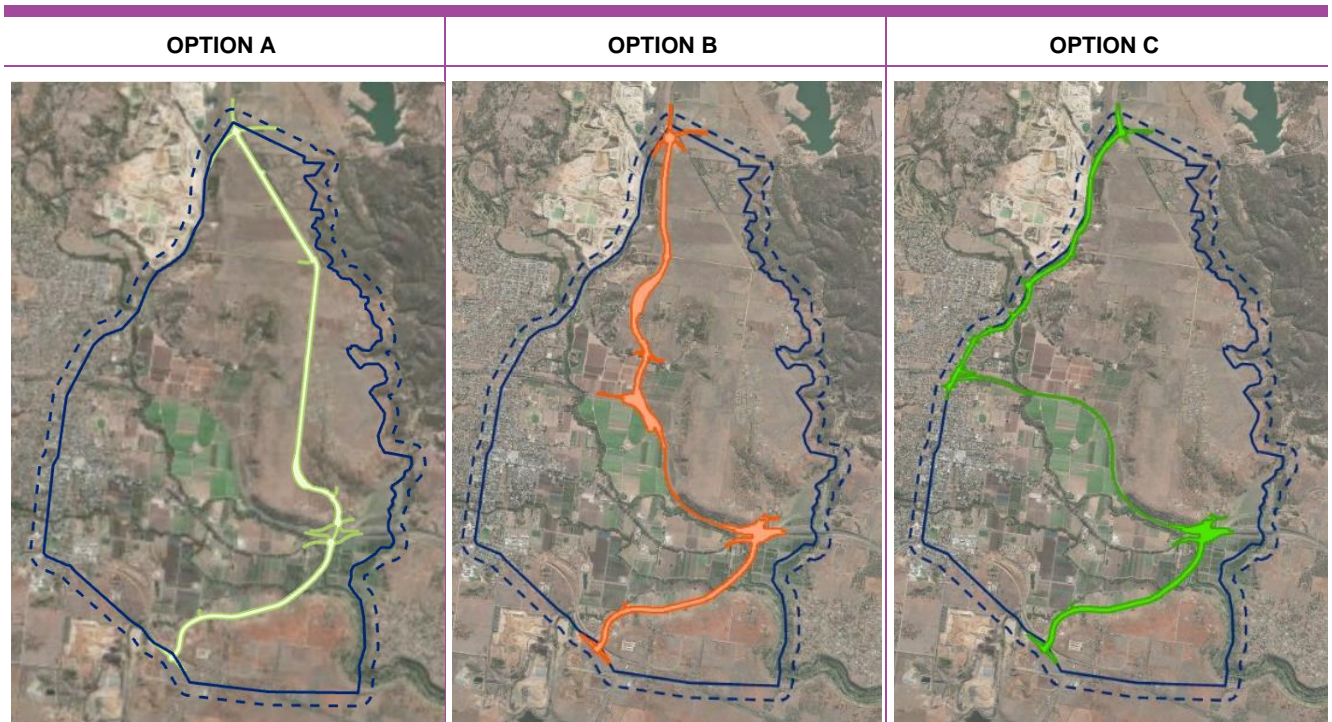


BMELR Options Assessment Summary - Shortlisted Options

Assessment criteria were developed to analyse and shortlist the preferred route options. This assessment:

- Was undertaken using quantitative, objective methods, wherever possible. Where quantitative information was not available a qualitative assessment was made.
- Scoring was informed by technical studies, geospatial analysis, feedback from previous community engagement, as well as workshops and one-on-one meetings with key stakeholders.
- The scoring has been undertaken based on a corridor. This corridor is wider than the width required for the Eastern Link Road in order to allow a conservative assessment and a margin of error. This means that any area-based assessments e.g. vegetation impacts and property impacts amongst others, are likely to be overestimated. It is expected that these impacts will be reduced as the alignment undergoes refinement.
- All figures are approximate.

The following table illustrates the shortlisted options:



ASSESSMENT CRITERIA	OPTION A	OPTION B	OPTION C	
CONSTRUCTION COST				
Construction route length (km)	11.1	9.6	9.6	
Interchanges	1	2	1	
Large areas of cut/fill required?	2	2	1	
Railway crossings (No.)	1	1	1	
Water crossings (No.)	Four new	Four new	Four new, one widening	
Flood mitigation and drainage (approximate length of option through 1 in 100 flood area)	2.9 km	3.1 km	3.2 km	
BACCHUS MARSH IRRIGATION DISTRICT				
Number of active irrigators affected	4	8	5	
Length of alignment through BMID (km)	4.6 km	3.9 km	3.2 km	
BMID land impacted (within irrigated area)	17 ha	32 ha	19 ha	
Impact on BMID channels	0	1	0	
Impact on BMID pipelines	6	9	15	
Impact on BMID groundwater bores	0	1	0	
TRAFFIC				
Route length (km)	11.1	12.0	14.3	
Traffic volume reduction - Gisborne Road north of Main St (at 2041)	5.9%	6.2%	4.0%	
Truck volume reduction - Gisborne Road north of Main St (at 2041)	22.6%	21.9%	13.6%	
Traffic volume reduction - Grant Street & Fisken Street (at 2041)	11.2%	11.5%	6.6%	
Truck volume reduction - Grant Street & Fisken Street (at 2041)	26.1%	24.6%	15.2%	
PROPERTY IMPACTS				
Total land acquisition excluding road reserves	80 ha	84 ha	42 ha	
Number of lots directly impacted by alignment corridor	48	57	98	
Number of lots <10% within alignment corridor	29	33	75	
Number of lots >10% within alignment corridor	19	24	23	
ECOLOGY				
TOTAL native vegetation within corridor	9.235	10.170 ha	11.137 ha	
Total threatened ecological vegetation communities within corridor	8.02ha	9.58ha	10.48ha	
MATTERS OF NATIONAL ENVIRONMENTAL SIGNIFICANCE	Golden Sun Moth habitat	2.11 ha	10.48 ha	0.22 ha
	Natural Temperate Grassland of the Victorian Volcanic Plain (NTGVVP)	1.29 ha	0.16 ha	0.18 ha
HERITAGE – STATE				
Bacchus Marsh Avenue of Honour	No impact	No impact	No impact	
Hopetoun Cemetery	No encroachment	No encroachment	No encroachment	

Former Leahy's Residence	May encroach into property. Potential impacts due to vibration.	May encroach into property. Potential impacts due to vibration.	May encroach into property. Potential impacts due to vibration.
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HERITAGE – LOCAL

Former W Symington House and Symington's Brewery Industrial Archaeological Site	Yes – potential impact.	Yes – potential impact	Yes – potential impact
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Lerderderg River Engineering Works	New bridge crossing only, not in area of sensitivity.	New bridge crossing only, not in area of sensitivity.	New bridge crossing only, not in area of sensitivity.
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Bacchus-Marsh Gisborne Road Bridge	No	No	Yes
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Elm Trees along Bacchus Marsh Road - outside the Avenue of Honour (minor alignment adjustments may avoid some / all Elm trees)	Yes	Yes	Yes
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ABORIGINAL CULTURAL HERITAGE

Length of alignment through areas of moderate / high risk of archaeological sensitivity	Moderate	329m	412m	375m
	High	407m	756m	332m