

Feedback - Avalon Beach Pedestrian Bike Path - Alternative design

Further feedback on Avalon Place Plan

<p>1 I support this alternative design as it makes more sense to have the back lanes bike friendly rather than further clog up the main roads/ create further parking issues.</p>	<p>Also think rather than focus on new development, why is there no focus on the poor retail occupancy on existing developments. Why are shops allowed to be left vacant for tax benefit of owners? There should be subsidies for younger, more vibrant up and coming local businesses to have retail space, rather than subsidising owners for lost rent that ensures premises are left vacant and rents artificially high resulting in huge turnover of businesses and loss in community retail spaces.</p>
<p>2 Shared pedestrian/bike/cars too dangerous. Alternative offered by APS should be considered.</p>	<p>Access and egress to Woolworths car park is not going to work with your new plan. I object to loss of any parking spots or trees. Parking is at a premium already, and moreso in summer.</p>
<p>3 The alternative design is a lot better than the council design. It's so important that the bike paths are NOT put through the centre of the village in a shared zone as it's going to change the whole dynamics of the village for worse.</p>	<p>Please consult with local people more for the design, rather than getting consultants to come up with a design that isn't going to work for local people. Listen to Avalon Preservation Association as they are the voice of a large number of local people.</p> <p>I wouldn't actually mind if the road outside Bakers Delight was fully closed however other considerations need to be accounted for. Particularly the light sequence at Avalon Pde and Barrenjoey Road for left turn as it needs to be longer.</p> <p>If you leave the roads as they are and move pedestrian crossing back from the junction, it will reduce risk.</p> <p>Also another idea to move the entry & exit to the Woolworths carpark on to the main Barrenjoey Road, would be a great idea to explore further as it takes a lot of traffic off the Old Barrenjoey Road.</p>
<p>4 Bikes are ok in the lanes but they should be walked through the centre.</p>	<p>Very disappointed that you are more interested in bikes than the majority of people that have to drive because they live on hills & have to use a car or public transport. Do. not change a thing Avalon is perfect it just needs a bit of matenance. Many of us residents are [REDACTED] need to drive & park close to the post, hardware, pathology chemist & super market. The art should be about the area . Improving the drainage is a good Idea. The stepped area near the beach is a waste of money, don't change the bus stop stairs older people need a hand rail & the shelter looks like no one will be protected from rain with wind. Do not change entrances or parking places in woolies carpark it works well, you will cause chaos & loose trees. Do not narrow the road, we need to be able to back out of car parks safety & wait for car parks . There are enough wide footpaths, variety is good, & narrower foot paths are good to meet & chat to people. The plan does not comprehend how Avalon is actually used by people. Removing car parks is short sighted & will not make people relaxed, rather the opposite. You should be looking at another level of parking in bowling green lane sensitively done, with vegetation. This plan does not understand how Avalon works & how it is used, by all ages.</p>
<p>5 Using the laneways is safer snd keeps wheels off the footpath which has proved dangerous to pedestrians.</p>	<p>The changes proposed are destroying our lovely village by the sea. It is a leafy natural area full of birds and their song and blossoms. Visitors are drawn here because of this natural environment and friendly casual atmosphere.</p> <p>I do not agree with the proposed removal of the trees We need more shade trees planted in fact.</p> <p>Loss of parking spaces is unviable.</p> <p>Moving pedestrian crossings will also cause loss of parking spaces and are unnecessary.</p> <p>Moving bus stop from outside library is not viable. Does not take in to account all those who shop locally without cars or who are elderly or even disabled.</p> <p>Nowhere in the plan have elderly been thought or the disabled.</p> <p>Do not destroy the paperbarks and garden beds around the back of the community center.</p> <p>Path to beach is wide enough. Leave the green space on the rise to the beach as is. More shade trees planted. Both here and Dunbar Park need to be left as unstructured green spaces so picnics or play or ballgames etc can be happen.</p> <p>A permanent stage and outdoor art are subject to weather and vandalism often as graffiti. Expensive maintenance.</p> <p>If there is to be a stage the western end is better.</p> <p>If the laneway behind community centre is to be made more available where will the garbage bins go? How will the garbage trucks gain access ?</p> <p>Laneways will need better lighting and paving and shade.</p> <p>Cycleway along Avalon Pde and also past the school is dangerous on both counts.</p> <p>Green space opposite school should be left as is to be used by school and other members of community.</p> <p>Overall cycleways are not being used and are being replaced.</p> <p>Finally I have noticed that the height limits for our village have not been mentioned in your plan. Why not ? These need to be included.</p>

6	I support this alternative proposal
7	<p>I prefer the Avalon Preservation trust plan but think it needs to be tested because I think the current bike access is okay. It may be good to have more places to lock your bike within Avalon. The bike plan put forward in the Avalon Place plan is not feasible or lends itself to the atmosphere Avalon would like to have, which is relaxed and welcoming with wide streets and the ability to regularly host music within the main precinct. The bike plan put forward by the Avalon Place plan requiring removal of all the trees in the centre of the road is not acceptable. The result would be a narrow street with no trees and a bike path no one wants. As it is, there is a huge need for the extra width of the street for cars reversing and parking.</p> <p>I disagree with the closure of the road as I feel it is the wrong place for a shared Zone. It will cause difficult traffic flow that is not conducive to safe and effective flow within the village. It is also not really the hub of Avalon and I think closing some parking around the area of the cinema at night would create a vibrant area in the centre of Avalon for music and other activities. The suggestions by the PB/Whale Beach Association and the Avalon Preservation Trust regarding lighting and pavement improvement to tidy up the village are good but I think it is important to retain the wide streets and not create traffic chaos by narrowing all traffic to one lane that would have to wait for every car that was parking. This would cause major problems with traffic flow and cause frustration and would not be an improvement for Avalon.</p> <p>If it were possible, the moving of the bus stop on Barrenjoey Rd near the beach so that it was not right at the intersection would be fantastic. It would be so beneficial if it could be moved back to the area in the third lane further back where buses now wait before moving the current bus stop. This would free up the lanes at the intersection and reduce the bottleneck that occurs when buses are picking up passengers. This brings me to the development of the hill behind the current bus stop. I think we need less concrete not more and this should remain in it's natural state, perhaps with some native plants.</p> <p>I agree with the sentiments of [REDACTED] who suggests we should engage with many of our talented, creative locals who live and breathe here all year round. We do not need city planners to create another Lane Cove or other difficult to get around suburb and an unfit design for a unique place such as Avalon. Avalon need to retain the relaxed character it has always had. This design does not achieve that. There has been a low level of consultation with people who have lived here and know it's history and uniqueness. It worries me to think that town planners, even though they probably had Avalon's best interests at heart, may impose a plan that is unsympathetic to the character of Avalon and change it immeasurably and for the worse. In fact it feels like the people of Avalon are having this plan IMPOSED on them and we have to give good arguments why we should NOT have the plan and if not enough people do this, we will have it whether we want it or not. Don't waste money on a plan that is not good for Avalon.</p> <p>Please listen to the relatively few submissions that seem to have been forwarded to council. Many people are overwhelmed with where to even start in regard to making a submission but there is much unease in the community about the proposals. It appears that council feels something needs to be done, but locals aren't in agreement with the spending of an extremely large amount of money on something when too little consultation has been put into it's design.</p> <p>Thank you.</p>

<p>8 Yes I do have comments:</p> <ol style="list-style-type: none"> 1. How many bikes do you envisage using an alternate path? 2. Who will the users be? 3. I object to using the centre of Old Barrenjoey Rd.(OLBR) as a bike path. I consider it is an absolute outrage that the Council would consider cutting down trees which you know Capture and sequester carbon. This sends a disgracefully wrong message to residents who are urged by Council NOT TO CUT DOWN TREES. Surely, Council is aware of the fast growing number of residents who support the retention of trees and abhor their removal. It has also been shown that trees lower temperature, and soften the environment. 4. I suggest that we use the alternate roads either side of OLBR, for the bike paths. 5. Space for parking cars is necessary to keep the shops viable in Avalon, so preventing cars parking beyond the school is not good for shopping. We will lose more shops and therefore the shopping area in Avalon will become unviable and die. 6. The one way system to park in Woolworths from the north will be very disruptive to the north flowing traffic on OLBR. It will cause a build up of cars waiting to cross. Also people coming from the west on Avalon parade will have to wait at the traffic lights to go round and get into the carpark which will stop the traffic from the north coming in. <p>NOT A GOOD IDEA.</p>	
<p>9 Much better but still unnecessary.</p>	<p>Bike paths through the middle of Avalon will carve up the village and destroy the unique village feel and atmosphere that we all love and which draws people to Avalon.</p> <p>Bike paths through the middle of Avalon will be extremely dangerous for pedestrians and consequently for the bike riders themselves.</p> <p>Bike paths through the middle of Avalon will be ugly.</p> <p>Bike paths through the middle of Avalon will not be helpful to the businesses in Old Barrenjoey Rd due to reduced parking spaces.</p> <p>Bike paths through the middle of Avalon are a bad and poorly thought out idea which might, might be popular with a very few but will be hugely UNpopular with the vast majority (not many bike riders compared to total number of people who visit/shop/use Avalon village).</p> <p>Bike paths through the middle of Avalon will result in destruction and loss of many of our beautiful and precious trees.</p> <p>Avalon is perfect the way it is but if any changes are made I think the 4 pedestrian crossings in the middle at the big intersection could be all moved back a bit (away from the intersection) and make the speed limit 30km/hour or 20km/hour...and that is all that is needed.</p> <p>We definitely do not want or need bike paths through the middle of Avalon.</p>
<p>10 I am have some concerns about the APA's proposal, though I also appreciate concerns re the Council's proposed bike paths which I think should be implemented on a trial basis.</p>	<p>I fully support Council's initiative to do something about the main intersection in Avalon which is dangerous for pedestrians and stressful for drivers. It would be dreadful to wait until the inevitable serious accident before taking action. I also fully support the initiative to do something to make the centre of Avalon more lively, as well as more friendly for pedestrians and bikes. I don't know whether a shared zone is the answer but as long as the plan is implemented on a trial basis I think it's a very good idea. I thank Council for the time it has put into improving Avalon and look forward to seeing the results. This is a side issue but I also think it would be great if Avalon village adopted some design principles. There are some really ugly shop fronts in prime positions which are eyesores!</p>

<p>11 In my opinion the APA suggestion for pedestrian/bike paths is far better than the NBC concept. The use of the laneways makes far more sense for the Avalon cycling demographic (largely school children). It is sensible to move cyclists away from the main intersection, I fully support the reduced speed limits, both within the village and along Barrenjoey Road from the roundabout at the eastern end of Old Barrenjoey Road to Kevin Avenue and I am supportive of the suggestion to move the bus stop on southbound Barrenjoey Road closer to the surf club entrance.</p>	<p>I find the draft place plan incongruous. The community stated their aims for "A relaxed and peaceful coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection." but the draft Place Plan incorporates major works which seem more suited to the inner city (the NBC proposed cycle path) and or Manly or Dee Why (the Dunbar Park/Community Centre proposals and the terraced embankment at the corner of Avalon Parade and Barrenjoey Road.) None of these proposals lead to the stated aims - they take away from the natural environment and bring in a urbanised framework which seems completely counter to the community's desires.</p> <p>I would have liked to have seen NBC prioritise addressing the major safety, traffic and parking issues in the village before proposing beautification or other measures. The majority of the community wanted full closure of the intersection of Avalon Parade and Old Barrenjoey Road. Why hasn't this feedback been listened to? I am concerned that the proposals in this plan, specifically with regards to the intersection and cyclists are all compromises that will not achieve the desired aims of a safer and more relaxed village environment for young and old.</p> <p>This document has the feel of MAGA (make avalon great again) - not the feel of alignment with community and environmental needs and wishes.</p>
<p>12 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.</p> <p>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.</p>	<p>Please see attached submission</p>
<p>13</p>	<p>I support a proposal put forward by Avalon Bowlo, to utilise green 1, in Lieu of Dunbar Park. This area is already utilised in the fashion outlined for Dunbar Park. Outdoor cinema/ cinema festivals. Large, contained gatherings such as life events and weddings. Barefoot bowls/ croquet. Children's gatherings, parties, dance groups, sports. Fundraising events. The Avalon Bowlo has demonstrable expertise in running music and other community events.</p>
<p>14 Leave Avalon as it is!!!! We don't need a cycle pathway as it won't make a difference to the kids cycling in front of Woolies. Beautify it aesthetically at a lower cost, trees, planter boxes. Etc. Bring life to the little laneways by enabling outdoor dining.</p>	<p>Remove buses from the old Barrenjoey Road and return them to Careel Bay as the start point. So we may have an opportunity to park at the beach car park instead of commuters in the morning.</p>

<p>15 A key concern to me re the cycleway was proposed removal of mature trees. I believe the proposal has been revised, and this will no longer happen. However, as an Avalon [REDACTED], I am concerned that the design will encourage a 'vibe' that may be incompatible with the vision of a relaxed and peaceful village. In many ways, I support the alternative proposal. Perhaps the revision of the design to a 'meandering cycleway' along Old Barrenjoey Road might slow down the speedsters on bikes that I can envision.</p>	<p>I support incorporation of biophilic urban design principles and elements into the Avalon Place Plan. I support actions to conserve, protect and enhance the fauna of the Avalon precincts along the coastal strip especially, but throughout the village. I also support actions that engage the community on environmental stewardship of the marine and coastal environment, and support initiatives that promote low-carbon and sustainable urban living.</p>
<p>16 My biggest concern is the buses turning into Avalon parade and into Old Barrenjoey Road in the shared vehicle and pedestrian zone.</p> <p>It is a disaster waiting to happen, young children walking in a shared zone with buses is preposterous!!!</p> <p>The buses, E88 etc need to return to their turning circle on Alexander Road in Avalon near Careel Bay Shops and Playing Fields. This will at least help reduce some of the bus traffic in this area.</p> <p>With a knock on effect of having cars parked in the day to catch the bus rather than in the beaches car parks which should be used for recreational use and not bus stop parking. Careel Bay is free all day so remove some of the traffic from Avalon and keep the buses out of the shared pedestrian zone, using it as their turning circle!!</p>	<p>All above.</p>
<p>17 I support the alternative connections design.</p>	<p>I do not support the bike path down Old barrenjoey rd. As a [REDACTED], we require as many car spaces as possible. I have many [REDACTED] walk without assistance, and need parking close by. I also have many people who [REDACTED] and need to have parking out the front for disabled access. With the bike path down Old Barrenjoey rd, they will not only lose parking spots, but will be nervously looking for small kids on bikes as they reverse out onto the street. It will be far more dangerous for kids on bikes than the situation now. Avalon businesses need as much car spaces as possible, as people in cars have the capacity to buy and carry goods, as opposed to bike riders.</p>

18 Do not think that any of the proposed bike paths are necessary.

I am in favour of the planting of more native trees and reducing the amount of man-made structures such as pathways, signage, seating, and excessive landscaping. We need to better protect the only remaining green areas, reserves and nature trails by allocating more funds to caring for these areas and eradicating weeds etc. great example is Stapleton park at the top of Riviera. This area could be magnificent if access trails were cared for and weeds were cleared in order to protect our native flora and fauna and provide natural spaces for people to walk in and exercise. I am also concerned about over development and believe that height restrictions for developments must be maintained and regularly reviewed. We need to maintain existing landscaping, pathways etc. for safety and aesthetic reasons however I do not believe that we need to increase the amount of pathways, cycle ways, playgrounds, etc. We need to turn to the natural environment for our entertainment and well being instead of things like table tennis tables!
Please find below my initial response to some of the proposed items in the council's plans for Avalon.

Quick wins (1-2 years)

1 Incorporate recycling waste bins in strategic locations (customised with local artist works) into streetscape enhancement works.

NO.

2 Increase tree and vegetation planting throughout Avalon Beach with species endemic to Avalon Beach with the intention of increasing biodiversity.

YES.

3 Create an annual program of events that celebrate the unique character of Avalon Beach.

NO.

4 Develop an online business walkabout map, promoting Avalon Beach businesses and attractions to visitors and the wider area.

NO.

5 Trial monthly markets, in Dunbar Park, with a focus on fresh produce, arts and crafts.

YES.

6 Explore opportunities to establish new or expand existing film festivals and outdoor cinema nights.

YES.

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
NO.

8 Provide pop-up play spaces and active play elements throughout the Village, such as table tennis and chess.
NO.

9 Work with Avalon Palm Beach Business Chamber and businesses to run a 'Shop Local' campaign to highlight the importance of supporting local retailers.
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.
NO.

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.
NO.

12 Redesign of Dunbar Park playground to incorporate nature play and universal access.
NO.

13 Commission art installation on rock pool safety fencing.
NO.

Short-term (1-3 years)

14 Review and amend Dunbar Park Plan of Management and the Ocean Beaches Plan of Management to support actions outlined in the Plan.
NO.

15 Create an off -road bicycle facility aimed at young people.
NO.

16 Protect the quality and quantity of existing native bushland and open space from encroachment from new development.
YES.

17 Review the Development Control Plan to ensure sustainability outcomes, including green architecture and Biophilic design.

MAYBE

18 Provide a range of ambient lighting within the village.

NO.

19 Provide additional lighting along the southern edge of Dunbar Park to provide a sense of liveliness and safety.

MAYBE - depends on lighting.

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 Accessibility and Mobility Plan (PAMP) and Walk Northern Beaches

Medium-term (3-5 years)

NO.

21 Encourage temporary uses in vacant shops, supported by the Avalon

Town Centre Retail Analysis, to retain a vibrant village

YES.

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.

YES.

23 Develop a "How to Guide" to provide information on event planning, permit processes and approvals to encourage small-scale community-led projects.

YES.

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.

NO.

25 Increase opportunities for art in public spaces, including street art, art installations and sculptures that complement the character of Avalon Beach.

MAYBE

26 Expand opportunities presented by the Coast Walk and Public Art Trail to encourage people to detour off the trail and explore the village. NO.

27 Install wayfinding signage in key strategic locations throughout all precincts, directing to key places within the village and adjoining recreational areas.

NO. The less signage the better.

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

YES.

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.

YES.

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.

NO.

31 Encourage land owners and developers to utilise vacant land within the village for temporary uses, installations and events.

YES.

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.

NO.

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.

NO.

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.

MAYBE.

35 Increase seating opportunities throughout the village for people to gather and relax, including, seating, picnic benches and tables. NO.

36 Provide a range of outdoor activities, exercise and sporting structures in open space areas that complement the natural setting.

NO.

37 Remove fencing along northern boundary of car park at Des Creagh Reserve to increase connectivity between surrounding community based uses.

Maybe

38 Explore opportunities for Des Creagh Reserve to be used for a range of uses such as informal sport, active play and picnic area.

NO. It already is used in this way.

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

NO.

40 Create a sense of arrival into the village through local art and signage which reflects the heritage and creativity of the area.

NO.

41 Explore opportunities to build upon the Avalon Workshop in relation to local arts and culture.

NO.

42 Work with local property owners to develop temporary treatment and uses on prominent sites and vacant land.

MAYBE

Long-term (5-10 years)

43 Investigate opportunities to naturalise Careel Creek and stormwater drainage systems within and surrounding the village centre.

YES. Depending on what is meant by "naturalise"

44 Incorporate art in public places, performances spaces and cultural activities in community places to increase vibrancy.

YES

45 Incorporate urban greenery and vegetation into the built form and laneways, such as green laneways and greenways.

YES.

	<p>46 Maintain the integrity of the existing land zoned B2 Local Centre to retain a range of retail, business, entertainment and community uses.</p> <p>47 Install outdoor seating in strategic locations throughout the village and Dunbar Park to provide places for people to meet and gather. NO.</p> <p>48 Create a low-vehicle speed pedestrian environment throughout the village through urban design and traffic calming methods incorporating formal bike paths within the village. NO.</p> <p>49 Identify opportunities to ensure playgrounds are inclusive, adapted and safe for multiple age groups. MAYBE</p> <p>50 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. NO.</p> <p>51 Activate the edges of Dunbar Park by increasing the footpath width and the provision of benches and seating. NO.</p> <p>52 Provide a shelter in Dunbar Park for shade and weather protection along with opportunities for arts and a performance venue. MAYBE</p> <p>53 Investigate opportunities for extended access to toilet facilities for Dunbar Park users. NO.</p> <p>54 Enhance and activate spaces within Avalon Beach Reserve, Avalon rock pool area and north Avalon carpark. NO.</p> <p>55 Incorporate a cycleway along old Barrenjoey Road and Avalon Parade and provide bicycle facilities throughout the village. NO.</p> <p>56 Provide seating and tables at Des Creagh Reserve NO.</p> <p>57 Provide viewing platform and bench seating at North Avalon carpark area NO. Do not need a viewing platform there is already a view!</p> <p>58 Increase the capacity of existing bench seating at the Avalon Beach rock pool. NO. Object to any more man made structures around our coastal pools and beach reserves. They should be maintained for pedestrian safety as is and that is all.</p>
<p>19 It appears that by giving precedence to bicycles, pedestrians will be imperiled in the very area in which they should be able to move about safely. With Pittwater Palms so near, and many elderly residents ambulant within the community, I think that the promotion of a bike path is not a good idea.</p>	<p>It looks horrible and soulless to me, an [REDACTED]. You can't 'make' atmosphere happen. Please allow the village to evolve slowly and organically, rather than forcing changes on it.</p>
<p>20 We don't need dedicated bike tracks. Pedestrians and bikes can share if they slow down. Bike riders can walk their bikes in pedestrian areas. Don't cut the trees .</p>	<p>More off leash dog parks please. I [REDACTED] I need more off leash places to take him. He loves the water. [REDACTED]. How can he get to water?</p>

<p>21 There is no need to cut down the trees in Old Barrenjoey road. They provide shade and ambience. The laneways should be used for bikes and pedestrians. The laneways could be opened out to cafes and social meeting places. Perhaps if trees were planted they could be very attractive places, without cars and the inherent dangers. We need shared roads with very low speed limits in Avalon village so they are safe for mixed pedestrian, bikes and car traffic. Bikes don't need to have dedicated tracks at the expense of parking and trees. A zone of 30kph throughout the village would be safe for a mix of pedestrians and bikes and very slow cars.</p>	<p>The bike tracks don't address the problem of traffic standstill before and after Avalon School day. Perhaps hubs away from the village where families could safely drop their children to be shuttled to school ? Or safe walking pathways monitored by lollipop volunteers, so that every child doesn't need to be driven to school. Bike tracks that don't continue all the way to the childrens residence won't alleviate the traffic problem.</p> <p>We need more trees planted .</p> <p>The idea of a performance stage in Dunbar Park is a good one. And more trees. It's too hot to use much of the park in summer. More trees around the new netball courts. Have you noticed how people cram together in summer under the little shade?</p> <p>We need more off leash dog areas. Preferably along stretches of the beach seldom used by people. There are no ticks on beaches and people need more options to exercise their dogs than the existing dog parks. Dog ownership in Pittwater is extremely high.</p>
<p>22 We are not interested in bike paths. Most cyclists do not abide in road rules and I think they would do the same to pedestrians and speed past pedestrians</p>	<p>Being in [REDACTED] parking is very important to us and your proposal deleting parking spaces does not sit well with us. What you also didn't mention in the proposal that council also want to bring in medium density which means more people and more cars</p>
<p>23</p>	<p>I support a proposal put forward by Avalon Bowlo, to utilise green 1, in Lieu of Dunbar Park. This area is already utilised in the fashion outlined for Dunbar Park. Outdoor cinema/ cinema festivals. Large, contained gatherings such as life events and weddings. Barefoot bowls/ croquet. Children's gatherings, parties, dance groups, sports. Fundraising events. The Avalon Bowlo has demonstrable expertise in running music and other community events.</p>
<p>24 I do not support the reduction in speed limits associated with this proposal. The village already has 40 kph limits which provide an acceptable balance between traffic and pedestrian safety. In particular, I strongly oppose the establishment of a 10 kph shared zone between on Old Barrenjoey Road between Avalon Parade and the Fire Station. I also do not see a need to reduce the speed limit between Avalon and Palm Beach to 50 kph.</p> <p>Some elements of the proposed plan do however have merit such as diverting the proposed bike paths from Old Barrenjoey Road and from Avalon Parade onto the lanes.</p>	<p>While the plan has elements which I support such as improvements to pedestrian access to the headland along the Northern side of Avalon Parade East and improving Patterson Lane, I question the extent of the proposed changes. I believe Avalon village is already a green and pleasant place and works well.</p> <p>I acknowledge that the junction between Avalon Parade and Old Barrenjoey Road is not ideal, but it is easily negotiated with a little patience. It could be improved by simply moving each of the pedestrian crossings in Old Barrenjoey Road slightly further away from Avalon Parade to allow one car to wait at the junction without obstructing the crossing. The crossings on Avalon Parade can be left as they are. Locals rely on the pauses associated with pedestrians using them to get out of Old Barrenjoey Road.</p> <p>There are several elements of the proposed plan which cause me concern. Firstly, I am very concerned about the impact on traffic flows associated with the proposed southbound one-way shared traffic zone on Old Barrenjoey Road between Avalon Parade and the Woolworths Car Park. This section of road fulfills an essential function in supporting access to the main car park for the village and to the only supermarket. It is therefore not appropriate or safe to make this a shared zone.</p> <p>Southbound traffic from Barrenjoey Road to the Woolworths Car Park must turn right across the northbound lanes of Barrenjoey Road. The proposed change will increase northbound traffic because of traffic from Avalon Parade being forced to go north via the main traffic lights. This additional traffic will make the right turns more difficult. In addition, there are times when the southbound traffic on Barrenjoey Road is subject to a no right turn rule, requiring use of the current alternative access route via Avalon Parade. This would no longer be possible.</p> <p>It is likely that a significant amount of traffic coming from the Woolworths Car Park will opt to turn right towards Barrenjoey Road and will then attempt to turn right onto Barrenjoey Road creating further congestion and safety concerns at that junction.</p> <p>Currently buses use Old Barrenjoey Road North and the plan makes no mention of changes</p>

	<p>I am also concerned about the impact on the village of the proposed bike paths and the removal of the trees in the centre of Old Barrenjoey Road. This seems to be at odds with the objective of having a green suburb.</p> <p>Equally, I do not see the need for proposed concrete terraces on the hill behind the beach bus stop. It would be much more appropriate to simply have a grass slope, much as it is but adjusted to accommodate the new pathway.</p> <p>Finally, I do not believe there is a need to extend the seating at the rock pool. The existing seating is perfectly adequate. Repair of the existing pool deck would however be appreciated.</p>
<p>25 I support all of the Alternative Connections design prepared by APA EXCEPT the trial one way zone between Chillli Bar & Ecco Downunder. Traffic needs to flow & that area has plenty of space for pedestrians as it is.</p>	<p>I personally love Avalon the way it is & was one reason we moved here. It certainly needs some basic maintenance & good quality lighting to enhance the night time ambience but other than that I would prefer it stays the unique village it is & is not homogenised as seems to be happening to much of the Northern Beaches.</p> <p>Given there is a plan afoot, I have to comment. Any loss of carparking is too much! [REDACTED], not near a bus, driving is my only way to easily support our local shops & businesses. That requires parking spaces & the "only" 11' too many! EG: I regularly [REDACTED] the ability to park is essential.</p> <p>I am absolutely opposed to a cycleway in Avalon. There are only short times before & after school & sporadically during weekends & holidays that kids ride bikes. Locals can avoid these short times & believe ratepayers money should be far better spent!</p> <p>And, please no mature trees to be removed. With thanks</p>
<p>26</p>	<p>I support a proposal put forward by Avalon Bowlo, to utilise green 1, in Lieu of Dunbar Park. This area is already utilised in the fashion outlined for Dunbar Park. Outdoor cinema/ cinema festivals. Large, contained gatherings such as life events and weddings. Barefoot bowls/ croquet. Children's gatherings, parties, dance groups, sports. Fundraising events. The Avalon Bowlo has demonstrable expertise in running music and other community events.</p>
<p>27 The centre of Avalon is vibrant and busy. Adding cycle lanes ways will make this even more so and more dangerous for cars and pedestrians. Improve cycle ways to the beach or into the village but not the village itself.</p>	<p>Improving the streetscape and lighting is a great idea and I like the idea of improving the entrance to the main beach and north Avalon beach. I would like to see the open spaces (Dunbar Park and the golf course) left as is. I would also like to see building heights left as per current restrictions. I disagree with reducing the speed limits or removing cars altogether from the village - and the intersection of old Barrenjoey Road and Avalon Parade is fine but could do with more signage. An increased police presence would make the place feel safer.</p> <p>I would also love to see dogs allowed on the beach - at least in the evenings and early mornings. In my view this would increase the community vibe in Avalon rather than dog walkers being ostracised. The signs regarding dogs also need to be improved and where an area is 'on leash only' this should be enforced or at least reinforced.</p>
<p>28 I have asked questions regarding the north end of old Barrenjoey rd and no one will ever answer my questions..... so you want to close off Central Rd to car traffic where it meets Barrenjoey Rd and thus send MORE traffic along Avalon Pde...? Seriously???</p>	<p>What is the point of providing feedback and asking to be contacted when I did that previously and never heard anything.</p> <p>You have already made up your mind from a plan designed by someone who does not live here and regardless of what the locals want. When did you consult with the local community? I was never made aware of this opportunity to discuss this and have my input.</p> <p>So who actually came up with this idea - As a resident, do I have the ability to know who was behind this idea?</p> <p>So [REDACTED] how do I actually get into the supermarket carpark in the morning. Is it correct that if I am heading south on Barrenjoey Rd, I then have to turn left at the lights at Avalon Pde, drive up the hill to the beach, do a U Turn, drive back down to the lights, then turn right at the lights heading north bound on Barrenjoey Rd to then turn left into Old Barrenjoey Rd to get into the carpark?</p> <p>Also Did you actually consult every shop owner in Avalon who you have now removed parking from out the front of their shops - and they agreed to this???</p>

<p>35 Avalon is a small beach suburb. In the past 10 years development has seen its casual charm disappearing with over building, traffic jams, ruthless cutting down of trees. Safety, Safety Safety? Traffic is one of the biggest issues now in this small hamlet. Safety, Safety, Saftey? Over development, Busses, cars, push bikes etc is a leathal mix versus the people of Avalon going about there everyday casual quiet beachside lifestyle.</p>	<p>Avalon is a small beach suburb, QUIET, CASUAL, BEAUTIFUL BEACHES, WILDLIFE PLEASE DONT SPOIL IT! Lisa SAFETY, SAFETY, SAFETY???</p>
<p>36</p>	<p>Plan has minimal environmental initiatives (the very reason Avalon is dubbed "Paradise"): Less cement ("pedestrian safety" is such a furfy; stat's to verify this?): more greenery/trees; Empower both SLSA & Council lifeguards to halt the rape of diminishing shellfish (L.A. rock platform is an obvious example) by outsiders; Keep Avalon, Avalon: with the COVID-inspired "Work from home" phenomenon promoting over 50% of real estate sales to out-of-area buyers, the mind-set that accompanies this is evidently out of step with the local aptitude. We are not Bondi, we are Avalon; Regain the purity of our waterways: ban professional netting in Pittwater, make Careel Creek a creek again, not a "drain/canal".</p> <p>We are not a "community" if the local Council office at the Community Centre does not reopen, especially in the face of burgeoning elderly who are not computer-savvy.</p>
<p>37 I studied the Avalon Preservation Association bike path plan and I agree with their proposals. As acknowledged in the NB Council's comments serious cyclists use Barrenjoey Rd and do not ride through the village centre. It seems out of proportion to the end result to take down trees and narrow roads for the sake of a small proportion of the population who ride bikes to the school (main observed users). Plus the laneways are an under-utilised space within the Avalon Village. However efforts should be made to rethink rubbish collection and the housing of large bins which currently lurk in the laneways. Laneways could be revitalised and made into more attractive spaces as shared pedestrian and bike zones.</p>	<p>As mentioned on page 6 of the NB Council document My Place: Avalon plans are not developed in isolation. However our comments are requested in isolation. It is not simple to comment on My Place:Avalon unconnected to the future housing density plans. First and foremost a village should maintain a human scale. Buildings should not crowd in or be so high that they create a sunless wind tunnel of large inhuman proportions such as has been created in the Sydney CBD and Dee Why. Buildings should be in a variety of compatible styles, heights and setbacks to maintain visual interest in the street scape and prevent the wind tunnel effect. Height variation no higher than 3 storeys but incorporating 1 or 2 storeys and variation in setback helps to maintain a village feeling.</p> <p>Trees and greenery are an essential part of an environmentally simpathetic landscape, as well as a proven cooling factor. Meeting friends under the shade of a tree has always been a part of the life of a well constructed village. Much value is placed on trees and communal gardens in developed countries. Please let Avalon led the way in a new and greener village scape.</p> <p>Villages are essentially pedestrian zones, from the Italian passigiata to the street markets of Asia strolling is what a village is all about. Not whizzing about on bikes. Cycle paths should not be part of the main thoroughfares of the Village. All people walk. Not all people ride bikes.</p> <p>Villages also need a vibrant economy. I do not see anything in this plan that encourages this. High rents have led to many empty shops. Why not offer tax offsets to owners to allow pop up shops at reduced rents? Market day stalls free to budding craftsmen for at least 3 markets so they can get their products out there and known?</p> <p>I hope the NB Council has the imagination, sensitivity and courage to resist the pressure of developers and allow a revitalised Avalon Village to grow.</p>
<p>38 Agree - no cycleway for Avalon Pde or southern Old Barrenjoey Rd. Yellow shared zones - good. Agree - 30 kmph limit Disagree - 50 kph between Bends & Palm Beach</p>	<p>Prefer that the northern section of Old Barrenjoey Rd be completely closed. So hopefully in the future the entry/ exit to Woolies carpark can be from Barrenjoey Rd. With the current plan only 3 traffic movements are being removed from the intersection whereas if Old Barrenjoey Rd is closed completely and made a shared cycle/ pedestrian space, then traffic movements would be reduced further. Yes, it will put more pressure on the traffic lights but they can be programmed to allow increased traffic.</p>

39	<p>To loose parking spaces is not good for local businesses. [REDACTED] cutting trees is not the answer either. I believe YOU like to be a green council Plus [REDACTED] [REDACTED] the [REDACTED] businesses as well I AM AGAINST THE PROPOSAL</p> <p>[REDACTED] longer bus stop???</p> <p>It would be very unfair to existing coffee shops to down grade them but improve other facilities</p>
40	<p>Avalon has a shortage of parking space already ,I like having the trees in the center of the divided Old Barrenjoey Road .I can not see the necessity of a designated bike path .</p>
42	<p>Bike riders should be separate from pedestrians</p> <p>A roundabout is all that is necessary at the intersection of Old Barrenjoey and Avalon Prde. The Zebra crossings should be 50 metres from the intersection.</p> <p>The teared embankments is a complete waste of tax payers money leave it as is.</p>
43	<p>Prefer this alternative design. Safer, doesn't encourage, bikes to speed and create danger, to all road users hike the proposed design.</p> <p>I support a proposal put forward by Avalon Bowlo, to utilise green 1, in Lieu of Dunbar Park. This area is already utilised in the fashion outlined for Dunbar Park. Outdoor cinema/ cinema festivals. Large, contained gatherings such as life events and weddings. Barefoot bowls/ croquet. Children's gatherings, parties, dance groups, sports. Fundraising events. The Avalon Bowlo has demonstrable expertise in running music and other community events.</p>
44	<p>Although I found a lot of what NBC has proposed in their Draft – I also found several of their ideas to be very questionable. My greatest concern is that the Avalon primary school children have safe cycle paths to travel on to get them through (or around) Avalon shopping precinct NBC’s proposed cycle path down Old Barrenjoey Rd – through a very busy shopping precinct – will be extremely dangerous My suggestions are as follows:- 1 - Cycle Paths Avalon Preservation Association’s alternative proposal to use the quiet ‘hardly used’ lanes (eg – Wickham Lane) is a great solution. These lanes would need to be resurfaced , have better street lighting, and receive some ‘greening’ in the way of trees or planter boxes These lanes would also need to have a 10 kph speed limit 2 - Streetscape - NO TREES ARTE TO BE REMOVED!!!! Avalon is crying out for some much needed attention to the footpaths – which are in a disgusting state of disrepair!! They are filthy, unsightly, uneven and dangerous!!! How come Mona Vale and Newport have had so much money spent on beautifying and upgrading their streetscape. Why is it that we supposedly come under the same Council jurisdiction, but no money is ever spent on upkeep and repairs to our footpaths or the planting of new gardens, the best we’ve received is 4 or 5 half dead paper barks down the centre of Old Barrenjoey Rd. We also need more street furniture and better lighting too. We are ratepayers too, and deserve atleast the same treatment as our neighbouring suburbs 3 - Reinstate a Police Station in Avalon This doesn’t need explaining!!! How come our closest Police Station is nearly 9 kilometres away!!!! This is a huge travesty of justice – and is an extreme oversight on the Council’s behalf!! Not only is Avalon not serviced by a Police Station – nor are Bilgola, Clareville, Whale Beach or Palm Beach. 4 - Clear Local Roads of trailers, boats and caravans Our streets are cluttered with these – and they should be stored ‘at the owners expense’ in a gated, storage</p>

	<p>facility that would be provided by NBC – possibly a few acres purchased in Ingelside (or a similar suburb) Over the years, the annual (or monthly) fee would more than reimburse NBC for their initial outlay How about a bit of lateral thinking guys???? 5 - Parking in Avalon Shopping Precinct As a resident of Avalon, I would have no problems with NOT being able to park my car in Old Barrenjoey Rd or Avalon Parade..... IF NBC were to provide a multi storey car park in the RSL parking area – and if NBC were to purchase the vacant land on the corner of Old Barrenjoey rd and The Crescent and provide a multi storey car park there too - and maybe a multi storey car park on the Woolworths car parking site 6 - The Built Environment NBC to put it in writing that the maximum building height will not exceed 3 storey (24 metres) - NO EXCEPTIONS!!!! 7 - Dog Friendly areas We are in desperate need of more dog friendly areas – including providing certain ends of most beaches to be available for dogs with their owners (maybe between the hours of 5-7am and 6.30-8.30pm) Owners would be on notice that all dogs litter is to be cleaned up by the owners</p>
<p>45 I prefer the Avalon Preservation Assoc plan especially my dislike of the separated Bike Pathway. I believe that slowing the vehicle traffic on Avalon Pde and Old Barrenjoey to create safer environment to bikes and pedestrians is better plan. In fact, I am in favour of having 20kph or even 15kph on Avalon Pde and Old Barrenjoey Rd between 7am and 7pm.</p>	<p>See annove</p>
<p>46</p>	<p>Cycleways I do not support the council plan to provide a cycleway north / south along Barrenjoey Road. We should adopt the plan put forward by the APA to use the existing laneways which would provide a much safer environment especially for school children. Bicycles and pedestrians are not a safe mix. Funds will have to be provided to resurface and beatify these laneways and also the installation of appropriate lighting. Speed limit of 10KPH should be adopted. Streetcape Please Please, Please as a first priority our footpaths need to be upgraded to a standard of other town centres within councils jurisdiction. NO MONEY has been spent on this in the last 15 years – disgusting !!! At the same time street furniture and lighting need to be upgraded and more trees added. Park Street Mona Vale - job well done. Car parking Sufficient car parking needs to be provided for residents coming from each direction into Avalon centre therefore reducing the amount of through traffic on both Avalon Parade and Barrenjoey Road. Encourage people coming from the west to park their cars, by providing Multi story car park on the existing car park adjacent to Avalon Bowling club. Those from the North could be directed to a similar multi story car park on the existing Woolworths parking site. A site would have to be acquired by council to provide for those coming from the south. This would allow for the closure of ALL existing public parking in both Avalon Parade and Barrenjoey Road and release these precincts to Pedestrian traffic only - what a wonderful environment for all. Gateway YES please allocate funds to upgrade the seating, terracing, and re planting. Signage – Welcome to Avalon Beach. - remove those disgusting wooden steps. Bus stop should be moved 50/100 mtrs north of the existing one – away from the traffic lights and public access to the Beach. The Build Enviroment Maximum built height – 3 story !!! - no exceptions !!! Local Roads Now !!!! Clear ALL local roads of un motorised vehicles. Boats, trailers, caravans could be gone overnight by a change of signage in each street. Its been done in other residential areas within NBC so why not in Avalon ? Council should acquire land, perhaps in Ingelside, to create storage facilities for these items.</p>

<p>47</p>	<p>I think there is a need to upgrade some things in Avalon but not to look more like Manly or somewhere in the city. The removal of old trees would take away the sounds of the birds and destroy habitat, and they are part of the character of the main street. Closing off the area to traffic would be great though and encourage outside dining and the great atmosphere down there. The biggest problems in Avalon for me is crossing to the beach. I worry about kids in particular. It's pretty dangerous. Both getting across to Avalon and Bilgola beach. As well as the terrible state of Careel Bay. It is not cared for or maintained. There is rubbish everywhere. It's really sad. I find it quite shocking. If we were to spend this kind of money in the area it should be on regeneration and environmental efforts due to the importance of that area in particular. Plus footpaths on Avalon residential streets would help locals. We don't really want to look like a city suburb like manly. It's why most people live here. I think the native fauna and flora should be the focus of any efforts to regenerate the area or any big spending. It's why people both visit and live here. We also love the village feel and being able to park easily to grab a coffee or shop. We wouldn't want to lose any parking. We have just enough parking now. Traffic also seems to have become a lot heavier and people are driving very fast so any way to slow that down would be great. As we are really far from the city cycle paths for commuting aren't really a local priority? I don't know who would use them. Most people like walking around locally, drive, or use public transport.</p>
<p>48</p> <p>Yes, it is a much better use of resources and will have a better outcome for Avalon, the residents and the the village.</p>	<p>Social licence is key to any proposed change and this proposal does not have the social licence required to effect these changes.</p> <p>Access in and out. Avalon is towards the end of the peninsula and the existing road is already at capacity, especially during the summer when it can take more than a hour from Palm Beach to Newport. The area cannot be developed with existing restricted development zoning, and the loss of local bus services currently proposed is absurd.</p> <p>Avalon parking We already have restricted parking availability in Avalon, and seasonal fluctuations for parking make this very challenging for residents at peak times of year. Further reducing parking availability, what do you propose instead to offer other options? Considering the demographic of an older population and the number of young families in the Avalon area, parking is an essential service. Avalon has a very different population to Manly, which is predominantly young professionals who commute to the city by ferry, and want a vibrant night life. Avalon has a quality of life that is incredibly special and this is its point of difference with the area south of Bilgola.</p> <p>I want to know the expected population growth and demographic for the next 10,20 and 30 years and the masterplan that accompanies this population growth or change.</p> <p>What and who is driving this development plan? The existing tourism is based on the beaches and the beaches life style in the unique Pittwater area, it is not based on shopping and nightlife. This is a tiny place at the end of the line. The shops in Avalon have a high turnover and there are few shops that have longevity in Avalon. Having [REDACTED], I have seen so many shops change hands. The community live here because it has a life style that the community wants, and this will not be enhanced by development and more commerce. The area cannot support more growth as the infrastructure does not exist. The current height restrictions reflect the area and and its fragile ecology. I have the trees on Avalon Parade be removed. I have seen so many trees be taken out. There is no mention of bush regeneration and anything that will safeguard the natural beauty of the area.</p> <p>Change needs to happens in a considered manner that meets the needs of the existing and future populations and reflects the needs of the Avalon community and not those of the general Northern Beaches area south of Newport. Where is the budget coming from to do any of this work?</p>

Thank you for allowing us all to have our say. The Avalon community is extremely engaged and many have experiences and qualifications which can help realise the above AvalonCommunity vision.

Northern Beaches Council (NBC) would be mad not to take advantage of this and the valuable local knowledge. Knowledge that the current council, with all the recent turmoil of the merger and its large size, is struggling with. So take advantage of community groups submissions - become a council hero by showing that you are listening, and even more; you are willing to adopt community ideas. We can even save quite a bit of rate payers' money in doing so.

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

Answer: No

I think it is lacking in detail, and the devil is in the detail. The intersection of Old Barrenjoey and Barrenjoey Road is a safety problem. This problem will be exacerbated by putting more traffic through it. The same with Central Road.

NBC also has failed to tell the community what is happening with our public transport, where will the buses go, etc ... When asked NBC staff has answered "we are waiting on State Government". Well that is not good enough. A good, strong council tells the State

Government what the community wants and we are sick of NBC doing nothing while we lose more and more of our public transport.

I think NBC fails to understand that the cross roads at the corners of Old Barrenjoey Road and Avalon Parade are iconic to Avalon and what makes Avalon so special and unique. I have been told (though by government officials) that the stats since the four crossings have been in place show that there have been no serious accident at the four way crossings (serious=stay in hospital). In fact they told me that this is the safest crossing (according to the stats) in NSW. The reason being is that all traffic has to slow down and look; pedestrian, cars and bikes. Yes I do understand some drivers find the crossing frustrating, they need to slow down and even may have to engage with pedestrians, however maybe this is what makes Avalon what it is - friendly. Maybe we need to embrace the crossing as iconic. Most locals don't mind it - many love it. We need to think very seriously about losing this crossing because maybe it is what makes Avalon unique, maybe what we love about it.

Do you support the proposed bike path/cycleway designs?

Answer: No

It is fraught with dangers and problems and has been badly conceived:

1. We will lose trees including the trees down the middle of Old Barrenjoey Road. It is these trees that make the backbone of Avalon, it is what we love about the place. To lose these would be a crime.
2. A straight bike lane down the edge of a road, anywhere is all about speeding up bike travel. This is not what we want in Avalon. It will make it dangerous (despite what your mythbusting questions say). It will make locals hate bike-riders - the last thing we want.
3. It is a cycleway to nowhere. What we need is to improve bike travel into Avalon and then encourage bike riders to get off their bikes onto their feet and shop.

I much prefer Avalon Preservation Associations idea from a bike path that goes down the lanes and has bike racks at every edge of Avalon. They have done lots of work, engaged meaningfully with lots of locals, know and love the area for many, many years. Take advantage of their expertise and experience. Put in their bike solution. Show you are a good strong council which listens to the local community. It will save money, time and face. NBC be a hero.

Avalon Bowlo's Plan for a multi-purpose stage/movie/

playing field on Green 1 I agree with Avalon Bowlo's response to the Avalon Beach Plan. This would save NBC time and money. Avalon Bowlo has lots of experience in holding many event for the community, such as the Creative Creatures Film Festival, saving NBC the hassle.

<p>50</p>	<p>I am a [REDACTED] Avalon. I drive, I cycle and I walk in the Avalon Village. I appreciate its relaxed and pleasant ambience and relative safety compared to busy Barrenjoey Rd.</p> <p>To improve the amenity of the subject area I would like Council to:</p> <ol style="list-style-type: none"> 1. Introduce a Shared Zone on Old BJ Rd between Bellevue and Edward Hock and on Avalon Pde between The Crescent and Dunbar Pk of at least 30kmh (preferably even lower if possible). 2. Not build any bike lanes. 3. Not remove any trees. <p>This treatment would slow the motor traffic to a level where pedestrians and cyclists of all ages can be respectfully observed and given right of way to. The village ambience would be enhanced. Tree removal, especially of the native melaleuca Quinquenervia species would be environmentally detrimental, aesthetically displeasing and only promote dangerous motor vehicle speeding, the complete opposite of what is trying to be achieved by this plan. The calming treatment of the precinct I am suggesting will provide safety and confidence for young and old people who wish to drop in to the village by bicycle or motorised gofers and for all pedestrians.</p> <p>[REDACTED]</p>
<p>51</p>	<p>I'm worried about traffic flow accessing the Woolworth's carpark. When traveling from [REDACTED] to access woolworths, it's already difficult to turn right onto old Barrenjoey road, let alone if all traffic from the south is now also needing to use the same access point to enter the woolworths carpark.</p> <p>Please consider the volume of traffic using this woolworths during peak times.</p>
<p>52 I totally support the APA proposals . The laneways should be adapted as cycle ways . I do NOTsupport the removal of any trees or parking in Old Barrenjoey Road . I DO support a reduced speed limit in the Avalon Hub area.</p>	<p>I also support more seating near the community enter & a few more tables in Dunbar & wherever possible near the beach.</p> <p>I also support a designated performance space for Avalon in Dunbar.</p> <p>There is no need to landscape tiers behind the busstop.</p>
<p>53 I think the alternative suggestions put forward by the Avalon Preservation Association are much more in keeping with the area. Much safer and making use of currently little used laneways. I think bike pathways along the side of roads is dangerous for all and disastrous for parking.</p>	<p>I think to lose even 1 car parking space in Avalon would be disastrous... I find parking almost all day now is near nigh impossible and getting worse.</p> <p>I think a set of traffic lights in the middle of Avalon would definitely take away the "village" atmosphere we all love.</p> <p>I think the rents are probably too high as seen by the number of empty shops.</p>
<p>54 I actually love that they've suggested using lesser-used roads as bike paths/pedestrian roads. My concern with the councilplan is that it seems like a plan to accomodate everyone, but in doing that, it doesn't really give enough room to each of the groups (ie: the pedestrians, the cyclists and the cars/parking). We [REDACTED] to be able to ride to school safely.</p>	<p>I would like to see a pedestrian/bike shared zone for the ww-avalon parade section, and not allow other vehicles. Including vehicles just makes it feel unsafe for pedestrians and bikes. I would also love to see the pedestrain crossings moved back from the roundabout at av pde/old barrenjoey to enable better vision of people and cars at the intersection. A roundabout would also be great. Love the activation of the laneways and the seating/plants etc. Would love to see compost/recycling bins under the seating to make the best use of the space - something like Subpod (Byron Bay company). Would also love to see the school students involved in the planting/harvesting of plants - like a community garden. Overall, well done - a lot of work has gone into this and it will end up amazing, I'm sure.</p>
<p>56 We support the alternative APA design NOT the council prepared design that appears to have not considered our town and its needs whatsoever - our topography is hilly. A bike path through our town will hurt businesses, speed up traffic and cause accidents. We do not support the removal of trees, more concrete or the loss of 11 parking spaces. Healthy towns develop organically and have their own personality. Avalon has this in abundance. Why is our council trying to destroy it?</p>	
<p>57 I prefer this option utilising the laneways s I think using the main road will cause conflict between pedestrians and cyclists. Especially on school mornings and afternoons</p>	

<p>58 We dont need bike path to guide us to beach. This will create more traffic and less access to local businesses.</p>	<p>Less concrete. No more removal of trees.</p>
<p>59 The alternative design is essentially maintaining the status quo. I do not think using the back laneways for bike paths is a viable alternative to proper separated bike paths through the central roads of Avalon.</p>	<p>Council is to be congratulated for a comprehensive renewal plan for Avalon Beach.</p> <p>The proposed shared zone along Old Barrenjoey Road should be prioritised for pedestrians. There should not be parking in this zone as the permanent presence of cars significantly weakens the essential idea of a pedestrian zone. Alternative locations for the parking removed from this area could be found such as perpendicular parking outside Beachside Books.</p> <p>The proposed bike paths are an essential part of the plan. Riding through Avalon has been dangerous for many years, particularly through the intersection, and proper separation of vehicles and bikes is vital.</p> <p>Similarly the solution for the main intersection is excellent and vital for safety. Too many pedestrians and cyclists have been hit on this intersection. It is very important that the highest quality paving, street furniture and lighting and installed as these make all the difference to the character of the precinct.</p> <p>I strongly support the proposed gateway and links to Avalon Beach. The disconnection between the beach precinct and the village has been a real problem and the more that the connection between these precincts can be strengthened, the better.</p> <p>Redevelopment of existing older shops, many of which are becoming quite dilapidated, should be encouraged. New office and incubator spaces to support work from home residents, startups and creatives should also be encouraged.</p> <p>The proposed activation of laneways could be more comprehensive, encompassing more of the back streets and lanes. Themed areas such as Spice Alley in the CBD have proved very successful. Avalon could have a Surf Alley with board shapers, designers, gear and all thigs surf. There could be an “eat street”, artists lane, or other ideas.</p> <p>The proposal for Patterson Lane could be significantly improved. Murals and green walls don't activate a space, retail activity and people do. The space won't work in the long term unless the current solid walls are opened up as shopfronts, cafes and restaurants.</p> <p>There is the potential for the courtyard in the block behind the RSL to be a vibrant space. At present it is underutilised, but Trust Tree Brewery shows that it could be a hidden gem if activated. It could have a link through to Patterson Lane.</p> <p>Simmonds Lane is also underutilised and could be a shared zone with outdoor seating. It has the benefit of being close to the intersection with high passing pedestrian traffic.</p> <p>Bowling Green lane and the carpark are low quality spaces and have not ben addressed.</p> <p>Overall the plan is good but it could be more comprehensive with greater vision. I believe that if this plan is developed more comprehensively and properly implemented with a high quality design it will significantly improve the Avalon Beach precinct.</p>
<p>60 The Alternative Connections Plan has more merit than the Council proposed plan. Removing cyclists from Old Barrenjoey Road and encouraging them to use the laneways will in my opinion, increase the safety for pedestrians in the main Avalon retail area and will encourage more leisure and shopping activities. Cyclists (particularly the younger school aged group) do not need to visit the retail area and will find a safer journey via the laneways.</p> <p>We do not agree with the removal on any existing vegetation (particularly in the central Old Barrenjoey Road area) as this will reduce shading and lead to loss of habitat that fortunately, has survived in a hostile environment.</p>	<p>Our main priorities for Avalon Beach Place Plan are:</p> <ol style="list-style-type: none"> 1) Improve the intersection Avalon Parade/Old Barrenjoey Road. This intersection is one of the worst places to be for a pedestrian/cyclist/vehicle and it is compounded by the parking near Woolworths (along Avalon Parade where vehicles dash in and out to park) and nearby on the corners. Suggest to move the pedestrian crossing further back as suggested by the Alternative Connections design. 2) zero loss of existing vegetation/trees and in fact an increase would assist in making the area more people friendly, encourage visitations for shopping and dining, encourage more wildlife, reduce heat gain during summer, reduce maintenance of roads and pathways. 3) people (pedestrians) should be the next highest priority, above cyclists and vehicles. Safe areas should be increased (wider pavements) and shaded areas as well. We have [REDACTED] and note the excellent examples of pedestrian only areas that assist in making inner cities and towns more liveable and enticing to visit and spend time there. We should learn from them and note that encouraging cars into towns is not the answer, hence you should provide more parking outside the Avalon core area or have Park and Ride areas beyond the town/village. For example enlarge the car park near the RSL, also possibly near the primary school and restrict vehicle access to the inner area which should be pedestrianised.

61		<p>Having lived in [REDACTED] I am absolutely opposed to the changes proposed Avalon has a lovely community feel and most of these proposed changes will undo this. Everything works fine as is, no need to spend valuable money and time on unnecessary changes. Small upgrades to existing facilities would be appreciated - like improving the quality of the footpaths and on some sections adding a bike zone (on the footpath, not the road). But please leave the main crossing at Old Barrenjoey Rd and Avalon Parade as is - people just need to slow down and use common sense and road rules to proceed through the intersection. Also any proposed changes to North Av car park are absolutely opposed. That car park is an iconic part of the village's history - a meeting point for locals that should be left alone, please.</p>
62	<p>Yes I support the Avalon Preservation Associations cycleway plan. There is not a huge use of the roads by cyclists in the centre of the village. This may increase when the village is more pedestrianised & the traffic is slowed down.</p>	<p>Do not remove the trees in Old Barrenjoey Road. Visually the centre trees break up the 'gunbarrel' effect and slow drivers within the commercial centre, especially those heading north from Barrenjoey Road. The central trees also provide additional shade, and provide food and respite for birds and other small animals. It appears some parking spaces along Old Barrenjoey Road will be lost by re planting trees near the footpath. Not a good idea for the locals or businesses.</p>
63	<p>Avalon Pde – reduce to 30km/hr at most, preferably lower. Make Old Barrenjoey Rd north a shared zone. Then there is no need to funnel bikes along narrow lanes and Edmund Hook. Laneway safety would deteriorate with future increased traffic – bikes, but especially e-scooters. Remember human behaviour – people will simply take the most direct route ie straight down Old Barrenjoey. Do enhance Pittwater Palms pathway into Dunbar Park and the village centre</p>	<p>I applaud the objective of preserving and enhancing Avalon as a 'relaxed, peaceful and vibrant coastal village'. [REDACTED]. Here are my comments.</p> <p>Green and clean Yes, increase the tree canopy to create green streets and public spaces. Preserve and expand Old Barrenjoey Rd's central trees. Encourage walking and cycling throughout the village centre. Develop green laneways.</p> <p>Vibrant and diverse local economy A relaxed and comfortable village centre will encourage more people, especially visitors to linger, discover and support local businesses. People who walk and cycle to the shops may spend less per visit but visit more often and spend more overall. They take up much less main street parking space, leaving space for less mobile/disabled people (future proofing for our aging population).</p> <p>Improved connections Yes, please prioritise people over cars and improve accessibility and walking and cycling for all ages and abilities within the village centre. Provide an easy attractive link to draw into the village businesses people from the Palm Beach to Manly coastal walk and people cycling along the coast. Turn more cars to the periphery car parks of the village centre with on street short stay zones (15 – 30 min), free for residents with parking stickers, paid for visitors.</p> <p>Active and Distinctive Spaces More outdoor seating in the Village and Dunbar Park will encourage people to walk and cycle there to meet, linger and support nearby businesses.</p> <p>Village Hub Make Old Barrenjoey Rd north a shared zone. This will discourage through traffic, making it safer and more comfortable to ride or walk to the school and easier for parents living beyond walking/cycling distance to drop students at or closer to the school. Do it now, before mooted privatisation tenders for the bus routes are called. It is important to encourage people to use public transport rather than private cars. However, any operator should fit in with the community and our relaxed, peaceful village (rather than the reverse).</p>

<p>64 I concur with the alternative design other than the 50 kph limit from bilgola to palm beach. This is a main road</p>	<p>I'm incredibly disappointed to see such an expensive and ill conceived plan being presented to residents. Clearly not produced by someone who lives in the area. It seems extraordinary that here we have a jewel yet for some reason a group of Administrator's believe this should be the focus of attention. I've [REDACTED] I arrived into this area I was so thankful that it's a place which has retained its simplicity and beauty of living. This plan provides no enhancement or improvement for me.</p> <p>My main two suggestions</p> <p>Improve the walkways which are needing attention Place bikeways in the backroads behind the main throughfares of the village.</p>
<p>65</p>	<p>Don't agree with the bike plan, think unnecessary and will make the area too congested. Don't agree with the beach bus stop modification, expensive and adds no value and destroys current grass area. Think trying things around intersection and building on the community feel provided by the park is an excellent idea</p>
<p>66 I do not think the trees down the middle of Old Barrenjoey Road should be removed. They were only planted about 15 years ago and certainly softened the landscape beautifully. I was talking to a council representative yesterday in Dunbar Park and he said that council was considering moving the four pedestrian crossings at the intersection of Avalon Parade and Old Barrenjoey Road back from the corners. This would be wonderful as it would stop kids on bikes just riding straight across and nearly getting killed. I witnessed one such "close shave" when I was driving across the intersection and it was just luck that an accident did not occur. It would also be great if that intersection could become a roundabout, although I realize that this would impact the corner shops.</p>	
<p>67 I think the council plan has more merit than the APA plan as I think Old Barrenjoey is better suited for a bike lane than the laneways. I commend the APA idea of reducing the speed limit within the Village to 30 KPH. I do not believe either plan adequately addresses the issues relating to the intersection. In fact, I do not know if the APA plan addresses it at all. The Council plan indicates that the width of Avalon Parade roadway will be reduced to allow for the cycleway and the conversion of the Northern side of Old Barrenjoey Rd to a shared zone. This will no doubt create traffic chaos during peak times as vehicles try to change direction from Avalon Parade to Old Barrenjoey Rd and visa versa. Presently, there is sufficient room on the left or right to move past the stationary vehicles waiting to turn. This is not evident in the new plan Council has presented.</p>	<p>There are elements that I am not yet convinced about. 1)The shared zone outside Woolworths would work better if the entrance to Woolworths is moved beside the exit. 2) Losing 11 parking bays - In fact, there needs to be more parking if we are to encourage non-residents to come to the village to support local business. 3) As stated above, The intersection alteration in the Plan will not work for the reason stated. 4) North Avalon Beach proposal appears very expensive, is it worth it. 5) The off-road bike facility opposite the school will take away grounds that are quite heavily utilised by the school as well as organised sports teams. Is a better location in the area of the skateboard park and basketball half-court. 6) Finally, there is absolutely no mention of better facilities for dogs, which are a very important part of our community. The Avalon dog park is very small and there are absolutely no beach access areas available. Surely with our many beautiful beaches, we could organise beach access in a spot such as North Avalon for local residents to take their dogs for a swim, even if it was during restricted hours.</p>
<p>68 Cycleway down old Barrenjoey Road and along Avalon Parade should not go ahead. Bicycles should be kept out of the main streets of Avalon. There was little demand for the cycleways. The village must be pedestrian friendly the cycleways are not pedestrian friendly. They constitute a danger particularly to the elderly persons.</p> <p>The main demand for cycleways Avalon comes from the school children. The alternative plan proposed by the Avalon Preservation Association caters for these children in the under utilised adjacent lane ways. I support the alternative plan.</p>	<p>The Avalon place plan has many good features. It must preserve the village atmosphere of Avalon.</p> <p>Priority should be given to fixing the footpaths and installing more street furniture and improving the ambient lighting. The night life needs to be revitalised.</p> <p>The the small lane ways should be upgraded so they can be used for socialising and outdoor dining.</p> <p>It is important to make Avalon more user friendly.</p>

69		<p>I would love to see a bridge put across the easement connecting Elaine Avenue with Barrenjoey School's back gate (near Careel Creek). Most children clamber down into the storm water drain to cut across to the bus on Barrenjoey Road. There is a wooden bridge at the end of Elaine Avenue that is in bad repair and in the wrong spot for Children hurrying to the bus stop on the main road. There is already a lovely wide council easement there and it would make so much sense to have a bridge there.</p> <p>Please look at this.</p> <p>Thank You</p>
70	<p>I support the alternative plan. I am concerned about the initial plans for bike paths being close to car use and pedestrian use. Using existing alleyways would be a peace of mind for children cycling to and from school.</p> <p>I support the one-way option near EcoDownunder.</p>	
71	<p>It is difficult to support any of the bike path plans as both include a shared zone in Old Barrenjoey rd near Woolworths.</p> <p>This idea of a shared zone is dangerous and brings nothing positive to the table</p>	<p>I do not support most of the components of the Avalon place plan prepared by council.</p> <p>The plans are reliant on brining urban concrete and thoughtless infrastructure to our seaside village.</p> <p>With such a beautiful palette to work with this plan is more Dee Why than Avalon.</p> <p>I do not support increased building heights in Avalon.</p> <ul style="list-style-type: none"> -I do not support concrete stone terracing at South Avalon reserve near the main bus stop. -I do not support the 2 way bike path through the centre of the village making that intersection even more dangerous if possible. - I do not support the plan to add increased concrete stepped seating near Avalon pool or additional fencing with contrived council art. -I do not support the Art Rapt NBN nodes to be installed in Avalon. - I do not support any changes to Avalon Golf Course or Avalon Bowling club - I do not support viewing platform proposed at North Avalon. - We do not want councils over developed concrete jungle in our area. <p>I do support all new footpaths In Avalon village as current footpaths are mismatched and dangerous.</p> <p>I do support additional lighting in the village as this is also long overdue</p> <p>I support the planting of more suitable tree's and plantings</p> <p>This is a beautiful area and council's plan seems to be totally ill suited to the existing environment and is reliant on concrete it is completely unsympathetic to the village atmosphere people come to Avalon for.</p>
72	<p>I do not believe it will work and only create more drama for both vehicles on the road.</p>	<p>Keep the trees on Old Barrajoney Road at shopping centre. Keep vegetation away from pedestrian crossings. Fix the paving on footpaths.</p>
73	<p>Bike riders are in a minority of road and footpath users in Avalon. As a minority they do not justify special treatment or priority over more valuable users, so they do not justify special-purpose bike paths at the expense of the amenity and utility for other traffic.</p> <p>In any event, bike riders in Avalon Village ride anywhere and in any direction, on road, footpath and crossings, with little regard for the rules of bike riding or the road. The majority do not stay in lanes, obey road rules or give way to pedestrians. There is little point in building dedicated lanes as they will largely be ignored. Given the existing amount of enforcement there is little chance that would change.</p>	<p>1: "A relaxed and peaceful coastal village" from your website and "quiet village amenity" from the town centre retail analysis. To that I would add "informal, casual, pleasantly unstructured". Everything that undermines and attacks those attributes is a stab in the heart of what makes Avalon what it is. Every formalisation, every harmonisation, every new street sign and traffic direction is more of the same. Leave Avalon alone. Have the sense to only touch lightly and let us get on with our lives. We live here because we like it this way.</p> <p>Have the bravery to realise that there is a lot of dissatisfaction and resentment of the council about poorly planned interventions in this end of the Northern Beaches.</p> <p>2: "The Intersection": The intersection is at or over capacity for any number of traffic flows from time to time. Do not do anything silly to make the intersection worse. Hence, do not reduce the capacity by choking it off with lane reductions, or re-routing traffic less efficiently. Do not put up "taking cars off the road" without making the consequences clear. This is a junction between two roads which carry traffic. Any discussion about what happens to that traffic needs to include a real traffic engineer who has adequately surveyed the village and who can tell us what is required to handle that traffic. Remember that your forecasts for population show it to be ageing and slowly becoming fewer. Those people are less likely to cycle or walk into the village.</p>

<p>74 The above selections do not give a broad enough choice of answers. these are not yes or no answers. Generally my answers would be. 1. yes in principal but many details need addressing 2. Yes in principal, the trial period will show its strengths and weaknesses and allow Council and community to determine the final plan for this space. 3. I support the concept of encouraging people to use bikes but not convinced a cycleway should run through the middle of the intersection or that the works along Old Barrenjoey rd are justified</p>	<p>Please see attached submission</p>
<p>75 I agree with the alternative plan. I think the use of Wickham and Edmund Hock lanes as one way streets with a bicycle corridor would help get children safely to and from school. I think the 10 kmh speed limit could be lifted to 20 kmh (perhaps outside of school opening and closing hours) I do not think Old Barrenjoey Rd should have bicycle lanes. I think cyclists wishing to use the shopping area should either park their bikes and walk or wheel their bikes on the footpaths.</p>	<p>I would move all the pedestrian crossings at the current cross roads at least 20m back from the intersection so that people cross all four sections of feeder road well away from where cars and drivers are stopping/turning/proceeding. This would improve safety for both pedestrians and motorists at what is currently a dangerous and frustrating intersection.</p>
<p>76 There is no need for a bath path, walk your bikes through Avalon shops as we do now, most of it links to foot paths anyway are quite safe for children. No one rides there bikes to do shopping. This is so stupid wasting tax payers money again.</p>	<p>if you close old Barrenjoey Road to woolies will create the worst traffic conjection ever. Im not sure who comes up with these ideas!!!! there is nothing wrong with the system now, if everyone used the crossing as you should there would be no problems, It seems to be the only residents who are complaining are the new residents to this area, they have no idea. Leave Avalon as is and go and wreck another suburb to show on your resume!!!!</p>
<p>77 We do not need a cycle way through the streets of Avalon, less parking and dangerous, leave as is!!!!</p>	
<p>78 I agree with the Avalon Preservation Association alternative design</p>	
<p>79 I do not support the NBC plan: the alternative connection plan is slightly better however both plans fail to recognise the geography of avalon; focussing on the immediate village surrounds and not the effects such proposals would have on greater avalon area. Introducing cycle ways would negatively affect the demographic population of avalon in terms of accessibility and safety . Traffic flow would be negatively affected in an area which already struggles with banking up of traffic-especially during peak summer periods.</p>	<p>Renew footpaths-safe even footing. Improve lighting Do not remove existing trees Support devleopment of Dunbar park for markets and special community events Retain unique buildings such as the Theatre and reduce potential for 'shop top' development-crowding and shadowing.</p>
<p>80 I prefer the APAs proposal. Keep bikes off the main thorough fare. Cars need to be able to get from Barrenjoey Rd (coming from Palm Beach or coming from Newport) past the Avalon village to get home to anywhere west of the Village. The volume of traffic is a given that we must work with. It's like a river, throw a boulder into one spot. It doesn't stop the flow. It will just find another path. Your proposal of a shared and very slow thoroughfare will see residents adopt work-arounds. That means increased traffic through the back of Avalon public school (Bellevue Ave) to avoid the village or even PlateauRd/Palmgrove Rd becoming rat run.</p>	<p>Very inspired. Hope to see it come to fruition with the APAs alternate proposal included.</p>

81		its a simple easy fix ..just relocate the crossings from the current locations in main intersection further away from intersection so least 2- 3 cars can move through intersection before stopping at crossings ,, thus allowing a better flow ..like the one at mona vale roundabout at bungan and waratah st intersection ..but another car more ,put low gardens on corner to stop people crossing there .then the problem is fixed ..with regards to closing road ..it won't work as the intersection at old barrenjoey road and barrenjoey road near fire station is a tight turn left if entering from south ..will just be a battle neck ..move crossings and leave the rest as is ..and get rangers to book people who park in middle of old barrenjoey road .when reversing out of parking spots ,if there's cars parked there its dangerous
82	I support the alternative bike park submission	
83		Avalon's good the way it is, it does not require change. As [REDACTED] I would like to see very little - no change. The proposed plans you've put forward will change the place aesthetically and make it harder for local residents, for example going to do the weekly shop will mean going out of my way including more driving, more traffic and a lot more time consuming than what is currently in place. Please consider the communities requests before proceeding.
84	Leave it the way it is!	Leave Avalon the way it is! It already works
85		Avalon is perfect the way it is. No changes are needed.
86	I am lucky that i am able to walk into the village, but many of my elderly friends who live further away or have health issues are unable to walk or ride a bike. It is crucial not to remove any existing parking or replace it with bike lanes. There are ample safe laneway which could be turned into bike paths where bike riders can go. Bike lanes on existing roads will be disruptive and dangerous! Where will delivery vans pull over to deliver to local businesses?	<p>My biggest concern is the increase in population, the density and development in the area. We do not need any high rise or any type of over development. The streets here can not cope with the traffic. For example, Kevin Ave, [REDACTED] very narrow (as are most of the streets) and cars need to pull over to let others pass. There are certain times of the day where it can take 20 minutes to turn into Barrenjoey Road or [REDACTED]. Over the past ten years this has become much worse with the increase of granny flats and single blocks turning into dual occupancy.</p> <p>I am a [REDACTED]. I am able to walk to both locations but not not everyone can. They need somewhere to park.</p> <p>We work really hard at [REDACTED] are constantly battling with vandalism and theft. Would it be possible to increase video surveillance in the area seeing as we don't have police presence. The fence on the boundary of Barrenjoey High School is property of the Department of Education. It needs replacing and should not be removed.</p> <p>Please do not remove any trees! One of the appeals of Avalon is the green spaces that provide shade and carbon capture.</p> <p>We need to make sure there is adequate lighting and that pathways are maintained for the safety of, especially the ageing population.</p> <p>Dunbar Park needs to be maintained as a community space for regular markets (sustainability in reusing unwanted items), and cultural events to showcase local talent.</p> <p>Looking into the near future there should be provisions for charging stations as we transition to electric cars.</p>
87	We cannot put any type of dedicated bike lane anywhere near the village. It will affect local businesses due to decreased vehicle parking and the village is chaotic enough as it is without giving any priority to cyclists. There is no evidence suggesting cyclists require dedicated bike lanes (increased death and injury rates) to remove any vehicle parking spaces (limited already as it is) is not a viable option.	The 4-way pedestrian crossing is absolutely absurd and I'm surprised local government and council even allowed this to occurred in the first place. I'm a bit surprised local council have not found a suitable solution to this problem yet.
88	Bike paths to be in back laneways & not on Old Barrenjoey Rd & Avalon Parade where people need to walk & shop without fear of silent bike riders knocking them over.	<p>No closing off off Old Barrenjoey Rd between Woolworths & Avalon Pde.</p> <p>Suggest moving pedestrian crossings away from intersection of Old Barrenjoey Rd & Avalon Parade. Predestriabs do nit look & wait & cause vehicles to stall in the middle of the intersection.</p> <p>Put in roundabout fir better traffic flow & low to allow buses to drive over.</p> <p>Not necessary to do anything else as too much overdevelopment.</p> <p>Just maintain footpaths & parks.</p>

89		<p>Very sad to about all the trees that will be cut down to make room for this development. Especially as they house so many native birds and wildlife. Avalon people have long valued nature and the environment more than 'creativity' in the form of ugly and unnecessary street furniture (we already have plenty of benches and tables that blend seamlessly into the village) and NBN boxes with appropriated and fake aboriginal art. From reading the online reaction on community pages and talking to people in person. No one has asked for, wants or likes this plan. Please do not think that just because only 300 and something people have responded that everyone else agrees, please consider the fact that there are many people unable to access or use this submission form. I hope you decide against destroying the charm and natural environment of Avalon for future generations.</p>
90	This is not needed and will further reduce parking for local stores	
91		Northern beaches council are shamelessly transforming Avalon into a soulless modern wasteland.
92	Prefer alternative design	<p>No tall buildings please No to proposed bike track. Another idea to use laneways better. Pedestrianised maybe but avoid Palmgrove Road becoming a rat run Leave as many trees as possible</p>
93		<p>Keeping in mind the statement that Avalon Village is "a relaxed, peaceful and vibrant coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection" I submit the following comments regarding the proposed Avalon Place Plan -</p> <p>The development of the Avalon Place Plan is a once in a generation opportunity to enhance community spaces and streets, create active and lively places to meet, gather and relax, improve connections and provide new facilities for both young and older people. (the Northern Beaches has an older demographic).</p> <p>A sense of arrival into the Village (both from north and south) should be created through local art and signage that reflects the heritage, beach culture and creativity of the area. Utilise the "garden" in the major roundabout on Barrenjoey Road/Old Barrenjoey Rd, Plateau Rd to make a statement!</p> <p>Begin with a "spring clean" of Avalon Village commercial precinct. The footpaths are grubby and many of the street plantings are tired. Ensure any graffiti, posters and extraneous signs are removed. Encourage retailers/landlords to make their shop fronts "shine" - a competition?</p> <p>Woolworths carpark, the garden beds within and the paved area in front of the supermarket itself are in very poor condition. Surely as part of their leasing arrangements from Council this corporate giant should have some responsibility to maintain and improve this area. Line marking of the asphalt is essential for correct spacing of vehicles.</p> <p>The repair of footpaths (some are very uneven and dangerous), improvement in lighting and reinvigoration of the laneways should be prioritised.</p> <p>Provide more seating - both formal and "informal", singular and in groupings. As much as possible unify the village by utilising the same surfaces, style and material palette.</p> <p>Provide more public toilet facilities which are open/accessible in the evening.</p> <ul style="list-style-type: none"> · Integrate greenery and vegetation into buildings, laneways and car parks, such as green laneways, green walls and roofs and green pavement treatment · Encourage temporary uses in vacant shops, supported by the Avalon Town Centre Retail Analysis, to retain a vibrant village. · Encourage landowners and developers to utilise vacant land within Avalon Beach Village for temporary uses, installations and events · Support local businesses, especially in the winter months, through a diverse range of programs and initiatives. · Create opportunities for an evening economy.

- Implement the recommendations of the Avalon Beach Parking Study including an integrated signage plan, simplified parking controls and the relocation of long-stay parking spaces. Implement the latest smart parking technology to ensure turnover of parking.
- Create a low-vehicle speed pedestrian environment throughout Avalon Beach Village by using urban design and traffic calming methods
- Increase opportunities for art in public spaces, including street art, art installations and sculptures that complement the character of Avalon Beach.
- Explore opportunities to establish new or expand existing film festivals
- Recognise and celebrate the local heritage of the area, both Indigenous and non-Indigenous, through interpretative information, signage and an online heritage trail.
- Install signage directing to key places within the Village and adjoining recreational areas.
- Utilise Dunbar Park more frequently for markets, music and events.
- Preserve all heritage buildings and items - including the Avalon Cinema.
- Ensure the existing height limit for buildings is maintained.
- The golf course must be kept as open space and for community use - never to be developed for housing.

The entrance to and exit from Woolworths needs reconfiguring. The entrance and pedestrian crossing on top of each other impedes traffic flow. The Council shop front in the Community Centre should be open 7 days a week and be utilised not only for Council information and business, but as a tourist and Community information centre as well.

It would seem that bicycles are not used a great deal in the Village except by children generally going to and from school. Data states that an extremely small percentage of the Community use them.

Why then, is so much effort, cost and disruption being proposed for the creation of bike lanes?

Any loss of parking, loading zones, trees etc in the creation of bike lanes is unacceptable.

The topography of much of Avalon, Clareville & Bilgola Plateau makes bicycle riding a difficult and problematic mode of transport. Residents from Palm Beach and Whale Beach find Barrenjoey Rd too narrow and dangerous for use by local bicycle riders (not the lycra cyclists!). Car usage is justifiable and inevitable. Just encourage the school children to use the laneways rather than Avalon Pde?Barrenjoey Rd.

Educate them about the rules and etiquette of riding bikes in pedestrian areas, on roads and crossings to ensure safety. Do not create any formal bike lanes in Avalon Village.

The informal, relaxed atmosphere of Avalon Village is special and quite unique. A thriving local economy benefits everyone. Working together, noting and acknowledging Community input and experience, Council has the opportunity to ensure the creation of “a relaxed, peaceful and vibrant coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection.”

I sincerely hope this will be the outcome of the Place Plan.

<p>94 I support the APA's alternative design. It makes use of the unused lanes, would be safer for cyclists, less disruptive to traffic and would preserve our trees.</p>	
<p>95 Leave it alone</p>	
<p>96 I am concerned at the number of mature trees that will be sacrificed. They are the homes of many many birds and fauna. They should nit be touche.</p>	

97 | support the Avalon Beach Pedestrian Bike Path - Alternative Connections design as set out on page 43 of the Draft Avalon Beach Place Plan.

I have read the proposed Avalon Place report. I understand what the proposed design is trying to achieve, and in essence, the outcomes are good. The concepts around streetscaping are good; connecting the beach to the Village is a plus, upgrading the park and playground facilities is stellar and promoting art and performance space is commendable.

According to the report, the average age of the residents in Avalon is 45 years of age, and there are approximately 11,200 people who live here. It states that the general trend is that the population of Avalon is getting older. Therefore, Avalon will experience a decline in population growth and an aging demographic. On the surface, the idea of encouraging bikes in the Village probably makes sense to an outsider; however, your report shows only 0.8% of residents use bikes. With an aging demographic, it doesn't seem like this will increase any time soon.

The report also does not consider that the streets feeding Avalon Village are overcrowded with parked cars. In addition, the speed limit on the major arterial roads in and out of the Village prohibits the safe use of bikes. The report states explicitly that the council's outcome is to encourage people to use the roads to ride their bikes to residential areas.

The Council report discusses "The Northern Beaches Bike Plan 2020, which aims to expand, improve and maintain the Safe Cycling Network". This should have been presented as part of the overall design concept. The feasibility, cost and the proposed rollout of the safe cycling network plan should have been included. The Avalon Place design depends on The Northern Beaches Bike Plan 2020 going ahead. I am highly sceptical that any bike plan will roll out to such an extent in the short term to justify a bike/cycle thoroughfare through Avalon.

I assume the bike storage areas are designed to encourage shoppers and commuters to leave their cars at home and bike to Avalon, then either shop or travel by bus to work. Currently, only 6% of the population take the bus to work. Furthermore, the Council report states the age and demographic of Avalon is not likely to change up to 2032. So providing bike storage for an ageing population to take a bus to work or shop in Avalon is not practical or financially sensible.

Clearly, this design was done by a collaborative with little local knowledge of the human movement and community interaction in Avalon over the seasons.

	<p>As a resident of [REDACTED], I have lived experience of this area. Over the past 5 years, I have noticed a resurgence of restaurant/coffee culture and nightlife in the Village centre. This should be a key driver in the design process. In the current design, the areas used extensively by the residents are not being utilised to the full benefit of the community. The sidewalk along the beach end of Avalon Parade could be widened to accommodate more extensive sidewalk dining. This would also connect the beach to the Village, which is a crucial driver of your design. The designated bike path could be utilised as a green space along Old Barrenjoey Road making it a feature for outdoor dining and community interaction. This space could also be used for a monthly pop up market space or the like. Your design proposes to remove the tea trees in the middle of Old Barrenjoey Road. Regrettably, they were a terrible selection, but they provide a break in hard surfaces and soften the landscape.</p> <p>As your report states, the intersection in the Village is a hotly contended debate. This we all agree on. We all know the statistics and percentages presented in a particular format can always sway an argument. I would be interested in learning the demographic of the surveyed population and how many people were actually interviewed. From my own research as a long time resident, I find it difficult to believe that only 5% of those surveyed preferred a round-about. I would question your results from the community survey.</p> <p>The big kicker to this current design is parking. Parking is already at a premium. Over the summer months, Avalon Village services the tourist influx for Palm beach and Whale beach and the other surrounding areas. Over the holiday break from December to January, you cannot get a park for love or money. This design wants to remove car parking spaces, PERMANENTLY! Even if one car space is deleted, the knock-on effect will be felt. Any amendments to this design, the underlying premise needs to making be better choices around parking. That means creating parking, not removing it.</p> <p>I will leave you with my top 3 take-home points.</p> <ol style="list-style-type: none"> 1. Parking is the key. More parking, not less. 2. Promoting food and restaurant culture by providing ample outdoor dining space where possible. 3. A bike path sounds like a fabulously romantic idea, especially in the context of a proposed safe cycling network. It is not. It is unsafe, and space can be better utilised to benefit a broader demographic of the community.
<p>100 I support the alternative bike path that uses the existing laneways to divert bikes away from busy pedestrian areas.</p>	<p>I don't support increase in height of buildings in avalon village nor the proposed changes to the Nth Avalon beach carpark or avalon beach forecourt. I support increased plantings of native/endemic species</p>
<p>101 This is much more sensible and better for the area!</p>	<p>Please don't put this ridiculous NBC Bike Path Plan through the centre of Avalon. It is dangerous. You'd be removing parking (which is already in short supply) and trees (which we don't want to lose). Do something we do need like new paving and lighting AND plant more canopy trees.</p>
<p>102 I support the Avalon Preservation Association alternative bike path plan that uses existing laneways to reduce both tree and parking loss, as a high priority.</p>	<p>I SUPPORT:</p> <ul style="list-style-type: none"> - New paving in Avalon Village - high priority - Better lighting in Avalon Village (ambient lighting suggested) - More endemic trees and vegetation plantings - Paved community "patio" off NW end of Community Centre (ensure existing trees are retained and shade cover included) - Avalon Golf Course and Avalon Bowling Club being retained in their entirety and current form for the community - More Public seating around the village - Trial a pedestrian friendly, one-way zone (south) between Chill Bar and Eco Downunder on Old Barrenjoey Road <p>I DO NOT SUPPORT:</p> <ul style="list-style-type: none"> - ANY increase in building heights in Avalon village - NBC proposed west-facing concrete/stone terracing across south Avalon Beach reserve (behind main bus stop). Expensive and unnecessary! - NBC proposed 2 way 2.5m bike path through the centre of the village - NBC proposed erection of a performance stage at east end of Dunbar Park. Better option: NW end of park near Annexe, facing SE

103	definitely a preferred option utilising the laneways for safer bicycle use . keep trees in place . dont reduce parking spaces	clean and green tick problem at old barrenjoey rd , avalon parade intersection could be solved if the shared section was closed to all vehicular traffic and a roundabout was installed at the firestation exit of old barrenjoey rd onto barrenjoey road .
104	This is a better alternative to investigate further. Keep bike lanes out of the main village area.	Please see submission attached
105	[REDACTED] this concept is far more suitable to the Avalon Village Environment.	The NBC bike plan proposal's impact on existing parking will be significant and remove up to 2/3rds perpendicular parking. You really need to look up Australian Standards for perpendicular parking. The proposed one way trial is not the right solution for calming traffic around the intersection. Investigation of relocating the bus stop on Barrenjoey Rd Avalon Beach further north should be pursued with Transport NSW. The excavation required to meet the 30m lead in is minimal compared to excavating the corner of the southern beach road frontage. Council should prioritise renewing /maintaining safe essential infrastructure such as the village foot paths, street lighting, road re -surfacing, curb and gutter , driveway crossings etc.
106		Having lived in Avalon my whole life and only being 21 I have never seen the need to update our area, especially since it's been proposed by people who have only just moved to the area and etc. cutting off that right lane near bakers delight is going to make so much traffic on the left turn off the main road. It's already bad as it is. Please don't let money take over our local area
107	Safer for bike riders to use the laneway next to Post Office. This area should be well lit, smooth surface and tidied up with extra greenery planted.	Reinstate our police station. Boats, trailers and caravans to be stored at an area in Ingleside, or other suburb, which should be purchased by Council and users pay fees to Council.
108	Prefer the children ride the lane beside the Post Office with a 10 Kph speed limit	Clear local roads of Boats, Trailers, and Caravans. Council to purchase land in Ingleside is similar to be used as a gated, safe storage area of above and charge for the use. Reinstate a Police station in Avalon.
109	Yes. This is my preferred approach to providing cycleways. I am not in favour of removing trees in the centre of Old Barrenjoey Road nor narrowing it to accommodate bikes. There is a very limited area around Avalon that is flat. The topography of the area is not bike friendly. For shoppers, it is unlikely that they'll be able to manage an uphill journey on their bikes with full shopping baskets. Instead, consideration needs to be given to installing charging points for electric vehicles.	1) Lighting by solar panels: As part of the process of installing better lighting in streets and laneways, use should be made of solar panels and compact batteries incorporated into the lighting. The other option would be to have a solar array and a large battery to power all the lights. 2) To provide more parking why not consider underground parking stations with greenery above?
110	I think I would prefer the alternative design prepared by the Avalon Preservation Association. I don't the idea of having to reverse out of parking spots in Old Barrenjoey Road and watching out for bikes as well as a constant stream of traffic. I also don't want to lose any trees.	I would also like to see the NBC doing more regular maintenance of gardens, planters, footpaths etc because otherwise any new landscaping is a bit wasted. One priority for me would be proper and speedy remediation of the concrete area around the pool. It is slippery and dangerous, and the temporary job done to repair it has made it even worse. I would also like to thank the people who actually clean the pool weekly, it would be a hard pool to maintain and they do a very good job. With regard to the pool, is there any chance that the sides of the pool would ever be raised to make the a larger area of the pool usable at high tide and in big seas? It's a very small pool anyway, and only half of it is suitable for swimming a lot of the time, especially in summer. I know this doesn't relate directly to the Avalon Place Plan, but it is a very important part of local life.
111	I have been an Avalon resident for more than 30 years & I consider this cycleway plan would be a total unnecessary disruption & add further to the Avalon chaos. I wholeheartedly support the Avalon Preservation Association Plan using the lanes rather than through the main streets.	The grassy are on the south headland should be preserved. There should be no additional concrete paths through the grassy area, there is no need for it. Save the money on this & put a fence around Bangalley Head to prevent suicides. Careel Bay Creek should also be fully cleared.
112	i support the alternative bike plan to use the laneways. this would be safer and the beautiful underused laneways opened up for public use. laneways will need to be resurfaced, better lighting and more greenery. no trees are to be removed but more trees planted.	Clear all local roads of all boats, trailers and campervans. resurface all footpaths and walkways monthly market days open up north avalon beach access - however this looks expensive 2 to 3 storey car park in RSL/Bowlo car park maximum building height in avalon no more than 3 stories
113	I like this one better	Am concerned about the loss of trees

<p>114 No objections.</p>	<p>I strongly object to:</p> <ul style="list-style-type: none"> - the proposed cycleway, especially along Old Barrenjoey Rd - such a bad idea. - loss of parking, which is already very difficult to secure and a source of great angst for residents and visitors. - loss of trees, which are very important to Avalonians and to Avalon's appeal. - the closure of Old Barrenjoey Rd to northbound traffic between Avalon Pde and Barrenjoey Rd (the fire station) - this provides an essential "means of escape" for all traffic heading north from west and central Avalon (including Clareville etc) toward North Avalon, Careel Bay, Whale Beach and Palm Beach. The existing foot crossing outside the Recreation Centre amply meets pedestrian needs. - design and construction of foot crossings close to road intersections that intrude and make it awkward for vehicles to turn safely. 1. It is essential that traffic wishing to travel (or return home) north from Avalon village (including those residents of Avalon and Clareville, Taylors Point etc who are obliged to travel through the village in order to travel north) retain the option of turning left from Avalon Pde into Old Barrenjoey Rd then Barrenjoey Rd at the fire station. This is a huge amount of traffic: northern destinations include a large part of residential Avalon as well as North Avalon, Careel Bay, Whale Beach and Palm Beach, and also a number of pre-schools and schools. This traffic must not all be funnelled into the traffic-light intersection of Avalon Pde and Barrenjoey Rd. That intersection additionally carries left-turn traffic travelling to the beach car-park, straight-ahead traffic travelling to the headland and right-turn traffic travelling all points south. Moreover the left-turn at the traffic lights is impeded by the busiest pedestrian crossing in Avalon, used by pedestrians crossing to and from the beach, the main bus-stop, the headland, the Barrenjoey High access path, the skate park, the games parks and more, with a preponderance of young pedestrians. It is already difficult and frustrating to turn left here, particularly at busy times. And there are always (and always will be) children (and teenagers) who run (or skate-board) onto the crossing later than it is safe to do so, requiring extra care and vigilance of the driver turning left and causing multiple minor delays and interruptions to the flow of left-turn traffic. It would be the height of irresponsibility to add further delay and congestion, and further driver-pedestrian conflict, by adding all the traffic that currently exits north via Old Barrenjoey Rd to all the traffic currently turning left at the traffic lights. I fear a pedestrian injury or worse would be inevitable and council must be held responsible. We had a demonstration of all this when the closure of Old Barrenjoey Rd was trialled: left-turn traffic backed up through three changes of traffic lights, blocking Avalon Pde such that perpendicularly-parked cars outside the Woolworths block were unable to reverse out. A demonstrated disaster, and a worse disaster waiting to happen. <p>It is already hard enough getting through Avalon village by car: please do not make it any harder for us.</p> <p>2. Any reduction of parking spaces -to any extent at all - must be firmly rejected. One of the very worst features of Avalon village life now is the difficulty and unavailability of parking. It should be Council's job to maintain and increase the ease and availability of parking, not reduce it.</p>
<p>116 I think the council plan has more merit than the APA plan as I think Old Barrenjoey is better suited for a bike lane than the laneways. I commend the APA idea of reducing the speed limit within the Village to 30 KPH. I do not believe either plan adequately addresses the issues relating to the intersection. In fact, I do not know if the APA plan addresses it at all. The Council plan indicates that the width of Avalon Parade roadway will be reduced to allow for the cycleway and the conversion of the Northern side of Old Barrenjoey Rd to a shared zone. This will no doubt create traffic chaos during peak times as vehicles try to change direction from Avalon Parade to Old Barrenjoey Rd and visa versa. Presently, there is sufficient room on the left or right to move past the stationary vehicles waiting to turn. This is not evident in the new plan Council has presented.</p>	<p>Overall I support the Plan. However, there are elements that I am not yet convinced about. 1)The shared zone outside Woolworths would work better if the entrance to Woolworths is moved beside the exit. 2) Losing 11 parking bays - In fact, there needs to be more parking if we are to encourage non-residents to come to the village to support local business. 3) As stated above, The intersection alteration in the Plan will not work for the reason stated. 4) North Avalon Beach proposal appears very expensive, is it worth it. 5) The off-road bike facility opposite the school will take away grounds that are quite heavily utilised by the school as well as organised sports teams. Is a better location in the area of the skateboard park and basketball half-court. 6) Finally, there is absolutely no mention of better facilities for dogs, which are a very important part of our community. The Avalon dog park is very small and there are absolutely no beach access areas available. Surely with our many beautiful beaches, we could organise beach access in a spot such as North Avalon for local residents to take their dogs for a swim, even if it was during restricted hours.</p>

117	<p>I like the ideas being proposed for the most part. I do have a few suggestions that may improve upon them for your consideration.</p> <ol style="list-style-type: none"> 1. Wherever there are streetscape changes, use the opportunity to add the required ducting/cabling such that vehicle ultra-fast charging stations can be added to parking spaces in appropriate areas. Consult with charging station suppliers (preferably Australia made) on the best approach to start small, and then grow the qty of chargers as the local community and visitor EV adoption rate increases. 2. Increase solar rooftop power at the recreation centre (and other council rooftops) and battery storage to service EV charging stations. Charge users directly and perhaps offer free parking validations for local business purchases over a certain amount. 3. Provide rebates to businesses to install rooftop solar, and look at aggregating their feed-in to enable the council to become a "distributed wholesale electricity generator", and possibly also a local retailer for businesses and other rate payers. Add complimentary battery storage for 24 hour (or business hours) supply. This would help business owners reduce electricity costs, and could offset rental issues to help attract new businesses. Not sure what the council's green targets are but this would certainly help meet them. Co-contributions opportunities would exist for funding in the present environment. 3. For the Beach Gateway, perhaps incorporate a bus pull-in lane. This would aid the flow of traffic, and could also double as a merging lane for people exiting the beach car park. 4. For the Beach Gateway, the tiered batter of the slope incorporating seating has people facing towards the service station and Woolworths carpark. Is that the view people would seek given the beach is just over the rise? Perhaps more focus could be given to the seating on the beach side (north and east)?
118	<p>At the moment I enjoy being able to turn left into Avalon Parade from Barrenjoey Road and parking nose in on the Right hand side of Avalon Parade at Barefoot Boulevard. If all these spots are taken, I can turn Right into Old Barrenjoey Road and park in the Woolworths carpark. I would be VERY upset if I couldn't do this anymore, that is, not be able to turn Right, into Old Barrenjoey Road, in order to park in the Woolworths carpark or in the street along there.</p> <p>Narrowing the roadway in Old Barrenjoey Road to the south of Avalon Parade at the approach to Avalon Parade is a very bad idea. It will make things very congested and destroy the relaxed feel and ambience of Avalon Beach as a relaxed and relaxing location with its village atmosphere. The Village Atmosphere would be seriously damaged.</p> <p>I am also extremely concerned at the probable loss of parking spaces, where parking is already in short supply in Avalon.</p> <p>TREES About 30 trees are expected to be lost. This really Cannot be allowed to happen. Tree cover is much too scarce already. We Desperately need More trees, not fewer! Taking down more trees is quite insane, it really has to stop. Keeping what trees we do have must have the Highest Priority, not Just a shame that they have to come down. KEEPING the trees needs to be the Most Important Priority. The Avalon Place Plan would be the Next most important issue.</p> <p>Dunbar Park seems pretty good the way it is to me. Why muck around with something that is perfectly good the way it is? If the playground needs some attention, it needs to be kept within its present size and Not enlarged. Let's make sure that we keep ALL the grass in Dunbar Park. It is extremely important to have large areas of grass in any community.</p> <p>I am opposed to any terracing near the bus stop. Let's keep things Natural and pleasant as they are now. Don't spoil anything. Please keep whatever safety upgrades are needed for the Avalon rock pool forecourt unobtrusive and unimposing. I'm not aware of any safety issues personally.</p>

119 I prefer alternatives that make use of Avalon's laneway to what is proposed in the Plan. I have addressed this issue further in the attached submission.

Proposed shared zone on Old Barrenjoey Road

I object to the proposal to create a one-way, south-bound, shared zone in Old Barrenjoey Road north (between Avalon Parade and the entrance to the Woolworths car park) for the following reasons.

All traffic that wants to get to Barrenjoey Road will be forced to drive through the heart of Avalon to the traffic lights. When there was a trial of this some time ago, it took several changes of lights to get onto Barrenjoey Road because of the build-up of traffic. This also created chaos and frustration for cars wanting to park in, or leave, the perpendicular parking spots along Avalon Parade adjacent to the petrol station. I am concerned that the frustration of long delay getting through the lights will cause drivers to take risks when the pedestrian walk sign is flashing red, the left turn red arrow has gone off but a pedestrian who has commenced crossing east to west has not completed the crossing. Some drivers will make the left turn before the pedestrian has completed their crossing whereas, without undue delays, drivers are more inclined to wait patiently while the crossing is completed. The same comments apply to drivers making a right-turn, although the relevant crossing is less commonly used.

Cars that exit Woolworths car park to head north will have to turn left into Old Barrenjoey Road and left again into Avalon Parade in order to head north along Barrenjoey Road, adding to the congestion in the heart of Avalon and the problem outlined above.

There is, admittedly, some congestion around the Woolworths car park but we negotiate this with patience and commonsense as a community. We know, and are known by, many using the area as we drive and walk around so even if we didn't behave well out of decency, we are induced to behave well by this lack of anonymity.

Proposed bike path/cycleway

The proposal to have a bikeway separated from the road by a concrete barrier is a truly terrible idea and I strongly oppose it. Avalon is largely a pedestrian village. There is simply not the call for such heavy-handed accommodation of bike riders. If it encourages serious cyclists who ride in large packs, often at speed, and sometimes aggressively, to by-pass Barrenjoey Road, this would ruin Avalon and destroy the peaceful enjoyment of the village by residents and visitors.

This category of cyclist can continue to safely use Barrenjoey Road, in the same way they use all major roads along their journeys. They are experienced riders who negotiate main roads on a daily basis. Local bike riders either ride their bikes into the village and then continue to shop/socialise etc on foot, or they ride through to Avalon Beach and elsewhere without the need for a dedicated cycleway with a concrete barrier. I know of locals who cycle north to Palm Beach etc but do not go through the village anyway, preferring to go via Central Road.

I have experienced this type of dedicated cycleway in Surry Hills (where there is a much greater use of the roads by cyclists) and trying to cross the street is dangerous. One has to look out for cars, and simultaneously be aware of cyclists speeding past in both directions. I have misjudged a number of times and have nearly been run down and yelled at. I'm not elderly and it's challenging and unpleasant enough for me. I can't imagine elderly residents and visitors coping with this complication.

Measures that reduce parking

I am wary of measures that will remove too many parking places. I used to stop in Newport on my way home from work to pick up provisions. Since the changes to parking some years ago that drastically reduced parking spots, I no longer shop in Newport as it is just too hard to park.

General comment

Many of the photos in the Plan look like images of Manly and I hate to think Avalon would become a facsimile of Manly. An abundance of plazas, exclusively-pedestrian zones, street furniture and other enhancements may work well there but Avalon is not Manly. Avalon has a unique, laid-back, low-key village feel and it will lose its charm and appeal if there is too much interference and "beautification". I strongly advocate minimal intervention.

<p>120 there are some good ideas here but I wish there was more info in this document explaining the reasoning behind their propopsal.</p>	<p>Why change something that is not broken. The council has made some good additions to the area but in my view some changes that aren't "improvements". I loved the grass area behind the south end of the beach before the rolling hill was improved with concrete levels and the simple slide was removed. The new netball courts are fabulous and a good utilisation of that area.</p> <p>I would like to see our area become more sustainable, more green incentives for businesses and less over development.</p> <p>Avalon has a great vibe at night with live music and cafes and restaurants. I would like to see more side walk seating in the evenings without extra fees charged to tennants for the privilege.</p> <p>In your plan you show lovely drawings of cafes etc but currently the sidewalk cafe in the lane way are not allowed to provide seats. Why?? In a lane way where you never see traffic??</p> <p>I don't like the idea of "beautifying" the area around the pool. The rocks and natural features speak for themselves. And there is already enough seating there. Please no more concrete!</p> <p>Avalon does not need an outdoor gym set up. There are 3 gyms in Avalon but numerous yoga studios and if you are out in Avalon around 6 am you'll see many people running, swimming, surfing, walking etc. It's an active area but those gyms are an eyesore that are rarely used. Spend the money on more trees.</p> <p>I would like to see less traffic in Avalon but in reality there is minimal traffic during the day. The busy (and hectic) times are around school drop off and pick up both at the primary school and high school. Somehow it would be great to discourage cars at this time so can you come up with an incentive to reduse cars in Avalon at this time. Safer bike routes??</p>
<p>121 The Avalon Preservation Association bike path design is our preferred option. Bikes should freely use Avalon Parade west of the RSL/Bowlo carpark, then use back streets so that street parking in Avalon Centre is not impacted as it's too dangerous for riders.</p> <p>Keep street parking in Old Barrenjoey Road (south of the Av Parade intersection) as it is, and have bikers use the back streets as in the APA design. People from Bilgola Plateau, Whale Beach and Palm Beach generally need to use their cars to go to the shops, so shop access to the shops is vital.</p>	<ul style="list-style-type: none"> . The overall new design the Avalon is good in my view, particularly changing the intersection and crossings at Avalon Parade and Old Barrenjoey Road. It's a nightmare at busy times presently . Vacant shops - improve shopfronts with clean windows and temporary treatments such as funny mannequins or artworks which are regularly changed. Also stylish street furniture and better low level lighting - some street lights were not working recently and it was so dark in the middle of Avalon . Supermarket congestion - I'm happy with the new design concept however, if we are all entering Old Barrenjoey road from the north - there will inevitably be road congestion there and in Barrenjoey Road, which may impact access for the Fire Station. Another small supermarket near the school as suggested would be great. . A bbq and solid table tennis tables in Dubar Park get a tick . Definitely reduce speed to 50kph from Kamikaze roundabout to North Avalon . Install a footpath from the Serpentine to the Surfside Avenue right of way - it's very uneven and dangerous at present . The 'yellow brick road' behind the beach is a very high use path and a wider path would be great (as mentioned) from the beach car entry/exit to the lights at the Avalon Pde intersection. The bus stop should be moved to just north of the beach entry/exit . Reduce car access on the southern side of the Shell service station to one emergency access only entry so that pedestrians and bike riders can freely commute between the beach and Avalon village . North Avalon beach - improved seating with perhaps tiered seating of maybe sandstone blocks on the (hopefully improved) grass bank with seats with backs on the level section where they are at present. Regular clean up of the bin area by Council - the bins are very dirty/mucky and need a power wash. Upgrade the outside shower (check out the new ones at the Sunshine Coast) <p>Thank you for the opportunity to 'have our say'. Avalon is a special place and can be made even better with some improvements.</p>

<p>122 It's better safer andless intrusive than Council's but I don't support either option.</p>	<p>Vision The draft Avalon Beach Place Plan (“the Plan”) has many good elements, with its support for the vision of, “A relaxed, peaceful and vibrant coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection.”</p> <p>Demographic foundation</p> <p>The demographics quoted in the Plan, without attribution, are presumably sourced from the ABS analysis of the 2016 Census, a dubious platform to predict changes out to 2036. There is already considerable anecdotal evidence to suggest that the population of Avalon will not continue its aging trend seen back in 2016. Given housing affordability issues in Sydney generally and in many parts of the northern beaches in particular, many Avalon residents are making provision for their children to be able to live in the area, eg via the renovation of family homes to cater for both the older and younger generations, construction of secondary dwellings on larger blocks, etc. It is acknowledged by NBC that the ABS cannot adequately enumerate these changes due to structural and reporting issues. I can confirm this fact from my own work in this area with ABS on the 2016 Census and now the 2021 Census to be conducted in August this year.</p> <p>In addition, there is considerable current evidence that younger couples with young children are increasingly buying houses in and moving to Avalon in response to widespread societal changes including the dramatic increase in the take-up of working remotely in most businesses. The commuting to work transport statistics quoted are an interesting historical relic but certainly do not apply currently, nor will they apply in the medium and even longer term.</p> <p>COVID pandemic – demographic, social & economic effects</p> <p>There is in fact no mention in the Plan of the global COVID pandemic and its likely medium and long effects on Avalon Beach. The pandemic’s effects, including significant societal effects, will not disappear soon and it is a major lack in the Plan that it does not allow for these.</p> <p>Community engagement</p> <p>While Council may be patting itself on the back for community engagement in the drafting of this Plan, it was in fact deeply flawed, eg: A truly awful survey. As someone with some experience in developing social surveys, I was very disappointed with the perfunctory nature of the survey carried out.</p> <p>Narrowly focused and heavily “facilitated” workshops. I attended one of these and the facilitators, from a private consultancy, continually shut down any participant comments or queries which did not fit within the script.</p>
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The Avalon Community Reference Group (ACRG). This group was too small and therefore only incompletely representative, and attendance from some groups was patchy or almost non-existent in some cases. This lack of encouragement from NBC resulted in less involvement from some sectors of the community.

NBC held one info day, specifically on the Old Barrenjoey Road north proposal, and this was well-attended.

The Plan only includes such activities up to July 2019; however, I understand later pop up sessions were either cancelled due to COVID or in one case held but badly publicised, with the result that community opportunity for input was minimal.

The Avalon Preservation Association (APA) put up an information display near the Avalon Beach Recreation Centre and this was well-patronised. In contrast, NBC placed a small number of mainly decorative panels on the sliding doors of the Recreation Centre, which made them almost impossible to read.

In addition, and in some desperation given Council's continued refusal to hold such a meeting, a public meeting was held in May 2021 and was very well-attended.

In general, and in this case, NBC seems to prefer to design top-down staff-driven plans and then seek, in a formalistic and often tokenistic way, limited and time-driven opportunities for community input.

Shared zone in Old Barrenjoey Road north

An important concern of the Avalon community has been the intersection of Avalon and Old Barrenjoey roads. There is very little community support for either traffic lights or a roundabout here. The shared zone proposal was originally suggested by APA and has achieved considerable community support. I note it is mentioned as a "trial" (p.26), but the zone is a significant improvement I would expect it to become permanent.

Unnecessary design changes

There are several design changes proposed in the Plan which are unnecessary, unwanted, or over-engineered developments.

Dunbar Park performance stage. The Avalon community prefers Dunbar Park as green open space, without unnecessary concrete paths or other structures.

Terracing across south Avalon headland reserve

The community does not want unnecessary concrete or stone terracing in place of grassed areas. This "design feature" is not a community priority.

There is a need to improve pedestrian and bike access at the intersection of Avalon Parade and Barrenjoey Road as it is very congested currently.

This would be reasonably met by moving the bus stop 50 metres north to where there is space in the extra traffic lane and by providing a small layby and a wider footpath at the pedestrian crossing so that pedestrian flow is improved.

Seating at the ocean pool

123 Alternative connection proposal much safer and less disruptive to pedestrians and other road traffic.

Thank you for your efforts in trying to improve our already much loved Avalon! I completely endorse the vision of "A relaxed and peaceful coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection."

Although this plan was formed after some community consultation, I did not have any input to this, apart from some input into suggestions for Dunbar Park.. There is a huge range of aspects to the proposed plan, some of which seem very appealing. The items I support are...

I do welcome the idea to utilise the laneways better, and make Dunbar Park more attractive and usable, especially with attractive plantings, unintrusive seating, and no extra built features like "artwork", signage or BBQs - ugh! - excepting perhaps the performance platform at the bowling club end of the park.

I like the idea of a monthly market there as well. The laneways would enhance "community connection"

The idea of a plaza behind the Rec Centre is great, but with more shade protection from the sun in that hot spot in summer. I use the Rec Centre in the room

adjacent to this area, and already now and through winter, the sun comes through the end louvre widows in a blinding fashion. So shade for winter AND summer is important.

I also support the plan to harmonise and make the footpaths safer for pedestrians, with attractive lighting and more trees. With respect to the item "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.", please - no more signage, no street furniture that is not approved by the Avalon Preservation Association people and other local groups, and forget the public art... if we would like public art, then we have plenty local artists who can contribute!

No unnecessary built or constructed items please! That is a great way of "celebrating creativity and community connection".

As well, there are items which are unacceptable or unneeded. We residents are not town planners, but we live here because we like it and want to keep the village character and the day to day convenience of the place. The village atmosphere of Avalon is special, and it would be dreadful to lose its charm.

That's why visitors come here, and why we live here! It's puzzling why this plan was not assigned to actual representatives of Avalon and the vicinity -

They live here, and interviews of people by outsiders can only get an idea of the place, not a real understanding.

Avalon includes several pockets of high use, as well as the shopping centre, and they should be integrated into the plan. One example is the Careel Bay marina..

That's a good example of an "Active and Distinctive Space". Locals have requested that a path be constructed along the heavily used piece of George St leading to Careel Bay - but that has been rejected, even though it would be a fraction of the cost of some of the elements of this plan, and would serve nursing home residents in wheelchairs, toddlers on bikes, parents with prams and strollers, and local older residents much more safely than now. That is actually a very unsafe strip of road, and eventually an accident will occur. Is the council insured sufficiently for such an eventuality, given that so many residents have put their concerns and requests in writing?

It is a desirable aim to upgrade the intersection. Presumably for safety reasons... It would be a good idea to leave it as is, BUT, add CCTV to detect vehicles moving too fast. Initially, some traffic controllers, human, or those that display a smiley face or frown, could enforce a mandated speed limit in the heart of the area.

Here are some specific items of the plan that are unacceptable to me.

1. The bike lane is a recipe for disaster! So dangerous! For both cyclists and others. This was introduced in East Melbourne on Albert Street, and there have been multiple near misses. I was one of them! Avalon is much more pedestrianised than East Melbourne, and there is no doubt there would be accidents, probably serious. What insurance does the council have if someone sues for this bad planning? It is all very well to encourage people to leave cars at home and use a bike... but that is impractical for the oldies, young mothers with kids, and anyone trying to do their shopping. That (and patronising the cafes and restaurants) is what people are in Avalon for. And as for the "tourists" that the council wants to encourage - good luck with them wanting to ride bikes into town! I strongly support the option of using the laneways for bicycles. The proposed wall to separate the cycle path from the roadway also puts in danger those who have prams, strollers, walkers to manage. Are they supposed to lift them over the barrier to reach the footpath after they get out of their vehicle, or just stroll down the road to the nearest corner to reach the footpath?

This bike path would kill our relaxed and peaceful coastal village, dividing it up, causing danger to pedestrians and cyclists.as outlined above.

2. The proposed "landscaping" at the present bus stop is unnecessary and a waste of money. What would it achieve? A better view of the service station?

3. There should be NO TREES removed. It takes so long for them to grow, and they soften the hardness of the buildings. Embracing and nurturing the natural environment is part of the vision!

4. The pedestrian zone seems pointless - what is it for? Who actually wants to stroll between the Woolies car park and Dunbar Park??? Or even sit there?

If council wants to encourage shoppers to use public transport, then it's not a great idea to remove the 192 and 191 bus stop, conveniently located near

Woolies, which is what would happen with this plan, And who wants to look at rows of bicycle stands near the Recreation Centre? A definite improvement

to the Woolies parking lot would be a single entry/exit point, with the entrance move up to the current exit. Alternatively, move both entrance and exit closer to Barrenjoey Road. Closing down the heavily used pedestrian crossing between the Rec Centre and Woolies shouldn't happen. Even if there is a trial...

5.To improve Dunbar Park does not mean blocking it from view! The idea of a performance stand at the Woolies end of Dunbar Park is most unappealing.

It would block the view of the park and its calming green grass and trees

6. It really puzzles me that people think that moving the pedestrian crossing from the corner will work. People will just dart across at the corner.

They're only human!

Thank you for the opportunity to present my views.

124	Yes we approve of the alternative plan	<p>We make this submission as rate payers of Pittwater / Northern Beach Council since 2010. Being aware of the number of submissions you will be receiving we will keep our comments brief, but this should not be considered as evidence of a lack of interest on our behalf. On the contrary, we feel strongly about the comments we are making below.</p> <p>Overview The most pressing issue facing Avalon village is parking. With the popularity of our village growing any reducing in parking should be rejected and in fact council should be looking to increase and not diminish parking in and around the village. Secondary to this is the need for the village to be pedestrian friendly so it can grow and prosper to the benefit of locals and our retailers’.</p> <p>Cycleways We are totally opposed to the cycleway plan as presented.</p> <p>Alternative bike plan We endorse the alternative plan as proposed by the Avalon Preservation Association.</p> <p>Use of laneways The use of Patterson Lane as spelled out in the Plan is fully supported.</p> <p>Woolworths car park entry A proposal to move the vehicle entrance to Woolworths from its present site to adjacent to the exit, is endorsed.</p> <p>Footpaths, walkways, street furniture and lighting We certainly like the idea of a new surface with improved lighting and street furniture.</p> <p>Green canopy We agree with the objective to increase the urban tree canopy and create quality green streets.</p> <p>Monthly market days While we can see the many advantages of having a monthly market, we feel strongly that stall holders should not compete with existing retail outlets. Why would we let a butcher or baker for example turn up once a month and compete with our existing butcher and bakers who service us throughout the rest of the month and pay rates to council.</p> <p>Golf course It is critical that the golf course be preserved as Open Space, whatever happens to the golf Club.</p>
125	I don't think Avalon needs bike paths at all. However, if bike paths are actually justified by actual demand/use by cyclists, rather than being imposed from above, then please use most of the ideas from the alternative design from the APA. ie, use the existing laneways, so the parking space loss is a minimum, and tree loss will be zero. The main reason for bike paths would be child safety getting to/from school, and in this case, the Wickham Lane/Sanders Lane, and perhaps Edmund Hock Ave/The Crescent, would be the logical options. Cycle traffic should then feed across towards Dunbar Park; it should not cross at the main intersection in Avalon. The NBC options MUST result in the removal of mature trees in Avalon (not an option), and loss of many parking spaces. That is very poor for the businesses in Avalon. Pedestrian and cyclist safety will be poor if using the NBC cycle paths, bringing pedestrians, cycles and cars into very close proximity. It just doesn't make any practical sense.	<p>Avalon could really do with four simple and useful things as high priority. (1) Replace and unify all the paving in Avalon village. (2) Fix the ambient and street lighting so that it works, and provides safety for pedestrian crossings, for example. (3) Fix the bus stop southbound on Barrenjoey Road near the beach, by moving it slightly to the north and setting it back into the slope a little. This will improve pedestrian safety around the bus stop. (4) Provide some more community use space in Dunbar park, such as (a) paved community patio off NW end of community centre (but please don't remove any trees in doing so) and (b) a performance stage at the NW corner of Dunbar Park (near the old scout hall) facing SE.</p> <p>The main intersection in Avalon needs no change at all. I do not support closure/one way of Old Barrenjoey Road north of Avalon Parade. And definitely no bike paths going through this intersection.</p> <p>I do not support any terracing on the slope at South Avalon beach reserve (being the bus stop). Complete waste of money. Just fertilise and water the grass.</p> <p>Avalon village works very well as it is, but has been neglected in recent years. The few simple things above will restore the community feel without altering the place. And please, do not allow any increase in building heights around Avalon Village; it needs to keep its open character, not get closed in.</p>
126		<ol style="list-style-type: none"> 1. The proposals don't appear to recognise that Avalon Parade is the only practical vehicular route for access to and from a very large number of residences. 2. The closing of the Avalon Pde-Woolies section of Old Barrenjoey Rd. will inevitably contribute to queueing to the traffic lights, and more queueing of the same traffic returning from Woolies. Vehicular access for shopping is an essential and no doubt Woolies will have something to say as well! 3. A 10 KPH limit in Old Barrenjoey Rd up to the school will turn that area into a pedestrian mall. But it won't stop the Mums from trying to drop off their kids at school. WHAT MAYHEM! 4. One of the objects of the proposal, is to attract more visitors, yet parking is being reduced! What about providing them with more parking?
127	Good	Basically good

<p>128 I would prefer the APA draft bicycle plan as it keeps the slow village ambience which makes Avalon the wonderful community it still is today. This ambience keeps locals engaged with their town centre and is also attractive for day visitors who keep our retail businesses functioning. We have lost many services including our council office, police station and banks so the business community needs our presence to stay.</p> <p>The natural environment of trees and animals should be maintained as we have lost our koala population due to tree lopping.</p>	<p>The tree canopy should be maintained and all changes to the Avalon centre should acknowledge the village ideal that NBC has promoted. A village is a place where the people feel safe and connected and not a place to rush about.</p>
<p>129</p>	<p>I totally support the proposal to make Avalon Pde and Old Barrenjoey Road a T intersection. [REDACTED] it is the bane of our life driving through Avalon.</p> <p>Also when driving towards Pittwater of an evening the setting sun is an added issue. Vegetation MUST be kept to a minimum where pedestrians step onto crossings, especially at the Bowling Green lane/Avalon Pde end of Avalon</p>
<p>130 I support the alternate proposal prepared by the Avalon Preservation Association</p>	<p>I believe that the northern end of Barrenjoey Rd leading to the supermarket should be closed completely not just one way</p> <p>Leaving it open still has exactly the same problems as now with cars turning from the northern end being more concerned with the cars approaching than watching for pedestrians</p>
<p>131 Prefer Avalon Preservation Association alternative design</p>	
<p>132</p>	<p>It appears council needs to spend money and chooses to spend it on generally unnecessary' improvements'. What really requires attention is the intersection at Old Barrenjoey Rd and Avalon Pde and the rusted, dangerous railing at the parking lot alongside Avalon Pde/Surfside Ave.</p> <p>Understanding that it is a state road, but hoping council will spend time and money to force the state into finally fixing the utterly dangerous lack of safe crossing on Barrenjoey Rd between Wentworth Ave and Nth Avalon. There is a school and recreational places - but no safe crossing whatsoever.</p> <p>Avalon doesn't need any more concreting. Maybe invest in events that support the community instead.</p> <p>Thank you.</p>

<p>133 [REDACTED]</p> <p>Listen to the COMMUNITY, the people that actually live in and USE Avalon Village, not so called experts, minority groups and bureaucrats NO trees to be cut down ... Plant more trees (see comment below) Leave the traffic flow EXACTLY as it is, DO NOT alter the northern section of Old Barrenjoey Rd Remove ONE of the bus stops, its ludicrous to need two bus stops within metres of each other taking up so much parking space.</p>	<p>Reinvestigate a proposal put forward many years ago to remove every second Palm Tree from the east side of Woolworths carpark and spread them throughout the Village from The Fire Station in the north, the Roundabout in the south. the intersection of Barrenjoey rd and Avalon Parade in the east and the carpark in the west. Revisit changing the cross roads intersection with a roundabout Rip up the ENTIRE disgusting paving and concrete hotch potch and replace it with a material that is attractive and serviceable and we can be proud of for the use of locals and visitors Forget the whole bike plan thing, the REALITY is that we ARE a car driven society, VERY FEW people ride bikes to and from Avalon, our geography where MOST people actually live is far too steep and unpractical for commuting for shopping and commercial activity. NO parking spaces to be removed, look for opportunities to ADD MORE Has a survey been done to see how many residents actually OWN bikes, let alone ride to, from and around Avalon for practical or social reasons. Visitors to Avalon DO NOT bring bikes to ride around on. There are many other safer more practical options for recreational cycling. I, like most others, LIVE ON A HILL and own two bikes, used them twice in 10 years. Luckily I happen to have a tow bar so bought a bike rack to DRIVE them down to Governor Phillip Park and Narrabeen Lake ONCE for about ah hour each time. Bikes now going rusty. Leave AVALON as it is and has been for the [REDACTED] have lived here That's what makes it AVALON ... not Newport. Narrabeen or Dee Why. Just make it as clean, tidy and aesthetic as possible. It would be interesting to see a list of all the suggestions and comments actually put forward for consideration by the community, not just a onsided plan that basically says "We have consulted the community ant this is what they want." The supposed CONSULTATION process, in my opinion, leaves a lot to be desired. It would be interesting to do a survey to see what percentage of the community thinks that they are actually being listened to. TIME FOR A CHANGE ... not to the fabric of what makes Avalon what it is ... but to the mindsets of whoever puts such harebrained plans as this together.</p>
<p>134</p>	<p>I cannot express more strongly my objection to the proposed cycleway transecting the Avalon Village on Old Barrenjoey Road and Avalon Parade. It is dangerous, unsightly and intrusive and would totally disrupt the amenity and village atmosphere in Avalon. I cannot believe that such a crazy idea has even been considered. Under no circumstances should the proposed cycleway be built.</p>
<p>135 Very much supportive of additional and more bicycle lanes and shared pathways, however not at the expense of cutting down any trees! Trees create natural shade and a healthy / positive vibe in the village.</p>	<p>not supportive of more concrete at the beach and digging off half the green hill to widen the footpath. This will also create erosion and will not add to the natural landscape of the area. It does not benefit the natural surrounding and the dunes on the right. The beach at the moment if accesible enough also for people with prams and disabled.</p>
<p>136 I agree with the alternative Avalon Place bike/share path design submitted by Avalon Preservation Association. I think the bike paths suggested by Council are very dangerous and could result in accidents and possible litigation. I am not happy that trees will be taken out by Council along Old Barrenjoey Road. Valuable parking spaces and loading zones will be taken out and will result in loss of business for the already hard hit businesses in Avalon.</p>	<p>I have lived [REDACTED] love being part of the local community. I believe vehicle access into the village has been working well and would be disrupted if roads were narrowed although I think it would be a good idea to reduce speed limits within the village. I feel that the important works by Council in Avalon should be: Replace footpaths so they are safe, repair roads around the area, make use of all our laneways for community use and provide better lighting and plant more native trees and shrubs. These should be a priority.</p>

INCREASE THE CONNECTION OF AVALON VILLAGE TO THE BEACH.

A very positive proposal in the Avalon Place Plan is to naturalise Careel Creek beside the current Woolworths car park. Great advantage could be taken of a revitalised Careel Creek by including a walking path and cycle way beside the naturalised creek, (as proposed by Architect Rick Le Plastrier.) Continuing the walking path and cycle way north across Barrenjoey Road (via a new pedestrian crossing/pedestrian lights) would allow pedestrians and cyclists to continue their travel north enjoying the creek. This new road crossing point would also provide access to a bus stop relocated north and additional access to the surf club and the beach from the village.

Over the years Avalon village has become more and more cut off from the beach by Barrenjoey Road. A pedestrian crossing/lights north of the Barrenjoey Road/Avalon Parade traffic lights would:

- give pedestrians and cyclists the opportunity to continue north beside a naturalised Careel Creek;
- provide beach goers with a more direct and additional safe crossing to the beach;
- provide access to a bus stop relocated north;
- reduce pedestrian congestion at the Barrenjoey Road/Avalon Parade intersection; and,
- reduce Barrenjoey Road traffic speed.

These improvements would increase the connection of Avalon Village to the beach.

With the naturalisation of Careel Creek near Woolworths, the next logical step is to relocate the car park (and perhaps Woolworths) away from the creek and return this parking desert to the north facing green space it once was. This new green space could then connect into Dunbar Park and the proposed Shared Zone on Barrenjoey Road.

I look forward to Careel Creek being naturalised.

I look forward to the Woolworths car park being replaced by green space connecting to Dunbar Park and the Shared Zone of Old Barrenjoey Road.

I look forward to the greening of Avalon by the planting of mature trees to emphasise the natural boulevards of Barrenjoey Road, Avalon Parade and Old Barrenjoey Road.

I look forward to a better connection between Avalon Village and Avalon Beach.

I look forward to this being achieved by the Avalon Place Plan.

Thank you to Council for the pop up information sessions. I appreciated my discussions with the Council officer.

BEACH GATEWAY

-YES to new bus shelter with improved ambient lighting however move the shelter north away from the congested intersection.

-YES to small amount of path widening at the intersection.

- NO to new tiered public seating at the intersection.

No one wants to sit at this intersection looking at the service station. The 'inaccessible embankment' does not 'mask' the beauty and vistas of Avalon Beach'. Instead the embankment gives a sense of 'concealment and then surprise' as the beach is revealed to beach goers. The embankment needs to be retained and planted not terraced. Sandstone and grass terracing already exists closer to and overlooking the beach.

SOUTHERN GATEWAY PRECINCT

- YES to a solution at Kamikaze corner roundabout to celebrate arrival into Avalon Beach.
- NO to small scale creative solution on handrails on eastern side of roundabout.
- INSTEAD begin the green/mature tree boulevard theme of Avalon Village at this roundabout. Continue the mature tree boulevard theme along Barrenjoey Road from the roundabout to Avalon Parade intersection. An avenue of trees would provide continuity from the green of The Bends to the green of the village. An avenue of trees on both sides of Barrenjoey Road from The Serpentine to Avalon Parade would also provide much needed deep shade for this section of the Great Coast Walk.
- AND reduce speed limit on Barrenjoey Road from the roundabout to Avalon Parade intersection from 60kph to 50kph to signal the proximity of pedestrians on the Great Coast Walk and the approaching pedestrian village of Avalon.

OTHER

- YES to Careel Creek regeneration.
- YES to “investigating opportunities to naturalise Careel Creek and stormwater drainage systems within and surrounding the village centre”
- YES to protecting the quality and quantity of existing native bush land and open space from encroachment from new development. NO to excavation and tiered seating at bus stop overlooking the service station.
- YES to relocation of long stay (12 hour) parking spaces away from precious scenic viewing places on south Avalon headland.
- YES to moving south Avalon headland car-spaces back one metre from cliff side to allow both walkers and drivers to enjoy this iconic view.

I look forward to seeing and enjoying these long overdue improvements to Southern Gateway Precinct and the Beach Gateway Precinct of Avalon Beach.

Avalon Village Design

YES to 6 month trial closure of northern section of Old Barrenjoey Road.

YES to new indigenous tree planting and the retention of existing trees to reinforce the boulevard character of both Old Barrenjoey Road and Avalon Parade.

YES to widening and repaving footpaths

YES to new lighting and street furniture.

YES to creating a low speed pedestrian environment throughout the village.

NO at this time to dedicated 2-way bike paths along Old Barrenjoey Road and Avalon Parade.

INSTEAD of forcing dedicated bike paths onto the community a reduction of vehicle speed should be trialled to encourage more pedestrians and cyclists into the village. Slowing traffic in the village would reduce traffic volumes making it quicker for “through traffic” to drive around. This in turn would make the village quieter and safer for cyclists to use the existing roads.

Until there is strong demand for dedicated bike paths they will rarely be used. Under utilised bike paths detract from street vibrancy and signal a waste of space and money.

In ten years time the community’s reliance on cars and the demand for car parking will have changed. Public transport use will have increased and bike paths will be in demand and embraced by the community. Then bike paths can be better designed with the support of the community.

It is premature to construct these bike paths. Council must work with the community bringing the community along. Patience is required. The time for bike paths will come. The design of the village needs to evolve and be embraced by the community not be rushed and imposed by Council.

		<p>The time is right for:</p> <ul style="list-style-type: none"> - a trial closure of the north end of Old Barrenjoey Road; - new safer, cohesive paving, lighting and street furniture throughout the village; - planting additional trees to reinforce the boulevards of Old Barrenjoey Road and Avalon Parade; -urban design traffic methods to reduce traffic speed along Old Barrenjoey Road and Avalon Parade benefitting pedestrians and cyclists. <p>I look forward to seeing these improvements to Avalon Village and I look forward to the community embracing dedicated bike paths in the near future.Action plan no 21-</p> <p>To retain a vibrant village, Woolworths needs to be encouraged/made to open up its southern facade to Avalon Parade. Woolworths turns its back on the whole village. Alternative this blank southern facade needs to be taken back from Woolworths and let to small shops to engage with pedestrians on Avalon parade.</p>
138	Bicycle paths already exist for low speed cyclists on Old Barrenjoey Rd plus the YBR on the beach side. There is no need for a change	The current land use pattern works well as a village where all movement is at low speed. This includes the intersection of Old Barrenjoey Rd and Av Parade where patience and courtesy is all that is needed befitting a village context. There is no need for change
139	No No NO !!! Super inappropriate and in effective !! We do not want this to go ahead!! Nooo thank you	
140	No need for a bike path. Place is great as is	
141	Parking is already hard enough, keep it the way it is! If anything maybe consider moving the pedestrian crossings back!	
142	I think it is a better plan.	<p>There needs to be more community consultation before anything starts.</p> <p>I think that a traffic management plan is urgently needed before anything proceeds</p> <p>I think that Councils plan does not address the dangerous intersection at Barrenjoey road and Avalon parade and that bike lanes crossing it makes it even unsafer.</p> <p>I don't like them but we need traffic lights and slower speed limit into the intersection .</p> <p>I am very unhappy about the number of trees that will be destroyed .</p> <p>Also fewer parking spaces when the amount of traffic has increased doesn't make sense</p>
143	I don't think this plan is helpful. I am a teenager and like to ride my bike to the beach and school - this alternate plan doesn't help me do this as it makes you take detours and share paths with pedestrians and or cars, and potentially still have to get off to walk on busy pedestrian areas such as in front of woollies. - for example if I want to go to the beach from my place in Palmgrove Rd, I am much more likely to still ride on the road than go on a detour to reach the back lane paths. I have had near misses with cars twice already so I like the councils plan with separate and dedicated bike paths.	
144	I prefer the alternative connections design prepared by local associations who know the area. I do not agree with the number of trees due to be cut down under council's proposal. I also do not think the council proposal will work well.	
145	This is preferred because the loss of parking places and the difficulty of traversing the bike path for a parked car to the footpath makes the draft plan undesirable.	<p>Re changes to Woolworths car park. I believe in the value of open space and grass but the triangular grassy area to the north of the car park where Old Barrenjoey Rd meets Barrenjoey Rd is never used. Could that space be fully or partially used for parking, incorporating trees and greenery as at present. The present exit from the car park, turning right, and the shape of the curve to get to Barrenjoey Road is awkward and narrow for traffic both entering and leaving Old Barrenjoey Road.</p> <p>Changing the speed limit to 50kph from Plateau to Palm Beach is an unnecessary imposition at the end of a long journey.</p> <p>There is an URGENT need for public toilet facilities in the village centre after hours. An automatic self cleaning cabinet type would be a start.</p>

<p>146 Avalon is no longer the sleepy, quiet village that it was when I bought my home here [REDACTED] for a slower pace of life compared with the [REDACTED] area from where I came. With the recent influx of more people buying or renting what where family holiday homes to commute and/or work from home they all like me, want to support the local businesses and from 7am in the morning you are hard-pressed to find a car space in the Woolworths carpark or the village shopping streets. I always have difficulty finding a parking space to stop in and buy from the local businesses who need our support, especially after the COVID pandemic. Sometimes I drive around 3 and 4 times up and down Old Barrenjoey Road and Avalon Parade to try and find a park and then give up and drive home, only to try again the next day. PLEASE, WE DON'T NEED ALLOWANCES FOR A BIKE PATH IN THE CENTRE OF AVALON. Bikes will only add to the congestion and there are many elderly retired people in this community who would be caught unawares having to consider cyclists. We need to consider pedestrians as the 4 streets of the village are made for walking once you've found a spot to park.</p>	<p>APART FROM MY COMMENTS BELOW, PLEASE LEAVE THINGS AS THEY ARE. Avalon works well enough for those of us that love the village.</p> <ol style="list-style-type: none"> 1. NO to BIKE PATH in Avalon Parade - too disruptive and dangerous, loading zones necessary. And NO to putting dotted lines down the pedestrian pathways to divide them - how ugly that will look!! 2. Very Important to make Avalon Village PEDESTRIAN friendly and retain village atmosphere, wide boulevards 3. TREES TO REMAIN in Old Barrenjoey Road : Green preservation most important for carbon capture, shade, and attractiveness 4. LIGHTING upgraded everywhere especially at pedestrian crossings on Old Barrenjoey Road and Avalon Parade. 5. FOOTPATHS AND ROADWAYS to be renewed - many trip hazards 6. YES to Bus Station to wider area just due North on Barrenjoey Rd 7. No to terrace on the beach looking at the Service Station 8. Great idea for DUNBAR PARK to have easy access for regular markets 9. BOWLING CLUB to incorporate a stage on the outer grass area for entertainment would be excellent 10. Preserve current heights of buildings – NO HIGH RISE <p>The discussions for the future of Avalon plans should always be transparent, not confidential planning at the Council Chambers behind closed doors. Please get the input of all Avalonians - how about a referendum for us to vote on all the issues before final decisions are made?</p> <p>Thank you for the opportunity to have input into our beautiful Avalon.</p> <p>I look forward to the next steps in the Avalon Place Plan and more information - not the final decision. More community input is required by those of us who live here and use the village and its facilities every day.</p> <p>[REDACTED]</p>
<p>147 Agree with APA alternative in general</p>	<ol style="list-style-type: none"> 1. Bike paths for safe travel for children better served by using laneways behind the building rather than the proposed Old Barrenjoey Road as it is dangerous for children to cycle on such a busy street. Agree with APA. 2. Provide more parking rather than reduce parking in Avalon near shops. Multistorey parking near the Bowling Club 3. Buildings to be no more than 3 storeys especially near residential homes. 4. Re- level the footpaths where there are pot holes or tree roots
<p>148 Happy to see a trial of the shared zone on Old Barrenjoey rd. I dont see the need for bike lanes down O B rd. Agree with cycle paths in laneways I often cycle to the village and it only requires a couple of hubs where bikes can be left (like existing near library).</p>	<p>Not sure about the need to continue block retaining wall structure sweeping around to main road near the existing bus stop.</p>

149	<p>Proposed Cycleways Avalon town centre is a not a place for bikes!</p> <p>1. Alternatives:</p> <p>a) Bike lanes can easily be created to skirt the town centre by:</p> <p>b) Strategically placed bike racks (at Avalon Primary School park, back of parking area at Dunbar Park and at the north end of Dunbar Park)</p> <p>c) Detour around into Sanders Lane and down the back of shops; detour from Clareville behind the Pittwater Palms retirement village and along the northern side of Dunbar Park – this would also alleviate the need for a shared the path on the south side of Dunbar Park.</p> <p>Woolworths Car Park Entry</p> <p>1. Move the entry next to the exit which would free up more carparking spaces and move traffic away from the current crossing.</p> <p>2. The car park needs resurfacing and for safety, the parking spaces should be angled.</p> <p>Dunbar Park</p> <p>1. Why is it necessary to erect a music stage?</p> <p>a) There are already two music venues available in Avalon – the Avalon RSL and the Avalon Bowling Club</p> <p>i) The Avalon Bowling Club has offered the use of the front bowling green as a mutely-purpose space;</p> <p>ii) This would bring more visitors and improved business to an already established organisation</p> <p>iii) Would alleviate the noise issues for the residents of the units that border the northern side of Dunbar Park</p> <p>Bus Stop and Gateway</p> <p>1. Moving the bus stop further away from the traffic light is a safe and positive action. As a heritage item, the existing shelter fits in with the unique character of the village and should be maintained – we don’t need Avalon modernised to a plastic village without a soul.</p> <p>While additional seating facing the water near the pool makes sense, the proposed sandstone seating and terracing behind the bus shelter overlooking the main road, will detract from the beauty of Avalon’s unique appeal, serves no purpose and is an unnecessary expense.</p> <p>PRIORITIES</p> <p>1. Fixing footpaths – a one level, one treatment, that unifies the village throughout.</p> <p>2. Lighting – ambient lighting that is distinctive of Avalon.</p> <p>Street Furniture – needs to reflect the unique character of the Avalon beach lifestyle</p>
151	<p>The main intersection in Avalon requires traffic lights. This has been a horror story for many years but no-one appears to ‘want’ lights. I, and many, others avoid shopping in Avalon because of the danger and difficulties drivers face.</p> <p>If traffic lights were installed I would frequent Avalon rather than shop at Newport or Mona Vale.</p> <p>It often takes considerable time to drive through this intersection due to the continuous (and often inconsiderate/ inattentive) flow of pedestrians and bike riders. This coupled with skateboards and pushbikes on footpaths makes it extremely unsafe.</p> <p>Not everyone is physically capable of riding a pushbike from their home (often from very hilly areas on dangerous roads) in order to shop in Avalon!</p> <p>Bike riders are fit and able. Therefore they are capable of negotiating the extra distance required to skirt around the village rather than have designated bike lanes through the centre. They ride for exercise and the experience!</p> <p>The proposed plans are not user friendly for older residents who rely on cars for transportation.</p> <p>Lastly, why should drivers be forced to drive ‘around the block’ to return home?</p> <p>This is not practical and is detrimental to the environment, especially in an area ‘striving to be green’-consider fuel usage, exhaust fumes and congestion.</p>
152	It’s better than than the first bike plan

<p>153 Just leave it alone! What a waste of money! Use all that money to do things for the local environment or youth mental health. Got kids jumping off Bangalley Headland and you're throwing money into making wealthy eastern suburbs cyclists happy and needless 'beautification' and pandering to tourists. What about focusing on the real community needs? I'm [REDACTED] grew up in Avalon, none of the changes made are an improvement except for planting trees. Kids in Av don't need fancy bike paths they need more programs for supportive mental health initiatives in the schools and local events. Oh but that's a different budget! Move it</p>	
<p>154</p>	<p>[REDACTED] attended a drop-in session on 13 May 2021 after reviewing the plan on-line and would like to offer the following comments, specifically in regard to the village hub precinct.</p> <p>I note that the draft plan is set in the context of an ageing population with a slight overall reduction by 2036. It is also noted that Avalon's catchment is identified in the plan as including Palm Beach, Clareville and Bilgola Plateau.</p> <p>The plan draws attention to the intersection of Old Barrenjoey Road & Avalon Parade but omits to explain how this intersection is to be addressed, other than with the shared space from the exit of the Woolworth's carpark and the intersection. Without addressing the intersection, at the very least in conceptual terms of how traffic flow could be controlled and/or improved, it is difficult to be supportive of the plan as it lacks necessary decision making information. The plan does not appear to address the very real issue of vehicular traffic flows and controls, particularly during the very busy school drop-off and pick-up times. These appear to me to be fundamental elements of any plan designed to meet the stated objectives, as they provide the framework for the more cosmetic components such as furniture, lighting and planting.</p> <p>In my opinion there is an over-emphasis on bicycle traffic and the dedicated lanes for them, when we have a projected older population, many of whom reside in the more hilly and distant areas of the catchment. I think it is reasonable to assume that these residents will not adopt bicycles nor would they ride from Palm Beach to do a week's shopping. Their alternative is continued use of their cars or ride-share services, and if Avalon proves to be difficult or more time consuming to navigate through shared zones and bike paths, they will simply bypass Avalon and go elsewhere, probably Mona Vale.</p> <p>The plan also fails to address how the bicycle riders will be controlled in the dedicated lanes and particularly within the shared zones and at intersections. By observation it can readily be seen that many riders have minimal regard for applicable rules or pedestrians (one only has to attempt the walk around Narrabeen Lagoon to experience this first hand). This can be particularly difficult for older pedestrians and those with reduced mobility or acuity.</p> <p>I have concerns regarding the shared zone in Old Barrenjoey Road and ingress/egress from the carpark. I understand that the entry & exit of the carpark to Old Barrenjoey Road are to be situated on the northern end of the carpark. This appears to be suitable to northbound traffic (towards Palm Beach) from the carpark but I believe it raises serious difficulties for those intending to travel south towards Newport and Bilgola Plateau and those wishing to access Avalon Parade for Clareville & Pittwater. In these cases either the shared zone would have to be negotiated southward through pedestrians and bikes at a reduced speed limit to Avalon Parade, or one would have to turn northward out of the carpark and then make a right hand turn into Barrenjoey Road approximately in front of the Fire Station. Any driver from the area would be aware that this is a very dangerous manoeuvre, not to mention almost impossible to achieve in busy times. We would be supportive of total closure of Old Barrenjoey Rd to vehicular traffic from the relocated carpark entry/exit to Avalon Parade, with the installation of traffic lights at the Old Barrenjoey Rd - Barrenjoey Rd intersection, to safely permit a right turn.</p> <p>The matters of new paving throughout the precinct, Dunbar Park improvements, modern street furniture and improved lighting and planting are all to be commended, as is the removal of the trees in the middle of old Barrenjoey Rd.</p>

155	I don't think it is necessary. The village needs to remain as it is.	We need the beach both north and south Avalon to remain the same - no concrete additions, no bbq's, no more man made anything. Leave the existing landscape as is. This is a village - let's leave it that way, we don't need perfect pathways and planter boxes. Engage with our locals and not town planners. I have lived here for over 30 years and it is a peaceful and beautiful town, it doesn't need to be "upgraded" lets just maintain what we have.
156	No bike path it's a waste of space and inconvenient for pedestrians	
157	1.Cycleways Use back lanes for bike paths. 2. Road Closures Do not close any of Old Barrenjoey Road. 3.Avalon Parade & Old Barrenjoey Rd Intersection Suggest moving pedestrian crossings further away from corners of Old Barrenjoey Road & Avalon Parade. The pedestrians are the worst issue as they don't wait & walk straight out causing cars that are already crossing the intersection to have to stop in the middle & so blocking through traffic. Also consider a low roundabout so buses can still navigate.	See above
158	I support the alternative design prepared by the Avalon Preservation Association as I believe we need to keep as many trees as possible. Kind regards, Chiara	
159	we do not have enough bikes in avalon to warrant a bike lane. The cycle lanes are unsafe to the cyclist and to the drivers.	We need more parking in Avalon (not less). We need to keep our community together and help each other by shopping in Avalon. If you take out more parking spaces to accomodate the cycle paths our shops will suffer.
160	BAAC supports this alternate proposal.	Please see attached submission
161	avalon is already busy enough and has massive amounts of traffic on weekends and after school times. this will make it very difficult to get around, go to woollies etc. Avalon shops are peoples closest grocery or general needs shops and this will affect those people greatly.	
162	There's nothing wrong with Avalon that some simple maintenance would do. I have lived here all my life don't change things.... Leave it alone....	
163	I think it would be best to keep the bike through traffic away from pedestrians and the main intersection if possible. Maybe laneways?	Could there be an entry into Woolworths carpark off Barrenjoey Rd and exit as existing via the end of Old Barrenjoey Rd one way out (north)? To ease the cross over traffic.
164		I think all we need to do it put a round about in & move the crossings further away from the main intersection. The current plan is just going to make traffic worse. Look at the ratio of bikes vs cars to get to work. Bikes are under 1% and cars are 68%! The groups of biker riders on the weekend are all out of area people who drive us crazy anyway as they are so rude! so why encourage more of them!?
165	The bike path with cause so much more traffic than we already have. I have lived in Avalon 23 years and have never seen that many people people bike riding in the center of Av so very unnecessary	

<p>166 Leave Avalon alone! Bike path is only good for kids to get to school. You can make way for a bike path and loose car spots in the village. Such a waste of money this whole plan. You need better footpaths out of Avalon so people can ride or push prams etc Waste of money the planning and the landscape etc</p>	<p>Is here any other NB suburb getting this much attention and money wasted on plans and improvements that most of the community don't want. Council justifying their positions and earning money pushing this on the locals that no one wants. Netball/ basketball courts a great success. Pathway suggestion and to close Avalon village off to cars is a joke. Footpaths in local streets surrounding the village would help school kids ride to school. Improve bus shelter is good Stop trying to improve things that don't need improving. I wish councils would be able to spend or donate their money to landscaping the local schools and improving them. BJHS needs money spent not the surround car park at north Avalon. Leave it alone. I see no other NB suburb getting this much attention- focus on something else</p>
<p>167 Bike paths need to be on the main roads to get used.</p>	<p>Love it.</p>
<p>168 I am fully supportive of sustainable design and planning. That means embracing cycle paths and encouraging walking and cycling in our community. To make this easy - cycle ways need to be integrated into streets. It's too hard and inconvenient to have cycleways hidden up back laneways. We need to shift away from the cars and traffic and cycle paths support this and make cycling safe and a viable alternative to cars. I support the Avalon Plan cycle ways over the alternative designs.</p>	<p>Bring it on! So many wonderful improvements to make our beautiful Avalon come to life and allow us all to enjoy it more.</p>
<p>169 I ride a bike and have no problems with things as they are.</p>	<p>The pedestrian crossings need to be removed from the crossroads and relocated 50 mtrs back into Avalon Pde and Old Barrenjoey Rd before someone is injured.</p>
<p>170 School children need to have safe cycle paths to get through the Avalon Beach shopping precinct. The proposed cycle path down Old Barrenjoey Road will be very dangerous. I totally agree with the Avalon Preservation's Proposal to use the quiet lanes as cycle paths. Reduce the speed limit in these areas to 10kph and we have a great solution to the issue.</p>	<p>Redo all the footpaths so that they are all uniform, safe and smooth. Avoid the removal of the trees in Old Barrenjoey Road. Properly utilise the Police Station at Mona Vale so that it can properly service villages to the north including Avalon Beach. Face the reality that long term storage of boats, trailers and caravans in the immediate precinct of the village is undesirable and other longer term solutions need to be found which the owners should pay for. I am opposed to traffic lights at the intersection of Avalon Parade and Old Barrenjoey Road. I suspect that a roundabout there would be an ideal solution. Keep Dunbar Park and Avalon Golf Course as is. Develop additional parking at Avalon Bowling Club.</p>
<p>171 My concern (as a cyclist myself) is that a dedicated cycleway presents a significant safety risk to pedestrians both from passing cyclists and from crossing avalon parade or old barrenjoey road and having to step over raised concrete lane separators</p>	<p>I fail to see how such a formal construction of bike lanes is consistent with a "relaxed and peaceful coastal village, embracing and nurturing the natural environment, celebrating creativity and community connection". It seems to in fact achieve the diametric opposite goal of a formalised, unrelaxed unnatural regulated environment which is precisely what people are trying to escape in Avalon (I was born in Newport and have lived in Avalon since 1990) My suggestion, which would cost much less and generate a much better village feel is this: I have seen in Singapore busy throughfares in the CBD which at sunset are blocked off with traffic barriers and street vendors and food outlets move chairs and umbrellas onto the roadway and it becomes an entertainment hub in the evening. What say we save a few tens of millions of dollars and trial blocking off old Barrenjoey road from the south side of Avalon parade down to say the Crescent on Friday and Saturday nights from say 6 pm to midnight and allow local restaurants to set up tables and serve food and drink and allow local musicians to perform in a relaxed environment. For the rest of the week leave everything in the village hub exactly as it is. This seems to tick all the boxes of green and clean, a vibrant and diverse economy, community culture and creativity and contributes active and distinctive spaces. Whilst it can be argued that the temporary evening street closure is an inconvenience, there are sufficient alternative car routes to avoid the area during closure times. The current council proposal will permanently create more traffic issues that it it solves . I have yet to speak to anyone who supports it !</p>

<p>172 We [REDACTED] The ONLY people we ever see on a bicycle are kids from the local school. To alter the existing parking, pathways and threaten the existence of mature trees is absurd. The vast majority of people, locals and visitors alike, either walk to the village or drive. The natural terrain of the upper Northern Beaches, ie Avalon and surrounding suburbs are not conducive to riding bikes and to cater to an absolute minimum minority at the expense of everybody else is just wrong.</p>	<p>The Avalon Place Plan will be the death of Avalon Village. The whole plan is absurd and will be detrimental to local businesses and the livelihoods of many locals. It will destroy the relaxed, laid-back vibe we all love, and which makes our Village special. Please, as locals and a business-owners in Avalon we implore you NOT to let this go ahead.</p>
<p>173 This will change Avalon forever, and not in a good way. I'm very open to more bike paths, but these must not be at the expense of tree cover. It would be better to limit vehicles in Avalon centre and put bike paths instead.</p>	<p>I oppose the housing density. Avalon will quickly becomes Mona vale, and MV will quickly become dee why. In any case, this development is part of an urbanising trend that is unhealthy for people and the planet. Avalon does not need more "development". It needs less, while rural areas need more economic revitalisation. Do not implement infrastructure that is unsustainable socially as well as ecologically.</p>
<p>174 I agree with the collective groups concerns. First and foremost pedestrian safety needs top consideration. Bike parks for bikes to be left locked up rather than riding on footpaths or roads is much better. Yes to using the back lanes more for 10kph access by vehicles and mostly for increased safe cycling routes..careful consideration needed of how to discourage anyone, most likely APS students , cycling or running across Avalon Parade from the lands at. Super dangerous and some do it already.</p>	<p>Keep discussing plans with all the key local groups. And please learn from this it would've saved a lot of time, money and effort asking before the first draft. Humility in recognising the importance of collaboration and consultation with key groups and locals a much better and respectful process. All changes to hard or soft landscape should be a local look for a local area. Less of a random jigsaw of projects and certainly please give Avalon it's own look. Each beach suburb is and should remain unique. Cycling access and safety is important but please please do not create bike lanes on our two main roads. Simply not wide enough and if people leave their bikes to go into shops it makes the paths impassable.</p>
<p>175</p>	<p>There is actually a bit of good in this plan. More trees, yes, great. Opening up Patterson Lane, improving Dunbar Park, all good. But there's a lot more that is backward, naive and utterly impractical. 1) Most of us live in hills around the village, often very steep hills. We simply cannot and will not ride bikes to do the shopping. We use cars. Losing 11 parking spaces in the village is absurd. It will be a great inconvenience. If anything, you should be increasing the off-road parking. 2) Losing access to the Woolworths Car Park from Avalon Parade/Old Barrenjoey Rd will place huge pressure on narrow Central Rd, which is already heavily congested with parked cars. Getting in and out of the Woolworths' Car Park will be a nightmare. You will almost certainly need a new set of traffic lights at Barrenjoey Rd/Old Barrenjoey Rd opposite the fire station, and even then the traffic will jam up. 3) The emphasis on dedicated bike lanes is lovely theory, lousy practice. Again, it's the hills. It's only kids who ride bikes in Avalon, to and from school. By all means improve their access, but the idea that we are all going to be airily zooming up and down newly-laid bike paths here, there and everywhere just doesn't make sense, particularly as Avalon actually has an ageing population less and less inclined or able to pedal places. 4) Why on earth would you cut into the hill behind the beach bus stop ? Make the bus shelter bigger if you want to, but terracing a pleasing green hill is just dumb. 5) Any thought of pedestrian traffic lights in Avalon Parade is sheer vandalism. It's a village...</p>
<p>176 If you build the cycleways down the back lanes they won't be used, children, in particular, will continue to ride on the pathway along Barrenjoey road as this is the quickest route. We want to encourage people to ride into our village not drive their car. If people want to drive there is a tonne of parking just outside the village and in the carparks, they just have a walk a bit further to access.</p>	<p>I am very supportive of the plan, especially pedestrianising the north section of old barrenjoey road. I think this will unlock a lot of uses of this space and creat a real hub for the village.</p>
<p>177 The bike paths should not go down the main shopping roads and certainly not encourage cyclists to ride across the main intersection in Avalon. Prefer the alternate design of using the quieter laneways as cycle paths.</p>	<p>Prefer the Avalon preservation society plan.</p>

<p>178 This is not necessary. All that is needed is for there to be a roundabout at the Old Barranjoey / Avalon Parade intersection and for the pedestrian crossings to be moved back along each of these roads respectively. The Roundabout does not need to be full-size. Rather similar to the one at Elenora Heights near the Dan Murphy's which still allows large vehicles to travel across it if necessary.</p>	<p>The entire Avalon Place Plan is over-done and a waste of tax payer resources. All that is needed is for there to be a roundabout at the Old Barranjoey / Avalon Parade intersection and for the pedestrian crossings to be moved back along each of these roads respectively. The Roundabout does not need to be full-size. Rather similar to the one at Elenora Heights near the Dan Murphy's which still allows large vehicles to travel across it if necessary.</p>
<p>179 Any plan that maintains the trees and seats on Old Barrenjoey Road through the town centre would be welcome, such as the laneway behind becoming pedestrian. Else expect positive, in-the-street, physical protests. The trees and shade and seats and parking are what make this section of town work so well. At a time when all good town planning throughout Sydney and the rest-of world is minimizing urban heat islands by greening-up, you intend to REMOVE all the mature trees and greenery? Focus on the lived experience, not the abstract stats and theories. And I speak as a company that has built 150 waste-to-energy plants for industrial and agribusiness facilities around the world, all of which work well above their methane abatement targets.</p>	
<p>180 [REDACTED] I really don't think the bike paths have been properly considered. At the moment we have a unique village without additional strain of bike groups cycling through shopping precinct. Also taking car spaces is crazy as we are already short of parking now. Leave the bike traffic to Palm Beach via Barrenjoey Rd as it is now. Slowing traffic through area is a good idea</p>	<p>More importantly we should be looking at solving issues of congested roads around Avalon. Many roads including Central Rd should be one way as it is an accident waiting to happen.</p>
<p>181 The bike path seeks invasion and unnecessary . Removal of trees for this and loss of parking is wrong and damaging to the community.</p>	

182 I am vehemently opposed to the Council's cycleway proposals which are incredibly dangerous and will ruin our village in a number of ways. The APA's proposal is preferable in that it proposes to use laneways and not main roads and existing footpaths. However, I am completely opposed to the shared zone on Old Barrenjoey Rd under any of the proposals as it is dangerous and will make it more difficult to park to do grocery shopping and use other Avalon businesses by car. I am opposed to the loss of car spaces and proposed one way traffic changes and common exit point from the Woolworths carpark. It currently works at the moment as it is possible to go around in a circular motion if I am unable to get a car space in the Woolworths car space. It doesn't seem like it will possible to be able to reenter the car park easily if one cannot find a car space and it will result in a number of car spaces being lost. Children (and adults) need to know that bikes and pedestrians do not mix with moving cars so I think it is incredibly dangerous to promote a shared zone in a region where there are cars moving and reversing. You cannot expect children to not run or ride without caution on the road in this scenario and be hit by the driver of a vehicle who cannot see them. I am against any proposal that removes car spaces or creates shared zones. I cannot do my grocery shopping or use the businesses in Avalon village by bicycle or foot. I don't think you have considered the region that Avalon village services - including a number of hilly residential areas, senior and families with several children. We are not a flat European city. We are a small costal village surrounded by hills.

I am completely opposed to the majority of the Avalon Plan. My biggest opposition is to the proposed cycleways through the main streets of Avalon and intersection of Avalon - it will be incredibly dangerous for pedestrians and vehicle drivers (making an already difficult intersection more dangerous and more difficult to use), will result in a removal of significant amount of road space and car spaces, will result in the removal of beautiful mature trees (which cannot be replaced by the proposed ugly swamp-like vegetation you have included in the Plan document). It will be bad for the businesses of Avalon which already struggle to stay afloat in the quieter months. They rely mostly on business from locals and out of area visitors by car and they need maximum parking for the busier periods in which they make most of their revenue. They also rely on loading zones which you are taking away under the Plan. I am not sure why Council is so insistent on putting forward ridiculous proposals in recent times to give preference to packs of bike riders (often not locals) who ride through our local roads with no consideration to drivers or pedestrians and at dangerous speeds (or at times so slow no one can pass them). Cycleways will desecrate our coastal village and community centre and prevent locals and other visitors from being able to driver safely to and walk around the village to grocery shop, go to restaurants and purchase items from locals shops (which include furniture and homeware stores). It is impossible to buy from most of these shops without a car and a number of local residents are unable to get to Avalon other than by car because the surrounding terrain is so hilly and Avalon services all the way to Palm Beach, to Clareville, to Bilgola, and to Mona Vale. It makes no sense and is not befitting for our community and natural environment. I am also against the use of concrete structures whether that be in the village, at the Avalon bus stop, at the local pool or ugly viewing platforms at North Avalon beach. I am against the tacky art that you propose to place on new urban structures, walls and bins (and am also very concerned about the Plan alluding to NBN nodes being placed in the village). NBN nodes will look unsightly and a number of locals (myself included) are concerned about the adverse health impacts of 5G. The Council seems completely out of touch with the character of Avalon and the natural environment and seems intent on trying to urbanise our lovely coastal village to make it like Manly or Dee Why or Bondi. Please make another suburb your overdevelopment/cycleway guinea pig and stop wasting our rate payer money to desecrate the natural beauty and character of our quiet, seaside village. I love it the way it is. I am totally against the proposed shared zone on Old Barrenjoey Rd - it is dangerous and will result in less car spaces and increased difficulty in accessing Woolworths and all other shops and businesses in Avalon. I am also against one way streets being inserted - it is going to force more people onto Barrenjoey Rd to access Woolworths on a one way road. Please think of ways that you can improve the safety of the intersection with minimal disruption to the village.

We love our village the way it is but most of us agree small improvements would be welcome like inserting a small roundabout at the main intersection and repaving footpaths and installing more ambient lighting to make it safer and more inviting. I would prefer any bins or seating included in beautification of the village is made of natural materials like natural wood or sandstone and not made of concrete or covered in ugly art (we are not Newtown or Surry Hills!). I don't agree with random plinth / street furniture seating being inserted around and cluttering the area. Please communicate the Plan more clearly - for example, it is very misleading that you do not describe how many car spaces and mature trees will be lost (although I understand 11 car spaces will be lost which is completely unacceptable). The Plan includes pictures of an existing commuter car park at Manly Vale that has plants on it and swampy vegetation areas not from Avalon - these images and the vegetation in no way reflect or are sensitive to the natural environment of Avalon. A number of the images seem to be completely unrelated to and not representative of Avalon or Pittwater which is disappointing.

<p>183 Fully Support the alternative plan as submitted by the Avalon Preservation Association.</p> <p>I believe it relates more closely to the actual needs of the local community of all ages rather than an emphasis on bicycle riders, many of which appear in volume from outside of the locality early in the morning e.g. Manly Warringah Cycle Club. thereafter cyclists in Avalon are quite few and far between. I believe that is because the local population is predominantly family orientated and as such rely far more on their vehicle to shop. The need for car parking to enable access to their provisions and services offered by the local shops is already strained as the double storey car park once mooted for Bowling Green Lane has never eventuated but the number of vehicles in Avalon has seemingly increased. The population has grown and the shops that appeal to family groups are well patronised. I fail to see how family requirements will be better served by reducing such access and instead providing greater access to bicycles whose users would be less interested in such shops and would potentially focus on passing through or at best temporarily short stay self gratification.</p> <p>Thank you and Regards Millard Lowe, 2 Gunjulla Place Avalon beach 0411 360 925</p>	
<p>184 My concern is for the deterance of potential customers with the reduced number of parking positions that is proposed. Every effort must be</p>	<p>Every effort must be made to ensure the custom and livelihood of the unique retailers in Avalon.</p>
<p>185 This plan is much better because few if any trees will be removed to implement the plan and there will be no loss of any car park spaces. Avalon Beach shopping precinct cannot afford to lose any more car spaces. It is very difficult as it is to find car parking. About 18 months ago council decided to remove about 8 car spaces with restrictive parking signs and this did have a serious impact on retailers in Avalon. We cannot afford to lose any more car parking space.</p>	<p>The loss of any car spaces due to council's plan is most unsatisfactory and will cause a downturn in retail trade, after 18 months of stress due to Covid 19 restrictions.</p> <p>Avalon village is just now recovering from the loss of trade.</p> <p>No further effect on trade should be considered in any way.</p>
<p>186 Also looks good. Happy to be guided by integrated transport planning specialists as to which offers the best overall solution. In general happy to see cafes, bars, pedestrians and cyclists prioritised over cars.</p>	<p>New basketball courts are great and seem to be very well used. I had understood that the Norfolk hibiscus (itchy bomb) trees lining the creek were to be removed and replaced with indigenous trees but it seems they've just been trimmed. Is Council still planning to replace them?</p> <p>Wrt coastal fringe, please prioritise replacement of damaged board and chain over the highest central beach path and removal of rusted star pickets just below the surface (northern side of eastern slope down towards the viewing platform).</p> <p>Damaged fencing around the viewing platform has encouraged people into the fore dune and led to loss of vegetation. Please replace fencing around the platform or protect remaining vegetation.</p>

<p>187 Avalon Preservation Association's alternative cycle plan using laneways is not a viable solution as it is disjointed, circuitous and inaccessible to a large part of the community living on south side of Avalon Pde. Additionally, it still forces pedestrians, cyclists and cars to share the same spaces which increases the risk of harm to all users. A cycleway down Patterson's lane is handy if you're a child trying to get to school but for anyone else it is a road to nowhere as it ends in a one-way street going uphill rather downhill into the village. If heading to the beach cyclists will be made to ride on the footpath past the entry to Woollies – that's not going to end well. It is not a viable option and will do nothing to promote cycling into the village .</p>	<p>I would like the proposal to continue to reduce the amount of trees lost. I would also encourage additional infrastructure to improve cycle access into the village. My highest priority is the safety of people moving around on foot or bike around the village</p>
<p>188</p>	<p>Please do not cut down any trees at all. Avalon is a perfect little village. The road system should not be changed as it works. Changing the system will only lead to more confusion, especially during the summer months. We certainly do not need a bike trail through the middle of town.I understand the necessity of protecting the bikers coming and going to school. However the relatively short period used for mass biking should not effect any parking as it stands now. While on this subject, it is not long before someone is going to be seriously hurt by a bike being ridden on the pavement. All bikes should be fitted with a warning bell and USED. Thank you.</p>
<p>189 No, not suitable for the growth of the village, does not address the issues of all the children seeking to get around the community safely, seems to be more of old same.</p>	<p>Excellent, achieves what the thousands of the quiet majority in Avalon have been asking for.</p>
<p>190 Much better. Reflecting local cycle traffic. Treat Avalon village as a destination - more bike parking (on paths, in lanes, in racks for 5-6 designated parking spots across the village, car parks) and fix the feeder routes as per Alternative Connections design. Also the Alternative Connections design does not reflect the catchment areas for cyclists going to/from village from North Av, Whale beach, Clareville, Stokes Point. Areas to extend this Alternative - is to fix the track along the Careel Bay creek, the track behind Pittwater Palms all the way east to Avalon Parade etc... (not major works - but fix curbs, gravel muddy areas, an</p>	<p>My context. A local. Retired. At the beach, surf club, in the village (cafe, shopping) every day of year. Drive or cycle from Careel Head Rd. every day. BEACH GATEWAY People walking between beach and village - the traffic lights are not the answer. DONT put a fence on the median strip - it will create more problems and trap people on the road. Accident history on the road here is at lights, and right turning cars into surf club car park that get rear ended - look at the RTA accident stats. Pedestrians patterns: cross road to go to/from from the surf club/netball court to woollies or west avalon village , use lights to south village, Note is safe to cross the road here - the timing of lights at Av Parade and Central Rd mean there are plenty of gaps. Note surf club is designated evacuation meeting point in case of fire or flood so easy access across road is important. Reinstate the footbridge across the creek to car park (ask a local where it was - the footings are still there). It was a great feature. Don't excavate the bank behind the bus-stop - fix the stairs, widen the path a bit, maybe provide seating on the hill - Note most people who sit waiting for bus are school kids in the morning and they sit on the sandstone retaining wall next the existing path watching for buses to come - if its wet they sit in their parent's cars. Or they watch the surf, and run to a bus. Crowds at that bus stop have never been a big problem in my experience. Bike racks should be located nearer the surf club (nippers, summer crowds), or playground (parents with kids). CYCLING Premise for Bike Pathways is wrong. And appears not to be written by a local cyclist. Council proposal pg 47-49 treat Old Barrenjoey Rd as throughway and bike paths as transit lanes, and you neglect areas beyond the village. The village is a destination for locals, and key feeder areas for cyclists are North Av. - flat areas north of high-school up to Careel Head Rd. and flat areas to Clareville. We try to avoid the main roads. As a daily cyclist, its difficult to get to/from Avalon. The problem is not within Avalon. Av Parade, Old B'joey Road are easy to ride on and around, its navigating the route to/from North Av. away from cars - the creek path, the yellow brick road, cross the road at the main lights to get to the village. Or north along Patterson Lane, Across the Park, Navigate Central road to the lights, and on to Yellow Brick Rd.</p>

<p>191 the laneways are used for deliveries and garbage collection. they are also narrow which makes it dangerous for bike riders to use.</p>	<p>the bike lanes are a great idea - it gives people who live close to the village an opportunity to get out of their car and use a bike. This reduces pressure on the roads and parking spaces.</p> <p>Lots of people already ride to the village but they ride on the footpath which is narrow and can be dangerous for people walking especially older people. the separated bike lanes will improve pedestrian safety. Also what local bike rider is going to reach 50 or 60 km in the village area - road cyclists want use the bike way they will stay on Barrejoey Road.</p> <p>Please don't let the nay sayers and the do nothings stop alternative transport options such as the bike lanes</p>
<p>192 I don't like it. I go to Barrenjoey High School and ride my bike to school every day. I don't like the Avalon Preservation Associations cycling plan as I will still need to share paths with people walking and cars. Riding on the roads is obviously dangerous and I have nearly been hit by cars before. I don't support the APAs plan - I much prefer the Councils plan which has direct and separate cycle paths Thank you</p>	
<p>193 I like it.</p>	<p>Old Barrenjoey Road is not suitable for a shared bikeway. I don't support the removal of trees. We need all the parking we can get. I don't even have a problem with the existing main intersection -- making OBR one-way would make it difficult to turn buses around. One thing which would encourage me and others to leave the car at home would be to run the 191 bus in two directions. [REDACTED] close to Avalon and the existing bus ride to Avalon via Clareville is just too long.</p>
<p>194 The APAs cycling plan will do nothing to promote cycling as a safe and convenient way of traveling in our community. It has obviously been drawn up by people with no or minimal experience in town planning and with no desire to embrace cycling as a convenient form for transport. Our children ride to Barrenjoey High school every day - and we strongly call for a safe dedicated cycle way (separated from cars and pedestrians) so children can commute safely and directly to school. Currently high school children ride on footpaths and roads which is not safe for them or pedestrians I reject the Avalon Preservation Associations proposed cycling plan completely - it is not a viable alternative to the Councils cycling plan.</p>	

<p>195 I strongly reject the APAs alternative cycle ways plan as it will do little to promote cycling in our community. I reject it for several reasons - the proposed routes are disjointed and circuitous and difficult for many to access. The APA proposed routes are inaccessible to large portions of the community especially those living south of Avalon Pde in the Eloura Rd, Ruskin Rowe and Palmgrove Rd area. The APAs proposed plan does not improve safety for cyclists or pedestrians as the routes are mostly shared routes which is dangerous for both pedestrians and cyclists. It also seems that people riding will still have to get off their bikes frequently to walk on footpaths and across pedestrian crossings which is a barrier to riding for convenience. For example the cycle way goes past the entrance to Woolworths where there will be a high density of pedestrian traffic across the path of the cyclists - this seems non sensical and will seemingly have a high potential for accidents. The APA plan lacks a safe, and direct route to the beach. Patterson's lane is not a viable option to help children ride safely to and from school as the northern end of the laneway will discharge the children in to the busiest part of the village, and they will be forced to ride on the road or footpath again and/or continue to cross the road at a dangerous pedestrian crossing.</p> <p>Additionally, if a cyclist's destination is not the Avalon Public school - travelling south along Patterson's lane will be a road to nowhere - as it ends in a one way street going up hill away from the village.</p>	
<p>196 The APAs proposed cycle ways plan for Avalon will do nothing to promote cycling as a safe and convenient form of transport.</p>	<p>NO to demolishing trees in the heart of Avalon NO to making Avalon some sort of Woollahra by the beach, we do not need to smarten everything up - the essence and beauty of Avalon is that it is has a relaxed, more laid-back and less suburban feel. Please leave areas such as Dunbar Park and Des Creagh reserve natural areas where people can engage in a casual game of cricket or kick a ball. We don't need structures all over the place such as exercise equipment and benches - it's not Coogee! If you really want to improve what is already here, why not put money into bush regeneration such as the area of the dunes at North Palm Beach which are covered in asparagus weed. Looking after the natural environment will help with mental health and well being, so it's a good investment. (sorry developers!)</p>

<p>197 I think the laneways would make good shared traffic zones and could be smartened up to encourage their use. This would be a better solution than the proposed bike lanes to Avalon Pde and Old Barrenjoey Rd.</p>	<p>Avalon Place Plan I'd like to express my opposition to the majority of this plan. I'm a [REDACTED] and I feel privileged to have lived for [REDACTED]. [REDACTED] [REDACTED] we have seen a lot of changes over many years. We've witnessed a significant increase in population with a corresponding worsening of traffic congestion. We are passionate members of what we believe is a caring community and are residents of a vibrant village. We believe Avalon already has adequate facility for pedestrians and cyclists and to increase their importance at the expense of motorists is unfair and unnecessary. The traffic sharing is in balance now and most are respectful of others road needs. I constantly see consideration and kindness on our roads despite the congestion. We believe that the major changes to the village proposed in the Avalon Place plan will irrevocably damage the Avalon experience for most residents. What the plan claims to be aiming to achieve already exists and we think doesn't need fixing apart from repairing and expanding existing footpaths and undertaking minor upgrades and beautifications. Leave the roads alone. This plan appears to us as an over engineered, and somewhat belligerent work creation exercise by Northern Beaches Council that focuses mainly on giving undue facility to cycling. The plan claims to aim to put people before cars but fails to understand that the cars are full of people seeking to become pedestrians in order to undertake their shopping. Not many ride a bicycle to do their shopping. We can't do it, although I do walk and ride my bike to Avalon for exercise and I do then find the existing pathways adequate to keep safe. The biggest problem causing the most anxiety and aggravation for people going to Avalon is the uncertainty that you'll find a convenient parking space. Avalon needs more parking. The plan doesn't create any improvement for the majority of visitors who by necessity have driven to Avalon. Instead it appears to be trying to force people to walk, cycle or catch a bus to do their shopping or go for coffee or dinner. The anti-car dogma is going too far. The intersection is what it is and it's apparent danger to us is overblown and trying to make it better will only make it worse. The proposed traffic changes are going to create further and unnecessary congestion for the occupants of vehicles travelling to Avalon. Please Northern Beaches Council stop trying to fix a problem that doesn't exist and leave Avalon as it already is - a friendly village enjoyed immensely by those who live there.</p>
<p>199 We think bikes travelling in the middle of Old Barrenjoey Road will be unsafe and extremely dangerous. There will be fatalities,(probably kids). Why not utilise the laneways for bikes as they are too narrow for cars and trucks anyway.</p>	<p>The street furniture should be in line with Avalon's decor and not made to look like a circus act. No walls to be built making it look like the M7 & M4, which is definitely not in the village atmosphere. We agree something needs to be done regarding the intersection of Old Barrenjoey Rd and Avalon Parade. Lights would be the safest option. The trees should remain in Old Barrenjoey Road, but cars should be able to park in the centre of the road, which would be of great benefit to all businesses in the area.</p>
<p>200 I agree with the Avalon Preservation Association plan in full.</p>	
<p>201</p>	<p>WE NEED A 2 STOREY CARPARK!! to accommodate the increase in pedestrians from the influx of new residents! If you are proposing a 'vibrant and diverse' community, with more shops and cafes.....where are the residents and visitors going to park?? You need to see Avalon on the weekends with cars parked in the middle of the street! I have lived [REDACTED] and loved the 'village' atmosphere but alas that is going. PLEASE don't turn Avalon into a Paddington with raucous music all weekend! Back in the 90's a 2-3 storey carpark was proposed for the current carpark site on Avalon Pde /Bowling Green Lane, but was stopped by local residents at the time. However now it is needed more and should only have 2 storeys above ground, similar to the height of the RSL. PLEASE look at this ASAP. You could save money by leaving the beach untouched and natural!</p>

<p>202 Using the quieter laneways makes sense with better roads and signage on the laneways but the bike plan using Edmund Hock Ave and The Crescent needs to be continued up Old Barrenjoey Road to allow safe bike riding for school children of Avalon Public School or another pedestrian crossing needs to be put in on Old Barrenjoey Rd closer to The Crescent to allow for children to cross to school either on foot or on a bike.</p> <p>Council's suggestion of a bike path on Old Barrenjoey Road is an accident waiting to happen and the removal of trees will make the landscape even more urban than it already is and is unnecessary with the alternative bike plan.</p>	<p>Closing off Old Barrenjoey Road from the crossroads to Woolworths is going to make the traffic even more of an issue as it will force cars to turn left at the lights and it will mean traffic will back up from the lights back down Avalon Parade and across the intersection.</p> <p>With the current light sequence at the traffic lights, very few cars can turn left at the lights from Avalon Parade onto Barrenjoey Road which they will be forced to do if they can't turn left at the crossroads to go to Woolies. The traffic will back up too far causing terrible congestion along Avalon Parade.</p> <p>The pedestrian crossings on each road leading to the crossroads should be all be moved further back from the crossroads to aid traffic flow and improve visibility of pedestrians and for cars.</p> <p>The best idea is to open up the exterior area at the back of the community centre so it flows on to Dunbar Park and have a pedestrian precinct area with places to sit and eat.</p>
<p>203</p>	<p>I believe the main sentiment behind the future of Avalon as a community village by the beach is to preserve as much natural environment as possible, to reduce high traffic areas and encourage the use of footpaths and cycle lanes. We do not want to end up like Manly with high rises and no room to move or park when needed. With the Bilgola bends protecting us from uncontrolled traffic growth I hope to see Avalon preserved as a simple pleasant place to live and bring up young families and look after our ageing population amongst the coastal bush and beach environment.</p>
<p>204 I am not happy about the loss of parking places I believe will happen with the cycle pathways. I support the pathways only if the parking places lost can be replaced with others close to the shopping centre in Avalon.</p> <p>Robert D Wines 281 Whale Beach Rd Whale Beach 2107 99741095 r.wines281@gmail.com</p>	
<p>205 The Avalon Preservation Association's alternative cycle plan using laneways is NOT a viable solution as it is disjointed, circuitous and inaccessible to a large part of the community living on south side of Avalon Pde. Additionally, it still forces pedestrians, cyclists and cars to share the same spaces which increases the risk of harm to all users. A cycleway down Patterson's lane is handy if you're a child trying to get to school but for anyone else it is a road to nowhere as it ends in a one-way street going uphill rather downhill into the village. If heading to the beach cyclists will be made to ride on the footpath past the entry to Woolies – that's not going to end well. It is not a viable option and will do nothing to promote cycling into the village - and all for the sake of 6 forlorn looking trees in the middle of a road and a few parking spots.</p>	<p>The population is rapidly growing in our community and parking spots are already tight. Cycling needs to be a viable alternative to ensure Avalon Village remains a pleasant place to visit and a low carbon community.</p> <p>Where cars, bikes and pedestrians are separated so everyone is safer. Where more parking is available because more people are riding bikes. Where more trees have been planted and there's more shade. Where there is less pollution and carbon emissions. Where people have the choice to ride as a form of transport in and around the village as it is safe and direct.</p> <p>There is no plan for electric recharge power stations for e-bikes/e-cars/e-motorbikes. There is no plan/way of getting to Mona Vale on the bicycle to catch the B-line into the city.</p>
<p>206 As a young family we want this. We want bike paths so that our kids can enjoy their natural surrounds without having to get into a car. We want a zero emissions community. We want health and family activities. Please listen to the young families of the area as they are the future!</p>	

<p>207 I am IN FAVOUR of the alternative connections design as it takes into account the safety of pedestrians it maintains the relaxed village atmosphere preserves trees, and parking spaces/loading zones</p>	<p>I think there is some merit in beautifying the area and making the paving more conformed/alike. Opening pedestrian areas also a good idea - but NOT at the expense of already limited car parking spaces - and reducing the availability of loading zones. As a small community we rely on product being brought in and if there is nowhere for the trucks to park and deliver, what will happen to our economy?</p>
<p>208 Existing laneways, not roads, for bike paths. Smooth footpaths in Avalon Village for pedestrians.</p>	<p>No removal of trees in Old Barrenjoey Road, North Avalon and South Avalon. Tree propagation should be encouraged to enhance the natural beauty of Avalon. No more unnecessary concrete structures. No steps opposite the Service Station. No high-rise in Avalon</p>
<p>209 I Support the design put forward by the Avalon Preservation Assoc. The Bike lane will make it far too dangerous for pedestrians.</p>	<p>AVALON BEACH PLACE PLAN POINTS FOR SUBMISSIONS Overall I support the plan with the exception of the bike lanes. I am against the incorporation of cycleways into the plan, it will cut the village into four separate sections, making access more difficult for pedestrians in crossing bike paths. Primarily my objection is that it will be dangerous to pedestrians and encourage higher speeds of bikes. This seems to be against the principles of having a shared space. I support the Avalon Preservation solution for the bike lanes. I support the use of laneways for other uses. Make them available for community/retail use. Better lighting needed for public safety and to prevent anti-social use. Think that the Woolworths car park entry should be moved next to the current exit. New street furniture like the timber furniture already on Old Barrenjoey Rd outside Bangkok Sidewalk building. Dunbar Park. Please leave this as a natural shared green space, I recommend a fence around the childrens playground. Like the ideas in the plan for a performance space. Avalon beachfront: Move the children's playground near the surf club, I recommend a fence around the childrens playground. Bus stop on the beach side is the ideal position, current shelters are adequate. Am against Avalon Beach gateway proposal as an unnecessary folly. Spend the money on expanding the shared space to Avalon Parade east of Old Barrenjoey Rd. Golf course: Needs to be preserved as a golf course and alternatively as an open space. An unpaved pedestrian walkway around the golf course perimeter would open access to more users and allow a walkway on the western side of Barrenjoey Rd to be built (Avalon Pde to Plateau Rd). All work should be weighted to giving local tradespeople and professionals the advantage to doing the work in Avalon. The Plan does not confirm the existing height limits in the village - it needs to do so to prevent over-development and to preserve the character of the village. The Village has few heritage buildings but one which must be preserved is the cinema - it should be on the heritage list, rather than becoming another development site. I was really hoping that a better solution to the the 4 way intersection (Avalon Pde and Old Barrenjoey Rd) would have been implemented, this is dangerous for pedestrians on the crossings with near misses daily and regular pedestrian accidents. Many drivers will not even slow down when approaching these crossings- therefore it needs to be very clear that this is a shared space.</p>
<p>210</p>	<p>I don not agree with taking away the courtyard at the back of Avalon Recreation Centre, this will cause a security risk to the hirers who use the centre, especially after hours. This courtyard is used by the hirers who hire the centre, it is a safe and secure space, especially for young children and seniors. I would suggest having public toilets in Dunbar Park, this is a necessity especially when Avalon Recreation Centre is closed. I would suggest having an outdoor basketball, handball and training area (similar to Newport Beach Car Park) in Dunbar Park, this is where the youth gather and will stop them lingering inside Avalon Recreation Centre. Make sure Dunbar Park , outside the Annexe & car park are well lit at night - more lighting required.</p>
<p>211</p>	<p>I commend the the Northern Beaches Council and the Avalon community for their dedication and commitment to creating strategies to revitalise their village. The guiding principles resonate as to how I see Avalon even though I am not a resident. I can connect with the vision. Our LGA needs to preserve the villages up the peninsula.</p>

<p>212 I am sure it will be much better than before, the people will enjoy the cycle paths.</p> <p>I personally love riding my bike. [REDACTED] and like to ride further than Avalon. It is very dangerous to ride on the bends and to Palm Beach. There is traffic to contend with and it would be safer to have a special bike lane of course. (Maybe not possible)</p> <p>I would love it if the Council would repair the verges/shoulders on Barrenjoey Road from Newport to Palm Beach so bicycles can get off the road even just most of the way. This will be safer for cyclists who prefer to ride a further distance.</p>	
<p>213 Avalon should remain broadly as is, and certainly with no trees loss.</p> <p>Sticking a roundabout on at the intersection of old barrenjoey rd and avalon parade would fix the vast majority of the issues</p>	
<p>214</p>	<p>Parking - While I understand the need to be progressive and the efforts that have gone into this plan. I have an issue with the reduction of any parking as part of this plan. The illegal parking that goes on in the middle of Old Barrenjoey is a consequence of not enough parking in the area. The drop of and pick up times for the school particularly and most nights /weekends sees this illegal parking at its worst. Over the years there has been reduction of parking spaces rather than an increase. Removing the centre trees will stop the illegal parking but won't make the cars go away. While being a bike rider myself and I like some of the provisions you are proposing. Avalon is a quiet suburban village and provision isn't required for cycling pathways to be a major transport thoroughfare.</p> <p>North Avalon - The Gold Coast and Sunshine Coast have exceptional outdoor spaces with BBQ's and outdoor showers - built beautifully - I hope that provision of BBQ's and properly constructed and plumbed outdoor showers are incorporated in the future plans.</p>
<p>215 I strongly oppose this plan to reduce car speed and the addition of a bicycle lane along the length of Avalon Parade.</p> <p>This is overkill for the amount of bikes that use this road.</p> <p>The road is wide enough for both bikes and traffic as it is.</p> <p>I also strongly oppose any loss of trees along this stretch.</p> <p>A 50km speed limit from Bilgola to Palm Beach is a bad idea. Better to slow traffic by other means (speed humps maybe) at crucial points if really needed.</p> <p>50km limit will only frustrate drivers as 95% of this drive is fine as it is at 60km.</p>	<p>The main problem is the confusion at the intersection of Avalon Pde and Old Barrenjoey Rd.</p> <p>This could easily be solved by making the stop signs more visible. EG hang a big stop sign over the centre of the intersection.</p> <p>Traffic lights would be a disaster with traffic banking up and there's not really enough space for a roundabout.</p> <p>And drivers will likely create a "rat route" around Dress Circle Rd etc to avoid the lights.</p> <p>The current stop signs are small and half hidden behind shop awnings etc, and newcomers don't see them – just make the signs more obvious and problem solved.</p> <p>Yes to more sidewalk cafes and dining.</p> <p>No to more real estate agent shopfronts, especially in prime locations in the heart of the village where we desperately need more variety.</p>

<p>216 The Old Barrenjoey Road shopping strip is something that sets our shopping precinct apart from others and is a valued facility that all local residents appreciate and value.</p> <p>As it is at the moment, parking ingress and egress is made simpler and safer because of the total road width, much wider than normally found in shopping strips.</p> <p>The plan to decrease the road width by adding bicycle lanes either side is not only unwise, as it will make parking more difficult and dangerous, it is removing a facility enjoyed by all Avalon shoppers and visitors to provide an unnecessary facility which will have limited use.</p> <p>There are several features of the plan that are laudable but this plan for the bicycle path is a knee jerk reaction to a small but very vocal minority of local residents. I have not spoken to one local that supports the bicycle path plan!</p>	<p>Apart from the bicycle path plan to which I have objected above I like all of the suggestions made in the draft plan.</p> <p>I doubt that NBC has sufficient funds to carry out all the work in one project and I expect that the implementation will take place over several years as funds become available. That said, with borrowing costs being as low as they are and likely to remain so for the foreseeable future, I would support a plan for NBC to borrow to get started on the overall plan.</p> <p>However, the proposal to improve the alleyways between Avalon Parade and Dunbar Park, is fantastic and my preference would be to start with Patterson Lane. This lane already has an Avalon vibe but could be made into a feature. To do this though, something needs to be done about the large rubbish bins stored behind the buildings! I would love to sit in the laneway and enjoy an al fresco coffee without having to endure the smell of purifying rubbish wafting along the laneway.</p>
<p>217 The alternative proposal is much better for maximising the benefit of the shared zone.</p> <p>Please trial it first.</p>	<p>I would love to see street lamps installed through the commercial areas.</p> <p>They would add greatly to the ambience at night and cement the feeling of a village centre.</p> <p>An excellent design is in Double Bay - the effect there is worth visiting.</p> <p>A design competition for a distinctly Avalon Beach street lamp would be great.</p> <p>I feel strongly enough about this to contribute the first \$1,000 to a prize if Council is committed to going ahead with the winning design.</p>
<p>218</p>	
<p>219 Avalon does not need any cycle ways going through the town centre. The cycle ways and parking for bicycles should be in the back streets such as Dunbar Park. Avalon is a hilly suburb and this in itself does not entice people to ride bikes - Avalon is not Denmark. The disruption to the Avalon streets and parking would be unnecessarily compromised by this ridiculous, poorly thought out plan. Those people who want to ride bikes already do. Bikes are not an issue for Avalon.</p>	<p>* The closing of Old Barrenjoey Rd outside Chemist's Warehouse. This will cause more traffic problems than what we already experience. All traffic from West Avalon Parade trying to get to Woolworths will queue at Barrenjoey Rd to turn left. This will cause congestion along Avalon Parade. Then when cars are leaving Woolworths to go back to Avalon Parade there will be major problems at the Old Barrenjoey Rd/Barrenjoey Rd (in front of Fire Station). This already is a dangerous intersection for anyone turning right. This a very unnecessary plan.</p> <p>* Re above point. The way to avoid this change, is to place a small/disc Round About at the intersection of Old Barrenjoey Rd and Avalon Parade.</p> <p>* One of the main improvements would be: relay and unify paving (now very dangerous); remove large paperbark trees due to roots; remove middle trees in Old Barrenjoey Rd. The streetscape could be greatly improved.</p>
<p>220 I think it is a disaster to have the bike path running down the middle of Avalon. We also do not need to take away parking and any driving lanes.</p> <p>The bike path could continue along infant of the surf club. Cross at the lights and then use the back lane where the Red Cross store is to the school. That lane could become one way for cars and a bike path. Maybe we can provide bike racks to lock bikes up near Woollies and then people can walk in the town.</p>	

<p>221 As [REDACTED] Old Barrenjoey Rd, the notion of removing trees and parking spaces for cyclists is reprehensible and idiotic! We are so short of spaces already that the possibility of even less spots for customers to park is simply untenable.</p> <p>On Easter Saturday for the first time in over a year, Avalon was really busy with both locals and visitors. Everyone was enjoying the village....eating, shopping and commenting on how wonderful it was to see Avalon jumping again. Of course, the rangers started booking all the cars in the centre of Old Barrenjoey Rd which will completely ensure that those visitors will never return to Avalon. After the lockdown over our busiest period, the businesses in Avalon are really struggling to stay alive. The last thing we need is this extremely ill-conceived plan that will hinder our efforts even further!</p>	
<p>222</p>	<p>The Place Plan has one very particular weakness. The Plan fails to consider Careel Creek. Careel Creek is a wasted opportunity. It is fundamental to the environment of Avalon. It is surprising to me that Careel Creek is not addressed as a significant opportunity for Avalon as a place.</p>
<p>223 This is a dangerous proposal involving inconvenience and danger to people crossing the road east west and reverse. It also restricts parking in a suburb encouraging shopping. Let alone accomodating the delivery vans supplying the shops.</p> <p>A cycle way can be better accommodated by utilising the laneways behind the shops.</p> <p>The proposed plan restricts traffic down Old Barenjoey road - a street that already finds it hard to cater for the large traffic flow created by shopper volume and child pick ups to and from school</p> <p>People parking on west side of old Barrenjoey rd will be skittles by volumes of cyclists as they depart their cars and move onto the footpath</p>	<p>It is m,y belief that the shared zone near Woolworths will choke Avalon , its amenity and appeal, let alone the safety issues involved in having cars travelling in amongst little children (even at 10kph) when they and their parents will have a mind set that they are safe to go anywhere at any time.</p> <p>Additionally I believe you would force drivers up around the northern entrance to aWoolworths car park creating chaos at that junction with Barrenjoey Rd. It will cause significant unnecessary redirection of traffic into and out of Barrenjoey rd. and downs well as up Central ave.</p> <p>Access to and from Woolworths will become a major bottleneck, especially at the northern end of Barrenjoey rd/Woolworths car park</p> <p>There are no traffic lights at the northern end of Old Barrenjoey rd and we don't need another set to slow the flow of traffic on the main artery to the Northern beaches.</p> <p>Traffic will also flow down Central road instead of the main carrier from the west into Avalon le Avalon parade.It will be forced onto Barrenjoey road only to have to recross Barrenjoey road back into old Barrenjoey road into Woolworths car park. A night mare enough now but a terribly dangerous increase of unnecessary traffic if the place plan is implemented.</p> <p>The restriction of the "plaza" hinders movement and that movement there is will be extremely dangerous . Even at 10kph little children will be at risk as the "plaza" mentality will reduce concentration on proper street crossing by pedestrians</p>
<p>224 I support the Avalon Beach Pedestrian Bike Path - Alternative Connections design HOWEVER I do request that there be strict restriction given to motorised skateboards, delivery riders, scooter riders to use the dedicated cycle tracks and NOT encroach on any pedestrian footpaths.</p> <p>As evidenced in Manly and in the CBD (where the later has dedicated cycle tracks) cyclists and delivery riders, skateboarders and scooter riders still use the footpaths to deadly effect.</p>	<p>The place plan proposes terracing the grassed hillside between the bus-stop on Barrenjoey Road and the beach. I do not believe this adds anything to the utilisation or aesthetic of the village and do not support this inclusion. Part of the charm and attraction of Avalon Village is it's natural, unspoilt beach and sand dunes and to spend \$\$'s on this type of false beautification is a waste of money.</p>
<p>225 Seems a better design.</p>	
<p>226 Prefer the Avalon Preservation plan.</p>	

<p>227 I'm against the councils original proposal but do in away support the Alternative connections design. What i don't support of the alternative design is the removal of any car parking. We have very very very limited and infrequent public transport into the village for the surrounding areas. It could also be a very long bike ride from one coming from Clareville, Stokes point, North Avalon and Bilgolah just to buy basic essentials and so much for a large shop. The removal of any parking for the use of bikes is absurd. Cars are the main means of transport as cited in your plan for travel to work. Please note this.</p>	<p>This is just as important as the above feed back!</p> <ol style="list-style-type: none"> 1. The idea and amount of money spent to make the seating behind the bus shelter is just ludicrous. The money should be spent on making a bus turn out so two lanes of traffic can merge further up together past the lights heading south. I do agree about increasing the area around the bus shelter but a big no to any tiered seating behind. More seating facing the beach. 2. The addition of an outdoor off road bike track next to the golf course is a stupid way of ruining public green space. This is a field and should be retained as such. I note that there is an off road bike track at the north end of Hitchcock Park near the soccer fields and this should be a preferred location for such a facility. 3. Patterson's lane gets no sun and is fronted throughout the lane with walls of shops. If this area is to be gentrified for pedestrians and public use then remove any car or truck thoroughfare. But I don't see the point of spending the sum of money so maybe it should be lawn throughout its length. 4. Shared zone in Old Barrenjoey Road is good to an extent in theory. The reason I disagree with councils plan is that it restricts flow in either direction to the supermarket and general transport route. The area leading to the lights at the connection of Barrenjoey Road and Avalon Parade would be swamped! And you absurdly want to put a bike lane here too. No consideration has been given to the north end of Old Barrenjoey Road and Barrenjoey Road for Traffic entering and exiting the Supermarket. <p>Look this is a big waste of money in what has been proposed. I do accept many of the insight of the report and think they should be implemented but I draw the line at any such plan that for one REMOVES CAR PARKING without the CONSIDERATION OF RELOCATING AND MORE ADDED SPACES for now and future. For any such harmonious plan you the council envisage then redevelopment of the of several levels of car parking in bowling green alley and surrounds would be the most and best way to spend any funding or rates.</p>
<p>228 A cycle path through Avalon will kill children. People can't drive through there anyway, add 1000 children coming along or in school peak hour and it can only lead to disaster</p>	<p>Please spend money on foot paths to get to Avalon shops from residential areas first. Perhaps along Barrenjoey Rd from palm beach? This rehash is a waste of money</p>
<p>229</p>	<p>Please ensure there is no vegetation planted near public crossings. The crossing at Avalon Parade and Bellevue Avenue is a good example of what not to do. Vegetation on one side obstructs vision of people crossing. Lighting on the other side is inadequate. ACCIDENT WAITING TO HAPPEN! Removing the crossing where the one way road comes out from Woolworths and rejoins Avalon Parade is an ACCIDENT WAITING TO HAPPEN. What is happening to the delivery hours for Woolworths. Currently large delivery trucks back into slip road behind Woolworths. Moving the crossing closer to this?</p> <p>What is happening to the entry and exit into the Woolworths carpark. This isn't functional today. I presume cars exiting will be able to turn right or left. Hopefully someone has studied the way this will flow.</p> <p>Will there be the same number of parking spaces in Avalon. Any less would be a mistake.</p>

<p>230 I strongly support the Alternative Connections design for bike paths.</p>	<p>Overall I support the plan with the exception of the bike lanes. I am against the incorporation of cycleways into the plan, it will cut the village into four separate sections, making access more difficult for pedestrians in crossing bike paths. Primarily my objection is that it will be dangerous to pedestrians and encourage higher speeds of bikes. This seems to be against the principles of having a shared space.</p> <p>I support the Avalon Preservation Association solution for the bike lanes.</p> <p>I support the use of laneways for other uses. Make them available for community/retail use. Better lighting needed for public safety and to prevent anti-social use.</p> <p>Think that the Woolworths car park entry should be moved next to the current exit.</p> <p>New street furniture like the timber furniture already on Old Barrenjoey Rd outside Bangkok Sidewalk/Avalon Cellars.</p> <p>Dunbar Park. Please leave this as a natural shared green space, I recommend a fence around the children's playground in Dunbar park. I like the ideas in the plan for a performance space.</p> <p>Avalon beachfront: Move the children's playground near the surf club, I recommend a fence around the children's playground.</p> <p>Bus stop on the beach side is the ideal position and current shelters are adequate.</p> <p>I am against Avalon Beach gateway proposal as an unnecessary folly. Spend the money in Dunbar Park modifications.</p> <p>Golf course: Needs to be preserved as a golf course and alternatively as an open space. An unpaved pedestrian walkway around the golf course perimeter would open access to more users and allow a walkway on the western side of Barrenjoey Rd to be built (Avalon Pde to Plateau Rd).</p> <p>All work should be weighted to giving local Northern Beaches tradespeople and professionals an advantage.</p> <p>The Plan does not confirm the existing height limits in the village - it needs to do so to prevent over-development and to preserve the character of the village. The Village has few heritage buildings but one which must be preserved is the cinema - it should be on the heritage list, rather than becoming another development site.</p>
<p>231 You can't force cyclists away from their preferred route. It just doesn't work. It is a wasted effort. Cyclists will ride where they want. Worse still, it encourages drivers to drive in a threatening manner towards cyclists because they think the cyclists don't belong there</p> <p>We have to provide safe space for cyclists along their preferred routes. Trying to move them to some back alley won't work. It will waste money and make cyclists and pedestrians less safe.</p>	<p>Green cycleways just encourage bad behaviour by drivers towards cyclists who are not riding on the cycleway. It makes it more dangerous to be a cyclist.</p>
<p>232</p>	<p>I love all the new ideas and think they'll really improve the feel and vibe of Avalon even though it'll annoy the old people who are so stuck in their ways old ways and hate change even when it's for the better. It frustrates me so much. I'm all for the changes and hopefully will be able to ride through the middle of Avalon soon and enjoy the new look.</p>
<p>233</p>	<p>Pedestrians should not have to share with cyclist.</p>

<p>234 I believe the Hock lane could be a safe path for children in bikes, but I'm concerned about cars sharing it since the volume of bikes would increase.</p>	<p>I don't believe there is a need for more bike transit for local residents. Pedestrians should have priority. Visitors in bikes should not be encouraged in the shopping centre area and kept to Barrenjoey Road.</p> <p>As a resident of [REDACTED] in this area, I'm writing to share your vision of Avalon in respect of preserving its unique village character and amenities with a view to the future.</p> <p>It is very important to this end, that a clear reference to the retaining of existing zoning and building heights in the Village Hub, forms part of this document.</p> <p>I would like to congratulate the Council on its efforts to make proposals that benefit the environment such as Charge Stations for electric cars, preservation of trees and vegetation, management of vehicular transit, maintenance/recovery of creeks and waterways. An increased effort to eliminate waste and pollution from all swimming places, including pools and beaches is encouraged.</p> <p>The proposal to create a bicycle path follows good environmental principles, but I prefer the alternate proposal by the Avalon Preservation Association because it follows extensive consultations with local residents with experience of living in Avalon and using the Village Centre almost daily. Most would agree, though, that retaining green spaces, the relaxed, natural atmosphere of the Village is paramount and that the implementation of a bike path risks cutting trees, eliminating much needed parking and open spaces. In particular, the Intersection Design, is likely to result in crowding and additional risk for pedestrians, bicyclists and cars negotiating the diminished space.</p> <p>Parking is indeed a serious issue for a small Village centre like Avalon with a commerce that depends on available parking to accommodate customers and delivery. Visitors play an important part in the economy and are attracted by the easy going character of Avalon so far, its natural setting close to the beach and Pittwater and its small, friendly setting. This relaxed atmosphere can be easily destroyed by the hassles of even more restricted parking and difficulty negotiating pedestrians, vehicles and bicycles.</p> <p>Groups of touring bicyclists doing high speeds create havoc in our narrow roads and should be confined to the main road, subjected to lowering of speed on entering the Bilgola Bends and continuing towards Palm Beach along the main road which is narrow, winding and often congested. Dangerous intersections with recent fatalities, like Surf Rd/Barrenjoey Rd are of particular concern to both cars, bicyclists and pedestrians trying to access the bus stops. Speed limits need to be enforced.</p> <p>Local residents also value precious parking facilities and keeping in mind the above average number of older people and younger families in the area, it is understandable that both groups rely on their cars for their shopping and maintaining independence and mums and dads to take children to and from school and other activities. The need for management of local bicycle traffic has not been clearly established as its influx is mainly when school finishes/starts and otherwise, bicyclists use lanes in preference to Old Barrenjoey Rd. leading to the shopping centre.</p> <p>I congratulate the Council on its initiative of making Creative spaces at the Avalon Golf Club accessible to the community. Public/shared spaces must be maintained as such as they contribute to create participation and a sense of belonging. Council is to be commended for other initiatives that create cohesion in the community by proposing monthly markets and a Civic Plaza. The latter needs to be designed with discretion, avoiding hard materials in preference of natural ones, in line with the surrounding environment.</p> <p>The proposal of the Avalon Plan in itself has created community awareness of many local issues, motivated dialogue and participation, all good things. It also produces resistance to new concepts and projects, but behind this, I'm sure, is a deep appreciation of the very special environment shared by all and a fear of losing it. A continuous process of consultation is welcomed to achieve the best possible outcome and general wellbeing.</p>
<p>235 I prefer the Avalon Preservation Trusts model</p>	<p>I regard the Avalon Preservation Trusts submission to be the most favourable</p>
<p>236 Please use the progress association laneways solution.</p>	<p>Bikes riding at 40 kmh down a bike path on old barrenjoey road is unsafe to elderly and pedestrians alike. Let us have no separated bike path. But lower speed limits of 20 or 30 kmh for all.</p>

237	<p>I have looked at the proposals for the Avalon Plan and have come to the conclusion that these plans have been made from a desktop and not with the interests of the residents in mind.</p> <p>First: The proposed cycleway: I think the suggestion to add bikes to the already dangerous intersection of Avalon Parade and Old Barrenjoey Road is stupid! and dangerous. The trees in Old Barrenjoey Road should not be destroyed for a bike path.</p> <p>Second: The intersection at Avalon Parade and Old Barrenjoey Road is very dangerous, cars do not stop at the stop sign causing congestion and danger to pedestrians. I don't believe a shared zone would work. I support the full closure of the northern end of Old Barrenjoey Rd. The only shared option that I find acceptable is to share the road with the bus encouraging more people to leave their car at home. I think there should be less cars and more pedestrians, making the area safer will encourage more people to enjoy the village.</p> <p>Three: The Terrace embankment. This is purely cosmetic with no positive for the community. I would rather look at the natural landscape. I think the terracing is a waste of money. I would like to see the money spent in preserving our environment in bush regeneration.</p> <p>The bus stop: I use the bus stop regularly. It works well now. If the council in intending to widen the path to create a shared path/bikeway in front of the bus stop, it will be creating a very dangerous area for bus users. Shared pedestrian paths/bikeways are dangerous for pedestrians!</p>
238	Avalon should be left alone & not make it harder for people to drive around & park to support local businesses
239	All Avalon needs is some maintenance done.....stop trying to change her we love it like it is ❤️
240	<p>Much preferred.</p> <p>I fully agree with the comments of [REDACTED] on page 66 of the May 2021 edition of Pittwater Life magazine. With regard to the Avalon Place Plan and cyclists he says;</p> <p>'In the draft Avalon Place Plan, at page 47 some Council officer wrote 'Cycling...reduces greenhouse gas emissions, reduces traffic congestion and helps improve the flow of traffic' This is of course complete rubbish: parking and pedestrian facilities in town centres should not be reduced in favour of bike paths. You only have to refer to the last census to see that 24,000 people from Narrabeen to Palm Beach travelled to work by car, truck or motorcycle compared to 204 by bicycle.'</p> <p>I also agree with the sentiments expressed by [REDACTED] on page 12 of the same magazine. We just do not need a cycle path right through the middle of Avalon Beach Village.</p> <p>Provision of the cycleway would involve removing any number of beautiful fully grown trees which provide shade, a calming ambiance and, for those living in units on the southern part of Old Barrenjoey Road, privacy. The trees also encourage birds. Furthermore the parking spaces and Loading Zones, already in short supply, would be reduced.</p> <p>Please, drop the plans for the Old Barrenjoey Road and Avalon Parade bike paths. If really necessary, provide bike paths as proposed by the Avalon Preservation Association. Better still though, provide proper parking areas for bikes on the outskirts of the Village.</p>
241	I fully support the alternative bike path connection. It separates the bikes from pedestrians and main traffic. It means no trees have to be removed and saves the loss of parking spaces. Further it is a cheaper option for council to build the alternative path than the one proposed in the Avalon Place Plan.
242	<p>Much better than that which is proposed by Council. Safer.</p> <p>Agree with more use of Dunbar, recycling waste bins, Patterson Lane, resurfacing footpaths for safety. Bespoke furniture is nice aesthetically but watch the cost-don't want to lose other things.</p>
243	<p>I do not support the creation of a bike park on the green space open Avalon public school. Green areas should be increased, not taken away.</p> <p>Although I support the creation of increased cycle paths and in principle support the Council's proposals for same, I do not agree with the removal of trees in the central part/ median strip of Old Barrenjoey Road. There should be increased tree canopy cover. There is no need for increased outdoor seating on the footpaths in that area.</p>

<p>244 Fully support this approach. Further suggest Wickham Lane one way south and Edmund Hock Ave one way north to provide safety for all users.</p>	<p>General comments Northern Beaches Council is to be congratulated for its efforts in putting this plan together and its attempts at seeking community feedback. I believe most people in the area and indeed the many visitors that come to Avalon would not wish to see the area deteriorate and lose the qualities that make it unique—the greenness, the relaxed atmosphere, the hints that creative people reside there. Thus, plans to beautify the area with sympathetic planting, improved footpaths, better lighting, new street furniture and re-energisation of the underutilised laneways require little further comment. They are essential in order to build upon the existing ambience that defines Avalon. Similar comments apply to encouraging markets, food stalls, outdoor concerts and cinema as well as art exhibitions centred upon Dunbar Park.</p> <p>Format of the plan The plan is lengthy and I think it could have been produced in a way that makes it more amenable to read on screen. To understand it in full, requires it to be printed in its entirety.</p> <p>Cycleways Forging cycleways along Avalon Parade and Old Barrenjoey Road is like taking a scalpel to the very heart of Avalon. It is also unnecessary. Far too much emphasis has been placed on the need of cyclists who represent less than 1% of the population. Part of Avalon’s charm is that it nestles in a valley and its outskirts are bounded by narrow, well-treed and hilly roads. This is not the type of terrain that is suitable for cyclists. It is also why the majority of people that use Avalon for shopping, education, business and socialising, prefer to use their cars.</p> <p>If part of the rationale of the new cycleways is to deal with the morning and afternoon surges of school children cycling through the footpaths of Avalon (usually for no more than 15 or 20 minutes), then my preference would be to allow this practice to continue with suitable line-marking on the footpaths differentiating cyclists from pedestrians, augmented by signage outlining the hours during which cyclists would be able to share the footpaths.</p> <p>Whilst admitting that e-bikes will increase the population of cyclists, in many respects they are a different category of bicycle given the speeds they are capable of and their ability to climb hills at pace. As such, they should be treated like motorcycles and their use confined to the roads.</p>
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If the Northern Beaches Council wishes to bow to the pressure of the cycling lobby I am in support of the alternative approach taken by the Avalon Preservation Association (APA) and to utilise the laneways, i.e. Wickham Lane and Edmund Hock Avenue. In consideration of the safety of all users of these lanes, I would go further by considering having one-way traffic southbound along Wickham Lane and northbound along Edmund Hock Avenue.

Also, I believe that the Northern Beaches Council has misled the public in overstating the benefits of the proposed cycleways and understating the significant loss to the community that would follow should they be introduced. I can envisage a large community outcry should Council push on with the cycleways proposal as it stands.

My final arguments against the proposed cycleways are:

- Removal of trees along Old Barrenjoey Road will change part of the character of the village and goes against one of the tenets of this plan;
- Old Barrenjoey Road will become narrower and less safe for all road users;
- As per my earlier remark about the use of cars, provision of sufficient parking spaces is paramount—we cannot afford to lose an already scarce resource in Avalon.

Parking and loading zones

During peak periods, parking is at a premium. More, not less, parking spaces are needed. Similarly, deliveries are the lifeblood of local businesses and loading zones are often stretched at present, requiring delivery vehicles to park illegally.

Creative ideas are needed to provide more parking. For example, additional spaces could be introduced by extending the Woolworths car park. Similarly, my earlier point about making Wickham Lane and Edmund Hock Avenue one way, could result in increased numbers of parking spaces along one side of each of them.

Nexus with the Northern Beaches Housing Strategy

The nexus between these plans should be acknowledged, taking account of the community's desire to avoid any development above three stories within a 400 metre radius of the centre of Avalon.

Intersection of Old Barrenjoey Road and Avalon Parade

As challenging as this intersection can be at times, I don't think any of the ideas to improve it will necessarily make it any better. Having said that, I'd contemplate the proposed 6 month trial of allowing southbound traffic only along the section of Old Barrenjoey Road adjacent to the Woolworths car park.

	<p>Zoning and Gateway Having the Shell Service Station (with its 'back' to the main part of Avalon Village) as part of the gateway to Avalon, is inconsistent with keeping the desired village atmosphere. Consideration needs to be given to having it re-zoned, either as parkland (perhaps with a plaque or sculpture acknowledging A.J. Small as the 'father' of Avalon having named it Avalon Beach exactly 100 years ago), or as a low rise development of no more than two stories with shops, commercial premises and parking, consistent with its counterpart opposite.</p> <p>Woolworths Lease I commented on this via Have Your Say. Like the Housing Strategy, it needs to link in to the Avalon Place Plan. The Woolworths car park is an eyesore. It floods easily and needs proper drainage designed by a hydraulic engineer. By extending it slightly, more parking spaces could be provided and it needs a landscaping plan consistent with other planting planned for Avalon. The delivery lane way between Woolworths and the Shell Service Station is unkempt and should be in a condition suitable for a pedestrian walkway. At present, Woolworths treat it as their private preserve.</p> <p>Careel Creek Further to my comments on Woolworths, I'm in favour of naturalising Careel Creek.</p> <p>Sculpture Mention has been made of artworks in the plan, but consideration also needs to be given to permanent works of sculpture installed in suitable locations and developed by northern beaches sculptors. Also, the original inhabitants of Avalon require recognition with a suitable artistic expression.</p> <p>Implementation Plan The current implementation plan could be characterised by the words 'too little, too late'. A more robust plan is needed so that some of the desired changes can be seen earlier rather than later. Dropping the proposed cycleways will free up funding to achieve this.</p> <p>Avalon Cinema façade Little of the original commercial heart of Avalon remains. Even the once-progressive 'Barefoot Boulevard' has been altered beyond recognition. It is thus important to preserve the façade of the old cinema and restore it to its original form as one of our few links with the past.</p> <p>Bushland Bike Track In principle, the idea of using part of Avalon Golf Course for this purpose is a good idea, but the area set aside for it looks small. Why not consider a means of having a dirt bike circuit around the perimeter of the Golf Course?</p>
<p>245 I am not happy with the plan to remove the mature trees as part of this plan. We should work around the trees and add more. The trees form a connection between the reserves and the beach. They bring the birds into town, provide shade and give people a sense of calm which is consistent with the unique atmosphere of Avalon. They are an important component of Avalon's special character.</p>	<p>I would prefer not to have the terracing of the hill near the bus stop. By all means increase the planting but leave natural contour of the land.</p>
<p>246 If it's an absolute "must" for the bike path, the alternate one is the one I prefer. Any removal of trees in Avalon should NOT be even contemplated..Too many have been removed from this unique area of our.</p>	<p>I just hope the council we have now, listens to the community, having been here [REDACTED] and before that, [REDACTED] I realise change has to happen, but not to the detriment of our unique area.</p>

<p>247 I prefer the alternative design. Pedestrians must have priority over cyclists in the village precinct. Dedicated bikeways are very beneficial for encouraging bike use to get people to cycle to the edge of the village precinct, but once in the village precinct, pedestrians must have priority and feel safe. Pedestrians will more likely be older and more likely to have used public transport. E-Bikes will become more common, and will add to cyclist related safety concerns of pedestrians. Speed of bikes on bike pathways regularly being crossed by pedestrians is a key safety issue generated by dedicated cycleways in high pedestrian use areas. Pedestrians crossing dedicated bike pathways in the village precinct must have priority over bike riders, the same as pedestrians do over cars at pedestrian crossings. Keep dedicated cycleways out of areas where pedestrian use is being encouraged and has priority. Priority should be in the following order for the village space to be activated as a community precinct: Pedestrians, cyclists, motor vehicles.</p>	<ol style="list-style-type: none"> 1. strongly support the vision and objectives of Avalon Place Plan. 2. Congratulations on quick wins at Dunbar Park and the two basket ball courts and the basket ball half court. 3. No dedicated cycleway on Old Barenjoey Road – put dedicated bike traffic on Edmund Hock Avenue and/or Wickham Lane 4. Old Barrenjoey Road and Avalon Parade intersection: difficult to get a better solution that keeps priority for pedestrians, don't change accept find ways to slow vehicle traffic and make pedestrians more visible (perhaps raise pedestrian crossing to make it both a speed hump and make pedestrians more visible (safe) 5. The village precinct is the heart of the community that enables other parts of the community to thrive. Without an activated village precinct, there is no community and everything that hangs off an activated community. Thus great care must be taken in regard ensuring the vibrancy of the village precinct for attracting people and growing community, achieved through a diverse range of retail, commercial, open space and civic space. Without a successful retail and commercial component, the heart of the village dies. Enhanced/larger Car parking solutions are required on the fringes of the village precinct. I have been attracted to Avalon as it has something very special and not widely found in other places, where the Village is a destination for the community to meet, gather and enjoy the diverse offerings. The Village is a great place for pedestrians, with connections throughout the Village, along laneways and other links. I agree there are opportunities to improve walking links between the Village and surrounding residential areas. I like how the area features smaller blocks and generally low scale development of two or three storey buildings. Promote incidental human interaction, widen footpaths and walkways to enable greater incidental people to people social engagement. <p>6. North Avalon</p> <ol style="list-style-type: none"> a. Support removing fence on northern side of parking area b. Keep open space in Des Creagh Reserve for group activities/games (Frisbee, touch footy, volley ball, etc) and only add extra items such as seating, shade trees and exercise equipment on the edges of the Des Creagh Reserve. Many a local child has had their first attempt at riding a bicycle on this gently slopped open grassed space that should not be obstructed with the addition of tables, seating, exercise equipment in the middle of this space. c. plant more shade trees on edge of Des Creagh Reserve. Between existing path (yellow brick road) and carpark. d. Remove encroaching vegetation on Des Creagh Reserve back to existing fence line to preserve open space. e. Amenities block needs more bike racks to encourage more use of bikes f. more low level seating required in front of Amenities car park, without encroaching on grassed area in front of amenities car park. Existing wooden horizontal pole barrier replaced with a 300mm plank seat the length of the Amenities car park. g. Add a bubbler somewhere near Amenities block car park.
<p>248 It is absolutely unnecessary and isn't even where bike riders go. It will complicate traffic and reduce lane size.</p>	
<p>249 no to cycle paths I'm very against this!!!! school children need to learn and be educated the rules of dismounting their bikes when on the footpath currently they seem to have a sense of entitlement. ██████████ still drive a car and have had many times been frighten by children riding their bikes through the village.</p>	<p>No to cutting down the trees No to road closers as this would cause more traffic chaos. Yes to more outdoor seating in the village and on the beach</p>
<p>250 Removing all the trees and parking is just madness. Please See Avalon Preservation Association (APA) alternative plan which I support 100%. We support the APA alternative plan, especially using the laneways of Avalon and fixing the lanes up by resurfacing and appropriate street lighting. I can see accidents will happening with the separating wall on the NBC proposed cycle lane.</p>	<p>Please keep the casual coastal FEEL that represents Avalon. We do not want a man made suburb with fancy furniture and futuristic lighting that does not represent a beach feel. This is not the Gold Coast, nor should it become like that. Building heights must not increase.</p>

<p>251 We support the Avalon Preservation Ass (APA) alternative plan, especially using the laneways of Av and fixing the lanes up by resurfacing and appropriate street lighting.</p> <p>Accidents will happen with the separating wall on the NBC proposed cycle lane.</p>	<p>Please keep the casual coastal FEEL that represents Avalon.</p> <p>We do not want a man made suburb with fancy furniture (that the skate boarders and graffiti vandals will ruin).</p> <p>It is fine like it is, it works.</p> <p>The main problem is the main intersection.</p> <p>See APA alternative plan which I support 100%.</p>
<p>252 While I think it is important to encourage the use of bikes as a mode of transport, having bike paths through the middle of the village is not appropriate. There should be bike paths up to the village, around the village and bike storage facilities. Having bikes coming through the village will increase safety issue for the more mature residents. The intersection, even once the the proposed shared zone is put in place will be more dangerous with bike paths through this area.</p>	<p>I think the ideas of a monthly market is good, and would encourage the market to be unique in some way.</p> <p>Parking needs to take into account the summer surge, however I do NOT support any high rise parking associated with Woolworths, this would change the whole village nature of Avalon.</p> <p>The ambient lighting needs to balance security and maintaining our dark skies in the area.</p> <p>It is very important to maintain a natural look around the rock pool, if any art work is applied to the pool fencing it must blend in.</p>
<p>253 The Council's proposal is completely unacceptable and dangerous. If there needs to be an alternative, the APA's proposal is preferable but I do not support the shared zone in Old Barrenjoey Road. The combination of cars, bikes and pedestrians would be extremely dangerous and unrealistic in such a busy setting. The reason the APA's proposal is preferable to the Council's proposal is using the laneways and not the main street for bicycles.</p>	<p>I have many concerns about the plan. The biggest concern is the proposed bicycle lanes going through the main intersection and streets. It would make an already dangerous intersection more dangerous and difficult to use both as a pedestrian and driver of a vehicle. The narrowing of Old Barrenjoey Rd to accommodate a cycle path is ridiculous. It will result in a loss of car spaces which are critical for locals and visitors from out of the area to be able to use and access local shops and restaurants by car (which is the main mode of transport used by locals). We absolutely do not support the proposed "shared zone" on Old Barrenjoey Rd even as a "trial" - it would be dangerous and make it even more difficult for cars to have access to the car park to do grocery shopping (something that cannot be achieved on a bicycle or on foot for the majority of the population). It is disappointing that the Plan is not clear on how many car spaces will be lost but I understand it could be in the order of 11 car spaces being lost. This is unacceptable. We need more car spaces not less, particularly with the influx of more out of area visitors and AirBnB users. Local businesses also rely on local and out of area visitors travelling by car. The Plan refers to the planting of new vegetation but the pictures in the Plan look like ugly wetland swamp vegetation and have little relevance or sensitivity to Avalon village. I also do not support the removal of mature trees to make way for bike lanes and loss of car spaces. The items I do agree with are simple matters that have needed redress for years - including repaved and even footpaths, increased ambient lighting and attractive vegetation that suits the area. The increase of concrete and contrived art installations is not befitting of the area and would look completely tacky/environmentally insensitive not to mention being a waste of rate payer money. I do not support tiered concrete seating around the pool or any art installation fences. I also do not support the viewing platforms at North Avalon beach or the tiered concrete seating at the bus stop in Avalon. I am very concerned about the references to NBN nodes and the lack of information about them - I have serious health and safety concerns about these being installed and they would also look incredibly ugly and out of place in our relaxed, seaside village. In summary, the only elements of the plan that are acceptable are improved footpaths and lighting. The rest appears to be a complete waste of money and ugly. The Plan demonstrates a complete lack of knowledge of the area and appears to be an attempt to urbanise a small beach suburb.</p>
<p>254 Not at the moment. I would have a better idea if I watch a 3D simulation or animation showing all the changes. Please let me know if there are any drop in demonstrations of the plan.</p>	<p>01) Regarding the intersection, please do not put a round about or traffic lights like that lady in the video suggested. I believe the main issue is visual communication so people that comes out of town understands which way crossing the intersection you have "right way" and which way you should stop and "give it way"</p> <p>02) For the sports community, it would add value installing some exercising stainless still bars somewhere on the south end of the beach where you can exercise and at the same time admire the view. Something like parallel bars and chin-up bars. There is a good example at Bondi Beach if you need any ideas.</p> <p>03) Resurface the concrete at the skate park and upgrade the layout with new rides to More attractive and incentive the sport for the new generations.</p> <p>04) The new basket ball court, should be multi sports, not only basket ball and netball. Adding some soccer lines and posts would add more value as well.At least in one of the courts.</p> <p>5) Add a permanent beach volley ball net at the Beach</p>

<p>255 I support the alternative design prepared by APA for all the reasons they give. Much more satisfactory.</p>	<p>Easiest way for me to summarise my comments is to say I fully support the thorough, thoughtful submission by the Avalon Preservation Association and hope you take notice of all their suggestions.</p> <p>Overall Aims</p> <p>I agree with APA that this draft does not come across as a cohesive Place Plan with a strong underlying priority to preserve what is so special about Avalon Beach. Sadly, long-term residents have become wary of planning phrases such as “Activate and enhance” or “increase vibrancy”. Please don’t! Haven’t you noticed that Avalon is already active, enhanced and vibrant?</p> <p>I appeal to you to desist from all measures that make it busier, bring more people, more infrastructure, more built environment unless absolutely necessary. I suggest that planners should also take the Hippocratic Oath, “First and foremost do no harm.”</p> <p>Your job is to:</p> <ul style="list-style-type: none"> i) preserve and sustain the landforms and native vegetation which make Avalon’s natural environment so precious and beautiful, ii) ensure that any built infrastructure is as low-key as possible, blending into rather than being visually dominant, iii) facilitate use of public spaces, pedestrian access and safe cycle options. <p>Already needing review?</p> <p>The huge social changes precipitated by the pandemic suggest the need for review of projections about population numbers and the percentage working and studying from home. Young people who would have once left the area to study are sitting on their laptops, while their parents who once would have commuted also sit working on theirs. Secondary dwellings are facilitating many intergenerational households; an emergent trend which helps the younger generation stay locally when otherwise priced out.</p> <p>Great ideas – please do!</p> <p>Shared Zone on Old Barrenjoey Rd from Avalon Parade to Barrenjoey Rd – only southbound traffic plus widening footpath. This sounds good idea to me, let’s try it.</p> <p>Additional street planting – yes please.</p> <p>Protect the quality and quantity of existing native bushland. YES, but there are no details on where, what, how? And needs to be brought forward to immediate and ongoing, not 1-3 years.</p> <p>Really need plan to address long-term replacement of native canopy trees as they are progressively removed by development, safety concerns, old age, falling. Avalon will lose its distinctive dense native canopy in decades to come if saplings not planted now.</p> <p>Also need to ensure LOCAL natives in all planting and educate residents of their importance. Over last decades there seems to be decline in awareness of younger or newer residents of the importance of sourcing local native plants and how there are several vegetation communities within Avalon area.</p> <p>Integrate landscape design with water and stormwater management – definitely. Where, when?</p> <p>Renaturalisation of Careel Bay stormwater drains great aim, but disappointed to see it in long-term section for implementation. The extremely ugly big drain between Barrenjoey Rd and the beach should be transformed into a stream/wetland which would soak up more water as well as provide habitat and beautify the area for walkers. Please prioritise this project.</p> <p>Various works to resurface and enhance lanes – yes please. Needs to happen, great opportunity.</p> <p>Good intention – but please amend</p> <p>Cycleways</p> <p>While encouraging safe cycle use is a widely supported, local experience shows how mixing pedestrians and cyclists becomes problematic as numbers rise. If there are few walkers, few cyclists and a wide path with good vision ahead and behind, sharing works. If you have lots of either, it becomes a problem. Try walking round Narrabeen Lagoon – not relaxing when fast cyclists are so frequent. I have often walked with my elderly and disabled mother or toddler grandson near her house in Greycliffe St Queenscliff where a footpath and then slip roads act as shared pathways, with several slopes. It is unnerving as some cyclists approach at speed, presume you’ll get out of the way in quite narrow settings. I have often walked with a toddler along the path that leads from Central Ave to Bowling Club, it’s narrow and used by many older residents, so pedestrians do need priority. Real care is needed that we don’t encourage cyclists to the detriment of the experience of walkers.</p> <p>Thank you for displaying the amended plan submitted by APA. I urge you to adopt it. I would like to see several bike racks at different entry points to central Avalon and encouragement for cyclists to leave their bikes at these points.</p> <p>Dunbar Park - Additional planting for shade trees is required, no shade structure.</p> <p>Lighting – for areas that are not high use, least intensity that is acceptable, sensor lights where appropriate</p>
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Street furniture – yes, but only in natural colours, no bright hues, should fade into streetscape not stand out. I like timber and sandstone where possible.

Bubblers/drinking fountains please.

Enhance lanes – yes, but instead of murals, how about looking at other wall treatments like a vertical garden? Murals really dominate and date.

I object – please don't do it!

Beach area

- Exercise equipment at beach park – ugly, unnecessary intrusion – Beach is the ultimate exercise equipment!

Minimise additional formalisation with terraces, paving, other stuff.

- Art installation near rock pool and coastal walk – PLEASE, let the rocks and waves speak – no need for distracting human works. All artwork is a matter of personal taste – when imposed on a public space, some will like it, some won't. Personally, I think public art detracts from natural areas where I love to just marvel at the endless variety, colour, form and extraordinary beauty of nature.

Village hub

Dunbar Park

- Community Garden in Dunbar Park – open space available for any activity is precious – there's no more of it. Please don't let any of the park go to a single use activity such as gardening. Only a limited number of people can benefit but the whole area is compromised visually with fenced, possibly roofed, structure. Brush turkeys, possums, rats, other creatures mean that efficient gardening in this area requires an enclosed structure.

- Do not over-clutter with additional works at Dunbar Park. No shade structure – plant more trees.

- Barbecue – Why? Really wonder if it will bring more trouble than it's worth eg it encourages groups settle in with alcohol for whole afternoon or evening, litter gets left Instead nice areas of shade under trees with some seating in more tucked away part that encourages people to bring their picnic or take-aways and sit there.

- Monthly Markets – traffic around the Bends already crawls much of the weekend. The beaches are enough of an attraction, we do not need any more events to bring more people to the area. Locals do not need a monthly market.

- “Provide pop-up active play spaces and active play elements” - Avalon children and residents are some of the most privileged in the whole world in the range of recreational activities that they can enjoy. Only very carefully chosen additional structures could be worth it – nothing that clutters.

Main street area

- Bright colours on street furniture, murals, signs – this might be helpful in dingy city streets without enough sunlight, trees, vistas. But we have all of these in abundance, everywhere your eye looks up, you can see green hills, the pines at the beach, the rise and fall of a dramatic landscape, friendly people. Bright artificial colours just detract from the ambience we enjoy.

- Only small select areas for murals - I don't actually like murals except in smaller ones in locations that really lack natural interest. I find them jarring, dominating, choosing to create a set mood which may not meet with the mood I'm in, or mood that I feel from that place. Feel like an imposition.

Southern Gateway

- No “distinctive southern gateway statement”! Please don't erect any installation welcoming people to Avalon. They annoy me in other places. No carving, no sign, no installation. Nature welcomes so delightfully you as you see the ocean over the rise and the horizon of hills rise up to the west.

Plus you need all your concentration to negotiate the roundabout!

- Single spreading tree always nice – for once I disagree with APA recommendation for Cabbage Tree Palm. As I have several in my garden, I know well that they drop spikey large fronds regularly which would become traffic hazard and bothersome maintenance task. Another spreading native tree species would be great. The real welcome to Avalon is slowing up as you come round the bends, reading the precariously placed notices.

- “additional active recreational facilities” – I'm scared, like what? Avalon is one big active recreational facility! Sail, swim, surf, walk, jog, cycle, hang-glide, dive, snorkel, bushwalk, skateboard, ball sports. What more do we need?

- Please do contact RTA and get the speed signs round the bends rationalised. There is an absurdly inconsistent variety of speed limits in a short space - 60kph, 35 kph, 25 kph and then finally 50 kph. No one slows to 25 kph but I do think 35 kph is necessary limit for the southern hairpin bend. But this limit should remain for next bends as you head north, perhaps going to 50 kph on the straight stretch. It would be dangerous to change speeds as dramatically as the current signs indicate.

<p>256 I think this plan might be better than the bike track going down Old barrenjoey road, right through the shopping centre, i am a bit concerned about the risk of injury for children or older people being hit by bikes as they wizz down the road. also your going to take up alot of parking spots with this plan, very hard to park now especially in the christmas period .</p>	<p>not convinced the shared zone for Old barrenjoey road to woolworths car park to which only got 18% compared to 28% for closure is a good idea, you obviously are not interested in taking our views for consideration. It is an accident waiting to happen with nearly everyone here having huge four wheel drives or utes. I think Avalon should have some work done to clean it up even actually cleaning it would help.</p>
<p>257 Placing a bike track through a planned plaza area where pedestrian activity should be given top priority is not a good idea. Older people and children are at risk and it takes away generally from a relaxed precinct where you should'nt have to be on alert for rogue cyclists or children straying into the cyclists way.</p>	<p>I think the council should just bite the bullet and close off the planned area on old Barrenjoey rd between the intersection and the car entry to woolworths. I [REDACTED] and saw the plaza there (similar road closure) work so well for the community. No Cars , no bikes ,just sit down and mingle pedestrian areas with spillover alfresco cafe areas. Avalon would be perfect for this!</p>
<p>258 Yes, I think it's better to facilitate bikes along the back roads and not Old Barrenjoey road. Provide quiet bike paths for children to ride to school wile leaving trees intact in Old Barrenjoey Rd.</p>	<p>Would have liked to see plan include significant plantings of substantial trees - rather than shrubs and green spaces. So many mature trees have been taken out of Avalon (and continue to be felled every week!). Avalon needs a plan to restore tree cover to provide shade and greenery. The retail areas on Old Barrenjoey Rd and Av Parade have some trees but nevertheless look pretty bare and stark.</p>
<p>259 I support the alternative design put forward by the Avalon Preservation Association.</p>	
<p>260 I own U [REDACTED] [REDACTED] This proposal will reduce parking access to the community and local businesses which will then reduce foot traffic as well. In [REDACTED] old barrenjoey road on the end towards the school there have not been too many cyclists coming through for the proposed plan to justify the disruption to the community. I would love to see these funds target the restoration of pathways and walking ways for the local community and the older generation. I am aware of 2 instances where these shabby pathways have caused for elderly community members to fall and seriously injure themselves. I'm sure that the community would agree that rectifying and improving what we have in beautiful Avalon should be made priority rather than increasing cycle traffic which would increase hazards for the locals.</p>	<p>All details as above. Against the place plan and would love to see community funds better spent on restoring the beautiful Avalon rather than disrupting local traffic and businesses for what will only be used on occasion for cyclists.</p>
<p>261 I do support the upgrading of the footpaths in the Avalon Village as they are in very poor condition and a trip hazard. I do support of the lane ways as an alternative to the cycle way to Old Barrenjoey Rd.</p>	<p>[REDACTED] Old Barrenjoey Rd Avalon right in the heart of the village I do not support in fact I'm horrified by the proposed cycle way. The loss of at least 7 mature trees , the loss of some 30 car parking spaces, including DISABLED PARKING will greatly impact the businesses in the village . no where for their customers to park, no where for delivery drivers , this I feel will cause a loss of business, bike riders do not do a lot of shopping, no where to carry it home on a bike. The proposed cycleway will impact both the entry and exit driveways [REDACTED] building and [REDACTED] apartment buildings on Old Barrenjoey Rd, trying to enter or leave the building across the cycleway will be very dangerous for all concerned. Not to mention trying to cross the road will be difficult and a trip hazard navigating the concrete divider between the cycleway and the road, impossible for anyone in a wheelchair or on a walker. i have [REDACTED] which was difficult enough but if the cycleway had been in place it would have been impossible as the truck would have had no where to park. What arrangements have the council made for large trucks not to mention removal vans??? or do we pay for a permit like More Park?? A very ill conceived and poorly thought out plan for our beautiful village.</p>

<p>262 This plan seems more sensible, keeping the bicycle lanes off the main streets and junctions of the village. I do think there is an error on the diagram on page 43. Surely Central Road will not be closed off to vehicles at the school/church/ambo station?!</p> <p>This plan does not necessitate the removal of trees or fancy landscaping.</p>	<p>There is a very heavy emphasis in the very extravagant plan booklet on fancy cosmetic changes. An upgrade to Patterson Lane would be a welcome improvement but do we really need all the arty stuff, which sadly will be the target of local vandals.</p> <p>Instead of landscaping the grass slope behind the main bus stop, why not do something constructive with the unused and unattractive strip of grass between Woolies carpark and Barrenjoey Road? Cover over the ugly storm drain, enlarge the car park and make new entrances to it off the main road.</p> <p>Old Barrenjoey Road north could then be closed to traffic altogether and used for pedestrians/bikes and cafes etc and Woolies access made independent. The plan as it is will make access to the supermarket very awkward and we suspect the store will lose business to Newport and Mona Vale. we don't want to risk losing our supermarket.</p> <p>We do not understand the heavy emphasis on bike routes. The bulk of bike riders in the village centre are school children, just twice a day and they mostly seem to ride on the footpaths anyway! Most people drive and the restriction of access and parking will not be welcomed.</p> <p>We are very happy with the new basketball courts. A great success and well used. Improvements seem to be afoot for the beach parking overspill area too.</p>
<p>263 This is a much better plan for bikes than the one proposed by Council.</p> <p>I suspect we could break down those who use bikes in Avalon, excluding the School kids, into two groups; those that are passing through and those who are here shopping.</p> <p>With regards to those passing through, I cannot see why we would channel them through the centre of the village with the large amount of changes needed to accommodate them. They can either stick to Barrenjoey Road, which is generally how they got to the area or use back lanes.</p> <p>For shoppers using bikes it would seem to me to be much more cost effective and probably no less convenient for the bikers, to provide plenty of bike parking facilities on the close in 'outskirts' of the village.</p> <p>I am sure that you have been presented with lot of reasons why a bike path is undesirable. But the loss of trees would be very sad as they are part of Avalon's charm.</p>	<p>Please do not cut down any trees in Old Barrenjoey Road!</p> <p>I also think that the central area of the southern part of Old Barrenjoey Road, with its trees, is a characteristic of the village and, even though it is illegal to use it, people do for quick parking and deliveries and find it very useful. I would like to see that area turned into a proper Loading Zone and Five minute parking area. Please do not discard this idea because it is not "to Standards' or would be unsafe. Council's many resources should be able to resolve these problems. The safety issue could be much reduced by reducing the speed limit markedly; who other than speed freaks would object to a 20 or even 15 km/hr limit? The distance is not great.</p> <p>The current parking arrangement, with perpendicular parking, in Old Barrenjoey Road South seems to work well and I cannot see any reason to change it. Perhaps more Loading Zones are needed, but why not formalize and legalize the central area of the road for that?</p> <p>In summary, I feel that the Council's plan tries to do too much that will not actually improve the village for it's users. I do not agree with your plans for the Southern end of Old Barrenjoey Road. [REDACTED].</p> <p>Please do not remove either the trees in the centre of the road or the 'null' area in the centre of the road between the trees.</p> <ol style="list-style-type: none"> 1.the trees and area between them represent a significant portion of the individuality, the identity, of the village. To remove these features would make Avalon very similar to other close-by suburbs. 2.The area in the centre of the road between the trees is useful in providing temporary parking for commercial vehicles delivering to shops and residences. I do not observe this use being abused. 3. The area is used to assist pedestrians to cross the road quickly and safely. I have not observed that it is used in an unsafe manner. 4. Private vehicles use the area as a short term car park, when no other space is available, while drivers make quick visits to shops, assisting in keeping shops viable. Again I have very rarely seen this abused. 5. If use of this area by vehicles is illegal, I suggest that it is not beyond your ability to make it legal by sensible application of rules. Having said that I have not seen the centre area used unsafely or inconsiderately used after some length of time observing the area.

Furthermore I do not support putting in bike lanes down the southern part of Old Barrenjoey Road.

1. To do so will inevitable take space away from pedestrians and vehicles.

2. Bikes often are and have the potential to be very dangerous to pedestrians and do not help cars navigate what is already a busy area.

Encouraging bikes down Old Barrenjoey Road in any way will not help the safety, tranquility or smooth traffic flow, particularly pedestrian, through the village.

3. I suspect the need for bicycles to transit down Old Barrenjoey Road might be overstated. The Bicycle lobby is trendy and coercive and may not truly represent the need. I do not observe many bikes in this part of Old Barrenjoey Road except for schoolchildren before and after school and they can frequently be a nuisance and downright dangerous.

4. There are a number of streets parallel to Old Barrenjoey Road that could be used for bicycles with better results for everyone. Provide parking areas for bikes on the village fringes. Whilst I applaud those who chose bikes over cars most of the riders can also walk! Please do not force bikes to use Old Barrenjoey Road.

As for the trees in the middle of Old Barrenjoey Road I cannot support their removal. Again they are part of Avalon's charm and character, provide much needed greenery to soften the landscape, attract birds, and, I believe, have a calming effect on traffic.

I would be happy to discuss these objections with your planners and hope I am not too late to influence your decisions.

I do not agree with your plans for the Southern end of Old Barrenjoey Road. [REDACTED]

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I would be happy to discuss these objections with your planners and hope I am not too late to influence your decisions.

<p>I support this plan insofar as it relates to the Council's proposals for the Southern section of Old Barrenjoey Road.</p>	<p>I have just submitted comment on your plan with reference to your proposals for Old Barrenjoey Road's southern section. I then went shopping and asked at [REDACTED] what they thought of the plan, specifically how would it affect their deliveries...and was horrified at the way the conversation went.</p> <p>[REDACTED] and probably many of the retailers in the area, rely on that central strip for their delivery vehicles to make deliveries. And I discover that their delivery vehicles are fined on occasions. Furthermore, they have resigned themselves to paying the fines in the absence of any alternative way of having goods delivered. I consider the fining of these vehicles, who have no other way of efficiently making deliveries, an outrageous and vindictive, pre-meditated revenue raising exercise.</p> <p>Your plan, and indeed this fining of delivery vehicles totally misses the point that Avalon Village would be nothing were it not for the retail businesses that line the streets. To my mind that casts doubt on the entire integrity of the plan. Your fines no doubt enrich the council so they can do their work. However, your work in regard to the Avalon Development is actually NOT essential. merely desirable. What is essential is Avalon's viability and vitality as a village and that relies of affordable, useful and attractive retail shops. Your plan has not considered them it seems and your current actions are not helping either. Did you consult the local retailers specifically?</p> <p>I am beginning to think your whole development plan is an exercise in Council self promotion.</p> <p>I hope I do not see a ranger fining a local delivery vehicle as I will feel compelled to question his or her common sense in fining someone who is necessarily breaking the law in the absence of an alternative. A constructive, useful Council would come up with a solution to this problem, not concentrate of a froth and bubble plan. Come on, get real. Designate the central area as a Loading Zone with an allowance of five minute parking for private vehicles and we have a solution.</p>
<p>264 I prefer the Avalon Preservation Association plan as it does not disrupt the Village and would be safer for both bike riders and pedestrians.</p>	<p>[REDACTED] to name just a few, who all worked so hard to keep Avalon as it is now. They lay down in front of bulldozers to stop the development of Careel Bay and the Avalon Golf Course. They fought to keep the sand dunes intact. They outlined their vision for trees in Avalon. Just ordinary people, now forgotten except for a few of us. Don't destroy this lovely Village with your bike path and the destruction of trees. Do you know how hard it was to get those trees in the first place? I remember [REDACTED] they were better off to go to a place that puts cars before trees. So people fought for this beautiful Village. I wish they were alive to see the fruits of their hard fought ideas and dreams. Listen to the people and not to an employee of the Council who will move on with their degree in Urban Planning to change and maybe destroy another habitat.</p>
<p>265 I prefer this option as there is reduced loss of parking and trees. Also these lanes will get used more often and there is increased pedestrian safety with cyclists off the footpath. Cyclists may need to dismount at the end of the lanes to cross roads where necessary. It is important to use what we already have without spending millions of dollars on major infrastructure. These lanes would need good lighting and resurfacing, but this would be less expensive than the proposed road works in Old Barrenjoey Rd.</p> <p>It would be excellent if the lane behind Pittwater Palms could be used as a dedicated shared bike/ pedestrian laneway. I walk along here often and there would be more walkers than cyclists. It does not seem to be used by Pittwater Palms residents in golf carts. This would enable school children and other cyclists safe passage down Avalon Parade, right to the laneway leading up to Avalon Primary school</p> <p>I would like to know what the height restriction for new buildings would be as I'm sure that there will be areas being redeveloped in the near future.</p> <p>Careful balance of new trees and plantings to support local endangered species eg powerful owl, black cockatoos</p>	<p>I think that Avalon's character is in its village set up, it's trees, wide streets, cafes and access to the water. Avalon needs visitors and tourists to survive economically, so we need the businesses to be able to entice them to stop here. This means we need loading zones and parking.</p> <p>I think that it would be preferable to move the Avalon bus stop to further north, near the skate bowl, where the buses already wait. Then the expensive works planned at the corner of Barrenjoey Rd and Avalon Parade need not go ahead. This frees up the bottleneck at the traffic lights and pedestrian crossing. I'm sure there are many ways to make the entrance to the beach area more interesting once the bus stops have been moved.</p> <p>It would be good to have some Aboriginal traditional names on street signs</p> <p>Ambient lighting throughout the village would be wonderful</p> <p>Monthly markets very good idea</p> <p>BBQs, trees and picnic facilities at North Avalon Beach reserve and Dunbar park would be great</p> <p>More trees at Careel Bay sporting fields to provide shade for spectators.</p> <p>Plant more trees for shade in Summer</p> <p>A multi level carpark eg Bowling Green Lane so shoppers and diners can park and walk to the shops.</p> <p>I would love to see Careel Creek return to its natural state by removing its concrete culvert. Maybe add some bush rocks and replanting and the water quality would probably improve.</p> <p>Avalon is distinctly different to Manly, so it's plan needs to focus on Avalon's unique character. Heritage buildings need to be well maintained and signed</p>
<p>266 support this plan</p>	<p>Please find submission attached</p>

<p>267 I appreciate that a pedestrian / bike path should be incorporated in Avalon. However Council has to bear in mind that this area is a "vehicle" focused area. There is limited public transport (only buses, many of which have been cancelled recently). Also the topography of the suburbs surrounding Avalon does not lend it to walking or cycling on a large scale, hence cars for locals as well as visitors are a necessity. Also to bike ride or walk along the main Barrenjoey Road (which is narrow, bendy and mostly does not have footpaths) are a feat in itself. Reducing speed limits to a suggested 30 or even 10 km in Avalon is simply put, impractical. I think certain corridors which is high on foot, cycle and car traffic could perhaps be reduced to 40 km (the same, save limit as around schools!). This would be appropriate for instance the crossing at Old Barrenjoey and Avalon Parade.</p>	<p>I reiterate my comments above but would also like to add the following-</p> <ol style="list-style-type: none"> 1. the intersection at Avalon Parade and Old Barrenjoey road are very busy and could get confusing with cars and pedestrians trying to cross. As with any busy intersection the solution lies in installing traffic lights - its as simple as that :) 2. doing away with the median strip on Old Barrenjoey Road is not practical. As I am sure Council is aware of shortage of parking spaces in Avalon. The median strip is used by delivery trucks, food pick-ups as well as being a refuge for pedestrians crossing. Doing away with this useful area for the odd bike that comes past would be a mistake. 3. creating a one-way for part of Old Barrenjoey Road at the Woolworths entrance is simply going to compound the already traffic madness in Avalon on weekends, holidays and school drop-off and pick-up times. Yes, move the entrance to Woolworths carpark further away from the pedestrian crossing but this road needs to be a two way to deal with the amount of vehicles trying to get in and out of Avalon. Imagine the bottleneck of traffic you will be creating in peak hour on Barrenjoey Road itself, as well as the traffic light at corner Barrenjoey Road and Avalon Parade. <p>Its good of Council to have a dream of less vehicles on the road but please be in touch with reality and think logically and practical about its residents' needs.</p>
<p>268 IT WILL KILL AVALON VILLAGE !!!!!..... We do not want bike Paths in AVALON VILLAGE nor in Laneways. Putting Bike Path/cycleways through Avalon Beach village will totally change its laid-back atmosphere to one of total chaos all day everyday!!!! It will become a haven for cyclist from all over Sydney currently hundreds flock to Palm Beach each weekend and now they will detour to Avalon Village. School children need to be educated on the bike rules as currently it seems they have a sense of entitlementthey must be educated to dismount their bikes on footpaths & crossings whilst in the village which is shared with pedestrians. My [REDACTED] and many many others residents feel extremely vulnerable and many have had near misses and fear for their safety.</p>	<p>Yes I'm totally in favour of new level paving throughout the village if its kept clean (currently council's maintenance team overall is far from satisfactory) Yes to more outdoor seating & mood lighting this would be a plus. Yes to more parking spaces. No to a new performance structure in Dunbar park this would spoil our only green belt. No to cutting down any street trees. No to road closures this will cause more traffic problems.</p>
<p>269 I really like and support the alternative bike plan through the laneways of Avalon, put forward by APA. Keep the bikes away from the main intersection. Look at the mess the bike lanes have caused along Moore park Rd in Paddington, not working and ill thought through. Please listen to the people who live in this community and engage with it every day.</p>	
<p>270 no we do not need it its is too dangerous for the people of the village</p>	<p>avalon is for people do not close it up it will die as a village and kill business and we need more parker for cars</p>
<p>271</p>	<p>Parking is already difficult - taking away any more spaces would certainly not help, and especially if we are made to have higher density population It's taken this long for our street trees to mature and look like a leafy attractive suburb. Leave them alone! 10km shared zones is not practical. It would take about ten minutes to drive from the southern end of Avalon to the northern end! No one is going to bike down to Avalon to do their shopping. Can you imagine trying to bicycle home to Pacific Rd, Palm Beach with three full bags of shopping. Ludicrous! If everyone from south and west have to reach the supermarket via Barrenjoey Rd, there will be gridlock at those lights, which will in turn cause gridlock everywhere else in Avalon. All this traffic then turning left into Old Barrenjoey Rd will also cause gridlock at that point. People travelling from the north will never be able to get to the supermarket unless that intersection has a roundabout or lights, and we all know what that means - more gridlock. LEAVE AVALON ALONE</p>

<p>272 I support this alternative design</p>	<p>The bike path through the centre of Avalon is a major problem. It will lead to speeding bikes and pedestrian angst, plus removal of public space and trees. It will badly retract from the ambiance of the current village.</p> <p>There should be additional bike facilities in Avalon such as storage areas in appropriate areas, but the bike path should go through the back streets away from shoppers and pedestrians.</p>
<p>273 [REDACTED] I live, our ability to get to and from Avalon is being curtailed.</p>	<p>We are being promised a relaxed coastal village. We already have a relaxed coastal village.</p>
<p>274 Recently, while I was driving westward along Avalon Parade in congested traffic, an adult skate board rider traversed the roadway on a long diagonal from Old Barrenjoey Road to Bellevue Avenue. It was a sedate traverse and was accommodated comfortably by the car traffic. This is the the Avalon village. We take care of each other. Spend the ratepayers money on footpaths and pothole repairs and community centres, but just leave the village 'vibe' alone. Please?</p> <p>There's a significant emphasis on cycle ways in suburban planning. As an outpost of empire, Avalon has always played an own game. Cyclists weave around traffic; traffic weaves around cyclists. Children ride barefoot, surfboard under arm and locals look out for them. The oldies are used to the kids giving them a bit of space. Give and take has been a maxim in Avalon for a long time. Please don't try to spoil it. It's one of the reasons people want to live in Avalon.</p>	<p>Sadly, the proposed plan runs roughshod over the comfy, sea side village feel of Avalon. It may not be 'modern' in outer-urban planning terms, but the people who live here, are here because they like it and want it to stay the way it is. The people who choose to move here do so because of the way it is now. What a waste to spend ratepayer money on changing the ambience. None of the locals I know want any of the changes outlined in the 'Plan'.</p>
<p>275 I am opposed to the removal of mature trees , especially the ones on Avalon parade at the back of the Woolworths building . They provide shade , coolness and a natural screen to soften the big building structure.</p> <p>Please look for alternate paths , or better still leave the bikes outside the village . Create a bike parking zone on the outer of the village. Avalon should remain a pedestrian village with a relaxed feel. It's not safe for kids , pedestrians to have bikes whizzing by.</p>	<p>The proposed mid density radius should be kept at a max of 300 metres for our small village . Extending the radius would change the character irreversibly.</p> <p>Building Heights should not be greater than existing 2 storeys and this needs to be enshrined to avoid conflicts in the future .</p> <p>We need to protect the unique Avalon village feel for future generations. It is not progress to destroy a quality of life .</p>
<p>276 I think anyone opposed to the shared road / bike zones on OBJ Rd probably don't ride bikes.</p> <p>It can be difficult and dangerous to ride around the village with kids on bikes so dedicated lanes would be great.</p> <p>Plus I would be more inclined to use the bike if it is implemented instead of the car to shop at the village.</p>	<p>All looks good to me. Something needs to done to the Avalon Parade - OBJ Rd intersection as it is a nightmare to drive through when busy.</p> <p>Just a matter of time before someone gets seriously injured.</p>
<p>277 We don't need bike paths through the centre of our town it's dangerous and unnecessary create them leading to the shops then they should stop.</p>	

278 We belong to the APA and agree with a lot of their comments and suggestions, but don't think an official bike path down Wickham Lane or any of the other lanes is a good idea or necessary. A lot of children from Avalon School, which we overlook, cycle up and down Wickham Lane and some adults, but the surface is pretty bad with a lot of pot holes and not very safe for pedestrians either. We [REDACTED] with pedestrian and vehicle access to it and pedestrian access to Wickham Lane and are not at all happy with the plans to put a two-way bike path between the foot path, the parked cars, cut down the trees in the central reservation and remove it and have a single lane for cars down to the crossroads. It's a recipe for disaster! When we exit our underground garage just north of Sanders Lane, turn left to go down to the crossroads then want to turn left to go to our Surgery or the Bowling Club off the Parade, or straight on to go to Woollies or to North Avalon or Palm Beach, or right if we want to go to the Surf Club or beach, we now have two lanes to queue in. It's always fairly busy there with the Parade having the right of way, but if there is only one lane, the waiting cars will stack up to the Village School! Knowing the school kids who all charge out of school at 3.30pm on their bikes, skate boards and scooters, they will still use the pavement, endangering the safety of us older citizens who will also have the hazard of having to cross over the bike lane before crossing the road, with no safe central reservation, just to go across to the chemist or other shops on that side of the road. Cycling is a good, healthy pursuit to be encouraged as an alternative way to get from A to B if you are young enough to still cycle and ideal in towns and cities with wide roads and room for cycle lanes, but the idea of providing bike lanes for lycra clad cyclists to speed through our village just to whizz up to Palm Beach and back really isn't on!

Avalon is a wonderful, friendly, laid-back gem of a village which we have known for [REDACTED] and we don't want it turned into a Disney Land Village which some of the suggested 'improvements' might make it! There are a large number of older people, some who have lived here all their lives and others, like us, relative newcomers, who walk around the village, converse with others, shop, visit cafes and restaurants, the beach and apart from moaning about the state of the uneven footpaths, are pretty happy as things are. The crossroad is a hazard but we have all learned to live with it and treat it with respect. The greater part of the rest of the population seems to be made up of young families, like ours who attend Avalon schools, often have three children and perhaps a dog, love the beach and the ocean, play sport at village clubs and grow up in this amazing village. It was suggested that 'events' should be organized for the village. What about the wonderful Avalon Market Day in November, car boot sales in Dunbar Park, the Surf Club Carol Concert and food market just before Christmas, Shakespeare in Dunbar Park, film festivals and jazz sessions at the Bowling Club and the March and Services outside the RSL in the park on Anzac Day? Have any of the 'ideas people' who wrote this plan been to any of these events?

On a less critical note, more trees to improve the tree canopy and planting in seating areas, improving and making Patterson Lane more attractive and providing more seating and cafe tables, there and around the village would be great. Whilst cutting back the corner by the Surf Club bus stop and building a path going up the side of the Parade to the Headland would be good, if the bus stop is moved back it must still be an enclosed one for shelter like now and not up steps preventing invalids using it. The work being done along the creek on the extension of the yellow brick road is a great improvement already. Whilst a lot of work on improving the safety of paved areas is needed (I for one have tripped and broken bones three times in the last ten years!), providing a uniform, attractive surface is difficult when there are so many tree roots from the much-loved old trees that break up surfaces.

And as for spending \$15,000 on a scheme to persuade us to 'shop locally', words fail me! We all try and support our village shops, businesses, restaurants and cafes as much as possible knowing how difficult it is to survive with high rents and over the last year of Covid, without many visitors. We want them to be successful as much as they do!

279 The proposed routes are preferable to those in the Council's plan. It doesn't involve the removal of trees, the removal of the central strip and the reduction in traffic width. Wickham Lane is currently used by cyclists from the Public school, but I question whether making it into a 'formal' cycle path will divert children from riding on the footpath of Old Barrenjoey Road, without a change in the law. The same comment applies to the proposed bike path proposed by Council. Have there been any surveys carried out of bike movements in the village? I don't like the position of the APA pedestrian crossing in the line of Wickham Lane. I feel there's a danger of cyclists going across without checking the road is clear. Unless the bike path in Wickham Lane is 'tidal' I question if there's room for 2 way bike movements even if the proposed one way traffic southbound proposal (which I strongly support) is adopted.

I don't agree with the one way traffic flow on Old Barrenjoey Road (OBR) from Woolworths to Avalon Parade. Has a survey been conducted of traffic movements in this section of road? From my observation many cars enter this section either going to the shops or continuing towards Palm Beach. Under the proposed layout cars wishing to go to Woolworths or park on the road must turn right onto Avalon Parade, proceed to the traffic lights, turn left and then enter OBR from the north. Inconvenient and an increase in vehicle pollution. The proposal to reduce the width of OBR to a single lane would result in traffic delays at the junction with Avalon Parade. Vehicles waiting to turn right would hold up other traffic wishing to turn left whereas currently they can be alongside one another. The removal of the central strip on OBR will make crossing the road more hazardous. There is no crossing at the central or southern end of the shops and the current strip provides a refuge, particularly for the elderly and/or infirm. The raised kerb separating the proposed bike path from parked vehicles would be a trip hazard. No consideration appears to have been given to delivery vehicles on the west side of OBR. Currently if space isn't available at the side of the road they can unload on the central strip.

There many laudable aims in the Plan, such as improving the streetscape, unifying pedestrian and road surfaces, improving lighting, the Patterson Lane re-design, new footpath on corner of Barrenjoey Road and Avalon Parade east (but without the benching behind the bus stop. Surely that could be moved further north?), additional seating.

Judging from conversations with friends and other residents my concerns are shared by most.

Overall, I support the draft Avalon Place Plan's objectives. I trust that the aim of increasing the tree canopy will extend to more control over developers felling trees!

████████████████████ I have concerns regarding the proposed changes to the centre of Avalon.

My observations, as ████████████████████ is that the majority of cyclists on that road are associated with the Avalon Public School. Many students use Wickham Lane. Others use the footpath, primarily the west side, of Old Barrenjoey Road, often with little regard for pedestrians. Unless the proposed cycle lane is coupled with a ban on cycling on the footpath, I feel that road space will be taken up for no real purpose. I've seen very few adults cycling along the road. The cycling route from Manly to Palm Beach lies to the east of Barrenjoey Road. The APA solution for cyclists to be diverted along Wickham and Edmund Hoch Ave is superficially attractive. However, with the Plan's proposal to turn Wickham Lane into a one-way thoroughfare for southbound traffic (which I support) it might be difficult to provide a contra-flow cycle lane.

On balance I see no need for making any further provision for cyclists along Old Barrenjoey Road.

I do not approve of the proposed changes to the junction of Old Barrenjoey Road and Avalon Parade.

Reducing the width of the northbound lane of Old Barrenjoey Road at the junction with Avalon Parade will result in more traffic delays, and hence pollution, from queuing vehicles behind those wishing to turn right. Much of the traffic to Woolworths uses the north section of Old Barrenjoey Road from its junction with Avalon Parade. Closing this to northbound traffic will result in extended journeys with delays at the traffic lights at the Avalon Parade/Barrenjoey Road intersection, as well as the delays mentioned above. Given the number of vehicles which turn south on leaving Woolworths' car park I don't think a shared path is practical. As there is obviously a desire to improve safety in the village, is it intended to reverse the traffic flow in Woolworths' car park to avoid crossing traffic?

There are clearly other measures which can be taken to improve the safety of the Old Barrenjoey Road/Avalon Parade junction. Such as: -

Traffic lights, which would not be in keeping with the village atmosphere!

Reducing the speed limits on both the roads,

Changing traffic priority to give precedence to Old Barrenjoey Road,

Introducing give way signs on all entry points (this could be the 4-way give way scenario found on US and, occasionally, on UK junctions)

A mini roundabout

Moving pedestrian crossings back from the junctions is clearly a good idea

<p>280 The laneways should be shared zones to allow for delivery vehicles etc as well as bicycles. The laneways will benefit from lighting and improved surfacing and will help expand the village rather than cut it up. Barrenjoey rd should remain a 60kph not be reduced to 50kph to Palm beach .</p>	<p>I think :the existing height limits for buildings in village centre should be confirmed and included in the place plan. Improve the ambient lighting in the village . Pedestrians to have priority over vehicles and bicycles. Do not remove any trees BBQs in Dunbar a good idea. Improvements around ocean pool good . Seating on embankment on ocean park should face the sea not the service station BBQ s in north av . A good idea</p>
<p>281 I do not support the proposed bike path/cycleway on Old Barrenjoey Road. I strongly believe this will cater for a very small percentage of the population at the cost of the vast majority. I have lived [REDACTED] experienced first hand the chaos and issues caused by the loss of roadways from the creation of extensive bike path/cycleways (as introduced by then mayor [REDACTED] These pathways are notoriously under utilised and the loss of roadways have created untold traffic issues and congestion.</p>	<p>I would like to suggest the addition of sparkly string "fairy" lighting in the trees on Avalon Parade and Old Barrenjoey Road. This has been undertaken in Hastings Street, Noosa Heads, Qld. to great effect and has created a beautiful evening ambience which attracts patrons to the restaurants and visitors into the town. See link- https://www.google.com/search?sxsrf=ALeKk00-Wk2kqGT7Jsct4XIKvHX3mJ0KwQ:1620107385944&source=univ&tbm=isch&q=Hastings+street+noosa+fairy+lights&sa=X&ved=2ahUKEwjqo_Kpqq_wAhUKxzgGHakxCXAQ7Al6BAgKEDw&biw=1536&bih=722</p>
<p>282 As it stands, the Plan would cut the village into 4 and be seriously dangerous for pedestrians, many of whom carry shopping, and have more than one one small child in tow. If bike paths are needed, they need to be away from the centre. Similarly, rather than preserving our carbon footprint, the plan would sacrifice many trees and we can't afford to lose any. We cannot afford to lose parking space. Think of the mother described above, dodging bikes and then walking a long way to her car. This Plan is not well thought out. Last of all, whatever you do, keep the village at two-storeys. We do not want to turn into something like suburbs farther south,</p>	
<p>283 I believe this is a much more cohesive plan for the area as it does not; disrupt the current pedestrian access through the main centre, destroy established local trees, create a dangerous reentry into Plateau Rd Round about as this old Barrenjoey Rd enters the intersection on the lower side of the hill and needs to cross the predominate traffic which continues along Barrenjoey rd. This is a very dangerous intersection with low visibility and to have slow vehicles (bicycles) entering on an upslope against the traffic is dangerous. Bicycle traffic can be diverted around the back of the precedent with minimal disruption and interaction with pedestrian traffic.</p>	<p>I believe changing the Northern End of Old Barrenjoey Rd to 1 way and foot traffic will bank up traffic towards the beach through an already confusing 4 way zebra crossing through the village running West. This is an already very busy intersection particularly during school collection and drop off and will lead to further congestion on Barrenjoey rd, trying to turn into the street next to the golf course and banking up the traffic heading south on Barrenjoey looking to turn right into Avalon Parade. Currently the system works on a narrow peninsula by exploiting a few access points to the village and this will then be reduced.</p> <p>I believe there are great opportunities for development of pedestrian only areas along Wickham Lane and more cohesive network of paths through Dunbar park and Central rd as these are alternate access roads for the area.</p> <p>I also do not agree with the current bus stop location and terraced hillside as this is a very visible/recognisable aspect of the township. Any bus stop/retaining walls should be located in the current bus stop position but retained further into the hill so that the bus stop does not become the focal point of the view. The hillside should also be refrained from over retaining as this area is currently utilised for Carols at Christmas as well as more of a natural environment. I am definitely for increased localised plantings for the area and some clear lighting to access the pool but would prefer to minimise the LED light pollution at night to allow for the nocturnal fauna of the area.</p>

<p>284 no bike paths on old barrenjoey rd or avalon pde , in town . No bikes in town , I have nearly been hit by cyclists sooooo many times ,The area proposed for a mall is the quieter end of town not many shops there only Woolworths, chemist and a cafeso I dont see a need for a mall it will be a dead space the parking needs to improve backing out of the front to kerb parking is soooooo dangerous , you cannot see any oncoming traffic , if there are cyclists to content with also , it is a disaster waiting to happen . so I strongly oppose bike paths in town . I personally would prefer a roundabout and move pedestrian crossings away from intersection .</p>	<p>Yes to more trees and and parking .</p>
<p>285 1)Don't dissect Avalon- no bike path on old barrenjoey- alternative Edmund hock ave and Wickham lane</p> <p>2)Keep established trees</p> <p>3)More parking and increased 5 minute parking for quick stops</p>	<p>Please remove bike path from this plan - make it a separate project</p>
<p>286 I prefer NO cars in the village and parking on the fringe. Everything is whiten walking distance anyway.</p>	<p>It would be great to join bike tracks with the surrounding areas not juts North Avalon but Clareville and Bilgola.</p>
<p>287 1) Don't dissect Avalon- no bike path on old barrenjoey- alternative Edmund hock ave and Wickham lane</p> <p>2)Keep established trees</p> <p>3)More parking and increased - 5 minute parking for quick stops</p>	<p>Please remove bike path from this plan - make it a separate project to avoid delays in other areas</p> <p>better lighting is needed on the footpath from north Avalon to south Avalon- they are always broken</p>
<p>288 Bikes riders & pedestrians mixed is dangerous, Avalon should not loose trees & parking</p>	
<p>289 Avalon Village needs be developed as a transport free zone, planted with trees and available to pedestrians only. Bicycle lanes are important as are public walking foot paths along the main roads.</p>	<p>Parking needs be a top priority in an area outside the pedestrian only village area, with no bicycles or cars at all in the village. Create a beautiful streetscape and village which makes the area destination. Dog friendly hours early monring and early evening are a must on beaches on northern beaches council. This council area has the highest number of dog owners in it, and the poorest availale spaces to exercise dogs. Dogs and dog owners have rights and these areas are an important community for many people, especially older people who are isolated and rely on dog walking time to meet and have a community.</p>
<p>290 I support any proposal that does not require the removal of trees in Old Barrenjoey Rd.</p>	<p>The current grassed area near the bus stop should be retained instead of being replaced with tiered levels. This enables it to be used as a play area as well as for informal seating.</p> <p>While the shared zone has merit the additional traffic turning right onto Barrenjoey Rd will require traffic lights to avoid long delays and/or risky driving.</p> <p>I am not sure what the benefit of a viewing platform at Nth Avalon is, the current arrangement works perfectly OK.</p>

<p>291 [REDACTED] do not agree with the Pedestrian bike path. This will take away the village atmosphere which has evolved over time. The old saying if is not broken do not fix it. There is no need for cycle paths in Avalon. Look at your statistics provided 0.8%. There is a reason for that. Most local prefer to walk and not be encumbered by cycle traffic. That is what give Avalon the lay back lifestyle. Leave it alone.</p> <p>Look at the age demographic of the area. There is a high percentage of elderly that would not gel well with having to share with cyclists.</p> <p>Also look at the topography of the area surrounding the Avalon Village. Hills, hills and more hills. That is why there is not a high take up of bicycles.</p> <p>How about reducing rate payer costs instead of trying to invent suggested ways of so called improvement.</p> <p>Something must be right with the area as it is, if so many people want to live here.</p> <p>Let's not turn the suburb into a clinical surrounding and ruin it's soul.</p>	<p>I do NOT support to the proposed "off road bicycle area opposite Avalon Public School". This is one of the few GREEN spaces left that is regularly used by the community. There are no land areas of this size left. I use this area nearly every day for my fly casting practice (requiring a lengthy area). As do others use this area regularly. This are is used for a dog walking, exercise, school kids, etc. As NBC would already know the area is also used for parking overflow for beach swims. Anzac Day parade preparation area etc.</p> <p>If the use of an off road bicycle facility is required then there is Kimbriki. If an asset such as this is built then encourage locals to use it.</p> <p>I do not get why NBC are trying to invent such facilities. This is a BEACH suburb with plenty of surrounding aquatic activities.</p>
<p>292 The proposed bike track is not pedestrian or vehicle friendly and will divide the village atmosphere of Avalon. It will make it difficult for delivery drivers with already reduced parking availability.</p> <p>There needs to be much more consultation before this is implemented and other options considered.</p>	<p>Loss of more parking spaces an enormous concern, loss of very established trees not necessary.</p> <p>placement of stage and BBQ facilities in Dunbar park will reduce diversified use of the area.</p>
<p>293 I prefer this alternate bike plan (by APA) utilising the existing lanes and footpaths. I believe better and wider footpaths to accomodate pedestrians and bike riders would be sufficient. I don't believe there is a need for a specialised bike path that is only in the town centre, that reduces the parking , removes the trees and not necessary.</p> <p>I ride to school with my kids and i'd like to see better footpaths that they feel comfortable riding on and not needing to ride on the grass every time they go past a pedestrian.</p> <p>There is also not sufficient footpaths going down Avalon Parade, Central Rd and Bellevue Ave. which are the main routes to school. Creating a formal pathway alongside KU which links up with the pathway behind Pacific Palms would be another great option for a bike path off the main road which leads into the town centre.</p>	<p>I agree with a community social area, but not in Dunbar park. I agree with making the laneways more social and usable. Wickham Lane (Sth side) I think would be safer if it was a one way lane for cars. Kids use this lane to ride and walk to and from school so it needs to be safer for pedestrians and cycling. Patterson Ln would be great as a pedestrian lane with cycleway and public seating as suggested.</p> <p>The problematic Cross Street with pedestrian crossings going 4 ways. This is difficult and i'm not convinced a shared or blocked Old Barrenjoey Rd near Woolworths is going to work as this is an important through way with not one good alternate suggestion so far. I don't believe closing this section of the road is the solution. Why not put up some trials for shared access both on the North side of the intersection and the South side of the intersection (at different times) and see what works best?</p> <p>Dunbar park, I agree with making it better with more seats, artwork and better access, but not the BBQ's or stage position. The stage would be better either closer to the playground on the North east side facing the park looking south, or opposite that, but not on the east side. (Refer to market day set ups of the stage).</p> <p>Entry to the beach, i actually agree with [REDACTED] suggestion of moving the bus stop further North and creating a bike rack behind it where there is space. The existing corner would be better without the bus stops and more green area, not stone walls.</p>
<p>294</p>	<p>I am against the shared zone on Old Barrenjoey Rd. Block it off completely- then cars/ pedestrians will not have to interact.</p> <p>I am opposed to the cycleway as it will encourage bikes to speed through the village, and further restrict parking on Avalon Pde,already at a premium. Cyclists and Children do not alight bikes now to cross at the crossings- they definitely won't stop with the introduction of a cycleway, and just speed on through.</p> <p>Don't say it will encourage more bike use- it won't!</p> <p>Many elderly residents including [REDACTED] walk to the village and I feel there will be a real safety risk at the proposed Northern intersection of Avalon Pde and Old Barrenjoey Rd.</p>
<p>295 The bike plan does not work for the Avalon village. It loses already limited parking, divides the percent, removes tree and is just plain dangerous. The lanes alternative is a much better option.</p>	<p>The re are few good parts to the pan, including improving the pavements, and adding suitable lighting, but the bike plan is ill-conceived.</p>

<p>296 Prefer the APA alternative plan which does not interfere with parking in Old Barrenjoey Road. The council plan apparently only adds to the traffic and confusion at Avalon Pde and Old Barrenjoey Rd. In my opinion there aren't enough bike riders to justify the plan.</p>	
<p>297 Yes it is a good idea on the wrong road. We have both a young and elderly population that needs less infrastructure on what is the hub of Avalon. Edward Hock lane has less traffic for children using bikes and vehicles are generally slower . A safer solution for all age groups.</p>	<p>The crossing should be moved back from the corners so that motorists stop for pedestrians well before they have to focus on safety negotiating the crossroads. I think Woolworths is in the wrong spot and should be moved Westoff it's previous location possibly a two story underground car park with a supermarket that is larger than the current one that is now to small. Avalon desperately needs more parking before money is spent on malls .</p>
<p>298 I endorse the alternative connections design plan keeping old Barrenjoey and Avalon parade safe for pedestrians. Lane ways are currently under utilised and would make ideal bike paths.</p>	<p>Pedestrian safety first. Divert bike routes way from Avalon Parade and Old Barrenjoey road. Develop laneways to encourage meeting spaces. Maintain and plant more trees.</p>
<p>299 It will only create more problems.</p>	<p>Simply divide each approach to the intersection into two lanes, with gutter lane designated with left turn only arrows.</p>
<p>300 If you have to put a bike path in it is a good alternative plan. Kids are the main bike riders and then there are not a lot. Avalon is not a bike friendly landscape.</p>	<p>NO BIKE PATHS. Dangerous. Unnecessary. Loss of business to the local businesses. Loss of parking is certainly not worth it. No shared zone. Go and visit Narrabeen Lagoon shared path and see what an unpleasant option it is.</p>
<p>301 I fully support this alternative plan.</p>	<p>I don't support the proposed hike lane because I believe it would be dangerous to have bikes moving behind parked vehicles and I don't believe e parking should move. I don't support the removal of trees through Avalon village. I believe an upgrade of Avalon's laneways would create a unique environment and a safe cycling option. I would like to see more greenery around the proposed shared zone rather than less. I would like to see changes to Barrenjoey road between the petrol station and skatepark to slow drivers down and create a pedestrian crossing near the skatepark/SLSC car park to create a easier and safer joining of the village to the beach.</p>
<p>302 No, I don't see the need for bicycle paths in Avalon. There are more people needing parking spaces and access to retail shops than those who use bicycles.</p>	<p>I think the plan is too expensive, destroys existing trees that the Council planted a few years ago and caters to a small number of residents who ride bikes. The bike paths will take up too much space and diminish available parking spaces in an already busy town center. The loss of parking spaces will send people to Newport as an alternative and hurt retail businesses. If the intersection is the biggest problem, why not close one side of the four sides to pedestrians? That would do more than closing the road to one way traffic only.</p>
<p>303 I understand that cyclists need to be safe on our roads but why spend a substantial amount of money to create these cycle ways - do you have figures that show the number of deaths and/or accidents involving cyclists to merit this proposal and the money that will need to be spent ?</p>	<p>This whole debacle that is the Avalon Place Plan (APP) will cause huge unnecessary disruptions to the whole center of Avalon Village for very little gain. With all projects the cost to benefit ratio is critical, and I believe this has been entirely ignored to please a minority rather than listening to the majority. It's a disgrace.</p>
<p>304 I do not perceive any call from the community for dedicated bicycle lanes through the village in any form. The charm of Avalon village is its informality, and bicycle lanes are a serious threat to this. The occasional local shopper riding into the village is already able to do so, and those touring cyclists (doing serious kilometres) will not make use of any bike lanes through the village as they swoop past along Barrenjoey Road.</p>	<p>The Des Creagh Reserve area warrants another look, in terms of activating public space for recreation. In some respects, the introduced plantings on the sand dune have been a failed experiment. As a means to provide stabilisation and prevent mobility of the dune, the plantings have been a success. However the introduced plantings have been overrun with bitou bush and asparagus fern, providing habitat for rabbits and foxes. A comfortable sense of "green" is perceived when we walk past the Des Creagh dune area, but this "experiment" should be independently reviewed against a set of objective measures, noting the problems of weed infestation, colonisation by exotic predators which are a threat to native fauna, and antisocial use by drug-takers and youth (see uploaded picture). The review might find that, without threatening the stability of the dune in any way, a central section of the plantings could be cleared and flattened out to provide a 2-acre, usable public green space. Done properly, any existing habitat value to native species could be retained, and view lines to the ocean could be created. The space might then attract sociable, rather than antisocial use, and help cater to the recreational needs of the growing population making use of Avalon village.</p>

<p>305 The alternative design making use of the laneways is a significant improvement of the initial council design, however I am opposed to any additional infrastructure that separates or divides the flow of pedestrian or vehicular movement. With low traffic laneways already in place there is no need to add a dedicated bike path route in Avalon at all. Children and adults alike will benefit from a more informed plan that better takes into account present and future transportation modes beyond the use of manual biped devices. Electric bikes, mono-boards, skate boards, electric skate boards, scooters, single person electric vehicles and others are soon to be common place and consideration for these is lacking from the current plans.</p>	<p>I general:</p> <ol style="list-style-type: none"> 1. Remove all consideration for the dedicated bike path, it is NOT required and will definitely interfere with businesses ability to trade, and pedestrian traffic as well as vehicular traffic and parking. 2. Do not reduce the capacity for vehicles to navigate the intersection of Old Barrenjoey Rd and Avalon Parade by narrowing the road in any direction. 3. Don't create a built environment at the bus stop on Barrenjoey Road. We need LESS hard surfaces and LESS built environment in order to be sympathetic to the history and ambience of the Avalon village This is not Manly, Avalon is unique (I have lived [REDACTED] a good handle on what that means). 4. Don't reduce the number of parking spaces for any reason. A council decision to reduce parking will result in even greater stress for residents, visitors and business owners and will result in council being responsible for unavoidable parking infringements which are already taking place due to the current significant lack of adequate parking at various times of day and year. 6. Parking spaces must be increased not diminished to allow for business growth. Underground options are viable and should be studied as part of the plan. 7. Any proposal to reduce the number of trees is a step in the opposite direction to the unique flavor of the Avalon Village. Trees and greenery are one of the biggest KEY FACTORS that sets the far Northern Beaches apart from any other destination of its kind globally. To reduce trees and urbanize the space further will be a blight on the environment and all that Avalon stand for. It would show a pure lack of understanding of what Avalon village and it history are about. 8. I strongly support a singular, easy to maintain attractive village-style path surface that will tie all parts of the Avalon shopping precinct together and make it safer for pedestrians. 9. I strongly support the addition of a theatre area in Dunbar park but support the orientation of that facility to be as per the 'alternative design'
<p>306 Avalon has to move forward and become an easier place to cycle to and from and around the village. At the moment with all of us on our bikes it's too dangerous to ride on the road next to parked cars yet it's not appropriate to ride on footpaths once you are of a certain age. I want to stay fit and I want to use my car less because I do live in a village that should afford that lifestyle. [REDACTED] teenagers and they get in trouble for riding on the footpaths yet I hate them riding on the road. The problems for teenagers are real in this area and exercising is a key part of fixing what they are going through. Social media rules their lives and then we the parents try to get them out on their bikes riding around and it doesn't feel welcoming for them there either - it's hard. I know there are people against this but really we have to bring Avalon into the future and progress with the world as it is now, we need to bring down emissions and we need to support our teenagers more. We think that teenagers should just get on with things as we did but unfortunately the world is different now and we need to support them in the 2021 world. It is a fact that we are polluting our environment and we will eventually loose our beautiful wildlife if we don't start using our cars less. The pedestrian zone would be wonderful for cafe's and shops, it would build local businesses. I understand Avalon has a small town feel and I wouldn't want to loose that but the town is bigger and will keep growing and we must support that. I think business would flourish instead of opening and closing as they do and I think it would make Avalon the most amazing place to live which would bring in people from out of area to visit. I would love our town to be an example of how sustainable and happy living can be achieved.</p>	<p>It feels like the plan is good. It doesn't feel that we are turning Avalon into a Chatswood or even Deewhy, we need to continue to keep Avalon's beauty and small town beach vibe, along with progressing in a way that supports our community. I feel this design supports that. The only thing I would comment on is that the design for the amenities needs to be in keeping with our town. Lots of trees, which seems to be in the plan however I feel that putting in too much cement will ruin things, lets have designers that can keep a beach feel, no big cement structures.</p>

<p>307 Overall the plan is a very good concept. Recently, red bands have appeared on mature tree on the western side of Old Barrenjoey Road from Sanders Lane to Avalon Parade. Nothing could justify the removal of these trees if that forms part of the project.</p> <p>Where will the semi-trailers that deliver stock all day park now to unload their stock if the "medium strip" is removed.</p> <p>Put the bike lanes in the laneways.</p>	
<p>308 I support the alternative design. Avalon Pde is a major thoroughfare and should not be compromised with access or reduction of parking</p>	<p>We need a longer timing on the traffic lights for cars to turn north onto barrenjoey road from Avalon pde. If there are a lot of pedestrians no cars can turn northern in the time allocated. We need a north turn signal when cars are turning into Avalon pde from barrenjoey Rd or a left turn at any time.</p>
<p>309 Whilst it will be good to support bike riding to Avalon, going through the village is an issue of safety. The outlying streets of Avalon are hilly areas and not many people can cycle safely to Avalon due to unsafe roads and hills. Therefore to remove trees and parking for the small number of people who can ride is not efficient use of public money. The proposal that the Avalon Preservation Association provided of cycleways in the back lanes is more conducive to a long term plan.</p>	<p>I do not agree with the amount of concrete that will be added to our leafy and natural environment, as proposed on the plan. The beach does not need an amphitheatre of stone looking at the road and service station. The beach access is currently fine. Money should be spent on upgrading pathways, adding ambient lighting, further greening, tree planting, creating a creek that is a sustainable waterway, providing biodiversity of insects and plants, creating habitat for animals, walking pathways to and from the village which are safe and accessible.</p> <p>Dunbar park playground has just had an upgrade, why repeat this? The green patch of grass needs to stay. This area does not need any more paths or concrete. Please do not spend ratepayer funds on turning Avalon into DeeWhy/Warringah Mall. This is not what those of us who have lived here for years and raised our children here want. Listen to the community. The local residents associations along with local architects, landscape designers, and residents should all be consulted and have a say and the ideas that have been proposed should be taken seriously and incorporated into a plan, that we can live with.</p>
<p>310</p>	<p>There is not sufficient parking in Avalon now and certainly not if Avalon becomes much more popular. I cannot suggest a solution except hope that the use of cars with AI will reduce the need for most parking, I think that will be with us in the next 10 years.</p> <p>For the corner of Surfview and Barrenjoey road , in the park I have previously suggested that the pathway wanders up on a minimal slope to the top of the park. There is no need for a pathway on both sides of Surfview it just detracts from a potential native planting.</p>
<p>311 I think Avalon should be a pedestrian village. I don't believe a bike lane is necessary through the middle of avalon and isn't in demand. I support laneway bike paths or paths through the back streets of the village. Through the main village road is too dangerous. If people want to ride their bike to the village they should be encouraged to park their bikes and walk in. The kids of Avalon Public school definatetly need an alternative to riding their bikes through the village shops. Not safe.</p>	<p>Things I like:</p> <p>Green & Clean: nice looking planter boxes unlike the the current concrete planters around the trees.</p> <p>ambient lighting throughout the village; maybe lampposts instead of tall street lights.</p> <p>Main intersection zebra crossing needs to be addressed; possible use of a 3D painted zebra crossing (https://www.artfido.com/this-optical-illusion-zebra-stripe-crosswalk-in-iceland-stops-traffic/)... creative and would be in keeping with the creative/artsy side of the Avalon community and also would stand out to tourists who are unfamiliar with the intersection.</p> <p>Better seating options throughout village</p> <p>Upgrading all sidewalks to uniform and unique to the area...possible sandstone colored concrete with sandstone borders.</p> <p>Additional seating at ocean pool; no artwork (pg 77)</p> <p>Sign near beach to welcome people to Avalon</p> <p>Southern Gateway: why not use vacant lot to increase parking?</p>
<p>312 The alternative design is better than the original as it will cost less and achieve more.</p>	<p>Why such an emphasis on bikes ? Better to concentrate on pedestrians. Having bike paths through the lanes is a better alternative. Also, riding a bike to the edge of the village and then walking is better than the plan proposed. I am a rider and I see no need to ride through Avalon so park it in front of Woolies (east side near the servo). Then walk.</p> <p>I read the document twice and still don't fully understand what the critical issues are and what problem is being solved? As a vision i would see Avalon as a no car zone! Park or ride to the fringe and then walk. Issues are parking and deliveries for the businesses and through traffic.</p>

<p>313 I think it's better but it probably needs finessing to make people feel encouraged use it. Lighting for sure and maybe bike storage on each of these lanes so people are encouraged to go there put their bikes in and walk around the village.</p>	<p>It is so vital that CAREEL CREEK is not overlooked. Everyone says the natural environment is the important part of their life in Avalon and adding trees is great and to be encouraged but keeping the ocean clean and the creek pristine should be equally important or more. Do we really want to live in a place where the main creek is nicknamed Poo Creek!! by the locals. What do visitors think when they walk along the bike track behind the school or play tennis at the local courts. It stinks and there's been many studies that have shown taking the concrete out and letting the natural biological processes keep it clean is the answer! . Please don't overlook this important waterway. In Japan for instance it would be celebrated as a beautiful picnic place in the centre of our town and we could have this if the water was clear and clean. With the concrete lining it it looks like an open sewer but if it was a natural environment, well planted it would look amazing and people would be encouraged to use it and be proud of it.</p>
<p>314 I fully support the alternate design. The bike paths should be created in the laneways, NOT down Avalon Parade and Old Barrenjoey Road.</p>	<ol style="list-style-type: none"> 1. I do not think the one way shared zone will work. I suggest maintaining two way roadway, with widened footpath on the eastern side, no parking on either side, but allow one loading zone space on either side. 2. I do not support any major changes to North Avalon Beach / Des Creagh Reserve. We don't need barbecues, seating, viewing platform/s or exercise equipment. Simple seating and showers are sufficient. A bubbler including dog bowl would be a nice addition. 4. Any stage construction in Dunbar needs to be of a quality design similar to rec centre, NOT like the cheap ugly effort made for The Annex 5. I don't support the installation of bbq facilities/seating in Dunbar park. 6. I agree the bus stop next to Avalon Beach on eastern side of road needs attention as it is too narrow and crowded at times, but the proposed plan is overkill 7. 10 years is too long, implement changes within 3-5 years.
<p>315 The alternative connections design for Pedestrian and Bike Path is a superior solution for several reasons;</p> <p>1) It doesn't take scarce space from Old Barrenjoey Road to create the bike pathway at a cost of losing a significant number of parking spaces. Whilst there seems to be an opinion by some that is ok, because everyone should walk or ride a bike. Everyone can't walk or ride a bike for various reasons.</p> <p>2) It doesn't require the removal of various trees including the visually important trees in the centre divide in Old Barrenjoey Rd (South). Without those trees and perhaps the further greening of the divider, the overall affect is that its just a transport corridor. The centre greenery creates the Village feel and perception which has been emphasised in the Avalon Place Plan itself and yet this removal of trees would contradict the plan.</p> <p>3) The alternative cycleway provides a more interesting and safe route around the Avalon village.</p> <p>One thing missing from the plan is how to deal with delivery trucks which are constantly illegally parking to unload. Their presence in the centre of the road creates a very unsafe situation for motorists, pedestrians, bike riders etc. In many cases parked cars can't reverse out of parking spaces because of the illegally parked trucks there.</p>	<p>The reduced speed limits are over the top, unnecessary and not practicable. States around Australia have standardised on a 40kph limit in school zones which have been successful and accepted by the community. Arbitrarily coming up with a new limit of 30kph which is a uncommon limit in the majority of Australian communities, creates more confusion and another opportunity for Governments to penalise local and visiting people for the purpose of raising revenue rather than safety, despite hearing that safety is the only reason. If 40kph speed limits are satisfactory for all School Zones, how can reducing it to 30kph and at the same time creating a new limit be justified?</p> <p>The 10kph limit in the shared zones, will also create major problems for traffic in Avalon particularly as the shared zone on Old Barrenjoey Road is the only practical exit from the Woolworths Car Park for all traffic heading north or west, unless you attempt to turn right into Barrenjoey Road from Old Barrenjoey Road. Good luck with that working for a heavier flow than current. It should be noted that one vehicle turning right in this location blocks all traffic turning left. 10kph is walking speed, a more reasonable and practical limit in the shared zones would be 20kph. It should be emphasised that all people have a responsibility for safety in shared zones not just placing all the emphasis on drivers or cars who are the common whipping post. If we are serious about reducing traffic in Avalon one initiative could be that instead of a parent dropping kids to Avalon Primary School in SUV's and other range of large vehicles, it would be beneficial for the health of children and parents to walk their school students to school from outside the boundaries of the Avalon Place Plan. Dropping kids to schools has been suggested as a major reason for the traffic jams coming out of North Avalon and beyond into Avalon every school morning.</p> <p>Finally on the topic of traffic and reducing vehicular traffic in Avalon Village, the people who can't be mobile without their car already battle the already significant shortage of disability parking spots in the village. The 4 street based Disability Parking Spots the village, in addition to the 4 spots in the Woolworths Car Park and 3 Spots in the Western Car Park (Avalon Pde) are inadequate by statistical analysis (see below) but also by the fact that they are constantly utilised in the majority of cases legally. (Some still think its ok to stop in them illegally for a couple of minutes). Australian Bureau of Statistics reports: "How many people are physically disabled in Australia? Over 4.4 million people in Australia have some form of disability. That's 1 in 5 people. 17.8% of females and 17.6% of males in Australia have disability. The likelihood of living with disability increases with age." Do the math!</p>

		I also note that whilst the Avalon Place Plan has emphasised the priority of making the Patterson laneways safe as shared zones, the Council has also just recently approved a new high density housing development at 3 Central Road, Avalon which has 7 apartments with an access way via Patterson Lane. It should be noted that the existing driveway access for 3 Central Road is via Central Road. By Council allowing this development to utilise Patterson Lane as the only vehicle access point, it has contradicted it's own elaborate plan for Avalon by introducing more vehicular traffic into Patterson Lane which is flagged to become more shared than current. Currently many school kids, mums with prams etc, kids on skateboards and bikes Patterson lane as safer short cut into the village. If Council is serious about the Avalon Place Plan and creating safe pathways via laneways like Patterson Lane the development decision should be re-examined before any development activity is commenced.
316	I prefer to get the bikes away from the flow of traffic and into the side lanes and streets as the APA has suggested. We cannot afford to lose parking spaces. The intersection will be even more difficult to navigate with bicycles in the mix.	Would it be possible to move all the pedestrian crossings 25 metres back from the intersection of old Barrenjoey Rd and Avalon Pde. This would relieve the pressure on the flow directly in the intersection.
317	I am not going to die if I ride my bike around now	
318	Not needed	Please don't change Avalon, I live here because I like Avalon as it is. Use the money to address the issues of illegal building and tree removal in Avalon.
319	I do not think a cycle path in Avalon makes alot of sense. Pedestrianisation of the woolworths part makes sense and sorting out the Avalon parade and old Barrenjoey Road cross with the four pedestrian crossings would be good. Happy for cycle paths to be put in to link up palm Beach to Newport. So the shared zone cycle by Barrenjoey school isn't an issue for me. It's just the cycle paths outside the shops on old Barrenjoey road doesn't do it for me. A cycle to nowhere. Thanks for reading this far!	
320	Prioritise pedestrian safety from cyclists!!! Have Northern Beaches Council signs reminding cyclists that it is ILLEGAL for people over 16 to ride on the pavement and not wearing helmets and ENFORCE it. Today, right in front of the pop-up Council stand by the library, I was walking past with my dog on a lead and 2 adult cyclists, not wearing helmets, narrowly missed my dog who was well under control and close to my feet. I do not support any paths which put cyclists and pedestrians on the same path. Too many adult cyclists ignore the law and endanger pedestrians. It's time NB Council did something about this. Put pedestrian safety as the main priority.	
321		I can't see from these designs how a car will enter and exit the Woolworths car park? Also, how do you enter and leave that area by car, is it via Old Barrenjoey Rd to the north and Avalon Parade to the south? If you exit from Old Barrenjoey Rd onto Barrenjoey Rd to head north or south, I suggest reconfiguring the grass island near the fire station or removing it, so cars can easily enter Barrenjoey Rd heading north and south. Currently a car turning right can block off a car that wants to quickly exit turning left to go north. This would clear cars quicker from the area.
322	yes, this is the preferred option	The most critical part of the plan should be making the Old Barrenjoey Road and Avalon Parade intersection safer. It is a nightmare for motorists. When there are 4 pedestrian crossings and cars are trying to cross or turn between pedestrians, there are often several cars stuck in the middle of the intersection trying to get past each other without hitting a pedestrian or another car. Between 3 and 5 pm everyday its especially bedlam. Traffic lights or a roundabout are essential !!! Its a normal , safe option . The plan should be making it easier for the flow of traffic along Barrenjoey Road, not more difficult by making it a one way section or reducing the road with a bike path, Nor should Old Barrenjoey Road be turned into a pedestrian walkway .. that is crazy. It reduces the already scarce parking and makes it more difficult for people to go shopping .. We don't want to have to walk the entire length of the plaza to get to the chemist or the fish shop. I am an avid cyclist and walker however when I go shopping I use my car and do my shopping quickly. With reduced parking and road blocks people will avoid Avalon for shopping.
323		Be bold and don't be turned off by the do-nothing brigade.

324	The alternative bike plan seems much more bike-friendly
325	<p>Make a plaza between Chill Bar and Avalon ParAde — no cars!</p> <p>Bike path necessary for children from Avalon Public School as very dangerous for young children and elderly with them riding on the footpath.</p> <p>I think there should be a car free plaza from chill bar to intersection of Old Barrenjoey Road and Avalon Parade</p>
326	Bikes are not a problem in Avalon you are trying to create a solution to a problem that doesn't exist. Need more parking!!!! With such a proposal
327	<p>Fully support the APA alternative bike path design. Do not support the NBC bike path plan. This APA plan was devised by people who actually live and use the Avalon village daily - unlike the Av Place Plan as a whole, which has been designed it seems, by people who have absolutely no connection or knowledge of the place or how it is used by the community - nor what is valued most, which are the canopy trees, the open spaces, low key, quirky, informal, quiet laneways & streets. This NBC proposed cycleway takes many of the things we love most about this place, away, or changes them to become more formalised and regimented & fast paced.</p> <p>Makes far more sense for bikes to use Wickham Lane and Edmund Hock Ave, than the two main roads through the very centre of Avalon. Bikes are mainly used by school kids on their way to school & these lanes (in the APA plan) lead directly to Avalon Public School & use the existing catchment paths to link to all the other schools and safe bike paths. Many kids ride scooters or skateboards, or will still be able to ride their bike beside an adult on the existing footpath, which makes the NBC plan redundant, a pointless expense and an unnecessary upheaval for the community.</p> <p>Council's bike plan is dangerous & overly engineered for our little village - and doesn't link to any other paths. Avalon is surrounded by steep hills. Few people want to ride up those hills. Having bikes going through the main intersection is simply unsafe - No one (esp kids) will pay any attention to signs advising them to dismount. Putting a cycleway through the central intersection of Avalon is complete madness, totally illogical and dangerous. APA plan far preferable and safer.</p>

There has been much talk from NBC re the community consultation process. Yes, they have asked the community - but they have not listened at all. Too many stakeholders have been ignored and the process has been tight and scripted. There has been no feedback on any suggestions made by the APP CRG, nor local residents' groups. Many hours were spent by these groups in going over the APP in great detail - but nothing that we suggested was acknowledged nor responded to by NBC. This plan should have been designed by a LOCAL urban planning company who KNOWS Avalon and how it is used on a daily basis by this community. NBC is very good at saying what they think we want to hear - but the end result is often the opposite.

Our family wants Avalon to be left alone. We don't want any further development nor formalisation of our beautiful, unique village that residents and visitors love because it is low key, slow and green. Trees are key to Avalon Place Plan & the essential character of Avalon. This is so important to maintain and boost with new canopy tree plantings. From a safety and aesthetic perspective however, we desperately need new footpath paving in the village centre, some new ambient lighting in and around the village, & a clean up and planting along Careel Creek - especially along the Woolies carpark section of the canal, which has been a dirty disgrace for decades.

Dunbar Park needs to be left as an open space. It should not be messed with. It is a green space connection from the Bowlo to the Beach. There should be NO stage erected at the eastern end of Dunbar. This blocks Dunbar from its connection to Avalon and is a huge built structure that is completely unnecessary in that location. A stage has already been investigated by sound experts in the community and it was decided that a small stage would be best built off the Annexe building facing SE so as not to disrupt residents with noise, nor the green space of Dunbar. More large trees could be planted around the perimeter of the park. We don't need or want bbq areas. This again disrupts the open green space.

The NBC suggested "patio" off the Av Rec Centre is an idea to be considered as a community space, as long as no existing trees ie melaleucas, cabbage tree palms etc, are removed to facilitate this plan. It would also need shade structures erected across the whole patio, as it is a sun/heat trap and would be unusable in summer without shade.

The intersection issue and NBC's one way south plan on Old Barrenjoey Road, is contentious for the community. Our family want it left just the way it is, as a two way road with the intersection left alone also.

It is too disruptive for all the residents who live in the south west catchment of Avalon to have to all drive up to the Barrenjoey Rd intersection through a set of lights, to come around to the Fire Station to enter the Woolies carpark - esp in summer when traffic is a nightmare on Barrenjoey Rd. There has been no NBC/Transport NSW plan suggested for that Fire Station intersection area - it would need either a roundabout or a set of lights - but apparently these suggestions have been rejected by TNSW. So what is the plan? It can't be left as is if this APP goes ahead per NBC plan. Where is the Bus Stop outside Bakers Delight going to move too? What happens to the entry and exit to Woolies car park? We need to have a clear understanding of how this will all work, to be able to comment intelligently on it. None of these crucial issues are covered.

The central 4-way intersection works just fine as it is. It is pedestrian regulated. Traffic is very slow moving, therefore there are VERY few accidents because no one is going fast. (putting bike lanes through it would be asking for accidents). The lanes entering work beautifully and the traffic flows well with lanes exactly as they are. It needs no change. It is only visitors who find it a little scary the first time they see it, but as everyone is moving so slowly, it is not a problem. A few new folk make a big fuss of this intersection, but once they've used it a few times, you see how safe it is & how well it actually works. Leave it alone.

We do not support the sandstone/cement terracing proposed by NBC on the Av Beach Reserve. Why would anyone want to sit facing west overlooking the ugly road and the even uglier Shell Service station and intersection? What a waste of money. The bus stop intersection could be moved a little farther north & pushed east into the hill a little, which would open up the section of footpath at the crossing from beach to Shell Station. This is a narrow pinch-point currently and should be fixed to enable bikes and pedestrians a more generous path. Plant more Norfolk Island Pines, cabbage tree palms and banksias on the hill reserve. Make that intersection a beautiful green gateway to Avalon. It is incredibly ugly currently and could easily be improved.

We do not want further formalisation by concrete paths or fences anywhere around the headlands from Newport to PB. These should remain as low key, gravel paths surrounded by endemic bush and trees, with no fences nor boardwalks, . There should be NO shared walking/bike paths - just narrow walking paths that celebrate the bush, ocean views and local birds and wildlife. Any built features should be small gravel, wood or sandstone.

We DO NOT want the equivalent of the Bondi coast walk anywhere here.

We also want to ensure that the Avalon Golf Course and the Avalon Bowlo are left EXACTLY as they are - as a public 9 hole golf course & bowling greens with bush & green space kept entirely intact - with no new built developments of any sort, and no incursion or sell off to private corporations for camp grounds, tourist resorts or housing developments etc.

We are concerned re the APP NBC suggestion of a bike track on the green space opposite Avalon Public School on Old Barrenjoey Road. We would prefer this green space is left as it is. It is heavily utilised currently (and for many past decades) by the community. ie the Av Soccer Club, netball clubs, Av Public School, NRL, AFL, fly fishing folk, dog walkers, volleyball players, picnickers, kite flyers etc. We have seen the recent total vandalism and destruction around the Avalon Skate Park, (most recently nightly explosions, fires, drug taking, fights and offensive graffiti). We are most worried that this isolated area along Old Barrenjoey & The Crescent would become like the skate park ie slum-like and an undesirable space, which would attract miscreants, and the end result would be dangerous to the local school kids. However, a small low-key bike PATH on the area around the northern end hill (NOT a mountain bike jump TRACK!) designed specifically for very young kids, just learning to ride bikes, would be a reasonable use of the space, as long as all the vegetation and large trees are maintained as they are now. The kindergarten kids from Av Public School directly across the road would benefit from this & it would be safe. Please be aware however, that there is much local wildlife that live in the vegetation surrounding that space, ie MANY bandicoots, possums, powerful owls & native birds also hunt there regularly. This space is important to the local wildlife and must be respected.

There should be NO height increases allowed in Avalon village - We should maintain a 2 storey height limit. (3 storeys is too much). Generous setbacks need to be mandatory on all new buildings and a masterplan for Avalon brought in re acceptable architecture, that is sympathetic to our green, low key, coastal aesthetic. We do not want any more poorly designed new developments like 15 Old Barrenjoey Road which is a concrete eyesore and not in keeping with good local design aspirations. Newport community is presently trying to set better architectural standards for its village too and ensure that the Newport Masterplan is followed. Avalon needs to do the same. 17-19 Old Barrenjoey is an example of good design - although it should have been kept at a 2 storey height limit.

	<p>Local & lively evening activity to be encouraged. Activate the laneways - but keep it local and low key. We choose to live in Avalon precisely because it is 40km from the city. We do not need or want 'nightlife' - just a few nice restaurants and some live acoustic music. People can travel to Manly or the city if they need more.</p> <p>NBC's recent change to aluminium garbage and recycling bins are an ugly eyesore. Please go back to the black and stained wood versions.</p> <p>This whole APP proposal is made up of millions of dollars worth of ideas. It is unrealistic to think that many of these projects can be budgeted for. Let's just keep it simple. New footpath paving in the village, more canopy trees & plantings, use the APA alternative bike plan to encourage cycling, well designed ambient lighting across the village, clean up the Careel Creek canal around Woolies area with additional new plantings & new wooden garbage bins & seating - With excellent design values imbedded in these few simple projects, we could have a village that is the envy of Sydney.</p>
<p>328 I support the alternative design by the APA at page 43 of the place plan. Pedestrians must be the top priority in the place plan over bikes in the village centre. Bikes are vehicles.</p>	<p>I support other aspects of the place plan but am concerned about tree loss. I would like to see more detail about the planting of new trees.</p>
<p>329 I support the alternative connections design for the bike path through Avalon. I am concerned about the conflict between pedestrians and bikes. Pedestrians must be the First priority over bikes in any civic design plan.</p>	<p>I am also concerned about loss of trees but note that new trees will be planted. Also that the main intersection in the village has been a problem for years.</p>
<p>330 The alternative design is agreed, particularly using Wickham Lane and Edmund Hock Ave instead of a dedicated bike path along Old Barrenjoey Road. The council plan proposes removing of the central trees in Old Barrenjoey Road (South) to enable the incorporation of a bike lane. These trees and the consequent wider road are a major aesthetic and practical feature of this roadway that will be lost. The alternative design overcomes this problem.</p>	<p>The creation of an Avalon Place Plan by Council and the opportunity for public discussion is welcomed and to be commended. I generally agree the objectives and approach of the plan, but have the following comments:</p> <p>Intersection of Old Barrenjoey Rd and Avalon Pde A stated objective of the Village Hub is to upgrade the intersection of Old Barrenjoey Rd and Avalon Pde to make it safer for pedestrians and vehicles. This is strongly agreed as this intersection is a nightmare of cars travelling in all directions, mixed with pedestrians. While page 38 recognises the issues and proposes a shared zone it does not provide any analysis of the change on vehicle flow and numbers, in the intersection and other intersections. It is not clear how making a temporary one way south bound shared zone will improve traffic flow in the immediate area and pedestrian safety at the intersection will be improved. There will only be a minor reduction in the complexity of the intersection, as there are currently 12 possible vehicle routes (straight ahead, turn left and turn right from each of four directions) with 3 traffic routes removed. However, there are still 9 possible routes and traffic is mixed with vehicles in the shared zone.</p> <p>The only entrance to the northern end of Old Barrenjoey Road is now via the intersection with Barrenjoey Road. The plan also does not address the impact on this intersection and particularly how vehicles travelling south access Old Barrenjoey Road from Barrenjoey Road in the morning as there is currently a 'No Right Turn' restriction.</p> <p>Suggest the plaza concept is better that removes another 3 vehicle routes at the intersection, that halves the complexity of the intersection with only 6 vehicle routes remaining, and no mix of vehicles and cars in Old Barrenjoey Rd. While your artists impressions show very few cars moving south, in reality, it will be banked back with vehicles most of the time. Further analysis of the Coles Car Park entrance and intersection of Old Barrenjoey Road from Barrenjoey Road will be required.</p> <p>Parking - Parking in Avalon at peak times is already a challenge and this will be made worse by the removal of car parking places in the Plan. The plan does not specifically address the loss of parking and how this is to be compensated.</p> <p>The plan proposes removing of the central trees in Old Barrenjoey Road (South) to enable the incorporation of a bike lane. These trees and the consequent wider road are a major aesthetic and practical feature of this roadway that will be lost. Perhaps, if a dedicated bike lane is really required, then it use Wickham Lane instead.</p> <p>Other Comments - P12. The Plan predicts a population decrease between 2018 and 2036. This is not believable as we are already seeing an increase in population in the area, as working from home becomes more common and the convenience of the B-Line. There is already increased demand for housing here with increased prices, building on vacant land and the development of apartments.</p>

In embracing the concept of Avalon as a place for all members of the community to enjoy the benefits of a wonderful natural & built environment the Avalon Place Plan has notable shortcomings.

As much as long term residents long for "good old days" & resist change, some increase in density & changes to the built environment are inevitable & necessary. It is essential that when changes occur which compromise this ideal of the quiet village, they are in response to a verifiable need.

Avalon is defined by its trees & tree cover. Stand at the beach & look back at the hills. Only a small percentage of the homes & village are visible. In the initial community consultation, changes to traffic, foot paths, park & buildings were canvassed. Suddenly with the latest Place Plan we have the bike path.

Where is the need?

Do we now have large numbers of cyclists commuting to & from Avalon's CBD for work & shopping?

We are not the inner city where people don't use cars. This is a very hilly area with no infrastructure for bikes in the suburban areas.

The proposed bike lane on the western side of Old Barrenjoey Rd would require the removal of all large well established native trees on the footpath as well as the ones in the middle of the road which is the antithesis of the statewide thrust to increase tree canopy to cool down urban landscapes.

As a long term observer of traffic & parking in Avalon's CBD, the lack of short term parking for deliveries is obvious. With the proposed dramatic reduction on the width of the road (bike path) where do the trucks unload?

At present they can stop briefly in the middle of the marked roadway between the trees while still allowing ingress & egress for cars in the 90 degree parking spaces.

One of the essential aspects of the Avalon environmental amenity is the open space for a broad range of leisure & sporting activities. We have wonderful parks, shared bike/ pedestrian paths, sporting fields & a public golf course.

I believe the future of the golf course is under consideration. As the only truly public golf course on the northern end of the beaches it provides affordable leisure for all of the community. This is a jewel in our crown & provides a great recreation for golfers & late afternoon walkers as well as helping to maintain some native bush within its boundaries. Avalon needs these lungs.

Avalon can change where it's warranted & cyclists are welcome but let's keep the northern end of the beaches green.

<p>332 The people who ride bikes come from very limited area as most people from Bilgola Plateau, Whale beach, Palm beach Clareville areas of Avalon and North Avalon where it is hilly or steep do not ride bikes. How do you expect people to access the woolworths car park when they live north of the intersection of Avalon parade and Barrenjoey road? You can not turn right into Old Barrenjoey Road from Barrenjoey road between 7-9am(this restriction is there to improve traffic flow in the morning and it works).</p> <p>The plan seems to want to destroy the local businesses by reducing the parking available and should be the complete opposite where they need to introduce more parking. Have the people who designed this plan actually spent anytime in the Avalon village on most week days where you struggle to find any parking..</p> <p>The intersections of Avalon Pde and Old Barrenjoey need to the pedestrian walkways moved further away from the intersections to improve safety for the drivers and pedestrians. Pedestrians walk out without looking are obscured by larger vehicles and it's only time before someone is seriously injured or killed.</p>	<p>The concept of removing the fence near the Barrenjoey High School tennis courts is ridiculous. The school needs to be secured and locked to prevent vandalism within their grounds. The community garden has had damage and also the chickens that were there once were killed. Improve the lighting on the yellow brick road.</p> <p>Basically this plan needs to be binned. Spend the money on fixing the potholes in our roads, removing the weeds around all the park areas that have been completely mismanaged by Northern Beaches council. They reduced the bulk of funding to the groups that come in remove weeds around the mangroves and the dog park area on Etival Street.</p>
<p>333</p>	<p>New bus stop on Barrenjoey Road cut into grass hill so ALL of pavement available for pedestrians. Make it attractive, Beach style.</p> <p>Definitely 50kph speed limit through Avalon.</p> <p>Plant 5 trees in central area of Barrenjoey Road between petrol station and Surf Club similar to Newport to mark "the Village"</p> <p>NO cycle path. It takes away trees, parking and is too complex.</p> <p>Trial cutting off traffic on road section between Woolworths and crossroads. See how it works.</p> <p>Remove the parking lines and resurface road in middle of Old Barrenjoey Road between crossroads and Avalon Primary School. Removes confusion over parking which is NOT permitted. Every summer visitors park there as road markings make them believe they can!</p>

334 Look, Avalon except for a couple of IMPORTANT THINGS, is fine the way it is.

1. The trees must stay in the centre of Old Barrenjoey Road. They were hard to establish in the first place and would be a tragedy to lose them now they are settling in fine. And the centre will be much poorer without them. Add more trees where possible please. We need them.
2. I ride [REDACTED] I am a very experienced bike rider [REDACTED] Let me say, cycling in Avalon is a PICNIC AND VERY SAFE. If in doubt try back and main streets of [REDACTED] [REDACTED] cycled. Let me say I would be the first to know if Avalon was not safe. It is

But having said that if there has been a proposal or a plan to encourage bikers to primarily use, Wickham Lane and Edmund Hock Avenue when crossing Avalon and leaving the busier roads for cars/trucks etc. this could work too. These lesser roads/lanes could be set aside for cyclist exclusive use if necessary, but to reiterate all - Avalon roads are safe for cyclists.

FINALLY, AVALON DOES NOT NEED A BUCKET OF MONEY SPENT ON IT. [REDACTED] [REDACTED] YES, IT IS BUSIER NOW BUT OTHER THAN AT CHRISTMAS, WHEN "OUT OF TOWNERS" HAVE TRAFFIC ISSUES, LOCALS DO NOT. NOTHING SPECIAL NEEDS TO BE DONE.

GREAT THE WAY IT IS. IT WORKS

<p>There is no need to spend a a kings-ransom on making Avalon Beach a better place to be. It is very good already but to make it better still it needs more trees.</p> <p>1.As I write this the fabulous paperbark trees in Old Barrenjoey Road are coming into flower. They are magnificent and a joy to behold and we just need more not less.</p> <p>2.Do not pamper to the car drivers. Reduce the speed limit around the town to 30kms or less (20kms would be better and safer for all).</p> <p>3. Mandate car parking to be away from the centre except for disabled parking.</p> <p>4.Provide a free drop-off and collect bus service to car parking areas from 08:30 to 18:00 Monday through Saturday.</p> <p>With a reduced speed limit Avalon Beach will be safer for all - pedestrians, cyclists and car drivers - and as a consquence there will be no need for dedicated lane-ways or roads just for cyclists</p> <p>I ride my bike everyday in and around Avalon and have done for over 30 years. I would like to see all the trees retained in Old Barenjoey Road. Indeed they must be retained They improve the quality and general positive 'feeling' for the place.</p> <p>I think the town generally accepts bicycles but if some feel they should not use Old Barenjoey Road cyclists could be restricted at busy times to Edmund Hock Avenue and Wickham Lane on the basis these roads are made more attractive and appealing to use.</p> <p>So keep the trees and indeed add more and I for one will be happy to use Wickham Lane and Edmund Hock Avenue.</p> <p>I ride my bike everyday in and around Avalon and have done for over 30 years. I would like to see all the trees retained in Old Barenjoey Road. Indeed they must be retained They improve the quality and general positive 'feeling' for the place.</p> <p>I think the town generally accepts bicycles but if some feel they should not use Old Barenjoey Road cyclists could be restricted at busy times to Edmund Hock Avenue and Wickham Lane on the basis these roads are made more attractive and appealing to use.</p> <p>So keep the trees and indeed add more and I for one will be happy to use Wickham Lane and Edmund Hock Avenue.</p>	<p>Avalon is safe for bike riders in the future as it is now. It requires no dedicated facilities. I'm in [redacted] ride my bicycle almost daily in Avalon and have done for more than 30 years without incident. Perhaps I am lucky but I'm also careful and in the last [redacted] I have ridden much of [redacted] while I admit car driving is less safe in Australia than all of the places mentioned above, cycling remains pretty safe. We do not need pampering.</p> <p>Avalon CBD is a great place just add calming of the traffic, especially during holiday periods</p>
<p>335 Make it happen</p>	
<p>336 Bike riding is one factor to consider, however I would like to see more emphasis on Pedestrians & safe vehicle access rather than commit valuable space for bike paths . Bike riders can leave their bikes at storage centres on both ends of the village Bike cycling & pedestrians do not mix, so encouraging more riders with dedicated paths is not a good idea</p>	<p>I have big concerns regarding the major intersection,not being modified to make it safer for both pedestrians & vehicles Has any consideration gone to a roundabout, as well as reducing the number of crossings at this corner If the northern & western crossings were eliminated, with the woolies crossings to stay& a new crossing outside the Post Office to replace the more western one Parking is another factor that has not been given enough attention</p>

<p>337 This plan although not perfect is better than the proposed plan to have a separate bike lane with physical barrier.</p>	<p>I think a separate bike lane with physical barrier is not a good idea. Avalon needs parking for cars to keep the businesses open and thriving. The truth is most people visit Avalon in a car and this needs to be addressed as a fact. Residents from Bilgola, Whale Beach and Palm Beach on the whole do not travel to Avalon by bus or bike. To reduce parking and introduce lane restrictions could add to any existing problems and produce new ones. School times will be especially problematic with parents collecting children from Avalon Public School, at this time all parking spaces are in constant use and reduced parking could push the cars away from the centre and onto residential roads, causing problems there. The loss of any trees for the new scheme would be such a shame. The trees make Avalon attractive and give character and their loss would be a huge negative for the village.</p>
<p>338</p>	<p>It is imperative that there is no loss of parking as it is already a problem and [REDACTED] Avalon I want my [REDACTED] to feel confident that they can come to Avalon without a problem and hassle of finding a park. I also have [REDACTED] rely on a good source of all day parking. This must take precedence over a cycle lane!</p>
<p>339 I fully support this alternative plan and feel VERY strongly that it is way superior to the proposed plan. It achieves the goals of improved cycleway amenity and connectivity as the proposed plan and yet:</p> <ul style="list-style-type: none"> - avoids mixing up the traffic in Old Barrenjoey rd, which is a hazard for all - provides a much quieter and safer set of connections for cyclists and walkers - won't require the removal of the beautiful trees in the middle of Old Barrenjoey Rd which create such lovely environment in the village, dramatically slow everything down and add immeasurably to the unique character of the village. A bike track in their place would be a very poor substitute and expose cyclists to the risk of cars coming and going from the parking spaces - you only have to see the damage to the protective posts around the trees in the middle of the road to see how often reversing vehicles run into things in the middle of the road. A tree is much more visible in the rear view than a passing cyclist, yet they are regularly hit. - requires way less disruption and remodelling of the village - spend the money on other projects. 	<p>I support the overall principles and many of the proposals are good ones. Above all, however, we must preserve the unique feel of Avalon village. Do not over engineer this and make it like any other "modern" shopping centre plaza with too many fixed structures, hard street furniture, concrete/paving, intrusive signage and controls on what and where people can go.</p> <p>It must remain informal, relaxed, tolerant.</p> <p>Designers, consultants, planners must not sit in offices in the city trotting out plans that reflect a lack of genuine understanding of the area and the people who live here.</p>
<p>340 Anything that improves cycle and walking paths is to be welcomed.</p>	<p>Very light on ideas to make the village "vibrant" . I recommend strongly encouraging al fresco dining and bars as a way of making the village experience somewhat "unique" and encourage out of area visitors to the local businesses. Events such as market days etc are a good idea but not novel.</p> <p>Surprised by lack of references to the coastal walk - I thought this was a great initiative to attract visitors to the area - very little in the plan on this and how Avalon can leverage this. Is the walk real or just a NBC mirage?</p> <p>Also sad that the whole plan has somewhat been overshadowed by cycleways. There were many other as important issues.</p>
<p>341 I do not agree with the Council plan to incorporate bike paths through the main roads of Avalon village as it increases the danger to pedestrians and increases traffic overall. The alternative design is safer for everyone, especially pedestrians and makes better use of laneways. People should be encouraged to ride bikes to the main village but then Park them to walk around, same as you are trying to do with cars. I do not support any design that reduces car parking on the main streets of the village.</p>	<p>I strongly disagree with the proposal to close Old Barrenjoey Rd from Woolies to the intersection. This adversely affects those [REDACTED] who live north of Avalon, who have already been inconvenienced for years by the traffic changes creating the inability to turn right into the village during in the early morning. Under this proposal we will presumably be able to turn right (at the fire station) during peak hours, but not be able to continue on into the Village or Avalon Parade and Clareville, without heading back onto Barrenjoey rd, to the traffic lights to turn right onto Avalon Parade. It's a messy solution, totally unnecessary, that does not provide that much "pedestrian" space (Widening the sidewalks will provide that as does Dunbar park) and removes parking availability. Once again I feel that the residents north of Avalon draw the short straw From Council and o [REDACTED] concerns overlooked - where are the bike path proposals for getting from Avalon to Palm Beach on the dangerous Barrenjoey road, for instance?</p> <p>As for North Avalon Beach reserve, natural enhancements only. Leave open space without man made infrastructure. Allow locals timed access to North Avalon beach for early morning and evening walks with their dogs —This fulfills Council's purported goals of sharing spaces and accessibility for everyone. Despite your population statistics for Avalon, Whale Beach and Palm Beach populations have grown exponentially during Covid, bringing more permanent residents to the area, more congestion, and more need for consideration of what is happening north of Avalon in any planning proposals. These areas should not be considered "in isolation" of one another.</p>

<p>342 A pedestrian and cycle path badly needs constructing from Avalon to Newport. Especially from the main traffic lights in Avalon, around the roadside of the golf course, plus, either round the Bilgola Bends or space made on the Serpentine. This whole length is dangerous to negotiate by either foot or bicycle.</p>	
<p>343 I am happy for more bikes to be used but Avalon and the adjoining suburbs are not flat. I cant see how increasing bike paths that take up car spaces is going to encourage people from Bilgola platue or Whale beach or palm beach to suddenly ride thier bikes into the village.</p>	<p>Cant the council just re employ staff to keep the place clean.</p>
<p>344 I support the alternative design as a workable backup option.</p>	<p>██████████ for many years and now a regular visitor Avalon I consider that the draft place plan. The suggested changes to the plan by local groups also have merit but overall I prefer the published draft place plan because it better reflects the objectives of place planning.</p>
<p>345</p>	<p>I strongly suggest that the council spends time observing both the behaviour of motorists at the Avalon Pde, Old Barrenjoey Rd intersection and also the lax parking habits in the heart of the shopping centre. Virtually every minute, motorists ignore the stop signs at this intersection. Double parking is also rife. As much as I hate the thought of traffic lights, something has to be done to improve these poor and dangerous driving habits.</p> <p>The Avalon Pre Old Barrenjoey Rd intersection is a nightmare. This is mostly caused by motorists completely ignoring the Stop signs. I know that many residents hate the thought of traffic lights, but this option may need to be investigated.</p>
<p>346</p>	<p>No mention of improving facilities of the golf course, where the creative space is located. Golf course needs to have improvement works to the greens. This will see more of the local community use the course and further use the creative space.</p>
<p>347 No gutter, very unsafe for walking and riding</p>	<p>Demolish petrol station. keep similiar shops, businesses together for better flow like villages in Europe. More pots of flowers, maintained shrubs. Better use of landmark shops like old westpac bank, corner locations should have better feel and should be a place to gather and be seen, like bars and cafes. keep parking, dont put traffic lights in the intersection 4 way. Nicer welcome at top roundabout with landscaping. Lovely to use timber, sandstone, soft lighting. What could be done in regards to nothing to do for the teenagers at night? Youth groups? Keep the cinema at all cost!! Keep the banks, less real estate agents. More fruit shops. Harbord has now got a nice feel, similate that. Good job done and ahead, thanks!</p>
<p>348</p>	<p>There should be no change to the traffic flow in Old Barrenjoey Rd North from Avalon Parade.</p> <p>To make this stretch one way south prevents left turning traffic from Avalon Pde forcing them through the intersection to the traffic lights thus increasing the difficulty of entering the intersection.</p> <p>My suggestion is to adopt the same system as Byron Bay & Albury where the pedestrian crossings are put back 2 car lengths from the corners & installing a roundabout. The corners between the crossings are fenced or closed with garden beds</p> <p>In fact the 2 pedestrian crossings on Old Barrenjoey North could be combined to 1 crossing outside Chemist warehouse</p>
<p>349 As soon as purpose built bikeways are built, it destroys the existing amenity and feel of the village. You just have to see how the generally amenity has been compromised in the City of Sydney due to purpose built bikeways.</p>	<p>The plan is full of pretty pictures and plans. I have to go on Council's past record in Newport. Again lots of pretty plans - than landscaping in the middle of the road and reduced parking. Looks good, but since the construction businesses have left, the east and west side is divided, and it is difficult to park in front of the shops. Newport's village feel is lost and it is a shadow of its former self. This is what is going to happen in Avalon with you not enhancing its village feel but trying to totally transform it into something else. NB The plan is also very quiet on what might happen to housing outside the zone areas.</p>
<p>350 I'm not convinced this is better because it doesn't seem to do as much to curtail car movement.</p>	<p>In favour of solutions that minimise vehicle traffic through the village centre. Obviously parking will remain an important issue until the time (?) when fewer cars on the the roads.</p>
<p>351 Ludicrous. Bike path is unnecessary and pointless as well as dangerous</p>	<p>Drop the plan. Bad plan do not support this.</p>
<p>352 Avalon need parking as spaces not bike paths. Being ██████████ of Avalon . If these bike paths go ahead it is clearly discrimination against the elderly.</p>	
<p>353 No comment, just no bike path please.</p>	

<p>354 i think it is a stupid proposal for the shared zone etc along Old Barrenjoey Rd ,it will lead to more congestion x10 fold ,i feel it will also create a</p> <p>"rat run " down Central Rd (i do not live in Central Rd)</p> <p>If pedestrians and drivers showed more common sense the intersection at Avalon Pde and Old B/joey rd would flow much better .</p> <p>All drivers are pedestrians ,if pedestrians waited and crossed in groups before crossing the road traffic would flow much better ,less congestion especially when turning right either way .</p> <p>Also school kids should be made aware of congestion caused when they cross in a long stream not in groupsmaybe school and parents should educate their kids in this . I love the kids they just need to be made aware .</p> <p>I must say the entrance to the car park to Woolworths should be moved further North where the exit now is ,and the exit moved south to where the entrance is now ,this would enable traffic to to queue further along Old Barrenjoey road</p>	
<p>355 What a waste of funds as this will cause much drama on roads Need more parking not take it away for unpaid users of the roads</p>	
<p>356</p>	<p>I am concerned about the effect on traffic at the Avalon Parade/ Old Barrenjoey Rd intersection of the proposed shared zone on Old Barrenjoey and the proposed expanded pedestrian/ bike lane on Avalon Parade. I [REDACTED] to the Avalon Village and find the traffic approaching the intersection very heavy, especially at peak times. It seems to me that the overall effect of the proposals will be to increase congestion. It will also impact adversely on my ability to easily access Woolworths because I will probably have to continue to Barrenjoey Rd and come around the block to enter the car park, or perhaps use Central Rd. Neither of these alternatives will contribute to the peaceful enjoyment of the village as of course other residents of the area will be similarly affected. I realise that there is an existing problem of access to the Woolworths car park but I am concerned that the proposal will make the situation worse. These are my only objections to the Plan and I thank you for the considerable effort you have put into it.</p>
<p>357</p>	<p>A live music corner for buskers near the Rec center would be fab</p>
<p>358 Protect the trees and car parking spaces.....do npt cut down tress and remove car parking spaces. Find an alternative route for the bike path which does not impact the main roads in Avalon Beach Village..</p>	<p>The residents in Avalon Beach and the community are fully aware of how to navigate and manage within the current arrangements including the four way intersection. They /we know how it works and how to manage using and navigating it.....we should be reflecting the views and wishes of the community who live in Avalon Beach and not the visitors and tourists to the Village..... Signs and directions for new comers and visitors is far less disruptive to the environment and landscape rather than destroying what it is we have today</p>
<p>359 Better to take the bike path off the main thoroughfare</p>	<p>Protect the trees. Don't reduce parking - parking is at a premium.</p> <p>Changes to Avalon should have the support of the community - this plan does not. Locals understand the main crossing (Avalon Parade/Old Barrenjoey Rd) and we do not need it to change.</p>
<p>360 I would like to see the 'yellow brick road' pedestrian/bike path extended south of Avalon Pde, along Barrenjoey Rd to the roundabout at Old Barrenjoey Rd. The existing bitumen path on the western side of Barrenjoey Rd does not link to avalon Village and is dangerously narrow and unsafe for Pram useage.</p>	<p>I am dissapointed to see that there has been no consideration for safe pedestrian access to Avalon public school for residents in Bilgola Beach. Bilgola Beach is within the Avalon beach public school catchment and in my opinion there is no safe way for pedestrians to access the school from this area. Pedestrian crossings, pathways and barricades are desperately need to protect people (especially children) from vehicles.</p> <p>I understand that there is a 'streets as shared spaces' project in place proposing to link newport to bilgola beach to avalon, however this does not address the safety issues with barrenjoey road and pedestrian access from Bilgola Beach to Avalon public school.</p>

<p>361 The impact of the bike lane on parking in the Avalon Shopping precinct will be enormous.</p> <p>I attach a photo taken by me at about 6.30pm on 16 April - looking south along Old Barrenjoey Road and the route of the proposed cycleway. The existing lack of adequate parking spaces for patrons of the various restaurants, cafes and bars in the area at that time is clearly demonstrated by the attached image. It is simply unacceptable that the cycle way proposal is going to so substantially increase that problem at all times of the day and night.</p> <p>Please reject the cycle way in its entirety</p>	<p>Please find submission attached</p>
<p>362 I dont agree with the plans for a pedestrian bike vehicle along Wickham Lane, where apartments are. [REDACTED] congested with parking. It is open to use both ways , but only one car is able to drive through along the apartments.</p> <p>A street light was planned to be installed infront of the units along Wickham Lane which will be extremelhy imposing for the apartments. As the bedrooms are along the laneway and the light is obviously for nighttime when people are sleeping.</p> <p>\What should be done is improve the lane as there is many pot holes. No more installation of lights or more traffic please.</p>	
<p>363</p>	<p>[REDACTED] and Barrenjoey Rd. I would like to put your attention to the extremely dangerous stretch of road that is Barrenjoey road, between the round about at Plateau rd/old Barrenjoey Rd and the traffic lights at Avalon Parade. I am a [REDACTED]</p> <p>[REDACTED] There is NO safe crossing, and the side of the road has no verge, making it extremely difficult once I have crossed the road to get out of harms way. The 'path' along Barrenjoey road is completely inadequate. I feel as we live in the [REDACTED] others in our area to access the school and amenities in Avalon.</p> <p>I also feel that it is my civic duty to put your attention to this issue and frankly I am in disbelief that this issue has not been attended to in the Avalon Place Plan or that there seems to be no future plan in place to fix this dire stretch of road. In the last 6 months alone there have been 3 serious accidents that I was witness too on this road - I am sure that soon enough someone will be killed trying to access what any community member should be able to access in a safe manner - their local community centre and school.</p> <p>You only need to look at other coastal communities such as Noosa, who have been able to fix pedestrian access to the national park and noosa centre with safe walkways - image attached for reference.</p> <p>I do hope you take my concerns seriously.</p>

Beach Steps:

- o Keep as is
- o Maintain the sand to cover the exposed rocks at the bottom of the stairs, to mitigate trip hazards
- o an additional seat at the top of the steps (similar to the existing ones)

Beach Shower:

- o To be moved closer to existing toilets. Providing a more private space for public to clean off
- o address the drainage issue (ie. the shower drains onto the steps when in high use or silted up)
- o address the poor water pressure issue

Car Park:

- o keep as is
- o the most recent improvements by Council (ie. linemarked front spaces and no linemarked rear spaces) are a positive, with the carpark working for beach users in peak periods

Bike Racks:

- o maintain existing bike racks
- o add some additional bike racks on hardstand near the amenities block

Amenities Block:

- o NASA's proposed storage facility on the northern side should go ahead as this is a growing club supporting community sport
- o keep up the maintenance on the toilets
- add defib unit

	<p>Beach Front Open Space:</p> <ul style="list-style-type: none"> o keep similar to as is o No to the viewing platform/deck and hard/concrete benches o No to BBQ facilities o maintain views and a sense of openness from the carpark to the ocean o maintain the crushed granite area as is o repair and maintain the two current bench seats as is or similar, and don't introduce 'hard' elements (eg. concrete) which could impede views o 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 o No to additional concrete hardstand below the seats o No to additional shower at the western end of the open space o NASA suggest 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). <p>Des Creagh Reserve:</p> <ul style="list-style-type: none"> o keep similar to as is o Reserve is an important recreation area, with the open grassed area a key community asset for passive recreation (eg. for touch footy), picnics, relaxed multi use area o NO to BBQ facilities, hard seating and exercise facilities o Any set exercise facilities more appropriate near the skate park o maintaining open grassed area important for rescue helicopter landing and ambulance o 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 o provide a small number of shade trees as long as the trees don't impede the open nature of the Reserve o repair and maintain the yellow brick road, particularly the wet/boggy area down towards the bridge over the creek - already underway by the looks of it o the plans to restore the creek and remove its concrete banks are a good thing
365	Fully support Council's proposal
366	<p>This makes no sense at all. Bike riders should not be anywhere near pedestrians (people were constantly being hit by bikes who wiz at alarming speed and knock people over) difference is that they do not conflict with cars or pedestrian . Different life styles all together. People here drop their kids off to school not on bikes but on 4WD. Your plan would not work in Avalon.</p> <p>whoever designed this has no idea of what Avalon looks like now - and has no idea of beauty and enrichment of an area as beautiful as this. Where are the parks? the tranquil places for enjoying beauty? The usage of the natural water duct that flows under Avalon ? The mystery of walking in quaint alleys - PARIS has more gardens and green areas for young people than Avalon is proposing. You are proposing an avalanche of concrete and ugliness - including development of apartments which will create a ghetto and not let the light or sun through . never seen such an ugly plan - Getting rid of trees? Sacrilege suggestion to make room for paving concrete to harden the soul! I'm a visual artist and I can tell by the plans you have submitted this if implemented will be ugly. And people will be upset you have ruined a small village that is struggling to keep up with parking problems. Why make everything the same? Dee Why, Manly, all malls...</p>
367	<p>We do not need to spend money on the Beach Gateway idea as I can see no benefit of creating tiered seating to watch buses arrive at the bus stop. Creating a one way road section on Old Barrenjoey Road would appear to create a wealth of unintended consequences such as the bus turn around operations, people travelling south from North Avalon being able to access the Woolies car park, people travelling eastbound on Avalon Parade creating a tailback of vehicles while waiting to turn left at the lights to be able to access the Woolies car park, etc.</p> <p>Generally we should encourage the traffic to significantly slow down in the centre of Avalon and create an environment where vehicles, cyclists and pedestrians can interact in a safe, calm and harmonious way.</p>

<p>368 There are various proposed plans for bicycle traffic. None of the plans address what happens to cyclists when they reach Avalon Parade. The Plan makes no reference to the type and size of the bicycle traffic, nor its directions or timing. Cycle parking is even more limited than car parking. Having the cycleway by-pass the shops improves the safety of pedestrians and cyclists but what happens to what happens to bicycles where the riders are also shoppers?</p>	<p>I made an earlier submission but forgot to include a point about car parking. additional car parking is required for the Avalon village. The increase has three reasons:</p> <ol style="list-style-type: none"> improved commuter parking for the bus service; with a loss of on-street parking in the village following implementation of the Avalon Plan, additional parking is required; car population increases from the local population and visitors. <p>The least disruptive parking would be an extension of the "Woolworth's" parking to over the canal towards Barrenjoey Road. An entrance would need to be made off Barrenjoey Road or an enlarged laneway between Woolworths and the service station. This would also improve traffic safety over the intended process of turning southwards from Barrenjoey Road into Old Barrenjoey Road following change to the Avalon Parade intersection.</p> <p>I am disappointed with the proposed Avalon Place Plan in both its publicity and details. Council staff have explained the poor publicising of the Plan as being caused by the Covid 19 restrictions. This of course does not explain why:</p> <ul style="list-style-type: none"> publicity has not changed while the Covid restrictions have reduced, the poor scaling of diagrams, particularly so compared to the large-scale, detailed diagrams that were presented in Avalon village some years ago, the lack of poster size diagrams to be seen in Avalon – even though Council owns window space in Avalon and according to the proposed Plan unused shop space is to be used for temporary usage. <p>The details of the Plan can simply be described as “we want to make Avalon and district prettier” and then list the items from page 82 of the Plan. There is very little else in the Plan. Statements of “facts” are simply stated and not referenced. So how does one access the accuracy of assumptions made by Council.</p> <p>I could go into details of short falls in the Plan. Some of the major issues being:</p> <ol style="list-style-type: none"> Summer and weekend tourists are not considered. The impact of increased numbers of individuals and motor vehicles is not addressed. It is difficult to believe that the Avalon region population will be falling in the planned future. The increase in suburb street parked cars suggests a change in population size or age profile. The principal intersection of Avalon Parade at Old Barrenjoey Road is only casually considered. The pedestrian traffic is not addressed. The consequences of stopping buses turning north into Old Barrenjoey Road is not considered. The consequences are not addressed of redirecting Woolworth car park traffic. Umina, nearby on the Central Coast, offers one approach to a busy intersection. After hours public toilet facilities are not considered even though the intent or rather hope of the Plan is to increase street occupancy. There are various proposed plans for bicycle traffic. None of the plans address what happens to cyclists when they reach Avalon Parade. The Plan makes no reference to the type and size of the bicycle traffic, nor its directions or timing. Cycle parking is even more limited than car parking. Having the cycleway by-pass the shops improves the safety of pedestrians and cyclists but what happens to what happens to bicycles where the riders are also shoppers? The Avalon Beach/Barrenjoey Road bus stop is proposed to be moved further way from the where the buses stop. Has the impact on bus traffic been considered? Likewise the increase in possible traffic accidents by have the cycleway in front of the bus stop? The proposed fence/wall improvements at the Rock pool makes no mention of improved storage of goods by pool users. Suspended milk crate style pidgin holes or hangers for towels etc would be helpful. Maroubra Beach facilities have free, sponsored locking storage lockers as another example. Similar issues arise at the North Avalon site. <p>An improvement that would, I believe, improve the beauty of Avalon village and its economy would be to widen the footpaths to allow and increase in outdoor dining both casual and restaurant.</p>
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<p>369 I think it is absolutely ridiculous, I am [redacted] avalon beach on old barrenjoey road and if this proceeds it will affect my b [redacted] dramatically, not to mention we already went through tough times with corona and now this! Bicycle riders do NOT have to pay registration or ctp, so they should NOT be allowed to use the road or have their special lane since they do NOT pay to be able to have the luxury of using it! Having this take place will mean less parking for [redacted] business around! I will not agree and I will start a petition against this!</p>	<p>I think it is absolutely ridiculous, [redacted] and if this proceeds it will affect my [redacted] dramatically, not to mention we already went through tough times with corona and now this! Bicycle riders do NOT have to pay registration or ctp, so they should NOT be allowed to use the road or have their special lane since they do NOT pay to be able to have the luxury of using it! Having this take place will mean less parking for my [redacted] s and [redacted] r business around! I will not agree and I will start a petition against this!</p>
<p>370</p>	<p>The one way plan for Old Barrenjoey Rd will inhibit the 3 blocks of units access in and out of their driveways. There are over 35 individual units in these 3 blocks which means a minimum of 35 + cars entering and exited onto Old Barrenjoey Rd. Parking which is at a premium will also be lost.</p>
<p>371</p>	<p>Parking is a huge problem. It is easier for me to drive to Mona Vale than go into Avalon and [redacted] I sometimes have to do 2 or 3 "laps" of the village to find a park just to buy some fresh bread each day! During the holiday season, I wouldn't even dare bother. So "shop local" isn't going to work without extra parking.</p> <p>It seems that everyone wants to make Avalon more vibrant and a "destination" encouraging a lot more visitors and events, which is a major contradiction to your statement of Avalon being "a relaxed and peaceful coastal village..." how relaxing and peaceful are buskers and street events? Also, you claim it will help the environment as encourages people to use bikes instead of cars, well that is an EPIC FAIL due to the fact that all the visitors you are also encouraging to visit are DRIVING here. The bends at the weekend are a constant traffic jam of cars. I witness this from my balcony for many, many hours on end every sunny weekend. All POLLUTING the air that we breathe. How "Green & Clean" is that? How about prioritising Avalon for people who live here and who pay their rates. Many people said it was absolutely bliss at Xmas time, during the lockdown, apart from the devastating effect it had on local businesses, of course. It was like Avalon used to be which was a "relaxing and peaceful coastal village". The State government also want to encourage visitors for overnight and longer stays means that Airbnb being allowed in every street is often a complete nightmare for residents living next door. At least in Byron Bay, where this is also a high rate of Airbnb, they have a 24-hour helpline and noise policy. This ensures that if anyone is being adversely affected they have can take action. In Avalon, we would have to call the police. Giving Avalon an "improved safety and pedestrian experience" when we don't even have a pavement to walk safely on or stormwater drains in many streets, maybe that should be a priority over bike paths. Your report states that Avalon has a high percentage of pre-retirees and retirees and this is increasing, so how many of them ride bikes?</p>
<p>372 Much prefer the alternative plan! Prepared by locals who understand the area rather than distant planners who frankly seem to want to turn us into another Dee Why.</p>	<p>Avalon is a special place that does not need "improving"! Most residents are older and want car parking not bike paths. Please cater to the actual residents wishes, not some hipster arts and music and mood lighting nonsense that may apply in the inner city but has no place in a quiet residential village.</p> <p>Please just leave us alone. Stop pouring concrete, stop taking away natural vegetation (like turning grass into basketball courts, you vandals..) stop encouraging the developers and the out of village visitors. Avalon is full, we don't need any more people her, as visitors or as residents.</p>
<p>373 The waterway from Avalon through Dunbar Park and Stapleton to Pittwater needs to be preserved. The casuarinas that remain are original Eora nation trees.</p> <p>Nothing else matters except the preservation of this Aboriginal waterway.</p>	

<p>374 I think the Avalon Preservation Association proposal makes great sense, and better uses currently under-utilised laneways, whilst enabling drivers to retain access, without further empowering cars</p>	<p>Firstly, angled parking surely? Driving nose in from the direction of traffic, reversing out therefore giving much greater visibility of the oncoming traffic. The current arrangement not only takes up more road width, but is also a constant challenge.</p> <p>Retain this on both sides. Plant up the angles</p> <p>If you are getting rid of the central area, currently used as overspill parking, plant that up too, adding to the tree canopy.</p> <p>Put a roundabout or traffic lights in at the junction of Avalon Parade/Old Barranjoey. Or make the entire junction a pedestrian crossing area, controlled by lights and pedestrian signals...</p> <p>Ensure that any traffic diverted from Avalon centre does not jam into Bellevue Avenue, already congested and cramped. To deter this, add further road narrowing features outside the public school, and traffic lights at the junction with Avalon Parade. Move the pedestrian crossing by that junction Further up, to opposite the post office</p>
<p>375</p>	<p>I think bikes should be kept out of the centre of Avalon as they are a danger to pedestrians and any paths will mean a loss of valuable parking spaces which will impact on local business. The area is already too congested without adding bikes to the equation, so any option that keeps the bikes to other back roads would be preferential.</p> <p>I think the intersection between Avalon Parade and Old Barrenjoey Road should have a set of traffic lights which includes a Pedestrian Only phase that just allows Pedestrians to cross in any direction (similar to the main lights in the middle of Chatswood) all at once. The lights should then allow phases to ensure all traffic has a fair turn, this would solve the problem of so many pedestrian crossings and confusion over right of way. I don't think they should close off old Barrenjoey Road for a pedestrian only section as this will force even more traffic onto the Avalon/Bilgola Bends which are already too congested. It also limits alternative routes when there is an accident/landslide/traffic congestion etc and access for emergency vehicles.</p>
<p>376 An amateur compromise trying to appease the council stuff up!</p>	<p>What a mess! Making pedestrians and bikes co exist in the same space is a recipe for accidents - so the council will be sued by seniors being mowed down. Also, kids don't ride bikes they use skateboards, do your research. Your plan is misleading as you don't include the effects of the Housing Strategy Plan where you promote low to medium density housing in the area. Also, your draft is confusing with no clear explanation of the actual proposal instead we get PR rubbish about goals and lovely village life, a real snow job. You don't solve the chronic parking problem and you don't add trees instead you build echo chambers thumping to the sound of skateboards. Town planners don't understand community, we need a completely new approach which takes into account of your medium density proposal - over shadowing, more cars etc. Amalgamation has proved a disaster for Pittwater with your phoney catering for the arts, its like a generic template from Manley or Bondi - more mono suburbs of desolation. And what idiot thought of putting steps on the beach park so people can admire the highway and Woolworths when the beautiful Pacific ocean is behind them. CRAZY!</p>
<p>377 Better</p>	<p>There should be no reduction of parking in the village overriding any other aspects of the plan - it's becoming a major issue so important cons</p>

<p>378 Clearly the proposed shared bike /pedestrian./car zone along Old Barrenjoey road is a major gaffe when there are ample laneways more suited to bike paths. Anyone who has lived in a city with widespread bike use knows that pedestrians and bikes do not mix well. Bikes are silent, fast and bike riders tend to be unaware of pedestrians who can and do frequently change direction randomly, unaware of an approaching bike. There will be accidents, and council law suits. The parallel laneways in Avalon tend to be pedestrian free and provide scope for bike storage.</p> <p>Has anyone on the council noticed that Avalon is very hilly. It is not Amsterdam, Copenhagen, Melbourne, or even southern Sydney. Topographically Avalon/Bilgola are as bike unfriendly as San Fransisco. Other than school kids, who mostly use the footpaths anyway, you hardly ever see a bike in Avalon, and it is not because of a lack of bike paths. We drive to Avalon to get our groceries because we have got to get back up those steep hills to get back home. Even the school kids get off and push. They don't peddle. It is true that bike clubs sometimes ride out to Palm Beach along Barrenjoey Rd, but they are unlikely to detour through a shopping centre, and do we really want squads of club racers zipping past shoppers anyway.</p>	<p>I don't know which is worse. The profound lack of ambition in this plan, or its obvious faults.</p> <p>This plan will not ensure Avalon's vitality into the future because it is focussed on the wrong parts of Old Barrenjoey Rd. The area around Woolies is already the most vibrant part of the village. It is the area south of the 4way intersection that is at risk of dying. A bold plan there could revitalise Avalon and make it a real hub for restaurants and boutiques for the whole area like the Corso and library areas in Manly, though on a smaller scale.</p> <p>Angled parking (as in country towns) rather than the current perpendicular parking would allow extra parking space in the middle of this road in sections, allowing some of the road to be totally dedicated to a plaza with open air cafes and expanded restaurants at night and a small pool or fountain for little kids to splash in while parents relaxed during the day. Parking spaces designed for cars during the day, and expanded outdoors dining at night, as can be seen in Europe. Make Avalon a place to linger.</p> <p>As for faults.</p> <p>A no left turn out of the northers part of Old Barrenjoey Rd? So rather than rejoining Barrenjoey rd at the lights cars headed south from Woolies will either have to drive through the shopping village, or have to dash across the main road opposite the fire station. We are all going to love the bank up of traffic out of the Woolies carpark that will cause. A lengthy merging lane on Barrenjoey Rd would help, but I see no plans for that, and is not nearly as efficient as the set of lights at the end of Avalon Parade.</p> <p>Any local will tell you that parking in Avalon is frequently a nightmare. So why wouldn't you eliminate a large number of parking spaces, not to mention trees, to create bike paths that might be used for half an hour after school, and which could be located in the laneways anyway.</p> <p>If we insist on keeping the 4 way intersection, put is 4way stop signs. They work brilliantly in busy American cities. The present arrangement barely works because there is room for left turning cars from southern Old B Rd into Avalon pde to get past the bank up of stalled right turning vehicles, and yet this lane is to be closed for a redundant bike path. Brilliant.</p>
<p>379</p>	<p>Dont touch the fucking beach or you will have problems</p>
<p>380</p>	<p>My only concerns are that the bike paths seem to be reducing traffic movement and will cause congestion. [REDACTED] on Avalon Parade I think this will be detrimental to them and also to myself when I visit.</p>
<p>381 I prefer the alternative design.</p> <p>I consider that the cycle path at the intersection of Old Barrenjoey Road and Avalon Parade will provide an added level of hazard to pedestrians at this busy crossing, so I support diverting cycle traffic onto less busy laneways.</p>	<p>Everyone is concerned about changes to the intersection.</p> <p>For pedestrians there appears to be a disadvantage, because of the added hazard of a cycle lane. Also one of the pedestrian crossings is moved along Avalon Parade, which means people will inevitably try to cross the road on the east side of the intersection, causing further hazard.</p> <p>For public transport. What changes will be required for bus routes? How will that impact amenity?</p> <p>For cars. Added congestion will be caused by the taking away of turning lanes. What consideration has been given to limiting car access to one way on the south side of the intersection?</p> <p>One of the issues that has not been tackled by the Avalon Place Plan is the crossing of Barrenjoey Road, a connectivity issue. There is only a crossing at the lights at Avalon Parade and at Central Road. What provision will be made 1) for pedestrians crossing the road using the route from the Woolworths Car Park to the SLSC and 2) from Old Barrenjoey Road junction (the firestation) to the new netball courts? I believe there has been strong community objection to putting a safety fence along the centre line of Barrenjoey Road, north of the Avalon Parade lights. Why not reduce speed on this section of Barrenjoey Road and introduce more pedestrian crossings?</p> <p>In addition, the Avalon Place Plan has not considered the hazards of crossing Barrenjoey Road, particularly from Hitchcock Park to the Careel Bay Shops (Careel Head Road), but also at N Avalon Road. Even though there is a pedestrian island at the latter, it is still a hazardous crossing for school children who frequently use this crossing. During sports events, the hazards of crossing Barrenjoey Road are clear. What measures can be taken to reduce pedestrian hazard when crossing Barrenjoey Road. My suggestion is the provision of pedestrian crossings at each bus stop from Avalon Parade all the way up to Careel Head Road. Also for schoolchildren crossing N Avalon Road at Catalina Crescent, I would recommend another pedestrian crossing to the west of this junction.</p>

<p>382 There are a number of problems with this plan.</p> <ol style="list-style-type: none"> 1. Residents on the Plateau wanting to access Woolworths are forced to enter the roundabout (already dangerously busy) or travel down Old Barrenjoey Rd and make at right turn against traffic to go through the lights and turn left (risking pedestrians crossing from the beach). 2. Residents to the North will have no access to Woolworths prior to 9am as the No Right Turn sign prohibits this, the only option will be to go down Central Road and approach from Avalon Parade. In an ideal world we would all ride bikes but the facts are that we don't. 	
<p>383 Please do not change anything in Avalon</p> <p>Much money has been spent over the years on pathways Dunbar park and intersections . Nothing more can be improved the money would be better spent on fixing pot holes and drainage further along at carrel head road . Bike lanes would be a danger in such a place and common sence would better prevail . Plant some jasmine or flowers that's how you can make av better</p>	
<p>384 I wholly support the Avalon Preservation Society bike path plan. But not a path down Old Barrenjoey Rd. Please.</p>	<p>I join the APA in opposing increased urban density in Avalon</p>
<p>385 It is difficult to evaluate the solution of the Pedestrian Bike Path without having a deep understanding of the problem that it is trying to solve.</p>	<p>It was great to read that the essence of a place plan is to "develop local solutions for local problems". However, [REDACTED], I was disappointed by the absence of a single mention in the entire document of a specific problem you are trying to solve. Proper definition of problems are critical to finding the right solutions. If the problem(s) HAVE already been defined, they HAVE NOT been articulated in the My Place: Avalon document.</p> <ul style="list-style-type: none"> - What are the biggest challenges currently faced by residents and visitors to Avalon? (eg: the intersection is congested and overwhelming to navigate) - What are the specific insights, nuanced characteristics and underlying factors of these challenges? (eg: it is unclear who has right of way - particularly for newcomers) - What are the impacts of the challenge on residents and visitors to Avalon? (eg: people either avoid the business district of Avalon or risk having an accident) - What are the potential outcomes of solving these challenges? (eg: preservation of Avalon's relaxed and peaceful brand, improved quality of residency / visitation, reduced risk of accidents at the intersection, reduced congestion on adjacent roads and improved economic activity in the Avalon business district) <p>My concern is that without well defined and articulated problem(s) in a place plan, community responses to proposed solutions will inevitably be tethered to superficial measures (eg: which things look the best) and not about which solutions best address the challenges you've set out to solve. For example, when considering the above, example challenge, the round-about solution is the option which seems to best addresses the context, however, only 5% of people favoured it over the more expensive solutions. I personally believe that in order to have community engagement which can be relied upon, the respondents need to have been exposed to and have weighed up both the problems that the place plan is trying to solve and the proposed solutions you have come up with to address them.</p> <p>I'm not sure if there is still time in the consultation timeline, but if it were me deciding what to spend the multiple millions of dollars on, I would scrap any responses to date where the respondent didn't have exposure to the problem definition and start again with a comprehensive document featuring one or more clearly defined problems.</p> <p>Then, once you have the problems clearly defined, how might the council prototype some of the solutions during the consultation period, so that they can be evaluated 'in the wild'</p>

		<p>before spending millions of dollars on something which may or may not address the challenges you've set out to solve? (eg: If we can re-direct and change the flow of traffic on a daily basis for roadworks, why couldn't we put in a temporary round-about in the intersection and solicit community feedback via a QR code and/or survey link)?</p> <p>Lastly, I also think you should update the demographics in the community snapshot (post COVID) and/or use a reasonable future forecast when planning the future of Avalon - so you don't end up designing the perfect place for the current, vocal, retiree segment, when in fact it's more likely to be populated by new, young families who have started migrating from other parts of Sydney.</p>
386	<p>The removal of central planting on Avalon parade would be a poor decision. The bike path can be located in the lane way instead. I support the one way northern area of old barrenjoey rsvp to increase pedestrian access.</p> <p>The changes to the beachfront zone are not really a good use of money.</p>	
387	<p>We should have as much cycling paths as possible. The further we can go the better - if the area is too small, walking is the better option.</p>	<p>I am concerned about the north end of Old Barrenjoey rd (north of woolworths) feeding onto Barrenjoey road - the traffic will double and the access into the 3 apartment blocks to the north of Dunbar Park will become congested. Turning right onto Barrenjoey road to head south will become impossible. What are your plans to manage traffic here?</p> <p>My other concern is bbq facilities in Dunbar Park. The noise from the playground is already quite extreme during the day - this will carry another noise issue into the evenings. Why not put them by the beach where the current picnic tables are? More use, better views, less residential impact.</p>
388	<p>I have young kids who ride bikes to school each day and ride around town and I worry about their safety on the foot paths. I also worry about their safety crossing roads in the main section of Old Barrenjoey Road and Avalon Parade. Something needs to change.</p>	<p>The main intersection on Barrenjoey Road and Avalon Parade on near the bus shelter needs to be expanded for pedestrians and bikers. It's a very unsafe area to stand waiting for the light to change (the corner near the beach reserve and bus shelter).</p> <p>I also strongly support your proposal to make the dangerous 4 way crossing at Old Barrenjoey Road and Avalon Parade safer. Something needs to change there for the safety of all pedestrians and cyclists.</p>
389	<p>Yes. Support the APA's Alternative Connections design utilizing the under-used and existing laneways far above the council's current model for the removal of trees and creation of cycleway through Old Barrenjoey rd.</p>	
390	<p>I prefer this proposal</p> <p>I am opposed to the road closure in lob Barrenjoey rd north</p>	
391	<p>Yes</p> <p>It is important to separate from Main Street</p> <p>That proposal acknowledges the different catchments that feed people into Avalon</p> <p>The council proposal turns main streets into gun barrel two lane speedway</p>	
392		<p>I should just like to say that Avalon is already a beautiful place and Dunbar park is lovely as it is, nice and open so it can be used for multiple purposes. I note one of Council's objectives is to try and get more people to visit Avalon and yet at the present time there is inadequate parking for local residents especially when visitors abound. I can find no mention of additional parking in your oh so long plan, which I find just ridiculous. Pages and pages and yet no mention of parking. One of the main reasons locals visit Avalon is to shop and there is no way people want to wait for buses with loads of shopping bags nor are we going to strap them to a bicycle. I note that according to you no one over 69 years of age lives in Avalon. I find this hard to believe, especially since Pittwater Palms caters for that age group. Certainly there are many people in the 69+ age group who live close to Avalon and who visit it regularly BY CAR. More parking would be very helpful and a small pedestrian precinct nice as long as it doesn't impede car access in and out of 'Woolworth's' car park. Your plan for an already great place is very expensive and I'm afraid I certainly don't support any increase in already very high Council rates to pay for a project such as this.</p>

393	Looks better to me.	Parking is getting more difficult in Avalon every year. By car is my only access. Improved car parking is essential in any plan. I am opposed to lowering of speed limits along Barrenjoey Road anywhere between Newport and Palm Beach.
394		<p>AVALON PLACE PLAN - ISSUES TO CONSIDER</p> <p>WHAT ARE YOUR PRIORITIES? '& PROPOSALS SUPPORTED BY APA (a select.ion):</p> <ul style="list-style-type: none"> • APA Alternative Bike Path Plan that uses existing laneways to reduce both tree and parking loss, as a high priority - New paving in Av Village - high priority • Better lighting in Av Village (ambient lighting suggested) • More endemic trees & vegetation pl<1ntings - Paved community "patio" off NW end of Community Centre (ensure existing trees are retained & shade cover included) • Avalon Golf Course and Av Bowlo being retained in their entirety & current form for the community • More public seating around village - Trial a pedestrian-friendly, one-way zone (south) between Chill Bar & Eco Downunder on Old Barrenjoey Rd <p>APA DOES NOT SUPPORT:</p> <ul style="list-style-type: none"> - ANY increase in building heights to Avalon village - NBC proposed west-facing concrete/stone terracing across south Av Beach reserve (behind main bus stop). Expensive & unnecessary • NBC proposed 2 way 2.Sm bike path through centre of village - NBC proposed erection of a performance stage at east end of Dunbar Park. Better option: NW end of park near Annexe, facing SE • AND/OR look at NBC Avalon Place Plan Action Lists on pages 83-89
395	I have serious concerns regarding the proposed introduction of cycle ways. Installing cycle lanes between parked cars and the pedestrian footpath risks car owners being struck by speeding cyclists as they step across the cycleways to the footpath. Added to that many cars will be scratched/damaged by the surf boards that cyclists often carry. Increased cycle ways will encourage the cycling groups that regularly use Barrenjoey Road to detour through central Avalon thereby further increasing the risk of injury to locals. Perhaps more focus should be given to policing the many cyclists that currently flaunt the law by not wearing helmets. Often these cyclist would be unable to brake properly as they control their bikes with one hand while they use their other hand to carry a surfboard.	<p>I have already raised my concerns re: the proposed cycleways. I felt I should balance that with some positive feedback on the rest of the plan, particularly the beach area. Some years ago Pittwater council was unable to complete the work according to the plans they presented. Perhaps the funds ran out. What you present would greatly enhance the area. The corner by the bus stop is currently not only an eyesore but dangerous for pedestrians who wish to walk around the corner in an easterly direction up Avalon Parade towards Surfside Avenue. I raised my concerns about this dangerous corner with Pittwater Council years ago and was ignored. Your plans for this area look wonderful and have my full support. Lets hope they become a reality.</p> <p>If common sense does not prevail and council proceeds to install these cycle ways please can you provide assurance that council will take responsibility for any resulting injuries or damage.</p>
396	The Avalon Preservation Association plan makes for a safer way for children on bikes to use the lane ways indicated. The removal of trees in the centre of Old Barrenjoey Rd will cause a major problem when 2 or 3 or 4 delivery trucks will have to double park to make deliveries. Residents of the laneway properties will welcome the reduction of the speed limit & there will be no loss of parking which hard enough at the best of times. The closing of the intersection of Old Barrenjoey & Avalon Pde is RIDICULAS . It works OK as it is,	

<p>397 I support the Alternative proposal whereby the bike paths are located in each of the 2 adjacent laneways which run parallel to Old Barrenjoey Road.</p>	<p>The proposed cycleway along Old Barrenjoey Road will result in the removal of the Paper Bark trees along the centre of that road. The adverse visual impact of that removal will be very substantial indeed. Old Barrenjoey Road is not sufficiently wide to permit two-way vehicle traffic, 2 footpaths and a 2 way cycleway. The intermingling of cycles, vehicles and pedestrians is a dangerous outcome. The geographic topography of the general area, with steep roads and high hills is and never will be amenable to pedal cycles. As a resident who uses my pedal bicycle to ride to the beach from my home, the construction of the proposed cycleway will lead me to consideration of the purchase of an electric bicycle - and it will encourage other local cyclists to make the same consideration. Electric bicycles will likely travel at higher speed than pedal cycles. Unless electric cycles are banned from the proposed cycleway then that new form of cycle will pose increased hazards for pedestrian traffic throughout the entire area of the proposed cycleway.</p>
<p>398</p>	<p>Removing trees and central parking is a horrible idea there wont be enough room to reverse out of the current parking with the deep gutters..</p>
<p>399 I support the Alternative Connections design (on page 43 of the place plan) prepared by Avalon Preservation Association.</p>	<p>I support an Avalon Place Plan but not in the form that the Council has put forward. The natural environment is the main reason most of us live in this area and in the 'Village Hub' section above the Council has forgotten to mention the removal of 20 trees. I support more native landscaping but not the removal of the trees which the Council's plan proposes. I don't support the bicycle path going through the center of Avalon. I support the Green and Clean ideas on page 22 except the cycle way through the shopping center and the removal of 20 trees. Careel Creek should be a natural creek not a drain. Drains can be turned into more natural creeks with rocks and native planting, I support the upgrading of Patterson Lane</p>
<p>400 '10 kph Shared zone – Bikes, Pedestrians, Vehicles' A recipe for bad things to happen... anything shared is!...</p>	<p>Old Barrenjoey Rd., South of Avalon Parade., For years cars have been crashing into the barriers around the trees in the centre of the road?.. County towns have had it sorted for years,, Goulburn comes to mind, main street has 60deg., rear end parking, this could be applied south of Avalon Parade without removing the trees in the centre of the road, indeed the centre of the road should be made a complete divided straight strip as it is at Narrabeen shopping centre Barrenjoey Rd.,...(Wonderful, a joy!) Why does 60deg.,rear end work so well?, > easy rear end parking and the driver has excellent view when leaving, 60deg., Think about it for a moment ??,, it's a no brain-a!,, it's to easy,,A,!,, and a green fix...</p>
<p>401 No it doesn't make sense and is unsafe</p>	<p>Love the Beach Gateway design pushing the bus stop back away from the busy road and cutting into the hill to provide an area for people to sit and wait for buses is fantastic</p> <p>Also love the space at the back of the rec centre. This will make the space more inviting for people to use, currently its locked away and isn't well used</p>
<p>402</p>	<p>I like the idea of additional seating (concrete tiers) at Avalon sea pool but not temporary art installations on the rock pool fencing - better to keep it natural as the rocks themselves are stunning.</p>
<p>403 Try to minimise the impact on the local environment.</p>	<p>Generally the plans look good and respectful of the local environment .</p> <p>The main feature of Avalon is its natural beauty, so it is important that this is maintained or enhanced. Please avoid any ugly concrete structures that are out of character with the area. There is a particular modern concrete style that presents in residential building that do not blend with nature. Take a look at the structure on the North Headland at Whale Beach, no greenery - a concrete monstrosity. I hope any structures are more thoughtful of the environment.</p> <p>The local area is distinctive from, for example, somewhere like Dee-Why.</p> <p>Some BBQ facilities maybe good at the North end of the beach - on the fields possibly.</p> <p>Kids currently use the sand dunes (cover of trees) as a place of setting up tents, possible drug use ? This needs addressing.</p>
<p>404</p>	<p>If I read the plan correctly, the northern section of Old Barrenjoey Road will be one-way southbound. That being the case, what arrangements are proposed in regard to the existing bus movements which are all northbound on this section of road. Similarly, how will cars access the Woolworths car park - particularly between 7 and 9 a.m. when right turn from Barrenjoey Road is prohibited.</p>

<p>405 The alternative plan is a much better solution than proposed in the place plan. It uses lanes that are low in traffic numbers and these also do not represent major negative impacts in lost parking. The lanes can also be converted without the significant loss of established trees as would be the case if the original plan proceeded. The alternative plan should be adopted in favour of the original plan</p>	<p>The proposal to block Old Barrenjoey Rd (from the Avalon Pde intersection) to north bound traffic must be strongly rejected. This proposal will create traffic chaos at the Avalon Pde intersection and also at the Barrenjoey Rd/Avalon Pde intersection. Residents living south of Avalon Pde will need to turn left at the Barrenjoey Rd intersection and then left again into Old Barrenjoey Rd to access Woolworths and the carpark. This will result in traffic backing up into Avalon Pde and across the Old Barrenjoey intersection (noting that the Barrenjoey Rd intersection only allows a few cars to turn left due to pedestrian priority). The left turn off Barrenjoey Rd and into Old Barrenjoey Rd is poorly designed and with an increased volume of traffic making this left turn there is also an increased risk of rear end crashes occurring. Both of these situations are creating an unsafe condition that should be avoided at all costs</p>
<p>406 the cycleway allows for children and their families to travel safely to and from school without the need for parents to use their cars and drive.</p>	
<p>407 Looks great!</p>	<p>Thank YOU!</p>
<p>408</p>	<p>Village Hub: Wants central seating area with kids fountain allowing café crowd to extend further onto the street instead of a shared road. Current landscaping has potential to create blind spots. Wants a formalised running path that skateboarders can also use. Wants to know if vacant lots can be purchased by council for more parking and if more lighting can be provided around school zones.</p> <p>Dunbar Park: Wants pedestrian crossing moved further north to pick up end of the track from the park. Also does want skateboarders around the back of the community centre.</p> <p>Coastal Fringe: Does not like the terracing proposed near the bus shelter.</p> <p>North Avalon: Would like to have exercise equipment with a view.</p> <p>Avalon Beach Rock Pool Area: Does not like proposed additional seating.</p>
<p>409 The alternative design (proposed by APA & endorsed by CRA, BPRA & PBWBA) offers a far superior option to that proposed in the place plan. The benefits of the alternative proposal are; -improved safety for riders & pedestrians -significantly less impact on established trees in Old Barrenjoey Rd -significantly less impact on an already stressed traffic flow & parking in the Avalon CBD While the alternative design will require some "fine tuning" this proposal should replace the place plan proposal</p>	<p>While I support improving the Avalon CBD there are aspects of the proposed plan that will be more detrimental than positive. I have responded above to the bike path plan and am strongly opposed to the proposal in the place plan. Council should reject this proposal and establish the Alternative Proposal by the Avalon Preservation Assoc. I am also strongly opposed to the plan to close Old Barrenjoey Rd (north of the Avalon Pde intersection) to north bound traffic. This proposal creates a traffic flow/management issue for residents living south and west of Avalon Pde. To access the Woolworths store and council parking area will force these residents to detour to the main lights at Avalon Pde/Barrenjoey Rd intersection. This intersection provides a limited number of cars to turn north already due to pedestrian priority. The result will be traffic backed up into Avalon Pde and across the intersection of Old Barrenjoey Rd. The next issue will be redirected traffic turning left into Old Barrenjoey Rd to access the carpark and Woolworths. The current intersection is not designed to safely allow multiple cards to turn left and would require a full redesign and construction. I believe that this would require RMS involvement and may take considerable time to come to a resolution. In this time it would be reasonable to expect traffic accidents to occur. The proposal to close Old Barrenjoey Rd to left turning and northbound traffic should be rejected outright. This section of road should remain open under all circumstances</p>

<p>410 A 10km zone will, if complied with, slow traffic and result in further congestion at the currently the already hazardous turn from Barrenjoey Rd into Old Barrenjoey Rd travelling south.</p>	<p>Much of the Avalon Place Plan is attractive. However, the plan for the one-way traffic zone in Old Barrenjoey Rd is not. It will result in increased traffic congestion as there will be no reduction in the number of vehicles using Avalon, but traffic flow will be reduced. Reducing parking spaces will also increase congestion and exacerbate the already unlawful parking in the centre of Old Barrenjoey Rd south of the intersection of Old Barrenjoey Rd and Avalon Parade. (That should be the subject of fines now and seems not to be). The problem with the pedestrian crossings in Avalon is not their location but the failure of vehicles to abide by road rules. Policing of vehicles crossing the pedestrian crossing, while people are on the crossing, needs to be addressed no matter where the crossings are located. CCTV with licence plate capture and steep fines would have a sobering effect. Bike paths may be problematic as bikes move fast and bowl over children and elderly people. If vehicles are to abide by reduced speed limits bikes can safely share the road with vehicles. There is nothing in the plan for dogs. What about dog hitching posts outside of shops with dog hydration spots throughout the village.</p>
<p>411</p>	<p>All looks pretty positive. Don't like the thought of less car parking spaces near the shops to make way for shared zone. People, especially elderly and those with kids need to park near the shops, so don't go reducing spaces even more than what we have now!</p> <p>Intersection - I thought that most locals like it the way it is. Everybody knows how to use it and be patient. I'd rather see it remain the way it is. Where is the bus going to go if it is a shared zone and one-way?</p> <p>Like the removal of trees in middle of street. Median strip is not available to park in (legally) so good to make footpaths/bike paths wider.</p> <p>Street furniture - PLEASE choose something that is not going to look dated in design and worn in 5 years time (like the current pavers). There are plenty of designs that are elegant and timeless, so please choose something that will not age and be in style of the beach culture we have.</p> <p>Pavers - as above, something that doesn't date quickly, doesn't go wobbly after 6 months and doesn't look grubby after 6 months. The pavers in the city are a good example of style that doesn't date and because they are dark they don't look grubby. A dark paver would not be so good in Avalon but the substance they are made of is important to keep them looking clean and attractive over the long term.</p> <p>Bus shelter - great idea to terrace the area behind, move shelter back.</p> <p>Don't like the proposal to reduce Barrenjoey Road speed limit to 50KMH between Serpentine and Palm Beach.</p> <p>██████</p> <p>██████</p>
<p>412 I support the alternative design for the pedestrian bike path prepared by Avalon Preservation Association.</p>	<p>I do not support the idea of a terraced embankment on the corner of Avalon Parade and Barrenjoey Road. I think this seating would not be used and would be better left as it is or used for planting.</p> <p>I am delighted to read that plants used in the landscaping will be endemic species.</p> <p>I also support the idea of murals, especially those that portray our local plants and animals or the ocean.</p>
<p>413</p>	<p>I support these improvements to Avalon. I would have preferred the bolder approach of fully pedestrianising the shared zone but this is an acceptable compromise and perhaps further vehicle restrictions will follow.</p>

Avalon golf course:

Approx 10.0 hectares or 100,000 sq metres. About 40% natural Bushland

Bounded by Barrenjoey Road, The Crescent and 'Unnamed' Park on Old Barrenjoey Road.

The Golf course is under utilised and, as there are competing and better courses in the area, it is a loss making venture. Many golf courses throughout the state are underutilized.

The purpose of these notes is to suggest alternate opportunities, which, although they may not be highly profitable, would provide significant advantages to the community. This is not meant as a design or proposal but rather to get people thinking of possibilities that such a large area offers (other than residential or commercial development).

My thoughts, if put into action, may require some space to be allocated to parking and sensitive commercial use such as a restaurant/café or other compatible retail but any other suggestion of residential or commercial development is to be denied. A large driver of this denial is that the area from Newport north to Barrenjoey has significant attractions in the way of beaches and waterways and the road system is already struggling.

Additionally, the design needs to be sensitive to neighboring properties in regard to noise and sight.

A significant driver of my thoughts and the focus of most of my thoughts is to the benefit of the Avalon Public School. It is one of the larger primary schools in NSW but is lacking open space. The school already uses a grassed area on Old Barrenjoey Road, external to the golf course and opposite the school but there are no storage or other facilities.

There are three features that could be incorporated into the redevelopment of the golf course that would be of high value to the primary school and of equally high value to the wider community. Unless specifically needed by the school, the facilities suggested are offered as extending the school facilities, not replacing them.

The design should anticipate and plan for nearly all use to be in daylight hours and so should maximize use of natural light and renewable energy.

Similarly, some development would of necessity need to be close to parking and others would be accessed by pleasant walkways.

The design should allow for a minimum of vehicle traffic internally. Any building or activity requiring vehicle traffic should be on the boundary adjacent to existing roads. There should be narrow tracks for walking, running and/or autonomous vehicles similar to golf carts.

(Note: Avalon Beach already has significant soccer/football/cricket playing areas and 5 tennis courts at Hitchcock Park, approx. 1k north of Avalon Beach. In North Avalon, the Barrenjoey High School has sports fields and there are a further 2 tennis courts and a skateboard park and more recently a couple of basketball courts)

Another reminder, the focus of almost all suggestions is the Avalon Public School.

Additional open space for school sport and other outdoor activities.

Equivalent at least to a full size oval. (The major criteria for the location, size and design of this area should be to meet the needs of the school not the public at large.)

Existing area available for the school is approx. 5,000 sq m.

A full size oval with adequate outfield is approx. 15,000 sq m.

Avalon Primary School should also have access to any of the other features listed below.

Development of an Arts precinct. (The design and size of these should be to provide both educational opportunities for the school and recreational or craft opportunities for the wider community.)

Open amphitheatre.

Buildings for: (Each building should be designed to be fit-for-purpose, taking full advantage of its location and natural light but also enhancing the whole. The golf course has a significant North/ North West aspect.)

Arts Centre(s).

Music/Dance/Theatre

Art

Sculpture

Film & Photography

Jewelry

Knitting and Weaving

Pottery

Glass blowing

Surfboard design and shape

Scouts

Mens shed

Woodwork

Metalwork

Outdoor/indoor gym, basketball/netball courts.

??????

Development of both open space and natural native vegetation areas aimed specifically for the benefit of and to showcase native flora and fauna. It should have the character of a 'botanic' garden. (These would benefit the wider community but the focus should again be on providing the school with educational opportunities not normally available to 'city' kids.)

Native plants (botanic) gardens and nursery.

Vegetable garden.

Secure area for native animals.

Native bird garden and/or aviary.

Butterfly aviary.

Native bee hives.

Natural lake for ducks, native birds, frogs, fish etc.

Walking, exercise and training tracks.

Dog 'off leash' area.

Additionally:

Community Centre

Early learning

Baby Health

Library and cultural centre.

Café/Coffee shop

Toddlers playground.

Support:

Underground parking for 500 cars, approx. 15,000 sq m.

Management and maintenance centre.

	<p>Secondly, assuming the school takes full advantage of the opportunities provided by this development, it would be able to provide the best and widest primary school education anywhere in Australia. (No reason that Bilgola Plateau, Newport Primary, Maria Regina and other schools should not use the area)</p> <p>Thirdly, if properly done and properly integrated with the Avalon Public School, this project will make Avalon Beach the most sought after locality anywhere and both the property and retail market will boom.</p> <p>The construction period and subsequent activities when fully functional would be to the financial benefit of the wider community.</p> <p>Yeh! But what's it going to cost?</p> <p>The major cost would be the car park and (I anticipate) a pedestrian bridge over Old Barrenjoey Rd. My thought is that the car park (of whatever size) would be, one level, at street level and opposite the school, on Old Barrenjoey Road. The rooftop would be turfed to create the school specific sports area. The car park could include an (undercover) 'drop off' zone for the school. Allow \$20m</p> <p>The car park should not be free.</p> <p>To minimize operating costs, vehicles should be charged using a registration plate recognition system.</p> <p>Avalon needs more parking so a low price of say \$5 for the first hour and \$2 per hour thereafter, could be seen as the 'entry fee' to the facilities. That is a very modest charge but 400 cars per day, on average staying 2 hours would generate over \$145600 per year.</p> <p>If it turns out the car park is under-utilized, permanent parking could be provided for boat trailers etc. Permanent parking spaces can be narrower and so generate more income for any given area. The going rate for this is about \$200 per month. 100 trailers would generate approx. \$240,000 per year.</p> <p>There is a risk that the car park will become a 'commuter' carpark. This would be OK providing it did not restrict parking for those wanting short-term parking and particularly those using the facilities. However, commuter car parking is already in high demand from Mona Vale to the city and could well be a real positive for Avalon Beach. Commuter car parking is normally supplied free-of-charge to commuters so a deal may need to be made with B-Line. (Not to suggest that B-Line should be extended to Avalon, but there could be a feeder bus)</p> <p>If the carpark was 80% full for 10 hours per weekday, \$2 per hour would generate \$40,000 per week or \$2m per year. (NBC Parking Fees are approx. \$5 per hour. This rate would generate \$5m p.a.)</p>
415	<p>I have answered the above questions as NO but I do very much support the plan for improving and moving the bus stop at the beach and the proposals for Dunbar Park.</p> <p>As for the rest, we need to keep the roads in and around Avalon Beach unrestricted to traffic flow. The whole area relies on their cars for travel through and around Avalon Beach for shopping, getting to work and for "tradies" to get to us. To restrict this by closing lanes and imposing low speed limits will cause serious frustration to motorists.</p> <p>The whole plan caters too much to the cafe and "artie" part of our community, sacrificing common sense for everyone else.</p> <p>One other comment I would like to make. How about removing the bus shelter on the footpath in Avalon Parade. This shelter is not mentioned in the plan but is right in the middle of the footpath restricting the flow of pedestrians, especially the elderly in their mobility scooters, also mothers with prams and kids on bicycles heading to school. It does not meet council footpath regulations and is mostly used by pot smokers from the backpackers on the opposite side of the road.</p>

	<p>Weekend parking is difficult to forecast, but a modest 800 car parked hours would generate \$83,200 p.a. If the school uses the field for Saturday sport, and the Arts and other facilities draw tourists, the car park could be well used for much of the weekend and would then generate approx. \$500,000 at \$2 per hour and \$1.25m at \$5 per hour.</p> <p>In short, the car park could fund the whole project.</p> <p>The existing creek would be dammed to become a lake to the south of the carpark and would be both a source of water for the playing fields, gardens and a natural waterway for fish, turtles, frogs and drinking water for birds and native fauna. After rain, surplus water would still have to find its way to the existing watercourse on the North West corner of the area. Allow \$1m.</p> <p>The infrastructure for the buildings required for the 'Arts Precinct' would be several million \$'s.</p> <p>The infrastructure for construction required for 'open space and garden' projects would have a budget of \$2m.</p> <p>All other infrastructure, allow another \$2m.</p> <p>The total project should be powered by solar panels mounted on the buildings. \$200,000</p> <p>Funding:</p> <p>Initially, funds should be sought from:</p> <p>The Education Department as being an excellent and unique opportunity for the Avalon and other local Primary Schools.</p> <p>The federal government as a COVID19 recovery/employment project.</p> <p>The state government as a COVID19 recovery project and/or an education/sport project.</p> <p>Northern Beaches Council because it is a great project and as an extension of many of their policies of helping and sustaining sport, native flora and fauna, the Arts, and beautifying the community as well as replacing a loss making venture.</p> <p>Once the project is complete and operating, it should be set up to be self-funded.</p> <p>Car park as above.</p> <p>School sport facilities could be a charge against Dept of Education?????</p> <p>Arts Precinct facilities should be self-funding. Funding by participants for participants.</p> <p>Community Centre facilities should be funded by NBC except where commercially viable.</p> <p>If autonomous vehicles are used, they should be self-funded.</p> <p>The general public should be charged for access where viable.</p> <p>Costs: As indicated, while the car park is primarily designed to facilitate the school, the Avalon retail and obviously the Arts and outdoor precinct, its main purpose is to provide funds to operate the whole area. I have little doubt, that properly designed and set up, it would enable the whole project to be cash flow positive. However, it would be my hope that funds generated would be used to continually enhance the project rather than to produce a profit.</p> <p>The total precinct would require a manager, several grounds & maintenance staff, full time gardeners and several security/parking attendants.</p> <p>Repairs and Maintenance: Labour covered in a. above so allow \$500,000 p.a. for tools, parts and capital costs.</p> <p>Operating costs for many of the Arts and other buildings should be self funded by participants.</p> <p>Lastly, because this is a project which is primarily an Arts precinct, it is an opportunity, in fact a necessity, to be really well designed and to that end it would be appropriate to have a design competition with the fundamentals similar to those listed above as the design criteria.</p>
<p>416 In relation to the ENTIRE plan, I'd like to say that I fully support all the amendments proposed by the Avalon Preservation Association, which is also endorsed by Clareville and Bilgola Plateau Resident Association, also Palm Beach Whale Beach Association.</p>	<p>Removing so many car spaces is not something most people in Avalon will support.</p>
<p>417 I have looked at the plans shown in the shop fronts at Avalon shops, from looking at this which is easier to understand than the plans on line, I SUPPORT THE APA suggested alternative plan for the car park, bridge, entry/exit to car park and shared road, retaining trees. Everything's else that is proposed by the draft plan seems excessive waste of money turning Avalon into something the people do not want or need.</p>	

<p>418 I do not agree.</p>	<p>The plan is removing too many car spaces. It is also removing loading zones which are vital for businesses. The plan does not consider the many bus routes which use Old BJoey Rd to turn /loop around, nor does it consider the school bus routes through the same stretch. I find Avalon Parade already too narrow when reversing out of car spaces near barefoot blvd, the plan wants to make this area even more narrow for cars and it is far too dangerous to add bike paths into the mix.</p> <p>I agree the entrance to the woolworths car park should be moved away from the crossing.</p> <p>I have lived in Avalon for 40 years and now have my own children, we ride/walk to school and if all children were taught correct road rules, slowed down, dismounted at the crossings and be courteous to pedestrians it would be a safer area. We do not need bicycle paths, they will cause mayhem.</p> <p>How about adding an underground car park near the bowling green and having a green space on top for use as a play ground or for markets/events.</p>
<p>419 Bikes are dangerous to pedestrians and should be routed around not through areas of high pedestrian activity. On a related matter - the intended bike path via the serpentine is a joke - the hill is dangerously steep going down, and far too steep for most riders to peddle up. The correct solution is build a path beside Barrenjoey Rd, cantilevered where necessary to gain the necessary width, and with a dedicated bridge at the Bilgola gully. Of course that would cost far more money than just stenciling "Cycle Path" on an existing roadway.</p>	<p>The proposed traffic changes were illegibly small in the downloaded "Plan", so I'm not sure what version of the several options canvassed in 2019 the Council now intends to impose for a prolonged "trial". The Woolworth's supermarket and parking area services people living North, South, and West of it. It's Avalon's busiest business and nearby car parking is essential. I fear efficient access to this fundamental service is being compromised for no very good reason, at a time when State Govt policy is to force higher density housing which will of course lead to more people using the supermarket. The existing road access and traffic flow does cope, although the pedestrian crossing opposite the community center should never have been built - it simply duplicated the existing crossing just 30 meters away, while forcing traffic to wait for pedestrians when turning into the car park.</p>
<p>420</p>	<p>Please leave Avalon alone....It works, and we live here</p>
<p>421 I certainly prefer the Bike Paths as shown in the alternate design on page 43. Bike riders (excluding children 12 and under) should only be allowed to walk their bikes (good exercise) on Avalon Parade and Old Barrenjoey Road within the areas shown in green. All bike riders must dismount to cross at pedestrian crossings. Bike riders can readily get close to the main areas of Avalon without the need to have designated Bike Paths down these roads. Avalon does not have the capacity to designate such a large section of our limited infrastructure to bike riders. The current licence renewal for Woolworths to continue use of the docking bay lane (behind the Shell Service Station) should be taken into consideration within the Avalon Place Plan before renewal as a "Shared Zone" for pedestrians, bikes and vehicles.</p>	<p>Place a medium strip down Avalon Parade and Old Barrenjoey Road to prevent: a) vehicles parking in the centre on Old Barrenjoey Road; b) vehicles turning right into car parks across the pathway of oncoming traffic; c) vehicles backing out across the centre into opposite traffic lane; d) vehicles which are reversed parked turning right from car park. I like the idea of wider footpaths which will allow alfresco dining. Current stormwater drains on Old Barrenjoey Road (between car parks and road) need to be realigned as they dip too much causing vehicle damage. The golf course is under-utilised and its use as open space is restricted and should be reconsidered in the Avalon Place Plan. I am a twice weekly golfer and in 18 years in this area, I have never played at Avalon golf course.</p>
<p>422 alternative design much better</p>	
<p>423 Main problem with plan is the Village Hub plan. No problem with the Coastal Fringe and Southern Gateway plans. Avalon locals are use to the village as it is and do not want traffic changes and bike paths on main road. The Hub plan is confusing and will disrupt small business and traffic.</p>	
<p>424 I don't agree with it. Using the laneways which take the garbage trucks and cars into the houses on the eastern side is dangerous for the bike riders.</p>	<p>I think that the Avalon Golf course should be decommissioned and the area turned into "botanical gardens", including community gardens which all could enjoy.</p> <p>It would make for a great gateway to Avalon Beach.</p>

<p>425 endorse comments made by the Avalon Preservation Trust doc. 09 July 2020</p> <p>The current Avalon plan is NOT a plan it is an agglomeration of collective ideas and thoughts placed in no particular staging order.</p> <p>Some of the comments are and ideas are repetitive, conflicting with the currently what is in place and not in consultation with concerned locals</p> <p>Address the big picture first Pavers, street flow and streetcape. It should all be about infrastructure based. Everything else in the Avalon plan appears to be decorations on the Christmas Tree syndrome.</p>	<p>The No1 priority should be upgrade paving and gutter and kerb and street scape appearance so it provides safe access, is appealing to residents and visitors and it harmonious with the general ambience of Avalon Village. The pavers in Dee Why and Mona vale are what we are desiring not a mish mash of irregular porous brick, concrete and broken concrete uncleanable pavers.</p> <p>DO not put in a cycle path it is unnecessary and will be costly to implement and costly to remove. It is will be dangerous for cyclists, cars and pedestrians. The plan options are ALL not workable.</p> <p>DO not close off or change the intersection. The three options are fraught with problems.</p> <p>If you are looking for change its right under your nose in Mona Vale. The roundabout in Bungan and Waratah street. Its safe, it works for both traffic and pedestrians and cyclists. Does anyone complain about this intersection????? simple solution.</p> <p>I have attended and participated in Avalon resident public meetings back in the 90s in the old Avalon rec centre and this was discussed then 30 years ago.</p> <p>Move one, two three or all crossings back from the intersection install a low profile roundabout and the job is done its that simple.</p> <p>Improve the street scape and traffic flow and do not remove parking then the flow on effect will be landlords will open up and improve there premises new tenants will move in because the village has become attractive. Currently, Avalon village in short is a pig and small little improvements??/ only reinforce the statement "Putting lipstick on a pig" Avalon needs ONE homogenous paver throughout and this needs to be in consultation with APA and concerned locals. Not just cheapest paver contractor.</p> <p>Do it once. Do it properly!</p> <p>Consult with Transport Reduce Bus traffic out of the village. use the existing bustops on Barrenjoey road OR develop some of the green space for a bus bay north of the shell Garage and or make this the bus stop for Avalon Beach.</p>
<p>426 agree with Alternate bike plan</p>	<p>What a huge waste of rate payer monies, to remove parking & trees for bike paths that are hardly used!!!</p>
<p>427</p>	<p>Don't plant the trees that are along Pittwater Road in Manly</p> <p>They are a disaster dropping leaves and seed pods on the footpath as well as attracting Indian myna birds that leave indelible stains</p>
<p>428</p>	<p>What a ridiculous waste of time and lost opportunity if you don't close off the road between the intersection and the entrance to Woolworths to get the traffic out of Avalon and make it safe We could have a beautiful area for pedestrians and cafés. It all looks like a compromise. How many years are we going to wait for someone to come to their senses and make that intersection safe and easy for everyone to use. A three-way would be so much safer than 4. Such a shame.</p>

429 This concept is dangerous as there hasn't been consideration around Saunders lane end or top end of old barrenjoey road.

Submission on the Northern Beaches Local Housing Strategy-

1. The local environment –

- a. Pittwater Peninsula is a Unique coastal environment one of the least changed, best protected areas of any urban area on the Australian coast.
 - b. Avalon is a charming community Village, end of the line – one road in and out at the absolute extremity of the greater Sydney metropolitan area. A treasure, something to be actively protected and conserve for future generations, a place of enormous environmental Heritage.
 - c. Its One of Sydney's most popular day drive destinations to enjoy the quality of the coastal village, the natural environment.
 - d. Local action groups have been campaigning for better environmental outcomes in the Pittwater area for over 25 years. The hard work has seen some improvements, but over time we have seen many aspects of the natural environment, especially tree cover and green space on residential lots, slowly decline.
 - e. There is nothing in the Draft Northern Beaches Local Housing Strategy to address this decline. Only plans to exacerbate it.
 - f. At the heart of this strategy is the State Government's decree that Northern Beaches Council facilitate increased housing density and population in the Northern Beaches local government area, in apparent disregard of the environmental effects.
 - g. Already constrained, already impacted by traffic congestion.
 - h. 1 road in and out. Travel times to the city at peak is 1.5hrs
2. A 1klm Radius applied to a Narrow Peninsula with 1 road access.
- a. It is ridiculous to apply a state-wide concept of allowing increased densities

641	<p>Dear Avalon residents</p> <p>Please shop in Avalon and not MonaVale on your way home. We know you prefer our community layout, undercover parking offerings, range of shops and our Woolworths, Coles, Harris Farm and Dan Murphy's but please don't. We can never get a park!!! Now we are accomodating the ever growing Warriewood folk it's becoming too much. Especially at school pick up time - it's gridlocked in MV.</p>
642	<p>To the Council , As [REDACTED] close or use a road as shared will kill the local shops if you cant drive from woolworths into Avalon pde , removed crossing or move them back or a flat roundabout in the main part . Also markets are no good for the local shops (fresh food etc we have shops here that will do 0 trade we have fruit butchers etc) and shops that are empty maybe council should have a town planner to help with what we need in area 3 \$2 shop , 3 florist ,5 Thai foods is not a good start , maybe we need a bike shop or inviting things and things painted on walls this looks cheap and nasty for area maybe living green walls .thanks for your time</p>
643	<p>Within the draft plan you write: 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).</p> <p>This would mean the only way into Woolworths carpark prior to 9am would be on foot or that the no right turn off Barrenjoey road heading south would have to be removed again making that intersection perilously dangerous.</p> <p>Another point that doesn't seem to be addressed is State transport use Avalon Pde, Old Barrenjoey Rd and Barrenjoey Rd as a turning circle for Private School and State Buses What happens in this regard??</p> <p>Your comments to help me understand this proposal would be appreciated</p>
644	<p>Please see attached submission</p>
645	<p>In your statement about the proposed changes to the coastal fringe of Avalon, you say that your aim is "PROTECTING AND ENHANCING ENVIRONMENTAL VALUES". I am delighted that this is your priority and I am therefore writing to urge you to put this into practice by employing a team to work on Avalon dunes to remove noxious weeds which threaten the native vegetation there.</p> <p>I have spend a [REDACTED] working with the group of volunteers led [REDACTED] who battle to get rid of the morning glory and other weeds which will overrun the native vegetation if they are not constantly removed. [REDACTED] and several others have been waging this war for decades. It's a huge job.</p> <p>Council pays workers to clean our public toilets, collect our garbage and clean our streets. I think that maintaining our precious bush reserves should be a similar priority – not just left to volunteers.</p> <p>I am delighted that Council is making this huge effort to improve our beautiful area. Please don't forget the precious bush reserves.</p>

646	<p>i wish to complement Council on its initiative for undertaking community consultation and the preparation of a draft Place Plan for Avalon. [REDACTED]</p> <p>I have reviewed the draft Place Plan documents and support much of what is proposed including;</p> <ul style="list-style-type: none"> • Streetscape improvements, • Resurfacing of footpaths, • Upgrading of street furniture, • Improved lighting, • Street planting and landscaping including the proposal to remove the existing trees from the middle of Old Barrenjoey Road south of Avalon Parade, • Enhancement of Patterson Lane, however acknowledging its role as a service lane for the Avalon RSL Club, adjoining commercial properties and the Avalon Community Centre, • Appropriate street art, • Enhancement of Dunbar Park including linkage to the community centre and Patterson Lane. However objection is raised to the proposed performance platform. This facility is unnecessary and would be visually obtrusive. Any structures for performances may be erected on a temporary basis as occurs at present, • Proposed widening of the footpath adjacent to the bus stop on the eastern side of Barrenjoey Road and the upgrading of the bus shelter. <p>However objection is raised to the following proposals in the draft Place Plan ;</p> <ul style="list-style-type: none"> • Proposed bicycle lanes in Avalon Parade and Barrenjoey Road. It is submitted that there is no justification or need for these. The streets where they are proposed are already shared zones with 40 kph. speed limit. If necessary this may be reduced 30 kph. There are various alternative routes for cyclists who may wish to avoid using Avalon Parade or Old Barrenjoey Road. The proposed bike lanes would result in a significant reduction in parking and this is considered not to be justified. The availability of parking is a major issue for businesses in Avalon. <p>In relation to the proposed design for Old Barrenjoey Road north of Avalon Parade it is submitted that inadequate information is available to justify what is proposed. In relation to the intersection of Old Barrenjoey Road and Avalon Parade from my experience over many years of driving through this area I have not identified it as an area of concern.</p> <p>Traffic including cars, trucks and buses traverse the area with minimal difficulty and the four pedestrian crossings provide a safe means of movement for people around the centre of Avalon.</p> <p>No information is available regarding alternative arrangements for public bus services on Old Barrenjoey Road north. This area contains a bus stop and I used for buses to circulate on the Avalon routes. I have been advised by Council officers that todate no agreement has been entered into with Sydney Buses for alternative arrangements.</p> <p>The information contained on the Council website does not include a traffic study for the proposed road changes including ingress and egress arrangements for the Woolworths carpark and traffic movements generally in the area. The proposed design will significantly alter traffic management patterns in the area. It incorporates a widened footpath on the western side, a bike path, inline parking spaces, a south bound one way shares vehicle and pedestrian lane and the existing foot path on the eastern side. Concern is raised regarding pedestrian safety and the orderly movement of traffic. This is particularly so with the potential for traffic delays and congestion while vehicles stop and attempt to enter the intersection at Avalon Parade.</p> <p>It is submitted that the proposals for Old Barrenjoey Road North should be deferred from the draft Place Plan and considered as a separate urban design project when further information is available in relation to bus services, loading zone arrangements and a detailed traffic analysis of proposed changes.</p> <p>In relation to the Avalon Beach Precinct objection is raised to the proposed formalised terracing at the intersection Barrenjoey Road and Avalon Parade. This area should be left as a landscaped embankment incorporating a suitable entry statement structure. Also objection is raised to the proposed terraced structures in the vicinity of the Avalon rock pool. This area should be left in its natural state.</p>
647	Please see attached submission

648	<p>We are residents of Avalon responding to the issues for the above, as requested by Council.</p> <p>██████████ and were asked if we could help ██████████ of Wickham Lane which was totally neglected and a sad entrance to Dunbar Park. This planting was carried out with Councils consent and participation. Today those trees have grown unexpectedly well and have made a beautiful entrance into Dunbar Park. Artist impressions of the same area in the proposed plan show all the existing trees removed resulting in a wide paved boulevard.</p> <p>The proposed removal of trees in the centre of Old Barrenjoey Road, that have flourished since they were planted, would be a radical change to the character not just of the road but the entire village. Old Barrenjoey Road is growing into a beautiful streetscape. To add to the impact on the existing environment the bike track that is proposed down this road rather than through the existing laneways, will result in removing more vegetation further impacting on the nature of our village.</p> <p>These two examples indicate to us that the planners have not appreciated what already exists and tried to build on it. Superimposing a planning concept which will drastically impact on historic Avalon. With an enormous budget and lack of thought, a lot of damage can be done.</p> <p>We ask the Council to please reconsider a lot of the aspects of this plan as it can be greatly improved.</p>
649	<p>Thank you for the opportunity to comment on the proposed place plan for Avalon village. I write as ██████████. our group formed late in ██████████ concerned by what we experience in living here, which is the increased felling of old growth tree canopy trees. Sadly this is not just our lived experience but the data supports our concerns. According to the 2020 Vision - Greener spaces project the 'Pittwater' LGA suffered the greatest decrease in canopy across the whole state of NSW a reduction of 13.2%. As a community and a council this is not a statistic to be proud of - quite the opposite, and when we talk to locals about this and our associated concerns most of them agree ' We did not move here to see such increased residential development, to be at the mercy of poor planning and regulation that responds with disregard for that which we value so highly- the unique landscape of Pittwater.' The value we ascribe to the natural landscape is not just an aesthetic one but one that values our rich wildlife and biodiversity, the increased shade and cooling that tall trees provide, their capacity to absorb CO2, their role as a community of trees providing nourishment to each other and their role in maintaining a healthy vibrant ecosystem.</p> <p>██████████ with a current working team of 15 people and a growing membership will never support proposed council planning that recommends the unnecessary removal of young or mature trees.</p> <p># 1. The proposed bike path is our number 1 objection. As a cyclist I do support the alternate bike plan as put forward by APA- utilising the laneways and paths that exist, not dividing the village in half, reducing car spaces and removing trees. Your existing plan is unwarranted and inappropriate for our village. we have many local and young bike users, not thousands of lycra lads.</p> <p># 2. We strongly support Careel Creek being regenerated to provide a green spine extending northwards. This project could involve the community and could re-constitute a beautiful waterway. All too sadly this current concreted waterway is often filthy and smelly.</p> <p># 3. We strongly support the retention of Avalon Golf course and the Avalon Bowling Club as community green spaces and for retaining habitat for our wildlife.</p> <p># 4. We cannot support any aspects of the plan that includes tree removal. As a volunteer non-affiliated, age diverse group we are witness to losing significant trees and green spaces every week from second dwelling and new home and townhouse developments. For this reason we are concerned about the planned and oversized concrete structure behind the existing bus stop on Barrenjoey rd and the stage at the eastern end of Dunbar park.</p> <p>We thank you for creating an Avalon beach place plan, we understand there are many perspectives to appreciate and hope that we have made a case for protecting and regenerating the eco-system that provides such a rich lifestyle for us all. This is after all the main reason so many of us choose to live and remain living here in this area.</p>

	<p># 5. We support a paved community patio off the NW end of the community centre, but only if you can ensure the existing trees are retained.</p> <p># 6. We support more tree plantings of endemic species in public areas and we could help you care for these as Canopy Keepers.</p> <p>We are concerned to hear that Council's budget for the environment has been cut severely and urge the council not to abandon weed removal, plantings and care for trees on public lands. We urge the council to continue its work to launch the long awaited Significant Tree Register and to maintain funding for Bush care groups and bush regenerators.</p>
650	Please see attached submission
651	Please see attached submission