



# DRYSDALE BY PASS SUMMARY REPORT

## LOCATION INVESTIGATION



To - The Shire of Bellarine  
The Geelong Regional Commission  
The Country Roads Board

Dear Sirs,

I have the pleasure to submit this report on behalf of the Drysdale By-Pass Study Steering Committee.

Since the exhibition of the Geelong Regional Planning Scheme in 1975 and the concurrent implementation of the Regional Interim Development Order, Council and many land owners have expressed concern at the reservation for a future By-Pass of the Drysdale township by the Geelong/Portarlington Road.

Following representations by Council, the Country Roads Board and the Geelong Regional Commission agreed to the formation of a Study Steering Committee to investigate various alternative alignments within a defined corridor and to recommend a favoured route.

This report is the culmination of thorough investigation by the Committee and officers of the respective organisations whose work I sincerely acknowledge.



A.L. LONEY  
CHAIRMAN - STUDY STEERING COMMITTEE.

February, 1981

### Steering Committee

Mr. A.L. Loney - Shire of Bellarine (Shire Engineer)  
Mr. N. Garrett - Shire of Bellarine (Town Planning Officer)  
Mr. G. Marshallsea - Country Roads Board (Divisional Engineer Geelong)  
Mr. D. Hurnall - Geelong Regional Commission (Director of Engineering)

### Consultant

Mr. T. Pescott - Environmental Aspects

### Acknowledgements

The contributions of the following officers are acknowledged.

Country Roads Board- Mr. A. Robinson (Geelong Division)  
- Mr. A. McGalliard (Road Design Division)  
- Mr. R. Adams (Road Design Division)  
- Mr. P. Meehan (Road Planning Division)

Geelong Regional  
Commission - Mr. M. Whitmore





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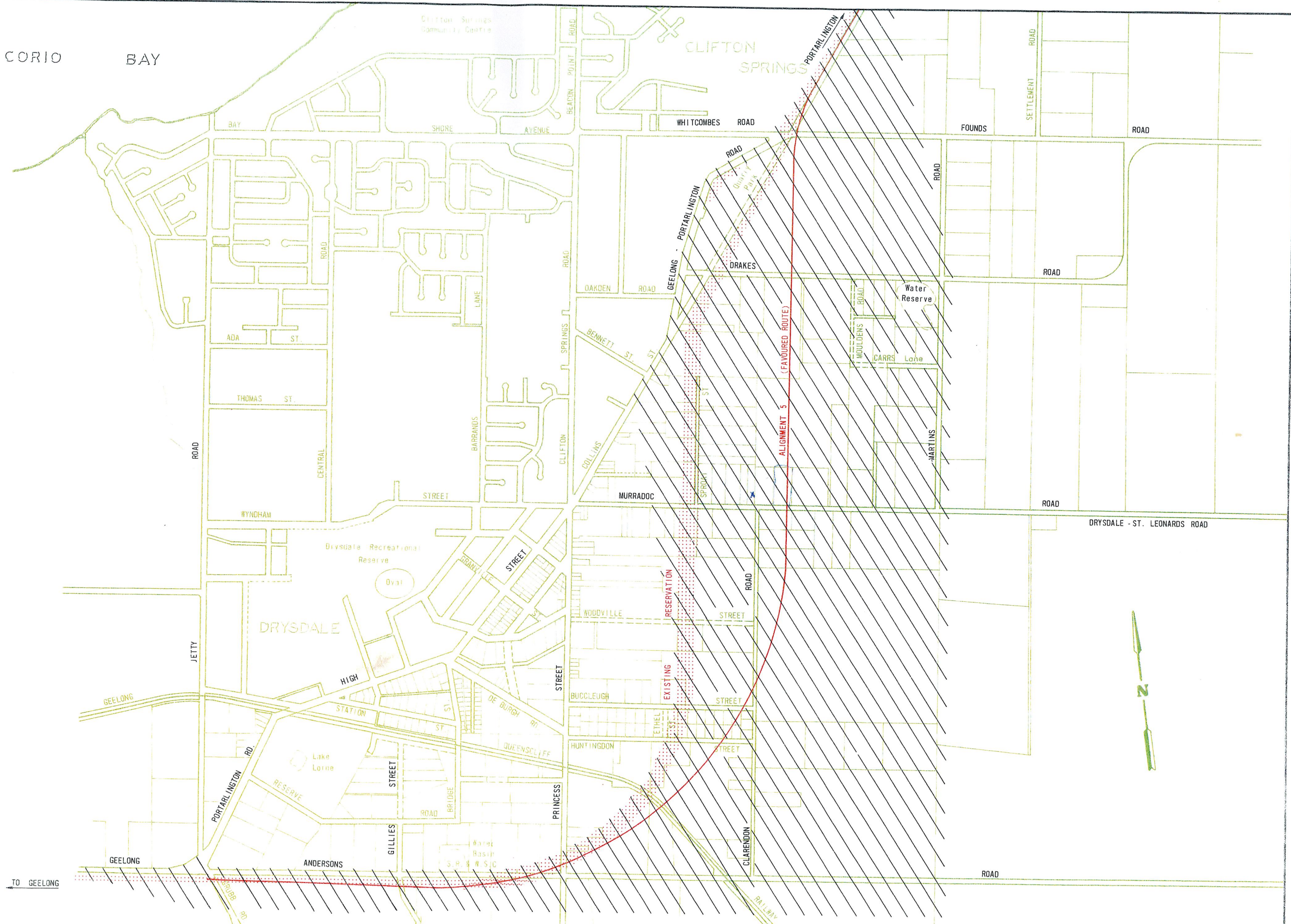
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CORIO BAY

CLIFTON SPRINGS



-  INVESTIGATION CORRIDOR
-  PROPOSED ROAD OR ROAD WIDENING RESERVATION AS PER 1975 GEELONG REGIONAL INTERIM DEVELOPMENT ORDER

**DRYSDALE BYPASS  
LOCATION INVESTIGATION  
INVESTIGATION CORRIDOR**

Figure 1  
Prepared for : Shire of Bellarine  
By : Study Steering Committee



## 2. Location Investigations

### 2.1 Need

The Bellarine Peninsula is experiencing a significant increase in both resident population and recreational use. Accordingly, traffic on the major roads is growing at a rate well above the Geelong average for both weekday and recreational travel. The main means of access for townships of Drysdale/Clifton Springs, Portarlington, St. Leonards and Indented Head to Geelong and beyond is via the Geelong/Portarlington Road and the Drysdale/St. Leonards Road.

All of these townships have a substantial growth potential, and if realized will result in significant increases in traffic growth on these roads.

Traffic predictions for the Year 2001 based on present trends indicate that weekday traffic could increase by 2 to 3 times existing volumes and recreational traffic by 2 to 5 times existing volumes.

### Estimated future traffic

The 1979 traffic volumes on the Geelong/Portarlington Road vary from 5,000 vehicles per day for average weekday traffic to 9,500 vehicles per day for days of high recreational useage.

The Year 2001 estimates show the average weekday traffic increasing to 9,000 (low estimate) to 18,000 (high estimate) vehicles per day. For recreation traffic the volumes increase to 18,000 (low estimate) to 60,000 (high estimate) vehicles per day.

For comparative purposes a duplicated pavement was provided through Leopold when the annual average daily traffic was 8,000 vehicles per day, if similar parameters were applied to Drysdale then major road duplication (if it was to proceed) would need to be carried out as early as 1987 depending on traffic growth.

### Environmental Considerations

The township of Drysdale is considered by many people to be an attractive town having a pleasant semi-rural character.

The main road follows a meandering path through the town and for a greater part of its length is tree lined and directly abutted by houses. At the 5 way intersection the majority of the town's shops and community services are located.

The main road through Drysdale has a reserve width of 30 metres sufficient to accommodate a dual highway (similar to Bellarine Highway at Newcomb) but such duplication would result in significant loss to the existing environment and have the following affect:

- \* The provision of a much wider road pavement together with large and involved intersections which would deteriorate the present character of the town.
- \* The passage of a much greater volume of traffic through the town will result in an increase in noise levels and vehicle emissions within the town.
- \* Increase the conflict between the pedestrian and motor vehicles.
- \* Increase in conflict between through and local traffic.
- \* A deterioration in the level of service with resultant traffic delays and increase in accidents.

The provision of a By-Pass having restricted access and located as close as practicable to the township would:

- \* Remove the through traffic from the town.
- \* Permit the existing character of the town to be retained.
- \* Provide a safer pedestrian environment within the town.
- \* Provide a safer and more efficient road facility for through traffic.

For the above reasons the need to plan for the provision of a By-Pass to serve Drysdale was adopted by Council in late 1979.

The finalisation of the location of the route will remove the uncertainty presently associated with the By-Pass. It will enable the preparation of a detailed structure plan for the town to proceed and provide an environment where decisions by both public bodies and private individuals can be made with increased confidence.

A decision regarding the construction of the By-Pass will not be required until traffic on the Geelong/Portarlington Road grows sufficiently to warrant construction.

### 2.2 Corridor

A corridor of interest was defined in June 1979 within which subsequent investigations into alternative routes were limited. This corridor is shown on the accompanying plan.

### 2.3 Investigations

A number of detailed investigations were carried out into the alternative alignment for the By-Pass.

# 1. Introduction

## 1.1 Background

In 1975 The Geelong Regional Planning Scheme was placed on public exhibition. This scheme provided for a number of road reservations to provide for By-Pass Roads of the Drysdale/Clifton Springs area, Portarlington, Indented Head and St. Leonards area.

Concern was expressed both by Council and many residents that there was no documentation of the justification of either the need or the location of these By-Pass Roads.

Particular concern was expressed in regard to the Drysdale By-Pass because of its impact on property and the number of houses which were affected by the route.

The Bellarine Shire Council lodged objections to the Drysdale By-Pass and requested that this reservation be deleted from the scheme until a planning investigation was carried out to consider the following:

- \* The necessity for the route
- \* Its most advantageous location
- \* The financial feasibility of the project, and
- \* The environmental affect of the proposed road.

The By-Pass Road was not deleted from the scheme, but an agreement was reached between the Council, the Geelong Regional Commission and the Country Roads Board to form a Committee to carry out an investigation into the desirable location of a By-Pass of Drysdale.

## 1.2 Purpose of Summary Report

The purpose of this report is to:

- \* Present the information and results of the investigation into the location for a By-Pass of Drysdale.
- \* Inform the public and relevant authorities of the results of the investigations.
- \* Obtain comments on the "Favoured Route" (as described later in this report) so that all matters raised may be considered by the Council, Geelong Regional Commission and the Country Roads Board prior to the adoption of a road reservation for a future By-Pass of Drysdale by the Geelong/Portarlington Road.



## Engineering

The feasibility of each alternative route was investigated in terms of traffic service, intersection design and layout, horizontal and vertical alignments, traffic noise, construction and land costs. The results of these investigations are shown in more detail in Section 3.

## Planning

Consideration was given to the implications that a By-Pass would have on the future development of the Drysdale/Clifton Springs area having regard to planning matters including the possible future expansion of the township, the location of major activities, the effect on rural and urban land and the community.

## Environmental

The study team retained Mr. T. Pescott to identify areas of environmental significance within the corridor of interest.

Mr. Pescott identified five environmental areas within the corridor and these are shown on the alternative alignments plan.

### 2.4 Alternative Routes

As a result of the investigations outlined above, five basic alternative routes which were considered feasible from an engineering/planning/environmental viewpoint were investigated.

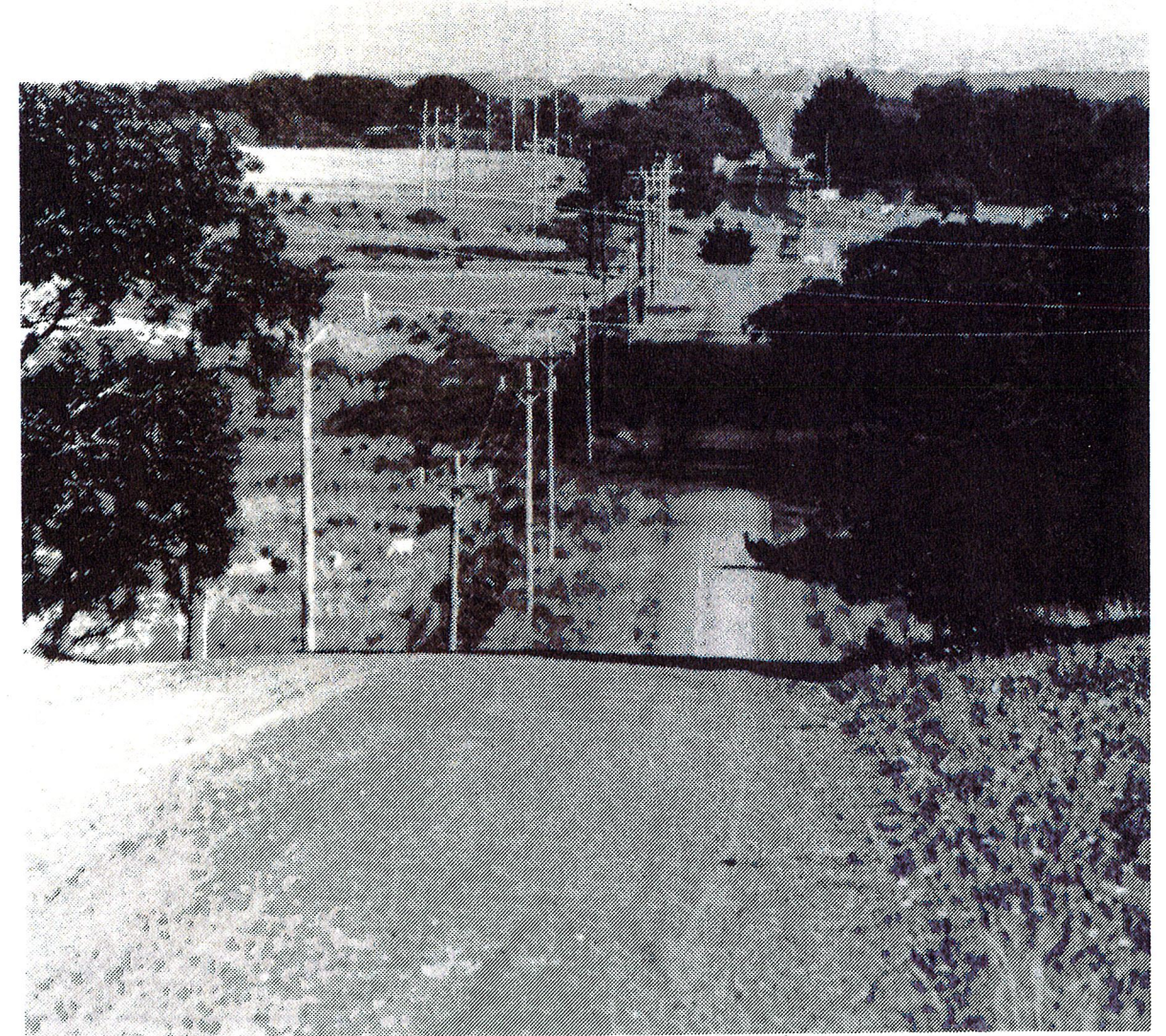
These alternatives are all contained within the corridor of interest. Alternative 1 follows the line of the existing By-Pass reservation, and other alternatives have been identified having regard to:

- \* Location of houses
- \* Property Boundaries
- \* Intersection Design
- \* Cost
- \* Planning Considerations
- \* Engineering Performance

The alternatives are compared in the evaluation table in regard to:

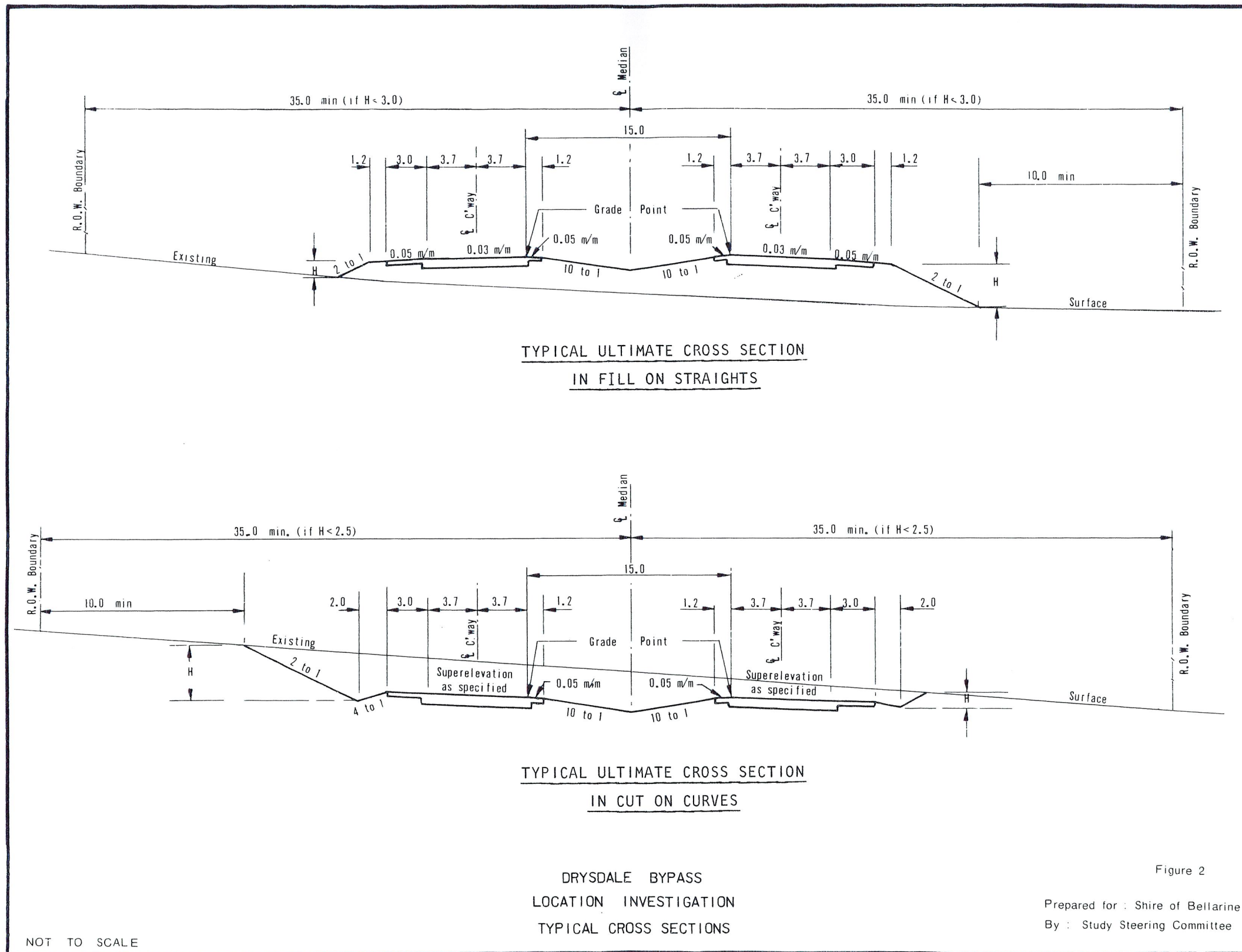
- \* Length
- \* Traffic Service
- \* Alignment

- \* Cost Estimates
- \* Severance and Access
- \* Effect on Property in Private Use
- \* Effect on Property in Public Use
- \* Environmental Impact
- \* Planning Impact

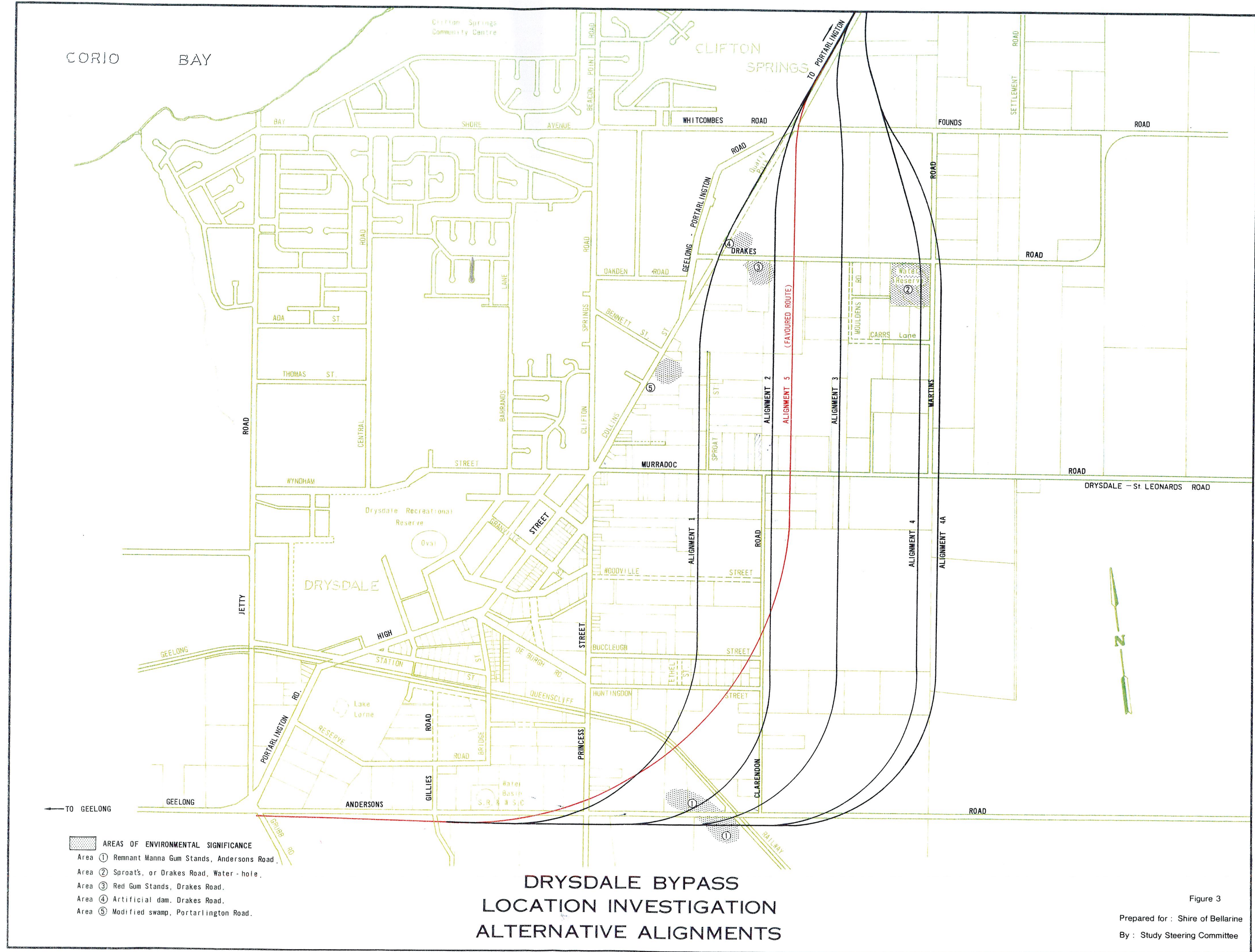


Andersons Road looking west from the water tank









**DRYSDALE BYPASS  
LOCATION INVESTIGATION  
ALTERNATIVE ALIGNMENTS**

- AREAS OF ENVIRONMENTAL SIGNIFICANCE**
- Area ① Remnant Manna Gum Stands, Andersons Road.
  - Area ② Sproat's, or Drakes Road, Water-hole.
  - Area ③ Red Gum Stands, Drakes Road.
  - Area ④ Artificial dam, Drakes Road.
  - Area ⑤ Modified swamp, Portarlington Road.

Figure 3  
Prepared for : Shire of Bellarine  
By : Study Steering Committee



# EVALUATION

DESCRIPTION	LENGTH	TRAFFIC SERVICE	ALIGNMENT	COST ESTIMATES						
GENERAL		All alignments are able to cope with predicted weekday and recreational traffic volumes for design year 2001 and beyond.	The horizontal and vertical geometry of all alignments has been based on a design speed of V110 km / h minimum. All alignments are feasible engineering solutions.	Figures are based on 1980 costs and are comparative only.						
ALIGNMENT 1	6.10 km	Provides a bypass for Geelong-Portarlington Road through traffic and gives alternative access to the northern sector of Drysdale and the north eastern sector of Clifton Springs thus reducing traffic on High Street and Jetty Road.	Extensive rearrangement to the existing road network required at the intersections of the bypass with Princess Street and Whitcombes Road.	<table border="0"> <tr> <td>Construction</td> <td>\$4.1 M</td> </tr> <tr> <td>Land Acquisition</td> <td>\$0.9 M</td> </tr> <tr> <td>Total</td> <td>\$5.0 M</td> </tr> </table>	Construction	\$4.1 M	Land Acquisition	\$0.9 M	Total	\$5.0 M
Construction	\$4.1 M									
Land Acquisition	\$0.9 M									
Total	\$5.0 M									
ALIGNMENT 2	6.45 km	Provides a bypass for Geelong-Portarlington Road through traffic and gives alternative access to the northern sector of Drysdale and the north eastern sector of Clifton Springs thus reducing traffic on High Street and Jetty Road but to a slightly lesser extent than Alignment 1. Marginally longer and therefore less attractive to through traffic than Alignment 1 and 5.	Poor sight distance from the east along Drakes Road to the intersection with the bypass. Close spacing of intersections along Murradoc Road is undesirable.	<table border="0"> <tr> <td>Construction</td> <td>\$4.4 M</td> </tr> <tr> <td>Land Acquisition</td> <td>\$0.8 M</td> </tr> <tr> <td>Total</td> <td>\$5.2 M</td> </tr> </table>	Construction	\$4.4 M	Land Acquisition	\$0.8 M	Total	\$5.2 M
Construction	\$4.4 M									
Land Acquisition	\$0.8 M									
Total	\$5.2 M									
ALIGNMENT 3	6.55 km	Would draw little traffic from Clifton Springs and would provide alternative access for a smaller proportion of Drysdale residents than Alignments 1, 2 and 5.	Grading controlled by the requirement to provide an at grade intersection at Murradoc Road resulting in a large earthworks imbalance.	<table border="0"> <tr> <td>Construction</td> <td>\$5.2 M</td> </tr> <tr> <td>Land Acquisition</td> <td>\$0.7 M</td> </tr> <tr> <td>Total</td> <td>\$6.5 M</td> </tr> </table>	Construction	\$5.2 M	Land Acquisition	\$0.7 M	Total	\$6.5 M
Construction	\$5.2 M									
Land Acquisition	\$0.7 M									
Total	\$6.5 M									
ALIGNMENT 4	7.05 km	Would be unlikely to draw traffic from Clifton Springs and serves only a small proportion of Drysdale residents. A longer and therefore less attractive bypass for through traffic than the other alternatives.	Close spacing of intersections along Murradoc Road and Drakes Road is undesirable.	<table border="0"> <tr> <td>Construction</td> <td>\$5.1 M</td> </tr> <tr> <td>Land Acquisition</td> <td>\$0.8 M</td> </tr> <tr> <td>Total</td> <td>\$5.9 M</td> </tr> </table>	Construction	\$5.1 M	Land Acquisition	\$0.8 M	Total	\$5.9 M
Construction	\$5.1 M									
Land Acquisition	\$0.8 M									
Total	\$5.9 M									
ALIGNMENT 4A	7.10 km			<table border="0"> <tr> <td>Construction</td> <td>\$5.0 M</td> </tr> <tr> <td>Land Acquisition</td> <td>\$0.8 M</td> </tr> <tr> <td>Total</td> <td>\$5.8 M</td> </tr> </table>	Construction	\$5.0 M	Land Acquisition	\$0.8 M	Total	\$5.8 M
Construction	\$5.0 M									
Land Acquisition	\$0.8 M									
Total	\$5.8 M									
ALIGNMENT 5 (FAVOURERD ROUTE)	6.15 km	Provides a bypass for Geelong-Portarlington Road through traffic and gives alternative access to the northern sector of Drysdale and the north eastern sector of Clifton Springs so reducing traffic on High Street and Jetty Road to a greater degree	Re-arrangement of the existing Geelong - Portarlington Road / Whitcombes Road intersection required, but in all respects the most satisfactory engineering solution.	<table border="0"> <tr> <td>Construction</td> <td>\$4.0 M</td> </tr> <tr> <td>Land Acquisition</td> <td>\$0.7 M</td> </tr> <tr> <td>Total</td> <td>\$4.7 M</td> </tr> </table>	Construction	\$4.0 M	Land Acquisition	\$0.7 M	Total	\$4.7 M
Construction	\$4.0 M									
Land Acquisition	\$0.7 M									
Total	\$4.7 M									

# TABLE

SEVERANCE AND ACCESS	EFFECT ON PROPERTY IN PRIVATE USE	EFFECT ON PROPERTY IN PUBLIC USE	ENVIRONMENTAL IMPACT	PLANNING IMPACT						
Proposals for the provision of alternative access will be decided in consultation with the relevant Municipal Council, its officers and affected landowners nearer to the time of construction.	Where an allotment is affected by an alignment and the house lies immediately outside the proposed ROW boundary, the house has been considered as being affected.		Noise levels calculated at the Right of Way boundary based on an average daily volume of 18000 (predicted for January 2001) are approximately 65 dB(A). Therefore no noise attenuation measures are required for any of the alignments investigated on present standards.							
Results in extensive severance to the small rural allotments north of Huntingdon Street. The construction of approximately 1.6 km of service roads is required to restore access to the remnant areas.	<table border="1"> <tr> <td>No. of Lots</td> <td>41</td> </tr> <tr> <td>No. of Owners</td> <td>32</td> </tr> <tr> <td>No. of Houses</td> <td>7</td> </tr> </table>	No. of Lots	41	No. of Owners	32	No. of Houses	7	Partially affects "Quarry Park" reserve.	<p>Divides the existing residential area and partially affects the Quarry Park passive recreational area.</p> <p>An artificial dam north of Drakes Road which is used as a nesting area for a small variety of birds is also affected.</p> <p>Deep cutting opposite "Quarry Park" reserve is in conflict with the general landform.</p>	Route closest to Drysdale, following the reservation for a by-pass indicated on the zoning plans of the Geelong Regional Interim Development Order. Results in additional fragmentation within an area which has been previously developed into small rural residential allotments. Isolates existing residential development from the town centre and places limitations on the future development of Drysdale.
No. of Lots	41									
No. of Owners	32									
No. of Houses	7									
Isolates approximately 40 hectares of land in rural use to the west of the bypass between Princess Street and Huntingdon Street. Restoration of access to the general farming land east of Clarendon Road would require a service road north of Andersons Road to Murradoc Road east of Alignment 2.	<table border="1"> <tr> <td>No. of Lots</td> <td>22</td> </tr> <tr> <td>No. of Owners</td> <td>15</td> </tr> <tr> <td>No. of Houses</td> <td>5</td> </tr> </table>	No. of Lots	22	No. of Owners	15	No. of Houses	5	Nil	<p>Removes the stand of Manna Gums north of Andersons Road.</p> <p>Gradeline generally follows the gently undulating terrain and hence the road formation is compatible with the surrounding landform.</p>	Generally reinforces the existing division between agricultural and non agricultural land uses except between Princes Street and Huntingdon Street where approximately 40 hectares of land used for rural purposes is isolated to the west of the proposed alignment. Permits flexibility in the future planning of the area between Drysdale and the by-pass.
No. of Lots	22									
No. of Owners	15									
No. of Houses	5									
This alignment severs a large strip of agricultural land of approximately 150 hectares immediately east of Clarendon Road from the general farming area. Access to the remnant holdings east of this alignment could be restored by a service road between Andersons Road and Murradoc Road.	<table border="1"> <tr> <td>No. of Lots</td> <td>21</td> </tr> <tr> <td>No. of Owners</td> <td>17</td> </tr> <tr> <td>No. of Houses</td> <td>2</td> </tr> </table>	No. of Lots	21	No. of Owners	17	No. of Houses	2	Nil	<p>Removes the stand of Manna Gums south of Andersons Road.</p> <p>Grading control at Murradoc Road results in a high fill embankment south of Murradoc Road which is in contrast to the general gently undulating terrain.</p>	Bisects viable agricultural land leaving approximately 150 hectares of agricultural land between the by-pass and is likely to create pressure for its inclusion in the town irrespective of other planning requirements Does not reinforce the existing division between semi-urban and agricultural land uses.
No. of Lots	21									
No. of Owners	17									
No. of Houses	2									
General farming land is severed by both of these alignments thus isolating an extensive area of agricultural land between the proposed alignments and Drysdale. Local access could be restored by a road east of the alignments between Andersons Road and Murradoc Road.	<table border="1"> <tr> <td>No. of Lots</td> <td>19</td> </tr> <tr> <td>No. of Owners</td> <td>15</td> </tr> <tr> <td>No. of Houses</td> <td>2</td> </tr> </table>	No. of Lots	19	No. of Owners	15	No. of Houses	2	Partially effects Sproats "Water Reserve" on the south west corner of the intersection of Drakes Road and Martins Road.	<p>Both alignments affect the stand of Manna Gums south of Andersons Road.</p> <p>Alignment 4 has a major impact on Sproats Water Reserve.</p> <p>The gradeline closely follows the terrain through the relatively flat agricultural area north of Andersons Road and is therefore compatible with the surrounding landform.</p>	These alignments pass approximately 1.5 km east of Drysdale leaving a substantial area of large sections of agricultural land isolated to the west of the alignment. These alignments do not reinforce the existing division between agricultural land use and encourage further easterly expansion of Drysdale into existing prime agricultural land.
No. of Lots	19									
No. of Owners	15									
No. of Houses	2									
Results in the least severance to existing development of all alignments investigated. Except for a few properties, access can be restored from the existing road network.	<table border="1"> <tr> <td>No. of Lots</td> <td>32</td> </tr> <tr> <td>No. of Owners</td> <td>20</td> </tr> <tr> <td>No. of Houses</td> <td>4</td> </tr> </table>	No. of Lots	32	No. of Owners	20	No. of Houses	4	Nil	<p>Avoids all areas of environmental significance. Gently rolling surface grading results in a road formation compatible with the surrounding landform.</p>	<p>Minimises impact on existing development and reinforces the existing division between semi-urban and agricultural land uses better than any other alignment.</p> <p>Permits flexibility in the future planning of the area between Drysdale and the by-pass.</p>
No. of Lots	32									
No. of Owners	20									
No. of Houses	4									



## 3. Evaluation

### 3.1 Evaluation Table

The Evaluation Table on the preceding pages has presented the relevant factors for each of the alternatives.

All alternatives are able to cope with future traffic demands and are feasible from an engineering point of view.

The selection of the preferred route is based more upon planning and environmental matters rather than engineering considerations. Therefore in the selection of the favoured route emphasis has been placed upon the following factors:

- \* Community Impact
- \* Planning
- \* Environment
- \* Costs

### 3.2 Summary of Evaluation

Alignment 1 is the route which passes closest to Drysdale and is presently reserved for a by-pass. It provides the most efficient local access route and does not affect any areas of environmental significance. The route does however cut through the fringe of the town. It affects the greatest number of houses (7) and places limitations on the future development of the town.

Alignment 2 generally reinforces the urban/rural boundary, and provides greater flexibility in regards to the development of the town. Disadvantages are the number of houses affected (5) the affect on one environmental area, and impact on agricultural land.

Alignment 3 is located approximately 1 kilometre east of Drysdale and runs through high quality agricultural land leaving an area of approximately 150 hectares of agricultural land between the By-Pass and Drysdale. It affects one environmental area and is the most expensive of the alternatives.

Alignments 4 and 4A are located on the eastern boundary of the corridor some 1.5 kilometres east of the town. The important environmental area of Sproat's water hole is affected by alignment 4. Because of the routes proximity to Martins Road, they result in poor intersection locations. Because of their length both routes are expensive.

Alignment 5 has been located to achieve the benefits of Alignment 2 in separating urban-rural land uses while minimising impact on existing development and agricultural land. It does not affect any environmental areas and provides flexibility in the future planning of the area between the By-Pass and Drysdale. It affects 4 houses.

ALIGNMENT 5 is therefore considered to be the preferred alignment for a By-Pass reservation of Drysdale.

Details of the preferred Alignment are set out below and detailed plans are shown overleaf.





## 4. The Favoured Route

### 4.1 Description

The favoured route is shown in detail on the plans and is described below.

#### Portarlington Road to Princess Street

The By-Pass alignment runs parallel to and immediately south of Andersons Road. Such alignment is designed to maintain Andersons Road as a service road for lots on its northern side and to maintain stability of the water tower which is adjacent to the area of greatest excavation (7 metres). The design provides for an at grade intersection at both Gillies and Princess Street. To maintain low grades (2.38%) substantial filling (up to 6 metres) west of Gillies Road and substantial cutting (up to 7 metres) east of Gillies Road is required in this section.

#### Princess Street to Murradoc Road

The alignment swings to the north from Andersons to cross Murradoc Road at grade at a point approximately 150 metres east of Clarendon Road. The alignment has been defined to accord with the existing boundary between rural and urban uses and to minimise the detrimental affects on private property.

The favoured route directly affects one house on the east side of Clarendon Road and one at its intersection with Murradoc Road.

#### Murradoc Road to Drakes Road

The alignment runs due north from Murradoc Road through agricultural land to intersect with Drakes Road approximately 450m east of Portarlington Road. The at grade intersection with Drakes Road has been positioned to maintain safe sight distances to the intersection from the Drakes Road approaches. One house is directly affected on the northern side of the Murradoc Road intersection.

#### Drakes Road to Portarlington Road

The alignment runs due north from Drakes Road to intersect with the Portarlington Road approximately 200 metres north of Whitcombes Road skirting the steep hill north of Drakes Road. Substantial re-arrangement of the Portarlington Road, Whitcombes Road intersection will be required. The house located north east of the intersection will be directly affected by the alignment.



Portarlington Road looking toward Quarry Park at northern end of By-Pass



## 5. Conclusions and next steps

### 5.1 Conclusion

The investigations carried out into the location of a By-Pass Road for Drysdale have been extensive and have considered in detail all of the relevant engineering, economic, environmental and planning aspects. The Study Steering Committee are firmly of the opinion that the favoured alignment (Alignment 5) is the most satisfactory alternative.

### 5.2 Next steps

#### Timing of construction

This report is limited to the investigation into the appropriate route for a By-Pass Road and has not considered in detail the timing of construction of such road. Such a decision will be required to be made having regard to future traffic volumes and the availability of funding.

#### Public Comment

Comments on the Favoured Route.

The Council, Country Roads Board and Geelong Regional Commission now wish to obtain comments on the favoured route. All submissions should be made in writing to the Shire of Bellarine, Collins Street, Drysdale.

All submissions will be fully considered prior to the adoption of a final route.

### Statutory Procedure

On the final adoption of a route an amendment to the Geelong Regional Interim Development Order and Planning Scheme will be processed to provide a road reservation to conform with the adopted alignment. Existing planning control would restrict the erection of buildings with 30 metres of the reservation.

### For further information and Assistance please contact:

Mr. Alan Loney - Shire Engineer, or  
Mr. Neil Garrett - Town Planning Officer  
Shire of Bellarine  
Collins Street  
DRYSDALE 3222.  
(052) 512204.

Note: The following background reports prepared by the Study Committee are available for inspection at the offices listed below.

Needs Report  
Engineering Report  
Environmental Report on Flora and Fauna  
Planning Implications Report

Shire of Bellarine  
Collins Street,  
DRYSDALE 3222.  
Ph. (052) 512204

Geelong Regional Commission,  
5th Floor  
State Public Offices  
Cnr. Little Malop & Fenwick Sts.  
GEELONG 3220.  
Ph. (052) 264852

Country Roads Board  
Divisional Office - Geelong  
63 McKillop Street,  
GEELONG 3220.  
Ph. (052) 214744

Drysdale By pass  
Location Investigation  
Favoured Route Plans







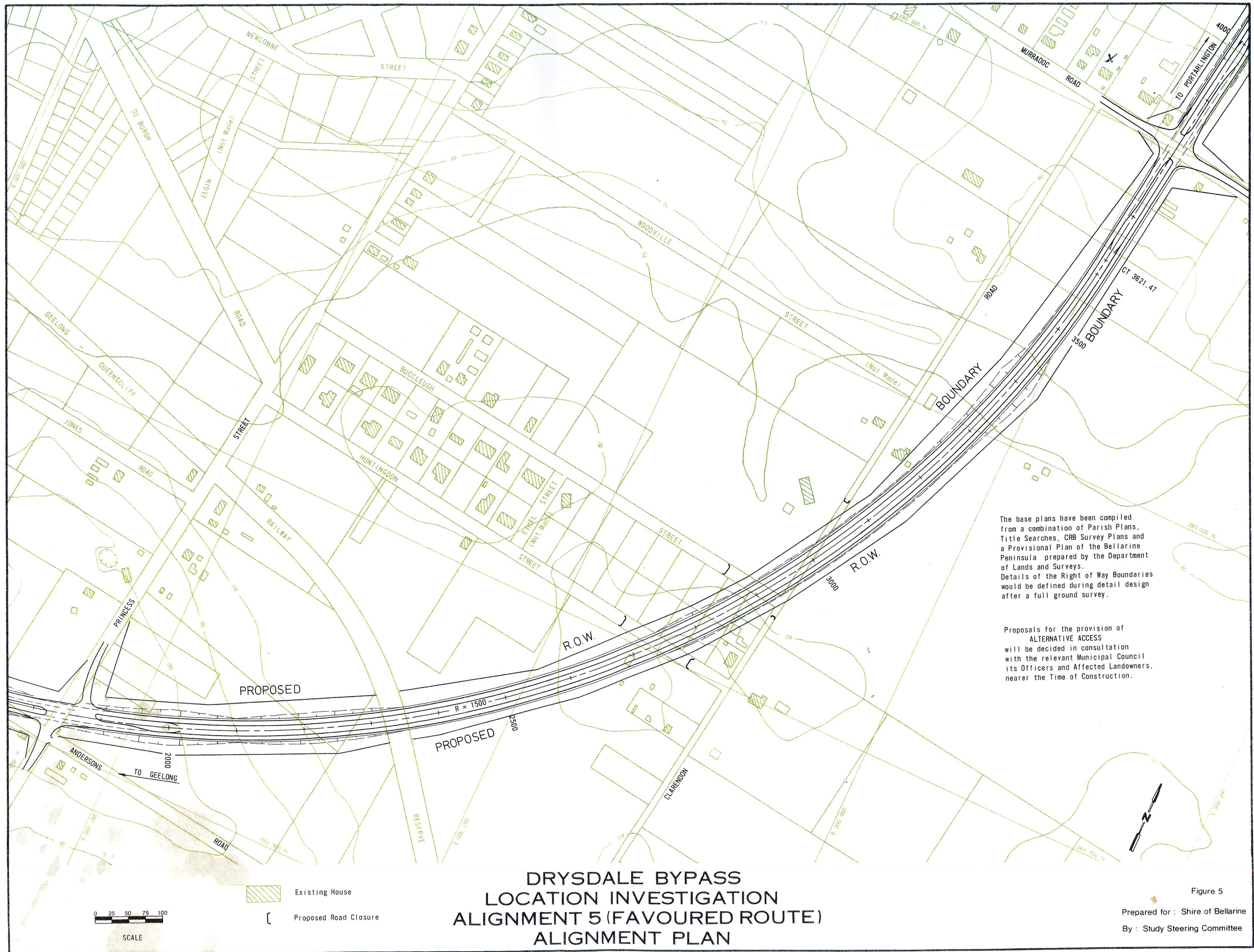
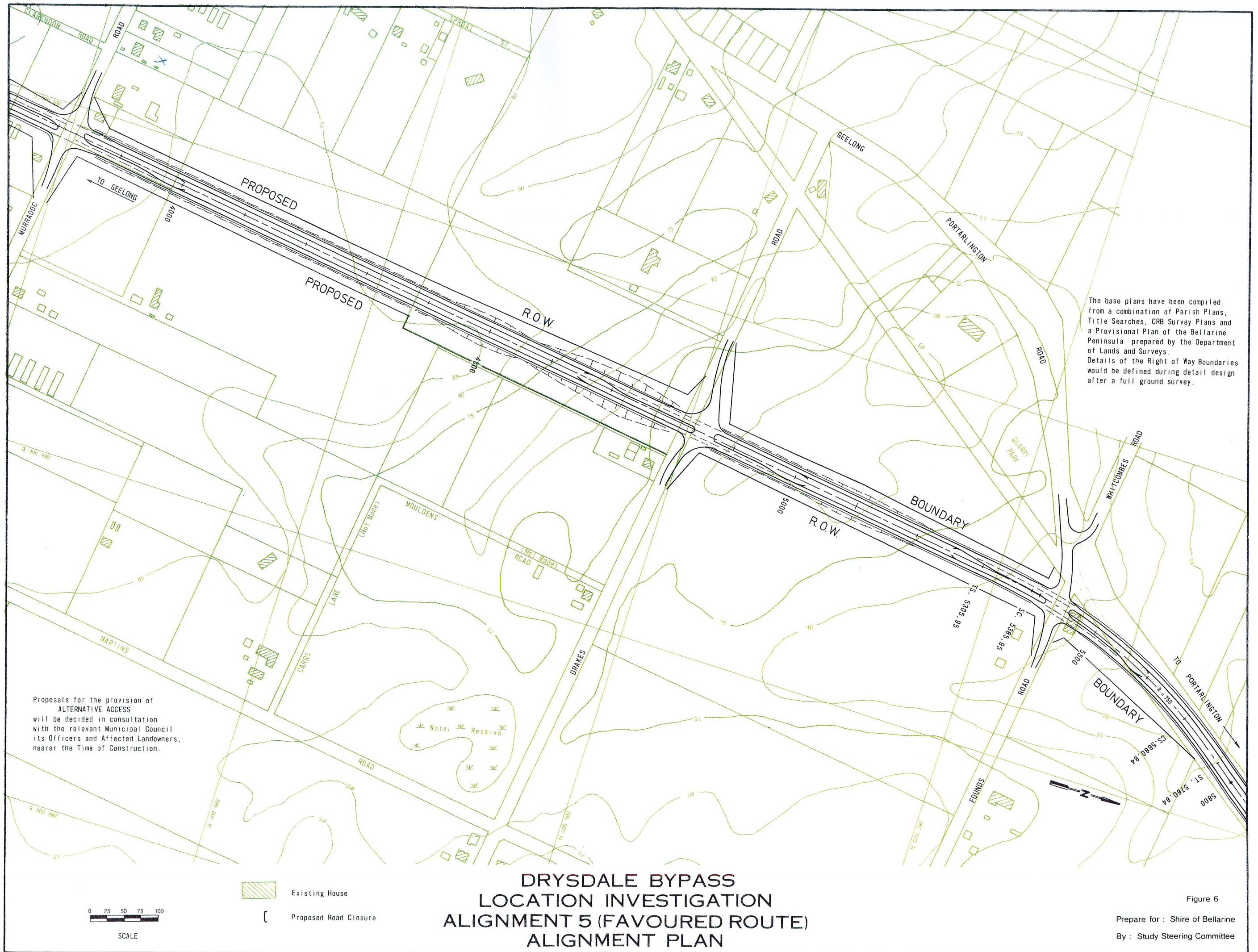


Figure 5

Prepared for : Shire of Bellarine  
By : Study Steering Committee





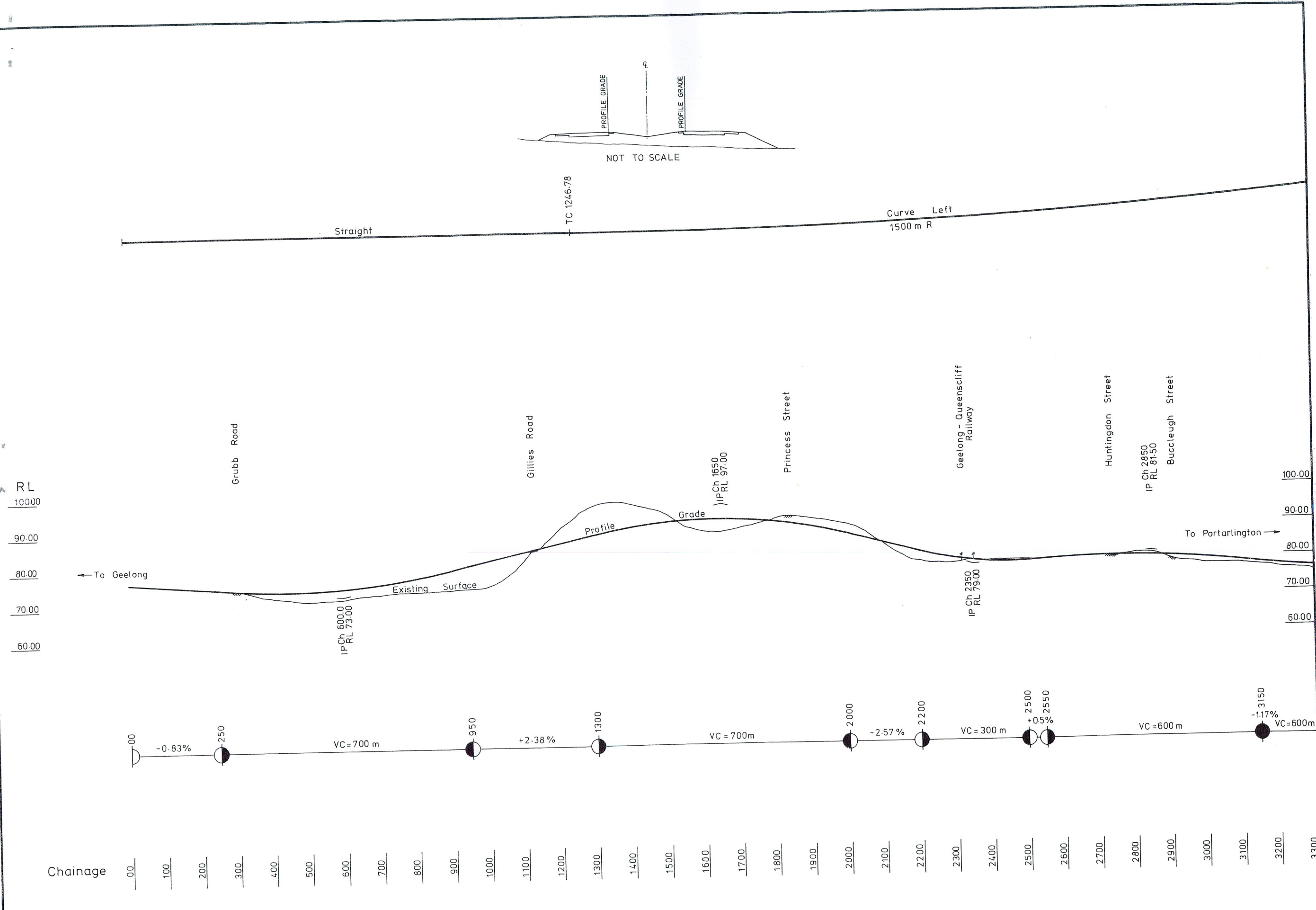
The base plans have been compiled from a combination of Parish Plans, Title Searches, CRB Survey Plans and a Provisional Plan of the Bellarine Peninsula prepared by the Department of Lands and Surveys. Details of the Right of Way Boundaries would be defined during detail design after a full ground survey.

Proposals for the provision of ALTERNATIVE ACCESS will be decided in consultation with the relevant Municipal Council its Officers and Affected Landowners, nearer the Time of Construction.

Figure 6

Prepare for : Shire of Bellarine  
By : Study Steering Committee

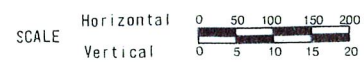




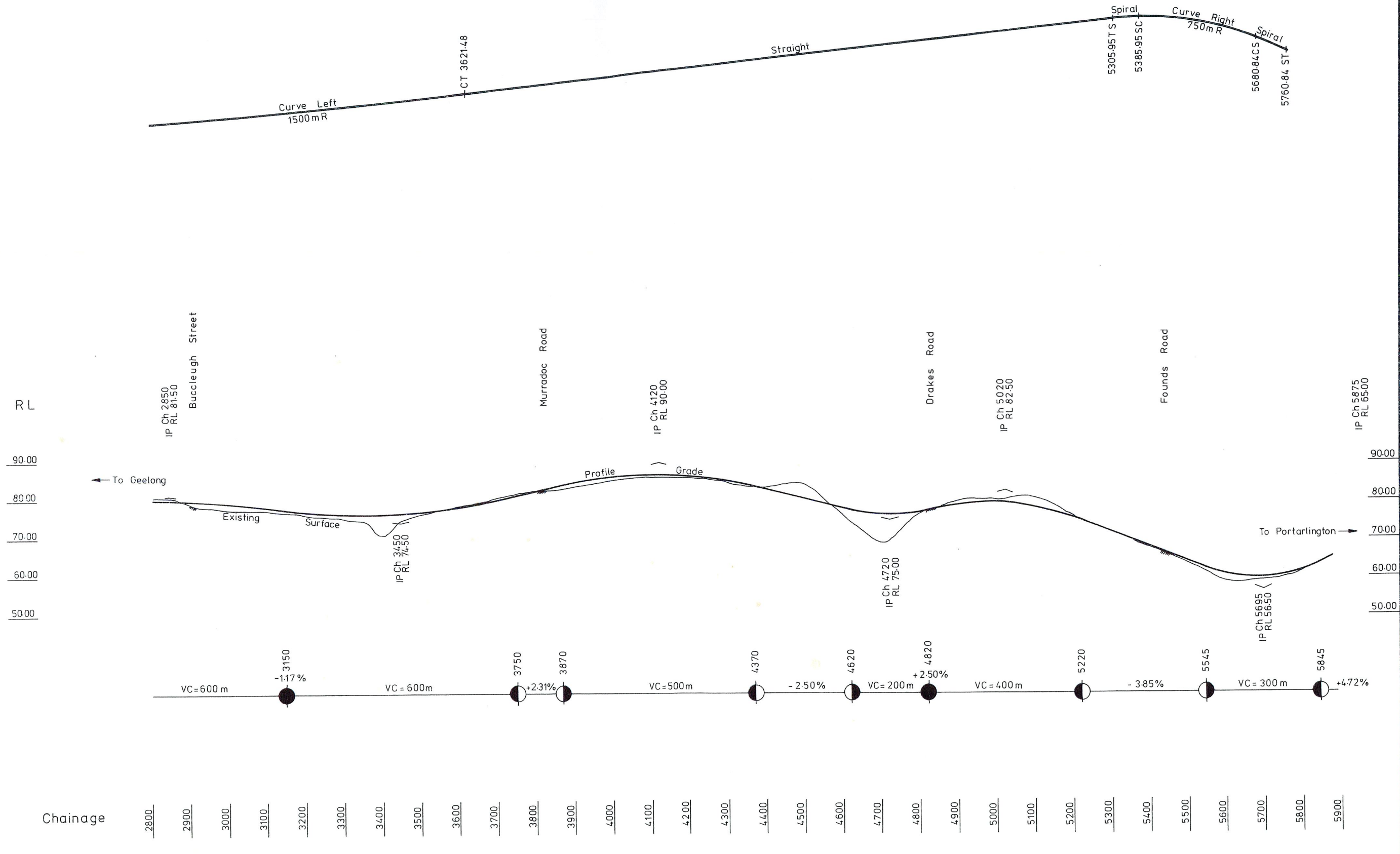
**DRYSDALE BYPASS  
 LOCATION INVESTIGATION  
 ALIGNMENT 5 (FAVOURERD ROUTE)  
 LONGITUDINAL SECTION**

Figure 7

Prepared for : Shire of Bellarine  
 By : Study Steering Committee







**DRYSDALE BYPASS  
LOCATION INVESTIGATION  
ALIGNMENT 5 (FAVOURER ROUTE)  
LONGITUDINAL SECTION**

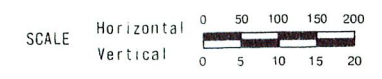


Figure 8  
Prepared for : Shire of Bellarine  
By : Study Steering Committee