

27 April 2017

Project Manager – Brisbane Metro  
Brisbane City Council  
GPO Box 1434  
Brisbane QLD 4001

To the Project Manager

### **Brisbane Metro Consultation**

Thank you for the opportunity to provide comments on Brisbane City Council's Brisbane Metro project.

The Property Council of Australia supports well planned investments in public transport infrastructure. Our members are long-haul investors in cities, so understand the case for improving their productivity, sustainability and livability- of which the provision of transport infrastructure is a central component.

It is fundamental that proposed large scale infrastructure projects are highly transparent, via the disclosure of feasibility studies, business cases, and potential impacts on affected stakeholders, such as property owners.

Though details of how the project will be funded have not been released we urge Council not to fund the project through special levies or upfront increases in rates on commercial property. Council should however, take a long-term view of the increase in revenue received as a result of property values increasing.

It is important Council acknowledge that owners of office buildings in the CBD, and shopping centres currently pay higher rates than owners in Sydney and Melbourne. Any upfront increase to fund the project would only make the city less competitive as an investment destination.

After attending the project information sessions and reviewing the publicly available information, our comments focus on the project's impacts on property and traffic management.

#### **Transport and traffic management**

The proposed route requires significant changes to vehicle movements within the CBD and south Brisbane. Furthermore, the development of Queens Wharf along with changes that will result from Cross River Rail will transform traffic patterns and movements across the City.

Council with the involvement of the Queensland Government need to develop a comprehensive transport management plan that addresses traffic impacts of the combined projects during the construction phase, and the ultimate movement patterns. This plan also needs to include how vehicle access will be maintained to buildings along the proposed route.

From a wider strategic land use and transport perspective there is a need to service the growth nodes from West End to Hamilton with reliable high frequency services. It is pleasing to see that Council through the release of the *Future Metro and Glider Network* map have identified this need, however there is no detail or explanation to accompany the map.

### **Resumption and construction impacts**

We support council's plan to better utilise existing infrastructure for the Metro Project, this not only decreases construction costs but also requires less property resumptions.

Where resumptions are required Council should look to partner with landholders and the private sector more broadly, to enhance the delivery of the project.

As is the case with all major infrastructure projects, there will be disruptions for existing businesses as a result of construction. A clear communication and stakeholder plan needs to be established and shared with businesses and asset owners prior to the project commencing.

Construction impacts can result in tenants choosing to leave a building because of disruptions. Whilst we appreciate that Council will look at minimise construction impacts, the provision of compensation needs to be made available to those adversely affected.

### **Conclusion**

Once again, thank you for the opportunity to provide comments on the Brisbane Metro project. If you have any questions or wish to discuss this further, please do not hesitate to contact me on [cmountford@propertycouncil.com.au](mailto:cmountford@propertycouncil.com.au) or 07 3225 3000.

Yours sincerely

A handwritten signature in black ink, consisting of a large, sweeping 'C' shape followed by a horizontal line that tapers off to the right.

**Chris Mountford**  
Queensland Executive Director