

# Congo Road north workshop – 17 November 2022

## Information supplied by Eurobodalla Council

### Community suggestion 1:

#### Build a pedestrian and bike path through private property Lot 197

**Distance back to Moruya:** 11.2km (Hicken Street to Ford Street roundabout on the highway)

**Length of new construction:** 560m

**Approximate cost of path construction:** \$300,000+ (excludes land acquisition, environmental studies and structures, eg boardwalk)

**Environmental impact study and archaeological study:** \$200,000+

**Land acquisition and legal costs:** medium/high

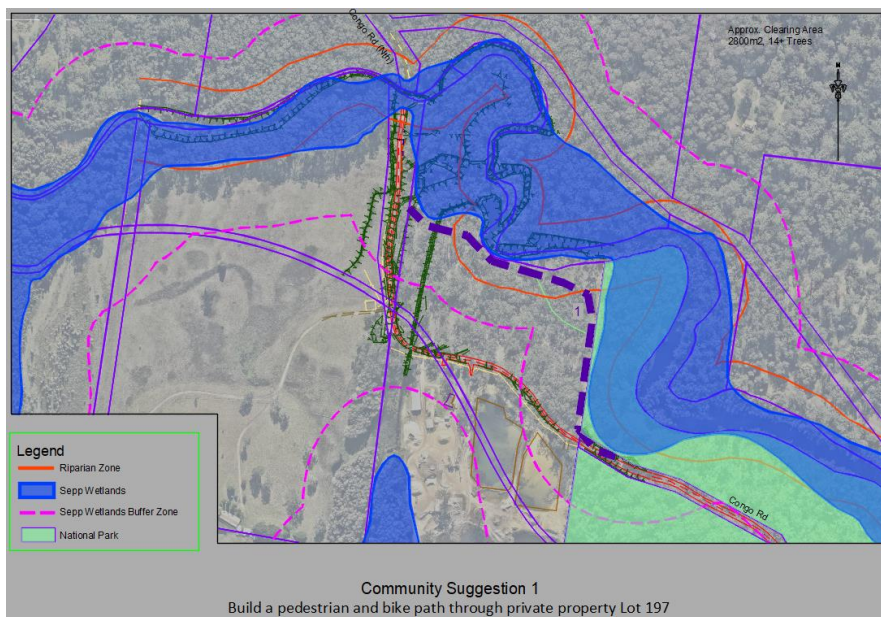
**Environmental impact:** med/high -

- Requires Environmental Impact Study due to the route being close to a designated wetland area listed in the State Environmental Planning Policy (Coastal Management). Environmental offsets may be required as result of this impact study.
- Requires an Archaeological Assessment which may result in the need for an Aboriginal Heritage Impact Permit.
- Impacts upon an Endangered Ecological Community (Bangalay Sand Forest/Swamp Sclerophyll Forest).

**Approximate land clearing area:** 2800m<sup>2</sup>, 14+ trees

#### Other factors:

- Avoids some vegetation clearing – can curve around significant trees
- Potential access for other users, such as horses, motorbikes
- Land acquisition required



Suggestion 1: Build a pedestrian and bike path through private property lot 197

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## Information supplied by Eurobodalla Council

### Community suggestion 2:

#### Acquire existing alignment on lot 197 and construct the road

**Distance back to Moruya:** 9.4km (Hicken Street to Ford Street roundabout on the highway)

**Length of reconstruction of existing access:** 980m

**Approximate cost of road construction:** up to \$1.4M to upgrade to current standards (excludes land acquisition, environmental studies)

**Land acquisition and legal costs:** very high

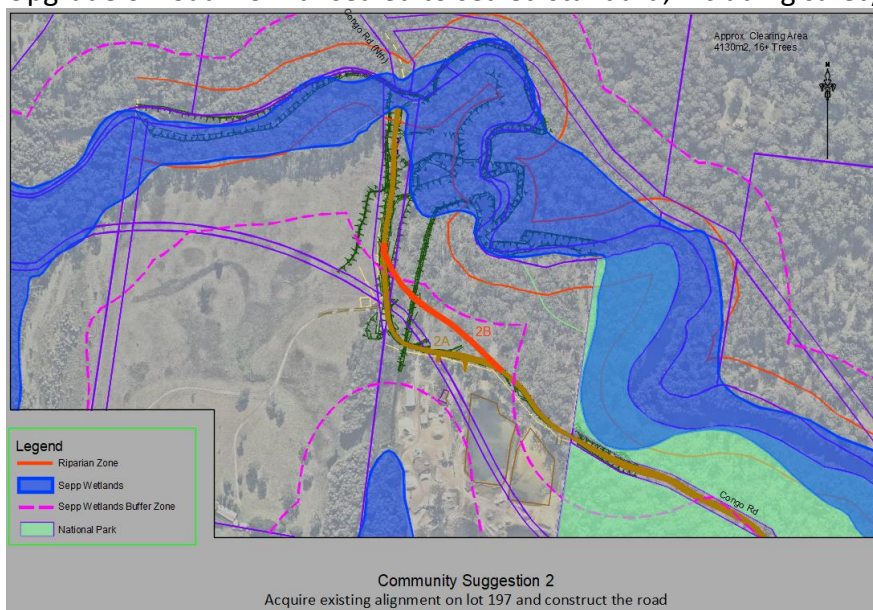
**Environmental impact:** low -

- Minimal additional clearing required
- Follows existing road alignment and is outside the designated wetland area listed in the State Environmental Planning Policy (Coastal Management), so would therefore not require an Environmental Impact Study.
- Requires an Archaeological Assessment which may result in the need for an Aboriginal Heritage Impact Permit, however, footprint of works mainly within disturbed ground therefore likelihood of impacts upon Aboriginal sites is lower than other options.
- Impacts upon an Endangered Ecological Community (Bangalay Sand Forest).

**Approximate land clearing area:** 2A = 4130m<sup>2</sup>, 16+ trees

#### Other factors:

- Potential land swap for Crown Road reserve to create Council road reserve – see supplied Crown Lands information
- Land acquisition required
- Potential realignment – see 2A
- Upgrade of road from unsealed to sealed standard, including safety measures



Suggestion 2: Acquire existing alignment on lot 197 and construct the road

# Congo Road north workshop – 17 November 2022

## Information supplied by Eurobodalla Council

### Community suggestion 3:

#### Build a bridge over Congo Creek via Pedro Point Road

**Distance back to Moruya:** 11.2km (Hicken Street to Ford Street roundabout on the highway)

**Length of new road construction:** 2190m

**Length of reconstruction of existing road formation (Pedro Point Road):** 2060m

**Approximate cost of road construction:** \$7M+ (excludes any adjustments to current road reserve, environmental studies and bridges)

**Approximate bridge cost:** \$5-10M (\$7,500/m<sup>2</sup>)

**Approximate road and bridge cost combined:** up to \$20M

**Environmental impact study and archaeological study:** \$200,000+

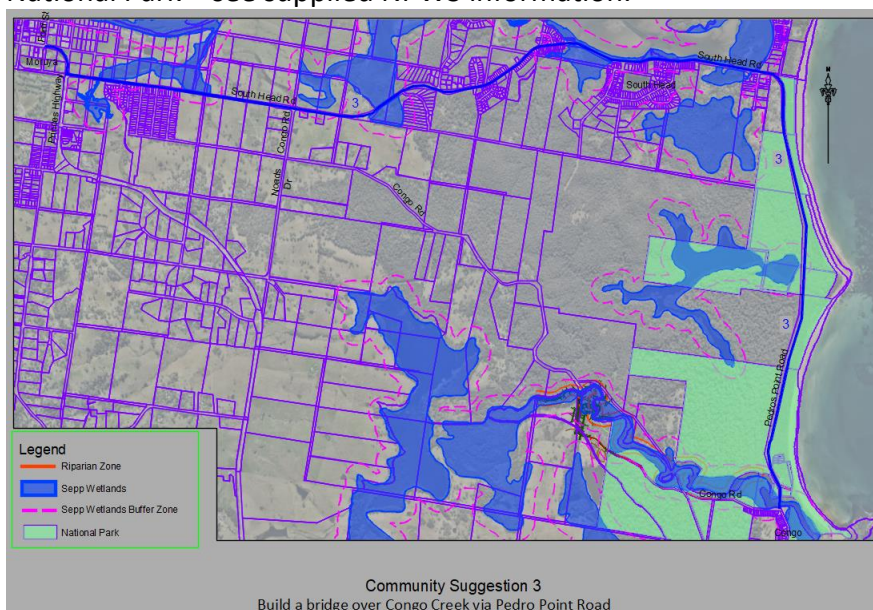
**Environmental impact:** very high -

- Requires Environmental Impact Study due to the proposed bridge traversing a designated wetland area listed in the State Environmental Planning Policy (Coastal Management). Environmental offsets may be required as result of this impact study.
- Requires an Archaeological Assessment which may result in the need for an Aboriginal Heritage Impact Permit.
- A large portion of the route has National Park on both sides with possible impact on fauna and flora.
- Impacts upon an Endangered Ecological Community (Bangalay Sand Forest).

**Approximate land clearing area:** Significant clearing possible. Requires extensive survey, design and studies to determine impacts.

#### Other factors:

- Impact on Moruya Heads community
- Survey required to ascertain where physical road fits within road reserve. Adjoins National Park – see supplied NPWS information.



Suggestion 3: Build a bridge over Congo Creek via Pedro Point Road

# Congo Road north workshop – 17 November 2022

## Information supplied by Eurobodalla Council

### Community suggestion 4:

#### Acquire northern alignment on lot 197 and construct the road

**Distance back to Moruya:** 9.4km (Hicken Street to Ford Street roundabout on the highway)

**Length of reconstruction of existing access:** 230m

**Length of new construction:** A = 520m; B = 610m

**Total length of roadwork:** A = 750m; B = 780m

**Approximate cost of road construction:** up to \$1.5M+ (excludes land acquisition, environmental studies and bridges)

**Environmental impact study and archaeological study:** \$200,000+

**Approximate land clearing area:** A = 8700m<sup>2</sup>, 48+ trees; B = 7500m<sup>2</sup>, 45+ trees in private property; National Park = 2700m<sup>2</sup>, 15+ trees - see National Parks information sheet

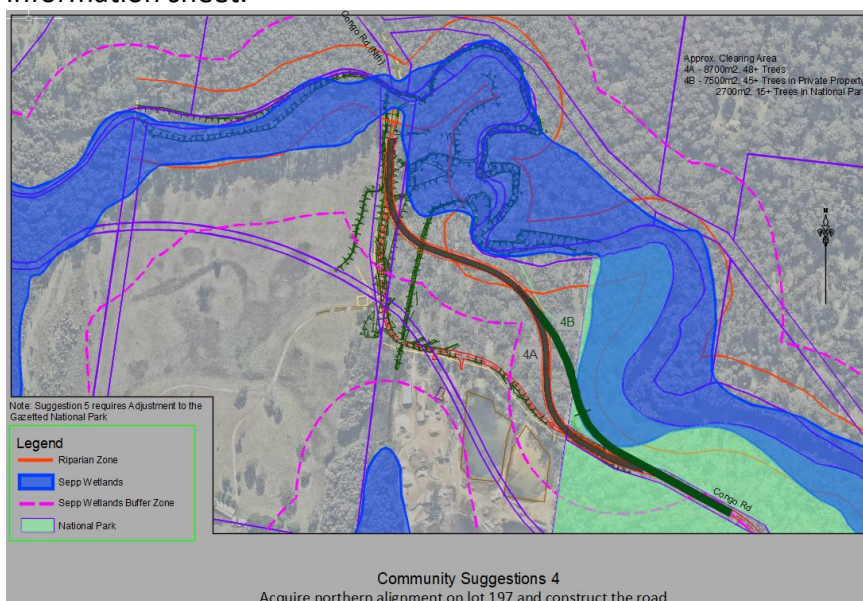
**Land acquisition and legal costs:** very high – see land acquisition information sheet

**Environmental impact:** very high -

- Requires Environmental Impact Study due to the route being close to a designated wetland area listed in the State Environmental Planning Policy (Coastal Management). Environmental offsets may be required as result of this impact study.
- Requires an Archaeological Assessment which may result in the need for an Aboriginal Heritage Impact Permit.
- Impacts upon an Endangered Ecological Community (Bangalay Sand Forest).
- Option B traverses Eurobodalla National Park – see National Parks information sheet.

#### Other factors:

- Potential land swap for Crown Road reserve to create Council road reserve – see supplied Crown Lands information
- Land acquisition required
- 4B would require Acquisition of Gazetted National Park – see National Park information sheet.



Suggestion 4: Acquire northern alignment on lot 197 and construct the road

# Congo Road north workshop – 17 November 2022

## Information supplied by Eurobodalla Council

### Community suggestion 5:

#### Build a new road on Crown road reserve and National Park

**Distance back to Moruya:** 9.6km (Hicken Street to Ford Street roundabout on the highway)

**Length of reconstruction of existing access:** 310m

**Length of new construction:** 800m

**Total length of roadwork:** 1100m

**Approximate cost of road construction:** \$1.6M+ (depending on alignment through National Park and excluding land acquisition and legal costs)

**Environmental impact study and archaeological study:** \$200,000+

**Approximate land clearing area:** Unknown, in National Park

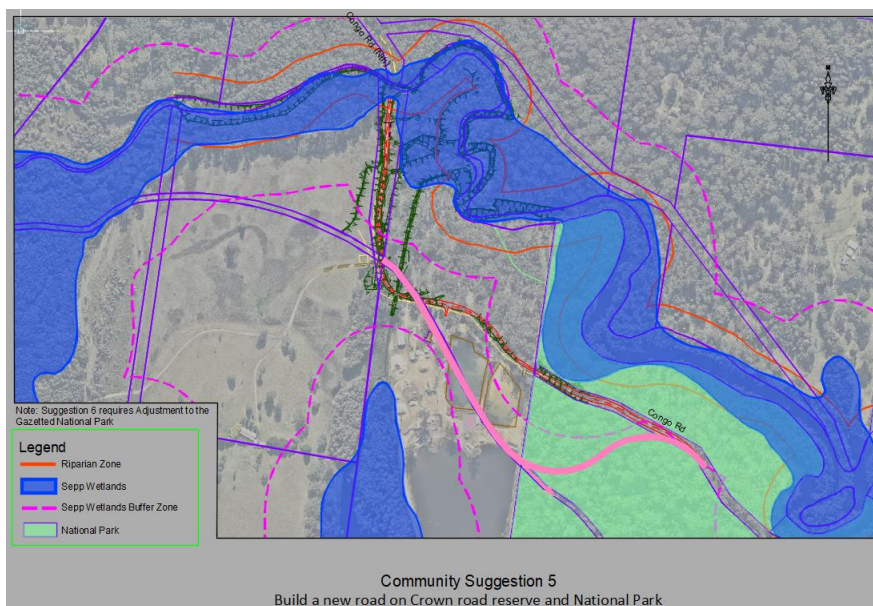
**Land acquisition and legal costs:** very high

**Environmental impact:** very high -

- Route traverses undisturbed land in National Park, therefore requires an Archaeological Assessment which may result in the need for an Aboriginal Heritage Impact Permit.
- A large portion of the land has National Park on both sides, which would impact wildlife
- Impacts upon an Endangered Ecological Community (Bangalay Sand Forest).
- Significant vegetation clearing would be required.

#### Other factors:

- Crown Reserve only 10m in width, less than required for road construction - usually 20m
- Significant remediation required over area disturbed by quarrying operation for road construction
- Acquisition of gazetted National Park required – see National Parks information sheet



Suggestion 5: Build a new road on Crown road reserve and National Park

# Congo Road north workshop – 17 November 2022

## Information supplied by Eurobodalla Council

### **Community suggestion 6: Keep Congo Road north closed**

**Distance back to Moruya:** 15.9km (via Congo Road south and Princes Highway/Bingi Road intersection)

#### **Other factors:**

##### ***Emergency access***

The landowner has pro-actively collaborated with the Rural Fire Service and made arrangements for access during bushfires, should that be required. NSW Ambulance has advised Council they are a mobile service, often on the road, and they will respond via Congo Road south. NSW Surf Life Saving have confirmed rescues would be conducted via rubber duck from Moruya SLSC, as per standard practice.

##### ***Highway intersection***

Informal advocacy work to upgrade the Bingi Road highway intersection has taken place, however, Council will formalise this with correspondence to Transport for NSW and representations to local Members of Parliament.

##### ***Preference from some residents that road stay closed for improved village amenity***

A number of submissions from Congo residents called for the northern access to remain closed, saying they enjoyed the quieter village atmosphere.

##### ***Convenience***

A number of submitters described the closure as inconvenient and impacting their lives, ie, further to town, petrol costs, etc.