

Congo Road workshop responses

View photographs and typed copies of participant responses to six suggestions about Congo Road access, gathered at the community workshop in November 2022.

Suggestion I

NOT WISE TO BUILD
A BIKE PATH
THRU WETLAND.
- NEEDS A NEW ROUTE

Should be
done now as a
temporary
option.

I like the idea of
this track but the
costs are obscene.

If it can be done
without removing trees
- narrow gravel bike path
- good short term option
to do before road
is done

Combined bike path +
emergency access
on existing
road.

Won't help
us in a
bushfire!

NOT A ROAD (OPTION 2)
We need a road
+ a discrete "forest"
bike path!!

GREAT IDEA!
Do it now!

This can be done
in a couple of
months

CONSULT
INDIGENOUS
COMMUNITY!!!

IF YOU HAVE TO DO IT.
MAKE IT BOTH ROAD +
BIKE PATH (OPTION 2)
(OPTION 1) Short term option + discretely
to be used now!!!

BOTH OPTION 1 + OPTION 2
☺ ♡ ☺

(T)

Attach^Q to
OPTION 2

• not on the creek edge

Cost estimate
is not accurate
can be done
cheaper.

Road
MORE IMPORTANT

BIKE TRACK DOESN'T
ADDRESS THE
MAIN ISSUE which
we need a 2nd
access in + out of
Congo

Would be nice to
be able to access
town by bike BUT
doesn't address
need for road.

All wet land
near creek.

BIKE TRACK
would mean MORE
destruction of
habitat in sensitive
riparian zone for
little result most people
drive not cycle

Creek idea if the road
is going to be permanently
closed
Environmental concerns.

Disturbing
ACID Sulphate
soils ✓

Bike
Path
needs
to have
low enviro
impacts &
costs

Need to
Factor in
*Intersection
Upgrades
\$2000k *

Perhaps permission to
cycle through ^{private land} during
this slow ongoing
issue...
But we still need a
road! (not a path!)

IS THIS JUST
TO PLACATE US
TEMPORARILY

Be great to have
a bike path
built next to
road solution

Short term option ONLY
long term option MUST
include a road access in
addition to bike access.
Only a small percentage of
Congo residents

Too dangerous ✓
to ride bike to
town on highway

Bike track on
existing road.
Minimal / no
impact

would benefit from a bike
route only. All Congo
residents should be considered
considered in options.
Viable options must
consider needs of majority
of community members 2.

How would insurance
work with this?
would council buy
the land?

- 1) Priority for road would
cause significant environmental
impacts
- 2) Would require significant public
liability implications

DOESN'T SOLVE
THE ISSUE

What is the likelihood
of the Bikepath
disturbing the acid
sulphate soils along
northern creek boundary?

INSURANCE
WOULD STILL BE
AN ISSUE

This should be
on existing road
now while solution
achieved *

BIKE PATH SHOULD
BE NEXT TO
ROAD.

Cost of bike path
on existing road
minimal / much
less than \$500k

Too environmentally
invasive -
re-route it alongside
option 2

Suggestion ①

The bike/walking track would be good but we still need a road.

ADDITIONAL TO NEED TO RESOLVE ROAD

Council had previous plans to use this route as a road

The route suggested is a route previously marked out for an access road after a previous threatened closure

No bike path cost too much money

Needs a road to go with the bike path.

Priority should be Suggestion ②

BIKE PATH WOULD BE A BONUS BUT ROAD ESSENTIAL

to get funding for a bike track it'll end up being a "shared pathway" = 2.5mtrs wide = too much tree removal.

BOTH A ROAD + A BIKE PATH

Make it a road!

NO GOOD FOR THOSE WHO DONT RIDE - ELDERLY

WHY IMPACT THE AREA TWICE BY BUILDING BIKE TRACK THEN THE ROAD LATER

No Bike path put money into the Road

Bike path is a positive but not as important as road access. Environmental, health important but road access essential.

A bike path alongside the existing road, rather than a new bike path would be good

BIKE PATH NOW + ROAD ASAP PLEASE

WE NEED A *ROAD.

Only benefits people with physical mobility

THIS SHOULD BE DONE IN GOODWILL WHILST ROAD BEING SORTED

WHERE IS THE ROAD? OPTION

NOT in PLACE OF A ROAD north.

SHORT TERM! SOLN. TIL ROAD OPENED WHAT TIMEFRAME?

THIS NOTHING MORE THAN A REQUEST TO OWNER AS AN INTERIM GRANT

This is not a proper solution, and excludes too many people.

Great addition to village with option 6

I AGREE DITTO

BIKE PATH ON EXISTING ROAD PLEASE.

Need a road with the bike path

Great facility for cycling to Moruya - Great extra walk for residents - need to be 2.4m wide as shared pathway.

A ROAD IS NECESSARY - BUILD BIKE PATH WHILST BUILDING ROAD - NOT BEFORE

Typed copies of responses to suggestion 1: Build a pedestrian and bike path through private property Lot 197

- Not wise to build a bike path through wetland – Need a new route
- Should be done now as a temporary option
- I like the idea of this track, but the costs are obscured
- If it can be done without removing trees, a narrow bike path, good short-term option to do before road is done
- Combined bike path and emergency access on existing road
- Won't help us in a bushfire
- Not a road! We need a road and a discrete 'forest' bike path!! (Option 2)
- Great Idea! Do it now!
- This can be done in a couple of months
- Consult indigenous community!!
- If you have to do it, make it both road and bike path (option 2) – (option 1) short term option and discretely to be used now. Both option 1 and 2
- Attach to option 2 – Not on the creek edge
- Cost estimate is not accurate, can be done cheaper
- Road more important
- Bike track doesn't address the main issue which we need a second access in and out of Congo
- Would be nice to be able to access town by Bike but doesn't address need for road
- All wet land near creek
- Bike track would mean more destruction of habitat in sensitive riparian zone for little result - More people drive not cycle
- Great idea if the road is going to be permanently closed – Environmental concerns
- Disturbing acid sulphate soils
- Bike path needs to have low enviro impacts and costs
- Need to factor in intersection upgrades \$300,000 <
- Perhaps permission to cycle through private land during this slow ongoing issue.... But we still need a road, not a path
- Is this just to placate us temporarily
- Be great to have a bike bath built next to road solution
- 1. Proximity to creek would cause significant environment impacts 2. Would require significant public liability implications
- Bike track on existing road – Minimal / no impact
- Doesn't resolve the issue
- Short term option only – Long term option must include a road access in addition to bike access - only a small percentage of Congo residence would benefit from a bike route only. All Congo residence should be considered in options. Viable options must consider needs of majority of community members.
- Too dangerous to ride bike to town on highway
- How would insurance work with this? Would council buy the land?
- This should be on existing road now while solution achieved
- Bike path should be next to road

- What is the likelihood of the bike path disturbing the acid sulphate soils along northern creek boundary?
- Insurance would still be an issue
- Too environmentally invasive – re-route it alongside Option 2
- Cost of bike path on existing road minimal / much less than \$500K
- The bike / walking track would be good but we still need a road
- Additional to need to resolve road
- Council had previous plans to use this route as a road
- The route suggested is a route previously marked out for an access road after a previous threatened closure
- No bike path - Cost too much money
- Needs a road to go with the bike path
- Priority should be suggestion 2
- Bike path would be a bonus but road essential
- To get funding for a bike track it will end up being a 'shared pathway' = 2.5m wide = too much tree removal
- Both a road and a bike path
- Make it a road!
- No good for those who don't ride – elderly
- Why impact the area twice by building bike track then road later
- No bike path and put that money into the road
- Bike path is a positive but not as important as road access. Environmental/health important but road access essential
- A bike path alongside the existing road, rather than a new bike path would be good
- Bike path now and road ASAP please
- We need a road!
- Only benefits people with physical mobility
- This should be done in goodwill whilst road being sorted
- Where is the road option?
- Not in place of a road north
- Short term solution till road opened – What timeframe?
- This is nothing more than a request to owner as an interim grant
- This is not a proper solution and excludes too many people
- Great addition to village with option 6
- Bike path on existing road please
- Need a road with the bike path
- Great facility for cycling to Moruya – Great extra walk for residents – Need to be 2.4m wide as shared pathway
- A road is necessary – Build bike path while building road – not before

YES !!!

Suggestion 2

Best option
is 2C

YES! 2B!

Less environmental
impact*

Need to factor in
long term benefits
- access / emergency access/
community connection/
travel cost saving.

2C is a viable
solution!

Quickest
option

Best
Option!

OK, if environmental
impact low!

Should be the
cheapest
option

2A + 2C are
great ideas.

Use the existing
road, plus use
the paper road to
~~the~~ straighten/minimize
the curve.

Option 2 if fair &
equitable and balanced
→ it is cheap
→ " enviro friendly
→ It causes ~~no~~ no loss to the
landholder because they do not
hold development approval over this land.

What a wasted of
money.
Open the existing road again.

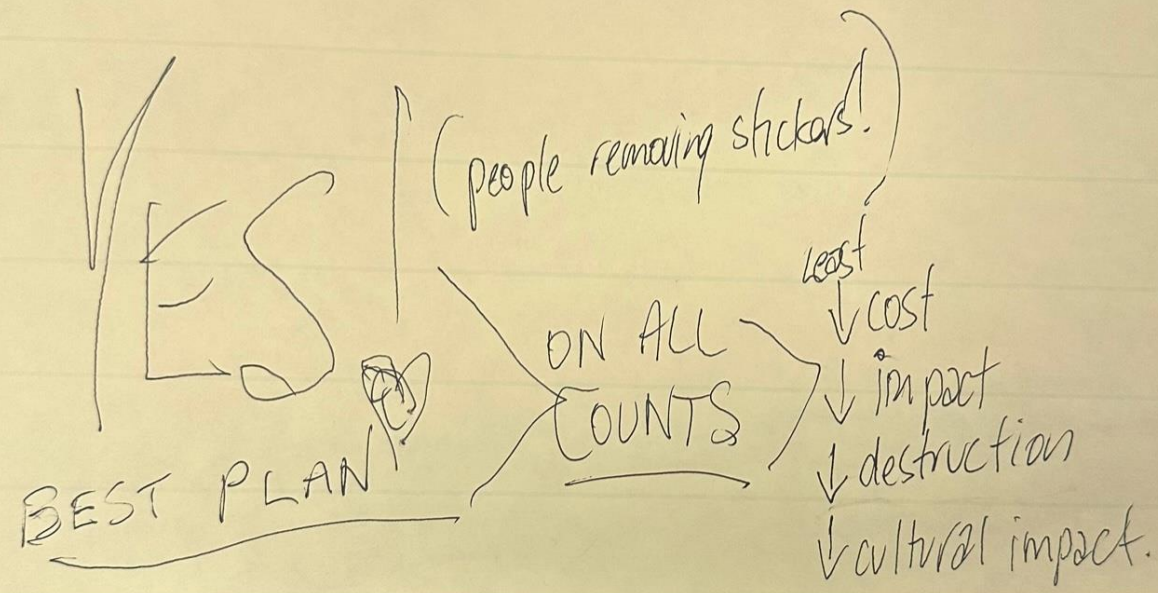
YES
Northern
Access in my
lifetime!

⊛ Sensible
practical
timely purchase land
open the road.

BEST OPTION.
LEAST IMPACT.
2A + 2C

2C is a great
option needs
less acquisition.

Acquisition costs
may be cheaper
than originally
thought.



Suggestion 2 _{a, b, c}

The only feasible option
2B - Better. JUST DO IT!

MOST PRACTICAL OPTION

This is an option
~~YES~~
YES

This option would be GREAT.

THIS IS THE OPTION!

Most commonsense idea!!
Change existing alignment for increased safety!!
Potential land swap for use of Crown Road reserve

2A Workable option.

Option could be better if some of crown road reserve is used
See map of new route 2C

Lower cost
Less impact to environment
Uses existing road 2C

These should be at least 2 options not 1

Best option and least impact is 2A

By using the more of the crown rd it will be cheaper

Suggestion 2!
Please, just do it.

This is the best option

Option 2 is the ONLY viable option.

2B okay - 4 less comp. for sand under.
2B ✓

LOVE IT!
2B ✓✓

BEST OPTION
VERY FEW TREES ALONG 2B PATH

ALLOWS FOR MODEST MINE EXPANSION

BEST OPTION

2B APPEARS TO HAVE THE LEAST ENVIRONMENTAL IMPACT

BEST OPTION. ✓✓

A good option 2B

OPTION 2C SHOULD USE some of crown road

Environmental Impact - LOW
"says it all"
Option 2 ✓✓

Simple, effective option.
No brains.

Most viable, practical option.
- full support of this option due to low environmental impact

Suggest change to 2C Option
2C * Best Option

LOW ENVIRONMENTAL IMPACT

BEST OPTION 2C

Formalise the purchase and leave the current road.

This is the most logical & safest option and (2B) possibly could include OPTION 1!

OPTION 2C HAS ADVANTAGES THAT SHOULD BE CONSIDERED

(2)

Leave the current Road as is

THIS option makes sense

OPTION 2 makes sense. It will solve the issue - most quickly - most cost effectively - with least disturbance to environment.

SLOW DOWN THE SPEED LIMIT TO 60KPH ON THE CURRENT TAP INTO OUR Hamlet

THIS IS MOST SENSIBLE OPTION

IT MUST BE DONE!

QUESTION THE COSTS FOR THIS OPTION SINCE THE OWNER DOES NOT HAVE CONSENT TO MINE UNDERNEATH THE ROAD. DOES NOT NEED TO CONTEMPLATE FOR ANY DAMAGE

OPTION 2C SHOULD BE CONSIDERED

This is most cost effective

IF QUARRY LICENCE DID NOT PERMIT REMOVAL OF TREES HOW WILL LAND BE WORTH SAND VINE?

THE MOST COST-EFFECTIVE & LEAST ENVIRONMENTAL DETAHERIVE

Suggestion # 2
• Lowest environmental impact
• least cost

2B takes out too many trees

NEED A FIGURE ~~BEH~~ ON 'VERY HIGH' LAND AGAIN + LEGAL COSTS

WHAT WAS RISK TO COMMUNITY ~~WARR~~ ON EXISTING/PREVIOUS ROAD?

Suggestion # 2 seems like the best option.

TOO MUCH VEG REMOVED WITH 2B

1) The cheapest and least environmentally damaging option
2) the most equitable option

MOST STRAIGHT FORWARDED TO TRAFFIC CHANGING

SUGGESTION 1 & 2 BOTH SEEM GOOD. (OR COULD YOU PUT THE BIKE PATH NEXT TO SUGGESTION 2 WHILE YOU BUILD IT.)

By far the best option

PLEASE BUILD A BIKE PATH WITH ROUTE 2B

EQUITABLE SOLUTION THAT WOULD BE THE FASTEST SOLUTION

EVERY TIME YOU BUILD A ROAD YOU SHOULD BE INCORPORATING BIKE INFRASTRUCTURE (ACROSS THE SHIRE)

This is the least intrusive option

IF NOT ACQUIRED TRY AN EASEMENT THRU THE COURT IF REQ'D

QUESTION THE DISTANCE IT IS NOT WORTH TO BY 900M

OR COULD YOU JUST SORT THINGS OUT WITH THE OWNER.

A QUARRY HAS MORE ENVIRONMENTAL IMPACT THAN A ROAD

Buy the land and build the road!

Acquire the land! Just do it!

Typed copies of responses to suggestion 2:

Acquire existing alignment on lot 197 and construct the road

- Best option is 2C
- Need to factor in long term benefits – access/emergency access/community connection/travel cost saving
- 2C is a viable solution
- Less environmental impact
- Quickest option
- Best option
- Ok, if environment impact is low
- Should be the cheapest option
- 2A & 2C are great ideas
- Use the existing road, plus use the paper road to straighten / minimise the curve
- Yes, northern access in my lifetime
- Option 2 if fair and equitable and balanced - it is cheap – it is enviro friendly – It causes no loss to the landholder because they do not hold development approval over this land
- What a waste of money – Open the existing road again
- Sensible, practical, timely – purchase land, open the road
- Best option – less impact 2A and 2C
- 2C is a great option needs less acquisition
- Acquisition costs may be cheaper than originally thought
- Yes! Best plan! On all counts. Least cost, impact, destruction and cultural impact
- The only feasible option 2B better – Just do it
- Most practical option
- This is an option – yes
- This option would be great
- This is the option! 2C
- Most common-sense idea, change existing alignment for increased safety. Potential land swap for use of crown road reserve
- 2A workable option
- Option could be better if some of crown road reserve is used – see map of new route 2C
- Lowest cost, less impact to environment, using existing road – 2C
- These should be at least 2 options not 1
- Best option and least impact is 2A
- By using more of the crown road it will be cheaper
- Suggestion 2! Please, just do it.
- This is the best option
- Option 2 is the only viable option
- 2B okay – For less comp. for sand under 2B
- Love it! 2B!
- Best option -Very few trees along 2B path
- Allows for modest mine expansion
- Best option
- 2B appears to have the least environment impact
- Best option

- A good option 2B
- Option 2C should use some of crown land
- Environmental impact – LOW ‘says it all’ Option 2, yes
- Simple, effective option, no brainer
- Most viable, practical option. Full support of this option due to low environmental impact
- Low environmental impact
- Best option
- Suggest change to 2C option
- 2C best option
- This is the most logical and safest option and possibly could include option 1
- Option 2C has advantages that should be considered
- Formalise the purchase and leave the current road
- Leave the current road as is
- This option makes sense
- Option 2 makes sense, it will solve the issue – Most quickly, most cost effectively, with least disturbance to environment
- Slow down the speed limit to 60KM on the current tar into our hamlet
- This is most sensible option
- It must be done
- Question the costs for this option since the owner does not have consent to mine underneath the road – Don’t need to compensate for resources
- Option 2C should be considered
- This is most cost effective
- If quarry licence did not permit removal of trees how will land be worth sand value?
- The most cost effective and least environmentally destructive
- Suggestion #2 has lowest environmental impact and least cost
- 2B takes out too many trees
- Need a figure on ‘very high’ land again and legal costs
- What was risk to community on existing / previous road?
- Suggestion #2 seems like the best option
- Too much veg removed with 2B
- 1. The cheapest and least environmentally damaging option 2. The most equitable option
- Most straight forward with traffic calming
- Suggestion 1 and 2 both seem good. Or could you put the bike path next to suggestion 2 while you build it?
- By far the best option
- Please build a bike path with route 2B
- Equitable solution that would be the fastest solution
- Every time you build a road you should be incorporating bike infrastructure (across the shire)
- This is the least intrusive option
- If not acquired, try an easement through the court if required
- Question the distance it is not likely to be 980m
- Or could you just sort things out with the owner
- A quarry has more environmental impact than a road
- Buy the land and build the road
- Acquire the land! Just do it!

3

TOO EXPENSIVE TO BE JUSTIFIED

TOO NEAR PLAYGROUND & WE ALREADY HAVE A CAUSEWAY CROSSING TO MAINTAIN FOR QUARRY

Option 3 is an insult to the intelligence of the community. 5km new works versus 270m existing road. what a joke...

Waste of time to consider this option

WHERE WILL THE CHILDREN PLAY AY AY AY EE EE ♪♪♪

Distance too far ^{too} Cost ridiculous ✓
Why would this be considered when there are far more practical (financial, environmental, social) options.
Not an option!! ✓

PERIODS ROAD WILL BE THREATENED BY SEA LEVEL CHANGE

Not a Valid Option ✓

NO MORE BRIDGES PLEASE

WOULD CREATE A BUSY TOURIST DRIVE

COST BLOW OUT

POOR OPTION Perhaps ferry across creek!!

good ideas

OPENS UP TOO MUCH NATIONAL PARK

No Bridges! Not a practical solution V. high environmental cost!

Greater impact on wildlife

Suggestion 3

THIS IS NOT AN OPTION
AS NPWS WOULD HAVE TO PUTTING A PUBLIC ROAD THROUGH NATIONAL PARK REQUIRES REVOCATION OF LAW

Most expensive.
Not an option

UNREALISTIC
LEI COSTS OF A BRIDGE

Not an option.
Destroy quite beach.

PLEASE NO BRIDGE !!!

Too "distant" an option
Expense ↑ long long term option.
No going to happen in my life

• Too costly
• Too long (way around via Sth Head.)
• Bridge construction would be very expensive - much bigger bridge ^{than fair-leadway} over ^{existing} Congo Crk.

EXPENSIVE ++ ENVIRONMENTAL DESTRUCTION CRAZY!

Too expensive

Too Expensive + Environmentally damaging
Stick to opening Congo Road

WE'RE SUPPOSED TO BE THE "NATURE COAST"!

NOT AN OPTION WITH COST \$\$\$\$

BAD OPTION

option 3 is not economically or environmentally viable

THIS OPTION IS A GREAT BIKE OPTION

Pedro point Rd Needs constant maintenance

We already have a bridge

FOR THIS IF WE CANNOT OPEN THE OLD ROAD YES.

DESTRUCTION OF TOO MUCH OF WHAT IS GOOD ABOUT AREA - NATURE / WATERWAYS / ENVIRON

Good idea

Very expensive and through NP. We would lose Congo playground - our only piece of green, open space

BAD OPTION - EXPENSIVE + HIGH ENVIRONMENTAL IMPACT

Sorry - Bad idea.

A traffic jam through NP along Pedras Road during a bushfire to ^{Point} get traffic from South Head.

Great bike track. but not a road.

No!! The creek near the park is such an important + loved part of our community.

A bike path / bridge for walkers across the Congo creek to Pedro's Point Road would be a great suggestion

IF THIS OPTION IS THE EASIEST AT LEAST IT GIVES 2 WAY ACCESS TO CONGO

DEFINITELY NOT AN OPTION !!!!!

It needs to be left as it is!

If this is the only option DO IT

BLOWS THE ROAD BUDGET FOR YEARS!

Yes, in place of OLD ROAD

TOO GREAT AN IMPACT ON COMMUNITY ≠ ENVIRONMENT

option 3

Too Impractical
Not really plausible.
Too expensive

NO!

This option should be avoided at all costs for all the reasons on the information sheet.

Negative Impact on South Heads
Increase traffic for South Heads

↑ Cost & waste of resources - cost to rate payer
↑ Environmental Impact + risk of future ribbon development on sensitive forest & sacred lands
↑ Distance to town & emergency services
↑ Time required to complete

(↑ = increase) **NO! NO!**

Too expensive!

NO!

This is one of the few isolated communities on the east coast. Lets not open it up.

Environmentally damaging

Probably too many complications with archeological dig & findings

Not practical due to long route

upgrade road north of Creek to a new bridge and enter National Pk. at creek narrowest point & join existing road on Sth Side.

No - become a highway for surfers - ~~but fast~~

Opens beaches up to community, tourist drive, same traffic as old north road. anyway

Big traffic impact on Moruya heads

ENVIRONMENTALLY DENUROVE!
EVEN IF IT WAS POSSIBLE (& ITS NOT) IT WOULD BE VERY EXPENSIVE

GREAT IDEA WINNER FOR ME

Negative impact on Bangalay Forest (EEC)

Too much impact on Sth Head ~~community~~ community

TWO ACCESS ROADS ARE VITAL & BEST PRACTICE OUTCOME OF ROYAL COMMISSION INTO BUSHFIRES BUT NOT THIS ROUTE USE THE EXISTING HISTORICAL ACCESS ROAD

TOO EXPENSIVE!

NO.

Would attract too many tourists who need to see the sea :-

NO WAY ABUNDANCE OF ABORIGINAL ARCHAEOLOGICAL SITES

Not a viable option!

Not a great idea!

YOU NEED TO CONSULT THE MORUYA HEADS COMMUNITY IT WILL INCREASE TRAFFIC ON STH HEAD RP

Typed copies of responses to suggestion 3: Build a bridge over Congo Creek via Pedro Point Road

- Too expensive to be justified
- Too near playground and we already have a causeway crossing to maintain for quarry
- Option 3 is an insult to the intelligence of the community – 5km new works verses 270m existing road – what a joke
- Where will the children play?
- Distance too far, cost ridiculous, why would this be considered when there are far more practical (financial/environmental/social) options. Not an option.
- Pedros road will be threatened by sea level change
- No more bridges please
- Would create a busy tourist drive
- Cost blow out
- Poor option perhaps ferry across creek
- Good idea
- Not a valid option
- Opens up too much national park
- No bridges! Not a practical solution – Very high environmental cost
- Greater impact on wildlife
- This is not an option – As NPWS has abused that, putting a public road thru national park requires revocation of land
- More expensive – Not an option
- Unrealistic costs on bridge
- Not an option – destroy quite beach
- Too distant an option. Expense high – long term option – Not going to happen in my life
- Too costly, too long (way around via South Head), Bridge construction would be very expensive – much bigger bridge than fixing existing causeway over Congo creek
- Expensive, environmental destruction, crazy
- Too expensive
- Too expensive and environmentally damaging. Stick to opening Congo Road
- We're supposed to be the 'Nature Coast'
- Not an option with cost
- Bad option
- This option is a great bike option
- Pedro point road needs constant maintenance
- We already have a bridge
- For this if we cannot open the old road
- Destruction of too much of what is good about area – Nature / waterways / enviro
- Good idea
- Very expensive and through NP – We would lose Congo playground – Our only piece of green, open space
- Bad option – Expensive and high environmental impact
- Sorry – bad idea
- A traffic jam through NP along Pedros Road. During a bushfire to then get traffic from south head

- Great bike track – But not road
- No! The creek near the park is such an important and loved part of the community
- A bike path / bridge for walkers across the Congo creek to pedros point road would be a great suggestion
- If this option is the easiest at least it gives 2-way access to Congo
- Definitely not an option
- It needs to be left as it is
- If this is the only option – Do it!
- Blows the road budget for years
- Yes, in place of old road
- Too great an impact on community and environment
- Too impractical, too expensive
- This option should be avoided at all costs for all the reasons on the info sheet
- Negative impact on South Heads, increased traffic for South Heads
- High cost of waste of resources – cost to rate payer. High enviro / cultural impact on sensitive forest and sacred lands. High distance to town and emergency services. High time required to complete
- Too expensive
- No
- This is one of the few isolated communities on the east coast – Let's not open it up
- Environmentally damaging
- Probably too many complications with the archaeological dig and findings
- Not practical due to long route
- Upgrade road north of creek to a new bridge and enter national park at creeks narrowest point and join existing road on south side
- No – it will become a highway for surfers
- Good – opens beaches up to community, tourist drive, same traffic as old north road anyway
- Big traffic impact on Moruya heads
- Environmentally destructive! Even if it was possible (& its not) it would be very expensive
- Great idea, winner for me
- Negative impact on bangalay forest (EEC)
- Too much impact on South Head community
- Two access roads are vital and best practice outcome of royal commission into bushfires but not this route use the existing historical access road
- Too expensive
- No
- Would attract too many tourists who need to see the sea
- No way - abundance of aboriginal archaeological site
- Not a viable option
- Not a great idea
- You need to consult the Moruya heads community, it will increase traffic on south head road

New road follows existing alignment more closely.

National parks won't approve 4A.

Environmentally UNSOUND

Loss of too many trees + HABITAT

Unnecessary clearing for 4A + 4B

Wouldn't get approval due to environmental issues

This is not going to happen

HOW WILL LANDHOLDER BE ABLE TO QUARRY ON EXISTING RD/AREAS WITHOUT REMOVING TREES?

Too close to creek -

still going thru the same property? Use current road

MASSIVE ENVIRONMENTAL IMPACT

Northern alignment near creek would disturb the acid sulphate soils - KILL the creek

Too close to creek

This is a waste of money. If the road is to be opened use the existing road.

Environmentally Wrong / UNSOUND

↑ FLOOD RISK

Too much environmental impact

- o Destroys forest / ^{endangered} ~~endangered~~ ^{birdlife} ~~birdlife~~ ^{and} ~~and~~ ^{forests} ~~forests~~
- o Cultural issues
- o Flood Prone
- o Expensive.
- o USE EXISTING ROAD OPTION 2

MORE SUBJECT TO FLOODING & APPROVAL UNDER THE WM ACT = UNLIKELY

WHY WHEN WE CAN USE EXISTING ROAD?

4A is good 4B is OK

ENVIRONMENTALLY NO ALTERNATIVE
- WETLANDS
- ENDANGERED VEGETATION
- ~~acid sulphate soils~~ - ACID SULPHATE SOILS
UNLIKELY TO GET APPROVAL FROM AGENCIES

FLOODING ISSUE??

It will take forever to get NAT PKES to change / allow / regazette a road.

TOO EXPENSIVE & UNREALISTIC SINCE NATIONAL PARK IS UNLIKELY TO REMOVE LAND TO JOIN UP THE ROAD IN THE PARK

Too Expensive - Option 2 is much more cost effective.

MORE FLOOD PRONE ROUTE

very important to protect the edge of the creek. There shouldn't be any new developments beside creeks - ^{with increased extreme weather events} ~~the~~ ^{any} road beside creek will probably ^{get washed away}

Doesn't seem like a good option as there is already a road.

Bad idea

Option 4 at b
Not feasible, due to:
→ Too many enviro. constraints
→ Too much cost.
→ NWS will not agree to new road in their ~~pos~~ estate.
→ If this or similar option goes ahead, it will prove that the landholder gets more consideration than the community.

Too close to creek ↑ FLOODING

Don't like it
Too much water coming down creek in ~~the~~ floods

HUGE ENVIRONMENTAL IMPACT

Need legal opinion is this even possible

What the ants are at risk

OPTION 4 IS WORST OPTION

Stupid!
Never will be approved

Impacts to riparian zone & Bangalay EEC (State & commonwealth listed)

THIS SUGGESTION IS LAUGHING AT THE INTELLIGENCE OF THE COMMUNITY

Too close to creek.

WILL TAKE A LONG TIME TO ACHIEVE ∴ NOT EASILY EFFECTIVE

DISCREPANCY IN COSTING BETWEEN 4 and 2

ROAD NEEDS TO BE RAISED FROM Floods

WILL OPEN THE DOOR FOR TOO MUCH SAND MINE EXPANSION

Too expensive

BANGALAY FOREST IS TOO RARE TO DESTROY

Waste of resources when a road already EXISTS

TOO CLOSE TO CREEK

Surely National Parks wouldn't go with this!

TOO CLOSE TO CREEK

DESTRUCTION OF CRUCIAL MARINE BREEDING AREAS ON THE CREEK

TOO MANY TREES WILL DIE.

- 1) Too costly
- 2) Too close to creek
- 3) Not legislatively viable.
- 4) An environmental disaster.
- 5) Contravenes the Coastal SEPP

Too time consuming

- 1) Not of Benefit to Community.
- 2) A non-viable option which is not really an option.

Does moving the road to this section preserve more Bangalay trees?

WHY NOT 2A (existing?)

BENEFIT TO LANDHOLDER - ve (not community driven)

BEST OPTION MINER CAN'T SEEK COMP. FOR SAND UNDER

Or will more old trees be lost?

Impact on health of creek?

Does this option benefit the land-holder economically to the detriment of the creek + community?

Will take too long if ever

Its possible, maybe 4A?

- Not necessary
 - Environmental issues (creek edge)
 - Expensive ++
- Suggestion (4)

STILL GOES THRU THE SAME PRIVATE PROPERTY SOLN WHY NOT EASEMENT ON EXISTING

Why is this an 'option'? There is already a road in existence...

Costs for Environmental Impacts must be included

Typed copies of responses to suggestion 4:

Acquire northern alignment on lot 197 and construct the road

- New road follows existing alignment more closely
- National parks wont approve 4A
- Environmentally unsound
- Loss of too many trees and habitat
- Unnecessary clearing for 4A and 4B
- Wouldn't get approval due to environmental issues
- This is not going to happen
- How will land holder be able to quarry on existing road/areas without removing trees
- Too close to creek
- This is a waste of money – If the road is to be opened, use the existing road
- Environmentally wrong/unsound
- High flood risk
- Too much environmental impact
- Destroys forest, endangered bangalays sand forest, cultural issues, flood prone, expensive, use existing road option 2
- More subject to flooding and approval under the WM act = Unlikely
- Why when we can use existing road?
- 4A is good, 4B is OK
- Environmentally too destructive – Wetlands, endangered vegetation, acid sulfate soils – Unlikely to get approval from agent
- Flooding issue?
- It will take forever to set National Parks to change / allow a road
- Too expensive and unrealistic since National Park is unlikely to allow
- Too expensive – Option 2 is much more cost effective
- More flood prone route
- Very important to protect the edge of the creek. There shouldn't be any new developments beside creeks. With increased extreme weather events any road beside creek will probably get washed away
- Doesn't seem like a good option as there is already a road
- Bad idea
- Option 4 at B- Not feasible due to; Too many enviro constraints, too much cost, NPWS will not agree to new road in their estate, if this or similar option goes ahead it will prove that the landholder gets more consideration than the community
- Too close to creek – Flooding
- Don't like it – Too much water coming down creek in floods
- Huge environmental impact
- Need legal opinions
- Option 4 is worst option
- Stupid – Never will be approved
- Impacts to riparian zone and Bangalay EEC (State and Commonwealth listed)
- This suggestion is laughing at the intelligence of the community
- Too close to creek
- Will take a long time to achieve – Not easily effective

- Discrepancy in costing between 4 and 2
- Road needs to be raised from floods
- Will open door for too much sand mine expansion
- Too expensive
- Bangalay forest is too rare to destroy
- Waste of resources when a road already exists
- Too close to creek
- Surely national parks wouldn't go with this
- Too close to creek
- Destruction of crucial marine breeding areas on the creek
- Too many trees will die
- Too costly, too close to creek, not legislatively viable
- An environmental disaster
- Too time consuming
- Not a benefit to the community – a non-viable option which is not really an option
- Does moving the road to this section preserve more bangalay trees? Or will more old trees be lost?
- Why not 2A? Existing?
- Benefit to landholder, not community driven
- Great option – Miner can't seek compensation for sand under
- Its possible, maybe 4A?
- Impact on health of creek
- Does this option benefit the land holder economically to the deferment of the creek and community
- Will take too long if ever
- Not necessary – Environmental issues (creek edge) – Expensive – Suggestion 4
- Still goes through the same private property so why not easement on existing road
- Why is this on option? There is already a road in existence

LESS
DESIRABLE
THAN
EXISTING ROAD

EXPENSIVE
POOR NATIONAL
PARK OUTCOME

Option 5
Not possible due to NPWS restrictions
& alleged mining in the crown land.
Therefore do a land swap
& reopen the existing road

Too much
environmental
impact

This option
is suitable
if possible??

How can a road be
built on the crown rd
reserve? Half of it
(at least) is under water -
The road reserve has been
mined & goes thru a
big tailings pond!

National Park
will not
allow

Impacts mine +
nat park
feasible??

The public's ability to use
their crown land has been
made difficult due to land
use.
Therefore: swap crown road
for existing.

↑ COST ↑
↑ INDIGENOUS
CULTURAL IMPACT
↑ ? DIFFERENT FOREST IMPACT!
↑ INAPPROPRIATE
& ITS MINED !!!
↑ USE EXISTING ROAD NORTH

ARE YOU JOKING!!
THERE ARE LARGE
PITS THAT HAVE
BEEN MINED
RIGHT THROUGH THE CROWN
ROAD!

Buy the
CROWN
LAND!
Stop avoiding issue

Too expensive - would
be old growth in area
in NP to be
acquired.

TOO EXPENSIVE
TO REHABILITATE
THE PATH OF THE
CROWN ROAD

Need an
army duck

Current
Rd
Option A
Suggestion as
Best Option B

AT QUARRIES
EXPENSE??
THEY HAVE
MINED IT...

No thanks
- not
feasible

NOT
VIABLE

TAKE TOO
LONG - WE
WILL BE
DEAD!

An option
if a
land
swap

upgrade
track on
N side
of Creek
& cross ck
at narrow
pt. See
Map

Doesn't seem like a
good idea as there
is already a
viable road
Option 2

FAR TOO
DESTRUCTIVE:
too many trees lost in
NATIONAL Park

How ABOUT TURNING
THE MINED BIT INTO
A COMMUNITY WETLAND
AREA
BUT USE OPTION 2
EXISTING ROAD OPENED!

Too expensive & take
too long to get approvals
Option 2 is better!

Already a
sandmine in
place

They have
mined it!

Too Much
DESTRUCTION OF
NATURAL HABITAT
NEVER TO BE
REPLACED

NATIONAL
PARKS WILL
NEVER
APPROVE

Suggestion 5
No.

NO.
TO.
SUG. 5.

Ridiculous suggestion
D/C
- New Parliament needs to
approve
- Loss of National Park
- It will take forever
- Highlight option for land swap

NOT AN OPTION
TO GO OVER
DAMS

GOES THROUGH
DAMS!
No good.

NOT AN
OPTION

Positive:
D highlights the right of
community to ownership of
Crown Rd. → LAND SWAP
OPTION
Negative:
- Never going to happen.
- New Parliament needs to approve
- Destruction of National Park.

This will never
be approved by
national parks

1) Would require additional
clearing of National Park.
2) The cost comparison with the
existing road upgrade is wildly
inaccurate (potentially misleading)

* GOES ACROSS THE
SAND MINE 'LAKES'
* TOO MANY
BANGALAYS LOST

NO FUTURE

The crown road has
been illegally acquired
by the mine

NOT REALISTIC

So... this option
shows where the
Crown Land originally
went? Rather than
take this Crown
Land back, land
a simple option
to be given the
land back / land
swapped... The
person who has the
Crown land at the
moment swaps
* (pays back)
the community
by allowing
permanent access
to existing land?

Swap route 5 for
the existing road.

COST IS NOT
AN ISSUE

Too much
clearing
in Nat. Park.

OPTION 5
CAN'T HAPPEN
- WASTE OF
TIME
- RESERVE

LAND
SWAP

National Parks
unlikely to
relinquish as per
info supplied by N.P.
"revocations occur infrequently"
"requires an Act of Parliament"
"revocations are a last
resort where no other practical
options are available"
As there are other practical
options eg. option 2.

HOUSE ON
CR RESERVE

Use the crown
road reserve
mined as compensation
for 'just terms'

IMPOSSIBLE OPTION
SINCE NATIONAL
PARKS WON'T REVOLVE
THE LAND
FOR A PUBLIC
ROAD

REQUIRES
MAJOR
ACQUISITION
\$\$\$\$

Land swap
in the Crown road

This suggestion would
require building through
an existing sand
quarry

WAY TOO
EXPENSIVE

YES - AND
DYAMITE!
HOUSE!

Buy the
CROWN
LAND!!

Bad Idea

YES. AND HAVE
COFFEE AT
ROYS.

Not a good
Idea

YES-AND
CONVERT HOUSE
TO A RESTAURANT
WITH WATER VIEWS!

Unworkable

Least
workable
Solution

Too much
disruption to
SAND BUSINESS

tion S

Typed copies of responses to suggestion 5: Build a new road on Crown road reserve and National Park

- Less desirable than existing road
- Expensive, poor national park outcome
- Option 5 – Not feasible due to NPWS restrictions and alleged mining in the crown road, therefore, do a land swap and re-open the existing road
- Too much environmental impact
- This option is suitable if possible?
- How can a road be built on the crown road reserve? Half of it (at least) is under water – The road reserve has been mined and goes through a big tailings pond
- National park will not allow
- Impacts mine and not park feasible
- The public's ability to use their crown land has been made difficult due to land use, therefore, swap crown road for existing
- High cost, high indigenous cultural impact, high different forest impact, inappropriate and its mined, use existing road North
- Are you joking! There are large pits that have been mined right through the crown road
- Buy the crown land – Stop avoiding issue
- Too expensive – would be old growth in area in NP to be acquired
- Too expensive to rehabilitate the path of crown land
- Need an army duck
- Current road, option A – suggestion best option B
- At quarries expense? They have mined it...
- No thank you – Not feasible
- Not viable
- Take too long – we will be dead!
- Doesn't seem like a good idea as there is already a viable road – option 2
- Far too destructive – too many trees lost in national park
- How about turning the mined bit into a community wetland area but use option 2 existing road opened
- An option if a land swap
- Upgrade track on North side of creek and cross creek of narrow pt. See map
- Too expensive and take too long to get approvals – Option 2 is better
- Already a sand mine in place
- They have mined it
- Too much destruction of natural habitat never to be replaced
- National parks will never approve
- Suggestion 5 – NO
- No to suggestion 5
- Ridiculous suggestion because NSW parliament needs to approve, loss of national park but will take forever, highlights option for land swap
- Not an option to go over dams
- Goes through dams, no good
- Not an option

- Positive: Highlights the right of community to ownership of crown road – Land swap option.
Negative: Never going to happen - NSW parliament needs to approve, destruction of national park
- This will never be approved by national parks
- Would require additional clearing of national park
- The cost comparison with the existing road upgrade is widely inaccurate, potentially misleading
- Goes across the sand mine 'lakes' and too many bangalays lost
- No future
- The crown road has been illegally acquired by the mine
- Not realistic
- So, this option shows where the crown land originally went? Rather than take this crown land back, isn't a simple option to be given the land back/land swapped. The person who has the crown land at the moment swaps (pays back) the community by allowing permanent access to existing land?
- Swap route 5 for the existing road
- Cost is not an issue
- Too much clearing in National Park
- Option 5 cant happen – Waste of time to pursue
- Land swap
- National parks unlikely to relinquish as per info supplied by NP's 'revocations occur infrequently' 'requires an act of parliament' 'revocations are a last resort where no other practical options are available'. As there are other practical options eg. Option 2
- Still thru private land
- Consider the legality of mining crown road reserve and 'cost' to community. Is a land swap possible?
- Yes and dynamite house
- Requires major acquisition \$\$\$\$
- Land swap in loo of crown road
- This suggestion would require building through an existing sand quarry
- Way too expensive
- Buy the crown land
- Bad idea
- Yes and have coffee at Roys
- Not a good idea
- Yes – and convert house to a restaurant with water views
- Unworkable
- Least workable solution
- Too much disruption to sand business

Suggestion 6

Not an option!
Not best for
community or
future focused.

Unfair
option. + unsafe
Re bushfires!!

TWO EXITS
ARE NEEDED
DURING FIRES

KEEPING IT CLOSED
WOULD BE "NICE"
BUT IT'S NOT SAFE
NOR PRACTICAL

IS THIS THE EASY
OPTION FOR
ESC ?

PEOPLE IN THE COMMUNITY
NEED ACCESS TO TOWN
VIA NON HIGHWAY
OPTION

Taking this option
will lead to legal
Action. No option!

this option is
not equitable
for all residents

IS THIS AN
EASY OPTION
FOR THE
LANDOWNER ?

THIS SHOULD NEVER
HAVE HAPPENED
IN THE FIRST
INSTANCE.

OPEN THE ROAD
THIS SHOULD
NOT BE
AN OPTION.

IF THE COUNCIL CLOSED
THE ROAD AT THE
CAUSEWAY (REDUCED
MAINTENANCE) + DIRECTED
QUARRY TRUCKS VIA
VILLAGE & HIGHWAY WOULD
NO DOUBT CHANGE OPINIONS

DO NOTHING
WILL LEAD TO
THE SAME PROBLEM
OVER + OVER AGAIN

1 man should
impact whole
community!

Not a solution.
Congo needs 2
roads. Please give
us our road back.

Not why I
bought land
in Congo

This doesn't meet
the needs of
Congo community.
Majority want to reopen
road.

Lines against
Council's previous
motion to work
to opening

IT WAS THE WAY IT
WAS. THEN IT
CHANGED; NICE FOR
A WHILE, BUT IT
NEEDS TO CHANGE
BACK AGAIN ASAP

THIS OPTION IS
"PLEASANT" FOR
ONLY A SMALL
PART OF THE
COMMUNITY

Not OK for elderly
(and others)
who are frightened
by the Bingi/Thway
intersection. One
elderly Congo lady
drives to Naranya
to shop as she is
too nervous to
turn right onto the
highway to Moruya.
So unfair for her.

* I AGREE THAT A QUIET
BIKE PATH TO TOWN
WOULD BE GREAT
BUT, THE BINGI
INTERSECTION IS A
WORRY FOR SOME PEOPLE.
* FOR THE BENEFIT OF
THE MAJORITY, WE
SHOULD HAVE A
NORTHERN ROAD.

6

Emergency access
contingent on
landowner opening
up

Landowner has
actively prohibited
rural fire service

EMERGENCY
ACCESS
SUGGESTION
POOR

NOT AN OPTION
TOO DANGEROUS

HUGE COST
TO UPGRADE
SOUTH CONGO
ROAD

1 road in/out
if Fire!
= Danger

Increases time
for emergency
vehicles

IS EMERGENCY
ACCESS THROUGH
MINE BY BOAT?

FATALITIES, (more)
WAITING
TO
HAPPEN.

COUNCIL INSISTS
ON 2 EXIT ROADS
BECAUSE OF FIRE/
DIRE EMERGENCIES

NO Fire
escape!

NO ^{UP} GUARANTEE
FOR DRIVEABLE
EMERGENCY
ACCESS

LEAVES NO
ACCESS FOR
PEDESTRIAN OR
CYCLISTS

Intersection to
highway has
to have an
underpass

FAMILIES &
COMMUNITY
REMAINS
DIVIDED

Contacted T&NSW
multiple times re:
Bingie/Hwy Intersection.
(pre/post fatality)
- Very little interest
in upgrades to
known Dangerous Intersection

- Lots of
little
accidents
on Bingie
Stn
Highway
Access

OPEN
NORTH ROAD

Will prove to be
most expensive

HIGHWAY
INTERSECTION
UNSAFE.

- People
scared
to visit
↓
isolation
of elderly

WHAT ABOUT
SOCIAL/ENVIRONMENTAL
IMPACT OF SOUTH
ROAD

- Tell us know
How many people
support each option

Dangerous intersection
on Bingie Road/
Highway.

NOT AN OPTION
FOR SAFETY
+ AMBIENT LIGHT

Divides
North
from South

- Transparency on
no of people who
supported each of
these options in
submissions received

really bad idea
for the environment &
for what? There's
already a road
across Lot 197

OPTION 6

Southern
evac is
more
dangerous!

Emergency Access
not currently
available, how
to enforce??

Ignores many
tangible + intangible
costs.
Highway upgrade +
health + social costs

Not a viable option
due to fire danger.
Two access roads
needed.

UNSAFE HAVING
ONLY 1 ROAD IN
& 1 ROAD
OUT
= AGAINST RECOMMENDATIONS
OF BUJAFIRE ROTAL COMMITTEE

◦ CLOSURE IS ONLY
GOOD FOR A FEW PEOPLE
QUIET VILLAGE IS A MISNOMER
NOISE FOR MOST OF VILLAGE FOLK.
◦ EMERGENCY ACCESS
IS UNRELIABLE UNLESS
ROAD IS OPEN COMPLETELY.

Not an
option!

WHAT HAPPEN IN
AN EMERGENCY?
⇒ TIMING FOR VEHICLES
TO ACCESS CONGO FROM
MAZUTA
⇒ NEED TO GO THERE!
BINGI TOWN OF WHICH IS DANGEROUS

Divides Community
Increased traffic
on Sth Congo road is
dangerous + speeding
through the downhill entrance
to our village.

emergency access for
RFS must be
legally formalised.

NOT AN
OPTION As
it is!

Keep Min Rd
closed but
install new road on
boundary with new bridge
at unroad post

LACK OF EQUITY
SOME RESIDENTS
IN
CONGO HAVE
RESTRICTED LICENCES
+ CAN'T DRIVE ON
THE HIGHWAY

Fires historically
come from the
south of
village

NOT AN OPTION
it hasn't worked
so far!!!

Only one road
in/out is
dangerous!

- Tried this -
don't want any more
of it - not healthy!

↑ DANGEROUS to keep
it closed
as emergency access
failed x 2 in the past!

Increased
traffic
making one
road too dangerous

ONE OF THE REASONS WE
BOUGHT IN THIS AREA WAS
FOR THE ACCESS TO TOWN
WITHOUT GOING ON HIGHWAY
- SAFER & CAN DRIVE SLOWER

Requires political +
\$\$ Capital to advocate
for upgrade -
better spent on
opening.

Works for me, 5 mins
extra is hardly
isolated

LEAVE IT AS
IT WAS

Yes. Keep it closed. The
place is much nicer than it
was. I like the idea of
the pedestrian/bike track.

- Recent death
& many
accidents at
the intersection
@ Bingi to h/w

- The
Worst Option

THE DANGEROUS
OPTION

Emergency
access failed
previously

Need it open for fire access and emergency access

Not an option

"option" 6 does not consider the real and ongoing financial costs: The community, tourists, trades etc will pay extra - for ever! (for travel costs) So it is not zero cost!

DANGEROUS in BUSH FIRE season - Last time a fire truck tried to get thru it couldn't. Time was wasted

OUTRAGEOUS!

FORCES EVERYONE TO TRAVEL via BINGIE RD/ HIGHWAY intersection which is more dangerous

Only one way out IF a Fire hit.

Lazy "EASY" way out for Council
AGREE

If option 6 is chosen, it will prove that Council (a community organisation) is biased towards one landholder over 100's of community members.

Keeping Congo Rd north closed would be unfair. I think the perception it would create is that council is unwilling/ unable to take action on an important (but complex) issue

What have we learnt from the BUSH fires ?? We need 2 ways IN + OUT.

How does the RFS access exist if landholder has placed concrete blocks across boundary.

NOT LISTENING TO COMMUNITY CONCERNS

DOES NOT MEET THE COUNCIL'S STRATEGIC OBJECTIVES OF COMMUNITY CONNECTIVITY.

BEAUTIFUL, SAFE PATH FOR WALKING & CYCLING. SHOWS WHAT'S POSSIBLE. AND HOW GOOD A PATH LIKE THIS IS FOR PEOPLE. IMAGINE THIS ALL THE WAY IN TO TOWN. (ITS A POPULAR PATH FOR LOCALS & VISITORS)

NO access doesn't improve village amenity - reduced access is a bushfire risk - less convenient is going to shops & visiting friends & visiting

Road closure is not required because there is no approved sand/gravel development on or north of existing Congo Rd. If a DA were submitted to mine north area, it would ~~be~~ never be approved due to enviro + social costs/ constraints

NO WAY
NOT AN OPTION

A BEAUTIFUL, TREE-LINED WALKING & BIKE PATH FROM CONGO TO MORUYA WOULD BE A TOURIST ATTRACTION (& WOULD BE USED BY LOCALS FOR COMMUTING).

NOT AN OPTION.
REQUIRED OUR PROPERTY VALUE + HIGHER COST SERVICES

Not acceptable

NO WAY.
FIRES
Quick Ambulance Ser.
House Fire Service.

COME & HAVE A WALK & CYCLE DOWN THE CLOSED ROAD NOW.
WHATEVER WHICHEVER OPTION YOU CHOOSE CAN YOU PLEASE INCLUDE CYCLING INFRASTRUCTURE PLEASE THINK 50 YEARS AHEAD.

Fire hazard

PEOPLE WILL DIE!
UNSAFE !!

~~There will~~ THERE WILL ALWAYS BE PEOPLE WHO WANT IT CLOSED BUT GREATER COMMUNITY NEEDS TO BE ADDRESSED BY COUNCIL.

IF YOU'RE GOING TO MAKE A SIGNIFICANT INVESTMENT IN WHICHEVER OPTION (C.E. OVER \$1 MILLION) YOU REALLY SHOULD BE SEEING THIS AS A 50 YEAR INVESTMENT.

AND IF YOU'RE THINKING 50 YEARS, IT REQUIRES YOU TO ~~LEARN FROM~~ THINK ABOUT FUTURE TRANSPORT - THAT INCLUDES BEYOND CARS.

Typed copies of responses to suggestion 6: Keep Congo Road north closed

- Not an option! Not best for community or future focused
- Unfair option and unsafe re bushfires
- Two exits are needed during fires
- Keeping it closed would be 'nice' but its not safe nor practical
- Is this the easy option for ESC?
- People in the community need access to town via non-highway option
- Taking this option will lead to legal action. No option!
- This option is not equitable for all residents
- Is this an easy option for the land owner?
- This should never have happened in the first instance
- Open the road this should not be an option
- If the council closed the road at the causeway (reduced maintenance) and directed quarry trucks via village and highway would no doubt change opinions
- Do nothing will lead to the same problem over and over again
- 1 man shouldn't impact whole community
- Not a solution. Congo needs 2 rounds. Please give us our road back
- Not why I bought land in Congo
- This doesn't meet the needs of Congo Community. Majority want to replace road
- Goes against council's previous motion to work to opening
- It was the way it was. Then it changed; nice for a while, but it needs to change back again asap
- This option is pleasant for only a small part of the community
- Not OK for elderly and others who are frightened by the Bingie/Highway intersection. One elderly Congo lady drives to Narooma to shop as she is too nervous to turn right into the Highway to Moruya. So unfair for her
- I agree that a quiet bike path to town would be great but, the Bingie intersection is a worry for some people. For the benefit of the majority, we should have a northern road
- Emergency access contingent on land owners opening up
- Land owner has actively prohibited rural fire service
- Emergency access suggestion poor
- Not an option, too dangerous
- Huge cost to upgrade south Congo Road
- One road in and out if fire = danger
- Increased time for emergency vehicles
- Is emergency access through Mine by boat?
- Fatalities waiting to happen
- Council insists on 2 exit roads because of fire / emergencies
- No fire escape
- No guarantee for driveable emergency access
- Leaves no access for pedestrian or cyclists
- Intersection to highway has to have an underpass
- Families and community remain divided

- Contacted T4NSW multiple times re. Bingie/Highway intersection (pre/post fatality) – very little interest in upgrades to known dangerous intersection
- Lots of little accidents on Bingie south highway access
- Open North Road
- Will prove to be most expensive
- Highway intersection unsafe
- What about social / environment impact of South Road
- Tell us now how many people support each option
- Dangerous intersection on Bingie Road / Highway
- People scared to visit – isolation of elderly
- Not an option for safety and amenity issues
- Divides North from South
- Transparency on people who supported each of these options in submissions received
- Really bad idea for the environment and for what? There's already a road across lot 197
- Southern evac is more dangerous
- Emergency access not currently available, how to enforce?
- Ignores many tangible and intangible costs. Highway upgrade and health/social costs
- Not a viable option due to fire danger. Two access roads needed
- Unsafe having only 1 road in and 1 road out = against recommendation of bushfire royal community
- Closure is only good for a few people. Quiet village is a 'misnomer'. Noise for most village folk. Emergency access is unreliable unless road is open completely
- Not an option!
- What happens in an emergency? Timely for vehicles to access Congo from Moruya – Need to go through Bingie turnoff which is dangerous
- Divides Community. Increased traffic on South Congo Road is dangerous and speeding through the downhill entrance to village
- Emergency access for RFS must be legally formalised
- Not an option as it is
- Keep mine road closed but instead new road on boundary with new bridge at narrow point
- Lack of equity. Some residents in Congo have restricted licences and can't drive on the highway
- Fires historically come from the South of village
- Not an option – It hasn't worked so far
- Only one road in/out is dangerous
- Tried this – don't want anymore of it – not healthy
- Dangerous to keep it closed – as emergency access failed x 2 in the past
- Increased traffic making road too dangerous
- One of the reasons we bought in this area was for the access to town without going on highway – Safer and can drive slower
- Requires political and \$\$ capital to advocate for upgrade – Better spent on opening
- Works for me, 5 mins extra is hardly isolated
- Leave it as it was
- Yes, keep it closed. The place is much nicer than it was. I like the idea of the pedestrian / bike track
- Recent death and many accidents at the intersection at Bingie / highway

- The worst option
- The dangerous option
- Emergency access failed previously
- Need it open for fire access and emergency access
- Not an option
- Option 6 does not consider the real and ongoing / financial cost. The community, tourists, trades etc will pay extra – forever (for travel costs). So it is not zero cost!
- Dangerous in bushfire season – last time a fire truck tried to get through it couldn't. Time was wasted
- Outrageous
- Forces everyone to travel via Bingie Road/Highway intersection which is more dangerous
- Only one way out if a fire hit
- Lazy 'easy' way out for council
- If option 6 is chosen, it will prove that council (a community organisation) is biased towards one land holder over 100's of community members
- Keeping Congo Road North closed would be unfair. I think the perception it would create is that council is unwilling / unable to take action on an important (but complex) issue
- What have we learnt from the bushfires? We need two ways in and out
- How does the RFS access exits if landholder has placed concrete blocks across boundary
- Not listening to community concerns
- Does not meet the council's strategic objectives of community connection
- Beautiful, safe path for walking and cycling. Shows what's possible and how good a path like this is for people. Imagine this all the way into town (it's a popular path for locals now to walk and cycle)
- No access doesn't improve village amenity – reduced access is a bushfire risk – less convenient for going to shops, visiting friends, which effects wellbeing
- Road closure is not required because there is no approved sand/gravel development on or north of existing Congo Road. If a DA were submitted to mine north area, it would never be approved due to enviro and social costs / constraints
- No way, not an option
- A beautiful, tree-lined walking and bike path from Congo to Moruya would be a tourist attraction (and would be used by locals for commuting)
- Not an option – Reduced our property value and higher cost serviced
- Not acceptable
- No way – Fires, quick ambulance service, house fire service
- Come and have a walk/cycle down the closed road now. Whichever option you choose can you please include cycling infrastructure. Please think 50 years ahead
- Fire hazard
- People will die. Unsafe
- There will always be people who want it closed but greater community needs to be addressed by council
- If you're going to make a significant investment in whichever option (eg. Over 1Mil) you really should be seeing this as a 50 year investment. And if you're thinking 50 years, it requires you to think about future transport – That includes beyond cars