

Saturday 8 May 2021

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Re: Response to the Draft Avalon Beach Place Plan

Dear Ms Newbery,

The *Draft Avalon Beach Place Plan* (ABPP) displays significant structural shortcomings in process and outcomes. It is therefore suggested that the current ABPP is scrapped, and that the place planning process is restarted following a best-practice approach to design and planning, such as has been articulated in the NSW design policy *Better Placed* (GA NSW 2017).

It is a fundamental expectation that all relevant documents for the ABPP are exhibited on the Northern Beaches Council website. As such, it is noted that there is no place analysis document for Avalon Beach on exhibition, and therefore that the only analysis that appears to have been conducted to inform the Place Plan is the information presented on pages 10-13 of the ABPP. This analysis information is exceptionally rudimentary and brief. This lays an insufficient foundation for any of the design and planning recommendations developed in the ABPP.

As a result of this missing analysis information, the proposals suggested in the “plan on a page” (p19) are fundamentally compromised by this insufficient place awareness and understanding. They are ‘solutions’ without a clear understanding of the ‘problem’. It is essential that these missing elements are adequately considered by Council, and that this information is used to develop a new Draft ABPP. The current ABPP cannot progress in development or application without these necessary place considerations.

For clarity, I am a lifelong resident of Pittwater, and have previously lived in Avalon Beach. However, I have no property or business interests in Avalon Beach or its surrounding area. My interest in Avalon Beach is that I want to see it thrive, in the same way as Council expresses the local community’s vision in the ABPP. The recommendations in this response should be used to develop a more rigorous approach to place planning for Avalon Beach, as well as for Mona Vale, and all other Northern Beaches centres that the new Council reviews.

Missing elements from the ABPP and general recommendations for place planning

In the absence of a thorough design and planning process, there are several missing elements in the ABPP.

1. Lack of professional urban design consideration in place planning (either in Council or as a consultant)

It appears that a landscape architect has been involved in the development of the ABPP. While this is important, there is an overall lack of urban design awareness and understanding inherent in the ABPP. A professional urban design involvement, either in Council or as a consultant, is needed to address this.

2. The ‘My Place’ approach is inadequate

The ‘My Place’ approach (p7) is commended for being highly inclusive and consultative with local people, however it neglects any significant consideration of local physical place qualities. Note that the “*explore and discover*” step (p8) focuses on engagement with people only and does not include an urban design analysis. This analysis is essential, and it is suggested that Council follows the ‘discover, create, and deliver’ process as detailed in *Better Placed* to ensure adequate consideration for Avalon Beach’s landscape and built environment.

3. The study area and project scope has been defined too narrowly

“The Place Plan is focused on the area within 400 metres of Avalon Beach village centre.” (p10)

This blinkered focus on the town centre omits consideration of how the centre is positioned within the landscape, how people access the centre, and any opportunities for Avalon Beach outside the town centre area.

4. The Avalon Beach context has not been adequately analysed at a range of scales

“However, a broader area of influence stretches northward to Palm Beach and encompassing the suburbs of Clareville and Bilgola Plateau is also considered.” (p10)

While the wider context is mentioned here as being “*considered*”, there is no mention of the wider context anywhere else in the ABPP, and no evidence to explain how this consideration of the wider context informs the ABPP.

Also note that the ABPP omits consideration of Avalon Beach’s B1 zoned local centres at Hilltop Road and North Avalon Road, which are essential parts of the local place context, especially given the local community’s vision includes “*(economic) vitality*” (p17).

None of the maps and drawings displayed in the ABPP extend beyond the scale of the town centre. As such, there is no spatial understanding for how Avalon Beach is positioned within its social, environmental, and economic contexts.

It is essential for analysis mapping to be conducted at regional, neighbourhood, and local scales. In addition to the cultural and demographic layers of site analysis displayed in the ABPP, other layers that must be developed in site analysis include nature (including the ‘Green Grid’), public space, mobility, built form, and resources / services.

5. The opportunities and challenges of this place have not been captured

There is no explanation in the ABPP of what opportunities and challenges are inherent in Avalon Beach. Without this information, neither Council nor the community cannot adequately address the various conflicts and compromises that are inevitable in local place planning. An urban design assessment would certainly involve this ‘synthesis’ step to transition from site analysis into design and planning options development.

6. There are no case studies

Best-practice case studies from other similar coastal centres would suggest how opportunities have been optimised and challenges have been addressed elsewhere. Neither Council nor the community can adequately comprehend what is possible in place planning without this vital component in the process.

7. There is no consideration of Country

While the ABPP acknowledges Country, there is no evidence of local Country considerations being explored or used to inform the place planning process or outcomes. While the *Connecting with Country Draft Framework* (GA NSW 2020) is relatively new, it is essential that Council reaches out to local traditional custodians to help us all develop a closer connection with this part of Guringai Country. Only then can Avalon Beach develop a holistic understanding of its landscape and cultural past, present, and future.

8. The place precincts and design and planning proposals in the ABPP are limited and flawed

The ABPP identifies three place precincts, but these do not appear to have any influence beyond the “*key design proposal concepts*” (p37) proposed. It is recommended that place precincts are utilised by Councils as divers for all kinds of actions that can create more distinctive place qualities in each of these precincts, such as precinct-specific streetscape enhancements.

The “*key design proposal concepts*” themselves are relatively limited in ambition. All proposals are only of local town centre scale and are only applied to the public domain. There are no strategic nor structural

opportunities identified to improve Avalon Beach's place qualities in the long term, such as new arrangements for existing spaces (such as Green Grid connections), new street and laneway connections, new public spaces, or redevelopment opportunities that can contribute to the vision for Avalon Beach. The absence of design proposals of broader scope in scale and in application to structural opportunities are a glaring void in ambition.

The plan drawings for the design proposals (such as the intersection plan on p40) are of very poor quality, and do not enable appropriate consideration of the merit of these ideas. For example, there is no plan of the existing layout for comparison, there is no indication of existing trees retained or lost relative to new trees planted, and there isn't even a scale bar or an indication of the location of the visualisation on the next page.

The visualisation on p41 is also of very poor quality. For example, there are no recognisable existing features (such as shop frontages or landscape features) to aid in understanding the scene. Note also that the image shows car parking on two sides of the street, which is inconsistent with the layout shown on the plan drawing on the previous page.

These standard urban design and planning elements must be adequately considered by Council in a complete revision of the place planning process for Avalon Beach.

Specific recommendations to include in Avalon Beach's place planning

There are many opportunities to improve Avalon Beach that have not been explored in the ABPP. The suggestions below should be included in consideration in Council's revision of the place planning process. In support of the ABPP's guiding principles (p20), these suggestions have been organised to align with the five principles. Please see the following pages for more details.

A commentary on the merit of the ABPP design proposals is included in the responses to Council's specific engagement questions at the end of this submission.

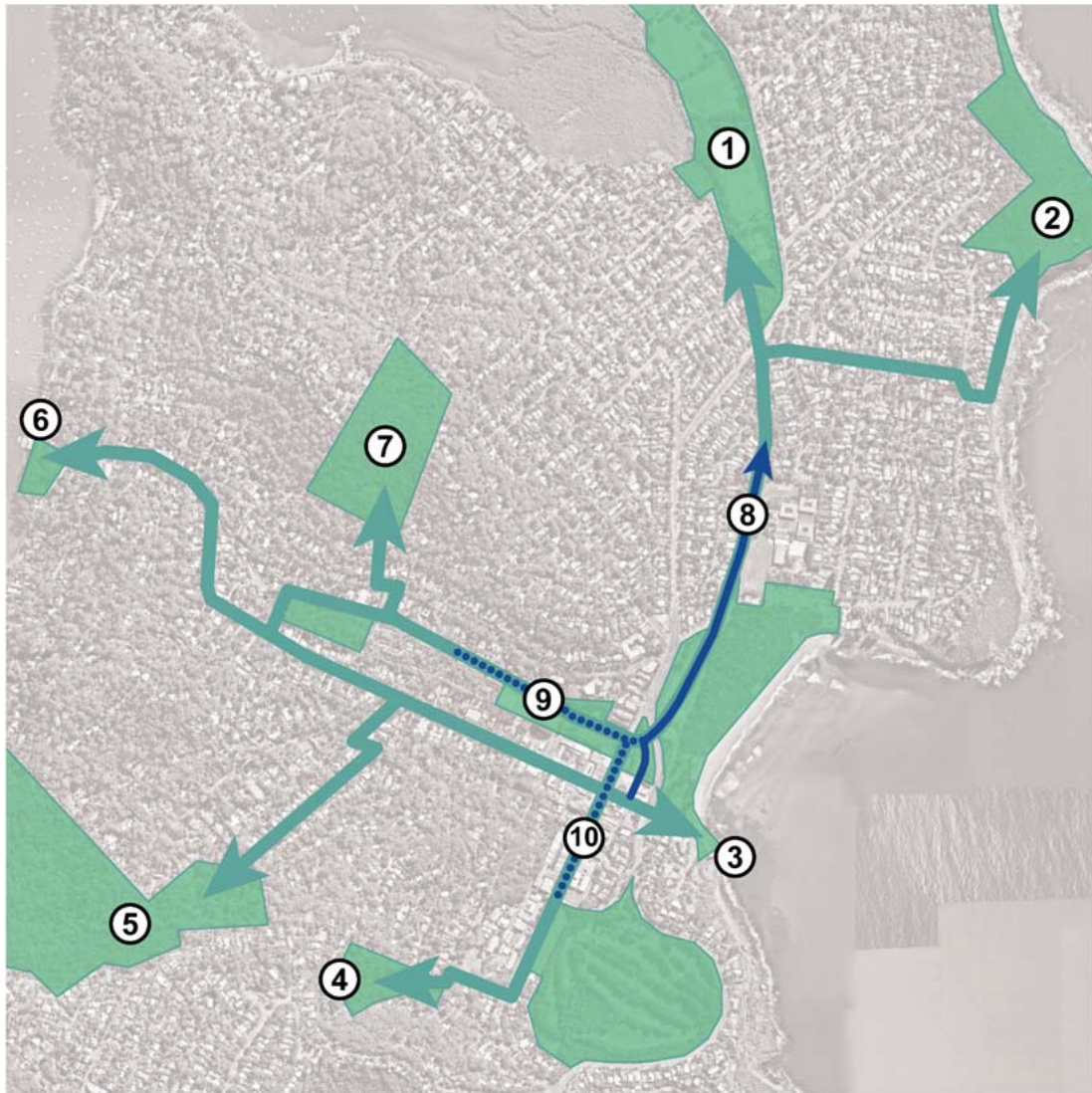
Conclusion

This submission highlights many opportunities for a renewed approach to place planning for Avalon Beach. The intent is to support Council's efforts to create a place plan for Avalon Beach that is thoroughly founded in a more robust analysis and understanding of this beautiful coastal environment. It is also hoped that place planning for Mona Vale and other Northern Beaches centres can be delivered in more rigorous fashion. I would welcome further dialogue on these suggestions and invite Council to respond via email if they would like to discuss any of the ideas that have been raised.



Green and Clean

Pittwater, and Avalon in particular, is a beautifully green environment, but the continuity of landscape along streets and between public open spaces has substantial opportunity for further improvement.



1. Create a Green Grid connection – to Careel Bay. (All Green Grid links should include landscaping continuity in combination with clear and continuous active travel paths.)
2. Create a Green Grid connection to Bangalley Head.
3. Create a coast-to-coast Green Grid connection to Avalon Beach.
4. Create a Green Grid connection past the Avalon Golf Course to Palmgrove Park and Betsy Wallis Reserve.
5. Create a Green Grid connection to Angophora Reserve.
6. Create a coast-to-coast Green Grid connection to the Old Wharf Reserve and Pittwater.
7. Create a Green Grid connection to Stapleton Reserve (suggest Council purchases a property in Nandina Terrace to create a new landscaped pathway from Pittwater Palms into Stapleton Reserve, and then sell the remainder of the property as a small house site).
8. Naturalise Careel Creek (note the precedent in Johnstons Creek, Harold Park).
9. Create a water-sensitive urban design link – such as a naturalised intermittent creek channel – from Careel Creek through Dunbar Park and past Pittwater Palms (like at Billarong Playground, Elanora).
10. Create a water-sensitive urban design link – such as a landscaped drainage swale in the street median – from Careel Creek southwards along Old Barrenjoey Road (like Wolseley Grove, Zetland).

Vibrant and Diverse Economy

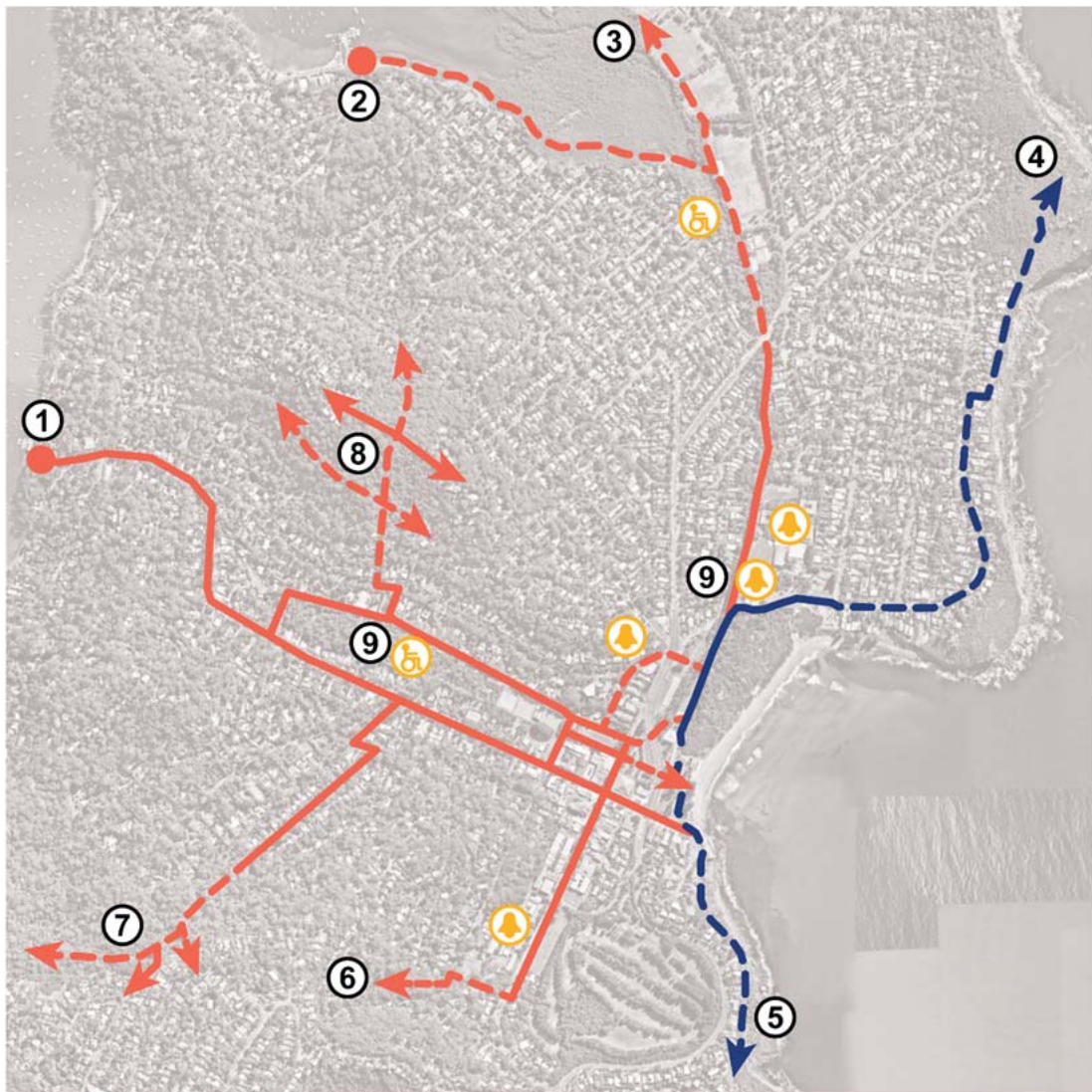
The Avalon Beach centre needs to be connected to its nearby hyper-local centres in Hilltop Road and North Avalon Road by high quality streetscape upgrades. This can highlight the link between these centres and facilitate easy walking and cycling from one centre to another.



1. Upgrade the streetscape of Barrenjoey Road from The Crescent to North Avalon Road as a 'Complete Street' with continuous street trees along both sides, a landscaped median with trees in the centre of the street, separated bicycle paths, minimised carriageway width, and raised and paved pedestrian crossings at side streets (like the Newport streetscape upgrade).
2. Upgrade the streetscape of Avalon Parade from the rock pool to the Old Wharf reserve, again with the same Complete Street principles as the example above.
3. Upgrade the streetscape of Old Barrenjoey Road, incorporating a water-sensitive urban design link to Careel Creek, and separated bicycle paths that link to the Barrenjoey Road roundabout and a potential future bicycle path via the Bilgola Bends to Newport Beach and beyond.

Improved Connections (at Broad Scale)

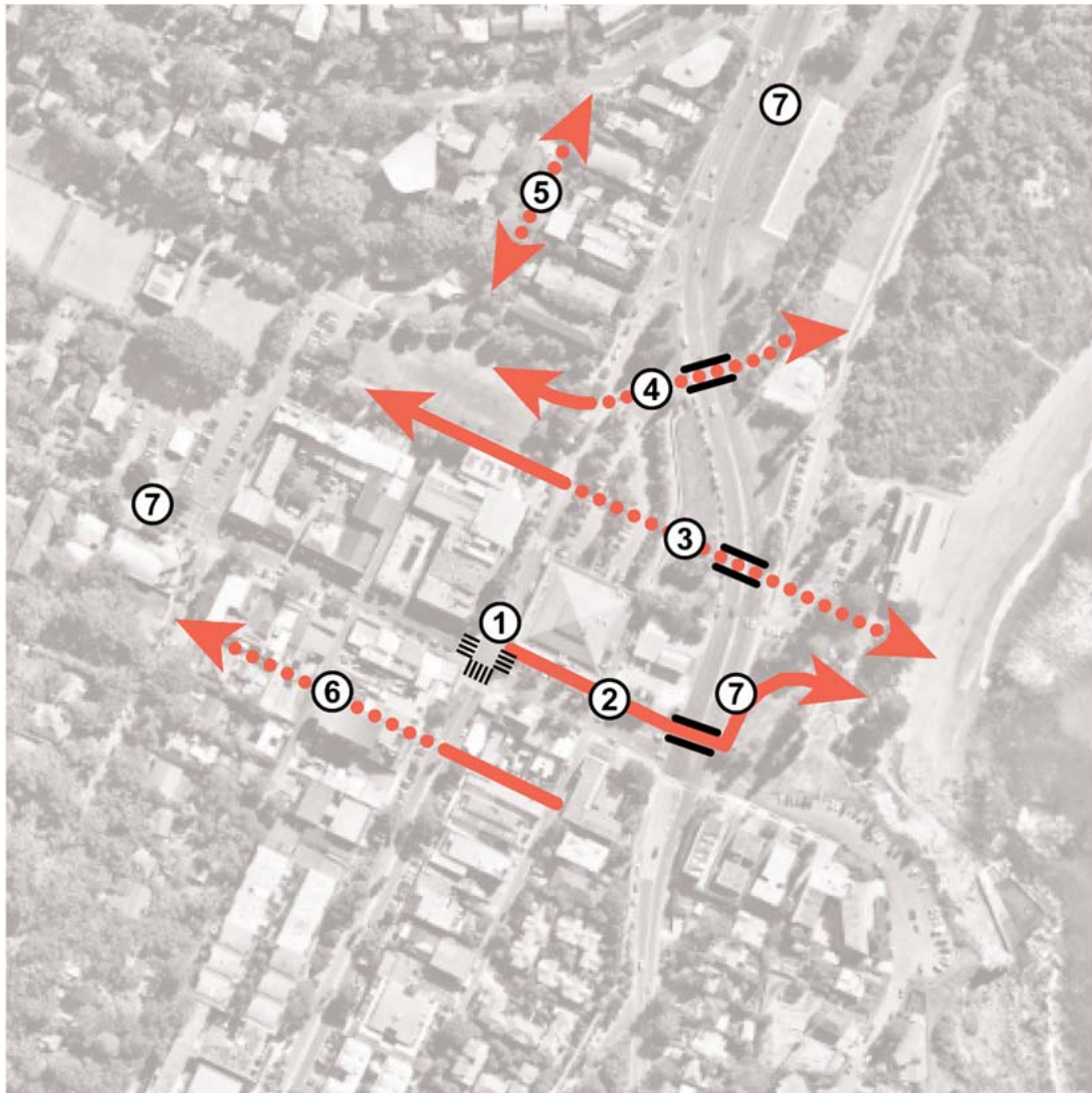
Walking and cycling into and through Avalon Beach must be improved to link the centre with significant destinations, access routes, and especially to local schools and aged care facilities.



1. Create a walking and bicycle connection to the Old Wharf Reserve.
2. Create a walking and bicycle connection to the Careel Bay Wharf.
3. Create a walking and bicycle connection to the Careel Bay Playing Fields and Hitchcock Park.
4. Create new footpaths to provide a continuous walking link along the Bicentennial Coastal Walk through Avalon Beach, including a new footpath along Marine Parade to Bangalley Park.
5. Continue the Coastal Walk southwards with a distinct, clear, and continuous footpath from North Avalon to the rock pool, and a new clifftop pathway to Bilgola Head (like the Curl Boardwalk).
6. Create a new footpath from the southern edge of Avalon Public School through Palmgrove Park to Palmgrove Road.
7. Create a new footpath from Avalon Parade along Palmgrove Road and through Angophora Reserve to connect with several streets at the top of Bilgola Plateau.
8. Create a new footpath from Pittwater Palms up Nandina Terrace and through Stapleton Reserve to connect with several streets throughout this hillside.
9. Ensure all local schools and aged care centres are directly connected into this footpath and bicycle path network to ensure equitable access to active travel.

Improved Connections (at Fine Scale)

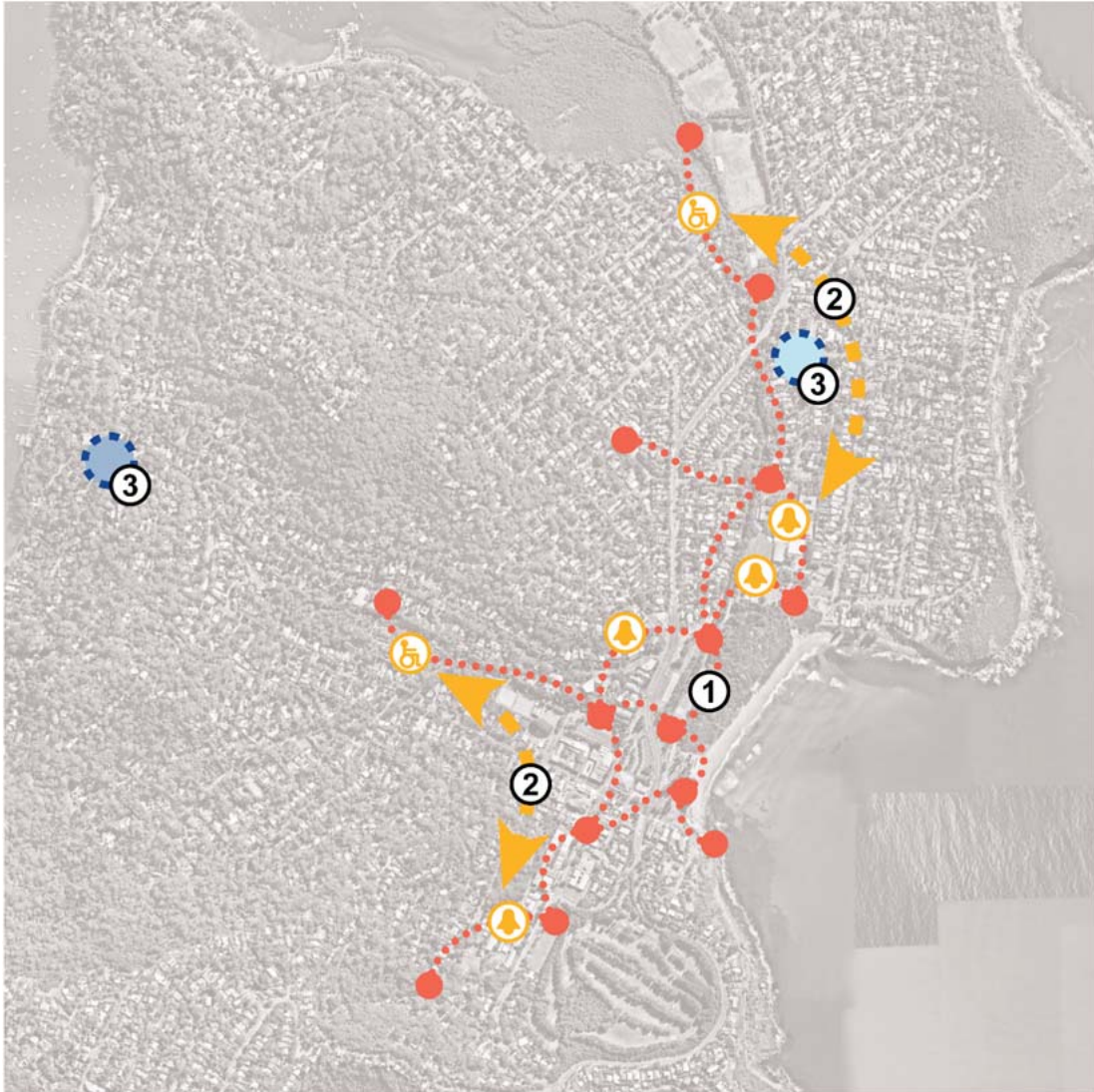
While it is important to focus on the main streets of Avalon Parade and Old Barrenjoey Road, the ABPP neglects consideration for other strategic connections that would improve the feel and function of the centre.



1. Redesign the ABPP proposed intersection to ensure pedestrian crossings are provided on all street corners, and that these crossings are aligned with clear pedestrian desire lines along footpaths. (See the Intersection Design Case Study below).
2. Upgrade the footpath and landscaping from the main intersection to the beachfront to reinforce this link.
3. In a future redevelopment of the Woolworths site, continue the footpath link from Dunbar Park through the public open space on the north side of Woolworths, and provide a new signalised pedestrian crossing of Barrenjoey Road to connect with the surf life saving club.
4. As part of the naturalisation of Careel Creek, create a new footpath connection along the creek and up into Dunbar Park, with a new signalised intersection of Barrenjoey Road near the skate park.
5. Upgrade Patterson Lane as a shared space, with paving and associated streetscape enhancements, and move the pedestrian crossing in Central Road alongside Patterson Lane to acknowledge the pedestrian desire line from Patterson Lane to Maria Regina Catholic Primary School.
6. Review planning controls of properties along the south side of Avalon Parade to facilitate the extension of Simmonds Lane westwards to Bellevue Avenue through redevelopment and the progressive public dedication of space for the extended laneway.
7. Upgrade all Avalon Beach town centre bus stops with new shelters, widened footpaths, and landscaping upgrades.

Community Culture and Creativity

In addition to the artistic ideas suggested in the ABPP, there needs to be consideration for a range of spaces where people can engage in community activities together.



- Are there any distinctive Country aspects to reinforce, such as traditional pathways, songlines, or places of significance? Could these include any of the various waterways, sheltered valleys, prominent hills and escarpments, or other Avalon Beach features? If so, how should any of these places be recognised, protected, and enhanced as local cultural features? (This idea is not mapped in the drawing above, as any specific ideas should be developed in collaboration with the Aboriginal community).
1. Create a 'play precinct' with a series of natural play elements connected with public open spaces, schools, and aged care centres.
 2. Connect the local schools with local aged care centres through interactive programs to facilitate intergenerational learning and development, such as explored in the ABC program *Old People's Home for 4 Year Olds*. These programs could utilise spaces in both the schools and the aged care centres, as well as various public open spaces nearby.
 3. Art and culture enhancements to Avalon Beach centre should also be applied to the Hilltop Road and North Avalon Shops. However, should all these centres be treated in a universal way to create a consistent whole-of-Avalon character, or should the Hilltop Road and North Avalon Shops be treated with their own distinctive art and culture enhancements? The people closest to these small centres should be engaged in these ideas.

Active and Distinctive Spaces

The ABPP must be more precise about which spaces in Avalon Beach are going to be activated and upgraded, how, and for what purpose.



1. Upgrade the Avalon Parade intersection as a uniquely distinctive space. (See Intersection Design Case Study).
2. Close Old Barrenjoey Road to vehicles from Avalon Parade to Dunbar Park to create a pedestrian street like The Corso, Manly.
3. As part of a redevelopment of the Woolworths site (see #7), create a new town centre square in the public space currently occupied by car parking. The outdoor car parking can be reduced in scale and additional car parking provided underground.
4. Connect the new square in #3 directly to the beachfront via a new signalised crossing of Barrenjoey Road and upgrade the link as an extension of the pedestrian path eastwards from Dunbar Park.
5. Redesign the wide turning circle area of Avalon Parade / Surfside Avenue to consolidate car parking into a much smaller footprint of perpendicular parking along a street of minimal width. Utilise the additional space to create a new headland park with Coastal Walk extension, picnic tables, viewpoints, trees, and public art.
6. Utilise the wider north-facing (sunny) sides of Avalon Parade for outdoor dining and increased street tree plantings by changing car parking format from perpendicular to parallel. Prioritise food and beverage businesses in these locations to create a more consolidated 'eat street' destination.
7. Review planning controls to encourage the consolidation of the Woolworths and Service Station sites to deliver a new mixed-use supermarket development with more active frontages to the south and north, and the majority of car parking underground.

Intersection Design Case Study

The current ABPP intersection proposal must not be adopted, because this intersection lies in the most central position of the Avalon Beach town centre, and yet it does not adequately prioritise people over vehicles.

It is recommended that Council redesigns the intersection following the method set out in the *Practitioner's Guide to Movement and Place* (GA NSW 2020).

Council should also consider case study examples of intersection designs that respond to their town centre location. Note that the Port Macquarie town centre features several beautiful intersections, such as this one pictured below at Clarence and Murray Streets. The most important feature of these intersections is that the overall design of the space signals to everyone who moves through it (whether by foot, bicycle, or vehicle) that this is a slow speed environment. Slower speeds allow people to make better eye contact with one another, enabling considerate and efficient turn-taking without excessive use of signage, painted line markings, or other road-based infrastructure that has no place in a town centre environment.



Clarence and Murray Street Intersection, Port Macquarie (Google Streetview)

Several significant design features must be considered for adoption in the Avalon Beach intersection design:

- Raise the level of the intersection so that vehicles ramp up to the level of the pedestrian footpath. The ramp can be designed with a cobbled paving texture to remind vehicles to slow down.
- Pave the intersection to demarcate it as a slower speed environment as distinct from the bitumen street.
- Provide direct pedestrian crossings on all street corners.
- Provide landscaped medians as pedestrian islands halfway across the street (these may need to be narrower in Avalon Beach than in Port Macquarie).
- Narrow the vehicle carriageway as much as possible and provide abundant landscaping.
- Install bollards to protect the pedestrian spaces.
- Consider incorporating a distinctive pattern or even an artwork set into the paving in the centre of the intersection.

Summary Response to Council's Submission Form

- *Do you support the draft Avalon Beach Place Plan?*

No

The Draft Avalon Beach Place Plan does not include an adequate place approach, scope, urban design analysis, opportunities and challenges, case studies, nor consideration of Country; and as a result, its "key design proposal concepts" are inherently flawed. For example, the proposed intersection design does not adequately prioritise pedestrians in respect of its town centre location. The current ABPP should be scrapped, and the place planning process restarted following a best-practice approach to design and planning.

- *Do you support the proposed shared zone on Old Barrenjoey Road?*

No

The proposed shared zone concept design is highly unimaginative, as it only considers the street as a thoroughfare of pedestrians, cyclists, and cars (aside from some landscaping and outdoor dining). If this space is to be a shared zone, the space should be designed with much greater fluidity to facilitate a far greater diversity of activities, like the Dutch 'woonerf' streets.

A superior outcome would be to fully pedestrianise Old Barrenjoey Road from Avalon Parade to Dunbar Park, like The Corso, Manly.

Note that the concept designs proposed in the ABPP display a poor-quality plan drawing and a poor-quality streetscape render that is inconsistent with the drawing.

- *Do you support the proposed bike path/cycleway designs?*

Yes and No

Yes – The strategy to include separated bicycle paths in both directions through the centre of Avalon Beach is applauded. Prioritising and designing safe space for cycling is a critical aspect in local centre place planning. It is especially important in connecting the major and micro centres, schools, and public open spaces throughout Avalon Beach. This critical bicycle infrastructure must be built so that this healthy, sustainable, and efficient mode of travel can continue to be increasingly adopted by all kinds of people for all kinds of activities.

Note – The ABPP does not adequately explore how these bicycle paths will practically connect northwards to Careel Bay or westwards to the Old Wharf. It also does not mention how far the bicycle path will extend southwards, highlighting a strategic void the ABPP in its lack of consideration for a future bicycle link between Avalon Beach and Newport.

No – The proposed Old Barrenjoey Road street section on p49 of the ABPP is not supported. A separated bicycle path must not be delivered at the expense of street trees, because both are essential elements in Avalon Beach's more sustainable future. This section of Old Barrenjoey Road should be redesigned to include the existing street trees, a new separated bicycle path, and a new water-sensitive urban design median with substantial trees (like Wolseley Grove, Zetland). Only vehicle space should be reallocated to enable these new inclusions, for example by changing the car parking format from parallel to angled. These changes would create a much more attractive streetscape for people walking and cycling, offsetting any reduction in car parking spaces with greater activity and trade.

- *Do you have any comments on the Avalon Beach Pedestrian Bike Path – Alternative Connections design?*

The existence of this plan demonstrates the failure of the Draft Avalon Beach Place Plan to adequately address urban design analysis and opportunities and constraints. In this example, because the ABPP omits consideration of the challenges and compromises that are inherent in place planning, these community organisations are left to attempt their own bicycle strategy for Avalon Beach town centre. Of course, as a result, that this community plan is in direct competition (rather than in complement to) Council's draft bicycle strategy.

In this case the Alternative Connections design is admirable in intent but misguided, and this concept should not be pursued by Council. The principle is simple – bicycle riders are people, and people should be prioritised in the centre of town. However, to achieve this, Council must practically engage with the design challenges that this progressive strategy presents. The alternative solution – which is an overly complex system of shared paths and laneways – will not adequately cater to increased demand for safe bicycle connection in Avalon Beach, either now or in the future, and nor will it contribute to the activation and increasing vibrancy of the town centre. If any specific user groups should be diverted outside of town, it should be private cars, not pedestrians or cyclists.

Submission to the NBC on the Avalon Place Plan

Environment & Sustainability

What stands out for me is there's Nothing about environmental sustainability?

- Ambient lighting street lighting, etc should be powered from solar –
- Define and encourage the infrastructure for the village to create a solar grid and battery store. Avalon Village should aspire to go off grid.
- Generally, the street scape improvements and designs seems very urban / city oriented, lots of paving, structured built elements and features. Avalon is famed for its natural beauty – the integration of the environment in a coastal village (semi urban) area. Think this needs to be at the forefront of every element. More landscaping, more organic integration rather than hard surface and concrete.

Shared one way zone.

- A no brainer in my opinion although community is divided. The intention to trial this is a very sound decision. It has benefits but may also have adverse side effects that could be sorted with experience lead knowledge.
- Requires some traffic speed modulation and although "shared" the space is dissected by a continuous row of parked cars. It will NEVER look like the illustration provided in the report.
- How pedestrians move through this space needs better thinking. There's no crossing through parked cars, not modulation.
- If one lane one way, delays will be many when cars are parking and re-entering.
- Basically, this shouldn't be just a broad paved area. Needs planting, gardens – not plants in pots.
- A suggestion is to free up some of the car spaces – enable pedestrian flow – extend the one way north past the entry to woollies and then change the car parking along this section the be rear to curb, hence picking up car spaces for freed space in shared zone.
- Planting in green spaces at intersection needs proper consideration to ensure clear visibility into Avalon Pde.
- Current plan doesn't show any parking lines on the north side of Avalon parade west of the Old Barrenjoey Rd intersection. Its very obvious this needs to be parking, and would be a better place to have parking than in the one way shared zone.
 - Consider less in the shared and more along Avalon Pde.
 - OR/and opposite this spot, on south side of Avalon pde, there's no need for or use of the footpath here apart from walking. Perhaps there should be a couple of loading zones spaces in between the trees noted. Then current loading spaces opposite not required.
- The artists impression image shows parking both sides of the shared one way? Which is correct? The impression or the plan?
- To work this requires considered plan for landscaping.
 - There's a very broad expanse of dark hard heat capturing and creation

- Needs to be more landscape and less hard surface.
- Needs a selection of tree cover that will create a proper canopy to filter direct sun and create shading.
- Natural species – suitable for local ecology.

Page 46 Resurfacing

- Concerns me that most of the reference images are very urban expansive hard surface spaces.
- This is NOT the character of Avalon. We need to ensure the expanding hard surfaces are broken up by landscaping, not just urban pot plants but connected to the earth, runoff and water capture, flood mitigation does not seem to be considered in the plan.
- We don't need masses of hard surface to achieve the objectives of the plan, to the contrary I think its in conflict with the plan.

Cycle way

- I totally agree that in a Village like this we should be encouraging cycling and making the access to the Village Cycle friendly.
- However ! I'm not convinced by creating a cycleway through the Village - will do anything to encourage people to use bicycles.
- The current issues are really around traffic peak hours with so many kids being dropped off at school and picked up again. It's a traffic jam through an already difficult intersection. A proper traffic plan of the intersection and specifically tackling the kids peak hr may alleviate this, IF the kids cycling habits are addressed.
- Having a cycleway through the village at the current costs and negative impacts just doesn't seem to make sense nor justify the cost.
- A study should be done to examine ways the access to the village from the more likely flatter areas of Avalon to the North and west can be accommodated, facilitated and any problem traffic points managed to get access TO the Village. Then have plentiful bike racks where people can park their bike and WALK throughout the Avalon Village. Make it Pedestrian friendly. Enable/ encourage people to ride in.
- Having a cycleway that takes bike traffic through the village, dissects the Village, and creates a replanning of landscape and parking and traffic movement, and the cost of this just isn't justified. We don't need to cycle Through Avalon we need to encourage people to cycle to Avalon.
- Now to the actual cycling NEEDS – and an existing ISSUE – that being the kids riding through the Village – along the footpaths to get to school. This needs to be addressed before someone gets hurt, or worse.
- An obvious answer to this is to have a dedicated cycleway down Paterson lane – its opposite the school driveway exit. The lane should be one way during the school peak hrs (which is really only an issue for a 30- 40 min max time especially in the afternoons with all kids leaving at the same time.) the lane would have NO STOPPING signs and cycleway signs for that period, otherwise resumes its current operation.
- The cycle way could then continue along the laneway to Dunbar park where kids and parents meet and socialise. Cycle way or cycle friendly access should then disperse the bikes North and West.

- Perhaps the cycle way should bring people off the roads in the Village, off Avalon Pde and have access to cycle racks at Dunbar. People can walk around the village from here.
- Planning should plan for a cycle friendly access from Dunbar to the Beach.

Dunbar Park

- If Council had surveyed the activities in the park, they'd know that it's the place for kids n families kick throw pass hit balls and games. It gets good use, soccer, touch footie, frizbee, cricket etc. or just kids sitting around chatting.
- The kids playground gets great use and any further enhancements, parents seating, picnic /BBQ shelter may be better placed around this feature rather than closer to the Rd.
- Proposed improvements are sound but new pathing and facilities should remain around the perimeter to enable and encourage active family sports. le don't encroach on the size of field to allow sports field games.
- The potential playground nature play – if yr proposing 4 dead tree trunks, may as well just leave a live one, or provide an axe with each to give the kids something to do with them. Please things for kids to climb over under around hide swing slide etc. what would they do with 5 tall posts (dead tree trunks). & we already have those at the existing playground.
- The eastern area does and should continue to be used for outdoor concerts during market days and festivals.
- The proposed new open plaza area between the community centre and RSL should be planned for the type of potential uses, not just another paved open area.
- We'd highly recommend it NOT to be another hard surface heat sink.
A coffee cart and seating would certainly be well utilised but with direct north sun exposure with high walls and hard surfaces the areas needs shelter /cover.
 - Should consider having awnings/ pergola's out off the community buildings even if to filter light rather than fully covered. The pergola could have native flagrant creepers etc to create the filtered cover.
 - This would also be a great space to exhibit public art works and have live music performances.....consider a stage area here not built on the fields??

Beach Gateway-

I'm dead against the proposal here. I think you've literally got it back to front.

What is needed is more space for the bus stop and for pedestrians to get past. Its congested when people are waiting and trying to pass. The footpath needs widening, and bus shelter should be recessed into the embankment.

However, You absolutely don't need 8meters or more of hard surface set back. More nature less urban structure please.

This plan totally reorients the beachfront park to be a main road viewing auditorium????

A 4 m set back with recessed shelter would be a huge improvement and satisfy any current issues.

Perhaps a small path leading around the corner may be included but again this is very rarely used, people don't walk in that direction. The residents living up the hill either walk through the park to the beach or on the southern side of intersection to cross to Avalon. That footpath is a path for no-one leading nowhere? An Incredible waste to take away 3 meters of park for a path that won't be used. MORE green Less pavers please. We'd rather see our "gateway" intersection be highlighted with attractive planting than urban pathways.

The park and any infrastructure should be oriented to public uses of the beach and passive recreation of that grassed area.

Instead of building/ reorientating the park to be a traffic viewing area, take any earth from excavation and use to shape the space to maybe include one retaining wall that helps orient the space to the beach, then plant behind the bus shelter and focus on orienting seating, shelters, yoga/ exercise spaces, picnic spaces that look at the beach, not cars, not 6 lanes of bitumen. What's proposed is wrong, is expensive, is not needed and is totally the wrong orientation.

Its not in line with the objectives of the plan and is NOT in character with the existing natural environment. PLEASE RECONSIDER.

What you've totally missed is one of the most dangerous corners/ intersections in Avalon, the turn from main rd into the beach car park.

It's a terrible conflict of kids ploughing across the beach entry as the footpath is right on the verge, cars exiting the park in the middle of the road instead of on their side and car park spaces blocking access and sight lines to the traffic.

This really should be addressed as part of the plan. Here you should push the car parking back from the intersection, remove at least one of the parking spaces next to the footpath to open a line of sight for/to pedestrians and fix this problem spot.

North Avalon Des Creagh Park –

- As with Dunbar, this open space is mostly used by families kicking a ball around and sometimes a group picnic.
- Its where just about every little kid start to learn to ride a skateboard, push bike or any other.
- Id suggest the seating be on the perimeters close behind the beach, its more sheltered from the winds and recognises what the community uses the park for.
- Please DON'T place built structures through the middle.
- Coastal fringe precinct should include- continue to the boundary of Barrenjoey High school, otherwise there's a public park and parking that has high use but not covered by plan – currently dissects through the middle of the Nth Av car park.

South Avalon Pool

Once again – please less built concrete structures. This is a beautiful natural space. Please don't NOT create further concrete structures. At high tides and large surf / waves will/ do crash through this area. Any built structure needs to examine the wash impact on the beach and sands. Avalon Pool is only small, the current situation there is working fine, people don't need to sit on concrete to enjoy this environment.

- Use the money to upgrade the existing kids play area.

From: [REDACTED]
To: [Council Mailbox](#)
Cc: [REDACTED]
Subject: Your Say Northern Beaches - Submission form - My Place: Avalon [REDACTED] 16-5-21
Date: Sunday, 16 May 2021 6:11:15 PM
Attachments: [Draft Avalon Place Plan -Action Plan -Comments - Priorities on 58 Action Items- Submission 16-5-21](#) [REDACTED]

Dear NBC

Please find attached my comments and priorities regarding the 58 action items in the Draft Avalon Place Plan -Action Plan – to be read in conjunction with my comments below and Responses to your online submission questions.

Overall I find this a very disappointing and disjointed plan and lots of things are missing.

The Plan needs a lot of reworking, further community consultation in some areas, and a working group of local experts to oversee implementation.

Further, studies and demographics are all pre covid so no evaluation of changes have been included in the plan.

We need to ensure height limits in the commercial area and locale do not exceed current 3 storeys and the Local Character statement is entrenched in development controls.

I have dissected the action plan into sub sections:- refer attachment for specific comment.

Infrastructure:- Priority for new footpaths and Lighting should be no1 and no 2 and included in 21/22 Program Budget.

Patterson Lane design needs reworking.

I support the NASA submission re North Avalon and Des Creagh Reserve.

Natural Environment No 3-4 include in 2021/22 Program Budget. This is pretty light on re natural environment and nothing much re sustainability issues.

Traffic – Roads, Intersection, Lane Ways, Bike Paths and Buses

I think NBC should engage a reputable Traffic Engineering Consultant (possibly the company that worked on the Avalon PAMP) and conduct a full on , comprehensive traffic study of Avalon Village – including feeder roads.

This should encompass vehicle, bicycle, pedestrian and public transport movements. This should look at best options for all the issues mentioned under this area.

Needless to say, I believe the NBC Bike Plan proposal is all wrong for Avalon Village and I consider it would have an extremely detrimental effect on the viability of the village.

Seating, Benches Picnic Tables

This needs a coordinated plan with local input on design/locations.

Art and Culture

This is all over the place , with some repetition and overlap.

This needs to be a co-ordinated strategy starting out with viable infrastructure for Art and Cultural production and events.

Consultation with locals who have experience and skills in this area should be fostered.

We need to review Youth needs for cultural, maker, meeting spaces and programs that will divert away from destructive anti-social behaviours.

We have already been through an evaluation of best location for a stage in Dunbar Park and it is best located off the Scout Annex. An external toilet could be added to this building for public amenity and playground users.

I support the Avalon Bowling Club proposal to turn Green 1 into a multi-purpose cultural space - including large screen for film festivals etc.

I support further funding for the Avalon Workshop Space at the Avalon Golf Club. This would include transferring the lease over the Upper level Kitchen, lounge and dining area to facilitate more /varied workshops/classes , meeting /networking space and exhibition space.

Simple infrastructure facilitates and reduces costs for local events to occur. I Would like to see removable bollards installed in Patterson Lane -intersection to Avalon Parade, Old Barrenjoey rd North – Intersection Avalon Pde to Woolworths Car park Entry, Simmonds Lane -either end- This would make a great eat street and pop up performance space after hours.

I would like to see the space of the former Girl Guide Hall given over as a community space to an nfp -to crowd fund the re-establishment of the Avalon Ceramic Workshop.

I would like to see the Establishment of a Men's (Person) Shed for recycling of household goods, toys, Bikes Etc .

Youth and Active Play:-

Again -we need a co-ordinated strategy/plan for Youth needs and sport exercise facilities.

I think we need further community consultation on how to address current youth problems , involving all stakeholders before throwing funds at these ideas.

There is not much in here except a bmx track!

I support the NASA proposal for North Avalon and Des Creagh Reserve and the Avalon Community Garden proposal.

Events

This is stuff the community has done before very well.

It applies too all villages in NBC

I personally object to NBC focusing/funding markets and events that compete with local businesses.

I would like to see all villages/centres in NBC allocated an annual local event budget that can be co-ordinated by a suitable local nfp/community group or business chamber.

Regional/State and International Events would be separate funding allocations.

Commercial Activities- Interactions with NBC- Avalon Palm Beach Business Chamber

I think this would be best done as a series of meetings/discussions/surveys with local business owners, chambers, landlords and real estate agents.

Council Admin Functions

I see these as part of normal council operations which would be attributed to staff costs -not a Place Plan budget.

Other things missing:-

Welcome to country- should mention our local tribes (whatever is said re dispute on who they are).

Indigenous History, language and language signage of place names, commemoration of local indigenous history and people, signage, reference to important historical sites, celebration of our indigenous culture.

Local history, post invasion, commemoration and signage of local significant sites and heritage retention. Memorial/Celebration for this years 100th Anniversary(5/12/21) to be included in 21/22 Budget

An ongoing maintenance program of Village Assets, Garden /Tree Canopy Maintenance, Bush Care, Storm Water Management, Street Cleaning, Weed Control, Water and Waste Water Recycling, Electric Car and Bike charging stations. Electric Community Buses.

Regards

[Redacted signature block]

From: no-reply@harvestdp.com <no-reply@harvestdp.com>

Sent: Saturday, 15 May 2021 6:26 PM

To: [Redacted recipient]

Subject: Your Say Northern Beaches - Submission form - My Place: Avalon



Your Say Northern Beaches - Submission form - My Place: Avalon

Thank you for your submission of the form Submission form - My Place: Avalon through Your Say Northern Beaches

Thank you for your feedback on the draft Avalon Beach Place Plan.

Do you support the draft Avalon Beach Place Plan?

No

Do you support the proposed shared zone on Old Barrenjoey Road?

No

Do you support the proposed bike path/cycleway designs?

No

Do you have any comments on the Avalon Beach Pedestrian Bike Path - Alternative Connections design.

This is a better alternative to investigate further. Keep bike lanes out of the main village area.

Provide any further feedback on Avalon Place Plan below

See separate email submission.

First Name

██████████

Last Name

██████████

Email

[REDACTED]

Postcode

2107

Gender

[REDACTED]

Year of Birth

[REDACTED]

Please tick this box if you do not wish to receive email updates on this project.

Yes

This is not SPAM. You are receiving this message because you have submitted feedback or signed up to Your Say Northern Beaches.

Infrastructure

My Priority	Include for 21/22 Program Budget - Highest Priority				
	Improve the pedestrian experience by renewing and constructing new footpaths, creating wide pavements that link activity areas, transport and beach, as recognised by the Avalon Pedestrian				
1	20 and Mobility Plan (PAMP) and Walk Northern Beaches	NBC	\$ 5,100,000.00	\$	5,100,000.00
2	18 Provide a range of ambient lighting within the village.	NBC	\$ 500,001.00	\$	5,000,000.00
2	19 Provide additional lighting along the southern edge of Dunbar Park to provide a sense of liveliness and safety	NBC	\$ 15,001.00	\$	500,000.00

Yes but wrong design

33	Activate Patterson Lane through a range of improvements focused on enhancing the overall amenity of the area, supporting pedestrian access and providing ambient lighting. Initial work to focus on reconfiguring the bin storage area, followed by street art and installations, upgrading pavement treatment and enhancing interface with Dunbar Park to improve amenity and support pedestrian access.	NBC	\$ 500,001.00	\$	5,000,000.00
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We don't need bin storage -NBC already has this. Use space for bike storgae. Private tenants/landlords need to resolve off street storage for bins. Patterson Lane needs resurfacing. We need removable bollards end Patterson lane and Avalon Pde intersection - not at Dunbar side. This facilitates community events. Need lighting and poles/wires for high level art installations. Possible retractable cover for rain protection for community events at rec centre rear.We submitted plans to Pittwater Council for giant chess and small chess tables around the garden. These still work.Don't tile the whole lot-keep existing plantings. If want to open back of rec centre look at removing fencing and punching through rear entry. That said -how will this space be used??? Will it be subject to vandalism and congregation of youths behaving badly? This is a community problem that needs fixing before we spend a lot on inappropriate infrastructure!!

Yes 2-3yrs	43 Investigate opportunities to naturalise Careel Creek and stormwater drainage systems within and surrounding the village centre.	NBC	\$ 15,001.00	\$	500,000.00
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Infrastructure

Low	<p>27 Install wayfinding signage in key strategic locations throughout all precincts, directing to key places within the village and adjoining recreational areas Not sure great need?</p> <p>Support Submission from NASA for Treatment of North Avalon and Des Creagh Reserve -this is all wrong for Avalon</p>	NBC	\$	15,001.00	\$	500,000.00
Wrong	<p>54 Enhance and activate spaces within Avalon Beach Reserve, Avalon rock pool area and north Avalon carpark.</p>	NBC	\$	500,001.00	\$	5,000,000.00
	<p>57 Provide viewing platform and bench seating at North Avalon carpark area</p>	NBC	\$	5,000,001.00	\$	5,000,001.00
	<p>58 Increase the capacity of existing bench seating at the Avalon Beach rock pool.</p>	NBC	\$	501,000.00	\$	5,000,000.00
	<p>Total Costings Minimum to Maximum Range</p>		\$	7,046,007.00	\$	26,500,001.00

Natural Environment

My Priority

3	2 Increase tree and vegetation planting throughout Avalon Beach with species endemic to Avalon Beach with the intention of increasing biodiversity. Should be included in 21/22 budget and from part of Avalon Beach 100 yr memorial project	NBC	\$ 15,001.00	\$ 500,000.00
4	16 Protect the quality and quantity of existing native bushland and open space from encroachment from new development	NBC	\$ -	\$ 15,000.00
5	Incorporate urban greenery and vegetation into the built form and laneways, such as green laneways and greenways	NBC	\$ 15,001.00	\$ 500,000.00
	Minimum to Maximum Costing Range		\$ 30,002.00	\$ 1,015,000.00

Traffic -Roads, Lane Ways, Bike Paths

My Priority

NO

10 Introduce a staged approach to the intersection upgrade of Old Barrenjoey Road and Avalon Parade including a trial of a temporary one way shared zone to inform permanent road and streetscape improvements.
Disagree -this is wrong solution for Avalon Beach

NBC RMS \$ 15,001.00 \$ 500,000.00

24 Implement the recommendations of the Avalon Beach Parking Study, including the preparation of integrated signage plan, simplification of parking controls and relocation of long stay parking spaces.

NBC \$ 500,001.00 \$ 5,000,000.00

This is a pre covid study .Not sure demographic projections still hold. Does not cater for business clients seeking long appointments. Does not cater for all day parking. We are short on loading zones to servcie businesses. Increase NBC dcp lep re parking numbers for commercial developments. We are way below averages. Think need for some multi storey car parking possibly Bowling green Lane. 3 storey max - no underground - green wall treatment for exterior. Look at Parking levy on developer contributions.

6 48a

Create a low-vehicle speed pedestrian environment throughout the village through urban design and traffic calming methods.
Agree this re reduced speeds and shared zones in lane ways. Bike paths through 10 km lane ways and off road parks/reserves and bike storage at village /beach entry points.

NBC

\$ 5,000,001.00 \$ 5,000,001.00

NO

48b

incorporating formal bike paths within village
NO Bike paths along Old Barrenjoey Rd and Avalon Pde in Village!!!

7

50 Good idea

Continue to explore opportunities to improve and upgrade the design of laneways, with a focus on creating alternative pedestrian connections throughout the village, opportunities for art and increased landscaping. YES

NBC

\$ 15,001.00 \$ 500,000.00

Traffic -Roads, Lane Ways, Bike Paths

NO way	55 Incorporate a cycleway along old Barrenjoey Road and Avalon Parade and provide bicycle facilities throughout the village	NBC	\$ 500,001.00	\$ 5,000,000.00
	Minimum to Maximum Costings		\$ 6,030,005.00	\$ 16,000,001.00

Seating Benches Picnic Tables

This needs a co ordinated plan for Village/Reserves. Local community should have input on design and locations. We don't need more concrete paths in Dunbar Park. We need better stormwater drainage and high grade crushed sandstone compacted to greater depths .

<p>35 Increase seating opportunities throughout the village for people to gather and relax, including seating, picnic benches and tables</p>	<p>NBC</p>	<p>\$ 15,001.00</p>	<p>\$ 500,000.00</p>
<p>47 Install outdoor seating in strategic locations throughout the village and Dunbar Park to provide places for people to meet and gather.</p>	<p>NBC</p>	<p>\$ 15,001.00</p>	<p>\$ 500,000.00</p>
<p>51 Activate the edges of Dunbar Park by increasing footpath width and the provision of benches and seating</p>	<p>NBC</p>	<p>\$ 15,001.00</p>	<p>\$ 500,000.00</p>
<p>56 Provide seating and tables at Des Creagh Reserve</p>	<p>NBC</p>	<p>\$ 15,001.00</p>	<p>\$ 500,000.00</p>
<p>Minimum to Maximum Costing Range</p>		<p>\$ 60,004.00</p>	<p>\$ 2,000,000.00</p>

Art and Culture

low	1 Incorporate recycling waste bins in strategic locations (customised with local artist works) into streetscape enhancement works.	\$	-	\$	15,000.00
No	13 Commission art installation on rock pool fencing	\$	15,001.00	\$	500,000.00
yes	25 Increase opportunities for art in public spaces, including street art, art installations and sculptures that complement the character of Avalon Beach.	\$	15,001.00	\$	500,000.00
yes	26 Expand opportunities presented by the Coast Walk and Public art trail to encourage people to detour off the trail and explore the Village	\$	15,001.00	\$	500,000.00
yes	34 Foster opportunities to celebrate the communities creativity through village laneways, open spaces, vacant shops and land via outdoor public art installations, art boxes and pop ups.	\$	15,001.00	\$	500,000.00
Yes	39 Recognise and celebrate the local heritage of the area. both indigenous and non-indigenous, through interpretative information, signage and online heritage trail. Explore opportunities to link with the Coast Walk Public Art Trail	\$	15,001.00	\$	500,000.00
yes	40 Create a sense of arrival into the village through local art and signage which reflects the heritage and creativity of the area.	\$	15,001.00	\$	500,000.00
yes	41 Explore opportunities to build upon the Avalon Workshop in relation to local arts and culture	\$	15,001.00	\$	500,000.00
yes	44 Incorporate Art in public places, performances spaces and cultural activities in community places to increase vibrancy	\$	15,001.00	\$	500,000.00
8a	52 Provide a shelter in Dunbar Park for shade and weather protection along with opportunities for arts and a performance venue	\$	500,001.00	\$	5,000,000.00
8b	53 Investigate opportunities for extended access to toilet facilities for Dunbar Park users.	\$	-	\$	15,000.00
	Construct stage on Scout annexe and construct external toilet on scout annexe. Far cheaper and better acoustics for stage and toilet amenity for playground users.	\$	620,009.00	\$	9,030,000.00

Youth and Active Play

My priority	9	8 Provide pop-up play spaces and active play elements throughout the Village, such as table tennis and chess. Needs more funding than \$15k!	NBC	\$ -	\$ 15,000.00
	58	15 Create an off -road bicycle facility aimed at young people	NBC	\$ 501,000.00	\$ 5,000,000.00
		36 Provide a range of outdoor activities, exercise and sporting structures in open space areas that complement the natural setting	NBC	\$ 15,001.00	\$ 500,000.00
NO		37 Remove fencing along northern boundary of car park at Des Creagh Reserve to increase connectivity between surrounding community based uses	NBC D Educ	\$ 15,001.00	\$ 500,000.00
Refer NASA proposal		38 Explore opportunities for Des Creagh Reserve to be used for a range of uses such as informal sport. active play and picnic area.	NBC	\$ 15,001.00	\$ 500,000.00
				\$ 546,003.00	\$ 6,515,000.00
		Already Done as part of Quick Wins			
	12	Redesign of Dunbar Park playground to incorporate nature play and universal access	NBC	\$ 15,001.00	\$ 500,000.00

Events

My Priority	3	Create and Annual program of events that celebrate the unique character of Avalon Beach	NBC Chamber	\$	-	\$	15,000.00
	4	Develop an online business walkabout map. promoting Avalon Beach businesses and attractions to visitors and the wider area	NBC Chamber	\$	-	\$	15,000.00
No	5	Trial monthly markets. in Dunbar Park. with a focus on fresh produce, arts and craft NBC continues to focus on events that compete with , rather than enliven local businesses. You need to rethink your strategies here in consultation with local business!!!	NBC Chamber	\$	-	\$	15,000.00
Refer Avalon Bowling Club Submission	6	Explore opportunities to establish new or expand existing film festivals and outdoor cinema nights	NBC Chamber	\$	-	\$	15,000.00
	7	In-line with the Connected Through Creativity 2029 Northern Beaches Arts and Creativity Strategy develop a busker program to provide entertainment in designated areas of the village in collaboration with Avalon Palm Beach Chamber of Commerce	NBC Chamber	\$	-	\$	15,000.00
Done??	9	Work with Avalon Palm Beach Business Chamber and businesses to run a 'Shop Local' campaign to highlight the importance of supporting local retailers.	NBC Chamber	\$	-	\$	15,000.00
NBC admin	23	Develop a "How to Guide" to provide information on event planning, permit processes and approvals to encourage small scale community-led projects. This should be done NBC wide as part on normal staff functions.	NBC Chamber	\$	-	\$	15,000.00
		Minimum -(Nil) to Maiximum Costings		\$	-	\$	105,000.00

Commercial Activities interactions with NBC -Avalon Palm Beach Business Chamber (now amalgamated into Peninsula Business)

My priority How?	21 Encourage temporary uses in vacant shops, supported by the Avalon Town Centre Retail Analysis, to retain a vibrant village	\$ -	\$ 15,000.00
Duplicate	22 Encourage unique and diverse retailers by working with Avalon Palm Beach Business Chamber to establish mentoring programs and initiatives to support local start-up businesses and young entrepreneurs.	\$ -	\$ 15,000.00
	29 Encourage unique and diverse retailers by supporting local start-up businesses. Encourage unique and diverse retailers by working in collaboration with Avalon Palm Beach Business Chamber to establish mentoring programs and initiatives to support local start-up businesses and young entrepreneurs	\$ -	\$ 15,000.00
How?	31 Encourage land owners and developers to utilise vacant land within the village for temporary uses, installations and events	\$ -	\$ 15,000.00
How?	32 Encourage businesses and entertainment that support a vibrant village centre and evening economy, whilst minimising potential noise conflict and balancing the needs of current and future residential uses above street level.	\$ -	\$ 15,000.00
How?	42 Work with local property owners to develop temporary treatment and uses on prominent sites and vacant land.	\$ 15,001.00	\$ 500,000.00
	Total Minimum to Maximum Costings	\$ 15,001.00	\$ 575,000.00

Council Administrative Actions

11 Prepare urban design guidelines and controls for the village centre that reflect the unique and distinctive character of the locality, embrace sustainability concepts, exemplary and biophilic design.	\$ -	\$ 15,000.00
14 Review and Amend Dunbar Park Plan of Management and the Ocean Beaches Plan of management to support actions outlined in the plan	\$ -	\$ 15,000.00
17 Review the Development Control Plan to ensure sustainability outcomes, including green architecture and Biophilic design.	\$ -	\$ 15,000.00
28 Advocate for multi-use of existing spaces and facilities such as school grounds outside of operational hours.	\$ -	\$ 15,000.00
30 Encourage active transport within the village centre by improving the existing pedestrian network connecting the surrounding residential areas to the village centre and increase cycling infrastructure	\$ -	\$ 15,000.00
46 Maintain the integrity of the existing land zoned B2 Local Centre to retain a range of retail, business, entertainment and community uses.	\$ -	\$ 15,000.00
49 Identify opportunities to ensure playgrounds are inclusive, adapted and safe for multiple age groups.	\$ -	\$ 15,000.00
Total Minimum to Maximum Costings	\$ -	\$ 105,000.00

Draft Avalon Beach Place Plan

Submission prepared by Barrenjoey Alliance for Arts and Culture

The past 12 months, with the arrival of the global pandemic, have shown us many things but one of the main messages has been the identification that we need to reshape the places we live in, to redesign our work places and to plan for climate change and an ageing community. These issues had been identified as long term trends but now they have been accelerated and require consensus building for a strong future.

This is a submission from the Barrenjoey Alliance for Arts and Culture (BAAC) responding to the draft Avalon Beach Place Plan 2020. The draft Plan has been informed by the My Place: Avalon Project which began in 2018 and proceeded through to the end of 2020. The Project demonstrates a pioneering effort by the Northern Beaches Council which has aspired to work with the community through diverse engagement strategies to develop a roadmap for Avalon Beach's urban landscape and to develop "local solutions to local problems" (Plan page 6).

In this context the draft Plan provides a comprehensive framework for the next 10 years based generally on what Avalon Beach was like before the pandemic. It presents viable solutions to long standing issues such as traffic management at the village intersection and the development of dedicated bike paths, but it fails to anticipate that our lives have been disrupted and altered by the pandemic and by the threats of climate change, and that creative thinking and innovation are needed to develop, support and enable improvements that establish and build on Avalon Beach as an authentic and original place for residents, businesses and for visitors.

BAAC is disappointed that this has not happened and also that BAAC's approach to the Department of Planning, Industry and the Environment through the local member, and Minister for Planning and Public Spaces, the Hon Rob Stokes MP, came to nothing. It was and is BAAC's view that as a post COVID place planning project coupled with the realities of climate change, opportunities were presented to refine and refresh placemaking strategies that take into account people as well as places. The resulting, quite ordinary and modest draft Plan reflects this missed opportunity.

The following provides a summary of BAAC's feedback:

- BAAC supports the proposed trial to improve the functionality, safety and pedestrian experience of the intersection of Old Barrenjoey Road and Avalon Parade by introducing a temporary one-way shared zone (Page 26).
- BAAC **does not support** the proposal to incorporate a cycle way along Old Barrenjoey Road and Avalon Parade (Page 26). This will further diminish the importance of the pedestrian and give greater visual importance to the road structures and associated traffic. However BAAC believes the community-developed proposal to better utilise and animate Wickham Lane and Edmund Hock Lane as bike paths is a viable alternative and should be progressed. (Page 43).
- The Council's reference to implementing the Avalon Beach Parking Study is reliant on 2016 and 2018 data. It would be important to take account of the influx of new permanent residents that have moved here since the last census and which has been further reinforced by relocations of families since COVID struck. The Draft Plan states that on past figures available, Avalon residents are significantly more car dependent than other NBC communities and that 12.8% of residents work at home, i.e. in the Avalon area, again significantly more than in Greater Sydney (4.4%). The Plan makes no mention of new parking solutions and notes that an increase in cars and population will create problems.
- BAAC supports the Green and Clean objective in recognition that Avalon Beach is a coastal village which has been developed within an active sea and fresh water catchment – where tides and rainfall influence the water flows on a daily basis. BAAC supports strategies that integrate landscape design with water and storm water management. This includes as a priority, the naturalization of Careel Creek and storm water drainage within and surrounding the Avalon Village.

- BAAC endorses the Principle of Culture and Creativity and the supporting Objectives (Page 28) and would add that every effort needs to be made to ensure that the Avalon Cinema (originally named the Avalon Picture Theatre) is formally identified for its significant role as a social and cultural asset. It has played an important cultural role since its opening in July 1955 (the second public building to be built following the school in 1951) and was identified by the local community as the third most valued asset in the 2017 Avalon Cultural Map after the Avalon Recreation Centre and Community Library. It is a well-known landmark and plays a critical role in building local cohesion, characterful variation to the streetscape, community wellbeing and sense of place.
- BAAC supports the Principle to improve the availability of active and distinctive spaces for cultural activities in community places that increase cultural vitality. To this end however we do not support the development of a performance platform/venue in Dunbar Park. Rather we propose that Council commission a scoping study to look at alternate sites for outdoor performance/ screenings such as amphitheatre/ terracing with appropriate infrastructure including on either one of the three Avalon Bowling Club greens, land on or adjacent to the Avalon Golf Course or Avalon Beach reserve.
- BAAC endorses the proposals to create flexible and distinctively unique public spaces (Page 30) and is pleased to support the “preparation of urban design guidelines and controls for Avalon Beach Village that reflect the unique and distinctive character of the locality, embraces sustainability concepts, exemplary and biophilic design”. This relates to the built environment – buildings and properties as well as to public space landscape design.

However good design extends beyond public spaces and it is crucial that design guidelines are developed, in active consultation with the community, and that they celebrate diversity and innovation whilst reflecting both heritage development and contemporary innovation which can be applied in both public and private developments.

This draft Avalon Beach Place Plan should reflect the opportunities presented by rigorous and robust planning to firmly establish Avalon Beach as a resilient and forward focused community, a cohesive community with a dynamic cultural and economic life and one where the disruptions of the pandemic and the impacts of climate change have provided a catalyst for positive change for the benefit of current and future generations.

Prepared by BAAC members

[Redacted]
[Redacted]
[Redacted]
[Redacted]
[Redacted]

[Redacted]

Response to Avalon Place Plan

“A relaxed and peaceful coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection.” is a good statement reflecting Avalon Beach.

Village Hub

The most important improvement to make in Avalon shopping centre is paving – consistent, suitable for our area and as trip proof as possible. (tree roots can be a problem) New paving was installed several years ago, but not all over the village. It is now looking tired. New paving would unify the area.

The next important improvement street furniture in a distinctive style, then distinctive lighting unique to Avalon

Upgrade the intersection.

The intersection is problematic but works if people take turns (both cars and pedestrians). However visitors do not know this. The community does not want traffic lights.

The proposed solution is:

A temporary one- way south bound shared zone of Old Barrenjoey Road north (between Avalon Parade and the entrance to the Woolworths car park) will be established for a trial period (minimum of six months).

This will allow the footpath to be widened and the street to be pedestrianised. The installation of street furniture and vegetation will also allow the community to use and experience the space in a new way.

Although it is great on Market Day to have the northern end of Barrenjoey Rd closed off to traffic, the above proposal has many problems, not addressed in the plan

- No right turn into Old Barrenjoey Rd between 7-9 am. This change was made at the request of the school to reduce traffic flow around the school.
- Bus stop in this area
- Access for deliveries to shops
- Loss of much needed parking
- Difficulty of access for those coming from the Clareville end of Avalon

This is proposed as a trial but involves widening the footpath and moving the vital crossing to the community centre and park. With this much spent on a trial, it is unlikely to only be a trial.

Upgrade the streetscape and public areas along Avalon Parade and Old Barrenjoey Road, incorporating new pavement treatments, street furniture, ambient lighting, landscaping and public art.

This looks as if it will narrow the roadway and move one crossing. This would be more dangerous and mean poorer visibility. I do not support this.

In general I support pavements, street furniture, lighting, landscaping and public art.

However all paving in Avalon should be replaced and be consistent, reducing trip risks as much as possible.

Cycleway

Establish a north-east and south-west cycleway network.

The proposed cycle way is not necessary and will destroy ‘the relaxed and peaceful village.’ It is expensive and the funds could be better used elsewhere.

Currently, there is a well-used shared path and cycleway from North Avalon to Avalon Village, the skate park, new courts and the beach. There is also a path from the west side of Avalon past Pittwater Palms and through Dunbar Park to exit near Gunjulla Place. It could be investigated if the path could be widened so pedestrians and bike riders could be separated as many of the pedestrians are elderly and bike riders can be frightening for pedestrians.

Much of Avalon is very hilly and not suitable for casual bike riding. There are already off road paths from the flat areas of Avalon. There is no demand for a cycleway through the shopping centre.

A distinction needs to be made between people riding bikes as transport to school, the shops or the beach and cyclists who ride bikes fast for exercise and are often in groups. It is people riding bikes as a means of transportation that we should be encouraging and supporting.

The proposal would:

- Cut the shopping centre into 4 sections, destroying our casual, relaxed atmosphere
- It will go directly across all 4 intersections, adding to the danger of this intersection as cyclists do not tend to dismount and walk.
- It will be dangerous for pedestrians
- It will be very dangerous as the separating wall between cyclists and the road only has breaks every 50 metres. It will be most difficult for parents with young children and the elderly. It will be a trip hazard.
- It will mean the removal of trees along Old Barrenjoey Rd
- It will narrow the street, making parking unnecessarily difficult. As well it will change the character of this wide part of the street.

- It seems as if 30 parking spaces will be lost and not replaced
- Loading zones will be lost
- It will make exiting and entering driveways along Avalon Pde more dangerous. It is much safer for bike riders to use the current off road path

While cycling 'increases physical activity to promote and maintain good health, reduces greenhouse gas emissions, reduces traffic congestion and helps improve the flow of traffic'this plan will not help the flow of traffic, it will do the opposite.

It is very expensive and there are many better uses for the funds.

I do not support this proposal

Alternative Bike Plan

There is a need for children on bikes to navigate the shopping centre to the Primary School and for older children to reach the bike path to the High School.

Avalon Preservation Society has proposed an alternative plan to use the laneways. This is a far safer and less disruptive plan. I support this.

Improve Dunbar Park and playground.

Redesign Patterson Lane as an example of uplifting underutilised laneways into lively and active places with a variety of uses.

I support this

Dunbar Park improvements

I support toilet facilities, additional lighting, bike parking and seating as well as more planting.

While I support opening up the grassed area in the community Centre, the image shows concrete, rather than the current grass.

I support opening this area up, but not concreting it. Leave it grass. Add some trees for shade.

I support a platform for a stage, but it should be located on the western side of the park to keep the eastern side open.

What is missing in the playground area is play equipment for older children, say 8 to 12 year olds. There are some wonderful examples eg Blaxland Riverside Park.

Monthly markets are a great idea.

Opportunities missed

Built environment – there is no reference to the built environment in the plan

- specify 8.5 metre building height limit. It is critical that this is in the plan
- Identify key heritage buildings eg cinema, shops on the corner of Avalon Pde and Old Barrenjoey Rd

Park next to Woolworths

- Seating in the park next to Woolworths. This is a park where staff can take their break. Currently the only place to sit is on the service station wall. Young people sit on the grass
- Several years ago plantings were removed from this park and not replaced
- A footbridge was removed and not replaced
- Careel Creek could be naturalised, removing the ugly cement

Wifi

- Avalon shopping area had free wifi when it was under Pittwater Council. Re-instate free wifi. Good not just for locals but very important for overseas visitors.

Parking

This plan removes parking. Parking is important, particularly in summer. The local shops depend on visitors. If they can't park, they won't stop.

There are fewer basic shops in Avalon these days as rents are so high and there are more lifestyle shops. (eg we have lost 3 banks out of 4, we no longer have a timber yard, a power tool hire shop, fruit and vegetable shops, plant nursery, homewares etc) so locals need to go further afield to shop for many things previously available in Avalon and the current shops cater more for tourists, but tourists need to park. We do however have many bakeries, cafes and restaurants.

It was interesting to read the retail analysis, however shops that close often say it is because of a rent increase. Rent increases make it more challenging

for independent retailers and locals prefer independents to chain stores. This is what makes an area unique.

The parking area in the old service station adjacent to the Bowling Club. Pittwater Council was investigating the possibility of adding a storey to the back part of the car park. What happened to this feasibility study? There are very old fig trees that would need to stay, but the possibility should be investigated.

Coastal Fringe Precinct

Beach Gateway

The proposal looks like it is an opportunity to add more concrete. Crushed sandstone is the appropriate material for paths in our area. Grass and trees, rather than cement. A wider path is a good idea.

I support new seating and planting. The plan is not specific about new 'cycleways and infrastructure' so I am unable to comment. I am unsure why the embankment needs to be removed. It would be good to be able to see the beach from the shopping area, but it is in valley, so I don't think removing the embankment would do this.

It is hard to tell from the plan what would be involved.

Avalon Beach Rock Pool Area

I support the proposal for additional seating and art to cover the fencing

North Avalon car park and Des Creagh Reserve

I support the proposed changes, so long as they do not involve another misguided attempt at changing the parking bays.

Sandstone is a more appropriate material to use rather than concrete

Southern Gateway Precinct

I support these proposals

ACTION PLAN

I support the 'quick win' proposals but as stated earlier, the most important improvement for Avalon shopping area is new, consistent paving that enhances this area. Unique street lighting and street furniture would also be a plus.







	A	B	C	D	E
1		Avalon Beach Action Plan COMMENTS by [REDACTED]			
		AVALON BEACH			
2	No.	Action	By	Cost	Cost
3				Minimum	Maximum
4		Quick Wins (1 -2 Years			
5	1	Incorporate recycling waste bins in strategic locations (customised with	NBC	\$ -	\$ 15,000.00
6		local artist works) into streetscape enhancement works.			
7		AGREE			
8	2	Increase tree and vegetation planting throughout Avalon Beach with species	NBC	\$ 15,001.00	\$ 500,000.00
9		endemic to Avalon Beach with the intention of increasing biodiversity.			
10		There are enough trees/ Decide which trees need to be removed to reinstate safe paving footpaths			
11	3	Create and Annual program of events that celebrate the unique character of Avalon Beach	NBC Chamber	\$ -	\$ 15,000.00
12		AGREE Must be developed with the relevant community groups			
13	4	Develop an online business walkabout map. promoting Avalon Beach	NBC	\$ -	\$ 15,000.00
14		businesses and attractions to visitors and the wider area	Chamber		
15		AGREE ONLINE ONLY NO BROCHURES			
16	5	Trial monthly markets. in Dunbar Park. with a focus on fresh produce, arts and craft	NBC Chamber	\$ -	\$ 15,000.00
17		It has been done/ Most avalonians go to RAT PARK for the Bigger/better experience			
18		Do not reinvent the wheel/ do not upset local shops providing same service			
19			NBC	\$ -	\$ 15,000.00
20	6	film festivals and outdoor cinema nights	Chamber		
21		AGREE. It has been done and very succesful with good spinoffs			
22	7	In-line with the Connected Through Creativity 2029 Northern Beaches Arts and	NBC	\$ -	\$ 15,000.00
23		Creativity Strategy develop a busker program to provide entertainment in designated	Chamber		
24		areas of the village in collaboration with Avalon Palm Beach Chamber of Commerce			
25					
26	8	Provide pop-up play spaces and active play elements throughout	NBC	\$ -	\$ 15,000.00
27		the Village, such as table tennis and chess.			
28		Better if incorporated into the REC centre out door space			
29	9	Work with Avalon Palm Beach Business Chamber and businesses to run a'Shop	NBC	\$ -	\$ 15,000.00

	A	B	C	D	E
30		Local' campaign to highlight the importance of supporting local retailers.	Chamber		
31		FIX UP AVALON FIRST / NO MONTHLY FOOD MARKETS IN Dunbar Park (see item 5)			
32	10	Introduce a staged approach to the intersection upgrade of Old Barrenjoey	NBC	\$ 15,001.00	\$ 500,000.00
33		Road and Avalon Parade including a trial of a temporary one way shared	RMS		
34		zone to inform permanent road and streetscape improvements.			
35		NO. Having worked in roads there is No staging and No Trialling. Do it or Don't. But don't get it wrong			
36		Have a look at Bungan st and Waratah in Mona vale it is the same footprint. Ask yourself Does it work???			
37		This would be the most acceptable change Do people complain in Monavale ???			
38					
39	11	Prepare urban design guidelines and controls for the village centre that	NBC	\$ -	\$ 15,000.00
40		reflect the unique and distinctive character of the locality, embrace			
41		sustainability concepts, exemplary and biophilic design.			
42		POLYWAFFLE It's a village and an intersation with broken footpaths / Fix it first then the Landlords and new shop keepers will come			
43					
44	12	Redesign of Dunbar Park playground to incorporate nature play and universal access	NBC	\$ 15,001.00	\$ 500,000.00
45		NOT A PRIORITY. Want nature play take a walk through angophora/ stapleton/bangally/palmgrove park or even Koala park			
46	13	Commission art installation on rock pool fencing	NBC	\$ 15,001.00	\$ 500,000.00
47		NO Necessary. open your eyes and look around you. Its calles nature. PS have you seen the pool in a 12 ft surf storm it will rip concret out of its footings.			
48		Put the money into Priority 1 items			
49		Total Budget Quick Wins 1-2 years		\$ 60,004.00	\$ 2,135,000.00
50					
51		Short- Term (1-3 years)			
52	14	Review and Amend Dunbar Park Plan of Management and the Ocean Beaches Plan of management to support actions outlined in the plan	NBC	\$ -	\$ 15,000.00
53		General Landscape mprovements and regular maintenance required			
54	15	Create an off -road bicycle facility aimed at young people	NBC	\$ 501,000.00	\$ 5,000,000.00
55		Not a priority. It already exisits. Go to Terry Hills Elanora Heights Wakehurst parkway Bigger better than what we have to offer hear and you will only destrop vegetation on parkland			
56	16	Protect the quality and quantity of existing native bushland and	NBC	\$ -	\$ 15,000.00

	A	B	C	D	E
57		open space from encroachment from new development			
58		See Point above case in point			
59	17	Review the Development Control Plan to ensure sustainability	NBC	\$ -	\$ 15,000.00
60		outcomes, including green architecture and Biophilic design.			
61					
62	18	Provide a range of ambient lighting within the village.	NBC	\$ 500,001.00	\$ 5,000,000.00
63		AGREE improves saftey ambience and reduces vandalism see exaple Hastings street Noosa,Qld			
64	19	Provide additional lighting along the southern edge of Dunbar Park	NBC	\$ 15,001.00	\$ 500,000.00
65		to provide a sense of liveliness and safety			
66		Agree improves saftey ambience and reduces vandalism see exaple Hastings street Noosa,Qld			
67	20	Improve the pedestrian experience by renewing and constructing new footpaths, creating wide pavements that link activity areas, transport and beach, as recognised by the Avalon Pedestrian and Mobility Plan (PAMP) and Walk Northern Beaches	NBC	\$ 5,100,000.00	\$ 5,100,000.00
68					
69		TOTAL BUDGET Short- Term 1-3years		\$ 6,116,002.00	\$ 15,645,000.00
70					
71		MEDIUM -TERM 3-5 years			
72	21	Encourage temporary uses in vacant shops, supported by the Avalon	NBC	\$ -	\$ 15,000.00
73		Town Centre Retail Analysis, to retain a vibrant village	Chamber		
74		This is a private Landlord issue			
75	22	Encourage unique and diverse retailers by working with Avalon Palm	NBC	\$ -	\$ 15,000.00
76		Beach Business Chamber to establish mentoring programs and initiatives	Chamber		
77		to support local start-up businesses and young entrepreneurs.			
78		Agree			
79	23	Develop a "How to Guide" to provide information on event planning, permit	NBC	\$ -	\$ 15,000.00
80		processes and approvals to encourage small-scale community-led projects	Chamber		
81		Should already be on NBC website			
82	24	Implement the recommendations of the Avalon Beach Parking Study,	NBC	\$ 500,001.00	\$ 5,000,000.00
83		including the preparation of integrated signage plan, simplification of			
84		parking controls and relocation of long stay parking spaces.			
85		Do not remove any more parking spaces from avalon preceinct area it will only force parking into near by streets and further problems will compound from this			
86	25	Increase opportunities for art in public spaces, including street art, art installations	NBC	\$ 15,001.00	\$ 500,000.00

	A	B	C	D	E
87		and sculptures that complement the character of Avalon Beach.			
88		Only temporary artwork			
89	26	Expand opportunities presented by the Coast Walk and Public art trail to	NBC	\$ 15,001.00	\$ 500,000.00
90		encourage people to detour off the trail and explore the Village	Chamber		
91		Avalon is not that big to EXPLORE its not HOBART.			
92	27	Install wayfinding signage in key strategic locations throughout all precincts,	NBC	\$ 15,001.00	\$ 500,000.00
93		directing to key places within the village and adjoining recreational areas			
94		NO NO more signs again Avalon is not that big discover it for your self			
95	28	Advocate for multi-use of existing spaces and facilities such	NBC	\$ -	\$ 15,000.00
96		as school grounds outside of operational hours.			
97		What existing Space??? Schools is a dept Issue/			
98	29	Encourage unique and diverse retailers by supporting local start-up businesses.	NBC	\$ -	\$ 15,000.00
99		Encourage unique and diverse retailers by working in collaboration with	Chamber		
100		Avalon Palm Beach Business Chamber to establish mentoring programs and			
101		initiatives to support local start-up businesses and young entrepreneurs			
102		HOW / empty shops = Landlords that is a private issue			
103	30	Encourage active transport within the village centre by improving the	NBC	\$ -	\$ 15,000.00
104		existing pedestrian network connecting the surrounding residential			
105		NO JUST FIX THE PAVING THIS IS NO1 AVALON PLAN PRIORITY engage a qualified Landscape Designer			
106		NO third grade pavers/ No none reputable trades to be engaged / do it right / Have a proper plan and consultation with APT			
107	31	Encourage land owners and developers to utilise vacant land within the village for temporary uses,	NBC	\$ -	\$ 15,000.00
108		installations and events.	Chamber		
109		Encourage! The landlord it is a private matter			
110	32	Encourage businesses and entertainment that support a vibrant village centre	NBC	\$ -	\$ 15,000.00
111		and evening economy, whilst minimising potential noise conflict and balancing			
112		the needs of current and future residential uses above street level.			
113		AGAIN! The street paving or laneway bollard zones need to be upgraded and made safe and lit to encourage			
114		NO JUST FIX THE PAVING THIS IS NO1 AVALON PLAN PRIORITY engage a qualified Landscape Designer			
115		NO third grade pavers/ No none reputable trades to be engaged / do it right / Have a proper plan and consultation with APT			

	A	B	C	D	E
116					
117	33	Activate Patterson Lane through a range of improvements focused on enhancing	NBC	\$ 500,001.00	\$ 5,000,000.00
118		the overall amenity of the area, supporting pedestrian access and providing ambient			
119		lighting. Initial work to focus on reconfiguring the bin storage area, followed by			
120		street art and installations, upgrading pavement treatment and enhancing interface			
121		with Dunbar Park to improve amenity and support pedestrian access.			
122		AGREE consultation with ACC and APT essential			
123					
124	34	Foster opportunities to celebrate the communities creativity through village laneways, open	NBC	\$ 15,001.00	\$ 500,000.00
125		spaces, vacant shops and land via outdoor public art, installations, art boxes and pop ups.			
126		AGREE consultation with ACC and APT essential			
127	35	Increase seating opportunities throughout the village for people to gather and relax, including	NBC	\$ 15,001.00	\$ 500,000.00
128		seating, picnic benches and tables			
129	36	Provide a range of outdoor activities, exercise and sporting structures	NBC	\$ 15,001.00	\$ 500,000.00
130		in open space areas that complement the natural setting			
131		AGREE consultation with ACC and APT essential / Location is important Near Surfclub / Des creagh reserve			
132	37	Remove fencing along northern boundary of car park at Des Creagh Reserve	NBC	\$ 15,001.00	\$ 500,000.00
133		to increase connectivity between surrounding community based uses	D Educ		
134		Fence That belongs to the BHS school See Dept of Education Issue			
135	38	Explore opportunities for Des Creagh Reserve to be used for a range	NBC	\$ 15,001.00	\$ 500,000.00
136		of uses such as informal sport. active play and picnic area.			
137		AGREE consultation with ACC and APT essential			
138	39	Recognise and celebrate the local heritage of the area. both indigenous and non-	NBC	\$ 15,001.00	\$ 500,000.00
139		indigenous, through interpretative information, signage and online heritage			
140		trail. Explore opportunities to link with the Coast Walk Public Art Trail			
141		No More signs / Put it on an APP on your phone/ Celebrate it by just looking at it. It does nt need a sign			
142	40	Create a sense of arrival into the village through local art and signage	NBC	\$ 15,001.00	\$ 500,000.00
143		which reflects the heritage and creativity of the area.			
144		Where to you arrive??? /NO MORE SIGNS			

	A	B	C	D	E
145	41	Explore opportunities to build upon the Avalon Workshop in relation to local arts and culture	NBC	\$ 15,001.00	\$ 500,000.00
146		ONGOING			
147	42	Work with local property owners to develop temporary treatment	NBC	\$ 15,001.00	\$ 500,000.00
148		and uses on prominent sites and vacant land.			
149		REPEAT / Prominent sites ??? Vacant Land????			
150		TOTAL MEDIUM- TERM (3-5years)		\$ 1,180,014.00	\$ 16,120,000.00
151					
152		LONG- TERM (5-10years)			
153	43	Investigate opportunities to naturalise Careel Creek and stormwater	NBC	\$ 15,001.00	\$ 500,000.00
154		drainage systems within and surrounding the village centre.			
155		Agree Poo creek needs a face lift BUT THIS IS A WHOLE SEPARATE PROJECT requiring professional biodiversity ecological and landscape design professionals to get this right this starts from the Woolies carpark and finishes at careel bay. This will incorporate cycle paths boardwalks/ viewing platformas and an opportunity to create a living science and environmental biodiversity walk talk			
156					
157	44	Incorporate Art in public places, performances spaces and cultural activities in community places to increase vibrancy	NBC	\$ 15,001.00	\$ 500,000.00
158		FIX THE PAVING AND THE FOOTPATHS AND THE STREETScape-its all related.BUT			
159		NO JUST FIX THE PAVING THIS IS NO1 AVALON PLAN PRIORITY engage a qualified Landscape Designer			
160		NO third grade pavers/ No none reputable trades to be engaged / do it right / Have a proper plan and consultation with APT			
161	45	Incorporate urban greenery and vegetation into the built form and	NBC	\$ 15,001.00	\$ 500,000.00
162		laneways, such as green laneways and greenways			
163		AGREE BUT sensible planting that wont rip up the road or pavers and that can be manged properly			
164					
165	46	Maintain the integrity of the existing land zoned B2 Local Centre to retain	NBC		\$ 15,000.00
166		a range of retail, business, entertainment and community uses.			
167		AGREE			
168	47	Install outdoor seating in strategic locations throughout the village and	NBC	\$ 15,001.00	\$ 500,000.00
169		Dunbar Park to provide places for people to meet and gather.			

	A	B	C	D	E
170		AGREE But repeat point see point 37 and 51 same same DO NOT USE TIMBER aim low maintenance			
171					
172	48	Create a low-vehicle speed pedestrian environment throughout the village through urban design and traffic calming methods incorporating formal bike paths within village	NBC	\$ 5,000,001.00	\$ 5,000,001.00
173		design and traffic calming methods incorporating formal bike paths within the village.			
174		DISAGREE STRONGLY. No speed limit change Fine 40kph. Is fine. NO Bike paths in the village roads.			
175					
176					
177	49	Identify opportunities to ensure playgrounds are inclusive,	NBC	\$ -	\$ 15,000.00
178		adapted and safe for multiple age groups.			
179		AGREE See Koala park /			
180	50	Continue to explore opportunities to improve and upgrade the design of	NBC	\$ 15,001.00	\$ 500,000.00
181		laneways, with a focus on creating alternative pedestrian connections			
182		throughout the village, opportunities for art and increased landscaping			
183		AGAIN! The street paving or laneway bollard zones need to be upgraded and made safe and lit to encourage			
184		NO JUST FIX THE PAVING THIS IS NO1 AVALON PLAN PRIORITY engage a qualified Landscape Designer			
185		NO third grade pavers/ No none reputable trades to be engaged / do it right / Have a proper plan and consultation with APT			
186	51	Activate the edges of Dunbar Park by increasing footpath width and the provision of benches and seating	NBC	\$ 15,001.00	\$ 500,000.00
187		DISAGREE NO this is an open space foot paths are fine as they are just need maintaining			
188	52	Provide a shelter in Dunbar Park for shade and weather protection along with opportunities for arts and a performance venue	NBC	\$ 500,001.00	\$ 5,000,000.00
189		DISAGREE no more structures			
190	53	Investigate opportunities for extended access to toilet facilities for Dunbar Park users.	NBC	\$ -	\$ 15,000.00
191		AGREE			
192	54	Enhance and activate spaces within Avalon Beach Reserve,	NBC	\$ 500,001.00	\$ 5,000,000.00
193		Avalon rock pool area and north Avalon carpark.			

	A	B	C	D	E
194		AGREE DO NOT BLOCK THE VEIW FROM NORTH AVALON CARPARK YOU WILL HAVE AN REBELLION			
195	55	Incorporate a cycleway along old Barrenjoey Road and Avalon Parade	NBC	\$ 500,001.00	\$ 5,000,000.00
196		and provide bicycle facilities throughout the village			
197		STRONGLY DISAGREE No cycle way on these roads. That will be the end of Avalon.			
198	56	Provide seating and tables at Des Creagh Reserve	NBC	\$ 15,001.00	\$ 500,000.00
199		Agree DONOT USE TIMBER PLENTY OF GOOD low maintenance RECYCLED SYSTEMS OUT THERE			
200	57	Provide viewing platform and bench seating at North Avalon carpark area	NBC	\$ 5,000,001.00	\$ 5,000,001.00
201		NO. Do not block any view of North avalon. Unless you want a war. the seeating is currently fine the vegetation is fine it just need s mainatining regularly			
202	58	Increase the capacity of existing bench seating at the Avalon Beach rock pool.	NBC	\$ 501,000.00	\$ 5,000,000.00
203		Disagree Avalon rock pool is one of sydney most exposed rock pools and can not be used in high seas for safety reasons. The damage from strong surf would be the consideration			
204		TOTAL BUDGET LONG TERM (5-10years)		\$ 12,106,012.00	\$ 33,545,002.00
205					
206		TOTAL BUDGET		\$ 19,462,032.00	\$ 67,445,002.00

Personal Submission – on the draft Avalon Beach Place Plan

Northern Beaches Council
 Anne-Maree Newbery
 Managing Strategic & Place Planning.

To Council & all who are answerable to the feed back of this draft plan for Avalon's future.

The main goal of this plan is to upgrade, revitalise & improve Avalon's services & amenities by representing the whole of the Avalon community; local shoppers, diners, entertainment, community activities & the business that create Avalon's unique village atmosphere.

Have you got the balance right?

Are you giving too much emphasis on casual bike riders at the detriment of Avalon's existing uses of the amenities & the village atmosphere we all appreciate?

My family & I have lived in Avalon for [REDACTED]

Over [REDACTED] in Avalon I have seen 3-4 preposed revitalising plans for Avalon. The community has always voted to end the 4 way intersection & make the northern section into a pedestrian plaza but nothing has ever been done.

I have always been an ardent user of all of Avalon's businesses & services. [REDACTED] would ride our bikes every weekend throughout Avalon's wider area. So bike riding & safe bike paths are very familiar to me.

I have read the draft document on line, read the 2 differing proposals put forward by local community groups & would like to address several aspects that have been include and discluded.

Most of the draft plan brochure on the council website (as the proposed plan to take forward) I agree with. The better use of parks, reserves, sports amenities, waterways, lighting, seating, visual art and the closing off of Old Barrenjoey Rd from the intersection to the rec centre pedestrian crossing as a pedestrian plaza.

I am concered that the major destruction & unnecessary addition of the cycleway down the west side of Old Barrenjoey Rd south of the intersection will destroy the look of Avalon, remove most of our largest shade trees, add over budgeted expenditure & turn our busiest strip of shops into an event like putting the light rail along George St Sydney. This size of unnecessary change will end with none of this project going ahead like in the past 30 years. **THE TOO HARD BASKET!**

But there are some strong disagreements I would like to have placed on record.

Can someone explain: **WHO IS SHARING THE one-way shared zone?**

Pedestrian crossings

Objectives: Page 26 of the Place Plan states: "Improving the functionality, safety & pedestrian experience of the intersection of Old Barrenjoey Rd & Avalon Pde" Well this addition of the cyclway has made it any thing but safe!

By closing of car access to the open plaza (*from Old Barrenjoey Rd from the intersection to the rec centre pedestrian crossing*) there is no reason to keep more than 2 pedestrian crossings to negotiate the crossing as a pedestrian.

At the main cross roads intersection (*Barrenjoey Rd /Avalon Pde*) your plan shows you intend to remove the eastern pedestrian crossing, GOOD & makes sense!

But you are planning to move the pedestrian crossing further east for no reason but duplication of a crossing that is not needed. On Avalon Parade how many time will a car have to stop between pedestrian crossings: at the lights, the added one & then the existing one outside the bottle shop at the main intersection? Did you know people can walk more than 100 metres to reach the pedestrian crossing to cross the street. What a waste of parking spaces & unnecessary expense!

By adding a further pedestrian crossing east in the middle of the dining & opposite parking is just madness or a deliberate intent to take away prized allocated outdoor dining space (which these restaurants have based their trade in conjunction with council permits for 20 years) & much needed parking (6 spots to be lost). These businesses are the life blood of Avalon village. If they don't get the trade they will close up & we will see Newport back in the days when the supermarket closed & it became a ghost town & more waste of money.

The plan has differing positions for a pedestrian crossing between Dunbar Park & the Woolies car park. At present (and existing) it is at the end of the proposed communal "open Plaza" walkway (on page 57). You have again duplicated another pedestrian crossing a few metres north on Old Barrenjoey Rd from the middle of the car park to Dunbar park. Again un-necessarily taking valuable parking spaces from both sides of the road.

Is it not important to to try to keep / or find more car parking spaces in a busy shopping precinct where the life of retail depends on people being able to park & access these businesses, or will they just go somewhere else to do their shopping, dining & essential services. How many banks have left Avalon in the past 5 years?

Safety approaching & crossing a pedestrian crossings must be a priority for people not bike riders.

- How can this possibly happen if it is a shared by bike riders or crossed by bike riders continuing to pass through the approach to the pedestrian crossing?
- Can you assure me that I or some younger or older person will not be hit by a passing bike rider, causing injury. Has the council considered how many injury insurance claims that may be in the hundreds to thousands over the life of your proposed shared bike riders & pedestrians at intersections & pedestrian crossing?
- Who gives way to who?
- The intersecting cycleways at the cross intersection (on the diagram it shows no start or finish) makes it more dangerous & incompatible to pedestrian priority & safety.

Dedicated cycleway

Your concept of streaming the cycleway straight through the main hub of the shopping precinct is bizarre.

WHY? Who's boxes are we ticking. Definitely not the majority of the community living in & accessing Avalon Village amenities.

The Place Plan states;" *Cycling increase physical activity to Promote & maintain good health, reduce greenhouse gas emissions, **reduce traffic congestion & help improve the flow of traffic!***. This is a 1km square area in the heart of Avalon's shopping village that could not possibly improve the things your are claiming.

But the wildest claim: that "*it can reduce traffic congestion & help improve the flow of traffic*" **is an outright joke. It will create the absolute opposite!**

The Plan states that the cycleway will "*provide an integrated safe cycling network*" - to the key district routes from greater Avalon areas. Surely that can be done much more safely by the plans put forward by the APA, not rammed straight down the middle of the busiest parts of the shopping precinct. What a more interesting route to take for the families meandering thought the back lanes of Avalon like in Europe.

Questions must be asked:

- Who is gaining & who is losing?

- What are we gaining & what are we losing?
- Is this a waste of financial funds that could be spent on a less intrusive cycleway option & used to get all the good things proposed in the Place Plan for Avalon & budget? This would also bring the capital work in on time earlier & not the white elephant the other 3 attempts were.
- Can you guarantee that all bike riders will obey the reduced traffic speed of 30-40 km per hour? Who will be policing that? Its not a Roads & Traffic issue but Council's!
- Have you been to Amsterdam or Copenhagen? Its absolutely dangerous! Pedestrians will have no right-of-way when mixed with bike riders. Younger school children don't have the ability to keep pedestrian's safety a priority when they are bike riding to & from school when this cycle path is their direct route!
- Where are all these bike riders coming from? Riding from home? Bilgola bends south of Avalon? Barrenjoey Rd north of Dunbar Park? Clareville's Hudson Pde? All these bike riders approaching the areas all have roads that are dangerous & totally unsuited for casual biker riders & families to take such precedence over pedestrians.
- Or are they driving to the outskirts of Avalon Village, parking, then riding into the village centre?
- Where are they all going to park their bikes & get off & enjoy Avalon Village.
- Or are they just riding through Avalon taking up parking for the people how want to stop in Avalon & enjoy the quiet village life & services.
- Will it be safe for young school children riding to & from school along the cycleway, with cars parking 90 degrees into the cycleway, as seen many times with drivers over shooting the curb.
- How on earth is the planned cycleway going to fit along side the front of Alma's restaurant & Chambers Cellars footpath on the approach to the intersection & 2 pedestrian crossing? There's no room & no indication on how it links into the cycle path across the road. This is seriously dangerous & badly designed.

The alternate cycleway plan put forward by the Avalon Preservation Society is a fairer & more realistic resolution to all Avalon's needs. They take in a proportionate sharing of amenities not at the expense of trees, parking & retail access.

Retain Avalon's old growth trees

The shading trees & landscape are what make Avalon the village it is today. If this can be enhanced all the better. Removing all the oldest & shadiest trees from Avalon's landscape for the sake of an inappropriately positioned cycleway, makes a mockery of the environmental impact our native trees play in the whole of the Pittwater area.

It will take decades to get back the shade & atmosphere the trees provide to Avalon's unique village centre. Can you guarantee the replacement tree canopy will produce the shade we already have & that it will be successful after planting?

Too often outside planners come and design community draft plans without the slightest understanding about what the community wants retained and what are the things that makes Avalon's village atmosphere what it is well known for.

Old growth shade trees proposed to be removed in the draft plans on the western side of the southern section of Old Barrenjoey Rd to make way for the cycle way, is the laziest form of town planning I have ever come across. What a waste of capital funds.

██████████ states that we need to remove the central plantings of trees from the southern section of Old Barrenjoey Rd simply because "*too many people park down the middle strip making it hard reversing out of 90 degree official parking spots*".

SOLUTION: JUST PUT IN ROAD SIGNS SAYING “NO PARKING”!

They can be fined & that stops that. We have parking rangers fining cars in Avalon all the time. (Maybe fines will help pay for these upgrades!)

Retain our existing car parking

Objectives: Page 26 of the Place Plan states: “ Ensure the provision & management of parking spaces is sufficient to meet anticipated demand, outside summer peak periods.”

- We loose 6 car spaces for a duplicated pedestrian crossing from Dunbar Park across to the Woolies car park when they can walk across the pedestrian plaza.
- We loose 6 car spaces for a duplicated pedestrian crossing at the back of Woolworth on Avalon Pde.
- We loose all 6 car spaces from the intersection to the postoffice on Avalon Pde.
- We loose 3 car spaces from the intersection to De’esse dress shop on Old Barrenjoey RD.

That’s 21 lost car spaces we just can’t afford to loose!

Can we afford to lose so many car parking spaces for the short window of use by casual bike riders on council’s proposed cycleway? This is an extremely disproportionate allocation of infrastructure given to casual bike riders compared to the rest of the community that frequent Avalon village with their commitment to supporting the local businesses.

Removing so many car parking spaces along Avalon Pde is not a justified solution. There is just not enough parking spaces in the whole of Avalon to justify the cycle way if you are not addressing this lack of parking. Avalon has already said it will not accept a multi storey parking lot which is what will happen if the cycle way forces loss of any existing parking spaces. The **PARKING ROAD-RAGE** that exists during holiday times will be a permanent thing of the future & its not a pretty experience.

██████████ states that the approach to pedestrian crossing by law will have to be changed to remove parking spaces for RTA required setbacks, but this is untrue as they comply to the rules already.

Access to Woolworth’s car park.

From a clear planning reason it would be sensible to retain the entry & exits as cars will need to drive south & hopefully park on either side of the roadway outside this car park, then exit through Woolworth’s car park to leave the Avalon precinct onto Barrenjoey Rd, as there is no turning circle for cars north near the pedestrian plaza.

I think I have covered everything I don’t like about this draft plan for Avalon, but there are a lot of things I do like. The money could be spent more wisely & the outcomes for pedestrian’s rights & safety need to be addressed.

Thank you for your time to read my submission,

██████████
10/03/2021

████████████████████
████████████████
██████████████████





19 May 2021

Northern Beaches Council

Via email to Louise Kerr, Director of Planning

Submission to the Northern Beaches Council - My Place - Avalon, Draft Avalon Beach Place Plan, February 2021

Woolworths Group welcomes the opportunity to submit feedback to Northern Beaches Council (the Council) regarding the *Draft Avalon Beach Place Plan* (the Draft Plan).

We note that the Draft Plan focuses on public domain improvements and programs that will contribute to a 'shared place vision' and is guided by five principles, balancing economic, environmental and social impacts with opportunities to bring the community's vision to life. Woolworths provides the following comments for the Council's consideration.

Woolworths in the Northern Beaches Local Government Area

Woolworths has a long and proud history in the Northern Beaches Local Government Area. Currently our investments include 18 stores, spanning supermarkets, Big W. More than 1,800 team members work within the LGA, including young people with around 40% between 16-25 years, contributing \$38 million of wages to the local economy each year. During the COVID-19 pandemic, we welcomed support from Council, including relaxation of truck delivery curfews early on during the peak of demand, which aided our teams in serving the local community during 2020.

Traffic impacts - Old Barrenjoey Road one way 'shared zone'

We note that the Draft Place Plan proposes a six month trial of a one way (south bound) 'shared zone' on Old Barrenjoey Road, between Avalon Parade and the entrance to the Woolworths car park. This is one of a range of measures proposed to improve pedestrian and vehicular movements through the intersection.

We note the introduction of the one way 'shared zone' comprises the following measures:

- Conversion of Old Barrenjoey Rd to a one-way southbound traffic lane between Avalon Parade and the entrance to the Woolworths Avalon car park;
- Parallel parking on one side of Old Barrenjoey Road;
- Introduction of a 'shared zone' through the one-way portion of Old Barrenjoey Road;
- Widening of the footpath, provision of additional street furniture and a separate 2-way bicycle path.

Woolworths supports the objective of improving pedestrian and vehicular movements in this area, but we are concerned that the particular proposal to introduce a 'one way shared zone' would not achieve Council's objectives in regards to traffic movements and access.

Our submission is based on expert traffic advice provided by Colston Budd Rogers & Kafes (CBRK), whose full statement is appended to this submission. The following comments are based on this advice and are summarised within this letter.

Footpaths and traffic flow

We note the proposal is required to meet the requirements for a 'shared zone' as set out in the Transport for NSW Technical Direction TTD 2016/001 [Design and implementation of shared](#)

[zones, including provision for parking \(February 2016\)](#) (the Technical Direction). Approval from Transport for NSW is required before a shared zone can be introduced.

The Technical Direction states:

'A shared zone will only be considered where adequate footpaths cannot be retained within the road reserve and where there are very low numbers of slow-moving vehicles.'

As Old Barrenjoey Road is the key access point to the Avalon Woolworths car park, we believe even with the introduction of the one way shared zone outlined, it is likely that traffic movement through this access point would continue to involve a steady, consistent flow of vehicles. Traffic movement is unlikely to be classified as a 'very low number of slow moving vehicles' as required in the Technical Direction.

As a guide, the previous Technical Direction for shared zones identified that shared zones should only be considered where traffic flows are less than 1,000 vehicles per day or 100 vehicles per hour. We also note that adequate footpaths are provided along Old Barrenjoey Road, which also contradicts the requirements outlined for shared zones.

Increased car movements and delivery truck access

Advice from traffic consultants indicated that introducing the one way shared zone would result in vehicles attempting to access the Woolworths car park entrance from the west or south; then being forced to travel east along Avalon Parade, turning left onto Barrenjoey Road at the traffic-signal controlled intersection and then left once more into Old Barrenjoey Road.

This results in undesirable traffic and amenity consequences, including:

- An additional 400 metres of car travel;
- Additional travel time, including waiting time at traffic signals to turn left;
- Travel from a local road onto an arterial road and then back onto a local road - which is inconsistent with travel within a road hierarchy;
- No reduction in the volume of traffic passing through the intersection of Avalon Parade and Old Barrenjoey Road.

We note that as a result of the change, cars may potentially seek to use the narrow lane on the eastern side of Woolworths to access the car park from Avalon Parade. This lane is currently used to provide access to delivery trucks to the store and additional traffic would conflict with this operation, potentially creating safety and accessibility concerns.

Recommendation:

Woolworths does not support the proposed introduction of a one way shared zone along Old Barrenjoey Road. The proposal does not meet the requirements of the relevant technical directions issued by Transport for NSW and will hinder the store deliveries. We request that this proposal be removed from the Draft Plan.

Optional recommendation:

If Council chooses not to remove the one way shared zone, we recommend Council undertake additional traffic analysis before implementing any changes to:

- *Assess the impact of additional traffic through the traffic-signal controlled intersection of Avalon Parade and Old Barrenjoey Road; and*

- *Assess the impact of additional traffic along the rear lane, particularly in terms of the safety and timing of Woolworths delivery operations*

Opportunities to support the development of a vibrant local centre for Avalon

Woolworths supports Council's ambition to create vibrancy for the Avalon town centre.

We will commence a \$7 million renewal of the Avalon store in the near future to enhance customer experience within the existing building. The renewal will feature a wider premium and fresh range together with external improvements to the facade and loading dock.

We note that retail analysis supporting the Draft Plan, [Avalon Town Centre Retail Analysis \(September 2019\)](#), prepared by Hill PDA Consulting noted that, further to their demand analysis 'Avalon could benefit from a slightly larger supermarket' or a second anchor.

The expansion or redevelopment of the existing Woolworths store would assist in addressing the retail need identified in the Hill PDA retail analysis, and would bring benefits to surrounding local retailers by attracting increased foot traffic and patronage. We seek to continue to discuss options with Council in this regard.

In terms of our contribution to place-making, Woolworths stores located on local high streets can serve as a secure retail anchor, drawing in customers which increases foot traffic and passing trade for surrounding businesses. We have worked closely with local councils, including Woollahra Council on our Kiaora Lane development at Double Bay, to deliver vibrant, sustainable and well-designed town centres, which support the local community and surrounding retail stores.

Recommendation:

Woolworths seeks the opportunity to work collaboratively with Council to realise the ambitions of the Draft Plan to develop a vibrant local centre for Avalon through a well-designed and considered redevelopment of the existing Avalon store.

Conclusion

Woolworths welcomes the chance to work with council and the local community to realise the future vision for Avalon. We believe our aims and goals align in many aspects, including a desire to bring vibrancy to Avalon town centre. We look forward to continuing discussions with Council in this regard and thank you once again for the opportunity to be part of the strategic planning process for Avalon.

Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/11825/jj

19 May, 2021

Transport Planning
Traffic Studies
Parking Studies

Fabcot Pty Ltd
c/- Woolworths
PO Box 8000
BAULKHAM HILLS NSW 2153

Attention:

[REDACTED]

Dear Sir,

RE: AVALON BEACH PLACE PLAN **TRAFFIC REVIEW**

1. As requested, we have reviewed the traffic management measures for Old Barrenjoey Road proposed in the Northern Beaches Council's Avalon Beach Place Plan as set out below:

In moving forward, a temporary one way south bound shared zone of Old Barrenjoey Road north (between Avalon Parade and the entrance to the Woolworths car park) will be established for a trial period (minimum of six months).

2. We understand the trial provides the following measures for the section of Old Barrenjoey Road that will become the one way shared zone:
 - traffic flow one way southbound with one traffic lane (between Avalon Parade and the entrance to the Woolworths car park) and parallel parking on one side of the traffic lane;
 - make the one way section a shared zone;
 - widen the footpath and provide additional street furniture; and
 - provide a separate two-way bicycle path.
3. Our review has identified the following:
 - whether the proposal meets the requirements for a shared zone as set out in the TfNSW TTD for shared zones, noting that:
 - TfNSW approval is required for the proposed shared zone;

[REDACTED]

Colston Budd Rogers & Kafes Pty Ltd

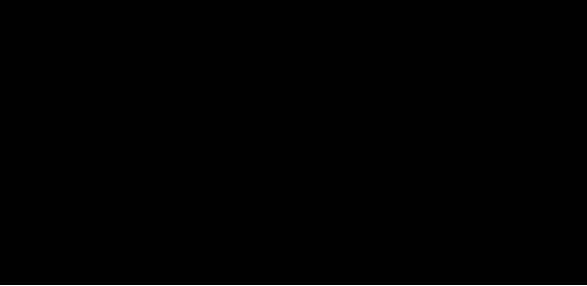
- the TTD identifies that “A shared zone will only be considered where adequate footpaths cannot be retained within the road reserve and where there are very low numbers of slow moving vehicle”
 - Old Barrenjoey Road provides adequate footpaths and given Old Barrenjoey Road provides access to the Woolworths car park, will make it one way reduces traffic to appropriate low flows. As a guide, the previous TTD for shared zones identified that shared zones should only be considered where traffic flows are less than 1,000 vehicles per day or 100 vehicles per hour.
 - making the section of Old Barrenjoey Road (between Avalon Parade and the entrance to the Woolworths car park) one way (southbound) would result in vehicles accessing the Woolworths car park from the west or south having to travel east along Avalon Parade, turn left onto Barrenjoey Road (at the traffic signal controlled intersection) and then left into Old Barrenjoey Road. This would result in:
 - an additional 400 metres of travel;
 - additional travel time (including waiting at the traffic signals to turn left);
 - travel from a local road onto an arterial road and then back onto a local road – this is not appropriate for travel within a road hierarchy; and
 - same volume of traffic passing through the intersection of Avalon Parade/Old Barrenjoey Road.
 - whether the impact of the additional traffic through the traffic signal controlled intersection of Avalon Parade/Barrenjoey Road has been assessed; and
 - the potential for traffic to use the narrow lane on the eastern side of Woolworths to access the car park from Avalon Parade. This lane is currently used by deliveries to Woolworths. Hence any additional traffic would conflict with this operation.
4. The above matters should be addressed before the trial to make the section of Old Barrenjoey Road (between Avalon Parade the entrance to the Woolworths car park) a one way (southbound) shared zone is implemented.
 5. In addition to the above, criteria should be set out to monitor the trial of the he proposed traffic management measures for Old Barrenjoey Road to determine whether it is an appropriate measure.

Colston Budd Rogers & Kafes Pty Ltd

6. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



From: [REDACTED]
 To: [Council Mailbox](#)
 Subject: AVALON PLACE PLAN
 Date: Sunday, 16 May 2021 1:25:47 PM

AVALON PLACE PLAN

Submission.

THE CYCLEWAYS OLD BARRENJOEY AVALON PDE.

- Cut the village into four separate sections, making access more difficult
- Damages the friendly, casual nature and culture of the village
- Dangerous to pedestrians and changes pedestrian-friendly nature of the village
- The new 250mm separating wall between the cycleways and the roads will be a trip hazard and will cause accidents
- Narrows the roadways, making ordinary traffic movements such as parking more difficult and disruptive
- Will remove more than 30 valuable parking spaces and loading zones for the shops and does not replace them elsewhere.
- Requires removal of many trees along Old Barrenjoey Road in the Village
- Is designed to go all the way along Avalon Parade to Old Wharf – makes entry and exit from homes and retirement village more difficult and dangerous
- Is designed to go across Barrenjoey Road at lights and Old Barrenjoey Road at intersection – very dangerous – cyclists should be required to walk their bikes across both intersections
- There is no demand for the cycleways in Avalon and cycleways elsewhere in Sydney are being removed because there is no demand for them and they cause disruption
- ESTIMATED COST 5 Million Dollars bring no benefit to the village and causes a lot of damage – very expensive for no apparent gain

The cycleways should not go ahead.

THE ALTERNATIVE BIKE PLAN

Avalon Preservation association has put forward a plan to use the laneways of the village, primarily for children using bikes to and from the schools. This would be safer for both the children and for other pedestrians in the village. The lanes would be opened up for public use, be better lit and safer for community use. WOOLWORTHS CAR PARK

WOOLWORTHS CAR PARK COUNCIL OWNER ENTRY

Should be moved next to exit – produces more logical traffic flow, frees up 2 more carparking spaces, moves traffic away from community centre and current crossing - safer. The car-park and landscaping is in poor condition and should be resurfaced and cleaned up and replanted.

Woolworths should contribute to the upgrading as part of their renewal of the lease.

PARKING

The parking is already under stress in village and cycleway proposal only makes it worse

There needs to be more parking not less in the village.

Since the pandemic with the increase in population in the area It has become almost impossible to find a parking spot in Avalon.

The parking study did not provide any viable options to increase the parking.

The residents use the Village to do the major shopping loading it into the car and drive home. Putting the shopping in the bus is not an option.

FOOTPATHS, WALKWAYS AND STREET FURNITURE

A high priority should be given to resurfacing the footpaths– all one level, all one treatment, smooth and

unifying the village by having the same treatment throughout.

The lighting should be improved – to help unify the village – should be distinctive of Avalon

New street furniture in distinctive beach style would be installed also to improve the feeling and the friendly atmosphere of the village.

DUNBAR PARK

Dunbar is a great space at present is under utilised

A great place also for a music stage but not at the beach end where it will interfere with pedestrians and traffic; it should be at the western end, away from traffic.

The submission by the Avalon bowling club to use one of the underused greens as an entertainment space should be seriously considered

5 GOLF COURSE

Important that the golf course be land be zoned as Open Recreation space.

PRIORITIES

In the first few years of the plan low cost cheap projects which do not involve much capital expenditure are planned.

This will result in the Place Plan will result in a disjointed uncoordinated result.

Priority should be given to fixing footpaths, lighting and the laneways in the first few years of the plan

COSTINGS

The costs have been estimated at over \$30 million

Three high cost items of over \$5 million each – (i) resurfacing footpaths and roads; (ii) naturalising Careel Creek; (iii) cycleways. The first is a high priority. The second might be nice to have but is expensive and could be postponed until more important jobs have been completed. The third is a waste of time and money and will damage the Village and should be deleted.

Avalon is a great village it is important that the village atmosphere be maintained. The village must be kept vibrant and welcoming to the residents and to the many visitors who visit the village in the holiday periods.



Submission form Avalon Beach Place Plan

Do you support the draft Avalon Beach Place Plan? Some features only-

Please see comments below

Do you support the proposed shared zone on Old Barrenjoey Road?

No, I do not support it during the week. I would support a 6 month trial on weekends only, before any structural changes are made.

Do you support proposed One Way Trial Old Barrenjoey Rd North?

No. This will make access to Woolworths more difficult for residents of Clareville & streets running off Avalon Parade. It will also allow the rat run to the roundabout at Kamikazi Corner to start again in the morning rush hour.

Do you support the proposed bike path/cycleway designs?

No. The path proposed by NBC is a disaster in the making. The planned path itself is dangerous because it is too narrow. Numerous mature trees will be removed and many vital parking places will be lost. It is already extremely difficult to find a parking spot between 10 am & 7 pm –we can't afford to lose any spaces or trees.

Do you have any comments on the Avalon Beach Pedestrian Bike Path - Alternative Connections design.

This design is preferable to the NBC plan, but I don't see any real need for a bike path at all. Some children ride bikes to school, but they can ride legally (and safely) on the footpath. Some need to learn better manners. Long distance riders coming to this area would be better served by a bike path added to Barrenjoey Road, rather than one just running the length of Old Barrenjoey Road.

For their own safety, I believe cyclists should be encouraged to ride around Warriewood or Narrabeen rather than Avalon Shopping Centre. hMany of the bike paths built in Sydney CBD are hardly used.

[REDACTED]

[REDACTED]

Provide any further feedback on Avalon Place Plan below

The most serious problems in Avalon Shopping Centre at the moment are parking and traffic flow. With a growing population and the Northern Beaches Parking sticker they are going to get worse. The proposed changes to the intersection will also worsen the situation.

At present the width of both Avalon Parade & Old Barrenjoey Rd allows drivers turning left on all sides of the intersection to move left out of the main stream of traffic, and turn safely. Narrowing the road will cause traffic to bank up even more than at present along Avalon Parade in both directions, as well as along the southern side of Old Barrenjoey Rd.

I suspect better management of traffic flow & parking would make the proposed changes to the intersection unnecessary.

I suggest:

Immediately restrict parking along Central Road, Dress Circle Road & Bellevue Avenue, between Sanders Lane and Avalon Parade, to ONE side of the road only. These changes would allow through traffic to & from Clareville to bypass the intersection in Old Barrenjoey Road while leaving or entering Barrenjoey Road, and immediately relieve congestion at the Old Barrenjoey Road intersection. Survey the roads listed above & make plans for road widening as soon as possible.

Devise a policy of incentives to encourage residents to build more on-site parking spaces. Extra bedrooms have been added to many houses recently, & it has become common for families with adult children to have three or more cars. Many of these are being parked on the street at present.

. Move the pedestrian crossings towards the center of the blocks as suggested in the Place Plan, then install a roundabout at the Old Barrenjoey Road intersection. There is good visibility, & the intersection is much wider than Jackson's Road, Warriewood, where three roundabouts have been built successfully near Warriewood Square.

Move the entrance to Woolworths Parking lot as proposed, and without removing any trees, also create more parking spaces at the northern end of the block. Also move the bollards immediately beside Woolworths 15 meters to the north, & reconfigure the parking places at the southern end to create a plaza beside Woolworths.

Create 4 hour parking areas along Avalon Parade (as far as Ruskin Rowe?) while providing exemptions for residents of that section and backpackers at the hostel (Extra stickers for their cars?)

No changes to the hill beside the bus stop on Barrenjoey Road!

I support the following proposals from the Avalon Place Plan:

New paving in Avalon Village-high priority.

Better lighting in Avalon Village-ambient lighting suggested)

More public seating around the village, in the current style, which is comfortable and unobtrusive. No concrete blocks please!

Avalon Golf Course & Avalon Bowlo being retained in their entirety & current form for the community.

[REDACTED]

[REDACTED]

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For their own safety, I believe cyclists should be encouraged to ride around Warriewood or Narrabeen rather than Avalon Shopping Centre. Many of the bike paths built in Sydney CBD are hardly used.

[REDACTED]

[REDACTED]

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*Survey the roads listed above & make plans for road widening as soon as possible.

*Devise a policy of incentives to encourage residents to build more on-site parking spaces. Extra bedrooms have been added to many houses recently, & it has become common for families with adult children to have three or more cars. Many of these are being parked on the street at present.

*Move the pedestrian crossings towards the center of the blocks as suggested in the Place Plan, make them raised, then install a roundabout at the Old Barrenjoey Road intersection. There is good visibility, & the intersection is much wider than Jackson's Road, Warriewood, where three roundabouts have been built successfully near Warriewood Square.

*Move the entrance to Woolworths Parking lot as proposed, and without removing any trees, also create more parking spaces at the northern end of the block. Also move the bollards immediately beside Woolworths 15 meters to the north, & reconfigure the parking places at the southern end to create a plaza beside Woolworths.

*No changes to the hill beside the bus stop on Barrenjoey Road!

*Install a speed bump on the southern side of the roundabout near Plateau Road & Barrenjoey Road.

*Create 4 hour parking areas along Avalon Parade (as far as Ruskin Rowe?) while providing exemptions for residents of that section and backpackers at the hostel (Extra stickers for their cars?)

I support the following proposals from the Avalon Place Plan:

New paving in Avalon Village-high priority.

Better lighting in Avalon Village-ambient lighting suggested)

More public seating around the village, in the current style, which is comfortable and unobtrusive. No concrete blocks please!

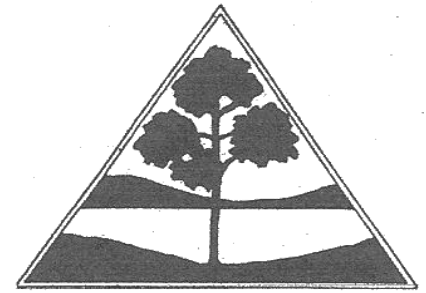
Avalon Golf Course & Avalon Bowlo being retained in their entirety & current form for the community.

[REDACTED]

[REDACTED]

Avalon Preservation Trust

incorporated as **Avalon Preservation Association**



May 16 2021

Submission: Avalon Place Plan

While Avalon Preservation Association has supported the preparation of a Place Plan, since we sponsored the Vision for Avalon Beach project back in 2015, and we welcome the issue of the draft for public comment, we are most concerned that the development of a top-down approach has led to the following on-going issues----

A. CONTENT

Only a small number of items have been included as a result of community input and others such as----

- Moving the entry to the "supermarket carpark" to alongside the existing exit
- A signage code for the area
- A colour palette
- Indexing of the Action Plan to the relevant coverage in the text have not been taken up.

Conversely many items remain in the plan which were NOT INTRODUCED OR SUPPORTED by the community, for example

- Extremely unpopular cycleways through our pedestrian village
- Terracing of the South Avalon Beach headland
- A building on Dunbar Park
- Massive concrete seating at the rockpool

The last three items were introduced by consulting architects who have had no exposure to the desired character of Avalon, and despite opposition they remain in the Plan. In our view these four items should not be approved by Council.

Notwithstanding the above APA continues to support, for example---

- Old Barrenjoey Rd shared zone trial
- Replacement of footpath paving
- Introduction of atmospheric [ambient] lighting throughout the Village
- Upgrading of landscaping and street furniture, including more seating
- Upgrade of Patterson Lane
- A paved patio at the NW end of the Community Centre [provided existing trees and adequate shade included]
- Retention of Bowling Club and Golf Course in their current form and entirety

We continue to be concerned that demographic data used was not in line with local evidence and is now outdated. Also no attention has been paid to the possible ongoing social impacts of the Covid pandemic.

B. PRIORITIES

We are seeking to have several items raised in priority ----

- Repaving of the village footpaths
- Installation of atmospheric lighting throughout the village
- Upgrading of landscaping and street furniture

Each of these will be very well regarded by the community and visitors and convince them that something worthwhile is happening. Minor "quick wins", which currently have first priority, will fail to achieve this.

We believe this is a really important issue but it has not been endorsed or included.

C. IMPLEMENTATION

We are seeking to have the preparation of a budgeted 5 year plan [with projects year by year] which will be communicated extensively with the community so they have involvement and can see an evolving cohesive Place Plan and not just a series of unlinked adhoc projects as funds become available, and the Place Plan is long forgotten.

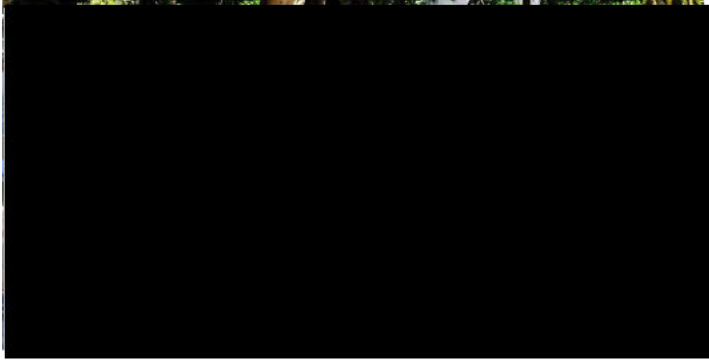
No such commitment appears in the Plan.

We are still hopeful that the above items can be dealt with before or when submitted for Council approval.

[REDACTED]

Avalon addresses Place Plan

May 3, 2021 | [Business](#), [Government](#), [Pittwater ward](#)

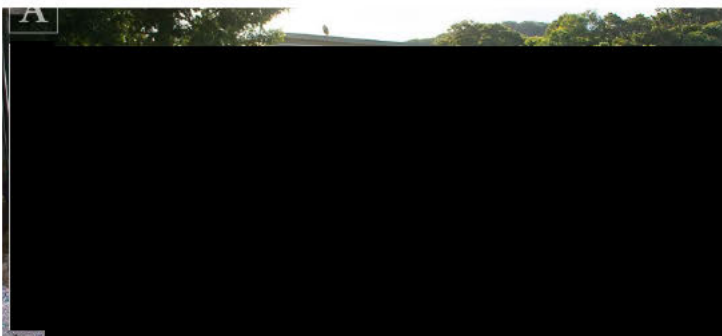


Around 200 people gathered at Avalon Bowling Club to discuss the [Avalon Beach Place Plan](#).

The community meeting was held Sunday afternoon (02 May) on the bowling green at the front of the Avalon Bowling Club. The meeting was hosted by Northern Beaches Councillor Alex McTaggart who said the meeting was, “an information meeting, not a protest meeting.”

The meeting was addressed by a number of community representatives, including:

- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted]
- █ [Redacted] er



The speakers covered a range of issues, including:

- The joy of growing up, living and starting a family in Avalon
- The process of Council engagement and community consultation
- The action plan, its prioritisation and funding
- The needs of retailers for parking and public amenity
- Reliance of retailers on visitors for economic sustainability
- The impact of the cycleways on pedestrian access and safety
- Maintaining traditional watercourses and geographical features
- Creating a sense of place based on Avalon's unique characteristics
- Including North Avalon, Careel Bay, hilltop and Palm Beach shops in the plan
- Clarifying and condensing the delivery program of works
- Recognising Avalon's role as a commercial centre for surrounding areas
- Lack of detail on built environment controls

Many of the speakers acknowledged the plan had good elements, with support for the vision of, *“A relaxed, peaceful and vibrant coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection.”*

The speakers encouraged attendees to make a submission, with large printouts of the plan on display around the bowling green.

The [draft Avalon Beach Place Plan](#) is available to view in full at [Council's Your Say website](#). Submissions close Sunday, 16 May.

The full audio of the meeting can be listened to below.



If the EU attitude to encouraging greater use of Low Emission options is “applied to the Avalon Place Plan, the idea of considering “multiple bicycle options” that suit multiple age groups, could include bicycles electric bikes and trikes, and e scooters and e skateboards.

There is a proposal for a Cycleway east-west and north-south Thru Avalon.

Despite the differing options presented by “local resident groups” a look at “practical bike path designs in Denmark may be a “good starting point”.

The CHALLENGE to get a Thirty percent reduction in trips by cars, creating a Network of Safe and Separated bike paths in Avalon, could significantly increase the local “e-transport” active Transport with use of Trikes as part of the “Transport Options” .

So using the DANISH “template” could help rather than “just following” the “APA” “vision” for bike paths and 90 degree car-parking spaces.

So the cycle path is adjacent to the walking pathway, not between the parked car lane and moving traffic.



If we create a SAFE and Separated Cycleway from the Top of Old Barrenjoey Road

And Restrict Car Flow North at Village Level But allow Car flow be restricted to “Only South flow” with access north via the Golf Course Road Network.

This provides a Potential Connected Palmgrove Road “Safe Cycleway” to be connected to Avalon Village.

The potential “SAFE and Separated Two-way cycle pathway on WESTERN side of the street converts the “existing 90 degree car-parking spaces to E-cycle, e-trike, and Bicycle Spaces Thus increasing the potential use of “Active Transport options”.

. This can then connect into a Kerb-side Active Transport Lane on Both sides of “The Avenue” to Clareville ?

The Old Barrenjoey Road north of the Avenue. Cycleway can be limited to approx. 4 m wide and allow the car traffic to be two way and connect to Woolworths car park.

The use of electric bikes to the shops has already started years ago. But with the Pandemic era resulting in a lot more e-cargo delivery bikes in Southern Sydney area, it could spread to Avalon?

CENTRAL AVENUE

This street could also have a SAFE and Separated Cycle pathway in both kerb-side Lanes of the Street. Thus providing a “Safe and Sepatated” space for Cycling, and e-transport options.

The aim is create a NETWORK of Safe Cycleway streets.

Many of the speakers acknowledged the plan had good elements, with support for the vision of, “*A relaxed, peaceful and vibrant coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection.*”

ADAPTING to using “ACTIVE TRANSPORT OPTIONS”.

The Transport Statistics says over 60% of travel is by car. So Adapting to Greater Use of Modern E-Bike options needs “SAFE SPACE” on the Street or Laneways to provide an alternative to Car Use. Purpose Built Bike Lanes are under construction in Bondi Junction from near Westfields to Centennial Parklands

- *Using special “low-emission people movers” is used in Golf Course Communities overseas. So adapting the “SAFE and SEPARATED pathways” used in Copenhagen, or OSLO may be a “Challenge”. But in Oslo over 50% of the new cars are Electric Powered.*
- *The Bike Lane “ North of The Avenue” in Old Barrenjoey Road is reduced to one lane each way. By using the Kerb-side Parking Lane to create the Bike Path.(access to Woolies Carpark has a car lane each way.*
- *THE PALMGROVE ROAD – Safe and Separated Bike Path – is created by “claiming one kerb-side Lane for the full length of the Street” and then creating a Plateau Road “Kerb-side Safe and Separated” Bike Path to connect with “Old Barrenjoey Road “.*
- ***THE AVALON PLACE-** a Safe and Separated Bike Path could also consider a ROUTE from Avalon Village North to Careel Bay area.*

- *The Surry Hills bike lane example allows Locals to ride to the local Bakery Café.*



So to “Achieve” the “AIMS” of the Transport Strategic Reference Group, a “SIGNIFICANT” improvement in the provision of Active Transport seems to have “merit” but is initially likely to have “opponents” groups within Greater Avalon.

- *In collaboration with the Transport and Traffic Strategic Reference Group Council has responded to this feedback with the draft MOVE - Northern Beaches Transport Strategy. This Strategy provides the framework for the delivery of our future transport network over the next 20 years. The strategy aims to change how we move around on the Northern Beaches and how we travel to other areas in Sydney, so that we can be less reliant on cars and use a more accessible, frequent and better public transport service. It also looks at how we can support active transport into the future, how we manage parking and the road network, as well as how we integrate transport with our new and existing precincts, towns and villages. The vision espoused by the Strategy is to: “enable freedom of movement to, from and within the Northern Beaches using a safe, smart, efficient, integrated and sustainable transport network”. This vision will be achieved through focusing on over 30 key directions which support the following themes: • Accessible and Liveable Place • Active Travel • Public Transport • Efficient Road Network • Smart Parking Management. The Strategy sets ambitious targets for the Northern Beaches by 2038: • A quarter of all trips by public transport • Double the active travel trips; especially for households, commuters and school students • Thirty percent reduction in trips by cars • Thirty percent reduction in Carbon emissions from transport*

THE AVALON PLACE PLAN – Population Future.

The Stated existing population, and the future “decline” seems to be “Just an Option” that runs against the normal Growth Target across Greater Sydney. So perhaps the population could increase up to 100% by reducing the House lots size as is done for “Seniors Living Projects in Avalon”.

But the Statement that claims the Avalon Village “Natures the Environment” is challenged by the years of “Roaming Packs of Dogs” killing Wildlife, and the potential for “Road Kill” caused by Cars running over wildlife.

There is a New Shopping Centre being built in Surry Hills that replaces a 2 storey high Complex with a 5 to 8 storey complex, So increasing the Shopping Centre density could provide the "Green-Infrastructure Funding" that has "eluded Pittwater Council for many years to fix its "Mistakes".

The reality is different. As increased Urbanisation has caused the Natural Environment to “Suffer”.

This is evidenced by NSW Planning Minister Rob Stokes MP in Sept 2020 era talking about the “demise” of the Avalon Beach Koala Colony in 1985, being affected by “loss of Habitat bushland within a Bushland Patch (area the expansion of the Avalon Village Retirement Home)”.

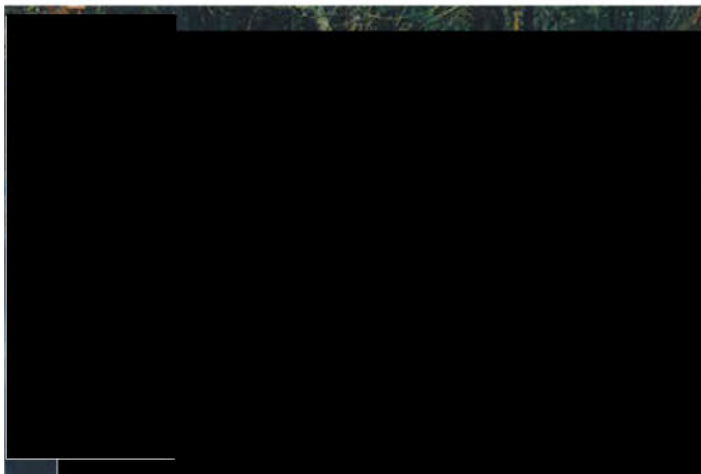
So the 2021 era “Embracing and Naturing The Natural environment” statement is “Well under-performing ?

Rob Stokes MP’s Statement can “ask” why the “defective Ecological design” has not been “rectified “ in 45 years?

Is it due to the “Sacking” of Warringah Council in 1967 and 1985?.

This may need “a detailed investigation of the FLAWED wildlife corridors from Angophra Reserve to Stapleton Reserve”? (including the Pittwater Palms Retirement Village)? So the Implied “Debt is Significant. So the Northern Beaches Council may need to Demolish the “defectively designed” Retirement Village, and provide alternative “New Build” site in Avalon region for the Retirement Village ?

The Taronga Conservation Society did not provide a “Viable Start Up breeding Colony ? in 1989 era ? despite the Colony being “functionally Extinct and under 10 koalas”. (photo from APA web-site in 2021). But it is capable of Multi-species “Breed-to-Release” projects.



Five members of the APA were witness to the release of an 8 years old female koala back into Angophora Reserve. She had been dive-bombed by 2 aggressive currawongs (protecting their nest) in a grevillea in Wandeen Road. She had been nursed back to good health by Taronga Zoo. To the left is [REDACTED]

From the APA web-site in 2021 ::

In 1985 the Pittwater Palms retirement village was mooted and on behalf of the Trust, [REDACTED] approached the Heritage Council to 'put an interim conservation order on the site to preserve existing trees'. Leightons asked for Council's approval of change of consent.

The Ombudsman replied that he could 'under his act, do nothing to help us'. The Trust then asked the Councillor [REDACTED] to have council defer consideration of plans until after the Heritage Council had approved it. This development was the 'straw which broke the koala's backs'. It severed the corridor necessary for their transit from their food trees of choice (grey gums) in Angophora Reserve to those in Stapleton Park.

[REDACTED] was elected to Warringah Council in 1962 and remained on the council until 1991.

He was a councillor on the council on the first two occasions the council was sacked – in 1967 and 1985 – but was re-elected at each subsequent council election.

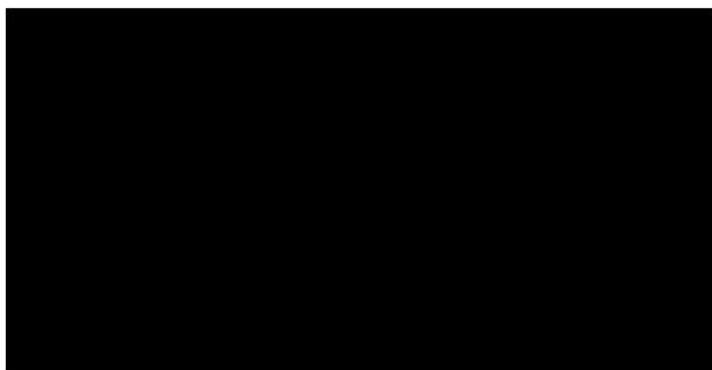
[REDACTED] opposed sand mining in the Avalon dunes, stopping the clearing of koala colony habitation at Clareville and blocked unsympathetic development," she said.

A former colleague on Warringah Council, [REDACTED] devoted to his role as a councillor.

The 2020 Sept Speech by Rob Stokes MP

Pittwater koala protest

Pittwater ward



A dozen local activists protested outside Pittwater MP Rob Stokes office at Mona Vale today demanding more be done to protect koalas.

The protest was organised by local members of The Greens to raise awareness of concerns for the future of koalas in NSW.

A recent NSW Parliamentary inquiry into koala populations and habitat in NSW, chaired by Greens MLC Cate Faehrmann, made 16 findings. The most notable of which was that koala populations in NSW may become extinct by 2050.

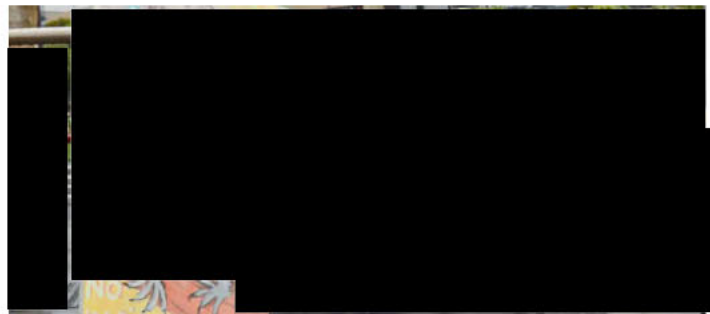
“There’s a week called ‘Save our koalas’ because the law put in place to save our koalas has now been undone,” said organiser [REDACTED]

“John Barilaro opposed it because there were restrictions put on logging on private land in order to protect the koalas. So they chucked a huge hissy fit and said they were going to leave the coalition. They basically bullied them into watering down the koala protection laws.

“We are asking the Liberals not to support the National Party’s Local Land Services Amendment Bill. It amends the Koala Protection Act. It amends it so greatly it’s worse than what we have.”

The report from the NSW Parliamentary inquiry made 42 recommendations, only two of which have been implemented according to [REDACTED]

“They have given extra money to vets and established the Koala National Park, which we Greens have been lobbying for about 15 years.”



According to [REDACTED] the establishment of a koala National Park does not compensate for the potential loss of other habitat on private land.

“Before, private land was protected and you couldn’t log if there was koala habitat there. You needed approvals and permissions. Now private land is free to log pretty much, they have removed the protections.

“The Liberals have all supported the amendments. Now it has to go to the upper house for the final vote. The Liberals have backed the amendments and they were pressured to do that by Barilaro. So the message is, if you vote Liberal, you get Nationals,” [REDACTED].

The protesters were unable to meet with Mr Stokes at his office today because he was travelling to Port Macquarie to visit the Koala Hospital with Port Macquarie MP Leslie Williams, who defected from the National Party to the Liberals over the disagreement about koalas.



A spokesperson for Mr Stokes said the NSW Government took koala preservation seriously and referred the Northern Beaches Advocate to public statements made by Greens MLC Cate Faehrmann in support of the Government's response to her inquiry's recommendations, and the whole of government [NSW Koala Strategy](#).

"It's extremely reassuring to see the NSW Premier and her Planning and Environment Ministers taking the findings and recommendations from the recent Parliamentary Inquiry into Koalas seriously, including not giving in to an ultimatum to weaken koala habitat protection laws," said Chair of the Inquiry and Greens MP Cate Faehrmann in September 2020.

Mr Stokes said the NSW Government is firmly committed to the protection of koalas and their habitat and in his capacity as Minister for Planning and Public Spaces, two of the 24 actions under the Koala Strategy were directly relevant to the planning system.

"Namely, the Government facilitate the development of a state-wide koala habitat information base and the Department consider incorporating this information base into the planning system and develop best practice urban design guidelines for development in koala habitat," said Mr Stokes.

With respect to the inquiry chaired by Cate Faehrmann MLC, Mr Stokes said, *"The Koala Populations and Habitat in NSW Inquiry was released on 30 June 2020. The Department is carefully considering its response to the relevant inquiry recommendations."*

Many residents of Pittwater recall the koala colony that once thrived at Avalon but disappeared. In a speech given in Parliament on 16 September 2020, Mr Stokes said the protections being put in place would have saved the Avalon colony.

"The Avalon koalas were not wiped out by existing suburban housing, nor by farmers; nor was their habitat felled by loggers. No, the Avalon koala population fell victim to exactly the

same villain that is threatening koala habitat right up and down the coastline all the way to the Queensland border and beyond: poorly designed property development, with subdivision of land in the wrong place — in the case of Avalon, the expansion of a retirement village — with inadequate efforts to preserve canopy trees,” said Mr Stokes.

“Private native forestry can be conducted sustainably near koala populations. Routine agriculture occurs every day around koala colonies and suburban families live in the shadow of koala-used trees in peri-urban parts of Sydney — such as the Northern Beaches, Wollondilly, the Hawkesbury and Campbelltown — where known koala colonies still exist.

“Of course, if a company or an individual is engaging in significant development that involves clearing core koala habitat then, yes, this policy will have an impact on their activities. It is simply not possible to support koala populations without identifying and protecting the habitats in which they live.

“Generations of children grew up among the koalas of Avalon Beach. I wish that similar protections had been around 30 years ago because then the kids of Pittwater today would be growing up with the same experience I had.

“But we still have the opportunity to save koala colonies up the coast from the scourge of poorly designed development that fails to adequately protect the trees that koalas use so that children in those areas can enjoy the opportunities that kids in Pittwater enjoyed until all too recently. What happened to the Avalon Beach koalas will occur right up the coast unless we act now,” said Mr Stokes.

As Warringah Council was “sacked” in 1985 era, it may have “influenced” the “approval” of the extension of the Retirement Village?

Generations of children grew up among the koalas of Avalon Beach. I wish that similar protections had been around 30 years ago because then the kids of Pittwater today would be growing up with the same experience I had.

Could it have been solved “within” the 1988 NSW Koala Summit ?

Planning responsibility to Fix it ?”.

In the First Avalon Preservation Trust newsletter published 1989. The first item recognised the marvellous effort of the Trust’s Vice -Chairman, ██████████ in having the Angophora Reserve included in the National Estate Register. The Heritage Commission considered that the area has a national significance in our heritage providing ‘an important refuge and protected movement corridor for fauna, particularly Sydney’s diminishing koala population’.

So the Statement" linked to the Avalon Place - "Embracing and Naturing The Natural environment Needs a "REVIEW" to achieve a "recovery".

Many residents of Pittwater recall the koala colony that once thrived at Avalon but disappeared (so why has it not been recovered?). Mr Stokes said the protections being put in place would have saved the Avalon colony. The legislation was rejected by the NSW Upper House.

So perhaps a "Onsets" not Bio-diversity Off-sets provide an "alternative Solution" that provides a Recovery of the Koala of Avalon Beach ? (but increased urban density in other parts of Northern Beaches ?).

HANSARD - PITTWATER ELECTORATE KOALA PROTECTION

Mr ROB STOKES (Pittwater—Minister for Planning and Public Spaces) (18:11:14): Today I discuss the koala State environmental planning policy [SEPP] in the context of my electorate of Pittwater. There has been a lot of misinformation peddled about the SEPP over the past few weeks and its impact on development. It has been stated that saving koala habitat will make farms unable to be farmed—it will not. It has been stated that saving koala habitat will destroy private native forestry—it will not. It has been stated that saving koala habitat means Sydney home owners will have to get koala surveys done—they will not. All these false arguments are designed to obscure the point of the koala policy: We need to manage the impacts of large developments on koala habitat to stop them going extinct in the wild by 2050.

It has been said that this is an issue of country versus city; that city people want to assuage their guilt for wiping out urban koala populations by forcing regional communities to save what is left of theirs. In fact, the policy is designed to give expression to the National Koala Conservation and Management Strategy 2009, which aims to conserve koalas by retaining viable populations in the wild throughout their range. Certainly, the plight of extinct koala colonies is informative about how we can best shape development to ensure that koalas have the best chance of survival wherever they occur—whether in the city, on the coast or in the bush.

I offer the example of my community of Pittwater as a case in point. The Pittwater electorate is emblematic of the Aussie coast—of its environment, its culture and its lifestyle. A string of villages nestled in forested hillsides between beach and bush, Pittwater hints to the nature of the coastline that continues north right up to the Queensland border and beyond. Pittwater is home to a huge range and diversity of flora and fauna. There is more biodiversity in Pittwater than across the entire British Isles. One of the most iconic residents of Pittwater is the koala. Now sadly restricted to our national parks, the koala was until relatively recently a familiar sight in the suburban streets of Avalon Beach, Bilgola Plateau and Newport. Former Mayor David James remembers koalas in the trees outside his family home in Philip Street, between Newport and Mona Vale. My mum remembers the racket that koalas in the trees near Clareville Beach made during the night. I can recall the last koalas of Avalon that lived and ranged across the backyards and streets between the Angophora and Stapleton reserves.

The Avalon koalas were not wiped out by existing suburban housing, nor by farmers; nor was their habitat felled by loggers. No, the Avalon koala population fell victim to exactly the same villain that is threatening koala habitat right up and down the coastline all the way to the Queensland border and beyond: poorly designed property development, with subdivision of land in the wrong place—in the case of Avalon, the expansion of a retirement village—with inadequate efforts to preserve canopy trees. Private native forestry can be conducted sustainably near koala populations. Routine agriculture occurs every day around koala colonies and suburban families live in the shadow of koala-used trees in peri-urban parts of Sydney—such as the northern beaches, Wollondilly, the Hawkesbury and Campbelltown—where known koala colonies still exist. Of course, if a company or an individual is engaging in significant development that involves clearing core koala habitat then, yes, this policy will have an impact on their activities. It is simply not possible to support koala populations without identifying and protecting the habitats in which they live. As one local resident recently wrote to me:

I wish to offer my support for the modified SEPP Koala Habitat Protection. I read the scientific report on koala habitat trees and how the SEPP would operate and I think that the new legislation is a vast improvement over the old legislation which was simplistic and unworkable for a rare and patchily distributed species.

I was born and raised on the land in western NSW until my thirties but I have been based in Sydney working as an ecologist, environmental statistician and environmental scientist for 30 years. However, I also juggle this with running a working farm near Glen Alice, and I fail to see how this change to the SEPP will hinder my operations, despite having several listed tree species for my region. It is imperative that strong legislation such as this be implemented to protect the future of the koala.

Generations of children grew up among the koalas of Avalon Beach. I wish that similar protections had been around 30 years ago because then the kids of Pittwater today would be growing up with the same experience I had. But we still have the opportunity to save koala colonies up the coast from the scourge of poorly designed development that fails to adequately protect the trees that koalas use so that children in those areas can enjoy the opportunities that kids in Pittwater enjoyed until all too recently. What happened to the Avalon Beach koalas will occur right up the coast unless we act now.

Draft Avalon Beach Place Plan – North Avalon

Public Meeting – 28 March 2021, 11:00am

Minutes

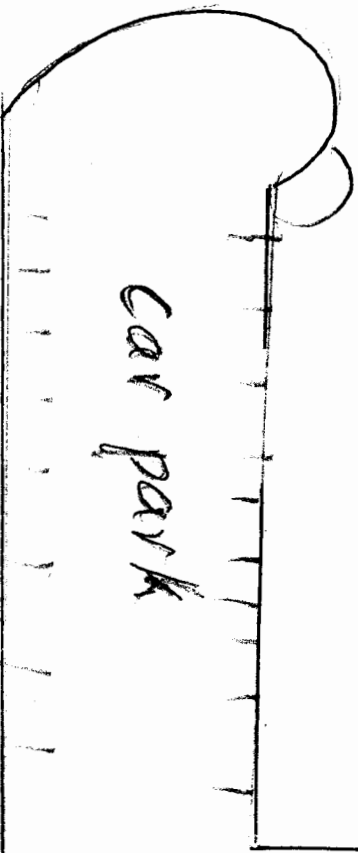
- The public meeting was convened by North Avalon Surfriders Association (NASA) and chaired by Councillor Alex McTaggart. The meeting was well attended by a broad section of the North Avalon local community, including long time locals, surfers, families, beach users and NASA representatives, with approximately 60 people in attendance.
- Councillor McTaggart urged all interested people to make a submission on the Draft Avalon Beach Place Plan, which is on exhibition via the Northern Beaches Council website until **16 May 2021**.
- The overwhelming response from locals is that they'd like see North Avalon remain very similar to how it is now, with only low scale facilities and a focus on the natural environment and passive recreation.
- Broad comments included:
 - “keep the status quo”
 - “we don't need a lot of facilities”
 - “we don't want to see the beach gentrified”
 - “this isn't Bondi”
 - “keep the country country”
- Councillor McTaggart stepped the group through each of North Avalon's main areas and facilities, and the proposals in the Draft Place Plan for each, and sought feedback from the group.
- The following is a summary of the group's general consensus views on each of these areas.
- Beach Steps:
 - keep as is
 - maintain the sand to cover the exposed rocks at the bottom of the stairs, to mitigate trip hazards
 - there was a suggestion to remove the rocks at the bottom of the stairs, but people are generally opposed to any hard engineering measures that might affect natural sand movement
 - an additional seat at the top of the steps (similar to the existing ones) was seen by most as a positive
- Beach Shower:
 - keep as is
 - address the drainage issue (ie. the shower drains onto the steps when in high use or silted up)
 - address the poor water pressure issue
 - perhaps add an additional shower and/or a bubbler next to the amenities block (where the previous showers were)
- Car Park:
 - keep as is
 - the recent improvements by Council (ie. linemarked front spaces and no linemarked rear spaces) were seen by most as a positive, with the carpark working for beach users in peak periods
 - people had an overwhelmingly negative view of the previous car park design with all spaces linemarked, with people finding that it made the car park too congested and hard to manoeuvre

- people understood and accepted the current “pay and display” parking arrangements
- Bike Racks:
 - maintain existing bike racks
 - add some additional bike racks on hardstand near the amenities block
- Amenities Block:
 - NASA’s proposed storage facility on the northern side was seen as a positive, with no one objecting to the proposal
 - keep up the maintenance on the toilets – this was seen as a priority
 - add defib unit
- Beach Front Open Space:
 - keep similar to as is
 - people overwhelmingly opposed a viewing platform/deck and hard/concrete benches
 - people strongly opposed BBQ facilities
 - maintain views and a sense of openness from the carpark to the ocean – this was seen as a key priority
 - maintain the crushed granite area as is
 - there was a suggestion for artificial turf or soft-fall material to replace the crushed granite, however most opposed any artificial surface material
 - repair and maintain the two current bench seats as is or similar, and don’t introduce ‘hard’ elements (eg. concrete) which could impede views
 - replace the run-down low fence between the crushed granite area and the grassed area with a new fence of similar height (350mm above the granite surface), with the fence rail square and of decent width (say 300mm) to allow sitting on
 - some people suggested adding a third bench seat, while others preferred keeping it to the two existing (adding that the low fence would provide ample sitting space), and most people opposed adding additional concrete hardstand below the seats
 - people opposed an additional shower at the western end of the open space
 - NASA representatives suggested reticulated power (32 amp 3 phase and 10 amp single phase) be provided to the western end, for use during monthly competitions (which currently use a generator). No one opposed this proposal
- Des Creagh Reserve:
 - keep similar to as is
 - Reserve seen as important recreation area, with the open grassed area seen as a key community asset for passive recreation (eg. for touch footy)
 - overwhelming opposition to provision of BBQ facilities, hard seating and exercise facilities
 - exercise facilities seen as more appropriate near the skate park
 - maintaining open grassed area important for rescue helicopter landing and ambulance
 - restore the grassed area to its former boundary, by clearing the encroaching vegetation (mainly coastal wattle) back to the existing fence line near the dunes
 - providing a small number of shade trees was seen by many as a positive, as long as the trees don’t impede the open nature of the Reserve (some suggested that they are placed on the northern side of the yellow brick road)
 - repair and maintain the yellow brick road, particularly the wet/boggy area down towards the bridge over the creek
 - the plans to restore the creek and remove its concrete banks was seen as a good thing
 - suggestion to extend the reticulated power provision to the Reserve

surf life savers.
toilets

car park

GRASS



car park

existing path

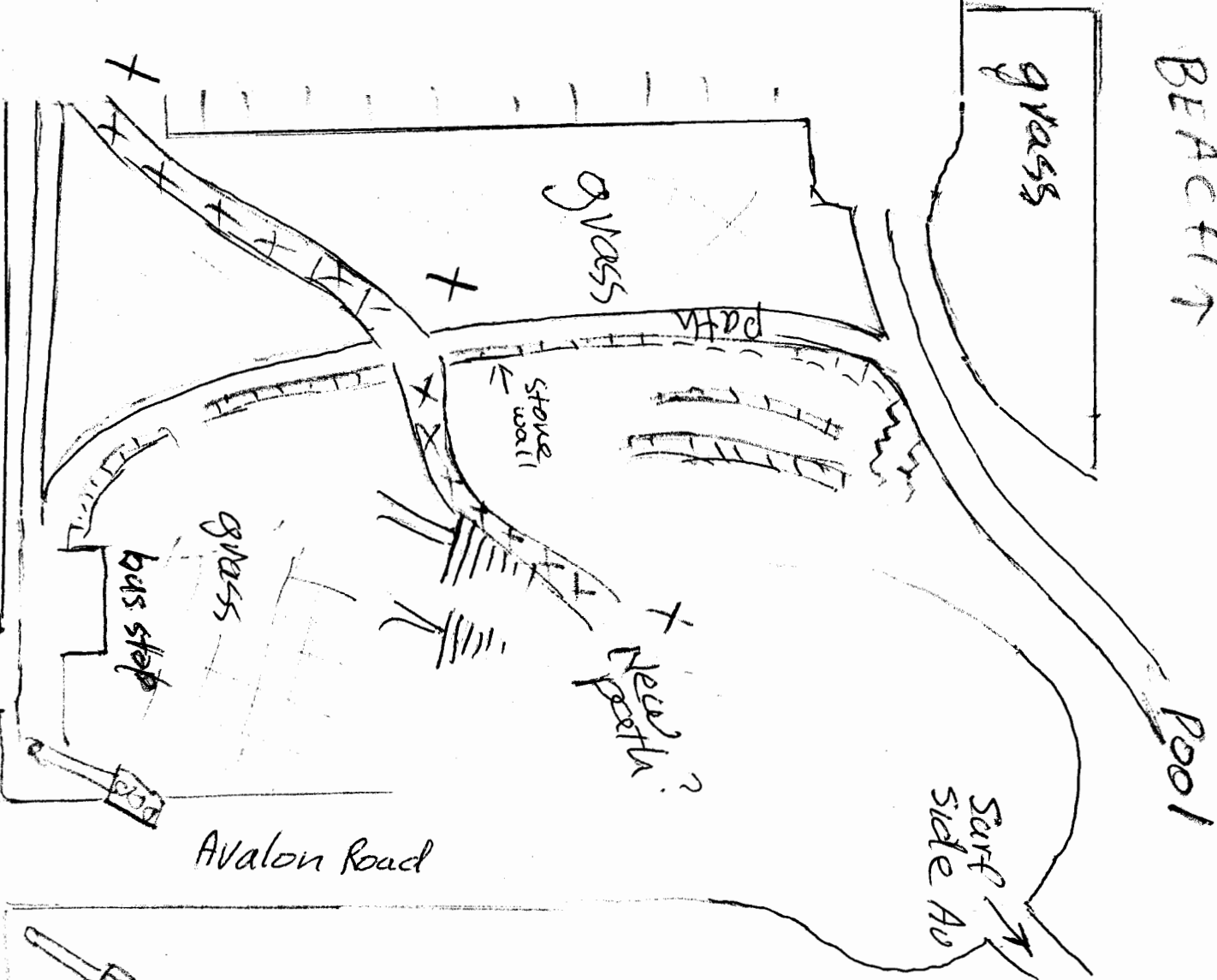
BARRENTOEY Rd
NORTH

BEACH

grass

Pool

Surf Side Av



grass

path

stone wall

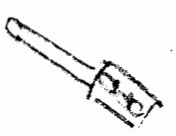
Need path?

grass

bus stop

Avalon Road

Need a crossing area?





The Palm Beach & Whale Beach Association Inc.

www.pbwba.org.au | PO Box 2 Palm Beach NSW 2108

SUBMISSION FOR MY PLACE AVALON PLAN

The Palm Beach & Whale Beach Association Inc represents the residents and businesses of a particularly beautiful part of the Northern Beaches LGA and it welcomes the opportunity to put forward its views on the Draft My Place Avalon Plan.

Avalon Beach Village is for our members, their local shopping, amenities and service centre. They greatly value its casual, informal atmosphere, its pedestrian-friendly nature and the various facilities it provides. Like many people, they really treasure what the Plan calls the “distinctive style” of Avalon - difficult to define until it is damaged. Two factors are critical to that style – the fact that the Village is not on a through traffic route and the priority given to pedestrians throughout the Village.

GUIDING PRINCIPLES

The Guiding Principles provide an acceptable framework for the detailed proposals that follow but do not mention the context of the population profile of the catchment area. Importantly this comprises above Sydney average proportions of seniors and younger families with children (and, most likely, dogs).

OMISSIONS – ZONING & BUILT ENVIRONMENT & ECONOMY

The Plan does not attach sufficient importance to (i) preservation of the existing zoning and height limits; (ii) the built environment which provides the stage on which the local culture develops and (iii) the importance and fragility of the local economy which does not exist just for the benefit of the locals but also to provide an added attraction for, and service to, visitors to this beautiful part of Sydney. It is a fragile economy and it is a destination economy – it is the last village on the Peninsula. It is critical that any changes made to the village enhance its appeal as a destination.

COMMENTS

We have structured our comments around the three precincts defined in the Plan and have sought to deal succinctly with the more important issues, rather than deal with every single element of the Plan.

VILLAGE HUB PRECINCT

- *CYCLEWAYS*

These are totally objectionable because they: -

- Cut the village into four separate quadrants, damaging the Village atmosphere and making access from one to another more dangerous;
- Reduce the road widths by 2.5m, reducing the width of the roadways to the narrowest width permitted by the Australian Road Safety Design Standards;
- Are dangerous to pedestrians, particularly in shared zone, and removes the pedestrian friendly nature of the village; this danger will increase if electric bikes become available as they are faster and less controllable;
- Are dangerous to passengers alighting from parked cars and cyclists, made even worse because of the 250mm separating wall between the cycleway and parked cars which will be a trip hazard. Although there will be breaks in the wall every 50 metre for pedestrian access, these will cause a further significant loss of parking spaces, again without any replacement elsewhere in the Village;
- Put the children at the Primary School at risk because it goes directly past the main gates of the school;
- Have no supporting evidence of any public demand for cycleways – only 0.8% of total LGA population use bikes for commuting;
- Are damaging to atmosphere and culture of village; one of its critical characteristics is that it does not have a through traffic route running through the middle of it – the cycleways would change this fundamentally. The mental picture of a crowd of recreational cyclists riding through the Village Hub on a Saturday morning shows how totally inappropriate this is;
- Because the cycleways are through routes, they will not bring any of the benefits claimed for them in the Plan. Local residents will not switch to bikes for their normal shopping requirements so there will be no reduction in either traffic or emissions (until electric cars become the norm, at least); the cyclists will be from out of the area, will interfere with the usual pedestrian and car transport in the Village Hub and produce additional hazards;
- Will cost “\$\$\$\$” which means \$5 million and upwards – this makes it one of the most expensive elements of the Plan and there is nothing to suggest that the cost can be recovered in any way from any balancing benefits to the Village;
- The distinct disadvantages of dedicated cycle zones as demonstrated in Sydney CBD and Inner West and in other global cities has resulted in recognition that they are underutilised over a 24-hour period and restrict other traffic to narrow road lanes with resulting traffic dislocation; a number of them are therefore being discontinued;
- In short, there is no demonstrable advantage to be gained for the village from cycleways and lots of downsides; it is not clear that there is any advantage for cyclists either. Through cyclists should be therefore encouraged to remain on Barrenjoey Road.
- *ALTERNATIVE BIKE PLAN*

The alternative bike plan put forward by the Avalon Preservation Association and supported by the Palm Beach & Whale Beach Association and the Clareville & Bilgola Plateau Residents’ Association, would divert the bike traffic, which principally comprises schoolchildren, along the laneways, Patterson Lane/Wickham Lane and Edmund Hock Avenue. These should be used as informal bike paths, appropriately signed, which would be safer for the children, reduce the present bike traffic through the village and hence the impact on pedestrians and make better use of an under-utilised asset. The lanes would benefit from a lower speed limit, which could be as low as 10 km/h and the lighting must be improved.

This plan would remove the need to delete loading zones on Avalon Parade and Old Barrenjoey Road and this would reduce the need for trucks to use the lanes at all; this use should be further discouraged by the lower speed limit and perhaps a ban for trucks unless the site for a delivery has its own delivery bay on the lane.

- *USE OF LANEWAYS*

- The use of Patterson Lane as spelled out in the Plan is fully supported but it should also be available as an informal cycle route for schoolchildren to and from the schools.
- The new community plaza is an excellent idea but would however benefit from more tree canopy because it is open to the north. Similar plans should be developed for Wickham Lane and part of Simmonds Lane;
- Lighting in all the laneways requires upgrading, in the interests of safety, use by pedestrians and the prevention of use for anti-social behaviour.
- Both Patterson Lane and Wickham Lane get some present use by parents and children going to or from the school but for safety Wickham Lane requires upgrading of the surface, a 10km/h speed limit and lighting

- *SHARED PEDESTRIAN ZONE – OLD BARRENJOEY ROAD*

- This would produce no practical benefits if the cycleway is introduced because by its nature it is an exclusive zone (assuming that there is any active use of it which is doubtful). The shared zone will only cover a short stretch of Old Barrenjoey Road and may require removal of the pedestrian crossing opposite the Community Centre (which we oppose as it is well used).
- This proposal requires removal of the bus stop and re-routing of local bus routes;
- It should be combined with relocation of the entrance to the Woolworths car park to beside the exit; this would also extend the shared zone (without cycleways) and make it a meaningful space;
- Without the cycleway, we would not oppose a trial.

- *PARKING AND AVALON BEACH PARKING STUDY*

- Twenty-four parking spaces removed on Old Barrenjoey Road and on Avalon Parade plus 2 loading zones and 1 bus stop – none are replaced elsewhere;
- The loss of loading bays will make deliveries to local shops more difficult and will damage the local economy;
- The cycleway on Avalon Parade extends on the northern side of the road all the way to the Old Wharf; access to and from residential properties along Avalon Parade will be more difficult and dangerous, especially for the retirement village;
- The introduction of openings for access every 50 metres along the cycleways would reduce the number of parking spaces even further;
- There is already a parking shortage in the Village as borne out by the Avalon Parking Study.

- *INTERSECTION*

- Narrowing of the road lanes and building out the corners of the intersection will make turning at the intersection more difficult for the buses and will further slow down traffic.
- It will be difficult to persuade or force people to stop crossing Avalon Parade at the intersection and use the new crossing some distance away, making the intersection more dangerous.

- *WOOLWORTHS CAR PARK ENTRY*

- A proposal, which PBWBA supports, has been put forward a number of times to move the vehicle entrance to the Woolworths from its present site to next to the exit. This would (i) reduce the interaction with pedestrians and traffic delays at the present pedestrian crossing outside the Community Centre (which must be retained), (ii) produce a more logical traffic flow within the car park and (iii) provide a net two much needed extra parking spaces. This proposal should be incorporated into the Plan.
- The Plan should make provision for a charging station within the car park.

- *FOOTPATHS, WALKWAYS, STREET FURNITURE AND LIGHTING*

- The proposed changes to pavements through resurfacing will be very welcome – the existing surfaces are uneven, inconsistent in heights and treatment and wear has increased the likelihood of tripping and accidents. A unified treatment throughout the village would reinforce the village feel.
- Similarly new street furniture represents an opportunity to update and unify the appearance of the Village Hub and is welcomed.
- The introduction of cycleways totally prevents any widening of the footpaths for community and commercial use.
- Distinctive lighting which is uniform throughout the village would reinforce the “village feel” and unify the village.

- *MOVEMENT OF PEDESTRIAN CROSSINGS*

- There is at present a “natural” and well-used walkway from the Bowling Club, the RSL, Dunbar Park and the proposed new plaza at the end of Patterson Lane to the Community Centre, then via a crossing on Old Barrenjoey Road to Woolworths and thence to the Surf Club and the Beach. Moving the crossing away from the Community Centre and Woolworths serves no useful purpose and it will most likely be ignored, creating pedestrian risk.
- Moving one of the crossings over Avalon Parade eastwards away from the intersection will also interrupt a normal pedestrian flow and will also be ignored unless barriers are installed at the intersection to block pedestrians. There is much more pedestrian traffic north/south on Old Barrenjoey Road across the intersection than there is east/west along Avalon Parade.

- *GREEN CANOPY*

- ***“Objective – to increase the urban tree canopy and create quality green streets ...” (p.22).*** The reality is that the Plan would (i) delete the “green spine gateway” on Old Barrenjoey Road (p.19); and (ii) remove a substantial amount of valued tree planting on the western side of Old Barrenjoey Road between Amor Restaurant and the Telstra Building in order to accommodate the unwanted cycleway in a strip nearly 2.5 metres wide.
- Otherwise the proposals for greening the Village Hub are good and will be welcomed.
- There is no mention of the built environment of the Village Hub other than a reference on p.37. This environment is “the bones” of the Village around which everything can take place. Its modest stature – i.e., many small shops and two and three storey height, are one of the key elements of the “Avalon style”. This needs to be explicitly recognised and preserved in the Plan.
- There is no reference to zoning in the Plan other than a reference to “maintain the integrity of the existing land zoned B2 Local Centre” – it is not clear what that means. The zoning of the Village Hub and the height limits should also be explicitly preserved.

- The Village has few heritage buildings and those few should be explicitly preserved. The cinema should be added to the list – it fulfils a most important community role and should be preserved. The bus shelter on the eastern side of Barrenjoey Road also has some heritage value and should be preserved.
- *DUNBAR PARK*
- Generally we support the proposals for Dunbar Park but we oppose siting the performance space along the footpath on Old Barrenjoey Road. This will cause disruption of the normal pedestrian and traffic flow on Old Barrenjoey Road. It will also funnel noise up the valley into residential areas, such as the retirement village. Moving this to the opposite (western) side of Dunbar Park will channel the noise towards the beach and out to sea.
- *MONTHLY MARKET DAYS*
- We strongly support the idea of monthly market days and suggest that Dunbar Park would be the ideal venue.

COASTAL FRINGE PRECINCT

- *NORTH AVALON*
- The proposals for North Avalon are sensible, modest and attractive. The cost is put at “\$\$\$\$” which means “\$5 million and upwards” – this seems surprisingly high.
- *BEACHFRONT*
- The wider pathway to the beach is sensible but could be improved by (i) lowering the crest so that a view of the water is available from the bus stop; and (ii) moving the children’s playground closer to the Surf Club so that it doesn’t intrude on sight lines.
- *BUS STOP*
- Moving the bus stop further away from the pedestrian crossing on Barrenjoey Road is very sensible but the existing bus shelter has a certain heritage value and should be preserved – it provides better shelter than the proposed new design which has no sides and ignores the fact that rain does not always fall vertically.
- *GATEWAY*
- The proposed stonework seating for the gateway is not a sensible use of money – it might look nice but it would serve no useful purpose and is very expensive to install. However the planting at the Gateway could be much improved.
- *CYCLEWAY*
- Extending the cycleway across Barrenjoey Road will introduce a source of danger for both cyclists and motorists. Cyclists should be required to dismount and walk their bikes across Barrenjoey Road as a safety matter and as an example to younger cyclists.
- *ROCK POOL AREA*
- Whilst additional bench seating (p.76) would be welcome and in keeping, concrete seating as shown on p.77 would be extremely ugly and out of character

SOUTHERN PRECINCT

- *GOLF COURSE*
- It is critical that the golf course be preserved as Open Space, whatever happens to the golf club.
- *BIKE TRACK*

- Much of the natural fringe of the golf course is degraded bushland. Many noxious weeds such as lantana require removal. Remediation of the bushland could be combined with a cycle track near the perimeter for young cyclists or a mountain bike track. (Grants are available for remediation and have been successfully applied for in the past).
- *SPORTING FIELDS*
- Giving part of the playing fields along Old Barrenjoey Road over to a cycle track seems a dubious expenditure but if it is supported by the parents of the primary school, we would have no objection.

PRIORITIES

There are no funds earmarked for implementation of any of the action items in the Plan in either the current year's budget or the following four years but we are advised that funds will be found, at least for low-cost items, once the Plan is adopted. However there would be considerable benefit from giving priority to one of the high-cost items – the resurfacing of footpaths which would greatly benefit the appearance of the Village and provide a safer environment for pedestrians.

An approach which “cherry-picks” the cheaper actions as and when money becomes available will not help achieve the coherent village plan which this proposal aims to achieve. It will take, as the priorities make clear, a program over a number of years to implement the plan and it will be extremely important during that period to keep the community involved and supportive. The Plan should be seen as a “living project” with regular consultation with the community – perhaps annually. The Council would find this beneficial in planning and implementing village/town plans for other areas of the LGA.

COSTINGS

There are three high-cost items in the Plan - (i) resurfacing roads and footpaths, (ii) “naturalising” the Careel Creek watercourse; and (iii) the cycleway. We have commented just above on resurfacing – at least of footpaths. We would suggest that the naturalising of Careel Creek would be nice to have but provide little tangible other benefit to the Village. We would delete the cycleways entirely from the Plan, freeing up resources for other more beneficial projects.

We greatly appreciate the opportunity to put forward our comments on the Plan and commend them to the Council.

Yours truly

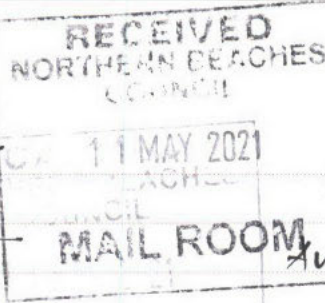
[REDACTED]

[REDACTED]

Palm Beach & Whale Beach Association Inc.

11 May 2021

AVALON BEACH
PLACE PLAN.



10.5.21.

Dear Sir/Madame planner.

① We are definitely not in favour of the proposed cycleway on Old Barranjoey Rd. as it would require the removal of many significant trees.

These trees are of special value, especially in the summer for the shade they provide. They beautify the precinct.

② The cycleway will be a hazard for pedestrians — we want the village to be pedestrian friendly.

③ The proposed terraced seating behind the eastern bus stop is

an over reach. People will not want to sit & look out to the highway & the petrol station.

- We are in favour of:—
- More seating generally.
- Ambient lighting in the streets.
- The resurfacing of footpaths.
- Some improvements to the swimming pool area.
- And in time, the naturalization of Carrol Creek.

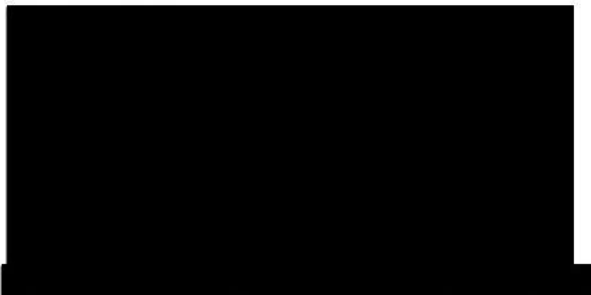
Yours sincerely

[REDACTED]

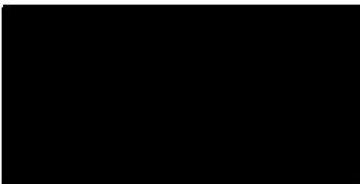
P.S. Additional tree planting would be ideal.

RECEIVED
NORTHERN BEACHES
COUNCIL
 12 MAY 2021
MAIL ROOM

SCANNED
 NORTHERN BEACHES
 COUNCIL
 12 MAY 2021
 20 /



The following questions help us understand if we've made engagement accessible and inclusive.



Year of Birth

Please tick this box if you do not wish to receive email updates on this project.

Submit

Contact us

Have questions or want to learn more about this project, contact us below:

Name Anne-Maree Newbery, Manager Strategic and Place Planning

Phone 1300 434 434

Email council@northernbeaches.nsw.gov.au

In writing 'Avalon Beach Place Plan' – Northern Beaches Council, PO Box 82, Manly NSW 1655

Submission form Avalon Beach Place Plan

Do you support the draft Avalon Beach Place Plan? Required Refer Action Plan Pages 82-89

- Yes
- No
- Unsure
- Prefer not to say

Do you support the proposed shared zone on Old Barrenjoey Road? Do You support proposed One Way Trial Old Barrenjoey Rd North? Required Refer to pages 38-41

- Yes
- No
- Unsure
- Prefer not to say

Do you support the proposed bike path/cycleway designs? Required Refer to pages 47-49

- Yes
- No
- Unsure
- Prefer not to say

Do you have any comments on the Avalon Beach Pedestrian Bike Path - Alternative Connections design. The alternative design was prepared by Avalon Preservation Association and endorsed by Clareville and Bilgola Plateau Resident Association and Palm Beach Whale Beach Association. (Refer to page 43 of the place plan).

Provide any further feedback on Avalon Place Plan below

- 1) I support the use of Avalon Beach Green for community activities
- 2) I do not agree with a bicycle path through the centre of the village, the use of little used laneways would be a much better idea and safer.
- 3) Reducing the parking spaces is not an, is a bad enough now to park & there are many older populations that can't walk very far, let alone carry their groceries.
- 4) I do not agree with fencing at the beach area.

Submission form Avalon Beach Place Plan

Do you support the draft Avalon Beach Place Plan? Required Refer Action Plan Pages 82-89

- Yes
- No
- Unsure
- Prefer not to say

Do you support the proposed shared zone on Old Barrenjoey Road? Do You support proposed One Way Trial Old Barrenjoey Rd North? Required Refer to pages 38-41

- Yes
- No
- Unsure
- Prefer not to say



Do you support the proposed bike path/cycleway designs? Required Refer to pages 47-49

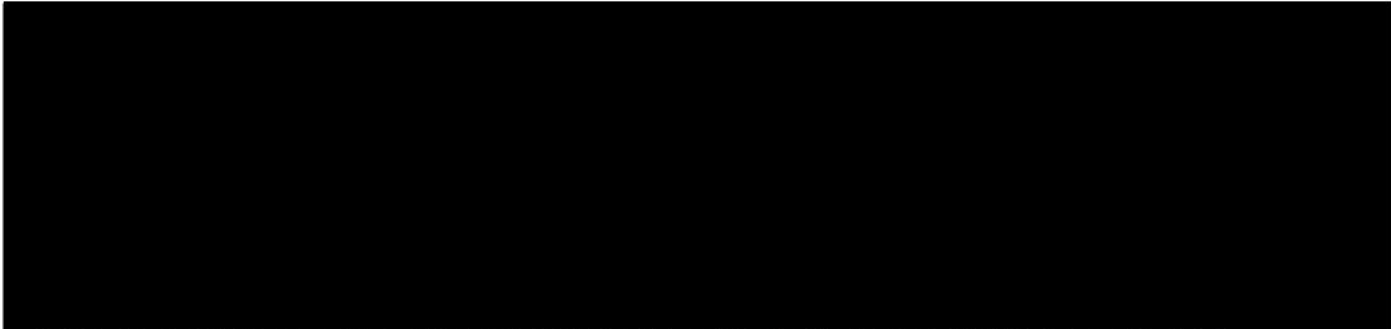
- Yes
- No
- Unsure
- Prefer not to say

Do you have any comments on the Avalon Beach Pedestrian Bike Path - Alternative Connections design. The alternative design was prepared by Avalon Preservation Association and endorsed by Clareville and Bilgola Plateau Resident Association and Palm Beach Whale Beach Association. (Refer to page 43 of the place plan).

I think all bike riders must walk their bikes through the shopping areas. Children ride bikes and skateboards right through passers-by and it is dangerous. This needs

Provide any further feedback on Avalon Place Plan below *legislation, NOT a dedicated cycle lane that wrecks the amenity of the village.*

(Avalon Pde)

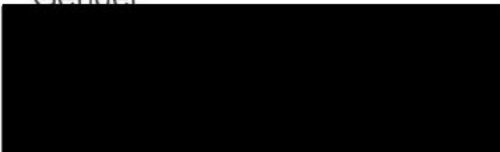


The following questions help us understand if we've made engagement accessible and inclusive.

Postcode

2107

Gender



Please tick this box if you do not wish to receive email updates on this project.

Submit

Contact us

Have questions or want to learn more about this project, contact us below:

Name Anne-Maree Newbery, Manager Strategic and Place Planning

Phone 1300 434 434

Email council@northernbeaches.nsw.gov.au

In writing 'Avalon Beach Place Plan' – Northern Beaches Council, PO Box 82, Manly NSW 1655

Anne Marie Newbery
Manager: Strategic and Place Planning.

Dear Ms Newbery,

We have considered the innovative Avalon Place Plan and believe that any attempt to do these things would be disastrous for our beautiful village:

(1) Old Barrenjoey Road must NOT be closed. Diverting all traffic into Central Road or Barrenjoey Road, to enter Woolworths or proceed north, would be shocking and unworkable.

(2) Any loss of parking spots in the village would be disastrous. Already there are far too many cars. We must not lose spaces in favour of bike trails.

(3) Bikes must be walked across pedestrian crossings and on

footpaths that are high use by pedestrians. No bike areas are needed.

(4) The concept of creative spaces and outdoor seating could be extended to a small part of Dunbar Park. However, we do not need a performing area for singers in Dunbar Park. Many hostellers play soccer in the park all year and parents kick balls with their children there as well. We must not encroach on that large, sunny park space.

Basically there is little to recommend what you are suggesting. We feel it is just an exercise in experimental town planning. We love Avalon AS IT IS. All I would think is a good idea is a plaza outside the Recreation Centre. Please consider the locals!!!!

Thank you

[REDACTED]

From: [REDACTED]
To: [REDACTED], 3 May 2021 5:36 PM
Cc: jeanne.thuez@northernbeaches.nsw.gov.au; anne-marie.newberry@northernbeaches.nsw.gov.au; [REDACTED]
Subject: DRAFT Avalon Beach PLAN.

RECEIVED
 NORTHERN BEACHES
 COUNCIL

10 MAY 2021

SCAN MAIL ROOM

Dear Jeanne and Anne-Marie.

Further to my [REDACTED] conversation with Jeanne I am sending my submission as advised by Jeanne.

I enclose my comments on the Draft Avalon Beach plan and my four suggestions which are not in the draft to improve our quality of life in Avalon.

[REDACTED] arrived in Avalon in [REDACTED] and have lived here [REDACTED].
 Comments on the Draft Avalon Beach Plan.

Clean and Green.

Good intentions here but this is not consistent with removing mature trees from the centre of Old Barrenjoey Road and even worse from the hill overlooking our Beach which has 40 year old Norfolk Island Pines providing shade and habitat for cockatoos and lorikeets.

Street Furniture.

Yes, seating is always welcome [REDACTED] like me, but could it please not be too hard-edged and garish. Some seating should have backs please and preferably made of wood or stone (in Dunbar Park the stone could be rounded like boulders, not angular blocks if possible)

Resurfacing Footpaths, Laneways and Roads

Yes this is urgent because of tripping hazards. Definitely a **priority**.

Ambient Lighting.

Yes, this is a good idea. I note that in other parts of the NBC there has been talk of installing bird friendly lighting that is less likely to interfere with the pathways of migrating birds. I would recommend the same considerations can be applied to the lighting of our footpaths and laneways. And streets.

Cycleway.

Existing laneways need to be resurfaced and divided by painted lines into LANES North/South and East/West. They should not be race tracks through the village. 10 mph is plenty fast enough.

Pedestrians of all ages far outnumber cyclists. Pram -pushers and dog-walkers are nearly as vulnerable to hurtling bicyclists as are the 70 plus residents. In your population statistics you may not have factored in the number of babies and dogs that Covid 19 has brought to Avalon.

A high speed cycleway in Old Barrenjoey Road or Avalon Parade would be a **disaster** in terms of pedestrian accidents and cause further chaos with even less parking spaces. (See below re parking.) Fast cyclists coming from out of area can stick to the main road.

Careel Creek

Lovely idea to replace the concrete storm water drain with a revegetated natural stream to connect the village with the wetlands of North Avalon to encourage birdlife and pleasure for walkers. THAT PATHWAY NEEDS DIVIDING INTO CYCLISTS ON ONE SIDE AND PEDESTRIANS ON THE OTHER. Cyclists need signage to slow down when approaching pedestrians and use their bells in a friendly, neighbourly way!

Patterson Lane

Yes to softening the cement walls with vertical gardens and adding more murals - improving the rubbish collection from the RSL which gets very smelly in the summer.

Other Lanes

The smell of rubbish between Woolies and the Petrol Station needs major attention - Very smelly in the summer and not attractive to visitors or residents.

FOUR SUGGESTIONS.

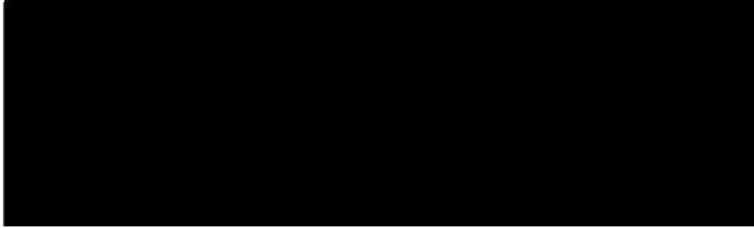
1. Parking spaces are already in short supply. We need more parking not less. Your plan looks to reduce parking and loading zones which are needed to supply shops and businesses.

I recommend a low level parking station between Bowling Green Lane and the current Covid test station. Opposite the Backpackers Lodge.

2. Sessional Traffic Lights at the intersection of Old Barrenjoey Road and Avalon Parade which only operate during busy times like 7.30 - 9.30 and 2.30 - 5 pm for example.

3. TAKE WEEKEND VISITORS TO PALM BEACH BY FERRY SHUTTLE SERVICE FROM BAYVIEW. TO RELIEVE TRAFFIC ON BENDS. This would provide jobs for ferry operators and income for food outlets on ferries AND at Bayview carpark while visitors wait for next ferry. This idea is not instead of the shuttle service from North Avalon to Palm Beach in the summer season, but as well as.

4. Consider relocating the Petrol Station at the Avalon Traffic Lights. That is not an aesthetic vision as you approach the beach. That site could be much better used - perhaps; as access point to a pedestrian footbridge?



DRAFT AVALON PLAN

6 May 2021

ATTENTION;

Anne-Maree Newbery and Jeanne Thuez. I want to thank **Jeanne Thuez** for discussing the Draft Avalon Beach Plan with me when I phoned 3rd May 2021

HISTORY OF BAD CHANGES: During that 36 years we have suffered increasingly as local councils working with powerful and coercive developers have ruined our lovely idyllic bushy beach environment by adding more and more higher density apartments buildings, increasing number of cars, creating terrible traffic demolishing nature and commercializing the once pristine environment we lovingly bought into [REDACTED] – the changes have been awful.! This is NBC's chance to right the wrongs and put residents ahead of developers.

PUBLIC MEETING 2 MAY 2021: We also attended the passionate public meeting at the Avalon Bowling Club on 2 May chaired by Alex McTaggart where all the residents said they expected the NBC to respond to our opinions instead of just following the orders of developers who increasingly control local governments around Australia through donations and infiltrating and stacking councils with their own developers.

My Submission follows:

1.MAIN REQUESTS

(1) A LOT OF DEVELOPERS WILL BE EXPECTING TO MAKE A LOT OF MONEY FROM THIS NBC PLAN BUT FOR ONCE, WITH CLIMATE CHANGE INCREASINGLY RUINING OUR LIVES, PUT RESIDENTS BEFORE THE DEVELOPERS (WHO CONTROL GOVERNMENTS INCREASINGLY THROUGH DONATIONS)

&

(2) PLEASE PLAN FOR NEW CLIMATE CHANGE CONDITIONS (FUELLED BY FOSSIL FUELS LIKE COAL BURNING): HOTTER WEATHER, MORE BUSH FIRES, MORE STORMS, HIGHER RISING SEA LEVELS ETC

&

(3) DO WHAT THE MAJORITY OF RESIDENTS RECOMMEND IN THEIR SUBMISSIONS

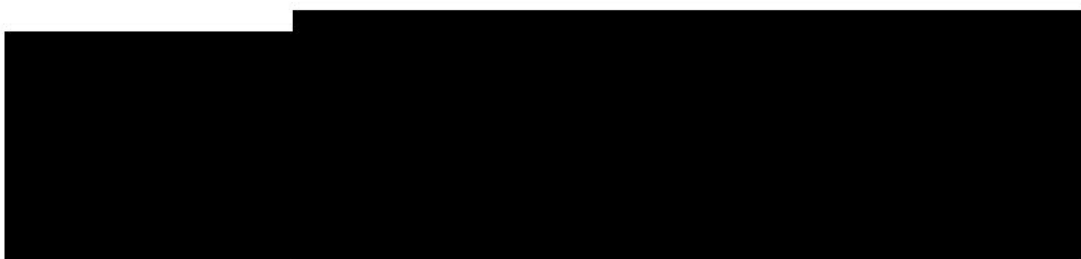
& DO NOT WAST OUR TAXPAYERS/RATE PAYERS MONEY ON UNWANTED CHANGES JUST TO HELP BIG COMPANIES AND DEVELOPERS MAKE MORE MONEY

2.BEWARE SHOCKING PRECEDENTS: RESIDENTS OVERRULED

We Residents campaigned hard but were beaten by developers and commercial forces and also the Liberal Party MPs Hazzard and Stokes who betrayed the voter's wishes and despite surveys showing 90 % wanted to keep both Mona Vale Hospital and Pittwater Council and despite a petition from Dr. Suzanne Daly with 12,000 signatures for keeping the hospital – these commercial forces still abolished two treasured assets:

- 1. Mona Vale Hospital**
- 2. Pittwater Council**

PLEASE DO NOT IGNORE US RESIDENTS THIS TIME BUT DO WHAT WE ASK YOU TO AS THIS IS OUR HOME AND WE PAY YOUR WAGES !



MAIN RECOMMENDATIONS

1.NO BIKE/CYCLE PATH

Do NOT create the unwanted, unnecessary Bike Pathway down Old Barranjoey Road as residents (many are oldies) do not ride bikes in Avalon Beach and it could be dangerous for pedestrians especially oldies and we need that space for parking cars. Pedestrians of all ages far outnumber cyclists. Mothers/pram -pushers and dog-walkers are nearly as vulnerable to hurtling bicyclists as are the 70 plus residents. A high speed cycleway in Old Barrenjoey Road or Avalon Parade would be a **disaster** in terms of pedestrian accidents and cause further chaos with even less parking spaces. Fast cyclists coming from out of area can stick to the main road.

2.LEAVE OUR NATURAL BEACH FRONT ALONE: NO FANCY CONCRETE/STONE TERRACING DO NOT CHANGE THE GRASSY HILL.

Do NOT spoil the approach to the beach or the beach front by building an unwanted terraced embankment or concrete/stone wall with unwanted seats because locals especially us swimmers want the beach front left alone as a natural feature ; we love nature and hate concrete; we want the natural hill to stay; it has already been terraced behind the bus stop with seats that very few residents ever sit on – so that was a waste of taxpayer funds.

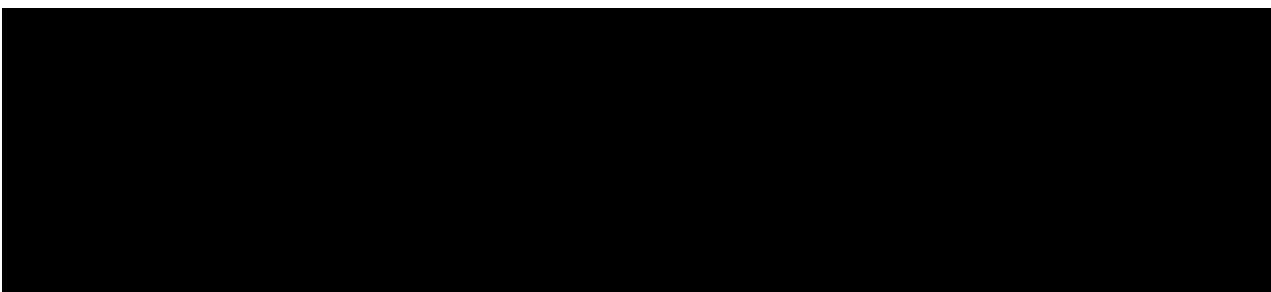
AVALON PRESERVATION ASSOCIATION

As the APA spokesman ██████████ said in Pittwater Life, May 2021 page 11 “It has no purpose and spoils what is now a nice green hillside”

3.DON'T KILL MORE TREES

With Climate Change getting worse do NOT cut down any of our beloved essential trees just to make developers rich, we need trees or Oxygen, and which birds depend on, which provide shade and are attractive; most residents came to live here because they love trees.

NBC IS ALREADY GUILTY OF ALLOWING/ENCOURAGING RESIDENTS TO KILL TREES THREATENING THE AIR WE NEED TO BREATHE



4. MORE PARKING NOT LESS PARKING

Please create more parking spaces not less because with the limitless growth of the population and higher density housing promoted by NBC thousands more residents arrive year after year – so increase the parking spaces. Use the vacant block diagonally opposite the Avalon primary school for a parking station. I recommend a low level parking station between Bowling Green Lane and the current Covid test station. Opposite the Backpackers Lodge.

5. MOVE THE BUS STOP

Move the bus stop that is on the unsafe corner of Avalon Parade and Barranjoey Road further to the north to the northern side of the entrance to the Avalon Surf Club and put it where the buses now park when they are waiting to start their service.

6. LEAVE DUNBAR PARK ALONE – WE LOVE NATURE SO DO NOT PUT BUILDINGS ON IT

Dunbar Park must be left as a green space, with grass and no more concrete; we want to have our market days and fairs on the grass not concrete; tell the developers putting pressure on NBC they can make their profits elsewhere.

7. SLOW THE INCREASING TRAFFIC DOWN

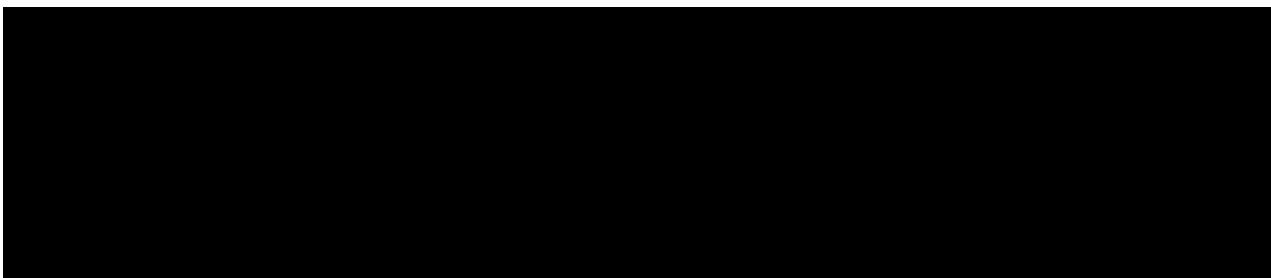
Please impose slower speeds on shopping centres and also residential streets as mothers with prams and babies and little children need to be protected. Put pedestrian safety first.

8. STOP HIGH RISE BUILDINGS

We do NOT want any more high rise buildings cramming more people into Avalon, it may add much more money through rate payments for NBC and make developers rich but higher density housing is choking Avalon. Use this Plan to limit the size and height of buildings.

FINAL WARNING:

DEVELOPERS AND LOCAL COUNCIL HAVE KILLED ONCE BEAUTIFUL DEE WHY JUST FOR PROFITS – DON'T LET THEM KILL AVALON JUST FOR PROFITS AND MORE RATES MONEY FOR NBC




GOOD POINTS IN PLAN

1.Clean and Green.

This is a good concept of the NBC – but do not dare remove mature trees from the centre of Old Barrenjoey Road or even worse from the hill overlooking our Beach which has 40 year old Norfolk Island Pines providing shade and habitat for cockatoos and lorikeets.

2.Street Furniture.

Yes, seating is always welcome  like me, but could it please not be too hard-edged and garish.

Some seating should have backs please and preferably made of wood or stone (in Dunbar Park the stone could be rounded like boulders, not angular blocks if possible)

3. Resurfacing Footpaths, Laneways and Roads

Good idea please resurface footpaths urgently to stop pedestrian accidents and also prevent expensive litigation against NBC. Definitely a **priority**.

4.Ambient Lighting.

Yes, this is a good idea. I note that in other parts of the NBC there has been talk of installing bird friendly lighting that is less likely to interfere with the pathways of migrating birds. Please apply this to the lighting of our footpaths and laneways, and streets.

5.Careel Creek

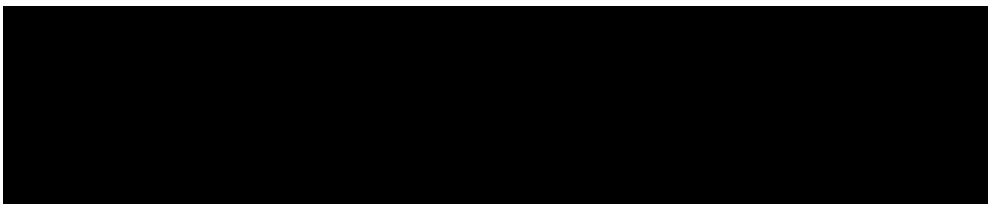
It is a good idea to replace the concrete storm water drain with a re-vegetated natural stream to connect the village with the wetlands of North Avalon to encourage birdlife and pleasure for walkers.

6. Patterson Lane

It is good plan to colour the cement walls with vertical gardens and adding more murals - improving the rubbish collection from the RSL which gets very smelly in the summer.

7. Cleaning up Lanes

It is a good ide to get rid of rubbish as the smell of rubbish between Woolies and the Petrol Station is very smelly in the summer and not attractive to visitors or residents – so clean that rubbish up.



Please acknowledge receipt of my submission.

Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Council Mailbox](#)
Subject: Draft plan fir Avalon
Date: Saturday, 15 May 2021 9:38:40 AM

I read more closely the draft plan and I commend the council for the work producing it .
I previously sent my comments however I add a couple of points here .

1) the infrastructure for traffic entering and exiting the peninsula and particularly the bends and beyond are already overloaded .

More people in Avalon and north bring more cars .

We either stop the additional cars OR more people . We can't have both .

I grew up in the [REDACTED] which is an attractive tree change location .

Having seen the upside first hand in Europe , China , Korea and Europe of fast trains , it is beyond my comprehension why the states , Feds and local councils do not demand fast public trains to the regions to deal with the housing and population pressures.

Avalon Golf course

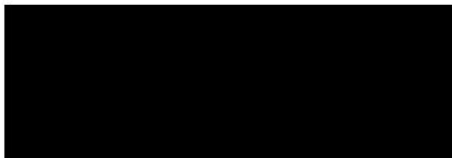
Finally [REDACTED] . There are several public courses on the peninsula.

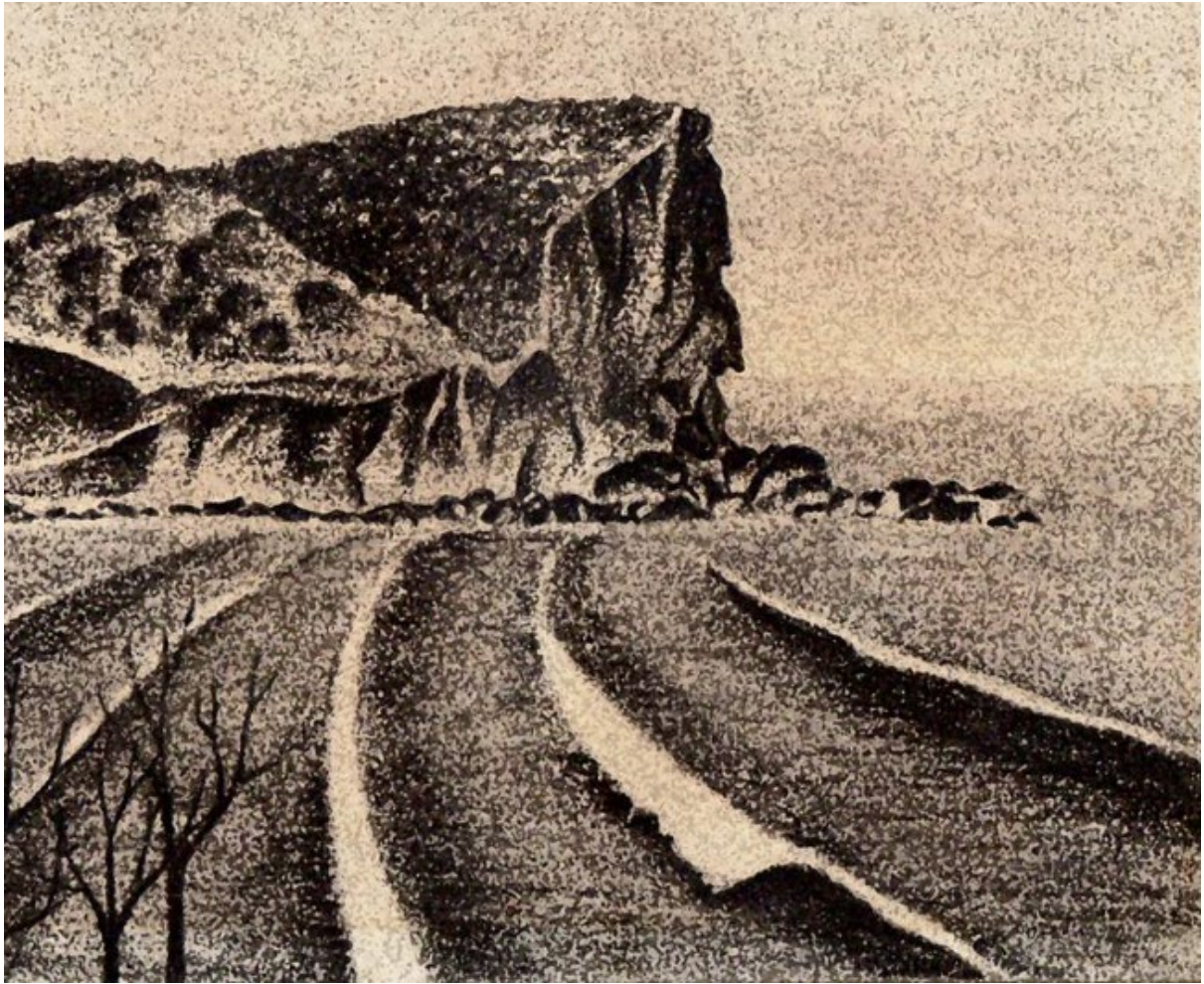
I think the pressures on the school and weekend sporting fixtures should mean a review of the viability of Avalon golf course .

I see. I mention of this in the draft .

At the very least , commandeer the fairways for sporting fixtures and allow golf outside this time requirements .

I think that there are far greater demands on that area than golf which is accessible at nearby courses .





v

From: [redacted]
To: [redacted]
Subject: AVALON BEACH PLACE PLAN - THE ART PROGRAM
Date: Monday 15 March 2021 11:38:02 [redacted].pdf

Hi there,

This vision statement for the proposed plan - 'A relaxed and peaceful coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection' needs consideration when curating the art for the village

To me this vision is not bright primary colours, camels, comics or any of the art that is shown in your plan. Community connection to the natural environment should be communicated not just through the plants you choose to plant but through Indigenous art. It is through indigenous art that we can truly start to acknowledge and be educated on the traditional owners of this land. To which you acknowledge on page 3 of the plan. As a very white community, we need to be educated on what this truly looks like.

"We acknowledge the Traditional Owners of this land and Elders past and present. We recognise Aboriginal people who live here today and the spirits and ancestors of the Clans that lived in this area as the original custodians of the Northern Beaches."

This statement should be clear that we as locals of Avalon, really believe

There are 2 indigenous artists (and surfers) that I know of that could potentially be involved. [redacted] is a local of Avalon Beach and understands the area. I [redacted] and it made me sad to think, that this very [redacted] was the only indigenous representation in the entire area.

[redacted] I would be happy to put myself forward as a resource that you can lean on to ensure the vision statement for Avalon beach is respectfully and tastefully translated.

I have attached some examples of their works.

Please feel free to give me a call to discuss.

[redacted]



Acknowledgment of Country

We acknowledge the Traditional Owners of this land and Elders past and present. We recognise Aboriginal people who live here today and the spirits and ancestors of the Clans that lived in this area as the original custodians of the Northern Beaches.



Avalon Beach ~ 'A relaxed and peaceful coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection.'

From: [REDACTED]
To: [Council Mailbox](#)
Subject: Avalon beach place plan
Date: Wednesday, 24 February 2021 9:38:32 AM

- Main intersection at Avalon parade and old Barrenjoey road is dangerous. Too many near misses with pedestrians with drivers trying to zoom through impatiently. 4 crossings here is also too much. Bus stop is really close to kerb corner so it blocks pedestrian view - maybe it can move back a bit.
- Parking spaces on Avalon parade along barefoot boulevard is dangerous with cars when reversing out. It's chaotic.

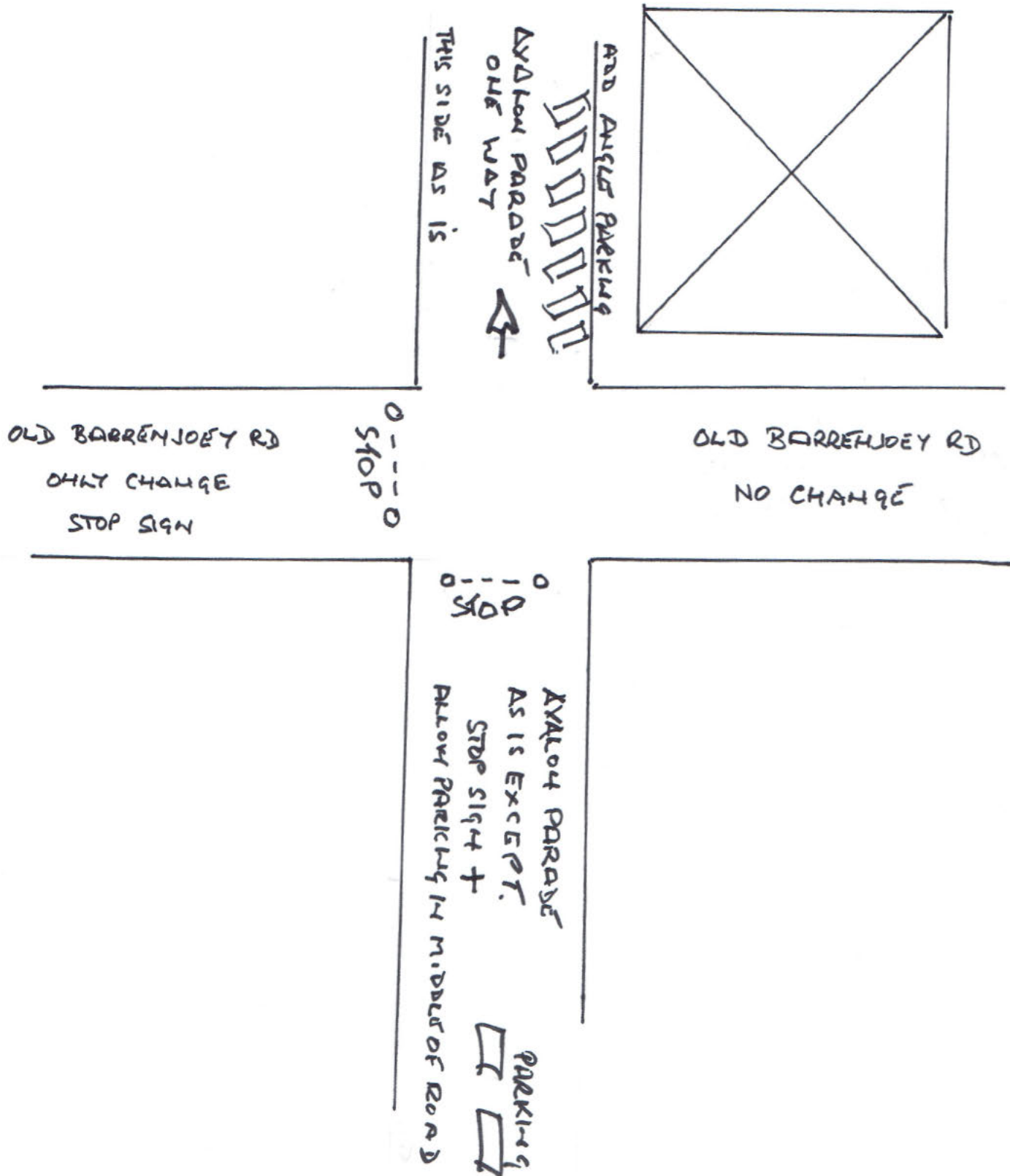
- [REDACTED]
- Beach could have some bbq facilities
 - An outdoor parkour set up for kids that are too big for the beach park and library oval park would be incredible for ages 5 through to adults.
 - Outdoor exercise / stretch bars somewhere near beach
 - Too many empty shops and for really long periods. This needs to stop! It's a total disservice to the community and completely eroded the ability of the street aesthetics. Landlords should be more realistic with prices and not be allowed to have street visible / arcade stores empty for more than a period eg 6m. It adds a feeling of death to spaces eg: southern end of old Barrenjoey road, ex fruit shop on Avalon parade from years ago and finally it's neighbouring buildings are occupied after sitting empty for so long
 - Arcade opposite Woolworths has had empty stores for years
 - No more new build shops until existing spaces are almost fully functioning

Avalon Place Plan.

Amendment to my submission of 22/2/21

25/2/21

Objective, to increase the number of convenient car parking spaces.



From: [REDACTED]
To: [Jeanne Thuez](#)
Subject: Re: Discuss draft Avalon Beach Place Plan
Date: Monday, 22 February 2021 2:16:14 PM
Attachments: [image001.png](#)

Draft Avalon Beach Place Plan

I very much appreciate the time you gave me clarifying areas I was unsure of.
I understand nothing has been finalised the draft being to generate more discussion.

I would like to see an emphasis on increasing convenient car parking spaces, people are bypassing Avalon Beach because they cannot park.
I omitted to suggest that the now painted islands in the centre of Old Barrenjoey Road be made official car parking areas. People, in desperation, do park there risking being fined.

I understand you will be obtaining information on the NEAR MISSES people have been experiencing at the crossings.
You will find a report published some years ago by a traffic engineer which said, the fact that the intersection Old Barrenjoey Road and Avalon Parade was dangerous made people take extra care.

Also information on the present use of bicycles in the shopping center. Numbers Day and Time .

It is my experience the majority of traffic is generated by children going to and coming from school and if there are no major issues at the moment what could be the justification of dedicated bike lanes.

Regards,

[REDACTED]



On Thu, 18 Feb 2021 at 15:01, [REDACTED] wrote:

Thank you for arranging this appointment
My thoughts are at present.

No children will abide by bike lanes, who is arguing for them?

Near misses a fact at all pedestrian crossings, where have the Avalon reports come from and description of incidents.

For Avalon to thrive it needs more convenient car parking spaces, people are driving past because it is hard to park.

What alternative plans are available apart from doing nothing?

Regards,

12 May 2021

Northern Beaches Council

AVALON BEACH PLACE PLAN**SUBMISSION** [REDACTED]

I would like to provide the following comments on the draft Avalon Beach Place Plan.

General comments

I am aware that many people in Avalon Beach and surrounding suburbs are concerned they will not be listened to and their views will be overridden by influences from State politics, the bike lobby, other interest groups, and from the State government with its targets of increasing population densities, business activity, tourism and recreational cycling. Local communities are very concerned that there will be no genuine consideration by council of what they value highly and regard as essential for living in the northern part of the Northern Beaches.

It is not clear why the council wants to bring in such massive changes to Avalon Beach but from what I can see such changes are not for the overall benefit of the local community, although there are a few sweeteners thrown into the mix.

Initially we were told by council staff at their street roadshow in the Avalon Beach village centre that the Avalon Beach Place Plan was mainly about the intersection and how to overcome the perceived safety issues. I was told by a council officer that most people wanted changes made to the intersection - I think this is a complete exaggeration. When I suggested a set of traffic lights, I was informed by the council officer 'no one wants that' – end of story! It's now clear to me that the agenda of council for Avalon Beach is much broader and now includes shared vehicle/pedestrian zones and dedicated cycling lanes and other changes that will completely alter the feel and character of Avalon Beach and its village centre far beyond what it is now and what our community loves so much.

It also appears that council wants to do the place plan for Avalon Beach first - a win here will presumably make it easier for the other Pittwater villages to fall into line.

To date the council has not been completely open and forthright with our community at large on the main objectives of its place plan (it's more than just about the intersection), and has been giving the impression in their roadshow and in their comments to the media that their plan reflects the community's feedback. Council, please note that the wishes of a small vocal minority do not represent the wishes of the whole community and hopefully this will become apparent from the submissions received on the Avalon Beach Place Plan.

Character of Avalon Beach

Avalon Beach is a unique and special place that needs to be protected and preserved. I would like to see this recognised in the Vision statement of the Avalon Beach Place Plan.

The things that are important to me about Avalon Beach are: the beauty of its landscape, its location at the far end of the Northern Beaches beyond the 'Bends' and within a more natural and serene environment, the extensive tree cover, the magnificent beaches and waterways, the sense of getting away from the hustle and bustle of city life, a small vibrant village centre, and the sense of community that exists here.

The natural beauty of Avalon Beach exists from having Pittwater and its waterways and beaches on one side, Avalon Beach on the other and the unique coverage of trees and associated plant communities in between. In this regard, I would like any works 'improvements' made by council to be as natural as possible to reflect the wonderful landscape of our area. It would help if council could use less of the artificial looking orange sawn sandstone blocks, and if children's playgrounds could be more natural as opposed to the brightly coloured artificial looking structures that are present at many of the recreational areas, and if the remaining parts of the natural landscape could be preserved.

I feel quite sad about what has happened to Paradise Beach which has lost its naturalness to a formalised treatment using huge orange sandstone blocks, formal lawn areas and larger dinghy storage racks which are located right on the beach and look terrible.

Most of the residents of Avalon Beach and surrounding suburbs have chosen to settle here because of the uniqueness and beauty of the area and the sense of peace and tranquillity that comes from a water and bushland environment as well as the benefit of a small lively village centre. If the area changes to mainly cater for tourist/ recreational bike riders and a growing number of businesses, the unique qualities of the area will be slowly eroded until visitors, residents and businesses no longer see anything special about Avalon Beach. Preserving the unique character of an area is absolutely essential and is one of the great joys of life for visitors as well as residents and is healthy for the long term economic viability of the area.

Talk on the street indicates a general community opposition to the main aspects of the proposed Avalon Beaches Place Plan - in particular the introduction of recreational cycleways, vehicle/pedestrian shared zones, roadway alterations/closures, loss of parking in the village centre, and the loss of many mature trees.

Most of us in the community love the Avalon Beach village and the suburb as it is now. Please don't force the Place Plan on our community - please leave Avalon Beach alone. Let visitors continue to come and enjoy it as it is now – it will be a much higher quality experience for them as well.

Village centre and beach access

Avalon Beach's village centre integrates very well into the surrounding residential environment and does not need any substantial change. To change the scope and size of the village will alter the whole character and feel of Avalon Beach and that's what we don't want.

A few welcome improvements would include redoing the paving of the village centre, improving the soft landscaping, and installing some ambient lighting. Dunbar Park is a lovely open multipurpose area, and I think it should be left unstructured and without the addition of permanent fixtures such as street furniture, barbecues and the like.

Regarding improvements, I believe that 'less is generally more'. Any works that beautify the village centre and main beach area are commendable goals providing they are done sensitively and reflect the current size/scale and character of the area. Artificial additions such as orange sawn sandstone blocks, lawn areas, and wide paved pathways close to Avalon Beach destroy the natural character and uniqueness of such special places.

Mature trees and soft landscaping

Please do not remove the mature trees in the Avalon Beach village centre. It takes many decades for trees to mature and any loss would be a great travesty. Replacement trees will take many years to achieve maturity and cannot justify the loss of the existing trees.

The mature trees could give the structural height for enhanced lower storey plantings in the village centre to give a lush tropical feel in keeping with the existing mature date palms and other types of palms in the village centre and surrounding residential streets.

Hastings Street in Noosa has always impressed me in terms of the streetscape with its lush plantings and interesting layouts, and I hope the council could achieve something as good for our village centre.

Cycleways, shared vehicle/pedestrian zones

Regarding the village centre and access to Avalon Beach, I strongly object to:

- The installation of dedicated cycleways/bike lanes.
- The installation of shared vehicle/pedestrian zones.
- Cyclists and skateboarders riding within the village amongst pedestrians.
- The roadway alterations and loss of parking to accommodate bike lanes.
- The loss of mature trees to accommodate bike lanes.

Dedicated cycleways and shared vehicle/pedestrian zones will:

- Severely compromise the safety of pedestrians and other road users.
- Cycleways will be used presumably by a small minority of mainly local recreational riders at the expense of the greater often silent majority who are mainly pedestrians or other vehicle users.
- Cycleways will destroy Avalon Beach as we know it today if the plan is for recreational cyclists from all over Sydney to be riding through the centre of Avalon and then linking up with other coastal cycleways or shared pathways.
- Cycleways will visually pollute the village landscape with bright red or green cycleway surfaces and concrete barriers. Bicycles left lying around are another form of visual pollution - witness present day Amsterdam near its canals.
- Cycleways will divide the village centre even more than the current intersection is perceived by some to do,
- Disrupt bus service routes and stops.
- Be a waste of ratepayers money that could be much better directed towards increasing the extent of footpaths in Avalon Beach to encourage walking. Currently some long streets do not have a footpath and that's a disgrace and a neglect of a basic council function. Busy Riverview Road is an example with sections of parking on both sides of the road and uneven surfaces forcing walkers to walk on the road while dodging often fast travelling vehicles.

Safety in the village centre

For safety reasons, I believe it is truly inappropriate to have bikes being ridden within or through the Avalon Beach village centre and to have a network of dedicated bike lanes traversing and dissecting the main shopping area.

The safety of pedestrians should be a major priority for council, and I note that while cyclists are pedestrians at times, the vast majority of pedestrians are not cyclists.

It can be absolutely devastating for a pedestrian, and in particular for those who are elderly or who have impaired mobility to be hit by a cyclist or a skateboard. If you have never had this happened to you, you probably don't understand the seriousness and lingering effect of such an incident. I would wager that the government employees who are devising these grand schemes for Avalon Beach have never been hit by a cyclist and knocked to the ground. For older people in particular such an experience is rarely forgotten and the consequences can be devastating.

Please take into account that there are many older people residing in the Avalon Beaches area, and going to the village is a regular outing and form of enjoyment for them. And not only them, also for young families with prams and strollers, and for dogs.

Currently there is not sufficient legislative and administrative control over bike riders to ensure the safety of pedestrians. Pedestrians are in the majority but unfortunately their needs are continually overlooked in preference to cyclists/ bike riders.

For older people walking along footpaths and pedestrian areas, the traditional expectation is one of safety, and not having to be on the constant look out for bicycles and skateboards coming from behind or in front or from the side. Does the council really want our older and very young community members to feel frightened and anxious when they go to the village with its new shared zones and cycleways?

Traffic and parking in the village centre

The intersection: I do not believe there is a big enough issue with the intersection to warrant a major change - not unless the real reason for the Council's Place Plan is to bring many more visitors including recreational cyclists into the heart of Avalon.

The proposed changes to the streets and parking within the village centre need to be considered very carefully so that one set of problems is not replaced by a different set of problems, such as increasing traffic and parking in nearby residential streets, and making the village difficult for older and mobility impaired residents (including those in nearby age care facilities) to access. Residents won't thank council if this happens.

Any changes to the traffic flow within and around the Avalon Beach village centre should be designed by specialist traffic engineers and not by council staff.

Public transport

Any changes to bus stops and bus routes in Avalon Beach will need to be agreed by Transport for NSW. Bus planning is complicated and it's not a simple matter of just moving a bus stop on a map from point A to point B to fit in with council's plans to change how the village centre looks and works.

Draft Avalon Beach Place Plan Submission by [REDACTED]

Thank you for the opportunity to comment on the Draft Avalon Place Plan. I recognise and appreciate the significant amount of work behind the draft and some of the imaginative ideas it contains. However, in the following comments I mention aspects that I believe could be improved.

This submission is a revised version of comments sent to council about the plan before its exhibition and differs significantly in some respects, particularly regarding the cycleway.

Vision

The plan captures the Avalon community's vision for the area very well - with its emphasis on it being a "relaxed and peaceful coastal village", our desire to "nurture the natural environment" and for sustainability, as well as a connected and creative community. However, I am concerned that despite members of the community repeatedly reinforcing this message, **some aspects of the plan ignore this vision – particularly to nurture the natural environment.**

This was beautifully captured in a presentation to the community about the draft plan at the Avalon Bowlo on May 2, where two local architects Richard Leplastrier and Peter Stutchbury, called for a **study of Avalon's underlying natural features and geography** to precede and guide development planning.

However, I also think it would be appropriate for the vision to **recognise the original indigenous residents of Avalon** - particularly given that First Nations people still live here and the presence of significant Aboriginal sites. **It would also provide the plan with a deeper resonance if the council met with Pittwater's indigenous residents, consulted with them on their traditional knowledge of as well as ideas for Avalon, and incorporated these into the plan.**

Guiding Principles

Sustainable Future

Sea level rise

The failure of the draft plan to mention or consider the **impact of climate change or sea level rise** - which is projected to be up to one metre within 100 years – is a significant omission in the context of a sustainable future for Avalon. The village, which is below sea level, is flood prone to more than a metre, with a stormwater channel (the remnants of Careel Creek) running through it and along its perimeter. Any new plan for Avalon village should therefore begin with consideration of the impact of sea level rise and any changes to the layout of the village that might be needed.

Similarly, the place plan should identify **bushfire emergency evacuation routes and locations** - given the bushfire risk to the area and that certain major access roads close in the event of a bushfire.

Tree canopy - must be preserved and increased

It's great that the council recognises the significance of the tree canopy in the centre of Avalon. It has taken many years to grow the current canopy – most of which did not exist in the 1970s. Whilst planting new trees is important, we also need to **retain our mature trees because they provide habitat for native birds and other animals (especially in the hollows which take many decades to develop), help reduce temperatures within the village and for their beauty.** I have personally seen a range of native birds – including tawny frogmouths - roosting on trees within the village so it

should be a top priority to preserve them. As Avalon landscape architect Conrad Grayson, from the Avalon Preservation Association, told the May 2 community meeting, the street trees within the village are some 60-years-old – so their removal would be a serious blow to our bird population. By the time new trees had grown, the birds would be gone.

Protecting native bushland from development

This issue is important throughout Avalon, Clareville and Bilgola, where one estimate holds that at least 100 mature trees have been removed from Hudson Parade alone in recent years. Avalon's biodiversity is dependent on trees in our backyards and on the streets, so the Avalon Place Plan should place a **high priority on educating the public about this issue and preventing new developments and residents generally from removing trees unnecessarily. Perhaps a system of incentives could help achieve this.**

Other Vegetation

Increasing native vegetation throughout the village (including in Dunbar and other parks) is a great idea. We have a great variety of endemic plants that could be used. However, **Lomandra grass isn't an appropriate plant to be grown next to footpaths** because of the risk to elderly people and young kids of the spikes if they fall into it. There's already a lot of it in Avalon which I think is a potential problem.

Careel Creek

Naturalising of Careel Creek is a welcome idea environmentally - and it would be great to see **the concrete cladding removed**. This "rewilding" is being carried out in a number of places around Australia (see https://www.theguardian.com/environment/2020/sep/11/undraining-the-swamp-how-rewilders-have-reclaimed-golf-courses-and-waterways?fbclid=IwAR12emGePkjIE471hYpIghX_rFV0LtdSX3Ga5zNWmUG-adnKtIQ70p3KX8o)

Pathways - concrete vs gravel

One issue that has caused intense anger throughout Pittwater is the surfacing of large numbers of concrete pathways and new bitumen carparks in environmentally sensitive areas. Most recently, ugly black asphalt is being used to surface a footpath on Bilambee Ave in Bilgola.

This is true in Avalon too. **Concrete and bitumen cause increased runoff rather than allowing water to soak into the ground - and runoff carries pollution, including phosphates from fertilisers, into our waterways. Additionally, these hard surfaces retain heat, increasing local temperatures and are ugly and out of character with Avalon's (and Pittwater's in general) relatively unspoilt natural environment.**

Pittwater Council used gravel surfacing wherever possible to overcome these issues, despite the greater cost entailed with more frequent maintenance. Given one of the reasons the state government provided for the amalgamation of Pittwater into Northern Beaches Council was the greater financial resources that would result, **the larger NBC should be able to afford to lay and maintain these gravel pathways.**

Finally, describing concrete pathways as having a **"universal" character is inaccurate**. Whilst they might be appropriate in heavily trafficked areas like village centres, many people - for example with arthritis - avoid running or even walking on concrete because of the hard surface.

This should be considered in particular over the long distance of the Coastal Walkway, including the stretch through Avalon. Most popular long-distance tracks around the world are not surfaced in

concrete and doing this along our Coastal Walkway detracts from its natural beauty – which is what attracts visitors to the area.

Electric Cars

In keeping with the idea of Avalon as a sustainable community and as a filip to the economy, the council should investigate installation of a recharging station for electric cars.

Lively and Diverse Economy

Avalon residents aren't short on ideas about businesses for the village, festivals, markets, what to do with laneways, busking (which people already do outside Woolworths and often near Bookoccino (the bookshop) etc. We just need council support to implement them.

Rents

The major obstacle - even before COVID-19 - to local businesses in Avalon is high rents. To counter this, the council could place **a surcharge on rates for any shop that remains vacant for an extended period** - for example, one month or six weeks (unless undergoing renovations). Unlike for private homes, this would be very easy to monitor.

Advertising

The low-key atmosphere of Avalon village is spoilt by extensive advertising at the bottle shop in the centre of the village - on the intersection of Avalon Parade and Old Barrenjoey Road. The size and extent of the ads are out of character with the village (including the old shop they cover) but the nature of the ads are also problematic - given that the Northern Beaches has very high rates of alcohol consumption and that children use the crossing next to it going to and from school.

Therefore, the Avalon Place Plan should regulate size and nature of advertising in the village. Advertisers should not be allowed to use shopfronts and walls as permanent billboards.

Markets and stalls

Many of Avalon's shops struggle to survive - and since COVID-19 began we have seen more close - so frequent **markets could undermine these businesses**. However, one unfortunate loss from Avalon **was a jewellery stall** that used to operate on Saturday mornings on the corner of Old Barrenjoey Road and Avalon Parade. It did not compete with any of the high-end jewellery shops in the village and was heavily patronised by locals. It also contributed to the relaxed and alternative feel of the village.

The restaurant in front of where the stall was set up is closed on Saturday mornings anyway so it would be good to see it and similar stalls return to the village each weekend – either in the same location and/or in the laneways.

However, before regular markets were introduced in Dunbar Park, the council should consult with local shops and the local business chamber – Peninsula Business.

Festivals

Residents have in the past organised a number of festivals - including very successful arts and Pittwater festivals. Other ideas include annual festivals marking the passing of the traditional Aboriginal seasons. However, women formed the backbone of organising committees in the past and with so many of them now working these types of events would **need more council support - but should still be guided by the community.**

It would be also be great if the council could support theatre, music and other events in Dunbar Park (and at its proposed stage), in the community centre and at Barrenjoey High School's hall and new Community Performance Space.

Pop up chess, table tennis and play spaces

Great idea, including behind the Recreation Centre if it's opened up to Patterson Lane and Dunbar Park.

Improved Connections

School traffic

Much of the traffic and risk to pedestrians in Avalon village are caused by cars dropping off and picking up kids from Avalon Primary School. Collecting my kids from the school in the past, I saw a number of near misses - with kids walking out in front of cars to reach their parents' vehicles via the shortest route. This was particularly bad when it rained. This heavy traffic then discouraged other parents from allowing their children to walk or ride their bikes to school.

In Denmark, schools in the city of Odense have **banned parents from parking outside schools during pick up and drop off time to reduce the amount of traffic - thus ensuring kids get exercise cycling or walking to school and reducing their risk of injury.**

(See <https://www.washingtonpost.com/news/innovations/wp/2016/02/23/this-danish-city-is-so-bike-friendly-even-kindergartners-ride-to-school/>). Some schools have set limits on how close to the school parents can drop kids off.

Avalon is a small centre and would be an ideal school to try this system out because most of its students come from a geographically restricted area. **A trial could be incorporated in the Avalon Place Plan.** It would have the extra benefit of reducing the number of cars on the road which then block up the main intersection in the village during school drop off and collection times. Exceptions would need to be made (or permits issued) for residents on streets around the school, and kids or parents with disabilities.

In Avalon, school parking and drop offs could be banned on the block surrounding the school and other sides of those roads (Old Barrenjoey Road, Sanders Lane, Bellevue Ave and Dress Circle Road) as well. That would also mean less traffic would travel up Sanders Lane, which is next to the school, making it safer for children to cross the road from the village centre to the school.

This also touches on the issue of community cohesion. The loss of children's independent mobility this century is well-documented, and evidence suggests that "friendly neighbourhoods" are those where children walk and ride their bikes to school (see *Children's Active Transportation*, edited by Larouche, R , 2018).

Other measures supporting this could also be covered in the place plan - such as introducing traffic calming infrastructure around the school. Educational measures could encourage kids (and parents) to walk or bike ride to school, cycle training could be carried out at school and school help set up "walking buses". Children living further away could be encouraged to catch the bus or parents to carpool.

Bike path plans

I oppose the plan for a cycleway through the centre of Avalon because of the loss of trees involved. Because of heavy traffic congestion during school start and finish times, with cars backing out of spaces, it would increase the risk of accidents and injuries – especially at the centre of the village.

It would be safer to create bike paths away from busy roads wherever possible - as is done in Canberra. However, although I previously supported the APA's alternative route using the back lanes of Avalon, I now think that would be problematic.

Elba Lane, which would create the main East -West axis of a bike path using Avalon's laneways, is owned by Pittwater Palms Retirement Village and provides emergency access to the village for its residents. Furthermore, this lane is by far the shortest walking route for Pittwater Palms' residents to Avalon village. Bike riders who might be travelling quickly, and particularly kids whose movements can be unpredictable, would create a danger to these elderly residents. If other laneways are to be "activated", it will also create problems for their users to have a transport route through them.

I therefore think the current proposal for a bike path through Avalon village should be abandoned and any other route would need to carefully consider the impact of using laneways that are currently main pedestrian thoroughfares – especially for the elderly. Instead I support Peter Stutchbury's description (at the May 2 residents' meeting) of Avalon as a pedestrian village, and moves to make those on foot safer.

Off-road bike facility

Any off-road bike facility should not be developed in existing bushland. Similarly, green space in parks should be open for use by the whole community. However, if in time Avalon Golf Course membership drops below a viable level, some of its land could be reassigned for an offroad bike track.

Transport

To get more people out of cars we need regular and frequent public bus routes around Avalon - such as the 191 and 192. Small buses running more frequently would be ideal. School buses have also been an issue for many years for senior students. Many at Barrenjoey High School have classes starting at 8am but the buses don't get to Avalon until after 8am. Services are needed to get kids to these classes on time without having to leave home an hour earlier.

Signage

The draft plan has some good ideas for signage. However, there are so many suggestions that the place will end up looking like Disneyland if they are all installed - so they need to be selected judiciously. Most people these days will check Google anyway if they can't find a location.

Active and Distinct Spaces

There is always room for improvement but most people I know are very happy with the look and feel of Avalon. We like the rough edges and don't want the place "turned into a tidy town" - as one long-time local said to me. **Above all, we want to retain the natural features of the area - which are what create its great beauty.** We do not want these areas transformed with yet more or wider footpaths or footpaths laid with concrete in natural spaces like Dunbar Park and the beach reserve. Any proposed "improvements" should focus on functional changes rather than beautification - which the natural backdrop provides.

Village Hub

Intersection and shared zone

I support an upgrade of the intersection - with signs to make it easier for pedestrians to cross and clearer to drivers (especially from out of area) about how to negotiate it (ie that they must drive slowly and give way). I don't support bike paths set up on main roads through Avalon (see above) and think that closing the current entrance to the Woolworths carpark is likely to create a traffic jam on Barrenjoey Road, leading around the corner to the new entrance of the carpark on Old Barrenjoey Road. I also think the shared zone will be confusing for young children and elderly people. However, I support a six-month trial to see how well it works.

Height Limits and development

The Northern Beaches Council Local Environment Plan and Development Control Plans have not yet been finalised so the Avalon Place Plan should specify that height limits on buildings in the village cannot exceed current levels at either two or three storeys – to maintain the low-rise feel of the village. Developers should not be allowed to buy a whole block and construct one enormous building there. Any new buildings should be low-rise and human scale. The village's old buildings should be protected – to retain its heritage and laid-back character.

The elderly in Avalon, those with disabilities, footpaths and bike lanes

All residents including the elderly and those with disabilities should be able to move around the centre of Avalon village to go shopping, for appointments and for leisure. Therefore, **footpaths within the village centre and leading to the retirement village and over-55s units on Avalon Parade need to have a continuous, level surface and ramps to the roadway should have a gentle slope.** New shops and those undergoing renovations should be encouraged to provide ramps at their entrances (instead of steps) so that disabled and elderly people are able to enter them. The main intersection and other crossings need to be clearly marked with signs warning drivers to slow down and stop. A **reduced speed limit in the village** is a great idea and would help our seniors and children walk or ride around safely.

Young people and teenagers

Whilst after school care is available for primary school children with working parents, many high school students are alone after school for many hours. And whilst Avalon has a wonderful beach that many kids enjoy, there are many who are not interested in surfing. In fact, kids who are not sporty or part of the "in" crowd often avoid going to the beach. So it's **important that Avalon Village provide venues for other activities for these young people.**

Therefore, we need a location that can cater for these kids' interests. If the Avalon Arts Centre was going ahead as planned, it could have provided **spaces for teaching after school ceramics, painting and other art classes.** However, without this venue, the council should consider another location that could be used as a studio for young people's art classes. We need **venues for (and the council to set up) regular weekly groups such as a chess club, book club/s and computer coding classes** to attract kids interested in these more cerebral pursuits.

Resurfacing

Some of the illustrations show paving in grey tones - which would be out of character with the golden colours of Avalon Beach and its surrounding sandstone cliffs. Paving should therefore be in those sandstone tones.

Street Furniture

Street furniture design needs to cater to the whole community including the elderly - who use seats as staging posts on their way in and out of the village as well as for sitting in Dunbar Park to enjoy the sunshine. Therefore at least **some seating should be high enough and have armrests to help elderly residents sit and stand up easily. But to meet the council's sustainability objective, I would like to see a gradual replacement program as current furniture reaches the end of its life.**

Natural wooden furniture and stainless steel to cope with the salty air would look great and be practical - but not huge concrete blocks topped with wooden platforms as shown in the pictures.

Aboriginal Heritage, Presence and Signage

Given the Aboriginal heritage of Avalon, it would be great to work with the indigenous community to learn about its traditional custodians, their culture, and what changes they would like to see. I'd also like to see an indigenous artist commissioned to create a sculpture or installation in Dunbar Park that recognises First Nations' occupation.

The council could also work with the **Aboriginal Signage** group to identify any traditional names that are known and introduce **dual signage** for those locations in Avalon - and elsewhere across the Northern Beaches.

Public walking tracks

Public walking tracks throughout Avalon should be signposted to encourage residents' use. Most of these are unpaved and should remain that way, however, neighbouring properties should not be allowed to expand their gardens into these public tracks. The council also needs to ensure they are not overgrown and are shored up where they have become eroded over the years.

Arts and Performance Spaces

I support the development of arts and performance spaces but the **stage in Dunbar Park should be at the north-western end where it is away from traffic noise.** That way concerts and theatre could be enjoyed in peace during the day - and those trying to go about their normal business wouldn't get blasted with music (as would be the case with a stage at the eastern end of the park). The north-western end of the park also has easier access to power and toilets. This location has been identified for a long time by Barrenjoey High School music teacher John Stone (and parent of performers Angus and Julia Stone) as the best place for the stage - and we should utilise his local and professional expertise, with him having set up many concerts in the park.

Lighting

This should provide **safety for people walking in the village at night but be sensitive to wildlife as well** - ie install nothing that's unnecessary. We should not be aiming to create a "vibrant" night-time feel to the village through lighting or any other device. People like it laid back here. I note the ambient lighting shown in the photos in the draft plan illuminates the trees, which would affect local wildlife at night.

Dunbar Park

More public seating and some tables both in shady and sunny spots, particularly for the elderly who often sit here, would be a great idea.

Love the idea of more **shade planting, and a garden with plants indigenous to Avalon - including for food** - that are labelled with their common and scientific names plus traditional Aboriginal uses. This could include **native grasses**. It would be another area that it would be great to develop with an **Aboriginal ranger**. Planting should also be used to soften the grid like shape of the park.

Would be great to see more universal design and nature-play features in the park - but perhaps some of the **nature play could be dispersed** to other corners (including the native garden) to provide variety - and other parks - eg Palmgrove Park.

Also agree - a great **need for toilets open during daylight hours during both week and weekend** in Dunbar Park.

Any new pathways should be constructed from sandstone gravel to retain the natural feel of Avalon.

Opening up the rear **courtyard of the community centre could provide space for a large chess set and table tennis tables.**

BBQ - I doubt many local families would use a **BBQ in Dunbar Park unless it was close to the playground.**

Patterson Lane should be closed to vehicles after 8am and before 5.30pm - so kids are safe to ride their bikes along it to school and tables and chairs set up for an open air cafe. However, I note Pensinsula Business' Chris Kavanagh's comments at the May 2 residents' meeting, that the village needs more parking for couriers during the day.

Finally, I think all the photos in the **indicative design solutions are way too busy for what is a quiet park**, where kids gather to play football, adults do exercise classes, and the elderly enjoy sitting in the sun. Once again, **we do not want lots of concrete introduced as these pictures show. We want to retain the natural elements of the park as they are and enhance them.**

Beach Gateway

Avalon Beach is one of the most spectacular and attractive in Sydney, with its high cliffs, rock platforms, golden sand, trees and hilly approach. Many of us love the entry to the beach just as it is and think it's incredibly beautiful.

However, in recent years the beachfront and dunes have been impacted environmentally and visually through the development of the larger surf club, heavy stone terracing on the hill along with the widened concrete path, and, in close proximity, hardcourt netball and basketball courts on two sides of the creek. Whereas in the past the approach to the beach had a low key, natural feel to it, these recent developments are now all visible from the village and create a much more urban character.

Therefore, **plans for the "Beach Gateway" should leave what remains of the beach's natural character and environmental attributes alone** for those who appreciate them. We do not need anything to "celebrate" its scenic beauty, which includes the irregular "embankment" (otherwise known as a hill) that is part of the natural geography. The emergence of the beach as you walk past the hill is part of the experience of visiting Avalon Beach and it should be left intact. It also probably **muffles traffic noise passing along the roadway** from those on the beach or at the pool.

Furthermore, the rest of **the hill should not be terraced** - particularly as the side facing the road will be visible from within the village - to retain the natural feel of the approach to the beach. Removing part of the hill and terracing the remaining side is a significant change - both immediately and

cumulatively, to what was a relatively unspoilt area. **Excavating, terracing and concreting any more of the hill and approach to the beach would be a violation of the plan's stated vision of "embracing and nurturing the natural environment"**.

Instead, to provide extra space for bus passengers, the **bus stop on the eastern side of Barrenjoey Road could be moved further north** from the intersection with Avalon Pde.

More **native plants in the area would also be a great idea - and would help prevent the erosion** that occurs on the terraced part of the hill as well.

The last thing we want in Avalon are the concrete areas, shelters, tables and seating that encourage mass gatherings of young people in Manly now, with the accompanying alcohol abuse and crime problems.

However, **a cycleway connecting to the Yellow Brick Road and North Avalon** would be a great idea.

North Avalon Carpark and reserve

North Avalon carpark provides a couple of examples of the **haphazard and spontaneous nature of creativity that you find in Avalon**. An old metal signpost was left in place for many years without being removed by the council. In response, someone created a sculpture of dragonflies from wire that they inserted at the top of the pole - which remained for a long time and was enjoyed by many of us. And on the wooden bench facing the beachfront, someone attached a sign "The seat of enlightenment". A small joke that was appreciated by all until someone - I suspect the council - removed it.

So the carpark was more than just a place to park your vehicle: a gathering point for surfers, observers and others in the community. Furthermore, without line markings, the community understood the conventions for parking and sorted out where to go.

This sort of creativity and cooperation is what embodies the "Avalon feel", which the draft place plan talks about.

However, the new markings on the North Avalon carpark have already destroyed that casual feel and upset many residents. **So as with the South Avalon beachfront, North Avalon should be left as is, as far as possible.**

Regarding opening up the fencing to Barrenjoey High School's tennis courts and the Community Garden might look great, but the council would need to consult with the school about it. As a former long-time Barrenjoey P&C member, I've sat through numerous discussions about the tennis courts and fencing - which was extended around the school by the state government to prevent vandalism. Removing fencing on one side **would invite damage to the school and its grounds.**

However, it would be great to see a system developed between the school and the council, where the **council could take out of hours bookings from the public for use of the tennis courts, collect fees, provide access to the courts, and supervise them out of hours.** Any proceeds should go to the school - and would be needed for upkeep of the courts, responsibility for which should be shared with the council.

Extending this precinct to North Avalon Road

For practical purposes, this North Avalon precinct should be extended to North Avalon Road, and include Barrenjoey Road and Marine Parade. Barrenjoey High School and North Avalon Road are significant elements of Avalon and student access should be considered. In particular, the 40km per hour speed limit, associated with the Maria Regina Catholic Primary School before and after school, should be extended along Barrenjoey Road to just north of North Avalon Road. This would increase the safety of Barrenjoey High School students crossing the road from the bus stop and streets on the western side of Barrenjoey Road at North Avalon Road. It would also mean cars attempting to enter Barrenjoey Road from North Avalon Road would have more of a chance to do so and traffic would not bank up so far up North Avalon Rd.

Avalon Beach Rockpool and surrounds

Avalon Beach rockpool is used all year round by regular lap swimmers - as well as for cooling off and relaxing on a hot day. It is also used for Nippers activities by Avalon surf club.

There is already extensive seating on the two concrete steps running alongside the length of the pool - where people sit and leave their belongings while swimming. In a big sea and at high tide, waves wash right across the concrete platform between the pool and the steps, so it's hard to imagine where extra seats could be positioned in this area.

There are already enough seats for elderly swimmers - and younger people sit and lie on their towels on the ground, including in the small cave adjacent to the pool.

Further concreting for seats or placing them in the small cave would spoil what's left of the natural approach to the pool.

Southern Gateway

Signage

I suspect that most locals would find a **“distinctive southern gateway statement” out of character with the area's laidback feel**. This is especially true because of the tradition of residents erecting signs on the Bilgola Bends approaching Avalon. Most would prefer an official sign to be low-key and inexpensive. It should also include the Aboriginal name for the area.

However, a number of us have discussed ideas for a sign that indicates Avalon is a wildlife haven and the need to protect our trees.

Storytelling Trail

Any local storytelling trail should begin with the Aboriginal history and culture of the area.

Avalon Art Centre

Avalon's arts community was promised significant art space incorporating a gallery as part of the council amalgamation process. The small workshop space now being offered in the golf club does not live up to the promises made at the time of the council amalgamation. With numbers of golf players diminishing over time, a long-term plan should be developed to build an arts centre on the golf course, modelled on the Hazelhurst Gallery at Gympie. The proposed workshop in the golf club would be just the first stage of this plan.

The plan should also include a major public gallery, community gallery, studios for artists and teaching space for adults and young people, a theatrette, and artist in residence. The grounds could be landscaped with indigenous plants, a sculpture garden and picnic grounds established. As with Hazelhurst (and being near the bus stop), tourists would be attracted from Sydney to visit Avalon and its Arts Centre.

“Southern Gateway” at Kamikaze Corner

The true gateway to Avalon and its village is at the end of the Bilgola Bends at what’s known locally as Kamikaze Corner - the roundabout at the intersection of Barrenjoey Road, Plateau Road and Old Barrenjoey Road. The “Southern Gateway” precinct should therefore be extended to this roundabout.

Vehicles driving north on Barrenjoey Road through this roundabout generally treat it as if the roundabout doesn’t exist. They often accelerate rapidly along the short straight stretch leading up to it and expect all other vehicles to give way to them - rather than follow the road rules and give way to everything on the roundabout. Vehicles entering from Old Barrenjoey Road and particularly Plateau Road can wait 10 or more minutes for a large enough break in the traffic to enter the roundabout.

Therefore, **traffic calming and, if necessary, an even lower speed limit should be introduced immediately south of this roundabout** to prevent accidents and give all residents a fair go at entering Barrenjoey Road.

Final comments

Avalon, its village and character have been created by its residents and so it is important that it is the residents that control planning for its future development. However, the council has an important part to play in providing responsible planning for major changes that the community faces - such as sea level rise - and providing functional infrastructure in keeping with the needs of the community and protecting the natural environment that we value so highly.

My top priorities

- Consider impact of sea level rise on village.
- Protect trees – no loss of mature trees in village centre and plant more endemic species.
- Do not excavate and terrace hill on approach to the beach.
- Set height limit for the village so that it retains its low-rise profile (two to three stories maximum) and prevent developers buying up a whole block and constructing one enormous building – human scale development only.
- Fix paving in the village so footpaths are even and make sure they are wide enough for seniors with walkers at all points.
- No cycleway through village centre.
- No more concrete paths in environmentally sensitive areas such as the beachfront, the coastal walkway and green spaces such as parks.
- Protect and enhance community and village character – low impact changes, open laneways to cafes, with table tennis and chess, more seating.
- Protect our old buildings – which give the village centre its character and sense of history.
- Long term: development of major arts centre at golf club; stage at western end of Dunbar Park.



**A Submission
By**

Avalon Beach Bowling and Recreation Club Ltd

Avalon Bowlo

**In response to
Avalon Beach Place Action Plan**

March 20. 2021

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Introduction

This paper is a request for the inclusion of the **Avalon Bowlo** in the suggested Actions outlined in the **Avalon Beach Place Plan**, entitled My Place: Avalon, specifically:

the Avalon Beach Place Action Plan-

Number 28,

Number 44, and

Number 52.

Background (brief)

The Avalon Bowling and Recreation Club was established in 1958 in Bowling Green Lane and has been a centre of sports and social activity in the Avalon Beach Community in the 63 years since.

In more recent times it has moved to include the sports of Petanque and Croquet; along with support for sight impaired bowlers and student bowling (Barrenjoey High School).

The Club has more formally taken on the name Avalon Bowlo as it markets its facilities to a broader social audience seeking jazz music (Wednesday nights), popular music (Sundays) and a range of other functions and events including children's birthday parties on its front (eastern) green (Green #1) along with music festivals, fundraisers, community awareness functions such as the Precious Breath Festival in support of local mental health and suicide prevention; and private functions such as wakes /memorial services.

The Club also is utilised internally for parties, celebrations, music promotions, karaoke and amateur 'open music nights'.

The Club is well known in the local community and the wider Northern Beaches area – there are some 1,000 full and social members - and holds a place of community connection with many on the northern reaches of the peninsula.

The Club is a public not-for-profit company limited by guarantee. It is run by a Board of Directors, in accordance with the NSW Club Act.

Poker Machines: The Club Directors, as part of a continuing effort to make the Avalon Bowlo a more community / family friendly venue removed all poker machines in November 2020. Avalon Bowlo is one of only a few Clubs on the Northern Beaches that does not have Poker Machines.

Club Functions Authorisation: Avalon Bowlo also holds a Clubs function authorisation from Liquor & Gaming NSW which allows the Licensee of the Club to declare specific events 'alcohol free' on green #1 – allowing events to be held as though not on licensed premises.

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Lease: The Club previously owned part of the land parcel and in an ongoing agreement with Northern Beaches Council is transferring that land to it.

The lease ensures that the land defined by the Club is Community Land wholly owned by the Northern Beaches Council and is managed by the Club and used for a large number of Community activities other than bowling.

This includes:

- Both Outdoor and indoor events/ function/ parties, for children through to adults
- BBQs / social events
- Jazz performances (Wednesday nights)
- Popular live music/bands (Sunday afternoons)
- Outdoor cinema
- Community fundraising events
- Wakes/memorial events
- Children's dance expos.

The Club welcomes Community 'Sub Groups' to join and use the facilities and currently the following are part of the Club, or regularly use the facilities:

- Avalon Beach Petanque Club
- Avalon Beach Croquet Club
- Sight Impaired Bowlers
- Student bowling activities (Barrenjoey high School).
- Avalon Beach Historical Society
- Avalon Beach Australian Red Cross
- Scrabble society
- North Avalon Surf Association (NASA).

Concept Proposal

The Avalon Bowlo has 3 Bowling Greens. Greens #2 and #3 are on the western side of the clubhouse/bar area and are designated for lawn bowl use.

Green # 1 (on the eastern side of the clubhouse) is adjacent to Dunbar Park although separated by a car park. This area is used as common/community use area including croquet, and a wide range of community and social activity as listed.

The Club is working to better utilise community access to the #1 green for a wide range of social activities.

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This proposal is to upgrade Green # 1 which is being used as a multi-purpose space for:

- outdoor cinema / cinema festivals
- large, contained gatherings such as celebration of life events and weddings
- bare foot bowls / croquet
- children's gatherings including parties ,dance groups, sports activities
- fundraising events

Currently green #1 is widely used but it is the belief of Club Directors that with some careful planning this area could reinforce this area as a cultural hub for the Avalon Village –a 'village green' of sorts attracting events and supporters from sports activity to more social and cultural fixtures.

The green has access to an external unisex toilet - which will need an upgrade going forward.

The Avalon Bowlo has some under cover secure storage on site and daily has the demonstrable expertise in running music events and other community events.

The Club has identified the following action points as being relevant to this proposal:

The following Action points noted in the Avalon Beach Place Plan are relevant to this proposal.

Action no 28

Advocate for multi-use of existing spaces and facilities such as school grounds outside of operational hours.

Response: This multi-use currently occurs, refer above.

Avalon Bowlo believes that with better infrastructure the desire to use, and the use of this green area will increase AND enhance the community's access to needed sporting and social, environmental, cultural space.

Broader use will also enhance the operations and use of the Avalon Bowlo as it continues to broaden itself from being historically singularly a lawn bowls club.

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Action No 44

Incorporate art in public spaces, performance spaces and cultural activities in community places to increase vibrancy

As part of this action, Green # 1 can seat comfortably some 400 people, with ticketed access for outdoor cinema events, theatre, parties and other community events.

The area easily allows for installations, marquees, displays and event(s) infrastructure.

To more readily enable these events, a structure of either a permanent or semi -permanent nature would be fixed in place. Any structure would need to be compatible with its surrounds and would mostly be unseen from outside the Avalon Bowlo grounds because of the existing tree line – minimising visual impact on Dunbar Park.

It is the Club's proposal that:

- An outdoor cinema screen is installed with all the associated wiring and sound equipment. If required, all perishables such as speakers and other electronic equipment could be stored in a secure storage in the Club, along with chairs, etc.
- Ideally, the design would allow for a multi-use stage area to be adaptable for concerts, music, theatre presentation, community rallies, etc.
- Availability/access to utilities and established infrastructure enhances this proposal.

Action No 52

Provide a shelter in Dunbar Park for shade and weather protection along with opportunities for arts and a performance venue.

This proposal is not intended to argue the concept of a shelter in Dunbar Park, rather than to offer an alternate concept to maintain Dunbar Park as an open community space. Dunbar Park is not fenced, and any ticketed event requires some form of policing. These parameters are in place on Green #1.

We believe that the proposed changes to Green #1 (eastern green) would enhance the proposed shelter/stage/screen by providing a venue that is more intimate and would allow events to run concurrently in the two separate areas.

Additionally, Avalon Bowlo has a proven history of managing events on this site as described and by taking on overall management responsibility allow further income opportunities to maintain the Club, its facilities and access to the community.

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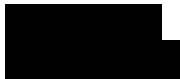


Conclusion: Avalon Bowlo Directors believe there is an opportunity for the Avalon Beach Place Plan to broaden its parameters and review the circumstances offered in this submission.

The outcomes may see a more versatile and usable development for the Avalon Beach (and surrounds) community; while continuing an ongoing expansion and development of the historical 'Bowlo' for even wider community use – without the burden of management for Northern Beaches Council.

A draft drawing as a concept is attached; along with Google Earth overview.

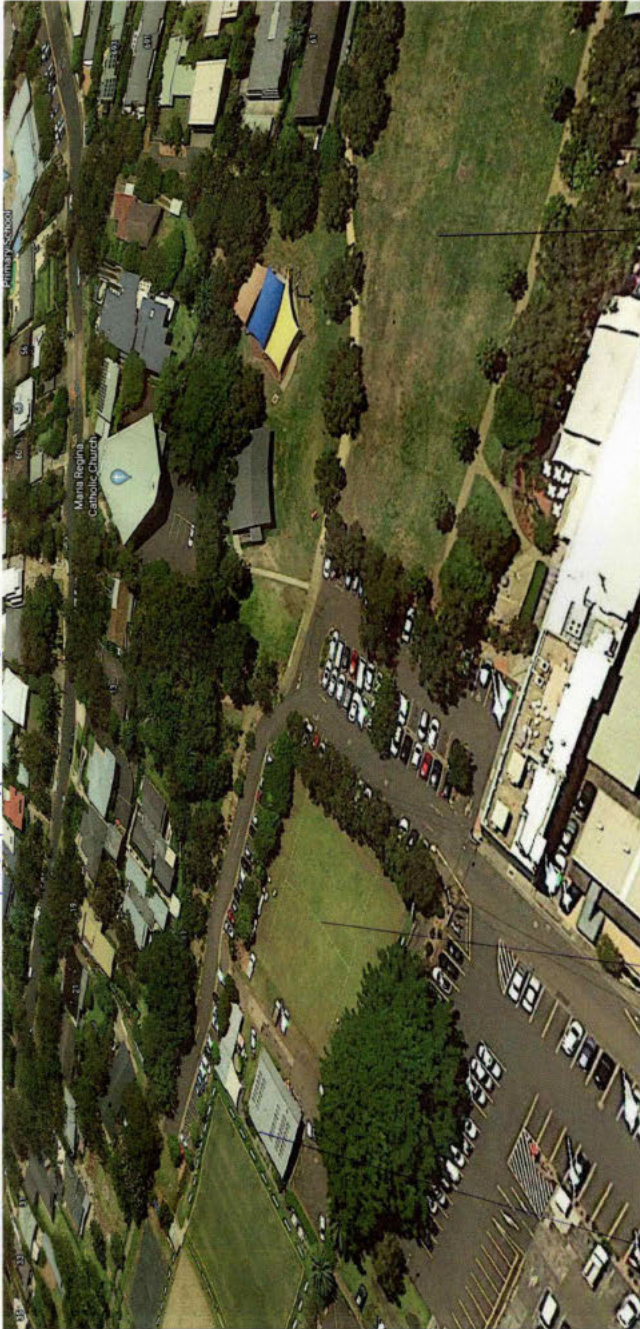
On Behalf of the Board of Directors,



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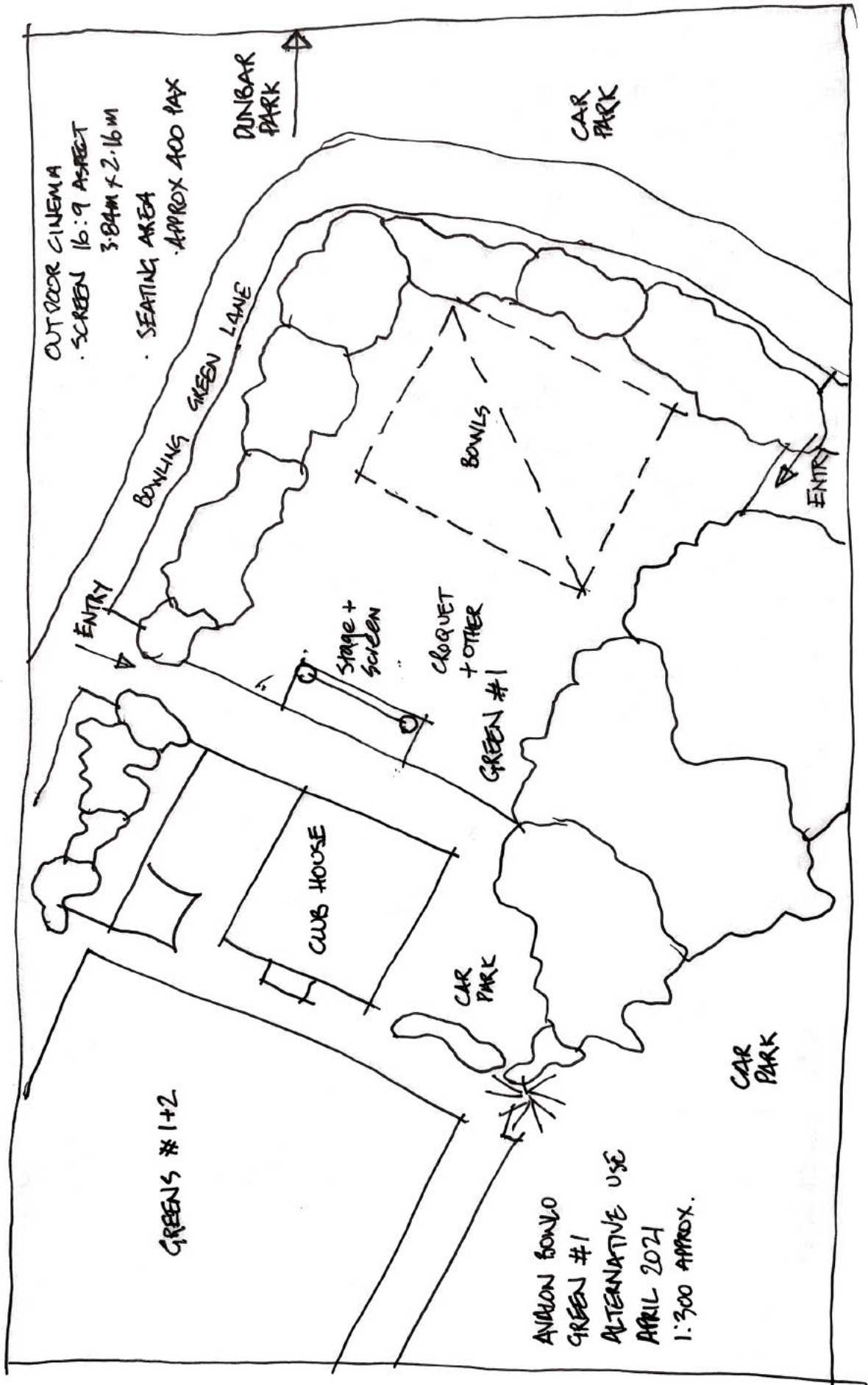
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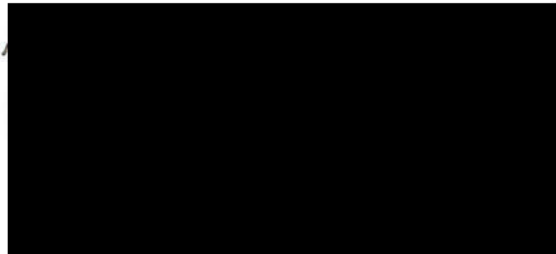
Churchhouse

EASTERN Green #1

DUNBAR Park



Memorandum Strategic & Place Planning
Northern Beaches Council



Dear Anne - Maria Newbery

RECEIVED
NORTHERN BEACHES
COUNCIL
19 MAR 2021
MAIL ROOM

19/21
RECEIVED
NORTHERN BEACHES
COUNCIL
19 MAR 2021
20__/

Ref 2020/792550

Avalon Beach Plan Plan.
Have you seen,

The Plan proposed is almost TOTALLY
resident unfriendly and is a planners mess
that tries to "keep everything the same by
changing everything" It is a collective
thought bubble with no vision.

All that needs to be done in Avalon is to

- 1 seriously repair and upgrade the footpaths to make Avalon Village safe and more pedestrian friendly
- 2 open up some of the lanes for wider community use
- 3 designate Barrenjoey Road as part of the coastal bicycle route
- 4 open up the space in front of Woolworths by covering the drain and making it a pit stop for bicyclists travelling along Barrenjoey Rd
- 5 abandon any thought that Avalon Village can be part of any coastal cycle way
- 6 enforce the existing laws on the pedestrians full use of footpaths with no shared footpaths
- 7 abandon any thought that the Melaluca trees in Avalon recently planted can ever be removed
- 8 cooperate with Woolworths and the petrol station owners on how best to redevelop that site to include areas for community skills development within their development plans

Too much money is being spent on planning initiatives that cause negative emotional concern to residents, are a waste of time at a time when the needs of the community are elsewhere and obvious

I applaud the Council for many of the positive initiatives that have brought great credit to the community in a Covid world and the Councils financial prudence but we know that there is new thinking required in a post Covid world when it comes to saving money and keeping what we love best for those that follow us NORTHERN BEACHES COUNCIL can continue to lead the way

cc M. Regan Mayor
cc R. Blowale CEO

