

CityVision

The Real Northbridge Link An Essential Capital City Vision

SUMMARY

The sinking of the railway, coinciding as it does with an unprecedented time of economic prosperity, has created the opportunity of a lifetime to simultaneously remove a blighted barrier between Northbridge and the City Centre and create a superb civic addition to the city, one that would give value and enjoyment to this and future generations.

CityVision's plan accepts the limited sinking of the railway offered by the Government and also the Government imperative to sell off part of this asset to the private sector, to offset some of the cost of the public investment.

Within those constraints the CityVision plan provides a vastly superior outcome for the people of Western Australia, at much reduced cost to the public purse.

The CityVision plan:

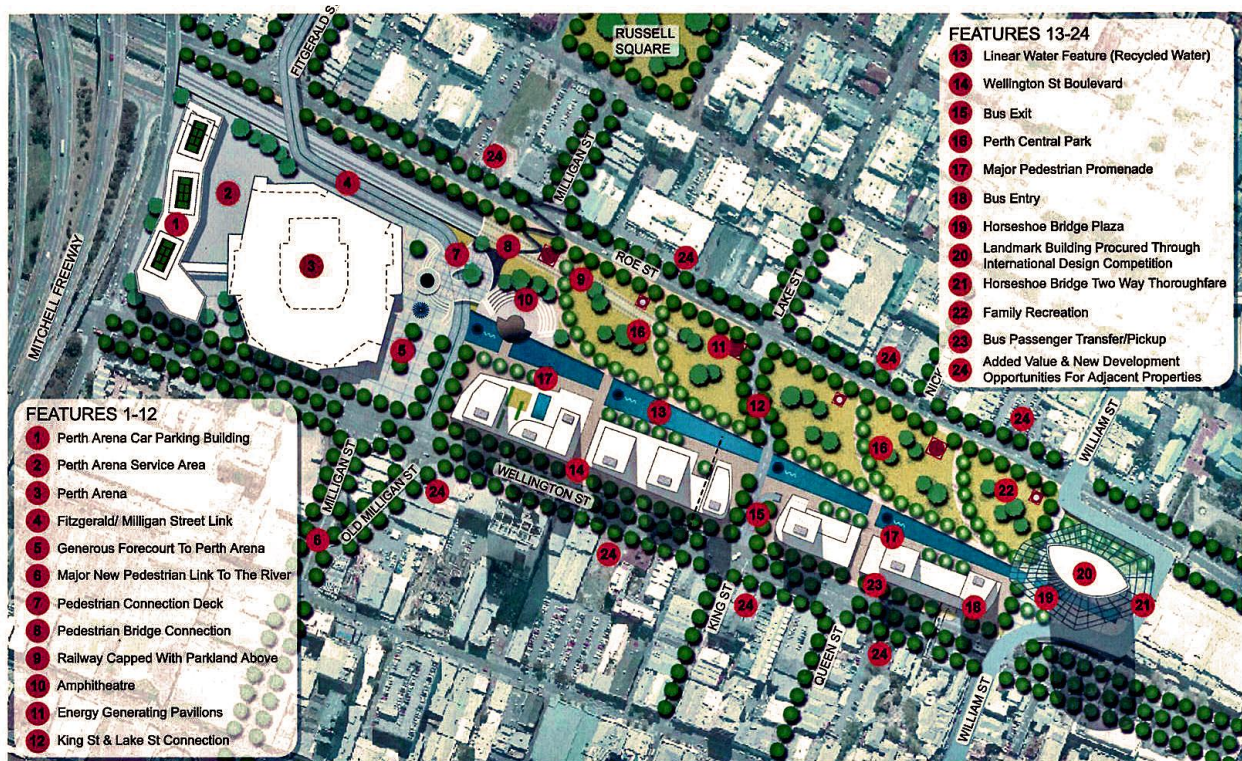
- ③ provides better links between Northbridge and the City Centre proper;
- ③ provides the much-needed Fitzgerald Street-Milligan Street cross-city road link;
- ③ provides a great central park of 5 hectares, a green heart for the city to be enjoyed by day and night;
- ③ allows Northbridge to retain and build on its unique character and identity;
- ③ provides a better and more spacious setting for the iconic Perth Arena;
- ③ sets the Perth Arena car park between the Arena and the freeway, achieving both a massive cost saving and an aesthetically superior solution;
- ③ provides a better and less costly solution for bus and bus passenger movement than the expensive bus tunnel and underground station proposed by EPRA;
- ③ creates significant value increase in surrounding areas, due to the superb park setting, which will lead to high quality redevelopment in that generally run-down part of the city;
- ③ significantly reduces construction, risk and maintenance costs for the railway and bus facilities;
- ③ breathes new life into Wellington Street, with vibrant mixed-use developments – apartments and offices above active commercial frontages to a boulevard style street;
- ③ provides about 1000 new apartments, all with views across the park to the north, or south to the City Centre and – for some – beyond the city to the river;
- ③ provides beautiful and relatively inexpensive landscaped parkland above the railway lines, including concealing the line, as it rises from below the surface, in elegantly moulded land form and planting;

- ③ avoids the extremely high construction and maintenance costs, and potential risks, of building above the railway line, which would be extremely unattractive to private sector developers;
- ③ provides immediately available and clear, attractive development opportunities to the private sector;
- ③ provides for 100,000m² of commercial development opportunities; and
- ③ can be implemented more easily, in very much less time, with less risk and at very much lower cost, than the EPRA plan. There is an overall saving to Government of approximately \$46 million with the CityVision plan.

The CityVision plan better meets all of the six *Vision Elements* for the precinct identified in the EPRA document.

The CityVision plan also shows a superior response to the *Triple Bottom Line* outcome statements contained in the questionnaire attached to the EPRA Draft Masterplan document. Our plan

- Achieves all of the Northbridge Link objectives, with a net saving to Government of \$46 million.
- Provides a central park – a green heart for the city.
- Creates market value in that part of the city.
- Strongly links the city centre to Northbridge, but marks a boundary for Northbridge to preserve its character.
- Is technically, economically and administratively much easier to implement than the EPRA plan.



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PREFACE The CityVision plan provides a superior outcome for Perth as a Capital City at significantly lower cost to Government. The re-development of this part of Perth, precipitated by the changes associated with the central city rail precinct, offers an unprecedented, 'once in a lifetime' opportunity to make fundamental and high quality changes to the fabric of the city.

While this plan serves as CityVision's submission on the East Perth Redevelopment Authority's (EPRA) draft *Northbridge Link Masterplan*, it should be stressed that in no sense is CityVision's plan simply a response to this. Rather, it is an imaginative and far-reaching blueprint to connect two sections of the city, divided for over a century, with high quality public amenities and liveability embedded throughout it, to position Perth as a competitive, desirable, twenty-first century Capital City.

The EPRA Plan is disappointing. It lacks diversity and relies too heavily on architecture and urban design detail for success. It fails at the most fundamental level to seize what is for Perth, the most momentous opportunity and challenge – to leave a balanced and enduring legacy for future generations of Western Australians to value and enjoy. Northbridge Link is the chance to create a new and highly quality environment which will be a magnet to people, encourage social engagement and be integrated with the city's retail and commercial heart and entertainment precincts.

Western Australia is in the midst of a time of great and sustainable economic development. It has a State Government and City council with greater than ever financial resources, and a commitment to important new central city initiatives such as the rail and its surrounding station precincts, the Perth Arena and the new dram theatre, to name a few.

The question is, will this opportunity be seized, or squandered? Will we create an enduring legacy for future generations to admire and enjoy, or confirmation that Perth is - as alleged - Dullsville, a capital city that cannot lift itself above the ordinary?

CityVision, and others, have previously mooted the concept of creating a great central city park, analogous to New York's Central Park and the great parks of London, Paris, Sydney and other world cities. This remains our preferred vision, that the whole of the land would be dedicated to civic and community use.

Nevertheless we have accepted, in this Plan, three imperatives of the State Government:

- . • that the western part of the land will be the site of the Perth Arena;
- . • that the railway will be fully sunk only as far as Lake Street; and
- . • that the government expects to recover some of the costs of doing this from development of part of the land.

CityVision's Plan accommodates these imperatives and offers imaginative solutions. It urges all those with an interest in shaping Perth as a first-class Capital City to support it. Western Australians will get only one chance at this – let's not throw it away!

2 MAIN ELEMENTS OF THE CITYVISION PLAN

The CityVision plan:

- Achieves all of the Northbridge Link objectives, with a net saving to Government of \$46 million.
- Provides a central park – a green heart for the city.
- Creates market value in that part of the city.
- Strongly links the city centre to Northbridge, but marks a boundary for Northbridge to preserve its character.
- Is technically, economically and administratively much easier to implement than the EPRA plan.

3 COMPARISON WITH EPRA PLAN

The CityVision plan encompasses many of the features of the EPRA plan, but with some important differences:

- ***No change in the extent of rail undergrounding, but much less expensive construction.***

The CityVision plan approach assumes no change in the extent of rail undergrounding from the EPRA plan, but the rail is only capped and covered to allow public open space decking and landscape. This removes the additional expense to enable building construction over the rail. It also enables ventilation of the underground portion of the rail to be achieved at much lower cost and much less intrusively. Ventilation breaks in the capping and necessary emergency egress points can easily be incorporated into the landscape design.

- ***More space and more usable space accessible to the public, including a major urban park of 5 ha.***

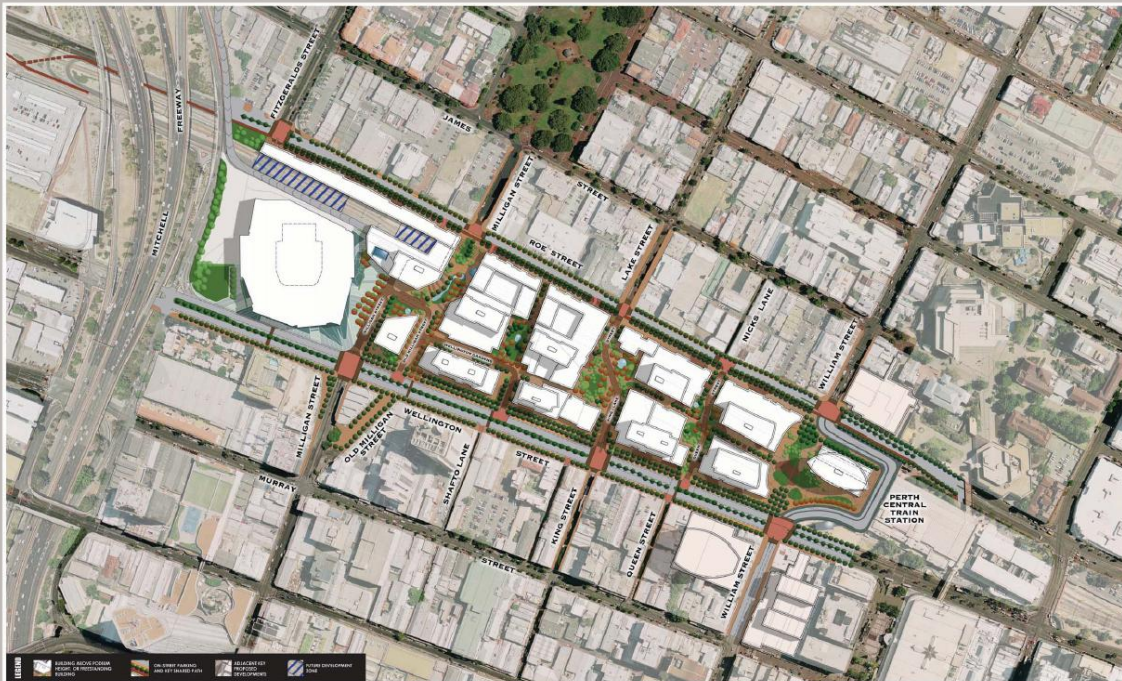
The CityVision plan features a major new urban park of approximately 5 ha. This will be a substantial asset for the capital city, its CBD and the people of Western Australia. The CityVision proposal effectively creates a 'Northbank' to rival Melbourne's Southbank, with a north-facing promenade suitable for a variety of restaurants, cafes and retail outlets facing a high quality park including a linear water feature. (This celebrates the previous water links of this area with Claise Brook in East Perth.) It serves as a link to Northbridge, but it also marks a boundary between it and the CBD, ensuring that the unique Northbridge character will be maintained into the future.

By comparison, the EPRA plan has deficiencies in this regard:

- a ***Insufficient and limited usability of public open space:*** The EPRA plan proposes development parcels with a land area totalling approximately 63,000 m², with a small amount of public space. Much of this open space consists of landscaping in slightly wider road reserves (for example a 12 metre strip along Wellington Street and a 20 metre strip at Old Milligan St) or very small squares, created as widened roadways at King and Queen Streets. While these are interesting and useful in themselves, they are not of the scale or function needed in this part of the city. The CityVision plan has 25,000 m² of development parcels and provides for considerable new interactive public open space (POS). The POS in the CityVision plan is of a scale and configuration to be a high quality asset for the whole city.

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b. *Limited accessible POS for inner city residents:* Inner city residents make a trade-off: reduced private open space but access to high quality public open space in return. It is a principle of open space planning that it be easily and safely accessible, with a large proportion of it being within 400 m of residential areas. This is codified by the Western Australian Planning Commission in the *Liveable Neighbourhood* codes).



MASTERPLAN

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The EPRA Masterplan identifies a number of open space areas that are within 1 - 2 km of the Northbridge Link site. However, the majority of these are simply not easily or safely accessible from the Northbridge Link site. Of all those noted, only Russell Square is easily accessible from the Northbridge Link site. Russell Square alone is not sufficient.

In suburban developments, public open space is required to be provided. In standard developments this is at the rate of approximately 90 m² per dwelling. In higher density developments, the provision of local public open space may reduce to 25 m² per dwelling. There is no reason why these standards should be reduced in the inner city. In fact, for the reasons above there is an argument that they should be exceeded. This would imply that for the additional 1,600 dwellings in the EPRA plan at least 4 ha and up to 14 ha of local open space should be provided, at least, in addition to the regional open space.

The CityVision plan provides the first significant new public open space in the city for decades. It will include water features, opportunities for waste water recycling, energy generation, and an amphitheatre and unify the major public facilities in the area including the Perth and William Street Railway Stations, the Perth Arena, bus passenger facilities and the new Drama Theatre /Performing

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Arts Venue. It will provide active outdoor space, suitable and safe for day and night use and effectively linking major entertainment areas and venues of Perth: namely the new Perth Arena, the new theatre, PICA and the Blue Room and the Northbridge entertainment precinct. It will be an attraction in its own right as well as providing accessibility and connection between Northbridge and the central city, while preserving the identity of each.

It provides the essential high standard amenity needed to ensure the central city can fulfil its role as Western Australia's Capital, with a wide range of high-level functions and an expanded residential population.

It would be a major and emblematic gesture of the Carpenter Government to the people of Western Australia.

- ***Perth Arena is given space to function effectively.***

The CityVision plan has no development sites between the Perth Arena and Milligan St. This allows Perth Arena to be moved slightly to the east-sufficiently to allow its carpark to be constructed adjacent to the Freeway, along the Elder St alignment. This has several positive benefits:

- a. *It allows for a much less expensive carpark construction: It is understood the indicative budget for the 700 bay carpark is \$70 million. The CityVision plan will allow this to be built for approximately half that amount.*
- b. *It removes the residential buildings surrounding the Arena which would be a threat to the proper operation of the Perth Arena: The Perth Arena will be a high class and necessary facility for the City, for which Cabinet has provided a budget sufficient to ensure that it will be built to a high standard. It needs to be planned with few compromises to ensure it will be a facility of which the State can be proud. The Perth Arena will be very busy, with between 8,000 and 14,000 people attending major events there, on average once a week, and other functions and activities occurring approximately 150 days per year i.e. almost one day in two -across the year. It is not the sort of facility around which any type of accommodation, either short-stay or permanent residential, will sit comfortably in close proximity. The CityVision proposal allows an interesting and significant architectural form to be properly celebrated.*
- c. *It provides a forecourt of scale: This will be managed by the Arena management and can operate as an extension of the operations of the Arena, bringing life and vitality to the city centre. The CityVision plan allows this to extend to the linear open space. This forecourt can confidently anticipate the high level of public enlightenment and use of the very successful Federation Square in Melbourne. .*

- ***It allows the Fitzgerald Street-Milligan Street link to be constructed.***

The current diversion of Fitzgerald Street traffic is lengthy and wasteful, and widely recognised as hugely unsatisfactory. The Fitzgerald St-Milligan Street link is a significant and long-standing planning objective, as expressed in the MRS in one form or another since 1963. The CityVision plan addresses this in a simple and straightforward way, while also providing a direct and much cheaper route for bus traffic than the EPRA plan. It thus connects two significant regional distributors, which will overcome one of the biggest traffic constraints created by the presence of the rail lines in this part of town. In this way, both local and regional links are ensured. By contrast, the EPRA plan allows for only two new road connections. However, both of these only link very small, low traffic volume roads, neither of which would provide for adequate cross-city vehicular movement.

- ***Buses are provided for at grade.***

The bus requirements can be managed at grade in the CityVision plan, making them part of the street

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system where they properly belong. The plan allows for pick-up/drop-off points along Wellington Street and lay-over space in a short, partly below-ground, loop along the edge of the park, contained in buildings. Access can be by dedicated bus lanes in the Fitzgerald St Bridge and along the Wellington St Boulevards. This approach is made possible by the linear park, which is a main feature of the CityVision plan. It is expected to result in a very much less expensive bus station, while losing no functionality. It is understood that the budget for the bus station is in the order of \$90 million. It is estimated that the CityVision approach will require a budget in the order of \$20 million to achieve an equivalent outcome for bus operation.

- ***Able to be implemented.***

The CityVision plan involves no private sector development over subterranean structures. It is a straightforward capital works project, which will create a series of unencumbered development sites which readily can be made available to the private sector for development.

The configuration and orientation of the development sites along an east-west axis ensures very good solar orientation, and provides high amenity for developments on the site. At lower levels a park outlook is available; at higher levels uninterrupted views to the north, south to the city and beyond are available. This will underpin market values of the final development and ensure that each of the development sites is highly marketable.

The construction and operation of the underground rail lines in this location is made much easier and therefore less expensive. The plan allows for a simple cut and cover construction with many opportunities for natural ventilation and no requirement to allow for significant structures above or adjacent to the rail line.

MASTERPLAN VISION

The EPRA Draft Masterplan document contains a series of vision statements for the Northbridge Link project. The CityVision plan meets all of the elements of the vision for the precinct identified in the EPRA draft masterplan document.

Vision Element 1: ***Creating new connections*** for pedestrians and vehicles that optimise north-south movement opportunities and improve east-west movement conditions.

The CityVision plan creates new connections by:

- *Providing a direct road and bus connection from Fitzgerald St to Wellington Street and then via Little Milligan Street to Milligan Street.* This connection has been identified as important in the MRS for many years.
- *Providing a strong and effective link between the CBD and Northbridge:* by drawing the city towards Northbridge through an extension of the CBD built form along Wellington Street and an extensive high quality multi-purpose public open space, along a 500-m frontage of Roe Street, providing a diverse and safe environment for both daytime and evening activity.
- *Ensuring that the unique character of Northbridge is maintained:* not only does the open space provide a strong connection, it also marks the boundary to Northbridge rather than competing with it or invading it with CBD character and uses. There is thus a seamless connection in the plan from William St to Little Milligan St via the open space.
- *Incorporating the same road connections in the EPRA plan at King Street, but also allowing for a pedestrian connection at Queen St and a direct extension of Shafto Lane.*

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Vision Element 2: *Generating a **critical mass of activity** from high office and residential densities that support the economic sustainability of the widest possible variety of*

commercial, retail and entertainment enterprises to provide the foundation for a thriving day-time and night-time urbanism from Northbridge through to the city centre.

The CityVision plan addresses the critical mass of activity in the following ways:

- *By providing approximately 27,000 m² of development sites, in the locations where intense development is possible, allowing for approximately 100,000 m² of commercial floorspace and over 1,000 residences:* The EPRA plan contains a considerable amount of private development sites. It aims for 1,600 dwelling units and 150,000 m² of office and commercial floorspace, implying a total built area of approximately 310,000 m² on overall development sites of approximately 62,700 m², including development above the carpark at Fitzgerald St. This implies quite intense development - an overall plot ratio of approximately 5:1. The CityVision plan allows for intense development along Wellington Street. This is consistent with the changing character of the street and recognises the substantial development projects underway at 140 William St and at Raine Square. It is estimated that the CityVision plan will allow approximately 100,000 m² of commercial floorspace and over 1,000 residences – a substantial contribution to the city's development.

- *By consideration of the proposals within the Central Perth context:* There is slightly more development on site in the EPRA plan, but any discussion of critical mass must take account of the context of the site. Central Perth is, by far, the main employment and retail location in the metropolitan area; it already has "critical mass". There is approximately 2,500,000 m² of office space including 250,000 m² of retail within 800 m of the Perth Central station and no effective limit, apart from market forces, on increasing this. Therefore any difference between the two plans has only a marginal effect and no effect at all in the overall. There is also no real shortage of sites suitable for residential development in the city centre. There is a wide variety of available redevelopment sites within the station precinct area and any marginal difference in development capability between the two plans is immaterial in contributing to the overall activity of the city centre.

- *By making the **city overall** more liveable, more attractive and with much higher amenity, attracting a much greater population in surrounding areas.* As a CBD area, Perth has a large land footprint and there are large areas of underdeveloped land in the city that have the capacity to vastly increase the residential and commercial population. A key is to improve the overall amenity of the city, and this section of it in particular, to create a favourable environment for a redevelopment of a much greater area than just the Northbridge Link site. An improvement in the overall amenity of the city, for residents and non-residents alike, as provided in the CityVision plan, will thus have vastly greater flow on benefits to the city as a whole, rather than forcing inappropriate development onto a relatively small area of the city.

Vision Element 3: *Optimising the **transit oriented development's** environmental, economic and social benefits in relation to transit services, individuals and the wider community. High levels of workplace and residential development located at transit nodes will greatly assist increasing transit patronage, which in turn reduces greenhouse emissions and activates the public realm.*

The CityVision plan optimises the opportunities for transit oriented development by recognising that Perth is primarily a destination station.

Transit oriented design requires a network of locations linked by a transit system. For the most part, in the Perth metropolitan area, the current emphasis for the TOD program is to increase the capacity of origin stations on the transit network, usually by increasing the number of residents and workers.

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However, Perth city is qualitatively different. It is by far the most important destination on the network and already has in excess of 10 times the transit traffic of the next busiest station on the network. It already has vastly more workers, residents and entertainment attractions within an 800-m radius than any other station in the network. Any increase in the residential population around the station will not greatly improve transit use – most residents will work in the city – and, as noted above, any increase in commercial floorspace will make only a marginal overall difference.

The greatest contribution the Northbridge Link development can make to the TOD program is to make the Perth station precinct a more attractive destination – the CityVision plan achieves this in a way the EPRA plan does not.

Vision Element 4: *Supporting the broader sustainability goals of **efficient resource use** by providing the opportunity to live in close proximity to employment, daily needs, social facilities and leisure activities with reduced need for private car use and to assist in providing an alternative to the consumption of urban fringe land for new housing.*

The CityVision plan supports the efficient use of resources as follows:

- *By providing for better outcomes for the capital city at lower cost to Government:* The higher cost of the EPRA plan to produce the same or a reduced outcome implies a vast waste of resources. The CityVision plan provides a greater opportunity for a wider range of people to live in close proximity to employment, daily needs, social facilities and leisure activities, with reduced need for private car use. Additionally, it provides a superior transit-oriented destination, providing the environment for two of Perth's major entertainment facilities, and its major entertainment precinct, to be properly accessed and enjoyed by people from across the metropolitan area.
- *By providing a better return to Government for the benefit of all the people of WA:* The CityVision plan produces the equivalent or better overall outcomes at a saving to Government of approximately \$46 million. This can be spent in other areas of the economy to provide much greater economic (as well as social and environmental) return to the State

Vision Element 5: *Integrating the **Perth Arena** as an integral physical and cultural element of the city that plays a major role in forging a strong connection at the western end of the study area between Northbridge and the city centre.*

The CityVision plan integrates the Perth Arena into the city by locating the Perth Arena in a more attractive and accessible public open space setting, suitable for major events.

An important element of the CityVision plan is an extensive high quality multi-purpose public open space, suitable for diverse and safe activity for both day time and evening activity. This provides a link between the two major cultural and entertainment facilities in which Government is now investing in excess of a total of \$400 million, namely the multi-purpose indoor entertainment and sports venue (Perth Arena) and the new drama theatre at the corner of Roe and William Streets. The open space network will connect these two important cultural elements and complement the activities and function of Northbridge. This provides an unusual opportunity to create an active and vibrant outdoor space, suitable for a wide range of community activities across all hours of the day and night.

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Vision Element 6: *Ensuring the highest levels of **innovation and quality** in terms of public realm and architectural design, to create a distinct and aesthetically pleasing urban environment.*

The CityVision plan ensures the highest levels of innovation and quality as follows:

- *Creating a centrepiece for the capital city:* The city needs public places where people can breath, congregate and celebrate life together, with access for all. The linear open space network will connect important public buildings, cultural facilities and complement the activities and function of both the city and Northbridge.
- *Providing an open space that incorporates best practice sustainability features:* The proposals provide a unique opportunity to create an active and vibrant outdoor space, suitable for a wide range of community and entertainment uses for people of all ages and able to be active not only during the day but also at night. It will demonstrate innovation in the use of waste water recycling, energy generation and achieving engineering solutions to major infrastructure in city centre locations in environmentally friendly ways.

TRIPLE BOTTOM LINE

The questionnaire attached to the EPRA Masterplan contains a series of outcome statements arranged in triple bottom line categories. Triple bottom line analysis of the CityVision plan using these criteria is shown below:

Economic	CityVision Plan Response to Triple Bottom Line Outcomes
<i>The introduction of new residents into the inner city through the creation of new homes</i>	While there is slightly more development in the EPRA plan on site, the City Vision plan makes the city, overall, more liveable, attractive and with much higher amenity. It will attract a much greater population in surrounding areas.
<i>The creation of new office and retail space adjacent to the transport hub</i>	The CityVision plan allows for at least 100,000 m2 of commercial and retail floorspace. Perth is already the main destination station in the transport network, with 2,500,000 m2 of office space and 250,000 m2 of retail within 800 m of the station and no effective limit, apart from market forces, on increasing this. Therefore any difference between the two has only a marginal effect and no effect at all overall. A substantial amount of the land offered for development in the EPRA plan is located above active electric rail services, which would be extremely expensive to develop. This land is not likely to have great appeal for developers to build on. By way of contrast, all of the land available for development in the CityVision plan is a highly attractive development proposition, making it a much more achievable solution.

<i>Creation of new jobs</i>	Each will provide construction jobs. With greater construction expenditure, the EPRA project will provide more jobs on site, but these are substitutes for expenditure elsewhere and therefore account for no net increase in jobs. The more important point is the creation of new jobs overall. The CityVision plan is one element towards making Perth a more liveable city. In this way its international and national competitiveness is improved, providing the means by which new jobs can be captured in the local economy.
<i>Flow-on economic benefits as a result of the project</i>	The CityVision plan produces the equivalent or better overall outcomes at a saving to Government of \$46 million. This can be spent in other areas of the economy to provide much greater social, environmental and economic returns to the State.
Social	
<i>Inclusion of social and affordable housing</i>	There is no difference between the two plans on this measure – each plan can incorporate social and affordable housing.
<i>Creation of a diverse range of high quality urban public spaces.</i>	CityVision provides much higher quality spaces in areas in which it is needed, is accessible and can be used.
<i>Undergrounding of the rail line and Wellington St Bus Station</i>	This is not an outcome in its own right – it is a means to an end. The City Vision plan incorporates the same rail undergrounding provisions as the EPRA plan and provides a better, safer and more economic integration of the bus station into the urban fabric.
<i>The reconnection of Perth and Northbridge</i>	The CityVision plan provides much better connections. It provides multiple links and a continuous connect along 500-m of Roe St. It draws central city built form towards Northbridge and the park system provides both a connection and a boundary for Northbridge, ensuring its unique identity is maintained.

Environmental	CityVision Plan Response to Triple Bottom Line Outcomes
<i>Increased public transport usage through development around bus and train station</i>	Perth is the most important destination. It is most important to improve the quality of the destination. Increased residential development at this location will not significantly improve train patronage – an improved destination will.
<i>Revitalisation of underutilised inner city land</i>	The CityVision plan not only revitalises the immediate site, it creates the centrepiece for the rejuvenation of a generally run-down part of the city – its beneficial effect will be widespread.
<i>Increased pedestrian and cycle travel</i>	By providing a pedestrian and cycle-friendly destination in the centre of the city, the CityVision plan will provide the best environment to increase pedestrian and cycle travel.
<i>Development of environmentally friendly buildings in the project area</i>	There is no difference between the two plans on this measure – each plan can incorporate environmentally friendly buildings. The orientation of the development sites along an east-west axis in the CityVision plan ensures very good solar orientation, and provides high amenity for developments on the site. .

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COST TO GOVERNMENT

It is estimated that the CityVision plan will result in a saving to Government of approximately \$46 million. While this estimate may vary with more detailed analysis, it is believed to indicate the order of magnitude of the cost differential between the two plans

This estimate is derived taking into account the following main elements:

- **A substantial reduction in the cost of the Perth Arena carpark.** This is a very expensive structure, built in the EPRA plan over the railway line and constructed to accommodate additional residential construction above. Neither of these is necessary and the residential accommodation threatens the operational viability of the Perth Arena. Sufficient carbays for the operations of the Perth Arena (between 400 and 700 bays) can be built much less expensively on land between the Arena and the freeway. This might entail moving the Arena building east approximately 20 – 30 metres. The opportunity exists now to deal with this economically and effectively. *Estimated net saving: \$40 million.*
- **At-grade bus movement, with partially underground lay-over space.** The fully underground bus station in the EPRA plan is difficult to build, expensive to ventilate, difficult to secure and to provide any level of passenger comfort and very expensive. The CityVision plan provides an affordable, workable and pleasant solution, with most or all passenger transfer at-grade.

Estimated net saving \$70 million.

- **The City Vision plan has the following additional main elements:**
 - a. **A traffic bridge between Fitzgerald Street and Milligan Street**
 - b. **An extensive open space system, with the rail line partially capped and covered.**

Estimated total additional cost: \$55 million

- **The CityVision plan has reduced development sites for a Government developer to sell, but the plan provides much higher land value.**

Note that no allowance is made for land sales on the privately owned old Entertainment Centre site. *Estimated net reduction in land sales revenue: \$9 million*

Note that no account is made in the above of the reduced cost of rail undergrounding and the saving resulting from easier implementation in the CityVision plan. This will further benefit the CityVision approach.