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# MINUTES OF PROCEEDINGS

**The 4751 meeting of the Brisbane City Council,**

**held at City Hall, Brisbane**

**on Tuesday 19 November 2024**

**at 1pm**

**Prepared by:**

**Council and Committee Liaison Office**

**Governance, Council and Committee Services**

**City Administration and Governance**

## TABLE OF CONTENTS

[TABLE OF CONTENTS i](#_Toc183441480)

[PRESENT: 1](#_Toc183441481)

[OPENING OF MEETING: 1](#_Toc183441482)

[APOLOGY: 1](#_Toc183441483)

[MINUTES: 1](#_Toc183441484)

[PUBLIC PARTICIPATION: 2](#_Toc183441485)

[QUESTION TIME: 3](#_Toc183441486)

[CONSIDERATION OF COMMITTEE REPORTS: 15](#_Toc183441487)

[ESTABLISHMENT AND COORDINATION COMMITTEE 15](#_Toc183441488)

[A MAJOR AMENDMENT TO *BRISBANE CITY PLAN 2014* – MAJOR AMENDMENT PACKAGE – INDUSTRY MAPPING 58](#_Toc183441489)

[B ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE PERIOD ENDING SEPTEMBER 2024 60](#_Toc183441490)

[C CONTRACTS AND TENDERING – REPORT OF CONTRACTS ACCEPTED BY DELEGATES OF COUNCIL FOR OCTOBER 2024 60](#_Toc183441491)

[D Stores Board Submission – Significant Contracting Plan for the provision of Carrosserie HESS AG Original Equipment Manufacturer (OEM) Spare Parts and Maintenance Support Services 63](#_Toc183441492)

[ECONOMIC DEVELOPMENT, NIGHTTIME ECONOMY AND THE BRISBANE 2032 OLYMPIC AND PARALYMPIC GAMES COMMITTEE 69](#_Toc183441493)

[A COMMITTEE PRESENTATION – LEARNINGS FROM THE PARIS 2024 OLYMPIC AND PARALYMPIC GAMES 71](#_Toc183441494)

[TRANSPORT COMMITTEE 73](#_Toc183441495)

[A COMMITTEE PRESENTATION – KANGAROO POINT BRIDGE 73](#_Toc183441496)

[INFRASTRUCTURE COMMITTEE 74](#_Toc183441497)

[A COMMITTEE PRESENTATION – INNER CITY PROJECTS CONSTRUCTION UPDATE 74](#_Toc183441498)

[CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE 75](#_Toc183441499)

[A COMMITTEE PRESENTATION – 204 ALICE STREET, BRISBANE (A006438836) 76](#_Toc183441500)

[B PETITIONS – REQUESTING THE REDEVELOPMENT OF 17 SKYRING TERRACE, TENERIFFE (APPLICATION REFERENCE A006375195), PROVIDES FOR A COMPLIANT RIVERWALK AND BIKEWAY 78](#_Toc183441501)

[ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE 81](#_Toc183441502)

[A COMMITTEE PRESENTATION – WILDLIFE OF MORETON BAY 81](#_Toc183441503)

[B PETITIONS – REQUESTING COUNCIL INSTALL WILDLIFE FENCING ON BOTH SIDES OF HAMILTON ROAD AT HAMILTON ROAD QUARRY PARK, CHERMSIDE WEST 83](#_Toc183441504)

[C PETITION – REQUESTING COUNCIL RENAME DIDBROOK STREET PARK, 151 DIDBROOK STREET, ROBERTSON, TO ‘DAVID SMERDON PARK’ 84](#_Toc183441505)

[D PARK NAMING – FORMAL NAMING OF THE PARK KNOWN AS DIDBROOK STREET PARK, 151 DIDBROOK STREET, ROBERTSON TO ‘DAVID SMERDON PARK’ 86](#_Toc183441506)

[CITY STANDARDS COMMITTEE 87](#_Toc183441507)

[A COMMITTEE PRESENTATION – AFRICAN REGION PLANTS COLLECTION 87](#_Toc183441508)

[COMMUNITY AND THE ARTS COMMITTEE 88](#_Toc183441509)

[A COMMITTEE PRESENTATION – THE QUBE EFFECT 2024 88](#_Toc183441510)

[FINANCE AND CITY GOVERNANCE COMMITTEE 90](#_Toc183441511)

[A COMMITTEE PRESENTATION – ANNUAL FINANCIAL STATEMENTS AUDIT PROCESS 90](#_Toc183441512)

[PRESENTATION OF PETITIONS: 91](#_Toc183441513)

[GENERAL BUSINESS: 91](#_Toc183441514)

[CONSIDERATION OF NOTIFIED MOTION: 93](#_Toc183441515)

[ELLEN GROVE ACREAGE AREA FUNDING PROPOSAL 93](#_Toc183441516)

[QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN: 96](#_Toc183441517)

[ANSWERS TO QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN: 97](#_Toc183441518)

## PRESENT:

The Right Honourable, the LORD MAYOR (Councillor Adrian SCHRINNER) – LNP

The Chair of Council (Chair), Councillor Sandy LANDERS (Bracken Ridge) – LNP

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| **LNP Councillors (and Wards)** | **ALP Councillors (and Wards)** |
| Krista ADAMS (Holland Park) (Deputy Mayor)  Greg ADERMANN (Pullenvale)  Adam ALLAN (Northgate)  Lisa ATWOOD (Doboy)  Fiona CUNNINGHAM (Coorparoo)  Tracy DAVIS (McDowall)  Julia DIXON (Hamilton)  Alex GIVNEY (Wynnum Manly)  Vicki HOWARD (Central)  Steven HUANG (MacGregor) (Deputy Chair  of Council)  Sarah HUTTON (Jamboree)  Kim MARX (Runcorn)  Ryan MURPHY (Chandler)  Danita PARRY (Marchant)  Steven TOOMEY (The Gap)  Andrew WINES (Enoggera)  Penny WOLFF (Walter Taylor) | Jared CASSIDY (Deagon) (The Leader of the Opposition)  Lucy COLLIER (Morningside) (Deputy Leader of the Opposition)  Emily KIM (Calamvale)  Charles STRUNK (Forest Lake) |
| **Queensland Greens Councillors (and Wards)**  Seal CHONG WAH (Paddington)  Trina MASSEY (The Gabba) |
| **Independent Councillor (and Ward)**  Nicole JOHNSTON (Tennyson) |

## OPENING OF MEETING:

The Chair opened the meeting with prayer and acknowledged the traditional custodians, and then proceeded with the business set out in the Agenda.

Chair: I declare the meeting open.

## APOLOGY:

Chair: Are there any apologies?

Councillor COLLIER.

**234/2024-25**

An apology was submitted on behalf of Councillor Steve GRIFFITHS, and he was granted a leave of absence from the meeting on the motion of Councillor Lucy COLLIER, seconded by Councillor Jared CASSIDY.

## MINUTES:

Chair: Confirmation of minutes please.

**235/2024-25**

The Minutes of the 4750 (Ordinary) meeting of Council held on 12 November 2024, copies of which had been forwarded to each Councillor, were presented, taken as read and confirmed on the motion of Councillor Julia DIXON, seconded by Councillor Alex GIVNEY.

## PUBLIC PARTICIPATION:

Chair: I would like to call on Mr Ken Loftus, who will address the Chamber on the Sunlight Centre.

Thank you, Mr Loftus, you can proceed when you’re ready and you will have 5 minutes, thank you.

**Mr Ken Loftus – The Sunlight Centre**

Mr Ken Loftus: Thank you. Good afternoon, Madam Chair, LORD MAYOR and Councillors. My name is Ken Loftus and I’m the CEO and clinical director of the Sunlight Centre. It is a privilege to stand or sit before you today representing the Sunlight Centre, a mental health charity that has been part of the local Brisbane community for over 7 years now. What began in the back room of a local café in Cannon Hill has grown into an essential support service now based in Morningside.

When I founded the Sunlight Centre in 2017, our mission from the very start has been simple yet profound, to remove as many barriers as possible for those seeking help during their darkest times. At Sunlight we provide free face-to-face crisis counselling to teens and adults struggling with suicide ideation and self-harm behaviours. This is vital help that comes at no cost to the client and with no need for a mental health plan and clients can self-refer. We believe that everyone should have access to professional crisis support, especially when they need it the most.

Over my career, over a couple of decades now, I’ve witnessed the deep pain and suffering that individuals endure when they’re unable to find immediate and personal and affordable mental health support and that’s where we come in. Whether it’s a young person feeling overwhelmed by their social life and school pressures, or an adult who is battling the thoughts of hopelessness and topics such as financial hardship, Sunlight is here to provide a safe, confidential space for people to talk, heal and move toward recovery.

Our clients are paired with fully qualified professional counsellors who work with them in one-on-one sessions to provide the emotional and psychological tools they need to rebuild their lives. Many of our clients are young people and recently we’ve seen a devastating increase in the number of teens struggling with severe mental health challenges. We all know the recent tragedies in our local communities, teens who have heartbreakingly taken their lives. These events always weigh very heavily and we know they weigh heavily on all of us and it’s a stark reminder of why our work is so critical.

In addition to our core crisis counselling services, we also deliver mental health workshop programs to community groups and fee-based programs to organisations. One such one is our latest new active listening skills program called TALKS, which we want to teach to senior cycle students to give them active listening skills and tools to express themselves efficiently. We are excited to be launching this TALKS and other programs and other community and fee-based mental health programs at our AGM (Annual General Meeting) on Wednesday, 11 December and we’d be honoured for any of you here to come along and join us, invites pending.

As you know, providing mental health services comes with significant costs. Despite the overwhelming need in our community, Sunlight does not receive any government funding for the service we provide. We rely entirely on fundraising efforts, donations from both individuals and generous organisations and income from our workshops and programs. Delivering our programs goes beyond the local community and into the workplace, helping to support the mental health of employees, which ultimately benefits the wider community as well.

Through delivering programs such as these, Sunlight cross-funds this income to support our core service of crisis counselling, but it still isn’t enough. Our qualified counsellors are paid for their time of course and this cost, along with the cost of maintaining our space in Morningside, is why we are always incredibly grateful for the support we receive from individuals and businesses in the area.

Recently we were fortunate to receive a generous grant from the Lord Mayor’s Charitable Trust (LMCT), which will be essential in expanding our services and thank you so much for the LMCT for their partnership, the support will make a tangible difference in the lives of those who need it the most. But as you know, when it comes to meeting the mental health needs of our community there is still much work to be done.

We are here to ask for your help in raising awareness of our services and our fee‑based workshops, in collaborating on our local events and of course any support you can offer in securing the funding we need to keep going. Every bit of support is crucial to our mission. We want to ensure that Sunlight services reach everyone who needs them in this community and your involvement can make that possible.

In closing, I want to thank you all for this opportunity to share about Sunlight and our commitment to supporting our must vulnerable community members. Whether you decide to attend our AGM, collaborate with us on an initiative, or contribute in any other way, your support will have a lasting impact. Together we can continue to make a difference and ensure that no one has to face their darkest moments alone. Thank you.

Chair: Thank you, Mr Loftus.

I’ll now call upon Councillor HOWARD to respond.

**Response by Councillor Vicki HOWARD, Civic Cabinet Chair of the Community and the Arts Committee**

Councillor HOWARD: Well, thank you very much, Mr Loftus, on behalf of everyone in the Chamber. We so appreciate you bringing these things to our attention, because it is the knowledge that you have imparted to us today that makes us understand what valuable work your organisations do. I was thrilled to hear that the Lord Mayor’s Charitable Trust has been able to assist you and I know that there’s many Councillors in the room that have assisted as well. I certainly know Councillor MURPHY and Councillor ATWOOD and I think Councillor COLLIER, so it is really—these are great opportunities for you to address our Councillors so that we understand the amazing work that you are doing in the community.

We very often hear talk about the work of volunteers and we know that people who have had lived experience of these types of very sad issues are always so much able to help those that then go through this. There is never any easy way of making this better. We’d all like to think that there was an overnight solution and we just know that that is not the case, so we really want to say a huge thank you for the work that you’re doing. But also, to know that I’m sure I speak on behalf of everyone here, to know that all of the Councillors in this Chamber are very willing to work with your organisation to assist where we can. I personally will look forward to meeting with you after this session to see how we can be of assistance. Thank you.

Chair: Thank you, Councillor HOWARD and thank you, Mr Loftus, for coming in today. Thank you.

## QUESTION TIME:

Chair: Councillors, are there any questions of the LORD MAYOR or Civic Cabinet Chair of any of the Standing Committees?

Councillor PARRY.

**Question 1**

Councillor PARRY: Thank you, Madam Chair. My question is to the Chair of the Transport Committee, Councillor MURPHY.

Councillor MURPHY, as part of the Schrinner Council’s plan to keep Brisbane moving, we are planning to make school commutes safer while easing congestion on local streets. Can you please update the Chamber on the latest news as part of our Safer School Precincts initiative.

Chair: Councillor MURPHY.

Councillor MURPHY: Thank you, Madam Chair, and through you, thanks—

*Councillors interjecting.*

Chair: One moment please, Councillor MURPHY.

I shouldn’t have to remind Councillors every week that they are to remain silent while somebody else, one of the other Councillors are on their feet and to not call out across the Chamber.

Councillor MURPHY.

Councillor MURPHY: Through you, thanks to Councillor PARRY for the question. Earlier this year the people of Brisbane overwhelming re-elected LORD MAYOR, Adrian Schrinner and this Administration to keep Brisbane moving. A key part of our plan was a new Safer School Precincts program, designed to create safer school environments, to improve traffic flow and to promote active travel options. We want our city to have school holiday traffic all year round. We want the roads around our schools to be noticeably quieter and for families and students to be able to move around safely and more easily and that’s exactly what we are striving for with the Safer School Precincts program. In the first tranche we’ve committed to undertake work in 4 suburbs across the city, Kedron, Mansfield, Wynnum-Manly and Indooroopilly. It will see over 21 schools set to benefit from the program and impact the lives of nearly 10,000 students and their families.

Our award-winning Active School Travel (AST) program has already worked with 168 schools and over 127,000 students over the last 20 years. But we have to acknowledge that behaviour change is only part of the solution and there’s more that we can do on the ground to make our school precincts safer and more efficient. I think it’s rather fitting, Chair, that to mark the 20th anniversary of the Active School Travel program, that we celebrate the start of a new program to sit alongside AST, the Safer School Precincts program.

Safer School Precincts isn’t just about expanding 40-kilometre-an-hour zones around schools, it’s about delivering tailored, tangible improvements that are unique to each precinct and community. Council is embarking on a significant co‑designed journey with these communities to develop solutions and to invest in them based on feedback. It reminds me of one of my favourite pastimes as a child growing up, Madam Chair, reading a choose-your-own-adventure book. The possibilities of how a story would pan out were endless, depending on the path that you chose to take. These Safe School Precincts playbooks are truly a choose‑your‑own adventure.

It’s not about telling schools what Council wants to do for them, it’s about schools and the community choosing their own adventure, telling us what best works for them. It could be infrastructure upgrades like raised pedestrian crossings and other treatments that will make it easier for students to cross busy roads. It could be creating wider footpaths that allow for more space to walk, ride and scoot from home to school. They might choose to introduce school zone gateways, leading students and parents along safe and signposted routes towards school each day. We have studied the best examples of success from around the world to see how we can improve the safety and liveability of these school precincts.

In the UK, the School Streets Initiative combined behaviour change programs with street infrastructure to create their own safer precincts. They redirected traffic away from school gates by prioritising those who walk, ride or scoot. That’s now been rolled out to hundreds of schools across the United Kingdom. While we’ve taken our lead from the best examples worldwide, we want to really take each of these school communities on the journey. So I’m excited to say, Chair, that the first precinct in Kedron started consultation last week and that will run until 12 December.

The Kedron precinct encompasses Padua College, Mount Alvernia College and St Anthony’s Primary School. As Councillor PARRY can attest, these schools are in a tight one-kilometre radius, enrolling more than 3,000 students. Every day these streets are inundated with traffic that they were never designed to carry. During consultation residents will notice a number of activities taking place in and around these schools. We’ve installed corflutes across the precinct, highlighting key locations and encouraging community participation. There are in-person popup engagements that’ll be run outside the schools, giving parents, students and residents the chance to learn about the program and share their feedback.

During consultation Council will gather the community’s feedback to shape the design, define the precinct and conduct any technical investigations that are required. The community’s feedback will then inform the delivery phase of the project, where Council will install the treatments and balance the needs of the precinct. We’ll then reinforce the new infrastructure through our award-winning Active School Travel program. The application of this program will ensure that these precincts have long-lasting benefits from the infrastructure that the community has chosen. By focusing on these local improvements that directly impact schools, families and local residents, we will ease traffic and will create a healthier, more active and safer community. Thank you, Madam Chair.

Chair: Further questions?

Councillor CASSIDY.

**Question 2**

Councillor CASSIDY: Thanks very much, Chair. My question is to the LORD MAYOR.

LORD MAYOR, in the space of 24 hours your LNP regime has had many different explanations about why your Metro buses were pulled from service after their launch less than 4 weeks ago. This launch came after you announced an early start for Metro services, despite them being 12 months late already. First, you pretended it was business as normal with a notice on Translink’s website. Then you claimed everyone else was wrong and only LNP Councillors were right and it was apparently always a trial. Then you said it was to iron out issues that passengers had raised and finally, you let slip that there is no longer a deal with the State Government for funding Metro operations.

You’ve been hiding away, not answering questions. You’re here today, so will you finally come clean with the people of Brisbane? Is your excuse really any of those things that I’ve listed? Or is it actually because the bus station upgrades at Griffith University, Buranda, Cultural Centre, King George Square and the Adelaide Street tunnel are desperately behind schedule and Metro won’t operate for maybe another year?

*Councillor interjecting.*

Chair: I’ve already said not to call out, Councillor JOHNSTON.

*Councillor interjecting.*

Chair: That’s inappropriate.

LORD MAYOR.

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, Madam Chair, you’ve made rulings that we can be supportive of other Councillors. Are you saying we cannot do that now?

Chair: Councillor JOHNSTON, I’m not going to debate with you what you did and what you called out had nothing—it was inappropriate and you know it. Please resume your seat.

Councillor JOHNSTON: Point of order, Madam Chairman.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: I simply supported Councillor CASSIDY by saying it’s a stuff up.

Chair: Councillor JOHNSTON, I don’t uphold your point of order—

Councillor JOHNSTON: So can I just be clear on the rule?

Chair: —and I’ve asked you to resume your seat—

Councillor JOHNSTON: I just want to know about the rule, Madam Chair—

Chair: —and I caution you—

Councillor JOHNSTON: —because the rule was we could make supportive comments.

Chair: Councillor JOHNSTON—

Councillor JOHNSTON: Can you still make supportive comments or not?

Chair: I’ve already said I’m not debating.

Councillor JOHNSTON: It’s a simple question.

Chair: I’ve given you instructions and you’re not following them and I caution you.

LORD MAYOR.

LORD MAYOR: Well, Madam Chair, yet again we see the only detractor of Brisbane Metro in action again, trying to talk it down. Yet just today we read—we saw the Premier is a big supporter of Brisbane Metro. The new Premier—

*Councillors interjecting.*

Chair: One moment please, LORD MAYOR.

Councillor CASSIDY, you are also not following my instructions and I caution you. Do not call out. If you have further that you want to say, you can do that in General Business.

LORD MAYOR.

LORD MAYOR: Thank you. The new Premier rightly pointed out that there is one reason that the Metro has been delayed and it was the former Labor State Government playing games for years and years and years and years and putting hurdles and delays, adding extra costs and—

*Councillors interjecting.*

Chair: One moment please, LORD MAYOR.

Please, we’ll wait until the Chamber is quiet.

LORD MAYOR: Thank you.

Chair: LORD MAYOR.

LORD MAYOR: The truth hurts, Madam Chair. The reality is the former government—

*Councillors interjecting.*

Chair: One moment please, LORD MAYOR.

Councillor CASSIDY, I again caution you for calling out and not following my instructions. LORD MAYOR.

LORD MAYOR: Thank you. The former government did everything it could to delay and slow down the Metro. Why? Because it wasn’t their idea. But by the dying days of that government, they finally realised that this was a great project and guess what, they’re not going to be able to deliver any other major infrastructure projects in time for the Olympics, so maybe this is the one that will be the game changer. They knew it, they finally came on board and in recent days we’ve seen the Leader of the Opposition, Steven Miles, say he’s a great fan of Brisbane Metro and in the dying days of his government he pledged his support to the project.

But we have here another pathetic attempt from the Opposition Leader, who as I said is the only person who doesn’t support Brisbane Metro, the only person. Not the Labor State Government, the former one that came on board, not the Labor Federal Government who’s a big supporter of the project, not the new LNP Government and not the former LNP Federal Government. They have all been supporters of the project, but not Councillor CASSIDY. Now here are the facts. The 169 pilot trial has been a raging success, a raging success.

*Councillors interjecting.*

LORD MAYOR: Councillor CASSIDY, I don’t know if he actually went to university, but I did, I went to UQ (University of Queensland). Guess when the university semester ended, it was 16 November. When did the Metro services stop? 17 November. Surprise, surprise, you don’t have to be a genius or a graduate to work out that at the end of the university semester you stop running services, this is not groundbreaking. But guess what, the Labor State Government was told this in a submission made on 23 August. I table this document, this document which was a service proposal change from Transport for Brisbane to Translink reads, in the background, metro vehicles will be deployed on route 169 from mid-October 2024 as part of early customer services trial—trial—prior to full implementation. They were told this on 23 August, I tabled this document. Who else did we tell?

*Councillors interjecting.*

Chair: One moment please, LORD MAYOR.

Councillor CASSIDY, you have asked the question, you don’t get to continue to ask questions during the answer and I caution you.

LORD MAYOR.

LORD MAYOR: Thank you, Madam Chair. Who else did we tell about it? Well everyone, because Councillor MURPHY—

*Councillors interjecting.*

LORD MAYOR: —Councillor MURPHY stood up there on day one at University of Queensland and made it very clear that this would run until the end of the university semester. He made it very clear.

*Councillors interjecting.*

Chair: One moment please, LORD MAYOR. Please resume your seat.

Councillor CASSIDY, as you have failed to comply with the request to take remedial action for your unsuitable meeting conduct—and I ask you to stop speaking—I hereby warn you, in accordance with section 21(6) of the *Meetings Local Law 2001*, that failing to comply with the request may result in an order being issued.

LORD MAYOR.

LORD MAYOR: Now I guess Councillor CASSIDY believes that we should continue to run the high‑capacity mass transit service when university is finished, I assume that’s what he believes. But it was always the intent that this would be to the end of the university semester, Councillor MURPHY made that clear on day one and it’s been a raging success. We had between 90 and 100,000 passengers catch the 169 service during the trial. We provided a 50% uplift in capacity and we had fantastic feedback from the riders of the new Brisbane Metro vehicles. So this has been the successful trial of stage 1 and we’re looking forward to a pending announcement with the State Government on when the next part of the stage rollout of Metro will occur. Because we made it clear as of last year—

*Councillors interjecting.*

Chair: Councillor COLLIER.

LORD MAYOR: —that Metro services would be introduced in a staged way and we’ve repeatedly said that. Now Councillor CASSIDY may not have been listening, Councillor CASSIDY may continue to oppose the project—

Chair: LORD MAYOR, your time has expired.

LORD MAYOR: —but he’s the only one, Madam Chair, he’s the only one.

Chair: Further questions?

Councillor ATWOOD.

**Question 3**

Councillor ATWOOD: Thank you, Madam Chair. My question is to the Chair of the Community and the Arts Committee, Councillor HOWARD.

Councillor HOWARD, the Schrinner Council is making Brisbane’s lifestyle even better with more support for artistic and cultural endeavours. Can you please advise the newest funding available to Brisbane’s artistic and cultural groups?

Chair: Councillor HOWARD.

Councillor HOWARD: Well thank you, Madam Chair, and through you, I thank my Deputy, Councillor ATWOOD, for the question. Council is absolutely thrilled to announce that applications have now opened for 2 of our fantastic creative grant programs. The Lord Mayor’s Creative Fellowships and the Creative Sparks Grants Program both opened for applications yesterday and we’re so excited to support even more Brisbane creatives through these initiatives. Madam Chair, the Lord Mayor’s Creative Fellowships supports individuals emerging—sorry, I’ll just start that again, I was interrupted.

Madam Chair, the Lord Mayor’s Creative Fellowships supports individual emerging creatives that are just starting their career or are hoping to start their creative career, by providing funding to them to undertake professional development opportunities specific to their needs and to their creative form. These career and professional development opportunities may include things such as skills development, masterclasses and workshops, artists residencies, conferences, short training courses, formal mentorships, or more structured learning experiences.

So you can see, Madam Chair, quite a number of ways in which we can support these wonderful opportunities. These development opportunities vary between previous successful candidates but can be run by peak body organisations or arts and cultural experts with recognised professional standing. The Lord Mayor’s Creative Fellowships helps to attract, develop and crucially retain artists in our city and to help to build a skilled and sustainable creative sector that is able to flourish for years to come.

Previous recipients of the fellowship program have used the funding to undertake a wide range of professional development opportunities. In this year’s round, Cecilia Martin received $10,000 to undertake a 3-month professional development at Tictac Arts Centre in Brussels, Belgium, where she was mentored by the internationally acclaimed choreographer, David Zambrano. Cecilia can now bring those skills attained overseas in dance, improvisation and performance and combine them with her foundation of acrobatic skills to share in workshops with the Brisbane community.

The Lord Mayor’s Creative Fellowships is just one of our incredible creative grants, Madam Chair. The Creative Sparks Grant program has also just opened for applications as of yesterday. The Creative Sparks Grant program is an initiative of Brisbane City Council in partnership with the Queensland Government through Arts Queensland. This fantastic arts program is available to artists and not‑for‑profit community arts, historical and cultural organisations, to help them create and present creative work. The purpose of the program is to create jobs, aid economic growth, attract tourism and improve social cohesion by supporting the creative and cultural sector here in Brisbane.

Through strategic investments, the Creative Sparks program helps to build capacity and resilience in the creative sector, which is so important to the liveability and vibrancy of our city. Madam Chair, may I also just point out that some of these parts of our industry are really doing it quite tough at the moment, so this is a wonderful opportunity to enhance those strategic investments. Brisbane is the lifestyle capital of Australia and supporting our creative sector will help ensure this for years to come. With funding of up to $15,000 per project available, we receive a wide range of applicants eager to develop and share their artists’ projects with the Brisbane community.

Successful 2024 recipients include Paul Hodge, who received $10,000 in funding to help his Black Box project. The world premiere of Black Box was held at Queensland Performing Arts Centre in May 2024 and provided employment opportunities for 35 arts workers in Brisbane. Madam Chair, through you, I was delighted to attend and it was a fantastic show.

Another successful applicant from this year received $9,900 in funding through Creative Sparks for the New Waves project. This project will present a hybrid trans-disciplinary event and exhibition exploring the intersection of art and the experiences of the deaf and hard-of-hearing community. Featuring film, music and photography, the event seeks to draw connections between creativity and accessibility. We know how popular our creative grants are to Brisbane artists, which is why we want to help interested people put their best application forward.

Chair: Councillor HOWARD, your time has expired.

Councillor MASSEY.

**Question 4**

Councillor MASSEY: Thank you, Chair. My question is for the Chair of Arts and Community, Councillor HOWARD.

First 5 Forever library sessions teach children crucial literacy skills and provide a community for parents, which can be really important in a very socially isolating time. They’re so popular that they’re often fully booked out, sometimes even having to turn parents and kids away. Councillor HOWARD, will you work with the LNP State Government to support children’s literacy skills and ensure the First 5 Forever program is delivered with no cuts from your portfolio?

Chair: Councillor HOWARD.

Councillor HOWARD: Well thank you, Madam Chairman. Well isn’t it amazing that we have the Greens standing up here today talking about our libraries and yet their one and only State Member has never, never advocated for this. Our First 5 Forever program, Madam Chair, has been running since 2015, with the help of the State Government funding. This is primarily funded by the State Government and when the program commenced in 2015, Council was provided $1 million per year to administer the program.

Now, Madam Chair, through you, over the ensuing times the former—the former Labor Government has seen fit to decrease that funding. Now the Schrinner Council is committed to delivering these programs without increasing the cost to residents. But Madam Chair, this is something that we provide, the resources to provide these programs that are a State Government initiative and we work very closely with the State Library, where we know that we are great partners within that. This State Government funded program will continue to deliver almost 4,000 of these free sessions every year on their behalf. So on behalf of the State Government, we will continue to deliver 4,000 sessions across the year.

Councillor MASSEY: Point of order, Chair.

Chair: Point of order, Councillor MASSEY.

Councillor MASSEY: The question was, Councillor HOWARD, will you work with the LNP State Government to support—

Chair: Thank you, Councillor MASSEY. I do note—

Councillor MASSEY: Also the First 5 Forever program is delivered with no cuts from your portfolio?

Chair: Please resume your seat, Councillor MASSEY. I do not uphold that point of order, the Chair is answering the question. Please let her do so.

Councillor HOWARD.

Councillor HOWARD: Thank you, Madam Chair. Madam Chair, the previous Labor State Government failed to keep up with our population growth and Council has been trying to fill that void. As I said, the Schrinner Council is committed to delivering these programs and we will continue to deliver these programs. These programs are not going away, they’re being delivered across our 33 libraries every single—every single one of those libraries will have these programs for mums and bubs.

Now we also know that we have a new State Government, thank goodness for that is all I can say. We run monthly scheduled sessions not only of First 5 Forever, but we run Queensland Ballet storytime, nature play, Jarjum stories and STEAM storytime, just to name a few. We are partners in this, Madam Chair, we are partners in making sure that we have fantastic programs for our mums and bubs. We know how disappointed they are that there aren’t the same number of sessions as we’ve had in the past but, Madam Chair, those sessions are still there, our fabulous library people will still continue to support the mums and bubs.

We will make sure that this program continues but we have to do it sensibly. This side of the Chamber is all about making sure that we’re fulfilling our commitments from our budget and this is what we are all about. There are no cuts from the Schrinner Council, there are no cuts from the Schrinner Council. It is the lack of funding from the former State Government that is—

*Councillors interjecting.*

Chair: One moment please, Councillor HOWARD.

Councillor COLLIER, no. You were calling out and I ask you stop calling out.

Councillor HOWARD.

Councillor HOWARD: Thank you, Madam Chair. Well, Madam Chair, as I said, the former State Government did provide $1 million a year. This was reduced in 2019 to $711,877. The Schrinner Council has been topping that up ever since and every year we have paid for the corporate overheads cost and until the last budget, Council contributed a small amount to increase the availability of the programs, around $120,000, so in excess of $200,000 has been spent to prop up—

*Councillors interjecting.*

Chair: One moment please, Councillor HOWARD.

Councillor HOWARD.

Councillor HOWARD: Thank you, Madam Chair. So, Madam Chair, no matter where you live in Brisbane, your local library will have an early learning available each week. Naturally the Greens are attempting to politicise this issue, despite never advocating for additional funding for this program. They are deliberately dramatising this issue, stirring up fear amongst the community members, making factually incorrect statements for their own desperate political gain.

Chair: Councillor HOWARD, your time has expired.

Further questions?

Councillor GIVNEY.

**Question 5**

Councillor GIVNEY: Thank you, Madam Chair. My question is for the Chair of the Transport Committee, Councillor MURPHY.

Councillor MURPHY, I have been reviewing the answers to this week’s Questions on Notice and Google is a very useful tool for finding information quickly and easily. Can you please advise the Chamber on how the Labor Opposition could have used Google to avoid embarrassing themselves and their Federal colleagues?

Chair: Councillor MURPHY.

Councillor MURPHY: Well I can, Madam Chair. Now Councillor GIVNEY mentioned Google and Google is a very powerful tool when it’s used correctly. I actually believe Councillor ADERMANN has held a masterclass in how to use it after he successfully asked Google to fix a mapping glitch in his ward earlier this year. It worked and it’s a great example about how Google can be used effectively in solving problems and finding out answers. It can help uncover facts, it can check history, it can even avoid embarrassing missteps.

Speaking of those, through you, Madam Chair, it seems Councillor CASSIDY had a big misstep with his Questions on Notice last week. He asked us how much money Council had received from the brand new Federal Active Transport Fund. A reminder for the Chamber that this fund has only just started taking applications. You would think that of all people in here, Councillor CASSIDY would know this because it was in fact Councillor CASSIDY who brought a motion to this Chamber asking Council to apply for funding when the fund was announced in May this year.

*Councillors interjecting.*

Chair: One moment.

Councillor MURPHY: Yet just last week—

Chair: Councillors. Thank you.

Councillor MURPHY: Just last week Councillor CASSIDY submitted Questions on Notice, asking how much money Council had received from the fund over the last 2 years. How much funding Council has received from a brand new fund that is still open for applications. It really begs the question, Chair, how could Council have received any money from a fund where applications have just opened and in fact haven’t even closed yet? Councillor CASSIDY, he’s such a passionate supporter of active transport and for us applying to this fund that he didn’t even do a quick Google search to see when the fund had opened and when it had closed. Yet here we are, 6 months after he brought a motion to this Chamber saying ‘where is the money, show me the money’, rapping on Council’s door.

What is truly embarrassing about this, Madam Chair, is that he didn’t ask just once, not twice, he asked this question 3 times. 3 Questions on Notice about this, Madam Chair. A simple Google search would have revealed this fund opened on 31 October, it will close on 13 January. None of this funding has been allocated and no projects have been approved. Well who is writing these Questions on Notice, Madam Chair? It’s not ChatGPT because there is no intelligence there, artificial or otherwise. But just because he’s been floundering this time doesn’t mean the Opposition should be afraid to ask these questions again, Madam Chair.

But next time they do they should use Google, because Google is your friend, Councillor CASSIDY. We see, Madam Chair, today *The Courier-Mail* is Councillor CASSIDY’s friend. He is holding up a *Courier-Mail* for the first time I think I’ve ever seen he’s holding that up, because most of the time *The Courier‑Mail* has been running some pretty bad lines against the Labor Party. I note, Councillor CASSIDY, you’re holding that up, but *The Courier-Mail* did not endorse you and they did not endorse your leader at the last election. In fact, I cannot wait for the time when *The Courier-Mail* takes your career down memory lane and shows that you are the least successful Opposition Leader in this place in history, ever, Madam Chair.

Chair: Councillor MURPHY—

Councillor MURPHY: So let’s have a look—

Chair: Please get back to the question.

Councillor MURPHY: I will, Madam Chair. Now, a quick search would have also highlighted that the announcement by Minister King which shows the Federal Government’s intent to support active travel, it also would have highlighted that Minister King came out here to see the Kangaroo Point green bridge just a few months ago and made the announcement about the fund one month after she visited. Now, we know that Minister King probably wouldn’t have visited Brisbane if Councillor CASSIDY and his team were elected at the election, because their active transport program was a tweet on X, some photos and a promise for $25 million for more footpaths.

That was the only active transport commitment that the Labor Opposition made at the last election. Never forget, Madam Chair, the last time the Labor Party were in office in this place, do you know what they spent? Do they know what they spent on active transport? Five million dollars annually, $5 million annually, so granted $25 million is a big improvement for Labor—

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: The DEPUTY MAYOR’s just been calling out while Councillor MURPHY’s speaking, how much, how much, what did the spend? That is an interjection. When I made a supportive comment for Councillor CASSIDY, you called that inappropriate. So why is it not inappropriate when the DEPUTY MAYOR does it?

Chair: I don’t uphold your point of order.

Councillor MURPHY.

Councillor MURPHY: Let’s be clear, Madam Chair, this is $100 million from the Federal Government across 566 local governments in Australia and all of the state governments. It is effectively $176,000 for each council, which might fund one or 2 extra footpaths every year. It is a quarter of what this Council spends on active transport in Brisbane alone. So if Councillor CASSIDY wants to move a motion supporting active transport, he should be supporting the Schrinner Council, the biggest supporters of active transport in the country.

Chair: Councillor MURPHY, your time has expired.

Councillor COLLIER.

**Question 6**

Councillor COLLIER: Thanks very much, Chair. My question is to the LORD MAYOR.

LORD MAYOR, the State Library of Queensland says funding for Council’s First 5 Forever program has not been cut and I table the evidence here today. So why has your LNP regime decided to cut 23 First 5 Forever sessions from the Brisbane City Council libraries December program?

Chair: LORD MAYOR.

LORD MAYOR: I think Councillor COLLIER would have been wise to listen to Councillor HOWARD’s response to the previous question. As usual, the Labor Party is following the Greens, the coalition of chaos is working. But we see who has the upper hand in that relationship, it’s the Greens. The Greens have the *nous* over the Labor Party any day.

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: The Meetings Local Law requires the LORD MAYOR to answer the question, not debate it. I’m interested in what’s going on about this funding and I would appreciate if he could answer the question.

Chair: I don’t uphold your point of order.

Councillor JOHNSTON: Of course not. Why would we follow the Meetings Local Law?

Chair: The LORD MAYOR has 5 minutes to answer the question.

LORD MAYOR.

LORD MAYOR: Okay, so we see Labor asking effectively the same question that the Greens just asked. They’re not very flexible and nimble on their feet, but I will answer again, because Councillor HOWARD answered it very well. So this program, First 5 Forever, is a State Government program. It’s not a Council program and it was always funded by the State Government. Now back in 2015, the Government put $1 million a year into this program in Brisbane and that continued on very successfully for many years. But then in 2019, the Labor State Government cut the budget down from $1 million to $711,877.

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, I refer you to section 33(8) of the Meetings Local Law which states, “in answering a question the following general rules shall apply. Neither the LORD MAYOR nor a Civic Cabinet Chair shall debate the subject of the question.” Can you please advise why you are refusing to apply the Meetings Local Law, as you are required to do under the Meetings Local Law and the City of Brisbane Act?

Chair: I don’t uphold your point of order.

LORD MAYOR.

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

**PROCEDURAL MOTION – MOTION OF DISSENT**

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| **236/2024-25**  Councillor Nicole JOHNSTON moved, seconded by Councillor Trina MASSEY, that the Chair’s ruling be dissented from.  Upon being submitted to the Chamber, the motion of dissent was declared **lost** on the voices. |

Thereupon, the DEPUTY MAYOR and Councillor Julia DIXON immediately rose and called for a division, which resulted in the motion being declared **lost**.

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

NOES: 19 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

Chair: LORD MAYOR.

LORD MAYOR: Thank you, Madam Chair. Thank you also for acknowledging that I wasn’t debating the question, but indeed I was correcting the premise of the question which was incorrect and providing relevant information in answering that question. In 2019, the Labor State Government reduced the funding from $1 million down to $711,877 and they haven’t increased it since.

What’s happened since 2019? Has there been any inflation? Has there been an increase in staff costs, increase in wages, increase in the cost of materials and services and everything else? There’s been massive inflation, in fact the biggest period of inflation that we’ve had in decades, yet the State Government did not increase the funding since 2019. So we’ve been trying—

*Councillors interjecting.*

Chair: One moment please, LORD MAYOR.

Councillor JOHNSTON, I caution you for calling out across the Chamber.

LORD MAYOR.

LORD MAYOR: So we’ve been doing the best we can to try and pick up the slack left by the State Government, but it got to the point where the cost was continuing to increase and so what we’re doing now is we’re ensuring that the State Government funding funds these 4,000 services, but we’re no longer picking up the slack for the State Government. They need to step up—

*Councillors interjecting.*

LORD MAYOR: They need to step up—

Chair: One moment please, LORD MAYOR.

**ORDER – COUNCILLOR JARED CASSIDY**

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| The Chair then advised Councillor Jared CASSIDY that as he had continued to fail to comply with her request for remedial action, to not call out across the Chamber, in accordance with section 21(8) of the *Meetings Local Law 2001*, an order reprimanding him for his conduct was being issued. |

Chair: LORD MAYOR.

LORD MAYOR: So if Labor Councillors are unhappy with the number of sessions funded, well they only have themselves to blame because this was a decision and the implications of the government that they supported, the former Labor Government. Now, just to be very clear, what’s happened here is that this program will still provide almost 4,000 free sessions over the year, equivalent to around 75, 76 a week. There’s also been a lot of work done to make sure that the highly‑patronised sessions are prioritised. Now, the patronage for these sessions varies dramatically. In some cases, some of the babies, books and rhymes sessions can have over 100 attendees and obviously we’re prioritising those most popular ones, but in some cases some of these sessions can have 7 attendees or 9 attendees. So we made sure that with the resources that are available and provided by the State Government, that we prioritise them to the areas where the demand is greatest and that’s the reasonable thing to do.

But I can tell you what we are doing as well is we’re advocating to the new State Government to revisit this issue, the decision of the former State Government, to see if we can get that funding topped up to where it should be. We know there’s great demand for this, this is a great service. It was always a State Government service, it should continue to be a State Government service, but obviously we can’t pick up the slack any longer. We’ve been very upfront with people about the fact that we have massive cost shifting from other levels of government and whether it’s this program being reduced and they’re expecting Council to pick up the slack, or vaccinations, Councillor MARX will recall. So we were provided State-funded vaccinations for many years and the State Government kept on reducing their funding, or not increasing it as costs go up. We had to put our foot down on that as well and we say if you want us to provide a vaccination service, you need to fund it appropriately.

Chair: LORD MAYOR, your time has expired.

Further questions?

Councillor WOLFF.

**Question 7**

Councillor WOLFF: Thank you, Madam Chair. My question is to the DEPUTY MAYOR.

DEPUTY MAYOR, as a host city for the Olympic and Paralympic Games, it is important that we promote an inclusive and tolerant city. This Chamber has previously called out antisemitic behaviour by Greens Councillors that are elected to represent all of the residents of their wards. Last week we learnt that the Greens Councillor for Paddington Ward supported the takeover of City Hall, the people’s place, by radical anti-Israel activists. Can you please advise the Chamber of the risks this continued behaviour poses to our community and our reputation as an inclusive city?

Chair: DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Madam Chair, and through you, I thank Councillor WOLFF for the question, because both this side of the Chamber and Labor have condemned the Greens for their use of the Council resources to advance their radical and divisive agenda. They have been warned, not just by us but by Australia security agency, that this kind of antisemitic rhetoric that they are engaging in undermines our social cohesion. But just last week we were treated to a tirade from the Greens Councillor from Paddington Ward, following extremely unsettling scenes of an activist mob occupying this building.

I’m not sure if these were her true beliefs or not, Madam Chair, because she appeared to be reading, as Councillor CASSIDY likes to say, through a pre-prepared speech. But what was very concerning was that she accused the LORD MAYOR of defamation by calling out antisemitic rhetoric of the Greens. Now I hope the lawyer did get in touch with her, Madam Chair, to explain that the strongest defence when it comes to defamation is actually the truth. Because I do agree with Councillor CHONG WAH when she said harnessing 2,000 years of deeply horrific antisemitism solely for the purpose of political gain is one of the worst political abuses. But that is exactly what the Greens are doing.

Having a policy on anti-racism is absolutely fine and encouraged, but you need to walk the walk, not just talk the talk when it comes to policy as well. She was elected just over 6 months ago and so far has used her social media pages as a Paddington Ward Councillor with using provocative intent, like ‘67 years of Israeli occupation, genocidal invasion in Gaza, continuing Nukhba in Palestine’. Last week, when the people’s place was actually invaded by people here, where there were children, families and tour groups around by a group of radical anti-Israeli activists, not only did she just not really say anything about that, but we used to hear also from a former Councillor in this place the standard you accept is the one that you walk past.

But Councillor CHONG WAH didn’t walk past this one, she little hearted it on Facebook as well. Heart reaction for the mob that stormed City Hall on a weekend, with families and children. Is that the message we want to our cities and our visitors? They work to support us. We are a vibrant and multicultural city, an Olympic city. We want Brisbane to be welcoming and inclusive and focus on bringing the community together, not tearing it apart. Sadly, it is clear the Greens Councillor for Paddington Ward is more interested in pursuing Greens’ radical ideologies than working for her local community.

Chair: Councillors, that now ends Question Time.

## CONSIDERATION OF COMMITTEE REPORTS:

Chair: LORD MAYOR, the Establishment and Coordination Committee (E&C) report of 11 November 2024.

Councillor COLLIER: Point of order.

Chair: One moment please. Councillor COLLIER.

**PROCEDURAL MOTION – SUSPENSION OF STANDING RULES**

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| **237/2024-25**  Councillor Lucy COLLIER moved, seconded by Councillor Jared CASSIDY, that the Standing Rules be suspended in order for her to move a motion that this Council reverses the program cuts to First 5 Forever sessions in Brisbane City Council libraries.  Upon being submitted to the Chamber, the motion was declared **lost** on the voices. |

Thereupon, Councillors Jared CASSIDY and Lucy COLLIER immediately rose and called for a division, which resulted in the motion being declared **lost**.

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

NOES: 19 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

### ESTABLISHMENT AND COORDINATION COMMITTEE

Chair: LORD MAYOR, Establishment and Coordination report of 11 November 2024.

The LORD MAYOR, Chair of the Establishment and Coordination Committee, moved, seconded by the DEPUTY MAYOR, that the report of the meeting of that Committee held on 11 November 2024, be adopted.

Councillor CASSIDY: Point of order.

Chair: Point of order, Councillor CASSIDY.

**SERIATIM *EN BLOC* FOR DEBATE AND VOTING - CLAUSES A AND C**

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| At that time, Councillor Jared CASSIDY rose and requested that Clause A, MAJOR AMENDMENT TO *BRISBANE CITY PLAN 2014* – MAJOR AMENDMENT PACKAGE – INDUSTRY MAPPING; and Clause C, CONTRACTS AND TENDERING – REPORT OF CONTRACTS ACCEPTED BY DELEGATES OF COUNCIL FOR OCTOBER 2024, be taken seriatim *en bloc* for debating and voting purposes. |

**SERIATIM *EN BLOC* FOR DEBATE AND VOTING - CLAUSES B AND D**

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| Councillor Jared CASSIDY requested that Clause B, ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE PERIOD ENDING SEPTEMBER 2024; and Clause D, Stores Board Submission – Significant Contracting Plan for the provision of Carrosserie HESS AG Original Equipment Manufacturer (OEM) Spare Parts and Maintenance Support Services, be taken seriatim *en bloc* for debating and voting purposes. |

**SERIATIM - CLAUSES A TO D**

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| Councillor Jared CASSIDY requested that Clause A, MAJOR AMENDMENT TO *BRISBANE CITY PLAN 2014* – MAJOR AMENDMENT PACKAGE – INDUSTRY MAPPING; Clause B, ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE PERIOD ENDING SEPTEMBER 2024; Clause C, CONTRACTS AND TENDERING – REPORT OF CONTRACTS ACCEPTED BY DELEGATES OF COUNCIL FOR OCTOBER 2024; and Clause D, Stores Board Submission – Significant Contracting Plan for the provision of Carrosserie HESS AG Original Equipment Manufacturer (OEM) Spare Parts and Maintenance Support Services, be taken seriatim for voting purposes. |

Chair: LORD MAYOR—

Councillor JOHNSTON: Point of order.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you. Point of order, Madam Chair. I seek the further following information regarding item C on page 5, there is almost $1.5 million allocated for the suburban sunsafe package 4. Could you please—could the LORD MAYOR please provide a list of the playgrounds and their locations that are funded with this package funding?

Chair: Thank you, so we will now start the debate at items A and C.

LORD MAYOR.

LORD MAYOR: Okay, thank you, Madam Chair. Before I go on to the reports, I just wanted to update you, as I always do, on the lighting up of assets for great community causes, particularly the lighting up last night in purple of the assets for the Lord Mayor’s Community Trust Christmas Appeal. As we approach that part of the year, obviously we know that there are many people in our community in need and that need is growing each year. The Lord Mayor’s community trust appeal each Christmas raises critical funds that go straight to frontline charities that can support people in need at this time of year.

Tuesday, tonight, we see the Story Bridge lit up in teal, as well as Victoria Bridge, Reddacliff Place, to support World Children’s Day, which is celebrated on 20 November to mark the date that the United Nations Convention on the Rights of Children was adopted. This year marks the 35th anniversary of that United Nations resolution and something we should acknowledge and celebrate.

Wednesday is Transgender Day of Remembrance, where our assets will be lit up in white, blue and pink to support Transgender Day of Remembrance and those obviously of our transgender community that have passed or lost their lives. Thursday, purple once again for pancreatic cancer month and this is usually held on 21 November each year. Pancreatic cancer is one of the most deadly cancers in the world and this event helps raise awareness and supports research for those diagnosed with pancreatic cancer.

On Friday, the Story Bridge, Victoria Bridge and Reddacliff Place will be lit up in yellow to support Jarrod Lyle Yellow Day, which is also supported by the PGA (Professional Golfers Association). It helps raise much needed funds for the Challenge and this is devoted to helping children and families living with cancer. Friday, City Hall will be lit up in red, white and green for the National Day of Lebanon. Lebanese National Day is the 81st anniversary of the Republic of Lebanon being created, an important day for our Lebanese community here in Brisbane. Saturday and Sunday, the assets will be lit up in blue for the Australian PGA tour, which is obviously happening here on the weekend.

I also wanted to update Councillors on my visit last week to the City of Lausanne. I attended 3 days, 3 business days event over there involving the World Union of Olympic Cities Annual General Meeting and also the Sport Summit. Also there was a visit meanwhile to the Hess manufacturing facility, that are doing a great job manufacturing our metro vehicles for us. The trip, obviously a long way to go, involved a day and a half to 2 days of travelling in each direction and then 3 days on the ground, effectively.

On the Monday, 11 November, that was the date of the Annual General Meeting of the World Union of Olympic Cities. The World Union of Olympic Cities is the only entity that gives Olympic host cities, present and former, the opportunity to engage and build relationships and learn from each other. The importance of this event and this meeting is it only happens once a year, but it’s an opportunity for representatives from cities from all around the world that have hosted the Games or are going to host the Games to build relationships and to learn from each other.

With other Olympic opportunities, they don’t generally happen at the city level, whereas this event and this organisation is specifically designed for cities, for local government to interact, to build relationships and to learn from each other. The key purpose of my visit was to develop relationships in those key cities that we need to learn from. That involved a range of meetings and discussions that help establish some of those worthwhile relationships. My very first meeting was with 2 representatives from the International Olympic Committee (IOC). The first was Marie Sallois, who’s the Corporate and Sustainable Development Director at the IOC and also Tania Braga, who is the Head of the Olympic Games Impact and Legacy unit of the IOC.

We discussed a range of matters, including the current discussion around the stadium that is going on, housing, Elevate 2042 legacy plan, bipartisan agreement on the new independent authority, just to update them on the process going forward. We discussed the ongoing Paris legacy, we discussed sustainability and particularly the discussion around transport and even down to the detail of food provision at the Olympics. You’ll remember there was a little bit of controversy over protein, shall I say, and the provision of protein for elite athletes. It was quite interesting, their perspective was at every Olympic Games there’s always a debate about transport and food, it’s just one of those ongoing things at every Olympic Games and they’ll continue to tweak that and learn from those lessons.

When the meeting officially opened for the World Union of Olympic Cities, I was given the opportunity to introduce myself and Brisbane to all of the cities. It’s the first time that we’ve had the Mayor of Brisbane attend. Krista, as the DEPUTY MAYOR, has attended previously, but it was a good opportunity to get to know the different host cities, but also to update them on Brisbane’s journey so far, how we’re going, what the challenges are and what happens next. I have to say, the response and the feedback from the other cities was incredibly warm and welcoming and some of the cities that—some of them hadn’t hosted the Games for 40 or 50 years, but are still actively engaged in making sure that they keep those relationships going amongst Olympic cities and learn from each other. There’s lessons not just from recent Games, but also Games that have been held a bit longer ago as well.

Following the event opening and the presentation that I made about the Brisbane 2032 race to gold, I updated them on, Councillor MURPHY and Councillor WINES, the document that we released just recently, our race to gold, which talked about the transport legacy that we can deliver between now and the Games if we get that support from all levels of government. They were very impressed with that type of aspiration. One of the first presentations that we had was a multi-stakeholder presentation on the Paris 2024 Games and the lessons and learnings from that. Now, Councillor ADAMS has already provided a great deal of detail and information about her observations and what has been observed from Paris.

But it was also interesting that this included a presentation not just from the City of Paris, but also the City of Saint-Denis, which is obviously adjacent to Paris but is the home council area for the main Olympic stadium. So they were involved in that presentation as well and it certainly was clear that there were multiple councils involved in the preparation, multiple councils that benefited from it. Particularly Saint-Denis, which was traditionally seen as an economically challenged part of the Paris region. It was able to deliver a great legacy for their community in many different ways.

I had a great discussion with Sébastien Griesmar, the Director of Lausanne Olympic Capital Foundation. He was talking about the work that they were doing with all of the sports federations. Many of the global sports federations are based either in Lausanne or Geneva, just within a short distance of each other. He talked about what they do to attract those sports federations to that area and he was very encouraging about the opportunity for Queensland to start to attract some of our national sports federations here to our state, as a result of this Olympic opportunity.

Why should they be in Canberra, why should they be in Sydney, why should they be Melbourne? Why shouldn’t they be in the Olympic capital, Queensland and Brisbane? That was a very, I guess, welcome discussion and keen to start working with some of those national federations to see whether any of them are planning to relocate their offices in the coming years and whether we can do anything to help them relocate to Queensland and Brisbane.

I had an interesting discussion with Vincent Dumas, who’s the Sports Marketing Manager from Tourisme Montréal. Among other things, we talked a little bit about Olympics, but we also talked about the fact that Montreal has the sister bridge to the Story Bridge, the Jacques Cartier Bridge. They just put a lot of work into restoring and upgrading their bridge, so I made an interesting connection with him.

Chair: LORD MAYOR, your time has expired.

**238/2024-25**

The LORD MAYOR was granted an extension of time on the motion of the DEPUTY MAYOR, seconded by Councillor Julia DIXON.

Chair: LORD MAYOR.

LORD MAYOR: He’s going to put me in touch with their bridge restoration team from Montreal, so that we can develop a relationship there as well. The meeting then moved on to a presentation about the Move More initiative in Paris, which is about getting the community to be more active and healthy. One of the legacies of the Paris Games was increasing physical activity in the community. It’s interesting, in a sports‑loving nation like Australia it’s easy to think that everyone loves sports as much as we do, everyone gets out as much as we do, but you’ve got to remember they don’t. Not only don’t they love sports as much as we do, the weather is rubbish in a lot of other places and—

*Councillor interjecting.*

LORD MAYOR: You wouldn’t want to be out exercising in many of those other cities. One of their key legacy things was to get people active and moving. It was a target of just 30 minutes of activity a day and they were able to achieve some important things there. There was also another presentation on legacy systems, followed by a presentation on the IOC’s impact and Legacy Strategic Approach. Now, it’s important that we remind ourselves that the IOC has developed new norms and those new norms are fundamentally about ensuring that the Games adapt to the needs of a city, rather than the city adapting to the needs of the Games.

Always in the past, the IOC was very prescriptive about what you had to deliver and what you had to build for the Games. They would say ‘you need this kind of swimming venue, you need this kind of major stadium, you need this kind of facility for all kinds of sports. You have to build it, you have to build it new and we don’t really care what money you spend on it because this is our requirement’. Now they’ve changed that and it’s very important to remember that they don’t require us to build all new venues. They don’t even require us to build a new stadium.

They were very clear and they said if you’re talking about the IOC’s requirements, you don’t need a new stadium. But you need to decide as a community on whether you need a stadium or not for your own use, not for the Olympics but for your own purposes. From their point of view, that’s entirely up to us, it’s a decision for us. As I’ve said before in this Chamber, we have 2 stadiums at the moment. We have a rectangle stadium in Suncorp and we have an oval stadium at The Gabba. The oval stadium is an ongoing need for our city, but The Gabba will reach the end of its life by 2030.

The fact that that is before the Games rightly brings on the discussion about well, you know, what happens next? But I think everyone agrees that we need 2 stadiums in Brisbane on an ongoing basis. How we get to that outcome obviously is the discussion that has to be had going forward over the next 100 days or so. But they made it very clear they’re not requiring us to do anything in that respect and that it is up to us as a city and as a state, as a community, to decide what we want as our legacy, whether we need a stadium. They’re certainly not going to tell us that we need this or that.

I then had a meeting with Pierre Rabadan, who’s the Deputy Mayor of Paris and also some reps from the City of Paris. It was a great discussion, he gave some very frank advice on the absolute critical importance of collaborating between all the different stakeholders that are involved. Paris is a region, they had different councils that were involved. They also had different levels of government that were involved in things like transport and so there was a critical need for stakeholders to communicate. He also pointed out that there are always going to be surprises that come up, unexpected things that happen.

The way that they are resolved is by having great communication channels in place, knowing who to pick up the phone to, knowing who to call when something unexpected happens and goes wrong, knowing who’s responsible for what. When it comes to his advice, which was very practical in that respect, it was also made clear that there are different responsibilities for all 3 levels of government in this process and there’s always overlapping between the 3. But the critical thing is those communication channels and relationships and that’s fundamentally what that visit was about, to Lausanne, is developing those relationships. We’ll keep in touch with Pierre and the representatives from Paris city, just as we will from other host cities.

The meeting progressed on to the formal AGM of the World Union of Olympic Cities and this is obviously the event that happens once a year, the formal part of the meeting, not including any presentations. But it was clear at that formal AGM that a number of the members of the executive of the World Union of Olympic Cities were going to be stepping down going forward, or they had reached their term limits. There is a maximum length of time that you can serve on that executive committee.

It was made very clear to me and it’s been made clear to the DEPUTY MAYOR that they would very much like Brisbane to put themselves forward to be on the executive of the World Union of Olympic Cities going forward. I can confirm today that we will be putting our hand up next year, to make sure that we nominate for that position. It will be about this time next year, I understand, where Brisbane has the opportunity to join the executive of the World Union of Olympic Cities and take a leadership role in that organisation. That was something that was very welcomed by the other cities that were involved.

From that meeting that night, we went on to inspect the World Archery Excellence Centre, which was a short drive from Lausanne. I had no idea there was a World Archery Excellent Centre, but it’s absolutely fascinating and it’s been a great legacy for them in that city. The following day I met with Christophe De Kepper, who is the CEO of the IOC, so one of the very top people in the IOC. We had originally planned to catch up for around 30 minutes, but that turned out to be more like 55 minutes by the end of it. The meeting was only limited by the fact that we had to go to our next engagement.

But that was a really worthwhile conversation, where it was confirmed again at IOC headquarters that the IOC is not asking us to adapt to the Games, they’re asking the Games to adapt to us and so that was reinforced. We need to decide as a community what that legacy is that we want to see out of the Games. We adapt the Games to suit us, to leave the legacy that we want to see, rather than meeting the requirements of the IOC. So it’s been completely flipped on its head from previous host cities and that is a good thing.

We then went on to the Smart Cities and Sport Summit, which was held at the International Basketball Federation, which is quite close to Geneva. This was like a piece of America in Switzerland, the world headquarters of basketball. As you walk in there are people playing basketball out in the courtyard, an amazing building with effectively the world leadership of international basketball in one place. I was able to have a meeting with Jorge Garbajosa, who’s the Vice President of the International Basketball Federation. He pointed out that in Paris around 10% of all ticket sales for every sport were actually for basketball.

Now there’s in excess of 34, 35 sports all up, but 10% of all the tickets sold were for basketball events, so this is a big mover and shaker when it comes to the Olympic movement and world sport and there’s going to be great demand for basketball tickets in Brisbane. It’s a great opportunity that we have here to work locally with our basketball federation to continue to grow the sport of basketball. One of the things that we know will be developed as part of our Olympic Games legacy is multiple facilities that can include basketball courts will be developed. They’ll be developed in various parts of the region, supplementing existing facilities and there’s a great opportunity to really work closely with the sport of basketball, because it is growing rapidly, is in great demand and it will be a big part of our Olympic experience here in 2032.

There was a presentation that I made called building early bridges and it was an opportunity for Brisbane to update people from that Sports Summit on our race to gold and the experience so far. As part of the presentation there was also Jacqui Barrett, who’s from the IOC and she was part of the selection committee effectively—

Chair: LORD MAYOR, your time has expired.

**239/2024-25**

The LORD MAYOR was granted an extension of time on the motion of the DEPUTY MAYOR, seconded by Councillor Julia DIXON.

Chair: LORD MAYOR.

LORD MAYOR: Jacqui Barrett was part of the selection committee that approved Brisbane’s bid to be the Host City back in 2021 and it was great to catch up with her again. The last time I saw her I think was in Tokyo in 2021. She was keen to hear our experience since then and to see how the new norms were playing out in reality and also what we could learn from each other when it comes to finessing that process, to make sure that future host cities can have the best possible experience when bidding to host the Olympic Games.

There was a presentation on developing active communities. There was another presentation on innovative sports and technology, including an interesting discussion about e-sports. A controversial one, it’s one of those things, but is where computer games being classed as sports, so yes, it’s a thing. If you’re one of those international skiing champions that can actually do a computer game in skiing, there’s now going to be international competitions for you to compete in.

There was also a great presentation on evaluating the impact of major events, especially like the Olympics, when it comes to the initial reports that are done and then tracking that impact and the benefit over time. The importance of keeping the data and making sure that the community is brought on the journey as to we don’t just produce an impact report in the beginning, but we track this through and actually map and point out what the positive impacts are of major events. We’ve seen this in Brisbane before, starting off with the 1982 Commonwealth Games here, which had a positive impact, followed up by Expo 88, which had a positive impact. We want to make sure that the Olympic opportunity also has a positive impact.

On the Wednesday I travelled to Bellach, where the HESS manufacturing facility is. This is a family-owned business, but an impressive family-owned business and one that has been operating for 140 years. Now, it’s interesting because a lot of companies have in recent times moved to electric buses and electric vehicles. HESS has been doing it for decades and the reason they’ve been doing it for decades dates back to—and Brisbane has this experience as well—a number of cities made the decision to remove their trams. When the trams were taken out, they had overhead powerlines.

What did they put in after the trams were taken out? They put in trolleybuses. These are electric buses that have an arm that comes up to the electric wires and they are powered by the electric wires. HESS has been manufacturing electric buses for decades, long before all of the Johnny-come-lately manufacturers who’ve suddenly got into electric vehicles because there’s a trend towards it right now. They’ve been doing it for decades. They are respected as a world leader when it comes to electric buses and those electric trolleybuses have also had battery power sources as well, because a trolleybus needs to have its own independent battery so that when it’s not got the wires overhead it can continue to operate back to the depot.

So there’s great experience going back decades and decades and it’s one of the reasons why the Metro pilot vehicle has been such a raging success here, because they have put decades of technology into this. It is a truly impressive vehicle and to see the vehicles under manufacture for multiple European cities was an impressive sight. Now we’ve got a big order in for up to 60 metro vehicles, but they have hundreds under manufacture and they in fact have a 3-year pipeline of current orders. So their services, their technology, their vehicles are in huge demand around the world, particularly in Europe and this is not a technology that is not being tested or proven in real-life situations.

In fact, in the City of Lausanne itself you will see the HESS bi-articulated trolleybuses on the streets going back and forward, carrying large amounts of people. It was good to develop that relationship with the owner of HESS. We discussed the long-term partnership that we’re entering into, which goes well beyond the manufacturing of up to 60 vehicles. But also as you can see in the reports today, it includes an ongoing arrangement for them to supply parts for us going forward for these vehicles for many years to come. So this is a long-term relationship we’re entering into with HESS, or we have entered into with HESS, an important one for Brisbane’s mass transit future.

So the thing that struck me about this company is that it didn’t come across as a large multinational corporation. It came across as a humble family business that excelled and that produced amazing, amazing products and amazing vehicles. It was actually a confirmation to me that we have made the right decision with that vehicle. Just seeing it manufactured and seeing the team behind manufacturing gave me great heart.

In terms of the items in front of us here, we’ve got—I’ll start with item A and item C. Item A is the major amendment to City Plan industry mapping and item C is the contracts and tendering report for October—sorry, for September. Item A is all about our industrial supply and mapping as a city. That includes from construction and manufacturing through to start-ups and home-based businesses. Industry continues to evolve and change in our city and obviously we need to continue to update our planning for industry and the types of industry that need to be accommodated in our city.

We’re an important trade hub for Australia’s primary industries as well, with some of the busiest ports and airports in the country. We have continued to demonstrate our ability to be bold, resilient and innovative in the face of challenges. While also being willing to evolve and transform where required. It is imperative that we consider how we use industrial land in Brisbane to ensure the demand of these areas does not outstrip supply and diminish our capacity to support growth and jobs. We also need to give traditional businesses an opportunity to further establish themselves, while allowing industrial businesses of the future a chance to call Brisbane home as well.

One of the actions from our industrial strategy, called Our Productive City, was to review the mix of industrial zoned land within our major industrial areas. To make more land available for cleaner industry, warehousing, logistics and distribution. As part of this amendment there are changes to zoning whereby properties from General industry C will be converted to General industry B to better align with expected trends in industrial demand from smaller warehousing and logistic operations in particular. Additionally, there are changes to Council-owned properties whereby they’re being re-zoned to open space or conservation zones as the land is used for drainage, biodiversity or water corridor purposes. Madam Chair, this is the first step for this amendment. It will now be sent to the Minister to undertake a State interest review. Then once that occurs, Council will undertake public consultation on this proposal.

Item C is the contracts and tendering report, 15 out of 16 contracts were awarded to local suppliers—being 93% of the contracts. So far in the financial year, 95% of all contracts have been awarded to local suppliers, with a total spend of over $500 million through local suppliers. The contracts involve a new operating agreement for e-scooters and e-bikes with Neuron, following our termination of the agreement with Beam. A significant refurbishment of the Kenmore Community Centre, package 4 of the Sun-safe suburban playgrounds. I’m happy to read out the list or table the list of playgrounds.

*Councillor interjecting.*

LORD MAYOR: So I can say that the parks in which we’ll be rolling out as part of this package, Borage Place Park, Calamvale; Sunflower Crescent Park, Calamvale; Bowie’s Flat Park, Camp Hill; Nell Jones OAM Park, Sandgate; Victor Grenning Park, Zillmere; Barramundi Street Park, Manly West; Ferguson Park, Enoggera; John French Memorial Park, Gaythorne; Desoto Place Park in Forest Lake; Killarney Street Park in Forest Lake; Tollana Place Park in Inala; Wallaroo Way Community Park in Doolandella; Jamboree Lions Park in Middle Park; Newcomb Park in River Hills; Allara Place Park in Eight Mile Plains; Wallaby Parade Park in Rochedale—

Chair: LORD MAYOR, your time has expired.

**240/2024-25**

The LORD MAYOR was granted an extension of time on the motion of the DEPUTY MAYOR, seconded by Councillor Julia DIXON.

Chair: LORD MAYOR.

LORD MAYOR: Gum Nut Nook in McDowall; Laurina Crescent Park in McDowall; Antrim Street Park in Acacia Ridge; C.A. O’Sullivan Park in Acacia Ridge; Norma Croker Park in Acacia Ridge; Albert Bishop—sorry, Vic Lucas Park in Bulimba; Albert Bishop Park in Nundah; Warburton Park in Virginia; Rasey Park in Herston; Sceptre Row Park in Bardon; Mirbelia Street Park in Kenmore Hills; Nankoor Street Park in Chapel Hill; Platypus Park in Mount Crosby; Sherwood Arboretum; Ashgrove Sportsground Park, Ashgrove; Corramulling Park in The Gap; Bellevue Terrace Park in St Lucia; Fig Tree Pocket Park in Fig Tree Pocket. I think that comes to the end of the list of this particular package.

The contracts also include the provision for our comms and engagement services for a further 2 years. Also Council’s corporate travel management. I did want to say in relation to travel management, this is the figure for engaging a provider of travel management services. I can point out, once again, that the level of corporate travel that we have done as an organisation has been significantly down in recent years and continues to be the case.

If you want to actually compare to previous Labor Administrations, back in the day, they were spending many times more. Something like 9 times more on travel, from memory. Is that the case, Councillor CUNNINGHAM?

*Councillors interjecting.*

LORD MAYOR: So we’ll hear them talk about travel, no doubt. But we know what their record was. We remember the world tour that their mentor Jim Sorley went on just as he was about to retire. So let’s hear what they say about travel. But the reality is, our travel expenditure has been down significantly and remains down significantly, compared to historical levels.

I also did want to remind people that Councillor CASSIDY, in attacking Councillor ADAMS, repeatedly said it should be the LORD MAYOR going overseas for Olympic travel. Remember? He said that, he did say that.

*Councillors interjecting.*

LORD MAYOR: I wonder if he’s going to be supportive of my recent visit, we’ll see. But let me predict—let me predict.

So in terms of those 2 items, I think, yes, we’re taking those as seriatim. So I think I will leave my comments at that.

Chair: Thank you. Further speakers.

Councillor COLLIER: Point of order, Chair.

Chair: Point of order, Councillor COLLIER.

**PROCEDURAL MOTION – NOTIFIED MOTION BE TAKEN OFF THE TABLE**

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| **241/2024-25**  Councillor Lucy COLLIER moved, seconded by Councillor Jared CASSIDY, that the notified motion submitted by Councillor Lucy COLLIER at the meeting on 7 May 2024, be taken off the table.  Upon being submitted to the Chamber, the motion was declared **lost** on the voices. |

Thereupon, Councillors Jared CASSIDY and Lucy COLLIER immediately rose and called for a division, which resulted in the motion being declared **lost**.

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

NOES: 19 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

Chair: Further speakers?

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. I rise to speak on these 2 items in this section of the debate. It’s nice to be talked about.

*Councillor interjecting.*

Councillor CASSIDY: Its nice, yes nice to be talked about by the LNP, I’ve got to say. Even if now I form the fifth reason—

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Madam Chair, I just had the opportunity to review the document the LORD MAYOR tabled. Which states it is a commercial-in-confident document. Can the LORD MAYOR confirm that the appropriate authority has given him permission to release this commercial-in-confidence document, who that was and when it occurred? Can you assure us that the LORD MAYOR has not breached legislation and the Code of Conduct by releasing a commercial-in-confidence document?

Chair: Thank you, Councillor JOHNSTON. We’ll seek further advice.

Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. So I now form the fifth excuse as to why the failure—the failure has had to suspend metro services. Now, you would think that in the LORD MAYOR’s 40-odd minutes just then talking, he might expand a little bit on why we are seeing not just a one-year delay but a 2-year delay on the rollout of metro services.

Why he’s not sacking Councillor MURPHY who has admitted that he had a major, major blunder and a major failure in having to rip metro services off the road after just 3 and a half weeks.

Chair: Councillor CASSIDY, I do bring you back to the reports please, A and C.

Councillor CASSIDY: Thank you, thanks very much, Chair. So on Clause A, we’ll get to the Metro soon enough when we talk about Clause B. No, Clause D rather. So in Clause A, the major amendment to City Plan industry mapping. What we see before us today is largely—I think in looking at the report before us today—in line with the market and current industry uses within Brisbane. Does obviously align with what is required for Council to deliver as part of City Plan under the regional plan, the current regional plan.

The long list of zoning changes that are included in the attachments are mostly—I think exclusively—industry C to B, industrial C to industrial B zoning. Which does change the types of industry that can go into those areas and also means that other buildings, other uses, particularly residential uses, can be closer to that particular industrial use on a lot of those sites. For example, the current industry C zone means a precinct needs to be somewhere from 500 to 1,500 metres from residential land, depending on the use of course. Whether it’s heavy industrial manufacturing, use of chemicals, things that create smell and noise and whatnot. But the newly appointed zone B will mean that that reduces down to 250 to 500 metres because of the types of industry that generally goes into those is a much lower impact.

So we understand it’s both in terms of a planning sense understanding what is required in industrial uses and aligning the zoning for that. But it does also have a housing outcome too, I guess, as well into the future. Which is something we’re interested in this, in this item before us today. I guess the reality is for us and for those of us who have industrial areas that used to house manufacturing as well, I know Councillor STRUNK does, I do in my ward and Councillor ALLAN and plenty of others around the city. Councillor GRIFFITHS, of course in Archerfield. So we know the manufacturing’s changed directly, a lot of us experience this as well.

We’re not seeing the sort of that big, loud heavy industries in those areas as much as we used to and operating in as smaller spaces as they used to. We can, of course, thank the changing manufacturing landscape in Australia to successive LNP Federal Governments under Howard and Abbott and Turnbull, of course, for decimating manufacturing in Australia. So it has changed over the years. What was once an area for steel fabrication may now be a printing business, for instance. Or a kitchen display showroom. Or maybe selling Winnebago RVs (recreational vehicle) and things like that. So the changes do make sense to us and that those zoning changes now do reflect the changing industry uses.

We also note as well, as the LORD MAYOR talked about, that some of those parcels and as was discussed in the presentation this morning, are being kept for drainage and environmental impact reasons as well. That is very important. I know there are—there is a creek system that runs through the Virginia—Geebung and Virginia industrial areas in the northern precinct, it’s called—which are a part of the Zillman Waterholes. Which then flow ultimately through—under Sandgate Road through Nudgee College out into Cabbage Tree Creek then into the bay. Making sure that those creeks and waterways are protected from unintended consequences of development and are also kept clear—because they impact housing further upstream—is critical as well. So that is something that we will be supporting today, these changes going out to consultation.

I do note they’re going to consultation, so this will be a long process. I suspect 2 years or so. We will see this item come back next year we believe and then it will go to State Government and come back. So we will also review what community feedback and industry feedback is provided to Council during this consultation process and certainly encourage that be taken on board.

On contracts and tendering before us today, a couple of contracts really stood out to me. There are some interesting ones there. The first, of course, is which—contract 5, the provision of communication and engagement services. That is a $4 million contract to spend on outsourcing more communications work. Now, we all know—we all know that Councillor MURPHY and the LORD MAYOR could have used a lot of help when it comes to communicating something. They clearly always had an intention that they were going to pull these metro vehicles, if you believe them, in one of the 5 excuses they gave. One of those 5 excuses was apparently just poor personal communication on Councillor MURPHY’s part.

But $4 million to outsource communications work and let’s just remember, this is on top of the 54 staff that Brisbane City Council directly employs in the City Communication team. Which we know is on top of the LORD MAYOR’s direct team of media and comms staff. Now we also know the LORD MAYOR has a large number of media advisers in his office at this own direction. He also has basically direct control over those 54 staff in the Brisbane City Council City Communications team via giving direction to the CEO.

We know the reason, the only reason—and Councillor ALLAN told us this directly. The only reason that the LORD MAYOR’s image and his message appears on the front page of the *Living in Brisbane* newsletter is because his office directed the CEO to include that on the *Living in Brisbane* newsletter. So we know he has direct control over the 54 staff in the City Communications team. Or his phalanx of media advisers in his own office. Now, through this contract, of which the delegate CEO and senior executive managers and Council carry out to outsource another $4 million worth of work to external communications, media and comms companies as well, is also at the LORD MAYOR’s discretion. Not to mention you know that’s bad enough as it is, all more hallmarks of a regime, the control of the narrative coming out of the organisation. A tight control of the flow of information.

But also just the cost, the cost to ratepayers. You know when you look at the hundreds of millions of dollars spent on labour hire and temporary workers that are used in increasing numbers to divide and conquer a Council workforce. To dilute the power of collective action in Council and offer pathetic wage increases and try to gut redundancy provisions. But the LORD MAYOR also, while he does that—contracts out that work—is spending millions and millions of dollars advertising his own personal messages out there. There is no line. There is no line that the LORD MAYOR is not willing to cross when it comes to his own personal image.

When you look at this work as well in—as I said, having over 50 staff at their direct disposal, this regime here—this LNP regime in Council still finds the need to spend $4 million. You would hope that was a typo and you would hope that also—you know sometimes you see the total schedule of rates and then one of those contracts out of that might be only a couple of hundred thousand dollars. Not in this case. They don’t intend to underspend one cent of the $4 million in external communications work. Because it’s in the LNP’s interests.

The other one, which is an important one, because it also goes to another stuff up on this LNP regime’s part. Not to the scale of the Metro, of course, but it’s the contract to award e-scooters and e-bikes here in Brisbane to Neuron Mobility.

So we found out recently, of course, that Beam Mobility were—

Chair: Councillor CASSIDY, your time has expired.

Councillor COLLIER: Point of order.

Chair: Point of order, Councillor COLLIER.

**242/2024-25**

Councillor Jared CASSIDY was granted an extension of time on the motion of Councillor Lucy COLLIER, seconded by Councillor Charles STRUNK.

Chair: Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. So Beam Mobility were awarded this contract previously. Of course, we know the litany of issues that were there. They’re now flogging off those scooters to anyone who will buy them. We see this contract come through today to issue an operating agreement for Neuron. So there’s no tender process for this, they were the third best option, I guess, after Lime and Beam originally, according to Council. So they get the guernsey now.

I certainly hope—you would certainly hope that given there were absolutely no checks and balances, no accountability whatsoever in the previous scooter contracts. Council had no processes whatsoever to check the number of scooters that were deployed in streets. You’d certainly hope that has been rectified and that is not the case anymore, before we’re entering a deal with a new provider. When I say deal, it is a hell of a deal. It’s not just that they sort of get to deploy scooters on the streets and are providing some public service. People obviously pay to use these and those companies are paying Council a significant amount of money. Now, we know that Councillor MURPHY can’t count. But maybe—we certainly hope, as I said, a system’s been put in place to properly verify that data.

We know—I can’t say the figure, of course but I think that has previously been released. The fee per scooter has been released by the LNP. I guess if you know how many scooters there are you can do the calculations. I’m not going to do that today, I’m not going to release that. But we do know that overall, across all of the e-scooter and e-bike contracts and operating agreements, Council—the ratepayers of Brisbane—are receiving millions of dollars in revenue. So this contract is a revenue basis contract, not a cost base contract, to the ratepayers of Brisbane.

So the argument for setting up a scheme in which scooter and e-bike companies pay Council a fee to operate on public land, predominantly on our footpaths and bikeways, was that revenue coming in would be spent and used to improve those facilities for people using them. Not just people using these devices but people who have to interact with these devices where they are deployed. Now no one can argue that there’s been any improvements in the footpath space in the CBD and the inner city with the deployment of these, absolutely not. In fact the only changes we’ve seen on inner city footpaths is designated parking areas. Which take footpath space away from pedestrians for these scooters. We’ve seen no improvements there.

In suburban areas where they’ve been deployed, down in Wynnum-Manly area, in my area, on the Sandgate-Brighton Foreshore area and expanded into around train stations, including Deagon train station, I know in Councillor COLLIER’s area and I think Eight Mile Plains in Councillor HUANG’s area. There has been no dedicated, funded upgrades to bikeway or footpath infrastructure as a result of these scooters being rolled out.

So what we know is that by having these things on the footpaths Council is receiving millions of dollars in revenue for hosting them there and allowing these companies to operate. But communities that are having them and are having to interact with them, are not seeing any return on that at all. There’s no transparency. You know we know these millions of dollars is going into what we call consolidated revenue. That money could be being spent on opening parties, maybe it is—they’re technically spending it on active transport, I guess. Because they spend it on the opening party at the green bridges, the Breakfast Creek green bridge and they’re about to spend it on the Kangaroo Point one. Maybe they spent that on the Metro opening party. I wonder if they’re going to have a closing party for the Metro now? I wonder if they’ll invite everyone back. It was only $45 a head. Maybe they’ll invite everyone back—

Chair: Councillor CASSIDY, please come back to the report.

Councillor CASSIDY: —for a closing party. So the millions of dollars of which it’s brought in, there’s no transparency where that goes, right. No one on that side of the Chamber knows where that money is going. They’ll probably all just say oh, it goes on all of the things—you know for the SEF (Suburban Enhancement Fund) funding that everyone shares in and the bikeway funding. But who really knows about that? This is a very specific stream of funding that comes in and it should be spent on very specific things. So I—to that end, Chair, in closing my remarks here—

**PROCEDURAL MOTION – SUSPENSION OF STANDING RULES**

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| **243/2024-25**  Councillor Jared CASSIDY moved, seconded by Councillor Lucy COLLIER, that the Standing Rules be suspended to enable him to move a motion that Council invests the revenue from the operating agreements for e-scooters and e-bikes in Brisbane, directly on active transport infrastructure including wider footpaths, new footpaths and bikeways.  Upon being submitted to the Chamber, the motion was declared **lost** on the voices. |

Thereupon, Councillors Jared CASSIDY and Lucy COLLIER immediately rose and called for a division, which resulted in the motion being declared **lost**.

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

NOES: 19 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

Chair: Further speakers?

Councillor ADERMANN. Councillor ADERMANN, can you please put your mic on, thank you.

Councillor ADERMANN: I’m very sorry, I thought I had.

Chair: Thank you.

Councillor ADERMANN: Thank you, Chair. I rise to speak on item C, contracts and tendering. Specifically in relation to one of the contracts for a project in the Pullenvale Ward, the refurbishment of the Kenmore Community Centre at 98 Brookfield Road. The awarding of this contract is a significant moment. It means that there will be shovels in the ground next January, with an anticipated completion date in June, weather permitting. Hopefully it will also mean an end to the negativity from the Federal Greens Member who has politicised this project against Council, despite knowing full well that there were processes that needed to be followed and extensive consultation to be undertaken.

Unlike her party, we don’t tell people what we think is good for them. We listen and act upon the feedback that we receive. Chair, it was important that we took our time and liaised with all the of the tenants at the Brookfield Road site, they being Men’s Shed West, Kenmore Bridge Club and eWaste Connection, to establish their priorities and to see what could and couldn’t be done within the $1.6 million budget. It was also important that we got this right to ensure that all 3 tenants benefited from the allocated funding. After being briefed by Council officers a couple of weeks ago on the concept plan, I am in no doubt that we have equally shared the love between all 3 and in doing so achieved maximum bang for our buck.

Chair, allow me to summarise the range of improvements that we are about to deliver for our 3 tenants. The Bridge Club will have an open playing space to accommodate 14 playing tables, more than what they currently have. A kitchen and new ambulant toilet will be included along with a new covered outdoor seating area. eWaste Connection will have exclusive use of the building opposite its existing workshop for additional office and storage space. A new ambulant toilet will also be included in their building. Men’s Shed West will have a new dust extraction system installed and their kitchenette will be upgraded. The building located between Men’s Shed and the Bridge Club will be rebuilt and include a communal meeting space, card dealing room, an area for the Men’s Shed tech hub, a PWD (people with disability) toilet and 2 ambulant toilets.

Chair, finally some thank yous to those who have made this happen. First to the former Member for Ryan, Julian Simmonds who secured the initial $1.5 million Federal grant for Council to deliver these improvements. Second to the tenants for their input, persistence and patience in getting to where we are today. Thanks particularly to George at the Bridge Club, Gerald, Neil and Phil at Men’s Shed and Monique at eWaste. When the calls and emails started to dry up in recent months, I knew that we were getting close to a design that everyone was happy with.

Last but not least, to Council’s Connected Communities team, ably led by Julie Byth and Mitch Barlow, who worked with all 3 tenants to achieve the outcomes that will benefit the many local residents who use the Kenmore Community Centre. They listened, were transparent in their dealings and communications with all 3 groups and were flexible. For that, I thank them.

I look forward now to watching these works take shape in the coming months, with the official opening in June. Thank you.

Councillor DIXON: Point of order, Chair.

Chair: Point of order Councillor DIXON.

**ADJOURNMENT:**

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| **244/2024-25**  It was resolved on the motion of Councillor Julia DIXON, seconded by Councillor Alex GIVNEY, that the meeting adjourn for a period of 15 minutes, to commence only when all Councillors had vacated the Chamber and the doors locked.  Council stood adjourned at 3.01pm. |

**UPON RESUMPTION:**

Chair: So, further speakers on items A and C. Councillor JOHNSTON.

Councillor JOHNSTON: Oh no, point of order, Madam Chair.

Chair: Point of order.

Councillor JOHNSTON: Yes, Madam Chair, I note that earlier today the LORD MAYOR published a commercial-in-confidence document. We’ve not had a ruling from you about this. So can you please advise what action you’re going to take?

Chair: Yes, Councillor JOHNSTON I told you already that I’m seeking advice. I didn’t put a time limit on that. So I’ll provide that when I have it.

Further speakers on A and C?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, I rise to speak on items A and C. I’ll start with item C, the Contracts and Tendering report. What’s very clear with this Administration is—well, I think the shortcuts that they are taking with the delivery of Council projects and service—and this is where, of course, their failure to undertake proper due diligence, scoping of projects, leads to significant problems down the track. That’s pretty evident in what we’re seeing today with some of the items in the Contracts and Tendering report.

I’ll start with the operating agreements for e-scooters and e-bikes in Brisbane. Now, whilst it’s a secret how much money Council is spending on this contract, the bigger problem is that I, quote, “Council’s entered into directly following Council’s decision to end the contract with Beam Mobility, which was selected as the result of full tender process in December 2023.” Due to the recency of the tender process it was deemed to be most advantageous Council kept the most advantageous offer from that tender.

So a year ago Council entered into an agreement, sorry, an assessment of projects. Out of that was a stuff up. One of the providers clearly went out and deliberately breached the caps that were in those contracts. So we can see that that and the management of that contract, that flowed from that decision in December last year, was not well handled by Council and led to serious problems with breach of contract that were later identified by Council.

But instead of going back to the market, instead of putting more rigorous safeguards around the selection of tenderers, Brisbane City Council has gone back, picked up Neuron. I think Neuron’s been a supplier to Council before and we ditched them but now they’re back. We are left with the fact that the completely incompetent LNP Administration are simply going back to Neuron, a Singapore-based company, to deliver more e‑scooters and e-bikes around Brisbane.

Meanwhile, has this Administration taken the time as part of this—well, they didn’t do a new contract or a new expressions of interest. Have they done anything to address the safety concerns of the many people who are either dying or being injured through the inappropriate use of e-scooters and e-bikes? That is simply the number of accidents and hospitalisations that are occurring around the city.

So has Council done anything to address the safety concerns as part of the revision of the contract? No, they haven’t. Have they done anything in the contract to determine whether or not we need to put safeguards around the capping of scooters and e-bikes? Well we don’t know because it’s a secret contract.

Have they put any management arrangements in place to monitor these contracts to make sure that they are being overseen properly by Council? So that ratepayers aren’t being ripped off as they were by the previous supplier. We don’t know because this is a secret contract that we don’t have any details about. But there was no competitive process on. These guys have just gone out and picked one. I mean it’s not leading to good outcomes for the city, it’s not, it’s just not.

Meanwhile, we see these bikes just strewn all over the streets everywhere, causing trip hazards for people. The geofencing about where they’re supposed to go, well that was a big fat lie and we know that, because even though the Council officers came out to my office and they said ‘yes, the bikes can only be left in areas that are geolocated’, well that wasn’t true, it’s only inner city areas where that happens. So those bikes can just be dumped anywhere.

This Council won’t even take responsibility for the trip hazard on the footpath. If you ring Council and ask for urgent assistance for somebody in a wheelchair or a blind person, they simply refer you to the provider.

So this Council has commercialised our footpaths without any safeguards in place. People are dying, people are getting hurt and the ratepayers of Brisbane are being put at risk and being ripped off. All of these things have happened—

Chair: Councillor JOHNSTON, your time has expired.

Councillor JOHNSTON: —under this LNP Administration.

Chair: Further speakers?

Councillor WOLFF

Councillor JOHNSTON: I can’t believe that was—

Councillor WOLFF: Thanks very much, Madam Chair. I rise to speak on item C and in particular the Suburban SunSafe package, supply and installation of shade sails. The Schrinner Council is dedicated to ensuring that every playground in Brisbane has adequate shade coverage within the coming years, to create safer, healthier outdoor spaces for children across our beautiful city. This initiative, the Sun-safe suburban playgrounds program, has seen wonderful enhancements to local parks. Last year in the Walter Taylor Ward, this included the Guyatt Park in St Lucia and Acacia Park in St Lucia.

I’ve had so many locals provide positive feedback on how this has really enhanced the experience for their children in local parks. Already, Brisbane City Council has installed shade sails at 116 parks, to allow the community to enjoy playgrounds for longer each day, all year round. This program is focused on increasing sun safety at playgrounds.

Okay, so depending on the site, I have been told that shade covers can be added around mature trees, which is really exciting and will enhance sun protection. Also I understand where there is a shortfall of shade, tree plantings adjacent to playgrounds will be investigated for long term natural shade.

There’s also many health and safety benefits to this program. The shade improvements aim to significantly reduce children’s exposure to UV (ultraviolet) radiation during outdoor play and by lowering UV exposure, the program contributes to reducing the risk of children developing skin cancer later in life.

So I’m delighted in the 2024-25 budget to be delivering 2 parks in the Walter Taylor Ward that will be receiving new shade sails. The Bellevue Terrace playground at Bellevue Terrace Park in St Lucia. This park is surrounded by mature trees and will benefit from additional shade sails and will enhance the park’s natural beauty and also provide extra shade for visitors to the park.

Errogie Place playground at Fig Tree Pocket Common Park in Fig Tree Pocket, is also located on a quiet street and this park will also gain new shade sails. So like the Bellevue Terrace Park, these new additions will create more shaded areas for children to enjoy play on equipment and also make it ideal for families to enjoy picnics.

So I’m really looking forward to seeing both of these roll out in the Walter Taylor Ward community. Thank you.

Chair: Further speakers?

Councillor STRUNK.

Councillor STRUNK: Thank you, Chair. I’ll actually start on C and then work my way back up to A if there’s time. Listen, you know I concur with Councillor WOLFF in regards to this shade sail program. It’s been a godsend to me because we haven’t had to use SEF funding for putting a lot of them up that has occurred over the last 2 years.

But I question maybe a little bit of auditing as to some of the parks that actually maybe have been overlooked. I only pick up one of those in my ward that I want to make mention of. So that maybe someone up in Brisbane Square, or the Chair, can sort of make note of it.

This is the one in Hock Davis Park. Harold Davis was a returned serviceman who was part of a consortium that were putting together a—housing for returned servicemen after the War, after World War II, that is. Sadly—and it was called Serviceton then. Then sadly it didn’t quite come together but they did some construction but they ran out of funds and the State Government stepped in and it became a public housing project after that.

But Hock Davis was a very well-known man in the—and the whole family, actually was very well known in the Inala area. So this park, Hock Davis Park, was named after to commemorate his great work in the community.

This park has some of the most magnificent ghost gums, probably in my whole ward and I would say somewhat across Brisbane as well, but there is a playground area. It’s in a spot in the park which is in full sun most of the day.

So I just wanted to make mention of that because I think it’s important that we pay due respect to Hock Davis in this area. If we can find some funding for that, maybe in the next round, if there’s going to be a next round. But if there’s not, if you can just let me know and we’ll try to find some money out of the award funding as well to do this. Because it’s one that has been overlooked and should be addressed.

Now, if I can move on to item A, right. It was interesting to open up the attachments and have a look at all the overlays. Have a look at the overlays and the industrial areas of—Richlands in my ward, anyways because that’s where all of the industrial land is and sites.

But there was one—when we opened them up there was only one address, 399 Archerfield Road, that popped up in regards to the change of the industrial—from C down to B. In other words, from 500 metres down to 250 metres that you would be allowed to build a residential development.

I thought that was really interesting because the site actually is a honey manufacturer in Archerfield Road, a very well-known one, Capilano’s. I’m sure you’ve all had Capilano honey over the years. A terrific business, a local business that employs a lot of people. But they were captured—the new overlay was—they were captured in with this new overlay.

So it was just interesting that when we looked at the new overlay, which sort of made sense, that there was some housing that had actually already been developed some years before, close to the manufacturing area for Capilano. But they weren’t part of the original overlay, right. They were—either they were overlooked or I don’t know how to describe it.

Anyways, so my worry is that these houses and there’s probably about 40 or 50, 60 houses that are in line. Well, closer than 250 metres to the industrial address. That when they purchased those houses, of course there was no problem. It didn’t pop up on a search probably when they did the conveyancing. But now it probably will.

So I just hope they won’t be disadvantaged when they go to sell their houses and the due diligence by their lawyers are done and find that they’re part of a—part of the overlay now.

But one of the good things that actually happened in this space as well was the fact that it was—there was allowance made, I wrote it down here—

Chair: Councillor STRUNK, your time has expired.

Further speakers.

Councillor STRUNK: I wish we’d have more than 5 minutes.

Chair: Councillor ALLAN.

Councillor ALLAN: Thank you. Thank you, Madam Chair. I rise to speak on item A, the major amendment, Industry mapping. The industrial economy is a critical part of Brisbane’s economy and advances in technology and knowledge industries change how manufacturing logistics and servicing is carried out.

In 2022 we released Our Productive City, our industrial strategy for Brisbane which outlines the need to continue to improve and adapt how industrial areas are used to remain globally competitive and to serve our growing city.

The strategy outlined how the pandemic has created challenges for Australian industry and consumers, revealing our reliance on overseas manufacturing and exposure to international trade fluctuations.

In response, many Brisbane businesses have re-examined supply chains and changed their operations and production lines. Additionally, increases in e‑commerce is also driving demand for warehousing and logistics.

Action 1.3 from the industrial strategy sets out to review the mix of industrial zoned land within major industrial areas and other areas to make more land available for cleaner industry, warehousing, logistics and distribution. Madam Chair, this amendment is fulfilling that action.

As part of addressing this action, a review into industrial demand was undertaken and found that across Brisbane’s major industrial areas, there is an increase in demand for uses aligned with outcomes of the General industry B zone. They are uses such as logistics and distribution warehouses.

As such, the zoning review balances the need to make more land available for cleaner industry, warehousing, logistics and distribution while also protecting areas of significant existing, or potential, future high impact industry uses. Two hundred and seven properties have been proposed to change zoning from General industry C to General industry B. This represents approximately 82 hectares of land or 6.6% of General industry C land. All are located within the Northern industrial Area, the Australia TradeCoast or the South West Industrial Gateway.

Madam Chair, I can confirm that all properties will retain existing use rights for current and active approvals and existing high impact industry uses will remain at current levels of protection against encroachment of sensitive uses. Land currently owned by Council that is used for drainage, biodiversity or riparian waterway corridors, they will also be captured in these changes. The General industry C zoning will change to an open space or conservation zoning to accurately reflect their use. This change is across 9 properties in that particular example and that represents approximately 5.5 hectares.

Madam Chair, the amendment also proposed changes to the industrial amenity overlay mapping. This overlay ensures any proposed development considers reducing the risk of inappropriate development of sensitive uses encroaching on an existing industrial zones and uses. In investigating the proposed zone changes will be made to existing high impact industry uses, which were identified in the General industry C zoned land.

As such, it is proposed to extend the overlay to these properties to ensure these businesses are adequately protected by the industrial amenity overlay. This includes sites in Virginia, Coopers Plains, Archerfield, Acacia Ridge, Richlands and Wacol.

There is also a site in Nudgee where we are actually removing the industrial amenity overlay. So obviously where we’ve got high impact industry use, we need to have those overlays in place but in the case of this particular location in Nudgee, the high impact industry has ceased to operate and it’s been replaced by a residential outcome, so that particular overlay can be removed.

As the LORD MAYOR mentioned, the amendment package will now proceed to the State for State Interest Review and for approval for Council to undertake public consultation. So to Councillor STRUNK’s point, there is an opportunity for consultation.

Madam Chair, this is another example of the Schrinner Council ensuring Brisbane has an even bigger slice of the evolving economy that will see industries become cleaner, more tech savvy and call Brisbane home.

Chair: Further speakers?

Councillor MURPHY.

Councillor MURPHY: Thanks, Madam Chair. I rise to speak to item C, contracts and tendering, and in particular the operating agreements for e-scooters and e-bikes. Firstly, I just want to say Council’s shared mobility scheme does genuinely perform an important public service in making our city more connected. It offers those easy and convenient alternatives to driving for some now 15 million people who have travelled on e-scooters and e-bikes in our city since the scheme began in 2018. Last year, in December, we entered into next generation operating agreements for shared devices with both Lime and Beam. These agreements, which commenced on 22 July 2024, did allow for up to 6,000 devices, comprising 5,000 e‑scooters and 1,000 e-bikes split evenly between 2 operators.

In August, following allegations of unethical operations by Beam, Council conducted a review of device caps across the city, and that review found that Beam systematically exceeded its device cap and, as a result, Council terminated its contract with Beam. Beam will cease being an e-mobility operator in Brisbane on 2 December 2024 at midnight. This has left Council’s 2-operator model, which encourages innovation and competition within the sector between the operators, unbalanced. As a result, Council entered direct negotiations with Neuron Mobility, who submitted a very strong offer in the December 2023 tender process. This direct approach avoided going back to market with a full tender and was advantageous to Council as Neuron achieved an excellent non-price score and value for money during the last tender process.

On 15 October, an agreement was approved and, as a result, Neuron will re‑enter Brisbane again on 3 December 2024. Neuron first arrived in Brisbane in 2019 as our second e-mobility operator. They have since expanded across 12 cities in Australia. Recent studies found that around 43% of trips taken on Neuron devices replaced car journeys with nearly 13 million kilometres travelled on them to date. Their capacity to meet existing customer demand and to maintain service levels gave Council a high degree of confidence that they would be an operator that we could trust. It also means that, under this contract, Council can continue to deliver the benefits of the scheme and that the scheme offers the community by supporting the growth of sustainable, 2-wheeled transport in Brisbane. We look forward to this new chapter with both Neuron and Lime operating our e-mobility scheme.

We also had, Madam Chair, a number of falsehoods peddled when it comes to the scheme and some of the reasons behind this decision and some of the governance of this scheme, and we need to just put those to bed quickly. Councillor CASSIDY said the Council chose the third best option, as if that was a bad thing, in a tender where we received dozens of offers from dozens of companies. The reality is, I don’t know if Councillor CASSIDY understands how a tender works, but generally in Council, we will rank all of the tenders and score them based on price and non-price criteria, and that will lead to a top offer, a second offer, a third offer, a fourth offer, a fifth offer. When you have your second best offer punch out for obvious reasons, of course then it makes sense to go with the runner-up.

He criticised Council with not having a system in place to check for vehicle deployment numbers. Well, we do. We do and we have, like every other city around the world that was deceived by Beam and that have also taken the same actions that this Council has taken in selecting new operators and ending their relationships with Beam. We’ve worked to make our systems more robust after this incident. We’ve moved to mobility data standard 2, which is a new standard for mobility data and information sharing between providers and operators, and open source, open access data scheme. We’ve also joined the Open Mobility Foundation to be part of that governance process into the future.

He also said there were no improvements to footpaths, despite funding received from e-mobility revenue which is, of course, absolute rubbish. Every Councillor in this Chamber spends money on footpaths in their ward and, up until very recently, Councillor CASSIDY didn’t spend anything in his own ward, but recently, due to criticisms made in this Chamber, he has started to spend money on footpaths which, of course, we welcome. I mentioned earlier in the Chamber, $435 million over the last 4 years spent on active transport infrastructure, not including footpaths. Councillor CASSIDY—Councillor JOHNSTON mentioned that Council didn’t go back to market. Well, I’ve already explained, Madam Chair—

Chair: Councillor MURPHY, your time has expired.

Councillor MURPHY: —that would have been a cost to Council, which we have avoided.

Chair: Further speakers?

No further speakers.

LORD MAYOR, right of reply?

We will now put item A to the vote.

**Clause A put**

Upon being submitted to the Chamber, the motion for the adoption of Clause A of the report of the Establishment and Coordination Committee was declared **carried** on the voices.

Chair: We will now put item C to the vote.

**Clause C put**

Upon being submitted to the Chamber, the motion for the adoption of Clause C of the report of the Establishment and Coordination Committee was declared **carried** on the voices.

Thereupon, Councillors Jared CASSIDY and Lucy COLLIER immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 19 - The Right Honourable, the LORD MAYOR, Councillor Adrian SCHRINNER, DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Sandy LANDERS, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

ABSTENTIONS: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

Chair: Councillor JOHNSTON, in reference to your earlier point of order, I have been advised that, as the matter is no longer commercial-in-confidence, as the project has been completed and there are no commercial negotiations relating to it, that it is fine. Thank you.

We will now move to items B and D.

Councillor JOHNSTON: Sorry, point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: The document and information the LORD MAYOR released today is clearly marked as commercial-in-confidence, and that requires a particular type of approval for it to be released. I understand the project. We all understand over the weekend, but the problem is, that document had not been in the public sphere. It has been released by the LORD MAYOR, and the issue is whether or not, under Council policy, the appropriate authorisation to release that document has been given. Madam Chair, can you check whether the appropriate authorisation has been given?

Chair: Councillor JOHNSTON, I don’t uphold your point of order. I have given my advice and my advice still stands.

I am now referring Councillors to item B.

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: I dissent in your ruling.

*The dissent motion lapsed for want of a seconder.*

Chair: Moving on to item B and D.

LORD MAYOR.

LORD MAYOR: Moving on to the next 2 items, item B is the annual operational plan and quarterly progress report for the period ending September 2024 in accordance with the requirements of the City of Brisbane Regulation. This is the first quarterly report for the financial year and includes statements of comprehensive income, financial position, and changes in equity and cash flow for the first 3 months of the financial year. In these first 3 months, we can see that revenue is above budget and our expenses and capital expenditure are below budget during the initial period of the year. This is mainly due to the timing in expenditure across the transport and infrastructure portfolios, with these figures expected to materially align with the annual budget by the end of the financial year.

Revenue is impacted by the timing of grants and subsidies revenue relating to the Federal Government Financial Assistance Grant, which was only received in July of this year, but had been forecast to be received in the previous financial year. So, Federal Government paid the grant late in a new financial year, rather than the one that it was anticipated, which is obviously unhelpful and had an impact there. When we were expecting the paltry amount of Federal Government support that we do get to come in, and then it’s delayed by a financial year, that is not helpful. It shows that over $250 million in capital works were delivered in the first 3 months of the year, out of a total of the $1 billion infrastructure budget.

So, $250 million in the first quarter, $1 billion over the year, obviously that program’s on track. We see an incredible amount of infrastructure work and delivery going on, whether it’s the Brisbane Metro, the ragingly successful first stage of Brisbane Metro, whether it is the Kangaroo Point Bridge, which is nearing completion and is in fact at about 98% complete at this point in time, whether it is the Moggill Road corridor upgrade, whether it is the Beams Road upgrade, whether it is the suburban park upgrades and projects that have been delivered, the Brisbane International Cycle Park or Murarrie cycle park, there is a whole range of incredible work going on and being delivered out in the suburbs, and work that will deliver a lasting benefit to the people of Brisbane.

Also, it’s important to point out that this level of investment that we’re making is at record high levels. No former Administration of any colour has ever delivered more capital works than we are delivering right now. It’s a record program and will deliver record benefits to the people of Brisbane. We will continue to do everything possible to carefully manage the city’s finances to make sure the budget stays balanced. We have been very clear and open about the fact that these have been challenging times financially. We’ve have had the massive impact of global inflation and its flow through to a range of projects and construction costs.

We have had ongoing cost shifting from other levels of government, which has reached new highs or new lows, depending on your perspective, where we’re now responsible for suburban Botox clinics and injectables, where we’re now expected to pick up the bill for State Government reading programs in our libraries that should be fully funded by the State Government, but they’ve been squibbing their responsibility. I could go on and on and on, but the cost shifting—you know, don’t just take my word for it, take the LGAQ’s word for it. This is a problem for every single Council so we’re going to be increasingly pushing back when the State and Federal Governments squib their responsibilities. We’re going to hold them accountable. We’re going to push back.

We’re no longer going to cover for them because the reality is, we’re expected to do more and more with just 3% of the taxation revenue in this country, with 81% going to the Federal Government and 16% going to State Governments. So, we do a lot with a little when it comes to our budget. We’re delivering record investment in infrastructure. We’re delivering major, game-changing projects, whether it’s the successful, raging success Brisbane Metro, the game-changing Brisbane Metro, the best public transport project of its kind anywhere in Australia, the most successful of its kind, the world-leading Brisbane Metro project—

*Councillors interjecting.*

LORD MAYOR: We love to hear from the cheap seats. The one opponent of Brisbane Metro is piping up again, but the reality is, everyone else that knows anything about public transport is incredibly excited about this project. It’s a fantastic project. The first full-week trial has been an incredible success with almost 100,000 people catching the services over those 4 weeks. We’re really looking forward to rolling out further stages of Brisbane Metro as we continue to gear up and get further deliveries of vehicles and also further training of drivers and gearing up the capacity to deliver further services in a staged way in the future. We’re really excited about that opportunity.

Item D is, speaking of Metro, the SCP (Significant Contracting Plan) for OEM spare parts and maintenance support for the Brisbane Metro vehicles. This is an arrangement with HESS as part of our deployment of the HESS lighTram 25, the first of its kind in the Southern Hemisphere, the first of its kind in a subtropical environment, the first of its kind in a non-European city like Brisbane, and a really exciting innovation when it comes to public transport, a project which will change the game. It will blow out of the water all of those people who think the answer to every question is Light rail, because we have seen the only thing Light rail delivers now is a big, fat pile of debt. The Gold Coast Light rail, it’s become a farce in terms of how much that project has cost and the disruption that it is generating. Now everyone’s scratching their heads about what to do next because the budget has blown out so much.

Here in Brisbane Metro, we announced the $1.5 billion Metro project in 2016. We made some changes to the project. We are bringing it in at $1.55 billion and it’ll be a fantastic outcome, funded by all 3 levels of government. Try and say the same with a Light rail project. You’ll never do it. The only mass transit solution that can be delivered for Brisbane in a timely and cost-effective manner is the bus rapid transit Brisbane Metro solution. This is the right project for Brisbane. The vehicle is the right vehicle for local circumstances and, as I pointed out before, HESS has been manufacturing electric buses, not just in recent years when everyone’s been transitioning in recent years, but for decades, 40, 50 years plus, they’ve been making electric buses, starting off with trolley buses.

Right now, just in Switzerland alone, there are 863,000 people a day catching HESS vehicles as part of the public transport network. When you include the other cities outside of Switzerland that are using these vehicles, over a million people a day are easily catching one of these HESS vehicles. They are great vehicles. They are reliable vehicles. Many leading cities, particularly in Europe, have signed contracts with HESS like the one that we’re signing today. This agreement will help cover the life of our metro vehicles, which is anticipated at approximately 20 years, and so will make sure that we have an ongoing supply of parts and support from HESS over that 20-year period.

The other part of the SCP is for maintenance support services from HESS, as well. There are plenty of things we’ll be able to do to the vehicle ourselves at the Rochedale depot with Transport for Brisbane staff and workers. We’ve been busy working to gear up Australia’s largest electric bus depot at Rochedale, but there are some things that we’ll need particular support from HESS on when it comes to the maintenance. HESS not only runs a manufacturing facility, but they also provide spare parts support and programming support, as well. I mention programming because the metro vehicles are effectively a giant computer on wheels. There is so much technology that goes into them and so much computer programming that’s required, as well. So, getting that ongoing support is absolutely important. Just like the iPhone needs an update—

Chair: LORD MAYOR, your time has expired.

LORD MAYOR: —the HESS vehicles will get an update on a regular basis, as well.

Councillor DIXON: Point of order, Chair.

**245/2024-25**

The LORD MAYOR was granted an extension of time on the motion of Councillor Julia DIXON, seconded by Councillor Alex GIVNEY.

Chair: LORD MAYOR.

LORD MAYOR: Just briefly, just as other technology like your phone or computer needs an update, our HESS vehicles go through regular updates. That’s based on, not only Brisbane’s requirements, but changes they’re making to their global fleet, as well, and improvements they’re making to their global fleet. That optimises their use of the vehicles, whether it’s optimising charging, whether it’s optimising vehicles for local conditions that are obviously different to Swiss conditions in many ways, that support is important and valued, and this SCP will allow us to deliver the best possible outcome for Brisbane residents by entering into an agreement, which is a long-term agreement, an initial period of 12 months, but a long-term agreement over 20 years to provide that support that we need. Thank you, Madam Chair.

Chair: Further speakers?

Councillor CASSIDY.

Councillor CASSIDY: Thanks, Chair. I rise to speak on these 2 items before us today. I’m glad, having reviewed the tabled document the LORD MAYOR has provided, in an effort to mop up some of the mistruths that have been peddled by Councillor MURPHY, particularly over the last 24 hours. What it does do, what it does confirm that document, is that there was no end date in black and white. It says when there’s a start date.

Chair: Councillor CASSIDY, I want to draw you back to items B and D, not the trial. That’s not in the report.

Councillor CASSIDY: The Metro is, yes, of course.

Chair: Can you please—it is not. It is about the spare parts. The LORD MAYOR has the ability to go around the world. You don’t. Please come—

Councillor CASSIDY: What’s item B, Chair?

Chair: Councillor, I am instructing you to come back to B and D, please.

Councillor CASSIDY: What is B, Chair? What is item B?

*Councillor interjecting.*

Chair: Councillor JOHNSTON.

Councillor CASSIDY: It’s a budget document.

Chair: I am asking you to not call out and I do caution you.

Councillor CASSIDY.

Councillor CASSIDY: Thanks, Chair. I refer to page 14, Program 1, Transport for Brisbane, Brisbane Metro, provide bus and metro services. I refer to the LORD MAYOR’s comments, of which there is a longstanding precedent in this place that we can refer to the previous speeches of previous speakers if they are referring to the documents before us. The LORD MAYOR was specifically talking about item B and item D before us. He wasn’t going around the world there. What I’m talking about is this monumental stuff-up of the Brisbane Metro. We see in item B before us and in item D enormous amounts of expenditure, which is escalating to the point, Chair, that today, the LORD MAYOR has just revealed that the ongoing cost of the Metro—this is not the final cost of the Metro anymore—the ongoing cost of the Metro has now reached $1.55 billion.

As of yesterday, in public statements that Councillor MURPHY was making, it was $1.52 billion. Today, the LORD MAYOR is saying it’s $1.55 billion. So, the document which he was just talking about—

*Councillor interjecting.*

Councillor CASSIDY: I wonder who is telling the truth. I don’t know whether—no, we can’t say that they are lying, of course. I wouldn’t say that in here, but maybe they actually believe the things they’re saying. Maybe they actually are starting to believe. They’re saying them often enough. Maybe they’re starting to believe the things they’re saying, because apparently, the media didn’t know, drivers didn’t know there was an end date, passengers didn’t know there was an end date, Council officers didn’t know there was an end date.

Chair: Councillor CASSIDY, again, you’re talking about the trial and that isn’t part of the discussion. Please come back.

Councillor CASSIDY: What is the trial, then? I don’t understand. What was the trial? If it’s nothing to do with metro, if it’s not the early rollout of metro, what is it? I mean, these documents before us today are shuffling money from program to program, item to item. I don’t understand what on Earth this so-called trial was if it wasn’t the early rollout of metro. I guess case in point, Chair, you do make a point for me that it wasn’t, in fact, the early rollout of metro. It, in fact, clearly wasn’t the early rollout of metro because the LNP knew behind closed doors that it was only intended to run for 3-and-a-half weeks. The LORD MAYOR seems to think it’s a computer game now. The metro rollout is some sort of computer game. His comments suggested that he could just reset it, turn it off and on again, maybe it would work. Maybe that’s what they did in an attempt to fix all of these major flaws, but it certainly hasn’t helped and there is egg all over their faces. In the words of—

Chair: Councillor CASSIDY, I am asking you to stop talking about that trial. I’ve asked you 3 times now. Please come back to items B and D.

Councillor CASSIDY: I wasn’t talking about it just then. I’ve moved on. I’d clearly moved on, but in the words of *The Courier-Mail*, it’s a massive fail, a massive fail.

Chair: Again, Councillor CASSIDY, I am cautioning you.

Councillor CASSIDY: Oh no, there’s plenty to come back on Metro here throughout these documents, definitely. As we work our way through—we’ll come to Metro again in Clause B—the quarterly financial report, it’s absolutely crystal clear, Chair, to anyone that the cuts that have been implemented by this LNP regime, started by the decision this LORD MAYOR made in October 2022 to increase the spending and debt on the Metro by $400 million, led to the cuts that he announced in October 2023. What we have before us today in November 2024 are all of those political decisions that the LORD MAYOR and his regime have made, and they are starting to bite in the community.

There’s a litany of cuts when you go through this document across the board, except, of course—I do acknowledge there are some program areas that are immune from cuts, particularly the Metro project, because we’ve just heard today that that has increased from $1.52 billion yesterday to $1.55 billion today. They are ones that this regime has succeeded in dumping a whole lot more money into. What the document before us shows is that the regime is trying to cover up their cuts to basic services with increases to those particularly 3 large projects, which we can pick apart a bit here.

Now, cuts to drainage projects. This is one that should be of great interest to Councillors. Just about every single Councillor, I’m sure, has drainage projects that are sitting on a capital listing that Council officers have determined are worthy of funding. They might be listed in the LGIP (Local Government Infrastructure Plan) or the LTIP (Long term infrastructure plan) or maybe they’re just on a capital listing. They never get funded because those hundreds of millions of dollars in increased capital funding has to go onto the Metro projects. So, these documents show us that in this quarter, there were 2 drainage projects completed across 190 suburbs in Brisbane, just 2 drainage projects this quarter.

There were cuts to park maintenance, less potholes being filled, and less spent on community facilities. When you think about a stat like that, spending less on drainage, you just have to look at a photo like this. I will table this photo at Rocklea, which was taken Wednesday 13 November, the day after Councillor GRIFFITHS brought a motion here calling on Council to get on with the job of cleaning out Stable Swamp Creek. This is the result of the rain that happened the night after. Cars are underwater there. The LORD MAYOR was blaming and complaining, and his LNP regime, saying somebody else should do all this work. Meanwhile, the residents of Brisbane are suffering in places like in Rocklea. Thank you.

What we see here is tens of millions of dollars less spent in this quarter compared to the same quarter last year. Capital expenditure has gone from $385 million in the same quarter last year to $259 million in the quarter that we are looking at here. This is all while ratepayers are forking out now nearly $2 million per week in interest and finance costs on debt to fund inner city bridges and Metro buses. The LNP haven’t gone out and borrowed a heap of money to fast track the building of suburban drainage, of bikeway projects, of footpaths, of community facilities. No, what the LORD MAYOR did was go and borrow $400 million extra 2 years ago, which led to $400 million cuts a year ago.

We are now seeing those cuts realised in the suburbs of Brisbane. It is no wonder, when you see—you initially wonder why they’re slugging pensioners, these pension attacks on their rates bills, why they jacked up the fee for paying rates using a credit or debit card, why they jacked up fees and charges by 10% and rates by more than inflation. When you start reading these documents, it is no wonder. You don’t wonder anymore why they’re doing those things, because they have to plug their black hole in this budget.

So, despite the LORD MAYOR’s rhetoric just now, in that this budget, including this quarter and this year’s budget, is bigger than any previous year’s budget, when you actually understand how they have operated budgets for a long period of time, you know most of the things they announce in each budget, which is entirely new, take 2 to 3 budgets to be carried out, anyway, because they’re delayed. Those projects roll over. There are carryovers. We saw in this quarter here, there were carryovers from the previous budget to the tune of hundreds of millions of dollars, hundreds of millions of dollars of carryover.

So, the LORD MAYOR can get up and he can claim that the budget is so many billion dollars. It’s hard to keep track of it anymore. It used to be 4.3, then it was apparently still 4.3 after a $400 million cut, and then it was less than $4 billion. What we know, each year, projects to the tune of hundreds of millions of dollars are being carried over and included in new expenditure.

*Councillor interjecting.*

Councillor CASSIDY: Ghost projects, exactly. I’ll take that interjection.

Chair: Councillor CASSIDY, your time has expired.

Councillor COLLIER: Point of order.

Chair: Point of order, Councillor COLLIER.

**246/2024-25**

Councillor Jared CASSIDY was granted an extension of time on the motion of Councillor Lucy COLLIER, seconded by Councillor Charles STRUNK.

Chair: Councillor CASSIDY.

Councillor CASSIDY: Thanks very much, Chair. So, when you look at some of the things in the report before us, they should be of grave concern, not just to Councillors but to the ratepayers and residents of Brisbane. One of the key lines early on in those first few pages in the table of accounts is where it says, employee costs are down. Now, we heard from the LORD MAYOR earlier today that he claimed employee costs were up. That’s the reason he cut the First 5 Forever program. He said, employee costs are up, but here it says, employee costs are down, which we know is because there are less staff. Now, initially, we know there were less contractors and there were less casuals. Despite them saying they wouldn’t sack Council casuals, the LNP sacked Council casuals.

We know they’re using labour hire slightly less through that period of cuts, but we now know that, from questions answered last week, that there are around 50 less permanent full-time staff today now working in Council than there were in August this year. That’s a pretty alarming drop when you think that’s only a 2-month period. What we hear from Council staff working out in the field is that open roles aren’t being replaced. Backfilling for leave isn’t happening. These staff are being expected to do far more than they should be and far more than they are paid for. Yet, in the context of all of this, this regime offers an insulting wage increase and a reduction in redundancy entitlements in their EBA (Enterprise Bargaining Agreement) offer. What a way to reward your hardworking staff who are doing more, but getting paid less for doing it, LORD MAYOR.

Now, some of the cuts are glaringly obvious. I’m sure we’ll see after this—well, maybe we wouldn’t. You’d expect to see LNP Chairs getting up and falling into line and saying how these cuts are supposed to be good for Brisbane. They generally tend not to pop their heads up too much anymore, but how can that possibly be the case when the September 2023 quarter had $385 million in capital expenditure and now we’re sitting at $259 million, an enormous $110-$120 million reduction in capital expenditure and projects out in the suburbs of Brisbane? Of that $259 million of capital expenditure in this quarter, 139 million—let’s round it up and say 140 million out of 260 million is for 3 projects.

I imagine if you ask most Councillors in this place, they’d be able to tell you which ones. Metro, Moggill Road, green bridges. It’s always them. It’s been them for years. The LORD MAYOR can get up and say, the capital budget for infrastructure is X hundreds of millions of dollars. We know the vast majority, more than any other, all the other hundreds and hundreds of other infrastructure projects small and big that are funded in Brisbane, these 3 projects make up more than all of them combined around the suburbs of Brisbane. They’re riddled with cost escalations, delays, incompetent delivery, particularly the Metro, particularly incompetent. It’s just incredible. It blows your mind. There’s an awful lot, an awful lot. Obviously, you can say people who live around the Moggill Road corridor and benefit from that project will benefit, but there are a lot more people in Brisbane than just those that live around there.

I guess when you look at this, you also understand then why E&C reports have been so threadbare for so long. They are in all sorts of mess, all sorts of chaos in this LNP regime internally about what they can possibly do. When the LORD MAYOR can be bothered to turn up to debate things here in the Chamber, we often find out there isn’t much to talk about in terms of addressing those major challenges. Transport is one of them. All we continue to hear from the LORD MAYOR is what I have to say about the Metro, not what they plan to do in the future. It’s quite incredible, quite incredible. He’s desperate for my approval. I’m not ready to give it yet. He needs to work a lot harder for that.

Now, you only need to look at the separate program areas, as I said, and compare these brutal cuts. I’ve talked about headline figures, but if you take, for example, infrastructure, were it not for Councillor DAVIS losing responsibility for drainage in her portfolio—and that’s been shifted in infrastructure—there would have been a massive decline in the infrastructure program. That’s only been held up because an enormous part of Program 3 has been put into Program 2, which means there have been enormous cuts in Program 2 to road infrastructure, road safety upgrades, things like that. In this construction environment, where week after week we hear the LNP drone on about how costs are increasing and how things are getting more expensive to deliver the longer you leave them, why would you add a decline in spending with an increase in those inner city projects? Yet, it’s residents in suburbs that are missing out.

As I said, 2 drainage projects complete, just 2 in a city this size, is absolutely incredible. When you look across the program areas, there’s a never-ending list of projects that have been cut this quarter compared to where Council was this time last year. It wasn’t in a good spot then, which means these are particularly bad. There’s 6 million less on active transport projects, 19 million less on road projects, 10 million less on parks, 2 million less for significant parks, one million less on tree and park maintenance, one million less on public health. That’s less mosquito spraying. 6,000 less square metres of roads resurfaced, 3,000 less potholes filled.

Only one suburban park completed across all of Brisbane. We’re 25% of the way through this year and one single suburban park project has been completed. Two hundred and fifty less food audits, and yet they’re going after businesses with food licenses and food permits and jacking up their rates they have to pay and their footpath dining, but doing less food audits as a result of that increased revenue coming from hardworking small businesses. Two thousand less graffiti tag removals. I’m shocked at that. I would have thought the wowsers in the LNP would have been all over that. 2,000 less graffiti tag removals, absolutely incredible.

They’re hiding cuts to libraries. We heard that today. Some real somersaults there from Councillor HOWARD and the LORD MAYOR in claiming that there was some cut recently from the State Government funding, although Councillor HOWARD confirmed that there have been no cuts from the State Government over the last 5 years. Funding has remained in place consistently for the last 5 years. Councillor HOWARD said, in 2019, it was $711,000 and that has been a consistent figure each and every year. Now, while we see cuts from the LNP to library services, we see less librarians in libraries employed.

We got that from Questions on Notice last week. We see the budget for tea and coffee cut in libraries. We see they’re banned from buying whiteboard markers in libraries now under Councillor HOWARD’s leadership. Makerspace out at Carindale was booted under Councillor HOWARD’s leadership. We see 25% of the First 5 Forever programs gutted from libraries and 25 fewer library staff employed in Council now. That is an absolute shame.

There was zero land purchased through the bushland levy, despite each and every ratepayer paying that levy each and every quarter. We’ve seen reduced hours leading to reduced patronage at environment centres. Now, I raised this previously about the reduction in staff allocations at the Boondall Environment Centre which is in my ward. Lo and behold, Chair, when you cut the opening hours of environment centres, you get less patronage at those environment centres. Wow. Who would have thought? Who would have thought the geniuses in the LNP couldn’t have figured that one out?

We see this regime using all sorts of tricks to hide the truth from Brisbane residents. That happened last year. This is happening in this quarter here. What we are seeing, even in figures, like hiding the per capita debt because we know that is increasing exponentially, as well—that’s now been removed from budgeting documents, as well, for the first time ever. It’s just absolutely incredible. We know that the LORD MAYOR and his regime will do anything to avoid scrutiny and transparency. If we’re able to glean this and this information from these threadbare documents, you just wonder how bad things really, really are in Council.

Now, moving onto Clause D, which is the significant contracting plan for HESS equipment. Now, we see here before us today this contracting plan for tens of millions of dollars, which is expected to be spent over the next 20 years for the spare parts and maintenance of the Brisbane Metro.

Chair: Councillor CASSIDY, your time has expired.

Councillor COLLIER: Point of order.

Chair: Point of order, Councillor COLLIER.

**247/2024-25**

Councillor Jared CASSIDY was granted an extension of time on the motion of Councillor Lucy COLLIER, seconded by Councillor Charles STRUNK.

Chair: Councillor CASSIDY.

Councillor CASSIDY: Thank you, Chair. So, the next 20 years, spare parts and maintenance for the Metro, as I said. So, interesting to see this one come up this week, just days after the LORD MAYOR had been swanning around in Switzerland, visiting the factory where he happily gave up $300 million of Australian manufacturing and Australian jobs, and doing a lot of shilling for HESS today. He spent a lot of time, slightly less time talking about HESS than he did about me, granted, but quite incredible. I guess more contracts will be being offshored as we see—maybe, if the Metro maybe rolls out, who knows? Maybe late 2025, maybe early 2026. Who knows anymore? Once the fate of local manufacturing was signed away by the LNP and those local jobs were signed away by the LNP, of course, the parts and maintenance associated with Metro was going to have to happen this way and at an enormous cost to the people of Brisbane.

I’m sure Councillor MURPHY will get up and say they’re going to open a local operation here, which will be a shed and someone to distribute parts that are manufactured overseas and shipped in. That’ll be the extent of—maybe it will happen in an industry B area that’s rezoned from industry C. Maybe that’s a good outcome of that, but it does make you wonder what could have been a more reasonable arrangement in terms of parts supplying if the LORD MAYOR didn’t need his Metro buses to look like trams. He spent a bit of time talking about trams. He’s a bit obsessed with them, as well, because he knows he looks a little bit like them. He looks a little bit like them.

*Councillor interjecting.*

Councillor CASSIDY: Yes, a little bit like them, a tram in disguise. We know in the contracting plan and the tender documents for the Metro vehicles, there was a specific clause which was designed to exclude Australian manufacturers by basically making the tender documents tailormade for HESS, basically.

*Councillor interjecting.*

Councillor CASSIDY: The LNP way, of course. We know that all the issues around the failure to launch Metro or the 3-and-a-half week—and a very auspicious, very auspicious time it had on the road—

Chair: Councillor CASSIDY, come back to the report, please. It is about the spare parts, not that.

Councillor CASSIDY: Yes, of course, yes. You need spare parts to—well, you don’t. I guess you don’t need spare parts if they’re not operating anymore, do you, when you think about it? There are no more metros on 169, unfortunately. All smoke and mirrors.

Chair: Councillor CASSIDY.

Councillor CASSIDY: We hear the soft launch—we’ve heard a couple of different versions of the soft launch of the Metro buses have now been pushed back. Councillor MURPHY said on ABC radio that—

Chair: Councillor CASSIDY, back to the report on spare parts.

Councillor CASSIDY: Yes. What are the spare parts for? Metro Buses, of course.

Chair: Councillor CASSIDY. I’ll caution you. Please stick to the report.

Councillor CASSIDY: Yes.

*Councillor interjecting.*

Councillor CASSIDY: I’m talking about talking about parts for Metro buses.

Chair: Councillor MASSEY.

Councillor CASSIDY: I don’t understand what the issue is.

*Councillor interjecting.*

Councillor CASSIDY: I don’t know. I don’t think anyone really knows, but anyway, we know the Adelaide Street tunnel won’t be done until after mid-2025. By the time that’s fully completed, it’ll be late 2025. So, the rollout and the deal with providing spare parts to these buses was on the proviso that these buses should have been available for service in late 2023. It’s now very late 2024. We have buses that are not being used. They’re mothballed. I hope there are savings in all of this. That is our hope, that these parts will not be used because the buses will not be used. That is a genuine hope, but I suspect the way in which this contract will be entered into by the LNP is that HESS will be paid nonetheless, and they’ll be stockpiling parts for the Metro buses that won’t be used for another 12 months.

Of course, the regular bus fleet, the Volgren buses use Volvo engines and those parts are available at just about any heavy vehicle supplier or manufacturer here in Australia, easily accessible. It might have been a good idea, but anyway, a different story for Brisbane Metro. Unique product, obviously nothing locally made because that’s the way the LORD MAYOR likes it. The contract, of course, has to be entirely, entirely separate. I’m sure they’re going to spend a fair bit of that $4 million comms budget they’ve just awarded to try and mop up a whole lot of this mess. HESS has provided, it says here, some spare parts to Council already. I guess the only thing—they’ve probably got a couple of hundred kilometres on the tires. They’re not a part they’re providing. I don’t imagine they’re going to require a whole lot of spare parts after a 3-and-a-half-week foray onto the route 169.

This whole contract, the rollout of the Metro buses, how they integrate with our bus network, would have been much simpler if this LORD MAYOR wasn’t so hellbent on a bespoke machine created basically by his regime needing specialised parts and maintenance, specialised depots, now to the tune of $1.55 billion which isn’t even complete, nowhere near being complete, unfortunately.

*Councillor interjecting.*

Councillor CASSIDY: This is the figure today. It’ll change tomorrow, I’m sure. This is a deal that the ratepayers of Brisbane unfortunately have to accept. They have no option unfortunately now because of the decisions the LORD MAYOR has made and the position he has put us into. So, we certainly look forward to seeing Metro buses roll out in late 2025, maybe early 2026, and some of these parts may be being used in 2027 or 2028 or beyond.

Chair: Further speakers?

Councillor CUNNINGHAM.

Councillor CUNNINGHAM: Yes, thanks, Madam Chair. I rise to speak on item B. As the LORD MAYOR said, the report has been prepared using the mid-year budget review figures in conjunction with the year-to-date approved budget. It includes statements of comprehensive income, financial position and cash flows, while comparing this year’s figures with the previous year. Across Council, the report demonstrates that in the first quarter of the financial year, revenue is above budget, and both our capital expenditure and expenses are below budget. These results, as we know, are subject to a range of variables, as the report comprehensively and transparently outlines. Expenditure is expected to materially align with the annual budget at the end of the financial year.

Although we are on track, Madam Chair, we are still facing challenging times, as all local governments are and as the LORD MAYOR referenced. Despite what they say, Brisbane City Council is not immune from those impacts. The alternative, as is seemingly the position of those Opposite, Madam Chair, is to just spend, spend, spend, spend all the while and make $3.5 billion of unfunded election commitments. They go ahead without any reference to reality. The last quarterly net borrowing report noted a small uptick in the global growth forecast, but also highlighted the ongoing risks of geopolitical tensions, impacts of the energy and the commodity markets, and services inflation remaining high.

Global inflation is continuing to moderate gradually, with most countries projected to be back within the target range by the end of 2025. However, underlying inflation is not falling as quickly and the RBA (Reserve Bank of Australia) does not expect inflation to sustainably return to its 2-3% target until 2026. All of this affects Brisbane City Council. When your costs are going up, Madam Chair, you need to take a really close look at your expenses to ensure that you can keep costs down for residents in a cost-of-living crisis. We have respect for residents’ money, and we will make the savings and be very upfront with residents while we are doing it.

The report before us sets out the progress we are making with that approach. Our side of the Chamber, Madam Chair, has the experience to run Australia’s largest local government, and we have a proven track record of keeping expenses down for residents, but challenges remain, Madam Chair, and we will continue to advocate for our fair share of funding, just as the LORD MAYOR has said. Can I acknowledge the hard work of the Council finance officers and their management in delivering so much for the people of Brisbane in the last financial year amidst these challenging times? The people of Brisbane, in my view, Madam Chair, can have comfort that under the leadership of the LORD MAYOR, our finances will continue to be well managed. We will keep costs down for residents and we can invest in the projects that will keep Brisbane moving.

Finally, and through you, Madam Chair, I’m not in the business of winning Councillor CASSIDY’s approval. I’m in the business of winning the approval of Brisbane residents. We have been very upfront with Brisbane residents about sensible savers, savings that need to be found, to the point where we took this to the election this year, Madam Chair, and the people of Brisbane have endorsed the LNP Council team. Thank you, Madam Chair.

Chair: Further speakers?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you, Madam Chair. I rise to speak on item B and D. Just for your reference, Madam Chair, I’m particularly referring to page 16 in item B.

First, I would like to start with just a few brief comments about item D, the significant contracting plan. Here we are, the biggest project the city does, and it’s an overseas supplier as a result of Council choosing to go down this route, despite the fact that our own procurement policy says we should look for local suppliers, which actually includes all Australia, right? The definition of a local supplier is all of Australia. The LORD MAYOR went overseas. As a result of that decision to purchase—he was doing so well today, as well. He was talking about buses, but then he started talking about trams again. As a result of that, we are now locked into a 20-year contract for the supply of items to service the buses.

Now, the report provides some really interesting language. It says we are not required to purchase spares. We can use generic spares, but I quote, we can only use generic spares where it does not impact the warranty HESS is providing. Now, anybody with a new car knows if you put a bit from somebody else’s parts in your car, you’ll void your warranty. I suspect this Council is going to be in for a bit of a shock with respect to the cost of that over the years. Let’s hope that there’s not goodwill, but a mistake, and our warranty is suddenly voided, because some very helpful engineering council goes and puts a generic part into a bus. You can see where that goes.

I particularly just want to talk about item B at the moment. When revenue is up, but expenditure is down and capital expenditure is down, that is experience that the Finance Chair is known for, but it’s not a positive thing. If the people of Brisbane had any idea of how bad this LNP Administration were as financial managers—and they’re starting to find out—they wouldn’t re-elect you. The experience is that this LNP Administration are incompetent financial managers, and that is shown in this budget report today. Not only are they incompetent financial managers, that is having a real impact on the delivery of services to the people of Brisbane. The Opposition Leader outlined that.

The biggest issue and the biggest drain on our budget is the Brisbane Metro. Now, over the past few days, there have been—it’s doubled in its cost. It’s doubled in its cost. Today, the Council’s going to force through a secret amount, but a lot more money adding to the cost. The biggest problem we’ve had in the last few days are the lies that have come out about the Brisbane Metro.

Chair: Councillor JOHNSTON. I do warn you about using that terminology.

Councillor JOHNSTON: Yes, you told me I could. Thank you. The lies that have been said about the Brisbane Metro—

Chair: Councillor JOHNSTON. I have cautioned you. Do not continue to ignore that instruction, please.

*Councillor interjecting.*

Councillor JOHNSTON: Yes, last week, you told me we could. So, you’re saying we can’t now?

Chair: Councillor JOHNSTON.

Councillor JOHNSTON: I’m sorry, I asked you specifically last week. Are you saying now—

Chair: I hereby warn you in accordance with section 21(6) of the *Meetings Local Law 2001* that—

Councillor JOHNSTON: She just wants to stop me speaking.

Chair: —failing to comply with my request—

Councillor JOHNSTON: She’s just stopping me speaking.

Chair: —may result in an order being issued.

Councillor JOHNSTON: She’s just trying to stop me speaking.

Chair: Councillor JOHNSTON.

Councillor JOHNSTON: The biggest problem we’ve got is this LNP Administration kept it a secret from this Chamber, from the people of Brisbane, and from bus users that the 169 launch of the Metro, the commencement of the Metro, was only a secret, less-than-4-week trial. Now—

Chair: Councillor JOHNSTON, you heard me say earlier to Councillor CASSIDY that that is not in the report.

Councillor JOHNSTON: Madam Chair, I refer you to page 16, which clearly states—

Chair: It talks—

Councillor JOHNSTON: —the operational readiness and testing for route 169, Eight Mile Plains—

Chair: It talks about—

Councillor JOHNSTON: —with services commencing in October 2024.

Chair: It is not talking—thank you. Do not speak over the top of me.

Councillor JOHNSTON: Are you making a ruling that I can’t speak about what’s in the report?

*Councillors interjecting.*

**ORDER – COUNCILLOR NICOLE JOHNSTON**

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| The Chair then advised Councillor Nicole JOHNSTON that as she had continued to fail to comply with his request for remedial action for her unsuitable meeting conduct, in accordance with section 21(8) of the *Meetings Local Law 2001*, an order reprimanding her for her conduct was being issued. |

*Councillors interjecting.*

Chair: Councillors.

*Councillor interjecting.*

Chair: Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you, Madam Chair. Could you just confirm to me what that order for inappropriate conduct was for?

Chair: Councillor JOHNSTON, your time has expired.

Councillor JOHNSTON: Madam Chair, point of order. You called me and I asked you. Could you please tell me what that inappropriate conduct order was for?

Chair: Councillor JOHNSTON, I made a ruling.

Councillor JOHNSTON: Yes. What was it?

Chair: My ruling is that you did not follow what I had asked you to do. That is my instruction that you ignored.

Further speakers?

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

**248/2024-25**

Councillor Nicole JOHNSTON moved, seconded by Councillor Jared CASSIDY, that the Chair is engaging in unsuitable meeting conduct.

Chair: Is that a dissent?

Councillor JOHNSTON: No. I moved inappropriate conduct.

Chair: It has been moved by Councillor JOHNSTON that I am showing—is that what you’re saying?

*Councillor interjecting.*

Chair: Unsuitable meeting conduct, and seconded by Councillor CASSIDY. All those in favour, say aye—

*Councillors interjecting.*

Chair: Oh, one moment. Councillors, I will now vacate the Chair during the debate.

*The Chair retired from the meeting room and associated public places for the duration of the debate.*

*At that time, 4.39pm, the Deputy Chair assumed the Chair.*

Deputy Chair: Any further debate?

Councillor JOHNSTON.

Councillor JOHNSTON: Thank you, Mr Deputy Chair. I rise on this motion of inappropriate conduct by the Chair of Council because of her deliberate acts today to prevent Councillors from speaking to item B, the operational plan, progress and quarterly financial report for the period ending September 2024. Now, that report, which is contained in our Council papers today, contains numerous mentions of the Metro and it specifically contains the following provisions on page 16, and I’m quoting from page 16. “Continued delivery of Brisbane’s New Bus Network and Council’s operational readiness program, including operational readiness activities and testing for route 169 (Eight Mile Plains to UQ Lakes), with services commencing in October 2024.”

Now, that is one of numerous mentions in the reports in both item B and item D before us today. Now, I specifically referenced the page number in the E&C report when I stood up to speak earlier today. The Chair of Council inappropriately made an inappropriate order against Councillor CASSIDY and also against myself for speaking to an item that is clearly in the Establishment and Coordination report. She has done so as a form of censorship and protectionist policy for the LNP who have botched the Metro program rollout. Now, it is in this report before us today. It’s not mentioned as a trial here, either, and 2 weeks ago in this place, it wasn’t mentioned as a trial. It’s mentioned that the services are commencing, in black and white, in writing, in this report.

For the Chair of Council to stand up and say Councillors cannot debate and discuss matters that are actually in the E&C report is inappropriate conduct by her. The LNP Councillors will no doubt vote to protect her appallingly bad chairing of the meetings, protect her biased decision-making, protect her inappropriate conduct, protect her incompetent chairing of the meetings, and protect her failure to recognise, as she says, it’s a Chamber. It’s a robust place for discussion, and not if you say something the LNP don’t like, not if you are debating what’s in the E&C report but they don’t want you to talk about. Then, the LNP will use their numbers, use their proxy, the Chair of Council, who is so biased. I didn’t think anybody could be worse than Angela Owen, but she is by a long way because you cannot even speak about what is in a report.

Now, the Chair of Council has an obligation under the City of Brisbane Act to act fairly. She has an obligation under the Meetings Local Law to allow debate about the items in the report. It is a specific requirement in the Meetings Local Law. When you quote the page from which you are speaking, when you outline what it is you are speaking about, and the Chair of Council makes a decision that you have engaged in inappropriate conduct because she has engaged in appallingly biased behaviour, in appallingly disrespectful behaviour to other Councillors, then that’s just not on. The only thing we can do is debate what’s in these reports.

I don’t have the power to speak around the world. I’ve got 5 minutes to speak because of the changes the LNP forced, but the Chair of Council today has deliberately stopped Councillors from speaking about the report itself, what is in the report in black and white, and that is just wrong. It is a breach of her obligations under the Act and the Meetings Local Law. The LNP know it and it is wrong, and I am not going to sit back and take her inappropriate behaviour with respect to our ability to debate what is in a report before us today, because it’s in there on page 16 in black and white, as well as numerous references to the Metro in item B, and a whole report on item D about the running of the Metro and the parts to supply it. Yet, this Chair in a biased protection racket for the LNP tries to stop people speaking about what is actually in the reports.

That is the very definition of inappropriate conduct. I would say it’s misconduct because she has failed to check what is in the reports herself and simply put a ban on anybody who disagrees with the LNP. That is a misuse of her power.

Deputy Chair: Any further speakers?

DEPUTY MAYOR.

DEPUTY MAYOR: Thank you, Mr Deputy Chair. We have now had the impassioned, derogatory, defamatory, and straight-out rude speech from the Councillor for Tennyson. All I would say is, just because you do not like a Chair’s ruling does not make them wrong. If anyone is arguing about not listening to what people are saying and being censored, it is Councillor LANDERS who is attacked and bullied and yelled at week-in, week-out because they don’t like her rulings, not that they’re wrong, because they don’t like them. This comes from the woman who sat in that Chair for one meeting and couldn’t control herself without telling a Councillor to ‘F off’.

**PROCEDURAL MOTION – MOTION BE NOW PUT**

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| **249/2024-25**  It was moved by the DEPUTY MAYOR, seconded by Councillor Julia DIXON, that the motion be now put.  Upon being submitted to the Chamber, the motion was declared **carried** on the voices. |

Thereupon, Councillors Nicole JOHNSTON and Seal CHONG WAH immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 17 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

NOES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

Deputy Chair: Councillor JOHNSTON, you have 5 minutes of reply.

Councillors, please return to your seats.

Councillor JOHNSTON.

Councillor JOHNSTON: Yet again, the DEPUTY MAYOR in this place has exposed her behaviour to everybody in Brisbane. She has stood up and instead of allowing a debate, as the legislation and the Meetings Local Law intended, regarding the behaviour of the Chair in chairing the meetings, she made some outrageously rude comments.

*Councillor interjecting.*

Councillor JOHNSTON: Well, thank you, Councillor CUNNINGHAM. In fact, they weren’t true because I was the Deputy Chair of Council for—

*Councillors interjecting.*

Councillor WINES: Point of order, Councillor HUANG. Councillor JOHNSTON has a real nasty habit of attributing—

Deputy Chair: Councillor WINES, it is not point of order.

Councillor WINES: No, I’m seeking a ruling, thank you Councillor COLLIER. Councillor JOHNSTON has a real nasty habit of accusing Councillors on this side of saying things when they didn’t.

Deputy Chair: Councillor WINES, it is not a point of order.

Councillor WINES: I’m not finished yet.

Deputy Chair: Councillor WINES.

Councillor WINES: The other week, she did it to me 3 times—

Deputy Chair: Councillor WINES.

Councillor WINES: —when I didn’t speak. Today, Councillor CUNNINGHAM—

*Councillor interjecting.*

Deputy Chair: Councillor WINES, please resume your seat.

Councillor JOHNSTON.

*Councillors interjecting.*

Deputy Chair: Councillors.

Councillor JOHNSTON, you have the floor.

Councillor CASSIDY: Point of order, Chair.

Deputy Chair: Point of order, Councillor CASSIDY.

Councillor CASSIDY: Councillor WINES continued to shout over you as you were trying to speak. You have precedence as Chair. Will you be taking any remedial action against Councillor WINES?

Deputy Chair: I’ve shut off his microphone.

Councillor JOHNSTON.

Councillor JOHNSTON: Just to be clear, we are in this situation today because the Chair of Council stopped Councillors from discussing a matter that is in black and white in the E&C report before us today. Again, I will read out what is in item B. It says, “continued delivery of Brisbane’s new bus network and Council’s operational readiness program, including operational readiness activities and testing for route 169 (Eight Mile Plains to UQ Lakes), with services commencing in October 2024.” It is one of probably a dozen references to the Metro in item B, and item D is all about the delivery and ongoing readiness of the Metro project.

Today, the Chair of council has been biased and prevented Opposition Councillors from discussing the items that are clearly in writing in the E&C report. It’s not an interpretation of the E&C report. It’s what’s in item B. Councillor CASSIDY was inappropriate behavioured, I was inappropriate behavioured, all because this Chair of Council is running a protection racket for the LNP. We know that Councillor MURPHY has botched this. He’s botched it so badly that the LORD MAYOR has to come in here and say how great the Metro is. There is no Metro. It’s not running, despite the fact that in the report before us today, it says the Metro has commenced.

Instead of us having a debate, as the legislation and the Meetings Local Law intends with respect to the behaviour of the Chair of Council, the DEPUTY MAYOR has come in here. She’s used her massive majority and the regime has said, we can’t even debate her actions. Now, she is wrong. She was wrong. She has made a decision that is contrary to the Meetings Local Law rules. That is, clearly, her behaviour is not supported by the actual Council papers before us today. Instead of allowing Councillor CASSIDY to speak, as he was directly impacted in what he could say in E&C, the Chair of Council has used her power to make inappropriate conduct notations about me and Councillor CASSIDY.

Councillor LANDERS was wrong. She has abused her powers, which are significant in this place, to benefit the LNP Councillors by preventing debate about a serious issue that is within the Council papers before us today. By doing that, she is seeking to reduce scrutiny about the single biggest project that Brisbane City Council—

DEPUTY MAYOR: Point of order.

Deputy Chair: Point of order.

DEPUTY MAYOR: I believe that there is imputing motive or at least some defamatory comments being made about Council LANDERS that are very—and we have no privilege in this place.

Deputy Chair: Yes. I remind Councillors, there is no privilege in this Council, and yes, I agree that some of the comments are inappropriate, so please refrain from doing that. Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you, Councillor COLLIER. The best defence is the truth, and the truth here is that the information that I’ve been trying to discuss, Councillor CASSIDY’s been discussed, is on page 16 of the quarterly financial report. There’s really not much else that needs to be said. The Chair of Council clearly was wrong. She has tried to restrict debate to protect the LNP from adverse comments about a project that they have massively botched, that they have lied about, that they have been publicly dishonest about in this place and in the media, and her behaviour today is inappropriate conduct because she has failed to follow the rules under the City of Brisbane Act and under the Meetings Local Law, which specifically allow Councillors to debate items in the reports before us. I urge all Councillors to vote for the motion.

Deputy Chair: Now, I put the vote on the unsuitable meeting conduct motion.

Upon being submitted to the Chamber, the motion was declared **lost** on the voices.

Thereupon, Councillors Nicole JOHNSTON and Jared CASSIDY immediately rose and called for a division, which resulted in the motion being declared **lost**.

The voting was as follows:

AYES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

NOES: 17 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

Deputy Chair: Before I invite the Chair back to the seat, I would like to remind all Councillors, please refer to other Councillors by their title. In the past speech, there was a lot of mentions that did not call by the correct title. Now, can someone advise Chair to be back to the Chamber?

Chair, Council has just decided that you have not engaged in unsuitable meeting conduct. Please come back to the Chair.

*At that time, 4.56pm, the Chair resumed the Chair.*

Chair: Further speakers?

Councillor MURPHY.

Councillor MURPHY: Yes, thank you, Madam Chair. I congratulate you on your exoneration and welcome you back to the Chair. That was a very sad display, a sad rant from Councillor JOHNSTON, wasn’t it, Councillors?

Chair: Councillor MURPHY—

Councillor STRUNK: Point of order.

Chair: —please come back to the report now. Thank you.

Councillor MURPHY: I will, Madam Chair. Item D on the E&C, the significant contracting plan for OEM spare parts and maintenance support for the Metro. Obviously, Madam Chair, for the last month, we’ve had Metros operating on the route 169 and it’s given us a glimpse—

*Councillors interjecting.*

Chair: One moment. Councillors.

Councillor MURPHY: This has given us a glimpse—

Chair: Councillor MURPHY, just one moment, please.

Councillor MURPHY: Sure.

Chair: Please take your seat.

I hope for the final time that I am advising Councillors to not call out while other Councillors are on their feet, and also to please stick to the report that we are talking about.

Councillor MURPHY, on the report, please.

Councillor MURPHY: Well, as I was about to say, Madam Chair, ahead of full operations commencing, we need to make sure that we have an arrangement in place to source spare parts. Now, as the LORD MAYOR said, this is something that we already have in place for the rest of our bus fleet. Our existing parts supply requirements are primarily fulfilled through supply contracts with manufacturers like Volgren, Volvo, and MAN. It’s very important that we maintain our high-quality parts that are designed specifically for the vehicle model so that the work that we do on our buses is safe and effective. With the addition of Metro buses into our fleets, it’s critical that we have a similar arrangement in place with our supplier HESS to make sure our fleet remains safe and operational. Of course, the Metro fleet is fully electric, Chair, and generally speaking, the servicing requirements of these electric vehicles are lower than that of our diesel fleet, and this is very true.

Now, Councillors may not be aware of this, but we spend around $27,000 per annum on spare parts per bus in our bus fleet. Now, this varies slightly for every vehicle based on the model, the age, the fuel type, and all of that sort of plays a part in terms of determining the maintenance cost, but the spend for parts on our Metro vehicles, we anticipate to be approximately $21,000 per year, so significantly less than a diesel or a gas bus while carrying—

Councillor JOHNSTON: Point of order, Madam Chair.

Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Madam Chair, the information about the cost of parts for the Metro is commercial‑in‑confidence in the papers before us today. We’ve been told not to discuss funding, but now the relevant Chairperson has released that information, which is easily discernible now as a per-bus cost. What action are you going to take against the Chair for revealing commercial-in-confidence information?

Chair: I haven’t heard any numbers mentioned, Councillor.

*Councillor interjecting.*

Chair: Just one moment.

Councillor, no, I don’t uphold your point of order, but I will say and warn all speakers on this, that it is commercial-in-confidence.

Councillor MURPHY.

Councillor MURPHY: Yes, thanks, Madam Chair, and Councillors will note that this is not in the report and that this is not commercial-in-confidence information. I’ve given an average spend on spare parts per part.

*Councillors interjecting.*

Chair: Councillors.

Councillor MASSEY: Point of order, Chair.

Chair: Point of order, Councillor MASSEY.

Councillor MASSEY: Could I just seek a ruling? Councillor MURPHY, through you, just admitted that the information that he’s talking about is not in the report.

Chair: Councillor, thank you, and I have made my ruling.

*Councillors interjecting.*

Chair: Councillors.

Councillor MURPHY: Yes, Councillor—

Chair: Thank you, Councillors.

Councillor MURPHY: I know, Councillor MASSEY, you’re new to this place, but you have to be relevant to the report. You don’t have to read the report or speak only on things that are in the report. You have to be relevant—

Chair: Councillor—

Councillor MURPHY: —to the report.

*Councillors interjecting.*

Chair: Councillor MURPHY, can I—Councillor MURPHY, come back to the report, please.

Thank you, Councillors.

Councillor MURPHY: Now, keep in mind that, although there is a lower spare parts cost for our Metros, they carry significantly more passengers and they run more frequently than our regular buses, so this is a great outcome for ratepayers. Now, we heard some absolute porkies in the debate as we went through. In particular, in rebutting, Chair, Councillor CASSIDY mentioned the business case that was tabled in respect of the 169 earlier. Now, he mentioned that the business case proved that he was right, that the 169 had no end date. Well, it actually—as usual, what Councillor CASSIDY says—

Chair: Councillor, come back to the report, please.

Councillor MURPHY: —is not true.

Chair: Councillor MURPHY.

Councillor MURPHY: I am coming back to the debate on this item—

Chair: Come back to the report.

Councillor MURPHY: —which Councillor CASSIDY said—

Chair: Thank you.

Councillor MURPHY: —Madam Chair, he said that the report had proved—

Councillor CASSIDY: Point of order, Chair.

Councillor MASSEY: Point of order.

Chair: Point of order, Councillor CASSIDY.

Councillor CASSIDY: You just made a ruling that I wasn’t allowed to talk about previous debate and Councillor MURPHY continues to defy your ruling.

Chair: Thank you, Councillor CASSIDY.

Councillor CASSIDY: So, I think that’s inappropriate meeting conduct.

Chair: I’ve just asked Councillor MURPHY to come back to the report, please.

Councillor MURPHY: Well, I’ll come back to the report, Madam Chair, because this is an SCP for spare parts, and we had—I remember an SCP very similar to this where we were talking about purchasing for Metro tyres and Councillor CASSIDY—

Councillor CASSIDY: Point of order.

Councillor MURPHY: —couldn’t understand why we were purchasing—

Councillor CASSIDY: Point of order, Chair.

Councillor MURPHY: —so many tyres for the Metro. He didn’t understand, even though—

Chair: One moment.

Councillor CASSIDY: Point of order, Chair.

Chair: Councillor MURPHY.

Councillor CASSIDY: Relevance.

Chair: Councillor CASSIDY.

Councillor CASSIDY: Relevance, it’s not in the report.

Chair: Thank you, Councillor CASSIDY.

Councillor MURPHY, please come back to the report.

Councillor MURPHY: Madam Chair, I’m being as relevant to the report as they were in their debate, otherwise how would I be able to debate them if I cannot talk to the—

Councillor CASSIDY: Point of order, Chair.

*Councillors interjecting.*

Councillor MURPHY: —things that they said in their own report?

Councillor CASSIDY: Point of order, Chair.

Councillor MURPHY: I know they’re being loud, Madam Chair.

Councillor CASSIDY: Point of order, Chair.

Chair: Councillor. Councillor MURPHY.

Councillor MURPHY: I know they want to silence me.

Chair: I’ll ask you to sit down if you are not going to come back to the report.

Councillor CASSIDY: That is inappropriate meeting conduct.

Chair: Thank you, Councillor, and I do caution—

Councillor CASSIDY: You have to do that.

Chair: Correct. Thank you, Councillor CASSIDY.

I am cautioning you, Councillor MURPHY. I have asked you to come back to the report. Please do. If you’ve got nothing further to say about items B and D, then please resume your seat.

Councillor MURPHY: Madam Chair, is it your ruling that I can’t talk about the things that they talked about in their own debate on this report?

*Councillors interjecting.*

Chair: Councillor. Councillor MURPHY, I’m sure that when the LORD MAYOR sums up, he will be able to do that.

*Councillors interjecting.*

Chair: Thank you, Councillor JOHNSTON.

Further speakers?

Councillor COLLIER.

Councillor COLLIER: Thanks very much, Chair, and I rise today to talk about item B, the Annual Operational Plan Progress and Quarterly Financial Report for the period ending in September 2024. What we are, of course, looking at here today is a document that highlights all of the wrong priorities of this LNP regime and how they affect every single suburb right across Brisbane with their cuts and their choices. Earlier this year, when the LORD MAYOR and his LNP team emphatically endorsed the budget, those on the Administration side of the Chamber were happy. They were happy with the pittances for their local communities.

On this side of the Chamber, of course, we are always on the side of local residents and we will always stand with them to get a better deal for every single suburb of Brisbane. This report does not deliver that. This report and the progress, I have no doubt will be signed off on by every single LNP Councillor and—

*Councillor interjecting.*

Councillor COLLIER: Yes, except for Councillor MURPHY who has decidedly—

Chair: Thank you, Councillor. Stick to the report.

Councillor COLLIER: Sorry. I have no doubt that every single LNP Councillor except Councillor MURPHY will sign off on this. For clarity, this is what every single LNP Councillor is saying that they are okay with for their communities. Less suburban drainage, less spent on active transport, less spent on park and tree maintenance, less on potholes, less on suburban streets being repaired, less on local road projects and, as we’ve learnt over the last few days, savage cuts to suburban libraries across Brisbane’s communities. In what universe are these LNP Councillors, who are elected to serve their communities, okay with what is in this report today?

At the end of the day, we have had so many countless examples of the financial mismanagement of Brisbane by this LNP regime, and they are all highlighted throughout the quarterly financial reports and the progress on the annual operation plan. We have seen every single major project under this LNP regime blow out by absolutely epic proportions, and at the same time, they are happy to spend millions and millions and millions on fancy stuff, fancy first class trips to Paris for politicians. Fancy, glossy brochures with the LORD MAYOR’s smiling face on it stuffed into every single letterbox of every resident in Brisbane every other week, expensive parties for a Metro that failed to launch.

How on Earth can the LNP say that this is okay? How can any LNP politician on one hand make excuses for why they can’t get money from their Council for, say, a dangerous intersection to be fixed or why they can’t get that suburban drainage that their community’s been desperately asking for, and then on the other hand be absolutely fine and endorse all of this excess and fancy stuff that the LNP are so in love with? They are absolutely addicted, Chair, to the PR outcome and not a real, forward-thinking vision of what Brisbane should be moving towards in the future. That’s what’s lacking in these reports.

We, of course, know in the last 24 hours alone just what a disaster the LNP has been when it comes to delivering their flagship Metro project. It of course, as demonstrated in this report on page 14 under program one, Transport for Brisbane, we know that it’s blown out by hundreds of millions of dollars as of today, and now we find out, of course, that it hasn’t really even started. There is form here. I think it’s just another one of Councillor MURPHY’s furphies. For those of you who don’t know what a furphy is, it is—

DEPUTY MAYOR: Point of order, Madam Chair.

Councillor COLLIER: —an improbable story that is claiming to be factual.

Chair: Point of order, DEPUTY MAYOR.

One moment, please, Councillor COLLIER.

Point of order, DEPUTY MAYOR.

DEPUTY MAYOR: Relevance to the report.

Councillor MURPHY is not in the report.

*Councillors interjecting.*

DEPUTY MAYOR: They can’t have it both ways, Madam Chair.

Chair: Thank you, DEPUTY MAYOR.

Councillor COLLIER, please come back to the report.

Councillor COLLIER: On page 16, under the heading Brisbane Metro, when we talk about testing and readiness activities for route 169, I have an important document here, actually, that I’d like to table. Oh, not this one. This one. ‘We have failed.’ That is what Councillor MURPHY said, and I often don’t find myself agreeing with Councillor MURPHY, but I thought I would pause—

Chair: Councillor COLLIER, your time has expired.

Further speakers?

Councillor CHONG WAH.

Councillor CHONG WAH: Thank you, Chair. I rise to speak on B, quarterly financial report. Under this Council, no funding of public services will be left unscathed. This is the LNP Administration that cut $400 million in Council spending in the middle of a budget year, the same LNP Administration that’s having a fire sale of public land and greenspaces and championing plans to privatise a chunk of Mt Coot-tha Reserve.

*At that time, 5.10pm, the Deputy Chair assumed the Chair.*

Councillor CHONG WAH: Of course, this is the same LNP Administration that raises the bill on ratepayers while giving handouts to wealthy developers. That’s the infamous budget management of LNP Administration. The newest victim, young children and families. The Schrinner Council has quietly decided to slash the First 5 Forever program in our Local libraries.

DEPUTY MAYOR: Point of order, Mr Chair.

Councillor CHONG WAH: In this quarterly financial report—

Deputy Chair: Yes, point of order.

DEPUTY MAYOR: First 5 Forever is not in any of the reports here today.

Deputy Chair: Councillor CHONG WAH, please come back to the report.

Councillor CHONG WAH: I’m speaking on Program 5. In this quarterly financial report and the most recent Council budget, there is no transparency and virtually no budget information on major programs. In previous budgets, the First 5 Forever program was individually costed. This Council is now hiding its financial information from Councillors—

DEPUTY MAYOR: Point of order, Mr Chair.

Councillor CHONG WAH: —and the public.

Deputy Chair: Point of order.

DEPUTY MAYOR: You are not relevant to the report when you talk about what’s not in it. Can you ask her to come back to the report, please?

Deputy Chair: Councillor CHONG WAH, please—

Councillor CHONG WAH: I’m speaking to Program 5 and about budget cuts.

Deputy Chair: Program 5.

Councillor CHONG WAH: First 5 Forever is a story and rhyme time for babies, toddlers, and kids under 5. It gives these kids a place to play, learn, and sing with other children at a time when the child’s brain is developing a million connections a second. For parents, this is a place to borrow books or toys, share stories, and most importantly, connect with other young families when they’re at their most isolated. These programs are so popular and even now, parents struggle to find a spot, but this week, we’ve learnt from devastated librarians that around a quarter of all rhyme time has been cut by this LNP Council. The Paddington Ward has no public library, but under this change, Mayor SCHRINNER has cut all weekly First 5 Forever sessions from Mt Coot-tha Library, all children’s sessions, and half the baby sessions from the Brisbane Square, and half the toddler sessions from Toowong Library.

LNP budgeting means more parents, children, and babies will lose access to this valuable program. My Greens colleague, Michael Berkman, has started a petition to reverse this decision.

DEPUTY MAYOR: Point of order, Mr Chair.

Deputy Chair: Yes, point of order.

DEPUTY MAYOR: Relevance to the report. Berkman is definitely not in this report.

Deputy Chair: Yes, Councillor CHONG WAH, I asked you to come back to the report.

Councillor CHONG WAH: With most funding coming—

DEPUTY MAYOR: Point of order, Mr Chair.

Deputy Chair: Point of order.

DEPUTY MAYOR: To quote Councillor CASSIDY, the pre-prepared speech is no longer relevant.

Councillor JOHNSTON: Point of order.

Deputy Chair: Point of order, Councillor JOHNSTON.

Councillor JOHNSTON: Is it your ruling, Mr Deputy Chair, that if another politician representing another level of government is not noted within a report, that they cannot be mentioned?

Deputy Chair: Well, it is about the report itself, so if the name is not mentioned, then—

Councillor JOHNSTON: If the name is not mentioned in the report, that’s the rule now? Okay. That’s a good one. I like that. That won’t last the rest of the day, I don’t reckon.

Deputy Chair: Please, all speakers stick to the report.

Councillor CHONG WAH.

Councillor CHONG WAH: With most funding coming from the State Government, the Schrinner Council had budgeted this program through to 2026. So, why have they pulled this shady move and blindsided young families? No announcements. No transparency. How can we have trust in this quarterly financial report? We have no—there is no financial transparency by this LNP Council. Our MAYOR knows no bounds when it comes to cutting public services. I see in this quarterly financial report that developer fees are continuing to be lower than budgeted for. This is a political decision to cut funding for your young families to cover SCHRINNER’s discounts for rich developers. This is—

DEPUTY MAYOR: Point of order.

Councillor CHONG WAH: —an austerity budget.

DEPUTY MAYOR: Point of order, Mr Chair.

Deputy Chair: Yes, point of order.

DEPUTY MAYOR: I think we just heard a ruling from the Chair that you must call Councillors by their name. Thank you.

Deputy Chair: Yes. Councillor CHONG WAH, please call the Councillor by the appropriate title.

Councillor CHONG WAH: Thanks. Sorry, Chair. Thanks. This is an austerity budget by stealth and young families are this week’s victims. The precedent set by our LORD MAYOR SCHRINNER is that, even if a program funded by the State Government is listed in the annual budget, it can be cut mid-year. In respect of this quarterly financial budget, no funding is set in stone when they’re under an LNP government cutting story and rhyme times for babies, toddlers, and children is just one more tally on the board of a Council lacking principle and honesty.

Deputy Chair: Any further speakers?

Councillor STRUNK.

Councillor STRUNK: I thought maybe there would be another speaker from the other side, but obviously, they’re mute. I’m speaking to Clause B, and initially about the financial results. The first thing that was interesting going through them, what was interesting to me was that the report states that the revenue is higher than anticipated due to the transport revenue.

*Councillor interjecting.*

Councillor STRUNK: Sorry?

*Councillor interjecting.*

Councillor STRUNK: Okay. I thought that was quite interesting and I wondered what caused that, that the revenue was higher due to the anticipated—that was higher than anticipated, and I wondered what that was. Then, I thought, of course, transport. The revenue was higher in transport, of course, because of the 50 cent fares. Thank you to the former Miles Government and, of course, the current State Government that’s actually going along with that terrific program, as well.

*Councillor interjecting.*

Councillor STRUNK: Yes, for now. I take that interjection. Mr Deputy Chair, the employee expenses or costs were actually lower, and I think, of course, the Opposition Leader, Councillor CASSIDY, mentioned this, but I was just thinking that maybe some of those savings could be actually used with the negotiations for the EBA, because sadly, I think the suggestion is that the employees would only get a 3% increase and, of course, Councillors would get a 4% increase, so maybe we should be a bit fair. We do have some history on this side of the Chamber about being fair and equitable when it comes to Council employees, in conjunction with what we actually receive, as well.

Now, moving on to the revenue for developer contributions. Now, this quarter, it showed that there was $11.5 million. Well, guess what it was last year for this first quarter last year? $23.7 million, more than double. That just is a bit telling. I wonder if—there must be a lot of discounting going on or something, that’s all I can say. If you look at the overall budget, actually, for this year and then last year, developer contributions were going to be down $50 million. That’s a lot of dough. That’s a lot of kerb and channelling. That’s a lot of footpaths. That’s a lot of everything.

Now, overall, there are 310 roads resurfacing listed in the schedule, and this particular quarter, we’ve only achieved 64. It should have been about 77, so we’re basically about 20% behind where we should be in the first quarter. I think, by the time we get to the 3rd and 4th quarter, I wonder how far behind we’ll actually be. I wonder if we’ll achieve anywhere near that 310 road resurfacing that was announced in the budget.

Now, here’s one for Councillor WINES, and that was that it was listed in the report, of course, that one of the intersections that were delivered or about to be delivered or about turned on is the Wallaroo Way intersection. I did ask Councillor WINES in the Committee as to when that would happen, and he said he would come back to me. So, maybe he would like to let us know that tonight so that we can put it in the diary, because I’m sure the I’m sure the Member for Oxley would love to know that, as well.

Now, moving on to Program 5, while looking at the various budgets, the standout is the capital expenditure for the first quarter, which Council has only spent 5% in the first quarter. I mean, that’s just amazing, right, how little they’ve actually spent in that first quarter. Now, maybe someone from the other side, maybe in summing up, they can tell us why they have only achieved 5%, but I’d say that’s really embarrassing. What’s it going to be in the next quarter? Are they going to only spend 10% or 15% or maybe 20%? Who knows?

So, in going over the financials, a few things popped up.

Deputy Chair: Councillor STRUNK, your time has expired.

Councillor STRUNK: Thank you, Chair.

Deputy Chair: Any further speakers?

Councillor MASSEY.

Councillor MASSEY: Thank you, Chair. I rise briefly to speak on item B, just to put a couple of comments on the record. I think it’s very important to reiterate, with this quarterly report that we’ve received, that revenue’s up, expenses are low, expenditure is low. But what we are seeing across not only the papers in front of us, but in real time across our city in the delivery of programs and projects, are cuts. We know that these cuts are happening. There has been lots of conversation today about it, not just the First Forever, not just the Metro buses that are not running any more.

We’re talking about sewerage, we’re talking about drainage, we’re talking about creative spaces, right? But again, reiterating that expenses are below and capital expenditure is low. A concerning thing that I thought I saw in the expenses is the lower employee costs, right? Remembering that it wasn’t long ago, and we talked about the budget cuts, that we talked about what would happen. Less employees, cuts to short-term employees, rollover of projects into the year later, rollover of other projects, the cutting of other projects, the continual cycle, and now here today—and I just want to say this really briefly, because this is just my point—we are seeing and hearing the exact same messages that we heard last November, right?

We are hearing the exact same messages from last November, and maybe this time it won’t be palatable for the LNP Administration to do a 10% cut, but we are hearing the same information, and if it is not palatable that we’ll get to that $400 million cut, what I am concerned about as we read through this document is the continual delay of projects across all the programs, the continual stopping of projects across all the programs, and the continual hiding of the fact that that’s happening. At least today, we have been able to hear a little transparency. We heard that the First 5 Forever was a Brisbane City Council cut.

We have—here on page 16, it literally says, the operational—that is now not operating. So, look, that’s all I want to say. We’ve been talking about this for a while. The spiral seems to be continuing. I’m hoping it’s not, and I’m hoping that we don’t see those huge cuts to the budget sooner rather than later in an amendment of the budget that should be coming soon. Nonetheless, I am undeniably concerned—and I’m really concerned, because we’re hearing the same wording that we heard before last November. Thank you, Chair.

Deputy Chair: Any further speakers?

Well, since there are no further speakers, now I put the Clause B of the E&C report to the vote.

**Clause B put**

Upon being submitted to the Chamber, the motion for the adoption of Clause B of the report of the Establishment and Coordination Committee was declared **carried** on the voices.

Thereupon, Councillors Jared CASSIDY and Lucy COLLIER immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 16 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

NOES: 7 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

Councillor STRUNK: Point of order, Chair.

Deputy Chair: Now I put Clause D of E&C report to the vote.

Councillor STRUNK: Point of order, Chair.

Deputy Chair: Sorry, point of order.

Councillor STRUNK: Yes, could you tell us how much time is left in the 3-hour rule for E&C and the Committee reports? How much time is left?

Deputy Chair: Ten minutes.

Councillor STRUNK: Sorry?

Deputy Chair: Ten minutes.

Councillor STRUNK: Thank you.

Deputy Chair: Now I put Clause D of the E&C report to the vote.

**Clause D put**

Upon being submitted to the Chamber, the motion for the adoption of Clause D of the report of the Establishment and Coordination Committee was declared **carried** on the voices.

Thereupon, Councillors Jared CASSIDY and Greg ADERMANN immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 17 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES and Penny WOLFF.

NOES: 1 - Councillor Nicole JOHNSTON.

ABSTENTIONS: 6 - The Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM, Charles STRUNK, Seal CHONG WAH and Trina MASSEY.

The report read as follows⎯

**ATTENDANCE:**

The Acting Mayor (Councillor Krista Adams) (Acting Chair); and Councillors Adam Allan, Fiona Cunningham, Tracy Davis, Vicki Howard, Sarah Hutton, Ryan Murphy and Andrew Wines.

**LEAVE OF ABSENCE:**

The Right Honourable, the Lord Mayor (Councillor Adrian Schrinner) (Chair).

#### A MAJOR AMENDMENT TO *BRISBANE CITY PLAN 2014* – MAJOR AMENDMENT PACKAGE – INDUSTRY MAPPING

**152/160/1218/584**

**250/2024-25**

1. The Divisional Manager, City Planning and Sustainability, provided the information below.

2. Council is committed to facilitating economic growth and maintaining prosperity in Brisbane through sustainable development. To achieve this, *Brisbane City Plan 2014* (the planning scheme) needs to be robust and resilient by reflecting changes in policy as well as community and industry experiences from development assessment outcomes. A major amendment is proposed to the planning scheme to maintain its currency and update requirements (refer Attachments B and C, submitted on file) (the proposed amendment).

3. The proposed amendment will achieve the following outcomes.

- Progresses Action 1.3 of *Brisbane: Our Productive City* to align Brisbane’s industrial zone precincts with current and future demand for warehousing, logistics and cleaner industries. Changes to the zone of some properties from Industry (General industry C zone precinct) (GIC) to Industry (General industry B zone precinct) (GIB) to better align with expected trends in industrial demand for smaller warehousing and logistics operations. This change increases the range of industrial uses that can be developed and is consistent with demand in Brisbane for GIB zone precinct land.

- Changes the zone of Council owned properties from GIC zone precinct to Open space zone or Conservation zone where the land is used for drainage, biodiversity or riparian/ waterway corridors purposes.

- Updates the Industrial amenity overlay (Industrial amenity investigation area sub‑category) to:

- apply site specific mapping around existing approved high impact industry uses to improve protections for those industrial uses and manage the encroachment of sensitive uses and the risk of any potential reverse amenity impacts

- reduce the extent of the overlay mapping to reflect the cessation of a former industrial use and its redevelopment for residential uses.

4. The proposed changes to the Industrial amenity overlay will apply site specific mapping around existing high impact industry uses not currently located on GIC zone precinct land or not adequately separated from sensitive use zones. The high impact industry uses are existing lawful uses and are environmentally relevant activities. These changes ensure that existing industrial uses can be maintained and protected from encroachment of sensitive uses.

5. The process for amending the planning scheme is set out in the *Minister’s Guidelines and Rules* (the Guideline). The proposed amendment has been prepared in accordance with the requirements of the Guideline. Should Council decide to make the proposed amendment, the Minister will be requested to complete a State Interest Review of the proposed amendment and agree to Council undertaking public consultation on the proposed amendment. Public consultation will be undertaken upon receipt of the Minister’s response and approval in accordance with the Guideline.

6. The Divisional Manager provided the following recommendation and the Committee agreed.

7. **RECOMMENDATION:**

**THAT COUNCIL RESOLVE AS PER THE DRAFT RESOLUTION AS SET OUT IN ATTACHMENT A**, hereunder.

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION TO DECIDE TO MAKE A MAJOR AMENDMENT TO *BRISBANE CITY PLAN 2014* – MAJOR AMENDMENT PACKAGE – INDUSTRY MAPPING**

As Council:

(i) decides, pursuant to section 16.1 of Part 4 of Chapter 2 of the *Minister’s Guidelines and Rules* (the Guideline) made under the *Planning Act 2016,* to make a major amendment (the proposed amendment) to *Brisbane City Plan 2014* (the planning scheme)

(ii) pursuant to section 16.4 of Part 4 of Chapter 2 of the Guideline, has prepared the proposed amendment to the planning scheme in the manner stated in section 1 of Attachment B (submitted on file), and as identified in the Schedules in Attachment B and set out in Attachment C (submitted on file),

then Council:

(i) pursuant to section 16.5 of Part 4 of Chapter 2 of the Guideline, directs that a notice be given to the Minister which includes a copy of the Council decision to amend the planning scheme to include the proposed amendment (Attachments B and C) and the required material for the proposed amendment as prescribed in Schedule 3 of the Guideline, requesting:

(a) a State interest review of the proposed amendment

(b) the Minister’s agreement to publicly consult on the proposed amendment.

**ADOPTED**

#### B ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE PERIOD ENDING SEPTEMBER 2024

**134/695/317/1498**

**251/2024-25**

8. The Divisional Manager, Organisational Services, provided the information below.

9. Sections 196(2) and (3) of the *City of Brisbane Regulation 2012* (the Regulation) state that the Chief Executive Officer (CEO) must present financial reports to Council at least quarterly. The reports are to state the progress that has been made in relation to Council’s budget.

10. Section 166(3) of the Regulation states that the CEO must present a written assessment of Council’s progress towards implementing the Annual Operational Plan to Council at regular intervals of not more than 3 months.

11. The Annual Operational Plan Progress and Quarterly Financial Report September 2024 (refer Attachment B) includes:

- Section 1 – Quarterly Financial Report

- Section 2 – Annual Operational Plan Progress Report

- Section 3 – Commercialised Businesses.

12. The previous financial report for the year ended 30 June 2024 was presented to Council on 27 August 2024. The current report relates to the period ended 27 September 2024.

13. The Divisional Manager provided the following recommendation and the Committee agreed.

14. **RECOMMENDATION:**

**THAT COUNCIL RESOLVE AS PER THE DRAFT RESOLUTION SET OUT IN ATTACHMENT A**, hereunder.

**Attachment A**

**Draft Resolution**

**DRAFT RESOLUTION TO ADOPT THE ANNUAL OPERATIONAL PLAN PROGRESS AND QUARTERLY FINANCIAL REPORT FOR THE PERIOD ENDED SEPTEMBER 2024**

As:

(i) sections 196(2) and (3) of the *City of Brisbane Regulation 2012* require that the Chief Executive Officer (CEO) present financial reports to Council at least quarterly

(ii) section 166(3) of the *City of Brisbane Regulation 2012* states that the CEO must present a written assessment of Council’s progress towards implementing the Annual Operational Plan to Council at regular intervals of not more than 3 months

then:

(i) Council directs that the Annual Operational Plan Progress and Quarterly Financial Report for the period ended September 2024, as set out in Attachment B (submitted on file), be noted.

**ADOPTED**

#### C CONTRACTS AND TENDERING – REPORT OF CONTRACTS ACCEPTED BY DELEGATES OF COUNCIL FOR OCTOBER 2024

**109/695/586/2-006**

**252/2024-25**

15. The A/Chief Executive Officer provided the information below.

16. Commercial-in-Confidence details have been removed from this report, highlighted in yellow and replaced with the word [Commercial-in-Confidence].

17. Sections 238 and 239 of the *City of Brisbane Act 2010* (the Act) provide that Council may delegate some of its powers. Those powers include the power to enter into contracts under section 242 of the Act.

18. Council has previously delegated powers to the Establishment and Coordination Committee and Chief Executive Officer, to make, vary or discharge contracts for the procurement of goods, services or works.

19. The *City of Brisbane Regulation 2012* (the Regulation) was made pursuant to the Act. Chapter 6, Part 4, section 227 of the Regulation provides that:

1. Council must, as soon as practicable after entering into a contract worth $200,000 or more (exclusive of GST), publish relevant details of the contract on Council’s website.

2. The relevant details must be published under subsection (1) for a period of at least 12 months.

3. Also, if a person asks Council to give relevant details of a contract, Council must allow the person to inspect the relevant details at Council’s public office. ‘Relevant details’ is defined in Chapter 6, Part 4, section 227 as including:

a. the person with whom Council has entered into the contract

b. the value of the contract

c. the purpose of the contract (e.g. the particular goods or services to be supplied under the contract).

20. The contracts detailed in Attachment A (hereunder) represent contractual arrangements that Council has already entered into. The purpose of this report is not to consider making decisions about the contracts, rather for transparency of the decisions made on contracts entered into with a value greater than the threshold.

21. The A/Chief Executive Officer provided the following recommendation and the Committee agreed.

22. **RECOMMENDATION:**

**THAT COUNCIL NOTES THE REPORT OF CONTRACTS ACCEPTED BY DELEGATES OF COUNCIL FOR OCTOBER 2024, AS SET OUT IN ATTACHMENT A**, hereunder**.**

**Attachment A**

| **Report of Contracts Accepted by Delegates of Council for October 2024** | | | | |
| --- | --- | --- | --- | --- |
| **Contract number/contract purpose/successful tenderer/comparative tender/price value for money (VFM) index achieved** | **Nature of arrangement/ estimate maximum expenditure** | **Unsuccessful tenderers/VFM achieved** | **Comparative tender price/s** | **Delegate/**  **approval date/start date/term** |
| **BRISBANE INFRASTRUCTURE** |  |  |  |  |
| **1. Contract No. CW15852**  **DEMOLITION VOLUNTARY HOME BUY BACK – PACKAGE 26**  **W J & M Allendorf trading as WMA Demolition – $404,729**  Achieved the highest VFM of 21.3 | Lump sum  **$404,729** | Paterson Demolition & Recycling (Brisbane) Pty Ltd as trustee for Paterson Demolition & Recycling Trust trading as Paterson Demolition & Recycling  Achieved VFM of 17.7  Logan City Demolitions Pty Ltd  Achieved VFM of 17.5 | $428,165  $408,310 | **Delegate**  Executive General Manager (EGM), City Projects Office (CPO)  **Approved**  30.10.2024  **Start**  30.10.2024  **Term**  11 weeks |
| **2. Contract No. CW15697**  **KENMORE COMMUNITY CENTRE – REFURBISHMENT (KENMORE)**  **Dart Holdings Pty. Ltd. Trading as A Dart & Co – $1,262,950**  Achieved the highest VFM of 61 | Lump sum  **$1,262,950** | Focus Construct Pty Ltd  Achieved VFM of 42 | $1,321,871 | **Delegate**  Chief Procurement Officer  **Approved**  22.10.2024  **Start**  28.10.2024  **Term**  26 weeks |
| **3. Contract No. CW16022**  **SUBURBAN SUNSAFE PACKAGE 4 – SUPPLY AND INSTALL**  **SHADE 'N NET (AUSTRALIA) PTY. LTD. – $1,494,500**  Achieved the highest VFM of 57 | Lump sum  **$1,494,500** | Advanced Shade Systems Pty Ltd,  Achieved VFM of 50  Dices Canvas Pty Ltd as the trustee for The Dice Trust and Mark West as the trustee for the Mark West Family Trust trading as Elemental Shade Structures  Achieved VFM of 48  Mitke Pty Ltd trading as Versatile Structures  Achieved VFM of 46 | $1,605,375  $1,776,695  $1,793,126 | **Delegate**  Chief Procurement Officer  **Approved**  22.10.2024  **Start**  24.10.2024  **Term**  30 weeks |
| **4. Contract No. CW16110**  **DEMOLITION VOLUNTARY HOME BUY BACK – PACKAGE 28**  **Paterson Demolition & Recycling (Brisbane) Pty Ltd as trustee for Paterson Demolition & Recycling Trust trading as Paterson Demolition & Recycling – $362,745**  Achieved the highest VFM of 21 | Lump sum  **$362,745** | W J & M Allendorf trading as WMA Demolition  Achieved VFM of 20  Logan City Demolitions Pty Ltd Achieved VFM of 19 | $442,625  $382,550 | **Delegate**  EGM CPO  **Approved**  30.10.2024  **Start**  31.10.2024  **Term**  11 weeks |
| **CITY ADMINISTRATION AND GOVERNANCE** | | | | |
| Nil |  |  |  |  |
| **CITY PLANNING AND SUSTAINABILITY** | | | | |
| Nil |  |  |  |  |
| **LIFESTYLE AND COMMUNITY SERVICES** | | | | |
| Nil |  |  |  |  |
| **ORGANISATIONAL SERVICES** | | | | |
| **5. Contract No. 511059**  **PROVISION OF COMMUNICATION AND ENGAGEMENT SERVICES**  **The Comms Team Pty Ltd**  **AECOM Australia Pty Ltd**  **Articulous Pty Ltd**  **Struber Pty Ltd**  **GHD Pty Ltd**  **Jacobs Group (Australia) Pty Ltd**  **Phillips Communications Group Pty Ltd**  **Sabio Agency Pty Ltd** | Corporate Procurement Arrangement (CPA) (Panel Arrangement)  Schedule of rates  **$4,000,000** | Arrangement entered into without seeking competitive tenders from industry in accordance with Council’s *SP103 Procurement Policy and Plan 2024‑25* which allows a contract to be entered into where it is in the public interest. |  | **Delegate**  Establishment and Coordination Committee  **Approved**  14.10.2024  **Start**  01.11.2024  **Term**  23 months |
| **6. Contract No. 511063**  **Order under Queensland Government Standing Offer Arrangements GGS0057-18, GGS0058-18 and GGS0059-18**  **PROVISION OF TRAVEL MANAGEMENT AND RELATED SERVICES**  **Corporate Travel Management Group Pty Ltd**  **HRS Australasia Pty Ltd**  **Serko Australia Pty Ltd** | CPA  Schedule of rates  **$800,000** | Contract/Arrangement entered into under Exemption 4 of Council’s *SP103 Procurement Policy and Plan 2024‑25,* which allows for exemption from tendering for procurement of a contract made with, or a purchase from a contract made by, another government entity, government owned entity or Local Buy. |  | **Delegate**  Chief Procurement Officer  **Approved**  23.10.2024  **Start**  23.10.2024  **Term**  2 years |
| **TRANSPORT FOR BRISBANE** | | | | |
| **7. Contract No. 512231**  **OPERATING AGREEMENTS FOR E-SCOOTERS AND E-BIKES IN BRISBANE**  **Neuron Mobility (Australia) Pty Ltd – [Commercial-in-Confidence]** | Operating agreement  Revenue basis  **[Commercial-in-Confidence]** | Contract entered into directly following Council’s decision to end the contract with Beam Mobility Australia Pty Ltd’s, which was selected as a result of a full tender process which concluded in December 2023. Due to the recency of the tender process, it was deemed to be most advantageous to Council to accept the next most advantagous offer from that tender process rather than to go back to market. | N/A | **Delegate**  Chief Executive Officer  **Approved**  15.10.2024  **Start**  03.12.2024  **Term**  Initial term of 2 years, 7 months with a maximum term of 3 years, 7 months. |

**ADOPTED**

#### D Stores Board Submission – Significant Contracting Plan for the provision of Carrosserie HESS AG Original Equipment Manufacturer (OEM) Spare Parts and Maintenance Support Services

**165/210/179/5250**

**253/2024-25**

23. The A/Chief Executive Officer provided the information below.

24. The Chief Executive Officer and the Stores Board considered the submission, as set out in Attachment A (submitted on file), on 31 October 2024.

25. The submission is recommended to Council as it is considered the most advantageous outcome for the provision of the required goods/services.

26. Commercial-in-Confidence details have been removed from this report, highlighted in yellow and replaced with the word [Commercial-in-Confidence].

Purpose

27. That the Stores Board recommends approval of the procurement strategy for:

Contract titles: Two contracts as follows:

- Contract 1 – Carrosserie HESS AG OEM Spare Parts

- Contract 2 – Carrosserie HESS AG Maintenance Support Services

Type of procurement: Establishing Corporate Procurement Arrangements (CPA) in the form of Preferred Supplier Arrangements (PSA).

Contractor: Carrosserie HESS AG

Market engagement strategy: Direct engagement with OEM supplier

Contract duration: Contract durations as follows:

- Contract 1 - 20 years after the date of Council’s acceptance of the last vehicle for the initial metro fleet

- Contract 2 - One year with options to extend for additional periods of up to 3 years, for a maximum term of 4 years.

Price basis: Schedule of rates

Background/business case

28. On 26 November 2019, Council approved entering into a contract with Carrosserie Hess AG (HESS) for the design and build of Brisbane Metro vehicles, including placing an order for the pilot vehicle stage. HESS provided the most advantageous outcome for Council arising from an extensive multistage procurement process that was promoted locally and internationally.

29. Subsequent approvals from the Chief Executive Officer in 2022 for further significant milestones under the HESS contract enabled the manufacturing and commissioning of the permanent charging infrastructure and the manufacture and delivery of the initial metro vehicle fleet.

30. The initial fleet of metro vehicles has been progressively arriving in Brisbane since January 2024 and undergoing operational testing on the busway. As of September 2024, Council has accepted 21 metro vehicles. With the October 2024 commencement of the 169 service, and preparations for operations of lines 1 and 2 of Brisbane Metro well advanced, Council is sufficiently informed of its needs to enable the finalisation of the planned permanent agreements for the provision of ongoing spare parts and maintenance support.

OEM Spare Parts

31. As part of the requirements of the design and build of metro vehicle contract, HESS has provided Council with an initial stock of spare parts and special tools to complete testing and commissioning activities. This initial stock holding has been sufficient for use on the pilot vehicle and for testing and commissioning the emerging fleet and delivery of the 169 service.

32. Under the provisions of the contract for the design and build of metro vehicles, HESS is to supply ongoing spare parts and special tools for the service life of each vehicle for at least 20 years. While an initial list of spares for the full initial fleet was developed at the award of contract stage and was included within the contract for the design and build of metro vehicles, the contract stipulated that Council and HESS would develop a wider spare parts list, along with agreeing to the pricing and commercial terms associated with this once Council informed itself further of its requirements.

33. Council has since confirmed its position that only limited OEM spares will be purchased and held by Council other than for routine maintenance. A further minimum stock holding of OEM spares is required to be held by HESS and supplied to Council within 48 hours of receipt of a purchase order from Council.

34. Council is not obliged to purchase all spares from HESS. Council may procure generic spare parts, such as consumables, from local suppliers where available, where it represents better value for money to Council and where it does not impact the warranty HESS is providing.

Maintenance Support Services

35. All metro vehicle maintenance activities are anticipated to be undertaken by Council staff at the new metro depot in Rochedale. Council, via Transport for Brisbane (TfB), has significant experience and capability in undertaking maintenance on its current bus fleet.

36. HESS, as required under its contract with Council, is providing the required design documentation for maintenance activities, operation and maintenance manuals, initial training for maintenance personnel, special tools and software and other support for diagnostics. This has enabled TfB to assemble the required personnel and skills to commence maintenance activities ahead of the delivery of the full initial fleet and the deployment of vehicles into operation.

37. The metro vehicle represents a new vehicle type to Council’s fleet, inclusive of electric drivetrain and charging components. To support the initial fleet of metro vehicles, Council requires access to maintenance support for an initial period of 12 months.

38. The maintenance support services agreement will be on a schedule of rates basis and includes additional training days and the provision of local technical support should Council request these services. Having this initial support from the manufacturer for new vehicle types that will be maintained in-house is consistent with common industry practice.

Other related considerations

39. Metro vehicles collect an array of data that TfB requires for monitoring and reporting to optimise asset and operational performance. Examples include state of battery charge, tyre pressure as well as faults and alerts. Options for accessing the information include a plug-in diagnostic tool and/or employing a HESS cloud-based telematics solution.

40. Council continues to work with HESS to explore a fully supported, real time cloud-based telematics solution for the metro vehicles. Should such an arrangement be pursued, it may be the subject of a future procurement approval.

Policy and other considerations

41. Is there an existing arrangement for these goods/services/works?

No

42. Could Council businesses provide the services/works?

No, Council does not have the capability to provide these goods. Council will be responsible for maintenance of the metro vehicles, however, may need support in the short term while increasing familiarity with all aspects of the metro vehicles.

43. What policy, or other issues, should the delegate be aware of?

To comply with warranty requirements, TfB, as it does with its bus fleet, has a requirement to use OEM spare parts in its metro fleet. While based in Switzerland, HESS has established an Australian division and a Brisbane presence to service Council’s contract.

44. Does this procurement exercise need to be managed under the PM2 Governance and Assurance Framework?

No

45. Does the proposed contract involve leasing?

No

Rationale for sole source

46. The rationale for sole sourcing with HESS is as follows.

OEM Spare Parts

(a) Council requires the provision of HESS OEM Spare Parts. TfB’s strategy for the replacement parts for HESS metro vehicles is to purchase OEM spare parts to maximise public safety, warranty, support and value for money opportunities.

(b) HESS, as the manufacturer of the metro vehicles, is the single source of many metro vehicle‑specific OEM parts.

(c) Price confidence has been achieved through the fixing of pricing for 12 months, with an annual spare parts list rate review that will not exceed the global rates provided to all of HESS’s customers.

(d) All pricing will be in Australian Dollars (AUD) with a contract-defined independently verifiable mechanism of establishing the exchange rate from the Swiss Franc (CHF) to the AUD, adjusted annually and fixed for the following 12 months thereafter.

(e) Spare parts pricing is inclusive of all costs to have the part delivered to Council’s location and will not be subject to any movement in raw material costs.

(f) A competitive progressive discount regime will apply, with the discount increasing from [Commercial-in-Confidence] to [Commercial-in-Confidence] based on the annual spend Council achieves.

(g) HESS will maintain an agreed minimum stock of each spare at a location in Brisbane, with parts required to be provided within 48 hours of an order from Council. This requirement of a permanent Brisbane presence for HESS represents a local economic benefit.

Maintenance Support Services

(a) Council requires the provision of HESS Maintenance Support Services.

(b) Establishing a contract for initial maintenance support from the manufacturer for new vehicle types that will be maintained in-house is consistent with common industry practice.

(c) The provision of this support from the manufacturer allows Council the required support to enable it to establish in-house maintenance for the metro vehicles. This ensures jobs and skills development for locals in large electric vehicles.

(d) Council is not bound to request any additional maintenance support if it is not required.

(e) The proposed hourly rates of service and diagnostic technicians are comparable to a similar agreement for maintenance support services which Council has in place for Volvo.

47. It is therefore considered that directly entering into contracts with Carrosserie HESS AG for the provision of OEM Spare Parts and Maintenance Support Services is in the public interest and is the most advantageous outcome for the provision of the required goods and services.

Contract proposed

48.

|  |  |
| --- | --- |
| Legal name, and registered address of recommended supplier and ABN and ACN: | Carrosserie HESS AG  Bielstrasse 7, CH-4512 Bellach, Switzerland |
| Type of procurement: | Establishing CPAs in the form of Preferred Supplier Arrangements. |
| If establishing a new CPA, how will it be operated? | OEM Spare Parts  Orders for parts will be placed as required. Some parts will be managed through a central warehouse store and stock holdings will be managed through setting minimum and maximum quantities.  Maintenance Support Services  Orders will be placed as required. |
| Contract standard to be used including any amendments: | OEM Spare Parts  Spares supply agreement drafted by the Brisbane Metro Project’s legal advisor, Clayton Utz.  Maintenance Support Services  Maintenance support agreement drafted by the Brisbane Metro Project’s legal advisor, Clayton Utz. |
| Has the proposed contractor(s) signed the contract to the formalise their offer? | Yes |
| Execution date of contracts: | 1 December 2024 |
| Contract durations: | OEM Spare Parts  20 years after the date of Council’s acceptance of the last vehicle for the initial metro fleet.  Maintenance Support Services  One year with options to extend for additional periods of up to 3 years, for a maximum term of 4 years. |
| Price basis: | Schedule of rates |
| Variation for rise and fall in cost: | OEM Spare Parts  Annual review with new rates not exceeding global HESS customer pricing.  Maintenance Support Services  Annual review based on CPI. |
| Provisional Sums: | Not applicable |
| Security for the contracts: | Not applicable |
| Defects period/warranty period: | Warranties for parts are aligned with the Council’s Design and Build of metro vehicles deed with HESS. Varying warranty durations exist for different aspects of the vehicles ranging from 3 years for non-structural elements (air conditioning, panels, suspension, doors etc) to 10 years for structural components (floors chassis, body frame etc). |
| Liquidated damages: | Not applicable |
| Software components: | Not applicable |
| Does this proposed contract involve leasing? | No |
| RM document reference/s for the finalised contract: | PD24/34739, PD24/34740 |
| Contract preparation: | The Brisbane Metro Transaction Advisor and Legal Advisor, Clayton Utz |
| Contract review: | Fleet Technical Manager, Engineering and Asset Management, Transport for Brisbane |

Funding and budget considerations

49. Estimated expenditure under this CPA:

OEM Spare Parts

50. The expenditure on spare parts through HESS will be further informed through the operational use of the vehicles and amount of non-routine maintenance the fleet requires.

51. Based on Council’s initial fleet size, and its experience in maintaining a large bus fleet, it is estimated that expenditure over the full potential contract term of 20 years may be in the order of [Commercial-in-Confidence].

Maintenance Support Services

52. Estimated expenditure is anticipated to be in the order of [Commercial-in-Confidence] over the potential maximum 4 year term.

53. When established, the CPAs will not create a financial or contractual commitment or commit Council to any purchases. A commitment is only made when orders are placed under the arrangement by appropriately delegated Council officers, subject to approved funding availability at that time.

54. Sufficient approved budget to meet the anticipated expenditure under this CPA?

Establishing the CPAs will not commit Council to any purchases. Funding is only required when an appropriately delegated Council officer approves placing orders under each CPA, subject to approved funding availability.

55. Indicative program and supporting information:

|  |  |
| --- | --- |
| Program: | Program 1 – Transport for Brisbane |
| Outcome: | 1.2 - Public Transport |
| Strategy: | 1.2.4 – Brisbane Metro |
| Projects: | Brisbane Metro |
| Program: | Business Activity – External Business |
| Outcome: | B.1 Transport for Brisbane |
| Strategy: | B.1.1. Transport for Brisbane |
| Projects: | Transport for Brisbane Translink |

TfB will fund the expenditure for both contracts, except for year one of the Maintenance Support Services, which will be funded from the Brisbane Metro Project budget.

Procurement risks

56. Is this contract listed as a ‘critical contract’ requiring the contractor to have in place a Business Continuity Plan approved by Council?

No

57. Summary of key risks associated with this procurement:

OEM Spare Parts

| **Procurement risk** | **Risk rating** | **Risk mitigation strategy** | **Risk allocation** |
| --- | --- | --- | --- |
| Spend exceeds estimate | Medium | - Orders will be placed as needed and where budget is available.  - Management of the timing of spend, subject to operational requirements, is required to maximise discounts Council may retain. | Council |
| World events impact supply chain | Medium | - Supplier required to establish a minimum inventory holding within Brisbane, including an air freight option if required.  - Council will hold a minimum number of some parts and may look to increase this if required to provide a further buffer should concerns regarding obtaining inventory from Europe eventuate.  - Some parts may be suitable for refurbishment. | Contractor and Council |
| Price increases for spare parts | Low | - Schedule of rates fixed annually.  - Annual rate reviews and a HESS obligation that any increase will not exceed the global rates provided to all of HESS’s customers.  - Benchmark any increases by comparing price changes for like spares from other agreements Council has with bus part providers and negotiate rates if applicable.  - Buying of parts ahead of any known increase to mitigate short term impacts.  - Foreign exchange fixed then reviewed annually.  - Council may purchase parts that are stocked by local suppliers if more competitive rates are available. | Contractor and Council |
| Quality of parts | Low | - Parts provided under the agreement with HESS to date have been of high quality. | Contractor and Council |

Maintenance Support Services

| **Procurement risk** | **Risk rating** | **Risk mitigation strategy** | **Risk allocation** |
| --- | --- | --- | --- |
| Spend exceeds estimate | Medium | - Orders will be placed as needed and where budget is available.  - The need for ongoing support will reduce as familiarisation within Council’s in-house maintenance team increases. | Council |
| Price increases | Low | - An agreed rise and fall price variation formula exists in the contract. | Contractor and Council |
| Quality of services provided | Low | - Services provided to date by HESS have been of high quality. | Contractor and Council |

58. The A/Chief Executive Officer provided the following recommendation and the Committee agreed.

59. **RECOMMENDATION:**

**That the Stores Board recommends approval of the following:**

**Contract title: Two contracts as follows:**

**- Contract 1 - Carrosserie HESS AG Original Equipment Manufacturer Spare Parts**

**- Contract 2 - Carrosserie HESS AG and Maintenance Support Services**

**Type of procurement: Establishing Corporate Procurement Arrangements in the form of Preferred Supplier Arrangements.**

**Contractor: Carrosserie HESS AG**

**Contract duration: Contract durations as follows:**

**- Contract 1 - 20 years after the date of Council’s acceptance of the last vehicle for the initial metro fleet**

**- Contract 2 - One year with options to extend for additional periods of up to 3 years, for a maximum term of 4 years.**

**Price basis: Schedule of rates**

**Person to manage: Manager, Category Management, Strategic Procurement Office, Organisational Services**

**Extension authority: The optional additional periods may be approved by the Chief Procurement Officer, subject to the satisfactory performance of the supplier.**

**ADOPTED**

### ECONOMIC DEVELOPMENT, NIGHTTIME ECONOMY AND THE BRISBANE 2032 OLYMPIC AND PARALYMPIC GAMES COMMITTEE

Deputy Chair: DEPUTY MAYOR, Economic Development and Nighttime Economy at the Brisbane 2032 Olympic and Paralympic Games Committee report, please.

The DEPUTY MAYOR, Civic Cabinet Chair of the Economic Development, Nighttime Economy and the Brisbane 2032 Olympic and Paralympic Games Committee, moved, seconded by Councillor Greg ADERMANN, that the report of the meeting of that Committee held on 12 November 2024, be adopted.

Deputy Chair: Is there any—DEPUTY MAYOR.

DEPUTY MAYOR: I didn’t turn that off, sorry. Thank you, Mr Deputy Chair. Business Hub workshops first. What’s on this week, to share with your business communities: we have the Future Proof Your Business with an AI Success Strategy, which is from Social Mediology around key strategies for integrating AI solutions effectively. That’s on the 21st at 9.30 to 11.30, and also on that day, 1.30 to 3.30—which I think is Thursday, if I have it right—is Unlock True Productivity by Aligning Tasks with Purpose. So, this workshop is about transformative approach, showing how to cultivate habits that support a fulfilling, focused and successful life, and that is by The Nidana Collective.

So, it’s great to see that we’re still getting a lot of variety in our workshops and, again, I encourage all of you to make sure you share that with your business communities. Last week, we had the 5th report that has come to Council on the feedback from the Paris learnings, and this time it was from the Manager of Strategy and Governance in the Host City Office, and the General Manager of Transport Planning Operations on the Paralympic learnings, as well as transport and accessibility. That is the valuable driver that we see here with our opportunity in 2032, and that is inclusion.

There is no better opportunity than the Paralympic Games to promote inclusion, drive meaningful legacy outcomes or make Brisbane even better for everyone. So, we know that there are over 4.3 million Australians living with a disability, but only one in 4 participate in sport. So, as the LORD MAYOR said earlier today, there are a lot of opportunities and we love our sport, and we do actually participate very well, but it’s not always that easy for those with a disability as well. I think improving that sporting participation for our residents, particularly, extending those to people living with a disability and drive those legacy outcomes, will be fantastic for our better inclusion, diversity and accessibility.

So, what we heard from the 2 managers that came back—who spoke to us last week, was how Paris used the Games to increase awareness and access to parasports. They had a multi-year program involving disability organisations and parasporting groups. They hosted testing events. They had parasports showcases, highly impactful marketing campaigns to build excitement and raise awareness for the Paralympics, which are just as big in the participation of the community and the visitors to the city as the Olympics, even if it isn’t as big as the participation when it comes to the actual athletes in the event itself.

So, we’ve already taken a leaf out of their book last year with our first parasports day bringing together Paralympians and community members to enjoy a day of fully inclusive and all-abilities events, and we look forward to expanding those—as Paris has done as well—to see how they actually leverage those parasports and community days. But they’re just part of some of the events we’re going to be able to have over the next generation of sports stars. It is scary to learn that most people that will—the majority of people that compete in the Olympics in 2030—in the Paralympics in 2032—may not already have their disability yet.

I had the great opportunity to speak with the Vice-President of the Paralympic Committee when I was in Paris, Duane Kale, who is a New Zealand swimmer. He did not get his disability until the age of 22. He was a very active sportsperson, then ended up with a tumour on his spine that paralysed him from the waist down. He got into swimming and within 5 years was a Paralympic swimmer, winning many golds, silver and bronze over the 2 Paralympics that he went to. He is an absolute inspiration, but it was really interesting to spend that time with him as a sportsperson, and moving around Paris, to see how it wasn’t that easy to get around.

That was not even talking about the ramps and the access that we already have here already, but the little things like the cobblestones or the steps that may only be 100 mm high, but that makes a huge difference when you’re in a wheelchair as well. So, we need to make sure that we do all of the work that we can to improve the physical accessibility of our city. We saw a lot of things that Paris did well. We saw a lot of things that they didn’t do well, but they did the best that they can on their beautiful heritage streets as well. Accessible tourism will be a big focus for us and, particularly, as the Accessible Tourism Year was last year, we’re doing a lot in our destination planning for that.

We also looked at transport last week—I’m very concerned I’ve only got 30 seconds left, but we talked about metro stations and expansion, and we also talked about the urban renewal opportunities. The LORD MAYOR mentioned Saint-Denis, where they had the Stade de France, but also the Athletes Village as well, and how transforming industrial land on the outskirts of Paris to create new homes, parklands, schools and facilities, and I think we have that opportunity in Northshore Hamilton as well. There is still too much to talk about, but it is all being written down and recorded. Thank you, Mr Deputy Chair.

Deputy Chair: Further debate?

Councillor CASSIDY.

Councillor CASSIDY: Thank you, Chair. I rise to speak on the report, the Committee presentation of the learnings from Paris. This was the second half of the reports from the Paris Olympic and Paralympic Games we were receiving in the Committee, and this one also, as the DEPUTY MAYOR said, touched on some of those elements specific to the Paralympic Games, and fully accessible stadiums and public spaces as well. One of the things which I’ll come to shortly. I want to start around housing and housing outcomes, as was discussed in the report. There’s a significant cause for concern about the housing impact that the Olympic Games in 2024 had in the City of Paris. Even looking at the moment at the lower estimates, it’s really concerning.

The French Government bused French homeless people out of the City of Paris ahead of the Olympics. Reportedly 5,000 homeless people were bused away into regional towns. Data also showed that rental evictions rose 41% from the period of April 2023 to September 2024, compared to the same period 2 years prior. So, some pretty bad housing outcomes when it comes to the City of Paris. Q Shelter, I’ve noted, have launched an SEQ housing monitoring and displacement report alongside the Australian Housing and Urban Research Institute, which is a body of work that will review the entire housing system every single year in the lead‑up to the Brisbane 2032 Olympic Games.

Housing displacement at every level needs to be in the legacy planning, Council’s legacy planning and the State Government’s legacy planning, and in the Federal Government’s legacy planning as well. The Athletes Village in Paris—so, there were those negatives—obviously, there were some positives in that a high percentage of that Athletes Village was reserved for social and affordable housing—a very high percentage, I think 30% or 40%. Here in Brisbane, it’s determined to only be 5%, a massive failure on the previous State Government’s planning and on the current State Government’s planning, and we certainly hope that is addressed.

In terms of transport, what we were told is that Brisbane is really only about 50% of the way to delivering the transport needed for the Games themselves and also beyond. The Brisbane Race to Gold document that the LNP have produced, doesn’t go close to addressing these issues. They just sort of talk about things that are currently being talked about and currently in the pipeline, but if we just stick to that business as usual approach that the LNP have presented—

***EXPIRATION OF PERIOD FOR DEBATE OF COMMITTEE REPORTS***

At that point, 5.36pm, the Chair advised that the period allowed for debate of Committee reports had expired.

Deputy Chair: Councillor CASSIDY, sorry.

Deputy Chair: Under the provisions of Section 35(13)—

Councillor CASSIDY: Oh, no worries.

Deputy Chair: —of the Meetings Local Law, on the expiration of the period allowed for debate of Committee reports, I shall now put the motions to the meeting for the adoption of any Committee report for you to vote upon, without further amendment or debate.

I will now put the motion for the adoption Economic Development, Nighttime Economy and the Brisbane 2032 Olympic and Paralympic Games Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Economic Development, Nighttime Economy and the Brisbane 2032 Olympic and Paralympic Games Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

The Acting Mayor, Councillor Krista Adams (Civic Cabinet Chair), Councillor Sandy Landers (Deputy Chair), and Councillors Greg Adermann, Jared Cassidy, Julia Dixon and Steve Griffiths.

#### A COMMITTEE PRESENTATION – LEARNINGS FROM THE PARIS 2024 OLYMPIC AND PARALYMPIC GAMES

**254/2024-25**

1. The General Manager, Transport Planning and Operations, Brisbane Infrastructure, and the Manager, Strategy and Governance, Brisbane 2032 Host City and Strategic Partnerships, City Planning and Sustainability, attended the meeting to provide an overview of learnings from the Paris 2024 Olympic and Paralympic Games (the Paris Games). They provided the information below.

2. The Committee was provided the following statistics from the Paris Paralympic Games:

- 4,400 athletes competed across 22 Paralympic sports

- more than 2.5 million tickets were sold, with 270,000 spectators attending on the busiest day

- 17 venues held 549 events (67% more events than the Paris Olympics)

- 80 world records broken

- 3,012 free repairs undertaken on equipment (including prosthetics).

3. The Paralympic torch relay featured 12 torches symbolising the 12 days of the Paralympic competition, passing through 50 French cities over 4 days. Unlike the Olympic flame, the Paralympic flame can be separated, creating greater opportunity to involve communities across France and the City of Paris. 1,000 Paralympic torchbearers participated in the relay, with approximately 200 participants in the Team Relays. To commemorate the 80th anniversary of the Liberation of Paris during World War II, a 13th torch was lit in Paris at the start of the relay on 25 August. The City of Paris had 22 *arrondissement* torch sites and one continuous on-street route in the evening.

4. The City of Paris undertook significant permanent and temporary accessibility improvements for the Paralympic Games. In consultation with various associations, a multi-year program of hosting test events was undertaken to raise awareness of team members and parasports. Key learnings from the City of Paris included using the lead-up time to the Games to increase awareness and access to parasports, undertake regular accessibility patrols to ensure the smooth running of spectator routes and creating a lasting legacy for people with disabilities.

5. To improve accessibility for Games venues, the City of Paris created 17 Enhanced Accessibility Neighbourhoods (EANs), which included priority pathways to 184 public access establishments. Accessibility ambassadors were stationed at the EANs alongside volunteers to support any accessibility needs of residents and visitors. Additional accessibility improvements included lowering pavements, repairing damaged surfaces, improving safety at pedestrian crossings and installing tactile warning strips, posts and audio systems. A number of sports centres were also improved to create a lasting parasport legacy.

6. To maximise the visibility of the Paris Paralympic Games, strategic marketing leading up to the Games was used to promote ticket sales and leverage partnerships. A targeted social media campaign was undertaken, culminating in the delivery of Paralympic Day on 8 October which saw over 20,000 people attend. This event invited the community to watch demonstrations, meet Paralympic athletes, and take part in Paralympic trial events. The City of Paris also hosted knowledge sessions with journalists and media representatives to learn more about the Paralympics and set a new benchmark for coverage of Paralympic sports.

7. The Committee was provided with the following transport statistics during the Paralympic Games.

- More than 1.5 million trips were completed per day, transporting 9.6 million passengers.

- Three quarters of visitors to Paris did not have tickets to the Games.

- The 30 kilometres bikeway was doubled in length, and 10,000 bike parking spaces were installed near Games venues.

- Seventy per cent of all trips were taken via the Paris metro.

- More than 6,000 signs were installed for the Paris Games.

- The Paris public transport app was enhanced to manage spectator flow.

- Twenty-nine out of 320 metro stations were wheelchair accessible.

8. The Committee was shown a graphic identifying the key responsibilities of the Host City in terms of transport for the Games, as well as examples of the wayfinding signage. It demonstrated that outside of the competition venues, the city has primary responsibility for transport, accessibility, wayfinding, city dressing and spectator flows.

9. Key learnings for the City of Paris included:

- ensuring stakeholders were aware of their responsibilities and worked collaboratively together

- explore opportunities to create a greater city legacy from wayfinding signage

- ensuring access for residents, businesses and retail

- road network management

- transport operations

- crowd management and venue access.

10. The City of Paris undertook a number of improvements to ensure transport was accessible during the Paris Paralympic Games. Twenty-nine metro stations and more than 1,000 taxis were made accessible to people in wheelchairs, additional sound and visual devices were provided to enhance accessibility services and further training for customer service agents and volunteers was provided. All stations serving the competition sites are now accessible, and some sites now include new waiting areas for people with reduced mobility and disabilities as a legacy item after the Paralympic Games.

11. Additional upgrades to existing transport infrastructure included:

- new metro line extensions with accessibility upgrades and 7 new stations

- the Grand Paris Express Project, involving 4 new metro lines designed to connect to the outer suburbs

- capacity upgrades to enhance the suburban rail lines and bus networks.

12. The Committee was provided with information from the race to gold: Brisbane’s Games Transport Legacy plan, Council’s proposal for Games-ready projects including 18 initiatives focused around 4 key transport themes to transform Brisbane and create a lasting transport legacy.

13. Other legacy opportunities from the Paris Paralympic Games include:

- 90% of the 6 million pieces of sports equipment will be reused and donated to the community including schools and sporting groups

- upcycling the Paris 2024 flags into library bags by community seniors’ centres

- urban renewal of the Paris athletes village, transforming underutilised industrial sites to create 2,500 new homes with 3 hectares of new parkland, commercial spaces, 2 new schools and a new metro line.

14. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the General Manager and Manager for their informative presentation.

15. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

### TRANSPORT COMMITTEE

Deputy Chair: I will now put the motion for the adoption of the Transport Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Transport Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Ryan Murphy (Civic Cabinet Chair), Councillor Danita Parry (Deputy Chair), and Councillors Greg Adermann, Lucy Collier, Julia Dixon and Emily Kim.

#### A COMMITTEE PRESENTATION – KANGAROO POINT BRIDGE

**255/2024-25**

1. The Project Director, Major Projects, City Projects Office, Brisbane Infrastructure, attended the meeting to provide a construction overview of the Kangaroo Point Bridge (the bridge). He provided the information below.

2. Construction commenced in late 2021 and is progressing with the focus now on completing the bridge landing areas and testing and commissioning works. All 32 cable stays of the bridge have now been installed and stressed, and final concrete pours for the deck have been completed. The pedestrian shade canopy, 22 CCTV cameras and 8 help points have also been installed along with the completion of all balustrades and handrails.

3. Progress at the Kangaroo Point landing includes the completion of stairs connecting to C.T. White Park and commissioning of the elevator. Shared pathways and landscaping, including planting and turfing, are nearing completion and site compound demobilisation is underway. Progress at the Brisbane City landing includes the completion of concrete seating, planters and interpretive signage and commissioning of the restaurant elevator.

4. The 2 dining options at the city landing are also progressing. The above-water restaurant will be elevated above the bridge deck, affording panoramic views of the city, Brisbane River, Story Bridge, Kangaroo Point Cliffs and City Botanic Gardens. The smaller café space will benefit from a new urban plaza where Edward and Alice Streets meet the Brisbane River and provide a gateway for residents and tourists to the CBD and riverside boardwalks. The operator has now commenced the fit-out for these venues.

5. Dynamic testing was undertaken on the bridge in August 2024. The bridge was load tested by people walking and running across it to ensure the vibrations matched modelling predictions. Dynamic testing was successful, and the bridge has now been calibrated correctly. Thematic lighting colours were also tested as, once opened, the bridge will be included in Council’s light up assets to promote major festivals and events, as well as community awareness campaigns.

6. The bridge is scheduled to open on 15 December 2024, with an opening event to be held from 8am until 11am. The event will include roving entertainment, local musicians and a Welcome to Country ceremony.

7. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Project Director for his informative presentation.

8. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

### INFRASTRUCTURE COMMITTEE

Deputy Chair: I will now put the motion for the adoption of the Infrastructure Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Infrastructure Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Andrew Wines (Civic Cabinet Chair), Councillor Steven Toomey (Deputy Chair), and Councillors Steven Huang, Nicole Johnston, Kim Marx and Charles Strunk.

#### A COMMITTEE PRESENTATION – INNER CITY PROJECTS CONSTRUCTION UPDATE

**256/2024-25**

1. The Manager, Major Projects Planning Team, Transport Planning and Operations, Brisbane Infrastructure, attended the meeting to provide an update on construction projects within the inner city. She provided the information below.

2. The following major construction projects are currently underway in the inner city:

- Queen’s Wharf Brisbane (QWB)

- Cross River Rail (CRR)

- Brisbane Metro

- Kangaroo Point Bridge.

These projects have various interfaces with one another which requires coordination from the Major Projects Planning Team, particularly in relation to road closures and traffic management.

3. QWB update.

- Officially opened on 29 August 2024, along with:

- Neville Bonner Bridge (NBB)

- William Street, between Elizabeth and Alice Streets

- The Star Brisbane (hotel, casino and Sky Deck)

- Miller Park.

- Closures of the Bicentennial Bikeway remain in place with diversions for pedestrians and cyclists.

- NBB connects South Bank cultural forecourt to the QWB precinct. NBB is more than 320 metres in length and expected to be used by up to 10,000 pedestrians each day.

- Ownership of NBB has been handed to the Queensland Government to maintain and operate.

- Construction works continue out of hours at the Queen’s Wharf Residences. The tower crane will be removed by mid-November 2024, which will require the closure of Margaret Street, between William and George Streets, and pedestrian detours.

- Site establishment works have commenced at the QWB Integrated Resort Development and will include installing a gantry along Margaret Street, between William and George Streets. These works will coincide with the tower crane removal at the Queen’s Wharf Residences between 28 October to 15 November 2024.

4. CRR update.

- Additional lane closures are in place on Mary Street at Albert Street to facilitate construction of the green spine and station.

- Dutton Park station reopened on 21 October 2024. Council also reopened the bus stop at the station, providing passengers with alternative transport connections.

- Minor construction works continue within the vicinity of the station including intermittent road closures.

- Works have commenced on Salisbury station for site establishment and European Train Control System installation. A closure date for the station has not been established.

5. Brisbane Metro update.

- Weekend and after-hours work continue at the intersection of William Street, North Quay, Victoria Bridge and Queen Street bus station portal.

- The intersection of North Quay and Adelaide Street will be closed from 29 November 2024 to 13 January 2025 to construct the new Adelaide Street tunnel entrance. Detours will be in place with local access maintained.

- Work continues on Victoria Bridge to resurface the bus lanes and CityLink Cycleway.

- Work continues at Cultural Centre station platforms 1, 2 and 3, including installation of services, site furnishings and landscaping.

- Work continues at the intersection of Melbourne and Grey Streets, including the electrical and architectural fit-out.

- The Buranda station lane closure at O’Keefe Street remains in place with a one-way detour and local access maintained.

6. Kangaroo Point Bridge update.

- In preparation for the bridge opening on 15 December 2024, current construction activities include:

- completion of works in Scott Street, Kangaroo Point, including signage and power pole installation

- completion of landscaping and removing the scaffolding and pedestrian protection gantry from the lower riverside path in C.T. White Park, Kangaroo Point

- testing and commissioning work

- continued construction of the restaurant, bar and riverside café.

7. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Manager for her informative presentation.

8. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

### CITY PLANNING AND SUBURBAN RENEWAL COMMITTEE

Deputy Chair: Now, I will put the motion for the adoption of the City Planning and Suburban Renewal Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the City Planning and Suburban Renewal Committee was declared **carried** on the voices.

Thereupon, the DEPUTY MAYOR and Councillor Greg ADERMANN immediately rose and called for a division, which resulted in the motion being declared **carried**.

The voting was as follows:

AYES: 21 - The DEPUTY MAYOR, Councillor Krista ADAMS, and Councillors Greg ADERMANN, Adam ALLAN, Lisa ATWOOD, Fiona CUNNINGHAM, Tracy DAVIS, Julia DIXON, Alex GIVNEY, Vicki HOWARD, Steven HUANG, Sarah HUTTON, Kim MARX, Ryan MURPHY, Danita PARRY, Steven TOOMEY, Andrew WINES, Penny WOLFF and the Leader of the OPPOSITION, Councillor Jared CASSIDY, and Councillors Lucy COLLIER, Emily KIM and Charles STRUNK.

ABSTENTIONS: 3 - Councillors Seal CHONG WAH, Trina MASSEY and Nicole JOHNSTON.

The report read as follows⎯

**ATTENDANCE:**

Councillor Adam Allan (Civic Cabinet Chair), Councillor Penny Wolff (Deputy Chair), and Councillors Jared Cassidy, Seal Chong Wah, Steven Huang and Sandy Landers.

#### A COMMITTEE PRESENTATION – 204 ALICE STREET, BRISBANE (A006438836)

**257/2024-25**

1. The A/Manager, Planning Services, Development Services, City Planning and Sustainability, attended the meeting to provide an update on 204 Alice Street, Brisbane (the site). He provided the information below.

2. The development application for the site was code assessable and included Material change of use for Multiple dwelling, Short-term accommodation, a Childcare centre, a Food and drink outlet, a Shop and Building Works in the Flood overlay. The proposed development will be 2 towers with an 81-storey tower fronting Margaret Street and a 72‑storey tower fronting Alice Street.

3. An aerial view and context map were shown to the Committee, displaying the proximity of the site to surrounding locations, including the City Botanic Gardens and Kangaroo Point Bridge. The site is located in the Principal Centre (City Centre) zone as part of *Brisbane City Plan 2014* (City Plan). The site is well connected to public transport with the soon to be opened Kangaroo Point Bridge and City Botanic Gardens Riverwalk less than 200 m from the site. Additionally, options for active transport are available via the dedicated 2-way cycle lane on Edward Street.

4. The height of the Adelaide Street tower is 273.5 m Australian Height Datum (AHD) and the Margaret Street tower is 244.25 m AHD. There is no height limit in City Plan for the site and the Civil Aviation Safety Authority (CASA) has a maximum height limit of 274.32 m AHD in the CBD. CASA provided the following conditions to the site:

- buildings must be lit during hours of darkness at the highest point of the building

- Brisbane Airport to be advised of any lighting outage

- crane activity requires further assessment.

5. The proposed 5-storey podium design will create 2 distinctive facades on each frontage which will provide visual interest whilst sleeving podium parking with integrated landscaping. The Margaret Street tower adopts angled lines to respond to the commercial aspect and the Alice Street tower contains soft edges, reflecting its position nearest to the City Botanic Gardens.

6. The site will include a publicly accessible laneway connecting Alice and Margaret Streets with the thoroughfare framed by commercial activity. There will be 762 m² of retail tenancies with an additional space for outdoor dining, located on the ground level with full‑height glazing to the ground level tenancies for activation. A childcare centre with a floor area of 445 m² will be located on the first floor with an outdoor play space fronting Margaret Street.

7. The Margaret Street tower will have 274 short-term accommodation units in the following sizes:

- 88 one-bedroom

- 146 2-bedroom

- 37 3-bedroom

- 3 4-bedroom.

The Alice Street and Margaret Street towers will have 753 residential units in the following sizes:

- 168 one-bedroom

- 434 2-bedroom

- 123 3-bedroom

- 28 4-bedroom.

8. The site provides 2,486 m2 of communal open space including a pool, open lawns, an outdoor gym, a BBQ area and seating spaces. Balconies for private use are provided for each unit.

9. The site’s landscaping design includes a mix of shrubs, groundcovers and trees with more than 1,500 m² of soft landscaping provided across the development. Rainwater harvesting for irrigation purposes has been incorporated into the design and vertical trellis landscaping on the podium will conceal parking.

10. All levels of each tower achieve Brisbane River flood immunity. The development approval has been conditioned that:

- essential building services be flood proofed or have a back-up power supply

- the construction of the basement be structurally adequate to resist flood loads up to the defined flood event

- a flood emergency management plan be implemented and maintained.

11. Parking and pedestrian access is provided via Alice and Margaret Streets. The building provides the following parking provisions:

- 785 resident spaces

- 68 short-term accommodation spaces

- 45 visitor or commercial spaces

- 1,125 resident bicycle spaces

- 92 visitor bicycle spaces.

12. The building has been designed in accordance with Council’s *Buildings that Breathe* guide and includes the following sustainability elements:

- rainwater harvesting for on-site irrigation

- edge projections for solar shading

- integrated landscaping to provide shading and cooling

- encourages sustainable transport modes.

13. The proposed development provides the following community benefits.

- Improves pedestrian connectivity by providing a safe and attractive route through the site.

- Increased diversity of housing supply in a well-serviced location.

- Provides improved choice of short-term accommodation within the CBD with access to a range of on-site facilities.

- Efficient use of the site by accommodating a more intense form, including permanent residential accommodation, short-term tourist accommodation and a mix of commercial activity.

- Conditioned to incorporate creative lighting and public art within the design of the development.

14. The development was approved for the following reasons.

- Encourages a diverse mix of residential accommodation and a mix of uses appropriate for the site.

- Supports the creation of a walkable neighbourhood being well-connected to active transport modes and public transport.

- The building has a height, bulk, scale, form and intensity that appropriately integrates with the existing and intended neighbourhood structure for the area.

- Ensures the proportion of built and natural features provides a high-level of amenity for occupants and adjoining residents, including access to open and landscaped spaces, natural light, sunlight and breeze to support outdoor subtropical living.

- Provides open space that capitalises on Brisbane’s subtropical climate, which is accessible and attractive.

- Provides street activation by sleeving parking in the podium levels and provides ground level retail and commercial tenancies.

15. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the A/Manager for his informative presentation.

16. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

#### B PETITIONS – REQUESTING THE REDEVELOPMENT OF 17 SKYRING TERRACE, TENERIFFE (APPLICATION REFERENCE A006375195), PROVIDES FOR A COMPLIANT RIVERWALK AND BIKEWAY

**137/220/594/333 and 137/220/594/334**

**258/2024-25**

17. Two petitions requesting the redevelopment of 17 Skyring Terrace, Teneriffe (application reference A006375195) (the site), provides for a compliant riverwalk and bikeway, were presented to Council at its meeting of 13 August 2024, by Councillor Vicki Howard, Councillor for Central Ward, and received.

18. The Divisional Manager, City Planning and Sustainability, provided the following information.

19. The petitions contain 363 signatures. Of the petitioners, 85 live in the Central Ward, 257 live in other wards within the City of Brisbane, and 21 live outside of the City of Brisbane.

20. The petitioners have raised the following issues.

- The riverwalk and bikeway to be delivered as part of the development is sub-standard and non‑compliant.

- The development will provide a riverside active transport corridor (bikeway) that does not comply with the relevant Transport and Main Roads (TMR) and AustRoads guidelines.

- The existing paths abutting the development site are shared use paths and are running at 3 times above the recommended patronage figures as outlined by TMR and AustRoads.

- The development application proposes to continue this non-compliant and sub-standard shared path design.

- The proposal will result in continued conflict and confusion amongst users that could be resolved if TMR and AustRoads guidelines are followed.

- The proposed outcome is partly due to Council officers providing advice to a previous developer that is not in compliance with TMR and AustRoads guidelines.

21. The petitioners request that:

- the redevelopment complies with TMR and AustRoads guidelines to ensure the proposed bikeway is a segregated facility, similar to the Bicentennial and KingsfordSmith Drive bikeways.

- Council’s internal procedures are amended or complied with, to ensure any advice Council officers provide to developers is in compliance with TMR and AustRoads guidelines in regard to bikeways.

22. The site has a total area of 17,612 square metres, is zoned Mixed use (inner city), and located within the Riverside 2B sub-precinct of the Commercial Road precinct, within the Newstead and Teneriffe waterfront neighbourhood plan area.

23. On 28 September 2023, Council received a development application for the redevelopment of the site from industrial use (Riverside Industrial Sands) over 5 stages. After a full assessment against the requirements of *Brisbane City Plan 2014* (City Plan), and in accordance with the provisions of the *Planning Act 2016* (the Act), Council approved the proposed development on 28 June 2024.

24. The approved development is for Multiple dwellings (213 units), short term accommodation (147 rooms and 16 suites), community use, educational establishment, food and drink outlet, function facility, health care services, indoor sport and recreation, office, shop, bar, hotel, market, showroom, and high-impact industry. Approved building heights range from 8 to 19 storeys.

25. The development application was subject to impact assessment and formal public notification was carried out between 23 November and 14 December 2023, as required under the provisions of the Act. A total of 744 submissions were received, and the matters raised by all submitters were carefully considered by Council officers as part of the assessment. No appeals were made to the Planning and Environment Court against Council’s decision to approve the application. The approval is now valid.

26. The site has substantial frontage to the Brisbane River. There is currently no public riverwalk or bicycle path fronting the site, with pedestrians and cyclists diverted to Skyring Terrace. City Plan outlines the requirements for the riverwalk within the Riverside sub-precinct of the Newstead and Teneriffe waterfront neighbourhood plan in which the site is located, seeking a minimum 6-metre-wide corridor, with a minimum pavement width of 4.5 metres. The development has been conditioned to deliver the riverwalk as a shared pathway that is dedicated to Council (a total 6-metre-wide riverfront land dedication, taken from the Brisbane River mean high water spring tides mark). The riverwalk will have an unobstructed pavement width of 5.5 metres, with accepted pinch points resulting in a minimum of 5 metres.

27. This pavement width will exceed the minimum 4.5-metre unobstructed pavement width nominated under City Plan and will also be wider than the pavement width of existing riverwalk sections on adjoining lands. Council has determined a wider path is required to accommodate future expected path volumes and has conditioned the riverwalk design in response to this.

28. Council is committed to improving our city’s active transport network, with the installation of separated and off-road bikeways across Brisbane forming an important part of this plan. Council recognises the importance of walking and cycling as a fundamental way we move around our city and our riverwalks form important links in the city’s active transport network.

29. Council’s preferred approach is for high-priority active transport links to provide separation between spaces for people riding bikes and people walking. Council considers the Infrastructure design planning scheme policy in City Plan, which guides whether or not to use a shared path or separated path on public riverside facilities. Council acknowledges that primary cycle routes and riverwalks experience high volumes of users, however, the riverwalk to be provided at the location, a 6 metre shared pathway, is consistent with the existing adjacent shared path network to the north at Waterfront Place and to the south at New Farm Riverwalk. This provides network continuity and reduces ambiguity for users.

30. Council anticipates that growth in active transport in Teneriffe, particularly commuting trips by bikes and e-scooters, can be accommodated in the future through upgrades on the road corridor to dedicated facilities, which would reduce volumes and conflicts on riverwalks in the area.

31. A copy of the development approval can be located online via Council’s Development.i website at developmenti.brisbane.qld.gov.au and by searching application reference number ‘A006375195’.

Consultation

32. Councillor Vicki Howard, Councillor for Central Ward, has been consulted and supports the recommendation.

Customer impact

33. The submission will respond to the petitioners’ concerns.

34. The Divisional Manager recommended as follows and the Committee agreed, with Councillors Jared Cassidy and Seal Chong Wah abstaining.

35. **RECOMMENDATION:**

**THAT THE INFORMATION IN THIS SUBMISSION BE NOTED AND THE DRAFT RESPONSE, AS SET OUT IN ATTACHMENT A,** hereunder, **BE SENT TO THE HEAD PETITIONER.**

**Attachment A**

**Draft Response**

**Petition References:** 137/220/594/333 and 137/220/594/334

Thank you for your petitions requesting the redevelopment of 17 Skyring Terrace, Teneriffe (the site), provides for a compliant riverwalk and bikeway (application reference A006375195).

This application was approved by Council on 28 June 2024 after being assessed by Council’s Development Services team against the requirements of *Brisbane City Plan 2014* (City Plan) and in accordance with the provisions of the *Planning Act 2016* (the Act). Council took all assessment matters into account and concluded that the application was in accordance with the requirements of City Plan.

The development application was subject to impact assessment and formal public notification was carried out between 23 November and 14 December 2023, as required under the provisions of the Act. A total of 744 submissions were received, and the matters raised by all submitters were carefully considered by Council officers as part of the assessment. No appeals were made to the Planning and Environment Court against Council’s decision to approve the application. The approval is now valid.

The site has substantial frontage to the Brisbane River. There is currently no public riverwalk or bicycle path fronting the site, with pedestrians and cyclists diverted to Skyring Terrace. City Plan outlines the requirements for the riverwalk within the Riverside sub-precinct of the Newstead and Teneriffe waterfront neighbourhood plan in which the site is located, seeking a minimum 6-metre-wide corridor, with a minimum pavement width of 4.5 metres. The development has been conditioned to deliver the riverwalk as a shared pathway that is dedicated to Council (a total 6-metre-wide riverfront land dedication, taken from the Brisbane River mean high water spring tides mark). The riverwalk will have an unobstructed pavement width of 5.5 metres, with accepted pinch points resulting in a minimum of 5 metres.

This pavement width will exceed the minimum 4.5 metre unobstructed pavement width nominated under City Plan and will also be wider than the pavement width of existing riverwalk sections on adjoining lands. Council has determined a wider path is required to accommodate future expected path volumes and has conditioned the riverwalk design in response to this.

Council is committed to improving our city’s active transport network, with the installation of separated and off-road bikeways across Brisbane forming an important part of this plan. Council recognises the importance of walking and cycling as a fundamental way we move around our city and our riverwalks form important links in the city’s active transport network.

Council’s preferred approach is for high-priority active transport links to provide separation between spaces for cyclists and pedestrians. Council considers the Infrastructure design planning scheme policy in City Plan, which guides whether or not to use a shared path or separated path on public riverside facilities. Council acknowledges that primary cycle routes and riverwalks experience high volumes of users, however, the riverwalk to be provided at the location, a 6 metre shared pathway, is consistent with the existing adjacent shared path network to the north at Waterfront Place and to the south at New Farm Riverwalk. This provides network continuity and reduces ambiguity for users.

Council anticipates that growth in active transport in Teneriffe, particularly commuting trips by bikes and e-scooters, can be accommodated in the future through upgrades on the road corridor to dedicated facilities, which would reduce volumes and conflicts on riverwalks in the area.

You can view a copy of the development approval online via Council’s Development.i website at developmenti.brisbane.qld.gov.au and by searching application reference number ‘A006375195’.

Please let the other petitioners know of this information.

Should you wish to discuss the development approval further, please contact Ms Kaye Atkins, Team Manager, Planning Services, Development Services, on 3178 0015; or Mr Thomas Thai, Senior Transport Planner, Policy Strategy and Planning, Transport Planning and Operations, Brisbane Infrastructure, on 3403 3424.

Thank you for raising this matter.

**ADOPTED**

### ENVIRONMENT, PARKS AND SUSTAINABILITY COMMITTEE

Deputy Chair: I will now put the motion for the adoption of the Environment, Parks and Sustainability Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Environment, Parks and Sustainability Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Tracy Davis (Civic Cabinet Chair), Councillor Kim Marx (Deputy Chair), and Councillors Alex Givney, Steve Griffiths, Trina Massey and Steven Toomey.

#### A COMMITTEE PRESENTATION – WILDLIFE OF MORETON BAY

**259/2024-25**

1. The Manager, Parks and Natural Resources, Natural Environment, Water and Sustainability, City Planning and Sustainability, attended the meeting to provide an overview of the wildlife of Moreton Bay. He provided the information below.

2. Moreton Bay is one of the largest estuarine bays in Australia and is recognised as an internationally significant marine and wetland area under the Ramsar Convention. Moreton Bay was first declared a Marine Park in 1993 to protect its unique values and biodiversity whilst still allowing public use of the area.

3. The Moreton Bay Marine Park (the Marine Park) covers more than 120,000 hectares from Caloundra to the Gold Coast and includes zones to restrict disturbance to threatened marine life. The management of this region includes 10 Local Government Areas, the Australian and Queensland Governments, as well as some international authorities.

4. Due to its position between tropical northern and temperate southern waters, Moreton Bay supports a diverse range of marine life and ecosystems, including various species of marine mammals, sharks*,* fish, molluscs and invertebrates. Moreton Bay has various habitat areas, including:

- freshwater lakes

- wetlands

- sandy beaches

- intertidal mudflats

- marshes

- sandflats

- rocky shores

- coral reefs

- seagrass beds

- mangroves.

5. Of the 7 marine turtle species that exist globally, 6 are found within Moreton Bay, including:

- Loggerhead sea turtles *(Caretta caretta)*

- Green sea turtles *(Chelonia mydas)*

- Hawksbill sea turtles *(Eretmochelys imbricata)*

- Olive ridley sea turtles *(Lepidochelys olivacea)*

- Flatback sea turtles *(Natator depressus)*

- Leatherback sea turtles *(Dermochelys coriacea)*, which are a migratory species.

6. Moreton Bay hosts the largest resident population of Indo-Pacific bottlenose dolphins *(Tursiops aduncus)* in the world and is a critical habitat area for the country’s southernmost Australian humpback dolphin *(Sousa sahulensis)* population. The Australian humpback dolphin is a vulnerable species that is protected under the *Nature Conservation Act 1992* as they are highly susceptible to impacts from coastal development and pollutants and their survival is dependent on the estuaries within the western section of Moreton Bay.

7. Various migratory species, including Humpback whales *(Megaptera novaeangliae),* Common minke whales *(Balaenoptera acutorostrata)* and Southern right whales *(Eubalaena australis)* utilise the narrow migratory corridor along the seaward boundary of Moreton Bay. Humpback whales are classified as protected under the *Environment Protection and Biodiversity Conservation Act 1999*, and listed as a vulnerable species under the International Union for Conservation of Nature, due to their risk of extinction in the medium‑term future.

8. Moreton Bay is one of 3 sites in Queensland where large numbers of herding Dugongs *(Dugong dugon)* are found, including the largest southernmost resident population on the east coast of Australia. The species is listed as vulnerable in Queensland due to a combination of a long lifespan and slow reproductive rate, and impacts from habitat degradation, changes in water quality, boat-strikes, hunting and accidental bycatch in fisheries.

9. The shallow marine environment and significant freshwater input from Moreton Bay’s catchment also contribute to a complex and delicate coral reef ecosystem that is highly productive. Seagrasses are a prominent feature within this ecosystem and serve as the primary food source for Dugongs and certain marine turtle species.

10. Seven species of rays are found within Moreton Bay, including:

- Giant manta ray (*Mobula birostris*)

- Australian cownose ray (*Rhinoptera neglecta*)

- Spotted eagle ray (*Aetobatus narinari*)

- New Caledonian maskray (*Neotrygon trigonoides*)

- Cowtail Stingray (*Pastinachus ater*)

- Pink whipray (*Himantura fai*)

- Giant shovelnose ray (*Glaucostegus typus*).

11. Moreton Bay is one of the most important migratory shorebird sites in Australia, supporting both a large number and high diversity of species. Forty thousand migratory shorebirds travel to the region each year, including 32 out of 42 international species, as well as vulnerable species such as the critically endangered Curlew sandpiper (*Calidris ferruginea*).

12. The Marine Park holds significant economic value, including:

- the Port of Brisbane, which facilitates trade and supports the local economy

- various tourist destinations, which generate revenue for the region

- various recreational and commercial fisheries, which produce 10% of Queensland’s seafood

- a range of recreational options, including watercraft activities, camping and snorkelling.

13. Over the past 20 years, Moreton Bay has faced a range of challenges, including:

- poorly managed coastal development

- an increase in boating traffic

- a decline in water quality

- an increase in pollution, sedimentation and nutrient runoff

- various impacts from flooding.

14. Council has implemented various measures to protect and conserve the Marine Park, including:

- maintaining the Cane toad (*Rhinella marina*)-free status of Moreton Island / Mulgumpin

- establishing shorebird protection and education centres

- engaging in regional partnerships such as the Resilient Rivers Initiative

- delivering Council’s Community Conservation Partnerships program

- maintaining initiatives under the Narashino Agreement between Council and the City of Narashino, Japan.

15. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Manager for his informative presentation.

16. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

#### B PETITIONS – REQUESTING COUNCIL INSTALL WILDLIFE FENCING ON BOTH SIDES OF HAMILTON ROAD AT HAMILTON ROAD QUARRY PARK, CHERMSIDE WEST

**137/220/594/319, 137/220/594/363 and 137/220/594/366**

**260/2024-25**

17. Three petitions requesting Council install wildlife fencing on both sides of Hamilton Road, Chermside West adjacent to Hamilton Road Quarry Park were presented to Council at its meetings of 11 June 2024, 29 October 2024 and 5 November 2024 respectively, by Councillor Tracy Davis, and received.

18. The Divisional Manager, City Planning and Sustainability, provided the following information.

19. The petitions collectively contain a total of 317 signatures.

20. Wildlife fencing is an important and useful option to support safe fauna movement around roads and other transport corridors. Fencing is one example of wildlife movement solutions that Council implements across the city to support native wildlife.

21. However, wildlife fencing is not always suitable or beneficial in all locations. There are some instances where fencing can negatively impact wildlife, such as creating risks of entrapment or preventing animals from accessing resources and mates or escaping danger.

22. The installation of additional fencing at Hamilton Road near Hamilton Road Quarry Park is complex due to:

- the existing driveway access to the carpark at Hamilton Road Quarry Park

- maintaining access for wallabies to areas where they regularly graze, such as near the existing sports field

- risks of inadvertently funnelling wallabies towards nearby private properties.

23. Due to this complexity, Council is working with an expert consultancy team with demonstrated experience in wildlife movement solutions to explore options to improve wildlife safety at this location. The outcome of these investigations is expected to be available in early 2025.

Consultation

24. Councillor Tracy Davis, Councillor for McDowall Ward, has been consulted and supports the recommendation.

Customer impact

25. The submission will respond to the petitioners’ concerns.

26. The Divisional Manager recommended as follows and the Committee agreed, with Councillor Trina Massey dissenting.

27. **RECOMMENDATION:**

**THAT THE INFORMATION IN THIS SUBMISSION BE NOTED AND THE DRAFT RESPONSE, AS SET OUT IN ATTACHMENT A,** hereunder, **BE SENT TO THE HEAD PETITIONER.**

**Attachment A**

**Draft Response**

**Petition References:** 137/220/594/319, 137/220/594/363 and 137/220/594/366

Thank you for your petitions requesting Council install wildlife fencing on both sides of Hamilton Road at Hamilton Road Quarry Park, Chermside West.

Wildlife fencing is an important and useful option to support safe fauna movement around roads and other transport corridors. Fencing is one example of wildlife movement solutions that Council implements across the city to support native wildlife.

However, wildlife fencing is not always suitable or beneficial in all locations. There are some instances where fencing can negatively impact wildlife, such as creating risks of entrapment or preventing animals from accessing resources and mates or escaping danger.

The installation of additional fencing at Hamilton Road near Hamilton Road Quarry Park is complex due to:

- the existing driveway access to the carpark at Hamilton Road Quarry Park

- maintaining access for wallabies to areas where they regularly graze, such as near the existing sports field

- risks of inadvertently funnelling wallabies towards nearby private properties.

Due to this complexity, Council is working with an expert consultancy team with demonstrated experience in wildlife movement solutions to explore options to improve wildlife safety at this location. The outcome of these investigations is expected to be available in early 2025.

The above information will be forwarded to the other petitioners via email.

Should you wish to discuss this matter further, please contact Ms Susan Dymock, Senior Program Officer Bushland Acquisition, Parks and Natural Resources, Natural Environment, Water and Sustainability, City Planning and Sustainability, on 3403 9149.

Thank you for raising this matter.

**ADOPTED**

#### C PETITION – REQUESTING COUNCIL RENAME DIDBROOK STREET PARK, 151 DIDBROOK STREET, ROBERTSON, TO ‘DAVID SMERDON PARK’

**137/220/594/314**

**261/2024-25**

28. A petition requesting Council rename Didbrook Street Park, 151 Didbrook Street, Robertson, to ‘David Smerdon Park’, was presented to the meeting of Council held on 21 May 2024, by Councillor Steven Huang, and received.

29. The General Manager, Natural Environment, Water and Sustainability, City Planning and Sustainability, provided the following information.

30. The petition contains 19 signatures. Of the petitioners, 15 are residents of Didbrook Street, 3 others live in the MacGregor Ward and one lives in another ward in the City of Brisbane.

31. Didbrook Street Park (D0789, B-RE-2479) is classified as a local general recreation park and is held in trust. The park was upgraded in March 2024 through the MacGregor Ward Suburban Enhancement Fund to include two chess boards with seating and a new footpath.

32. David Smerdon was awarded the title of Grandmaster by the International Chess Federation in 2009 and is one of the youngest Australians to receive this title. Mr Smerdon has a strong connection to the neighbourhood and the park, having grown up in the area.

33. The Grandmaster title is globally recognised and one of the highest titles a chess player can attain. Mr Smerdon’s other accomplishments include:

- formerly ranked the highest chess player in Australia

- currently ranked the seventh highest chess player in Australia

- represented Australia at multiple global chess championships

- represented Australia at the Chess Olympiad since 2004

- represented Australia at the 45th Biennial Chess Olympiad

- ranked seventh of the top 10 Australian Grandmasters.

34. Mr Smerdon attended the local Robertson State School and was further educated at the Anglican Church Grammar School, East Brisbane, and then the University of Melbourne. He currently volunteers as a student chess coach at a local high school and works with the International Chess Federation on projects that help disadvantaged groups within the community.

35. Council appreciates that the naming of parks, tracks and prominent facilities within public space can engender a feeling of local community ownership by:

- celebrating historic, social, and cultural connections with facilities and open spaces

- recognising natural features that contribute to the enjoyment of our spaces

- assisting visitors and emergency services to orientate themselves and locate specific facilities within larger parks.

36. Council therefore supports the request to rename Didbrook Street Park, Robertson in honour of David Smerdon, in accordance with Council’s *OS03 Naming Parks, Facilities or Tracks Procedure*.

Consultation

37. Councillor Steven Huang, Councillor for MacGregor Ward, has been consulted and supports the recommendation.

Customer impact

38. The submission will respond to the petitioners’ concerns.

39. The General Manager recommended as follows and the Committee unanimously agreed.

40. **RECOMMENDATION:**

**THAT THE INFORMATION IN THIS SUBMISSION BE NOTED AND THE DRAFT RESPONSE, AS SET OUT IN ATTACHMENT A,** hereunder, **BE SENT TO THE HEAD PETITIONER.**

**Attachment A**

**Draft Response**

**Petition Reference:** 137/220/594/314

Thank you for your petition requesting Council rename Didbrook Street Park, 151 Didbrook Street, Robertson, to ‘David Smerdon Park’.

Council appreciates that the naming of parks, tracks and prominent facilities within public space can engender a feeling of local community ownership by:

- celebrating historic, social, and cultural connections with facilities and open spaces

- recognising natural features that contribute to the enjoyment of our spaces

- assisting visitors and emergency services to orientate themselves and locate specific facilities within larger parks.

Your request has been investigated in accordance with Council’s *OS03 Naming Parks, Facilities or Tracks Procedure*, which sets out criteria to ensure a fair and thorough assessment of naming requests. In recognition of Mr Smerdon, Council supports the renaming of Didbrook Street Park to ‘David Smerdon Park’.

Please let the other petitioners know of this information.

Should you wish to discuss this matter further, please contact Ms Meaghan Rowe, Senior Program Officer, Parks Assets and Governance, Parks Policy and Planning, Natural Environment, Water and Sustainability, City Planning and Sustainability, on 3178 5013.

**ADOPTED**

#### D PARK NAMING – FORMAL NAMING OF THE PARK KNOWN AS DIDBROOK STREET PARK, 151 DIDBROOK STREET, ROBERTSON TO ‘DAVID SMERDON PARK’

**161/540/567/251**

**262/2024-25**

41. The General Manager, Natural Environment, Water and Sustainability, City Planning and Sustainability, provided the following information.

42. Council received a petition requesting Didbrook Street Park (D0789, B-RE-2479), 151 Didbrook Street, Robertson, be named ‘David Smerdon Park’ in honour of David Smerdon. The petition contained 19 signatures, of which 15 were from residents of Didbrook Street.

43. Didbrook Street Park, Robertson is located in MacGregor Ward, and is classified as a local general recreation park and is held in trust. Attachment A (submitted on file) shows a locality map of the park.

44. The park was upgraded in March 2024 through the MacGregor Ward Suburban Enhancement Fund to include 2 chess boards with seating and a new footpath.

45. David Smerdon was awarded the title of Grandmaster by the International Chess Federation in 2009 and is one of the youngest Australians to receive the title. Mr Smerdon has a strong connection to the neighbourhood and the park, having grown up in the area.

46. The Grandmaster title is globally recognised and one of the highest titles a chess player can attain. Mr Smerdon’s other accomplishments include:

- formerly ranked the highest chess player in Australia

- currently ranked the seventh highest chess player in Australia

- represented Australia at multiple global chess championships

- represented Australia at the Chess Olympiad since 2004

- represented Australia at the 45th Biennial Chess Olympiad.

47. Mr Smerdon attended the local Robertson State School and he was further educated at the Anglican Church Grammar School, East Brisbane, and the University of Melbourne. He currently volunteers as a student chess coach at a local high school and works with the International Chess Federation on projects that help disadvantaged groups within the community.

48. Council appreciates that the naming of parks, tracks and prominent facilities within public space can engender a feeling of local community ownership by:

- celebrating historic, social, and cultural connections with facilities and open spaces

- recognising natural features that contribute to the enjoyment of our spaces

- assisting visitors and emergency services to orientate themselves and locate specific facilities within larger parks.

49. It is proposed that Council erect a park naming sign and information panel in the park.

Funding

50. Funding for the name sign is available in Program 6 – City Standards, Community Health and Safety.

Consultation

51. Councillor Steven Huang, Councillor for MacGregor Ward, has been consulted and supports the recommendation.

Customer impact

52. Formally naming the park will acknowledge David Smerdon’s accomplishments and contributions within Brisbane and the local Robertson community.

53. The General Manager recommended as follows and the Committee unanimously agreed.

54. **RECOMMENDATION:**

**THAT APPROVAL BE GRANTED TO FORMALLY NAME THE PARK KNOWN AS DIDBROOK STREET PARK, 151 DIDBROOK STREET, ROBERTSON, TO ‘DAVID SMERDON PARK’, IN ACCORDANCE WITH COUNCIL’S *OS03 NAMING PARKS, FACILITIES OR TRACKS PROCEDURE*.**

**ADOPTED**

### CITY STANDARDS COMMITTEE

Deputy Chair: I will now put the motion for the adoption of the City Standards Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the City Standards Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Sarah Hutton (Civic Cabinet Chair), Councillor Greg Adermann (Deputy Chair), and Councillors Lisa Atwood, Nicole Johnston, Emily Kim and Steven Toomey.

#### A COMMITTEE PRESENTATION – AFRICAN REGION PLANTS COLLECTION

**263/2024-25**

1. The Curator, Public Space Operations (PSO), City Standards, Brisbane Infrastructure, attended the meeting to provide an overview of Council’s African Regional Plants collection (the African collection) at Brisbane Botanic Gardens Mt Coot-tha (BBGM). He provided the information below.

2. Council has 3 botanic gardens including the City Botanic Gardens (CBG), Sherwood Arboretum and BBGM. The botanic gardens are managed on a day-to-day basis by PSO with staff and volunteers providing the best possible care for plants and visitors. The staff have a wide range of skills and expertise including horticulture, education and visitor experience built around the botanic gardens’ living collections.

3. The primary purpose of Council’s botanic gardens is to provide education and learning, as well as being a recreational space. They have similarities with facilities and institutions such as libraries, museums and art galleries as curated collections. Some key roles of the botanic gardens include:

- an underlying scientific basis for collections

- proper documentation of each collection

- labelling of plants

- educational experiences and opportunities to learn about plants and the collections.

4. The African collection consists of the African Regional Plants garden (the African garden) and the African collection within the Arid Region Plants garden (the Arid garden). Established in the early 1980s on a steep sloping site, the African garden is one of 3 main geographic collections at BBGM. The Arid garden and Cacti House were 2 of the first gardens established following the completion of the Tropical Display Dome in 1977. There is approximately 400 species and more than 7,000 African origin plants in these collections.

5. The African collection covers the following 8 climate zones for growing in subtropical Brisbane:

- tree savanna - woodlands

- shrublands

- subtropical dry forest and rainforest

- tropical rainforest

- monsoon forest

- arid and semi-arid desert.

6. Baobab (*Adansonia digitata*) is any of the 9 species of trees in the genus *Adansonia*, 4 of these species are displayed in the Arid garden. Baobabs can store up to 100,000 litres of water in their trunk to endure the harsh drought conditions particular to their region. All species occur in seasonally arid areas and are deciduous, shedding their leaves during the dry season.

7. The Candelabra tree (*Euphorbia ingens*) is native to dry areas of southern Africa and the tall succulent can reach up to 15 meters growing in Angola, Botswana, Caprivi Strip, KwaZulu‑Natal, Malawi, Mozambique, Northern Provinces, Swaziland, Zambia and Zimbabwe. The plant’s flowers are attractive for butterflies, bees and other insects, which pollinate them when gathering pollen and nectar. Seeds are edible for birds who also like to make their nests in the branches of these trees.

8. The Red-flowered Silk-cotton Tree (*Bombax costatum*) is native to the savanna zones of West Africa from Senegal to the Central African Republic and is often found on rocky hills or lateritic crusting soils. The tree is one of Africa’s tallest and traditionally used for timber, and the flower is used in West African cuisine as a base of sauces.

9. *Mascarenhasia arborescens* is from Kenya, Madagascar, Malawi, Mozambique, Tanzania, Zaïre, Zimbabwe and the Cormoros Islands, and was cultivated for the production of forest rubber. The Committee were provided with a *Mascarenhasia arborescens* to smell and touch.

10. The tahina palm (*Tahina spectabilis*) is only found in the Analalava district of north-western Madagascar. In early 2024, Council was contacted by the Queensland branch of the Palm and Cycad Association of Australia (the association) to house and maintain 2 tahina palms. The palms were successfully planted at BBGM in June 2024 and are now in the process of sending out new fronds.

11. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Curator for his informative presentation.

12. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

### COMMUNITY AND THE ARTS COMMITTEE

Deputy Chair: I will now put the motion for the adoption of the Community and the Arts Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Community and the Arts Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Vicki Howard (Civic Cabinet Chair), Councillor Lisa Atwood (Deputy Chair), and Councillors Seal Chong Wah, Alex Givney, Charles Strunk and Penny Wolff.

#### A COMMITTEE PRESENTATION – THE QUBE EFFECT 2024

**264/2024-25**

1. The Creative Communities Manager, Connected Communities, Lifestyle and Community Services, attended the meeting to provide an overview of The QUBE Effect 2024 (the program). He provided the information below.

2. The QUBE Effect is a contemporary youth music program that provides promotional, development and live performance opportunities for emerging Brisbane musicians. The program is run annually, with an average of 12 artists/groups chosen to participate each year and a total of 269 participants since its launch in 2015. Eligibility requirements include:

- the artist or at least 50% of the musical group must live within the Brisbane Local Government Area

- the artist or at least 50% of the musical group must be aged between 12 and 25 years.

3. The program aims to support local talent, retain emerging musicians within Brisbane and build sustainable partnerships between Council and the local music industry. The program is also aligned with Council’s *Creative Brisbane Creative Economy* strategy, which outlines various goals for Brisbane’s creative sector.

4. Council received a total of 71 applications for this year’s program. As part of the application process, artists were required to submit an original song, share their social media channels and include information about their goals within the industry. A panel of industry experts evaluated all applications and selected 18 finalists to participate in the program. The panel included:

- John Collins

- Hope D

- Bernard Fanning

- Nat Dunn

- Fred Leone

- Ruby-Jean McCabe

- Nick DiDia.

5. As part of program, a series of professional development sessions were held from January to July 2024, including:

- various needs assessments

- one-on-one sessions with industry mentors

- professional workshops

- goal-setting and coaching sessions

- digital marketing and social media workshops.

6. The program has been delivered by Australian production company, Moondust Merchants, since 2022. The program’s live event was held on 7 April 2024 at What’s Golden, a performance space within The Tivoli. During the event, all finalists performed a 20‑minute set with a professional stage set up, full audio-visual lighting and backline. More than 600 people attended the event, including mentors and industry stakeholders who assisted in selecting the overall winners of the program.

7. As part of the program, a professional music video was produced for each artist/group, which involved filming at 18 different locations across Brisbane. Each video was tailored to the individual style of each artist/group, with all artists able to participate in the editing and production process as a learning opportunity. The videos were published on Council’s website and have since received over 22,000 views, with 2,598 votes cast to determine the People’s Choice Award.

8. The Committee was shown a promotional video of the program, created by City Communication, City Administration and Governance.

9. The QUBE Effect Awards Night was held on 19 August 2024 at The Triffid, with 200 guests in attendance, including finalists and their family, as well as industry mentors and sponsors. The awards presented at the event included:

- the Innovation Award, received by Maarjn

- the QUBE Development Award, received by Ixaras

- the Original Song Award, received by Allegra Neve

- the Lord Mayor’s Live Event Award, received by 01 Thurman

- the People’s Choice Award, received by Dublin Rose.

10. The program is known to assist participants in their music careers and increase their exposure within the industry. Past participants of the program have made industry connections leading to various career opportunities, including:

- Ixaras has been booked to perform at 5 shows as a supporting artist, with her own Australian tour scheduled throughout November and December 2024

- Worm Girlz was booked as the supporting band for Spiderbait’s 20th Anniversary Tour

- Serendipiti was booked as the supporting artist for Alter Boy’s 2024 album tour.

11. Dublin Rose was the recipient of the People’s Choice Award for this year’s program with her song, ‘There You Go Again’. She received 683 of the 2,598 votes cast, and her prize included:

- a $500 store credit for screen printing company, Silk + Squeeg

- a $250 voucher for a local record store

- a $2,000 promotional music video package with No.One Network

- an artist package and subscription with radio channel, 4ZZZ.

12. Applications for next year’s program were open from 10 October to 7 November 2024, with a total of 43 applications received. After the assessment process, a group of finalists will be announced on Council’s website on 13 January 2025, with the program scheduled to run from January to May next year.

13. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Creative Communities Manager for her informative update.

14. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

### FINANCE AND CITY GOVERNANCE COMMITTEE

Deputy Chair: I will now put the motion for the adoption of the Finance and City Governance Committee report to the vote.

Upon being submitted to the Chamber, the motion for the adoption of the report of the Finance and City Governance Committee was declared **carried** on the voices.

The report read as follows⎯

**ATTENDANCE:**

Councillor Fiona Cunningham (Civic Cabinet Chair), Councillor Steven Huang (Deputy Chair), and Councillors Lucy Collier, Julia Dixon, Trina Massey and Danita Parry.

#### A COMMITTEE PRESENTATION – ANNUAL FINANCIAL STATEMENTS AUDIT PROCESS

**265/2024-25**

1. The Manager, Enterprise Performance Management, Corporate Finance, Organisational Services, attended the meeting to provide an overview of the Annual Financial Statements Audit Process. She provided the information below.

2. Council prepares general purpose financial statements in accordance with the requirements set out in the Australian Accounting Standards and Interpretations, *City of Brisbane Regulation 2012* (section 169) and *City of Brisbane Act 2010.*

3. The Queensland Audit Office (QAO) independently audits Council’s financial information and provides their audit opinion on whether Council’s financial report gave a true and fair view of its financial performance and position at the end of the year. Council maintains an unmodified audit opinion.This indicates that Council has prepared its financial statements in accordance with relevant legislative requirements and Australian accounting standards.

4. QAO conducts an audit in accordance with the *Auditor-General Act 2009* (AGA)*,* Auditor‑General Auditing Standards, which covers scope of audits and reporting requirements, and standards issued by the Australian Auditing and Assurance Standards Board. The independent auditor’s report, signed by the Queensland Auditor-General, is provided by QAO on completion of the audit. A key aspect of this report is the statement of independence of the auditors and the audit process from Council.

5. QAO conduct multiple audit visits throughout the financial year. During these visits, Council provides QAO with full and free access to all documents and property relevant for audit purposes in accordance with section 46 of AGA.

6. QAO audit activities include:

- walkthroughs and review of key processes and controls with business areas

- sample testing including testing of transactions, controls and other audit information requests

- review of controls around information technology and cyber security

- audit of hard close and year-end annual financial statements and associated workpapers prepared by Council’s Corporate Finance, Organisational Services.

7. To comply with the Australian Accounting Standards, Council must perform a revaluation for all asset classes recognised at fair value and an annual review of the useful life for all assets classes. Depreciation is calculated from the asset value and its useful life. These processes have numerous estimates and assumptions that have significant impacts on the financial outcomes. Therefore:

- the process in developing or determining these estimates and assumptions is often undertaken by external valuation experts, and goes through multiple layers of internal review prior to approval and posting

- the QAO identify these processes as ‘Areas of Audit Focus’ and ‘Key Audit Matters’, meaning a significant amount of audit resources are allocated to review and scrutinise these estimates and assumptions to ensure their reasonableness.

9. QAO attend all Council’s Audit Committee meetings. Council’s progress on previous audit actions, current audits and financial statements are discussed. The Audit Committee reviews and endorses the Annual Financial Statements. QAO issue a Final Management Report to the Lord Mayor, which is tabled at the next meeting of Council. QAO compiles learnings, findings and recommendations from all local government audits and shares these with Parliament and other local governments. Reports to Parliament include audit results, timeliness of audit signoff and recommendations for all Queensland local governments. QAO also undertake performance audits for key areas of interest to assess that public funds are being utilised appropriately.

10. Following a number of questions from the Committee, the Civic Cabinet Chair thanked the Manager for her informative presentation.

11. **RECOMMENDATION:**

**THAT COUNCIL NOTE THE INFORMATION CONTAINED IN THE ABOVE REPORT.**

**ADOPTED**

## PRESENTATION OF PETITIONS:

Deputy Chair: Councillors, are there any petitions?

## GENERAL BUSINESS:

Deputy Chair: Councillors, are there any statements required as a result of the Office of the Independent Assessor or Councillor Ethics Committee Order?

Are there any matters of General Business?

Councillor JOHNSTON.

Councillor JOHNSTON: Yes, thank you. I rise to speak briefly on Council’s support for literacy programs. There’s been a lot of debate today about Council’s failure to support the very important library programs that are aimed at literacy for young people, and it is incredibly disappointing what’s happened. So, I just want to put a few facts on the record as they’re known today. Council has been running these wonderful literacy library programs: Babies, books and rhymes, First 5 forever and lots of others. The whole time that I’ve been at Council for 16 years, not once have we ever heard the Chair of Council or the LORD MAYOR or the DEPUTY MAYOR responsible for these areas say to us that there had been budget cuts that were impacting on the sustainability of the program.

Not once. Five years ago, it turns out, in 2019, the State Government reduced the allocation to Council from $1 million—and we don’t know whether that part’s true, but it was to $700,000 and something, which we do know is true, because that’s come out today.

*Councillor interjecting.*

Councillor JOHNSTON: That’s 5 years ago. At no point—at no point, did this Administration publicly say, this is a problem, we need to fix it. At no point, did they say to Councillors, this threatens the viability of our literacy programs in Council’s public libraries. At no point, did Councillor HOWARD, who has been the Chair that whole 5 years, mention there was a problem. Did the Finance Chair, who is in charge of the finances of Brisbane, mention there was a problem? No, she didn’t, nor did her predecessors. So, for the last 5 years, Council has been running these programs, but this year, 5 years later—in secret, has announced—well, they didn’t announce it.

They sent out a very vague memo to Councillors saying there’d be X number of literacy sessions offered, which clearly is LNP code for a cut. Did the LNP at any point, publicly say there is a problem with funding for this program? No. Did they do it in the budget? No. Did they do it in the information sessions? No. Have they done it in the budget review? No. All they have done is cut these important literacy programs. Now, here are the other facts before us today. The LNP Administration is spending hundreds of thousands of dollars on junkets for the LORD MAYOR, for the DEPUTY MAYOR, for Councillor HOWARD, and for multiple Council officers.

They have made the decision that their Olympics junkets, their overseas junkets—costing rate payers hundreds of thousands of dollars, are more important than literacy programs for young people in our city. That is a shameful position to take, but that is the position that they have argued in this Chamber over the past year, and we know today, very clearly, to be their position—that they would prefer to fund their overseas junkets than fund literacy programs in Brisbane. We also know that this LNP Administration will spend hundreds of thousands of dollars on *faux* launches of their major projects, including $147,000 for what we were told in the Chamber, in the memos, was the launch of the Brisbane Metro.

Not that it would be a trial for 3 and a half weeks, that it was the launch of the Metro. Unfortunately, the cost of this expenditure comes at the expense of literacy programs for young people. So does the 90,000 spent on the Breakfast Creek Bridge launch, and I’m sure a very similar amount that Councillor MURPHY has planned for the Kangaroo Point Bridge launch. I’m clearly on the record today saying this LNP Administration have lost their way if they think their junkets and parties are more important than funding literacy programs in Council’s libraries. They are out of touch and have neglected and abandoned the Brisbane community.

Deputy Chair: Councillor JOHNSTON, your time has expired.

Any further General Business?

Councillor CHONG WAH.

Councillor CHONG WAH: Thank you, Chair. I’m speaking on the Truth Telling and Hearing Inquiry, which was raised in these Chambers as a motion from the Council Labor Party last week. Due to local law amendments that the LNP Administration forced through, our ability to have robust debate has been drastically compromised and the ability for anyone to speak on the motion was completely lost. So, I’m speaking on it now. I witnessed an historical event in September, the ceremonial hearing of the Truth Telling and Healing Inquiry in Meanjin / Brisbane. The event was the beginning of a 3-year process to capture and understand the effects of colonisation on First Nations peoples.

That day, I spoke to many First Nations people who felt a depth of relief that something was finally happening, that there was a genuine step towards healing. Now, the LNP State Government’s decision to abolish the State’s Truth Telling and Healing Inquiry and repeal its Path to Treaty Act is a huge step backwards for First Nations people’s rights. To silence our First Nations people is extremely disrespectful. To silence our Elders’ lived experience of pain and suffering is extremely disrespectful. To ignore the cause of transgenerational trauma is extremely disrespectful.

We are living on stolen land and sovereignty has never been ceded. We are living on land where more than 400 massacres of First Nations people took place between 1780 and 1930, when they were executed by colonial forces enacting genocide. Unthinkable violence was perpetrated. Our dark history of the Stolen Generation, where thousands of children were violently and forcibly removed to be raised in institutions and fostered out or adopted by non-Indigenous families, needs to be told through the lived experience of our First Nations peoples. The act of forcible removal of children severed the important cultural, spiritual, language and family connections which has left intergenerational trauma impacts on the lives and well-being of our First Nations peoples.

Our First Nations peoples deserve to be heard. First Nations children are still being forcibly separated from their culture and way of life. The recommendations from the 1991 Royal Commission into Aboriginal Deaths in Custody have still not been fully implemented. Shamefully, there have been 580 deaths in custody since the Royal Commission. Our society is built on colonial supremacy ideology, where governments have set the backdrop of the ongoing struggle, oppression, discrimination and brutality faced by First Nations people, yet the incoming LNP State Government already intends to turn a blind eye.

The cancelling of this inquiry by the LNP State Government is pure racism. Then to witness last week, this LNP Council following along the same lines is also so shameful. I see this as a continuation or an extension of systemic racism, where we ignore our Elders’, our aunties’, our uncles’ right to truth-telling and healing. I will not remain in bystander mode. This needs to be called out. This decision to silence First Nations people is extremely damaging, painful and harmful. Let’s recognise the more than 65,000 years of world—longest-living culture. Truth‑telling is crucial to the healing of our country, and a pathway forward for treaty.

To allow our elders the respect to convey their lived experiences of the brutal impact of colonial legislation, and how their families and communities have suffered ongoing trauma is critical to healing. Truth-telling is that healing in order to foster unity, a deep understanding of respect, dignity and well-being for all of us, especially our First Nations peoples. We truly cannot move forward without Australians acknowledging the evidence and horror of our dark history and current systemic racism against our First Nations people.

Deputy Chair: Any further General Business?

## CONSIDERATION OF NOTIFIED MOTION:

*(Notified motions are printed as supplied and are not edited)*

Deputy Chair: As there’s no further General Business, Councillors, I draw your attention to the—

*Councillors interjecting.*

Deputy Chair: Sorry. Yes.

### ELLEN GROVE ACREAGE AREA FUNDING PROPOSAL

**266/2024-25**

The Deputy Chair then drew the Councillors’ attention to the notified motion listed on the agenda and called on Councillor Charles STRUNK to move the motion. Accordingly, Councillor Charles STRUNK moved, seconded by Councillor Jared CASSIDY, that—

*Brisbane City Council submits a proposal for funding to the Federal Government Housing Support Program, to deliver much needed water and sewage infrastructure for the Ellen Grove acreage area which will unlock the potential for thousands more residential dwellings to be built.*

Deputy Chair: Is there any—Councillor STRUNK.

Councillor STRUNK: Sorry to—it’s on? Okay. Thank you, Deputy Chair. Listen, I rise to this motion—I want to speak to this motion, I should say, because the Ellen Grove acreage area is probably one of the last greenfield-type sites, even though it does actually have about 140 homes in this acreage area that’s actually 103 hectares, right? It’s actually a little bit more than that, but each of the sites—each of the 103 sites are actually 2 and a half acres. So, you can just imagine how many houses—and/or even units for that matter, can be built in this area. Now, one of the biggest issues or the biggest issue that is stopping this area being unlocked is sewage and stormwater.

There is no sewage connection. All—the whole site, the whole area itself is septic and—but there is good news, and that is the fact that there is a sewage treatment plant at Carole Park. There is one at Wacol behind the women’s prison, and there’s actually one at Goodna, all within striking distance of being able to install sewage pipes or sewage lines to other treatment plants. Now, I was told when I first became Councillor—one of the developers came and saw me and said that they were probably happy to pay for some of that infrastructure because there was just no way you can unlock this land other than doing something along those lines.

I think he said that it was about $8.5 million for the connection. It’s probably double that, if not more now. But really, when you consider what could be built here in this space—and it really needs to be developed. The locals are of a mind now for development. They’re trying to—a lot of them, of course, have reached an age where they can’t look after 2 and a half acres anymore and this is part of their retirement plan. So, they would like to sell off to the developers and realise that money for their retirement. It’s important that we build as many houses as we can.

This is 18 kilometres from Brisbane. It’s just off the Logan motorway. Browns Plains is just down Johnson Road. The accessibility to this acreage site is quite phenomenal, really, where you can get to Brisbane, to Logan, to Ipswich and then the Gold Coast. So, it just makes sense that we do everything we can by submitting to this fund that the Federal Government has rolled out over the last couple of years. It’s about a half a billion dollars a year. Now, sadly, the successful applicants, unfortunately, in the first round, I didn’t see Brisbane actually mentioned. I’m not sure if we didn’t submit for any particular project or maybe we weren’t successful, I just don’t know, because they don’t tell you that information.

In the 2nd round, they haven’t actually produced the successful applicants at this stage. So, I’m just hoping that maybe we do have something in the pipeline here, so to speak—sorry for the pun. But I just think—listen, I’d just love the Infrastructure Chairman and the Planning Chairman to come out and have a look at this site, have a look at this property—or these properties and just see—and you can just see the potential that exists out in my ward—the Forest Lake Ward. Now, we have a district park being developed right alongside it. We’ve had 3 churches being built within the confines of the acreage area and more are planned.

So, and we even have a 24-hour petrol station and coffee shop. Yes, petrol station and coffee shop that are actually being built or have been approved for building. So, actually, all the services are actually coming before the housing, which is really a bit weird. It’s usually the other way around. But, obviously, developers and people that are establishing churches can see the value of the site and so I just encourage the Council to actually undertake the proposal—my proposal—to submit to this particular fund in the next round because I think it will be well worthwhile and it’s something that we really need in this city. We just need more homes. Thank you.

Deputy Chair: Any further debate?

Councillor TOOMEY.

Councillor TOOMEY: Thank you, Mr Deputy Chair. I rise to also speak to this motion. I would like to put on the record that this side of the Chamber does support unlocking more housing. But, of course, any future development that we have needs to be assessed and is subject to specific ecological values of any area that is assessed. It’s my understanding that the entirety of the acreage of Ellen Grove is mapped with Significant Native Vegetation and Significant Urban Vegetation. There are Vegetation Protection Orders, which encompass 31 acres of property as part of the important ecological corridor that’s in the area.

In fact, the planning conditions for Ellen Grove, Councillor STRUNK, through you, Chair, if you didn’t know, is identical to that of Beckett Road at Bridgeman Downs. For those who weren’t here or who aren’t up to speed on that one, Mr Deputy Chair, that site—the Leader of the Opposition sought to politicise for many years in this place. Like Ellen Grove, Bridgeman Downs was zoned Emerging communities with significant native and urban vegetation as well as an ecological corridor mapped across the entirety of the site. I’m curious as to whether the Labor Party’s position has changed on residential development in such areas as Bridgeman Downs.

Of course, we did not support Bridgeman Downs for obvious reasons, and in such a way that we took it to court and this Council won. But I do find it curious that here in a Labor-held ward, the Opposition seems to have completely backflipped on the protection of ecological areas with high value. I wonder if, in the haste to scribe this motion, that the members of Ellen Grove community were not consulted on the new position that Labor has. But putting any kind of political backflip aside by the Opposition, I have 3 concerns with regard to this motion and question whether it is actually competent, and I’ll highlight them for the Chamber.

Mr Deputy Chair, the first one is that there is a difference between sewage and sewerage. One, of course, is the effluent that travels in the pipe. The other one is, in fact, the pipe itself. I do understand that Councillor STRUNK’s intent was to have sewerage infrastructure and not sewage infrastructure, that we understand Councillor STRUNK’s full intent, but that was just a minor spelling mistake. We’ll put it down to that. So, the motion should actually have sewerage infrastructure written in it. The 2nd concern I have is that Brisbane City Council does not deliver water or sewerage infrastructure.

For those here who don’t know, it was the Bligh Government, a State Labor Government, that decided to take water and sewerage assets off local governments in South East Queensland. They created another entity to deliver those services, which at the time was called Queensland Urban Utilities (QUU). This was back in 2010, and it’s been the sole role of QUU and now UU (Urban Utilities) to deliver and support that infrastructure over the past 15 years. So, the motion then fails on this first hurdle, the first hurdle being that this Council cannot do what it is actually asking it to do.

But the 3rd concern is the big one. My 3rd concern—and as Councillor GIVNEY talked about this morning, Google can be a great friend to anybody seeking information very quickly—and that is that the program that Councillor STRUNK is asking for us to make a submission in, is closed. The first 2 streams are closed. The only stream remaining is the 3rd stream, which is only open to State Governments and Federal Governments. Mr Deputy Chair, with that, I seek a ruling on whether this motion is competent.

Deputy Chair: Is there any evidence?

Councillor TOOMEY: My apologies. I have a document here to table. Thank you.

Councillor JOHNSTON: So, point of order, Mr deputy speaker.

Deputy Chair: Point of order, yes.

Councillor JOHNSTON: Yes. Firstly—sorry, Deputy Chair. Just with respect to the allegations made by Councillor TOOMEY, the motion itself is not incompetent, because its wording is simply saying Brisbane City Council submits a funding proposal. That can be on behalf of UU, which we own by 85%, it’s our entity. (2) sewerage is defined as a type of waste water that comes from homes. So, sewage infrastructure—

Deputy Chair: Okay, thank you. I understand your point.

Councillor JOHNSTON: —is sewerage. So, these are debatable issues rather than ones that rule out the motion as incompetent.

Deputy Chair: Thank you, I get your point.

Based on the submission of the evidence, “the Housing Support Program (Priority Work Stream) provides an opportunity for States and Territories (States) to fund new projects to expedite housing developments.”

So, I rule this motion is incompetent, and I declare the meeting closed.

## QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN:

*(Questions of which due notice has been given are printed as supplied and are not edited)*

**Submitted by Councillor Jared Cassidy (received on 14 November 2024)**

1. Please list all the properties that pay commercial rates within the Forest Lake Ward?
2. How many new bus stops have been constructed in each ward (listed by Ward) for each 2023/24 FY & 2024/25 FYTD?
3. In 2023/24 and 2024/25 FYTD – how many infrastructure charge notices were considered as overdue? What was the dollar amount in total for each year? How many were referred to debt collection agencies?
4. Please provide the amount Brisbane City Council has spent on Market Research in the 2022/23, 2023/24 & 2024/25 FYTD.
5. Please provide a list of market research contractors engaged in 2022/23, 2023/24 & 2024/25 FYTD.
6. Please provide a list of market research projects requested in the 2022/23 FY, 2023/24 FY & 2024/25 FYTD financial year to date, including subject matter if not clearly indicated by title.
7. Please advise the number of complaints regarding flooding, received monthly, since February 2022.
8. Please advise the number of flooding complaints received annually, broken down by ward, listed separately by year since 2020.
9. Please provide a list of all Council depots with the street address, including information about the relevant Council department/s based there, and total FTEs.
10. Please list all current Council contracts to engage labour-hire workers, with information about the number of labour-hire workers and the type of work they are engaged to do.

|  |  |
| --- | --- |
| **Labour-hire workers** | |
| **Job description** | **Number of workers** |
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|  |  |
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|  |  |
|  |  |

1. Please advise if Brisbane City Council applied for the Queensland Government’s Let’s Get it Sorted (LGIS) Partnership Program. If yes, please provide project description.
2. Please provide a list of properties that are owned by CBIC where Brisbane City Council is a tenant, including the address and total rent paid for FY 22/23 *only* for those properties where such arrangements are in place.
3. Please provide a list of properties that are owned by CBIC where Brisbane City Council is a tenant, including the address and total rent paid for FY 23/24 *only* for those properties where such arrangements are in place.
4. Please provide a list of properties that are owned by CBIC where Brisbane City Council is a tenant, including the address and total rent paid for FY 24/25 YTD *only* for those properties where such arrangements are in place.

## ANSWERS TO QUESTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN:

*(Answers to questions of which due notice has been given are printed as supplied and are not edited)*

**Submitted by Councillor Jared Cassidy (from meeting on 12 November 2024)**

1. As at 1 November 2023 how many properties in Brisbane are currently being used for a ‘Transitory Accommodation Purpose’?
2. As at 1 November 2023 how many properties in each Ward are classified under ratings category ‘23 – Transitory Accommodation’ (broken down by Ward)?
3. As at 1 November 2023 how many properties in each Ward are classified under rations category ‘24 – CTS Transitory Accommodation’ (broken down by Ward)?

***A1. to A3.***

*These answers were provided on 14 November 2023.*

1. In the 2023/24 financial year (to date) how much rates revenue was collected from Transitory Accommodation properties?

***A4.*** *$2,994,677.*

1. In the last 2 financial years 23/24 and 22/23 has council received funding under the Australia Government Active Transport Fund?

***A5.*** *No.*

1. How much funding has council received in the last 2 financial years 23/24 and 22/23 under the Australia Government Active Transport Fund?

***A6.*** *Zero.*

1. What were the projects that received funding under the Active Transport Fund in the last 2 financial years and were where they located?

***A7.*** *None.*

1. What was the estimated cost of the planned Brisbane Metro stop at the Gabba?

***A8.*** *This is a State Government project.*

1. Did BCC fund the “City Dogs” Bluey City Cat rollout? If yes, what is the cost?

***A9.*** *No.*

1. How much was spent in the 2023/24 financial year on rates reminder SMS?

***A10.*** *$25,998.33.*

1. Please advise the average daily number of entries (listed monthly) into Brisbane City Council operated carparks (each carpark listed separately) in the 2023/24 FY, and 2024/25 FYTD

***A11.***

|  |
| --- |
| ***King George Square*** |

| ***Month*** | ***Ave No. of Vehicles*** |  | ***Month*** | ***Ave No. of Vehicles*** |
| --- | --- | --- | --- | --- |
| *July* | *1,245* |  | *July* | *1,076* |
| *August* | *1,206* |  | *August* | *995* |
| *September* | *1,175* |  | *September* | *939* |
| *October* | *1,213* |  | *October* | *908* |
| *November* | *1,302* |  | *November* | *919* |
| *December* | *1,204* |  | *December* |  |
| *January* | *1,017* |  | *January* |  |
| *February* | *1,195* |  | *February* |  |
| *March* | *1,144* |  | *March* |  |
| *April* | *1,147* |  | *April* |  |
| *May* | *1,166* |  | *May* |  |
| *June* | *1,200* |  | *June* |  |
| ***Wickham Terrace*** | | | | |
| ***Month*** | ***Ave No. of Vehicles*** |  | ***Month*** | ***Ave No. of vehicles*** |
| *July* | *617* |  | *July* | *562* |
| *August* | *567* |  | *August* | *465* |
| *September* | *538* |  | *September* | *444* |
| *October* | *614* |  | *October* | *460* |
| *November* | *601* |  | *November* | *456* |
| *December* | *449* |  | *December* |  |
| *January* | *493* |  | *January* |  |
| *February* | *582* |  | *February* |  |
| *March* | *531* |  | *March* |  |
| *April* | *551* |  | *April* |  |
| *May* | *562* |  | *May* |  |
| *June* | *534* |  | *June* |  |

1. Please advise the cost of sending 1 residential rates reminder SMS

***A12.*** *$0.10.*

1. Please advise the series of SMS sent as standard procedure for residential rates reminders eg. due in 7 days, overdue 3 days etc.

***A13.*** *One automated ‘payment due’ SMS is sent to customers who have requested this service and have an amount owing 7 days prior to the due date.*

**RISING OF COUNCIL: 6.03pm.**

**PRESENTED: and CONFIRMED**

**CHAIR**

**Council officers in attendance:**

Victor Tan (Council and Committee Coordinator)

Dorian Maruda (A/Senior Council and Committee Officer)

Ethan Van Roo Douglas (Policy Advisor)

Billy Peers (Personal Support Officer to the Lord Mayor and Council Orderly)