



RUSHALL RESERVE SHARED PATH

BUDGET 17/18 \$545,000

- A** **Estimated Cost** - \$502,850
Features
- 2.5m wide asphalt path (plus run-off on each side)
 - 1.4m high fence on cliff side
 - 1.8m high fence on train line side
 - train cable realignment
 - viewing platform / rest spot
 - 12 tree removals approx.

Risks

- the cost of the cable realignment may increase depending on current standards and infrastructure condition (understood to be \$120K, may increase)
- the construction footprint may require the removal of more trees
- planning permit required for vegetation removal and path construction
- community opposition during to the planning permit application*
- lease required with VicTrack to put the path on rail land

* a planning permit is required for sections of the path within the PUZ4 area (A & B1), but not within the PPRZ area (B2).

- B1** **Estimated cost** - A+B1 - \$628,550
Features
- 2.5m wide asphalt path
 - 3m wide elevated decking in tree protection zones

Pros - Consistent with the Council resolution of August 2016

Cons

- puts the path on railway land
- locates the path close to MW pipes, and over High Voltage power cables
- would require decking over tree root zones
- exceeds the current project budget
- reduces sightlines under bridge to North

- B2** **Estimated cost** - A+B2 - \$546,350
Features
- 2.5m wide asphalt path (no run off required)
 - low fence along the path edge until it meets the existing path (dashed line above)

Pros

- the location minimises construction impact on the Reserve
- the location avoids underground services in the park
- this option is close to the budget
- improves sightline under bridge to North

Cons

- is not consistent with the Council resolution of August 2016