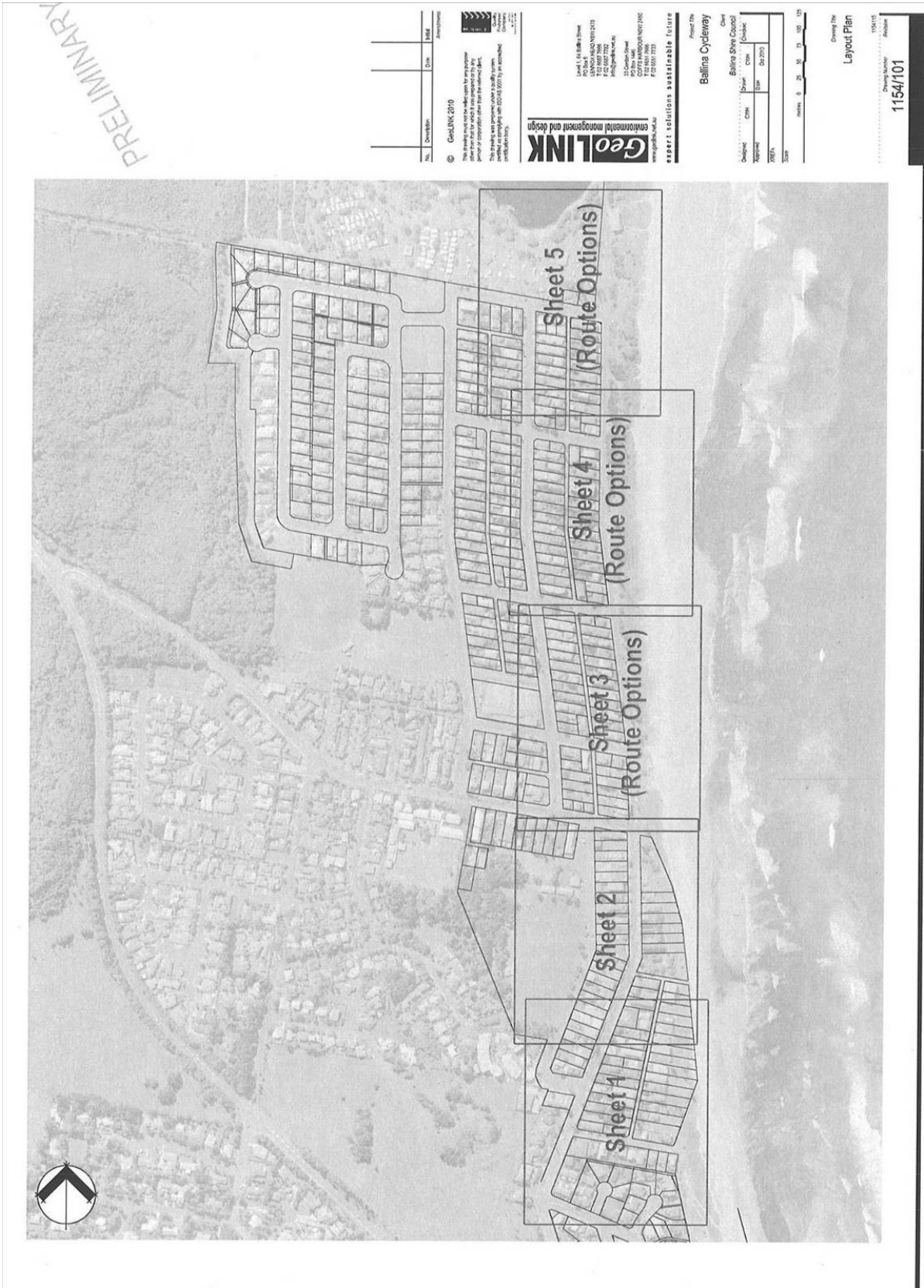


11.3 Shared Path - Lennox Head Village

Attachment A



Attachment B



PRELIMINARY



No.	Description	Date	Issue
1	Issue for public comment	15/07/2010	1
2	Issue for public comment	15/07/2010	2
3	Issue for public comment	15/07/2010	3
4	Issue for public comment	15/07/2010	4
5	Issue for public comment	15/07/2010	5
6	Issue for public comment	15/07/2010	6
7	Issue for public comment	15/07/2010	7
8	Issue for public comment	15/07/2010	8
9	Issue for public comment	15/07/2010	9
10	Issue for public comment	15/07/2010	10

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**PROJECT SOLUTIONS SUSTAINABLE FUTURE**

Project No: 1154/102  
 Client: Ballina Shire Council  
 Designer: GHD  
 Date: 08/2010  
 Title: Cyclway

Scale: 1:1000  
 North Arrow: True

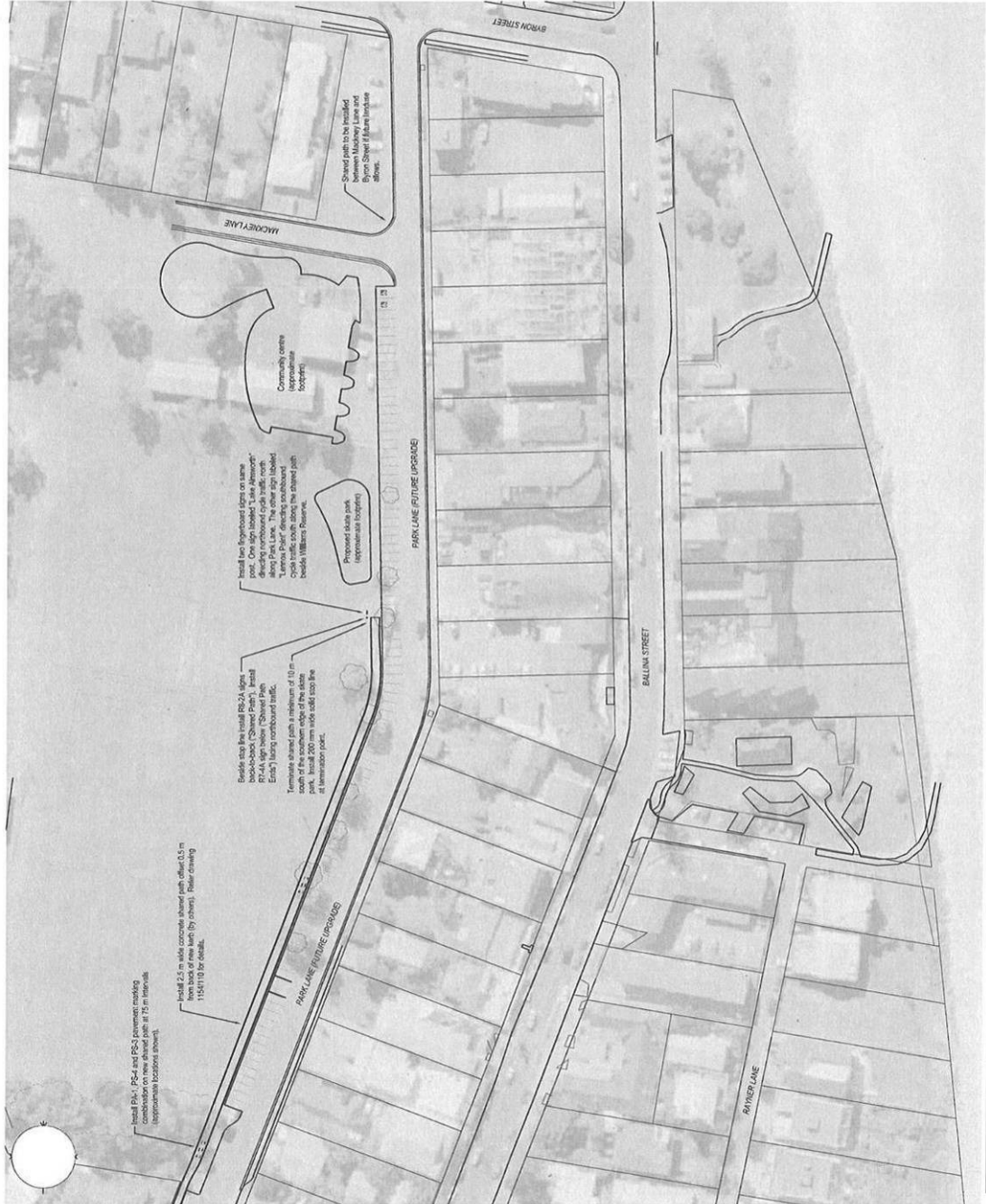
Project No: 1154/102  
 Client: Ballina Shire Council  
 Designer: GHD  
 Date: 08/2010  
 Title: Cyclway

**Ballina Cyclway**

Route Plan  
 Sheet 1 of 5

1154/102

PRELIMINARY



No.	Description	Date	Initial	Authorisation
1	Geolink 2010			

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Project		Client	
Project Name	Ballina Shire Council	Project No.	1154/103
Project No.	1154/103	Project Date	03/2010
Project Status	Final	Project Stage	Final
Project Manager		Project Engineer	
Project Designer		Project Checker	
Project Approver		Project Sign-off	

Ballina Shire Council  
 Drawing Title  
 Route Plan  
 Sheet 2 of 5  
 Drawing Number  
 1154/103



**LEGEND**

- Option 1  
On-road cycle lane - one way vehicle traffic
- Option 2  
On-road cycle lane - road widening
- Option 3  
On-road cycleway / shared path through open space area
- Option 4  
Combination of on-road cycle lane (Option 2) and off-road cycleway through open space area (Option 3) lined near Williams St.

Note: alignment and vegetation removal locations are indicative only

PRELIMINARY

No.	Description	Date	Issue
1	Geolink 2010		Proposed

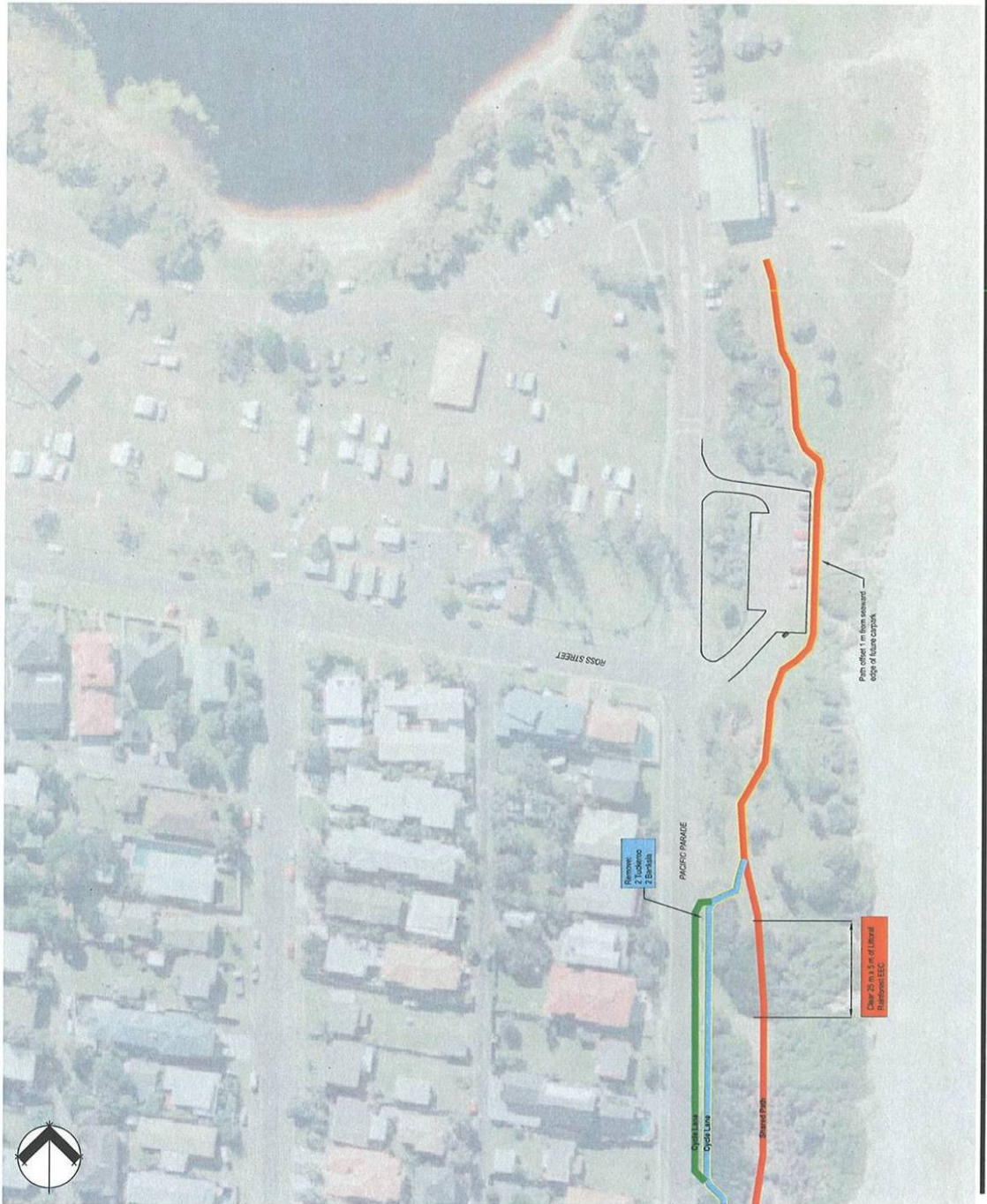
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Project Title: Ballina Cycleway  
 Client: Ballina Shire Council  
 Design: CDM  
 Drawn: CDM  
 Checked: CDM  
 Date: 20/03/2010  
 Scale: 1:1000  
 Scale bar: 0 5 10 15 20 25 meters

Drawing No: 1154/104  
 Drawing Title: Route Plan (Options)  
 Sheet 3 of 5  
 Drawing Number: 1154/104  
 Revision: 1154/104



PRELIMINARY



- LEGEND**
- Option 1  
Divided cycle lane - one way vehicle traffic
  - Option 2  
Divided cycle lane - road widening
  - Option 3  
Off-road cycleway / shared path through open space area
  - Option 4  
Combination of divided cycle lane / Option 3 and off-road through open space area (Option 3 lined near Williams St.

Note: alignment and vegetation removal locations are indicative only

PRELIMINARY

No.	Description	Date	MM	AA	Author

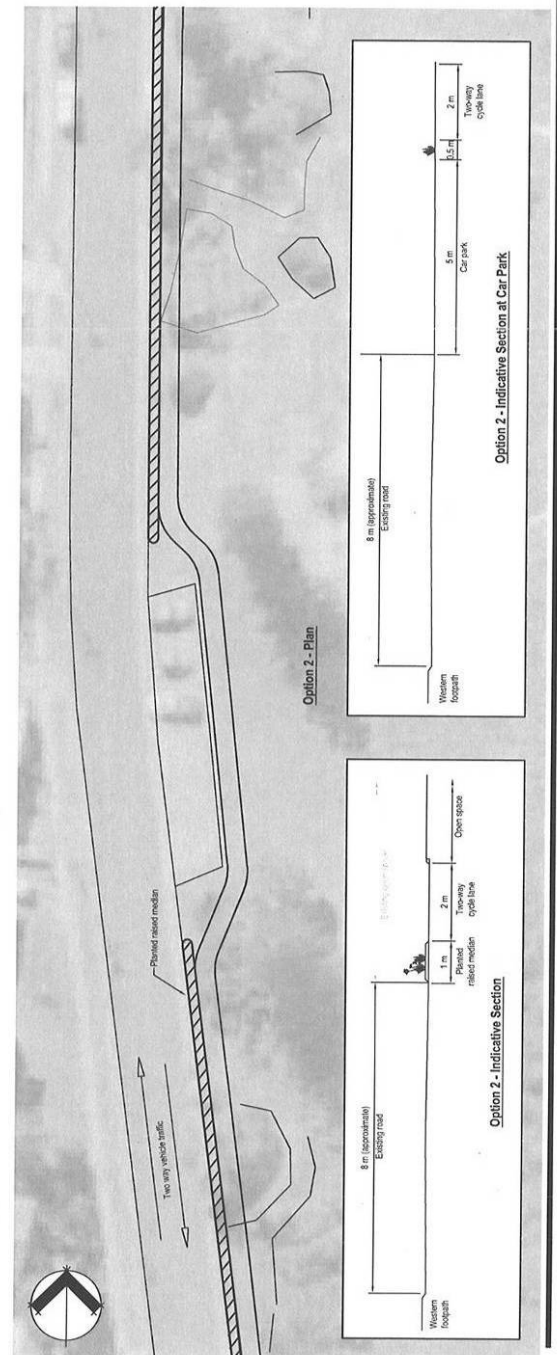
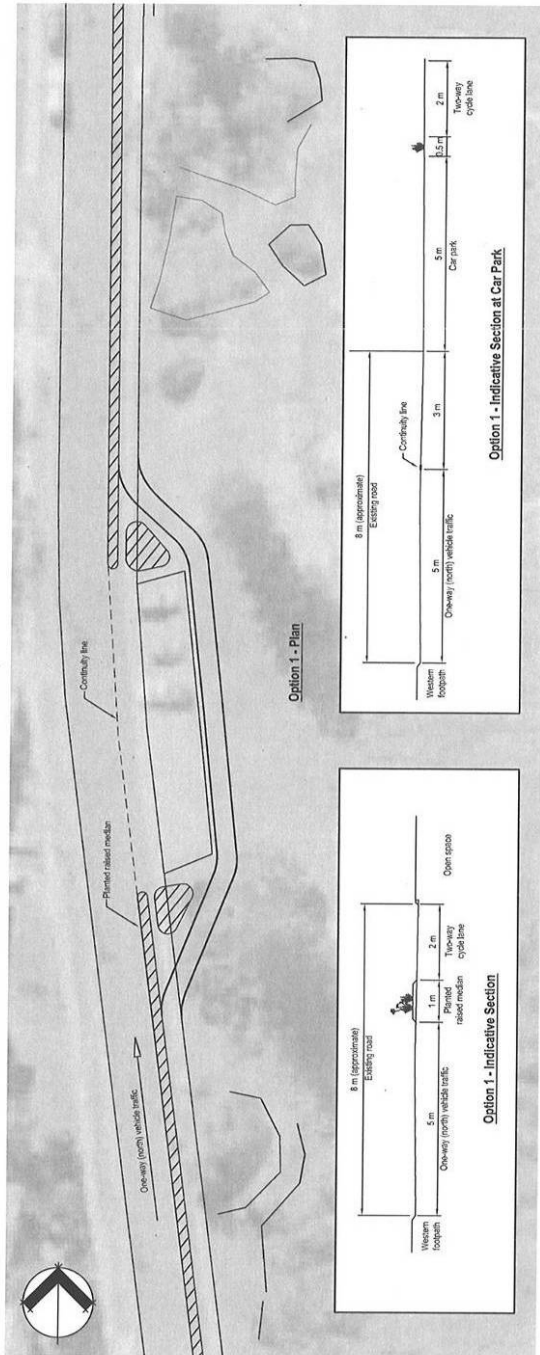
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Project No: Ballina Cyclway  
 Client: Ballina Shire Council  
 Drawing: 100001  
 Title: 100001  
 Date: 08/07/11  
 Author: [Name]  
 Checker: [Name]

Scale: 1:1000  
 0 5 10 15 20 25 meters

Drawn By: [Name]  
 Checked By: [Name]  
 Route Plan  
 Sheet 5 of 5  
 11/11/11  
 Drawing Number: 1154/106  
 Revision: [Number]



PRELIMINARY

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**Ballina Cycleway**

Client	Ballina Shire Council
Project	CHN
Phase	CHN
Start	Oct 2010
End	
Scale	1:1000

Drawn By: [Name]  
 Checked By: [Name]  
 Project No: 1154/900  
 Date: [Date]



Attachment C

Table 1: Summary of Pacific Parade Alignment Location Options

Option	Vegetation loss	Impact on recreational value of coastal reserve	Further development in immediate coastal hazard zone	Cost <sup>a</sup>
<b>Option 1</b> On-road cycle lane accommodated by restriction of vehicle traffic to one-way (north)	Negligible <ul style="list-style-type: none"> <li>▪ Cycle lane is provided by conversion of southbound travel lane requiring no widening or associated loss of vegetation. Modification of parking bays may require loss of a very small number of trees.</li> </ul>	Minor <ul style="list-style-type: none"> <li>▪ No change to existing open space area.</li> <li>▪ Narrowing of the roadway will require prevention of parking on at least one-side, most probably the eastern side (i.e. loss of approximately 50-60 parallel parking spaces). Some minor widening of the road may avoid this restriction.</li> </ul>	No further development seaward of immediate coastal hazard line (as presented in WBM (2003))	\$70k
<b>Option 2</b> On-road cycle lane accommodated by road widening	Significant loss <ul style="list-style-type: none"> <li>▪ 15 Pandanus</li> <li>▪ 37 Banksia</li> <li>▪ 19 Tuckeroo</li> <li>▪ 1 Norfolk Pine</li> </ul> Could be rehabilitated with new plantings	Negligible <ul style="list-style-type: none"> <li>▪ Existing western edge of open space area would move three metres to the east.</li> </ul>	Further development seaward of immediate coastal hazard line (as presented in WBM (2003)) <ul style="list-style-type: none"> <li>▪ Unlikely to constrain future installation of seawall.</li> </ul>	\$170k
<b>Option 3</b> Off-road cycleway / shared path through open space area	Very Significant loss <ul style="list-style-type: none"> <li>▪ 2 Pandanus</li> <li>▪ 4 Banksia</li> <li>▪ 150 x 5m Littoral rainforest EEC (two isolated remnant areas that would become fragmented and thus would likely be entirely lost). This option is therefore not preferred.</li> </ul>	Moderate enhancement <ul style="list-style-type: none"> <li>▪ Passive recreational use value will be slightly reduced by division of grassed areas with hardstand path. This may be offset by provision of seats, tables etc.</li> <li>▪ Active recreational use value will be enhanced by improved access for cyclists, pedestrians and mobility-impaired users.</li> </ul>	Further development seaward of immediate coastal hazard line (as presented in WBM (2003)) <ul style="list-style-type: none"> <li>▪ Likely to require removal or realignment as part of installation of future seawall.</li> </ul>	\$70k
<b>Option 4</b> Combination of on-road cycle lane (road widening) and off-road cycleway / shared path through open space area	Moderate loss <ul style="list-style-type: none"> <li>▪ 2 Pandanus</li> <li>▪ 19 Banksia</li> <li>▪ 16 Tuckeroo</li> </ul> Could be rehabilitated with new plantings	Moderate enhancement <ul style="list-style-type: none"> <li>▪ Passive recreational use value will be slightly reduced by division of grassed areas with hardstand path. This may be offset by provision of seats, tables etc.</li> <li>▪ Active recreational use value will be enhanced by improved access for cyclists, pedestrians and mobility-impaired users.</li> </ul>	Further development seaward of immediate coastal hazard line (as presented in WBM (2003)) <ul style="list-style-type: none"> <li>▪ South of Williams Street likely to require removal or realignment as part of installation of future seawall.</li> </ul>	\$105k

<sup>a</sup> costs are approximate only and based on rates presented in Lennox Head and Ballina Cycleways / Shared Paths Environmental Assessment and Route Selection (GeoLINK, 2009)