was added to the Olympics.

Their suggestion that 36km of new highway can be funded for \$500 million when the total estimated cost is in fact \$2.4 billion is ludicrous. Their credibility on the M1 on this issue alone is in tatters.

We need road investment to tackle strong population growth and congestion on the northern Gold Coast, but we need more for public transport as well.

Stage two of the Palaszczuk

Government's popular light rail from Helensvale to the hospital and university via Parkwood has boosted patronage by 27 per cent and is fully integrated with the heavy rail line.

The business case for stage 3A is advancing to extend it south to Burleigh and will include community consultation within the next six months.

State Labor is fully funding Cross River Rail which will unblock the rail system by doubling capacity at its core. This will mean faster and more frequent trains on the Gold Coast Line where three new stations will be

built, at Pimpama, Helensvale North and Worongary/Merrimac.

Exit 54 M1 upgrade is done, the \$25 million Exit 57 upgrade design is progressing and planning is well under way for other exit upgrades, and the rail line from Helensvale to Coomera duplicated by the Palaszczuk Government is performing well.

Only Labor has a track record to be proud of when it comes to infrastructure investment on the Gold Coast and only Labor has a fully funded forward program.

We are delivering four major fully funded M1 upgrades to add to our long list of Gold Coast infrastructure achievements and we're prioritising securing the Coomera Connector corridor.

MARK BAILEY, TRANSPORT AND MAIN ROADS MINISTER

Question on Notice

No. 64

Asked on Tuesday, 5 May 2015

MS BATES asked the Minister for Main Roads, Road Safety and Ports and Minister for Energy and Water Supply (HON M BAILEY) —

QUESTION:

With a much needed upgrade of the M1 between Exits 82 and 85 in my electorate expected to cost \$250m—

Will the Minister

- (a) commit to working with the Federal Government to upgrade this vital piece of road infrastructure for the Gold Coast and
- (b) confirm submissions have been made to the Federal Government on a 50:50 funding basis?

ANSWER:

I thank the Member for Mudgeeraba for the question.

The Pacific Motorway is the highest trafficked road in Queensland and a critical link in the transport network of South East Queensland. It forms part of the National Land Transport Network Brisbane to Sydney coastal link, for which the Australian Government has primary funding responsibility. Upgrading the section between the Gateway and Loganholme and six-laning between Mudgeeraba to the New South Wales border to manage growing traffic demand and improve road safety remain two of the highest unfunded priorities on the national network.

In recent years, the six-lane upgrade of the Pacific Motorway has been completed between Nerang and Mudgeeraba, as well as interchange upgrades to Exits 73 (Carrara), 79 (Mudgeeraba), 82 (Robina) and 85 (Varsity Lakes). These works have made a significant difference in congestion south of Nerang. The remaining four-lane section, between Mudgeeraba and Tugun, experiences daily commuter congestion in peak periods.

In 2012, as part of its five-year Nation Building 2 Program submission, the Queensland Government made an application for funding to upgrade the section between Mudgeeraba (Exit 79) and Varsity Lakes (Exit 85) from four lanes to six lanes at a total estimated cost of \$350 million. Development funding applications for \$20 million to progress planning to upgrade sections of the overall Pacific Motorway corridor between Gateway Motorway and Tugun and \$10 million to investigate Managed Motorway solutions to maximise operational efficiency in this corridor were also submitted to the Australian Government at this time.

In 2014, the Australian Government did not make any funding commitment to the Pacific Motorway in the National Partnership Agreement (2014-15 to 2018-19). Apart from a \$10 million contribution towards upgrading the \$74.7 million Exit 54 interchange project at Coomera, no extra funding was provided in the 2015 federal budget.

Conversely, the Australian Government has committed \$5.64 billion to duplicate the Pacific Highway in New South Wales from Hexham to the Queensland border by 2020, based on an 80:20 funding arrangement. Queensland expects the Australian Government will also fund future upgrades of the Pacific Motorway on this side of the border on an 80:20 basis, to maintain parity with the Pacific Highway upgrade commitment in New South Wales.

The Queensland Government will continue to push for federal funding for priority upgrades to the Pacific Motorway in Queensland, through dialogue and formal submissions to the Australian Government and Infrastructure Australia.

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1197	23/08/2018	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	<input type="button" value="GO"/>
1196	23/08/2018	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	<input type="button" value="GO"/>
1195	23/08/2018	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	<input type="button" value="GO"/>
1194	23/08/2018	Email, dated 7 May 2014, from the Assistant Policy Officer, Office of the Deputy Premier, Minister for State Development, Infrastructure and Planning, Ms Carrie Hall, to the Coomera Electorate Office regarding a query from the member for Coomera, Mr Michael Crandon MP	<input type="button" value="GO"/>
1193	23/08/2018	Article from the Gold Coast Bulletin, dated 19 July 2018, titled 'Your Gold Coast'	<input type="button" value="GO"/>

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Patricia Griffin

From: Paul D Noonan <Paul.D.Noonan@tmr.qld.gov.au>
Sent: Friday, 5 September 2014 10:09 AM
To: Coomera Electorate Office
Subject: IRTC

Dear Michael,

Further to my most recent email, 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

Kind regards,

Paul Noonan
Regional Director (South Coast) | South Coast Region
Program Delivery And Operations | Department of Transport and Main Roads

Ground Floor | Nerang - Gold Coast Office | 36-38 Cotton Street | Nerang Qld 4211
PO Box 442 | Nerang Qld 4211
P: (07) 55636522 | F: (07) 55636611
E: paul.d.noonan@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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Patricia Griffin

From: Paul D Noonan <Paul.D.Noonan@tmr.qld.gov.au>
Sent: Friday, 5 September 2014 9:22 AM
To: Coomera Electorate Office
Subject: Coomera Electorate Query

Dear Michael

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

As you may be aware the Department of Transport and Main Roads (TMR) has been preserving the IRTC corridor since the 1990s to meet future transport growth. To date, two thirds of the corridor has been preserved.

TMR is currently undertaking a joint planning process with the City of Gold Coast (council) to determine the need and priority for development of the IRTC corridor in sections. This joint planning will also identify the impact these link sections have on relieving traffic congestion on the state and local road networks.

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 trust this information is of assistance to you.

Paul Noonan
Regional Director (South Coast) | South Coast Region
Program Delivery And Operations | Department of Transport and Main Roads

Ground Floor | Nerang - Gold Coast Office | 36-38 Cotton Street | Nerang Qld 4211
PO Box 442 | Nerang Qld 4211
P: (07) 55636522 | F: (07) 55636611
E: paul.d.noonan@tmr.qld.gov.au
W: www.tmr.qld.gov.au

File ref: 500/00295

From: coomera@parliament.qld.gov.au
Sent: Wednesday, 27 August 2014 4:25 PM
To: Paul D Noonan
Subject: Coomera Electorate Query



 **Michael Crandon MP**
MEMBER FOR COOMERA
Unit 20, Hope Island Central, 340 Hope Island Road, Hope Island Qld 4212 • PO Box 80, Oxenford Qld 4210
P 5514 0483 F 5514 0634 Toll Free 1800 224 650 E coomera@parliament.qld.gov.au W www.crandon4coomera.com.au



Hello Paul

Following from our brief conversation at Parliament House today, could you please update me on the Inter-Regional Transport Corridor.

In particular, can you outline the involvement of the GCCC.

Regards

Michael Crandon MP
Member for Coomera
Chair, Parliamentary Ethics Committee

Phone: (07) 5514 0483

Fax : (07) 5514 0634

Toll Free: 1800 224 650

www.crandon4coomera.com.au

Email: coomera@parliament.qld.gov.au

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Patricia Griffin

From: BackbenchLiaison Dsdip <backbenchliaison.dsdip@ministerial.qld.gov.au>
Sent: Wednesday, 7 May 2014 5:18 PM
To: Coomera Electorate Office
Subject: RE: Query from Michael Crandon MP

Good afternoon Coomera EO,

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. While DTMR may have intent for this corridor to proceed and eventually be registered as State controlled land, we cannot anticipate this change until it is actually gazetted.

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.

Thank you for the media articles regarding the corridor – I have passed them along to the Deputy Premier.

Please feel free to contact me should you have any further questions.

Kind regards,
Carrie



Carrie Hall
Assistant Policy Advisor
Office of the Hon. Jeff Seeney MP | Deputy Premier, Minister for State
Development, Infrastructure and Planning

Phone: 07 3719 7085 | Fax: 07 3220 6223
Executive Building | 100 George Street | Brisbane | QLD 4000
PO Box 15009 | City East | Brisbane | QLD 4002

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From: Coomera Electorate Office [mailto:coomera@parliament.qld.gov.au]
Sent: Wednesday, 7 May 2014 2:52 PM
To: BackbenchLiaison Dsdip
Subject: Query from Michael Crandon MP

 **Michael Crandon MP**
MEMBER FOR COOMERA
Unit 20, Hope Island Central, 340 Hope Island Road, Hope Island Qld 4212 • PO Box 80, Oxenford Qld 4210
P 5514 0483 F 5514 0634 Toll Free 1800 224 650 E coomera@parliament.qld.gov.au W www.crandon4coomera.com.au



Dear Deputy Premier

Please find attached a copy of a letter sent to Cr Tom Tate, Mayor, Gold Coast City Council, dated April 15th 2014, by yourself.

In particular I would like to refer you to items 5 and 6, on page 1.

Would you please explain why these requirements have been removed, given that I was advised only recently, at a briefing by Mr Jack Donaghey, Deputy Regional Director (South Coast Region) Department of Transport and Main Roads, of the TMR's intention arrange for this corridor and land to be registered as a future State controlled road.

I also refer you to the attached articles by local media which, I'm sure, the Member for Gaven and Labor will attempt to use against the government.

I look forward to your comments on this matter.

Regards
Michael Crandon MP
Member for Coomera
Chair, Parliamentary Ethics Committee

Phone: (07) 5514 0483
Fax : (07) 5514 0634
Toll Free: 1800 224 650
www.crandon4coomera.com.au
Email: coomera@parliament.qld.gov.au
PO Box 80 OXENFORD QLD 4210
Unit 20 Hope Island Central
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This is the minister who lives in the past and reinvents history.

Here is a series of posts from just the other day from an initial post from Michael Crandon MP calling for funding to BUILD exits 41, 45, & 49 not just plan to plan.

As observed by Olly ... The labor minister is just bring up what has happened in the past and talking about Mudgeeraba exit ... a Mudgeeraba exit doesn't help me or other locals in the slightest.

You will note the minister is asked several times when will the upgrades be built and when will the funding for the construction phase be available and he never answers the question?



Michael Crandon MP

Published by Gold Coast Bulletin · 7 July at 06:46 ·

Not one dollar in the last state budget for Exits 41, 45 or 49! I've written to the Minister begging for funding, called for funding on the floor of Parliament, sponsored petition after petition and, in April this year, written to him inviting him to come and see for himself! All has fallen on deaf ears.



Mark Bailey MP - Labor for Miller Simply inaccurate. The planning & prep work on these exits the LNP ignored for 3 years when the LNP were in government is happening right now under Labor & is funded in the budget. Labor has 2 M1 upgrades underway at Merge & Mudgeeraba & 2 more funded to follow on, after not a single new \$ was spent on the M1 by the Qld LNP under Newman & Crandon



Michael Crandon MP Well well, since you want to discuss this in public... It's such a shame you don't know where the northern Gold Coast is! There you go talking about the southern and central Gold Coast again. You have been saying you're "doing planning" for three years! People of the northern Gold Coast want these exits fixed. You made NO commitment for them last Parliamentary term. Nor anything during the election. You have no funding to construct the Exits at 41, 45 or 49 in the budget and you're still doing the "planning". When LNP were in government we did the planning for Exit 54 AND found the money to fund it in less than 18 months. Change of government in 2015 COULDN'T stop the project going ahead

and you've been telling porky pies about it ever since. Get on with BUILDING the upgrades at 41, 45 and 49. Put your money where your mouth is. The ramping on our Exits in the north are a major safety issue. This is a 110km zone Minister! Take me up on my invitation, from almost three months ago, to come to the Coomera Electorate and I'll show you the issues we have. Exits, bus services, not enough car parks at train stations... All your portfolio and you're just ignoring the northern Gold Coast.



Mark Bailey Why is the planning being done now Michael? Because you & the LNP had a record majority in govt & all you did was cut, sack & sell for 3 years. You didn't even do the M1 planning needed to set up these projects for capital allocations. What were you doing for 3 years??! Navel gazing I suspect. Btw Exit 54 started construction and was finished under Labor so you couldn't even get that going in 3 years. Useless, useless, useless my friend - that's your record & why you've had swings agst you the last 2 elections. Labor doesn't cut infrastructure like the LNP, we build it mate. We don't ignore the M1 like LNP did under Campbell Newman.



Michael Crandon MP Apart from being absolute rubbish re the good work we did: funding and planning for Exit 54 being a prime example, you've been in government for more than three years and been telling the northern Gold Coast community that you've been "planning" for all that time. They are sick of the congestion and dangerous ramping on exits 41, 45 and 49. You know the upgrades are urgently needed yet you have not provided one penny of funding to build them. Northern Gold Coasters deserve better. When are you going to listen to them and start building.



Mark Bailey MP - Labor for Miller **Michael Crandon MP** we're doing the necessary work you & the LNP ignored Michael



Michael Crandon MP When will the construction phase start? When will the funding for the construction phase be available? When will these dangerous exits 41, 45 & 49 have their safety issues resolved? The people of the Northern Gold Coast deserve better Minister. You have been in government since January 2015, it is July 2018. Enough planning let's build them.



Mark Bailey MP - Labor for Miller **Michael Crandon MP** your non answer is a confession Michael - you were a member in a record majority LNP for 3 yrs and did nothing on the M1. An apology would be appropriate to your constituents



Michael Crandon - Coomera Mp **Mark Bailey MP - Labor for Miller** You play with words and don't answer the questions. They're valid and deserve an answer. I have already made clear in previous posts our successes. You take our homework and put it in as your own. Where is the money to fix the dangerous issues Minister? You've had three and a half years... enough talk, fix the issues.



Olly Rodgers Enjoying reading this. Interesting the LNP member is asking what is happening now and in the future and the Labor Minister is just bringing up what has happened in the past and talking about a Mudgeeraba exit. Living and working throughout the Northern Gold Coast, a Mudgeeraba exit doesn't help me or other locals in the slightest.

My business partner took 38mins to get from Woollies on one side of the M1 at Ormeau to her house just on the other side. Absolutely ridiculous.



Mark Bailey MP - Labor for Miller **Olly Rodgers** the point is Olly prep & planning work for large projects takes a fair bit of time to do & we're doing that now & it's funded in the budget despite the nonsense Mr Crandon carries on with. Why are we doing that? Because LNP didn't even begin it for the 3 years they were in power. When done we are then in a position to know what we will be funding & how much it costs. Action under Labor. Zip under LNP



Michael Crandon MP At the 2017 Election LNP committed \$100m IN THIS TERM to these M1 Exits if Elected, That was to start the process of fixing all of them. Labor committed \$25m to Exit 57 ONLY - too far south for us Minister. Nothing to Exits 41, 45 or 49. In addition, LNP committed to build the second M1, in this term. This Minister and Labor made no committment AND ARE STILL REFUSING to make any committment. We've called on Labor to JUST DO IT. Take our homework and claim it for your own. We need the Exits fixed and the second M1.



Olly Rodgers So Minister you can confirm you are indeed planning for exits 41,45 and 49 and these are included in your budget? To me your comment again just shows you are more willing to pass the buck to previous governments than planning for the future in one of the fastest growing regions in the country.

The chatter about a second M1 definitely seems to have died down. I never hear anything about it anymore.



Michael Crandon MP **Olly Rodgers** Olly, he's planning to plan Exits 41, 45 and 49. He's not planning to BUILD them. Not one dollar in the budget for this year or the forward estimates to BUILD them. He's been planning them for more than three years now. Still no commitment to build them.



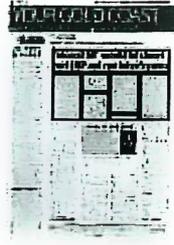
Mark Bailey MP - Labor for Miller **Olly Rodgers** I can confirm that planning work is happening & funded in this year's budget Olly. Claims otherwise by Michael are just petty politicking.



Michael Crandon MP **Mark Bailey MP - Labor for Miller** **Olly Rodgers** There you have it Olly. The answer is NO. Direct questions about funding for the construction are ignored. He's planning to plan - NOT to build. Nothing allocated in the forward estimates (that's the years 2019 to 2022) either. The Minister uses political speak. Doesn't give you a straight answer. A Budget Line Item is an estimate of what the cost will be. For example, they have Budgeted for \$25m for Exit 57 - that's to plan AND build. They haven't got a locked in price to build yet. They have to go to the market for that - call tenders. But they CAN'T go to the market with 41, 45 or 49 because there isn't anything allocated in the budget. Catch 22. They can plan all they like, but until it's in the budget - no building.



Olly Rodgers **Michael Crandon MP** yes the Minister definitely seems to know his way around not answering a question!



'Second M1' would be closer had LNP not run interference

If navel gazing was an Olympic sport, there's little doubt Mark Boothman and the LNP would win gold when it comes to the M1.

The Coomera Connector (or 'second M1') would be much more advanced by now if he 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. This work has resulted in the gazettal of two sections over the last 18 months and we have prioritised work to secure the whole corridor which is happening now.

We're investing \$5 million to lock that down so that it can be progressed to the capital investment stage after three years of LNP inaction.

Mr Boothman and the LNP would also perform well in the leg pulling category if that was added to the Olympics.

Their suggestion that 36km of new highway can be funded for \$500 million when the total estimated cost is in fact \$2.4 billion is ludicrous. Their credibility on the M1 on this issue alone is in tatters.

We need road investment to tackle strong population growth and congestion on the northern Gold Coast, but we need more for public transport as well.

Stage two of the Palaszczuk

Government's popular light rail from Helensvale to the hospital and university via Parkwood has boosted patronage by 27 per cent and is fully integrated with the heavy rail line.

The business case for stage 3A is advancing to extend it south to Burleigh and will include community consultation within the next six months.

State Labor is fully funding Cross River Rail which will unblock the rail system by doubling capacity at its core. This will mean faster and more frequent trains on the Gold Coast Line where three new stations will be

built, at Pimpama, Helensvale North and Worongary/Merrimac.

Exit 54 M1 upgrade is done, the \$25 million Exit 57 upgrade design is progressing and planning is well under way for other exit upgrades, and the rail line from Helensvale to Coomera duplicated by the Palaszczuk Government is performing well.

Only Labor has a track record to be proud of when it comes to infrastructure investment on the Gold Coast and only Labor has a fully funded forward program.

We are delivering four major fully funded M1 upgrades to add to our long list of Gold Coast infrastructure achievements and we're prioritising securing the Coomera Connector corridor.

MARK BAILEY, TRANSPORT AND MAIN ROADS MINISTER

Michael Crandon Twitter 6th November 2018



Gold Coast Bulletin @GCBulletin · Nov 6

GOLD Coast Mayor Tom Tate has called on the State Government to consider a private public partnership for building a duplicate M1 — and make the road a toll road. Here's why.



Why Coast's M2 could become a toll road

GOLD Coast Mayor Tom Tate has called on the State Government to consider a private public partnership for building a duplicate M1.

goldcoastbulletin.com.au



Michael Crandon MP

@MichaelCrandon · Nov 6



You know that's not true. You know we started the Gazettal process in 2014 after NO ACTION by previous Labor governments.

Mark Bailey MP @MarkBaileyMP

Replying to @MichaelCrandon

😞 It was your LNP under Newman that stopped 2nd M1 going into SEQ Regional Plan & Gold Coast City Plan. It's been @QLDLabor that kickstarted it, gazetted 2 sections & completing 3rd & final section now to secure corridor. All LNP does is cut, sack & sell.