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**From:** John Ball  
**Sent:** 19/09/2023 11:29:23 AM  
**To:** Council Northernbeaches Mailbox  
**Cc:** Linda Upton  
**Subject:** TRIMMED: Development Application (DA2023/0951) lodged by Royal Motor Yacht Club (RMYC), 46 Prince Alfred Parade, Newport.  
**Attachments:** RMYC Submission DA2023-0951, John Ball 32 Prince Alfred Parade, Newport - Sept 2023.docx;

Dear Northern Beaches Council,

Re: Development Application (DA2023/0951)

Please find attached my submission related to his proposed extension to the club house.

Although I believe that the extensions promise to provide excellent benefits to the membership, my concern is the ongoing risk to pedestrians resulting from increases to members of the building and after the completion.

Where else in Sydney would a large development attracting drivers to the site not have safe pedestrian access or parking around the property? I've seen mothers with prams for a busy road surrounding the RMYC entrance.

Please read my submission to see my view of the issues that this development brings. To appreciate the challenges of the local road system that I experience on my daily walks, RPAYC (Royal Prince Alfred Yacht Club) to the RMYC to appreciate the problem of the dangerous environment.

Regards,

John Ball

[Redacted signature block]

Australian Residential Address 32 Prince Alfred Parade, Newport NSW 2106.

[Redacted contact information]

John Ball  
32 Prince Alfred Parade  
Newport, NSW 2106  
18<sup>th</sup> September 2023

Dear Sir/Madam,

I am writing about the Development Application (DA2023/0951) lodged by Royal Motor Yacht Club (RMYC), 46 Prince Alfred Parade, Newport.

The RMYC kindly invited me and other neighbours to attend a session to preview the plans for their proposed extensions in late 2022. It showed an expanded building scale to provide improved amenity for eating with views of the water, additional services such as a gym, and improved facilities for events such as weddings. It sounds great.

The presentation was helpful to see what was proposed and to provide input to the club.

As a neighbour of the club and a constant dog-walker, exercise walker and walking-commuter along Prince Alfred Parade, my comments focus on the **impact to safety** of a growing club in an area in desperate need of improvement.

My points relate to a concern about (1) local pedestrian safety, (2) onsite parking and (3) hours of operation in an expanded club.

I think the club's plan will be approved as it will extend the facility to serve its members better and increase their numbers, but suggest in the process of approval consideration and resolution is given to solving these points.

My elaboration follows:

### **1. Safety – pedestrians on Prince Alfred Parade**

A feature of the local roads to the RMYC and the nearby Royal Prince Alfred Yacht Club (RPAYC) are roads with gutters and no footpaths. Much of that problem relates to the age of the area, the steep hills and previous plans that catered to very low volume traffic for a residential area.

As the RMYC has prospered in this area over time, lack of street parking in the area results in any overflow from club parking; leading to illegal parking on Prince Alfred Parade. Otherwise, patrons would need to walk blocks up and down the local streets and my guess is that many would struggle to find a legal place to park that is close.

The result of illegal parking in busy times creates **a risk of pedestrian and car collisions**, since pedestrians and their dogs/children/prams are forced onto the road.

In the past, I have experienced DA approvals with good intentions committed to by a school, but that were not enforced by a council not geared up to enforce such problems every day of the year and every hour of the day. In the location of the RMYC, the illegal parking next to the yellow warning line along the entrance to the RMYC is most often

seen during holidays when the institutions needed to deal with such parking are not in good supply – such as council rangers and the police. As a result, the danger remains for long periods of time.

### **Building work danger increases**

During the building work itself, these narrow roads with no footpath will have trucks bringing materials to the site. That period will increase the danger, as truck delivery drivers won't know the difficult local conditions for pedestrians that most residential traffic is aware of.

### **What could be done?**

The location could be signposted to deter parking, but the area really should have a concrete footpath and physical barrier to stop cars mounting the curb to park. I believe many have requested this safety solution to the relevant authorities, but a prerequisite to the extended club starting work should be an implemented solution to this, funded by a relevant authority **or** as a budgeted item of the RMYC. Why the RMYC? They will bring the additional risks to pedestrians from the moment the site-work starts.

## **2. Onsite Parking**

As point 1 describes, safety concerns arise because Prince Alfred Parade has no footpath and **an ambiguous parking model** – a yellow line is on the road (that has been recently repainted at our request), but with a curb with a gentle gradient encouraging drivers to pull up onto the verge.

Safety for pedestrians remains difficult as there is no sidewalk, leaving pedestrians to walk on an uneven surface with passing cars and trucks nearby. Signs and fences are also close to the road, forcing pedestrians onto the road in sections, such as when pushing a pram or walking a dog or two.

We live at 32 Prince Alfred Parade, on a blind corner due to trees and bushes, which leads to the RMYC. A better solution is needed.

Now with the expansion of the club as proposed, to extend use to potentially include parallel use of the marina, pool, restaurant, gym, event halls, café, bars and shops, the risk of parking overflow increases the dangers described above. Overflow may not happen often today, but it already does happen.

There is inadequate nearby on-street parking to deal with even small overflow volumes.

## **3. Hours of Operation**

The issue of determinations in the Land & Environment Court in my limited experience make good sense, and cannot be enforced. The approval of a DA is similar in terms of ongoing enforcement and therefore it is better to solve the ongoing problems before approving the DA.

### **Experience with DA and L&E court enforcement**

I ran a small business in which horses were kept in Terrey Hills. Next door was the Mosman Prep school who wanted playing fields for students. In that case, the streets had no curbs or gutters and were shared by young horse riders as well as the parents of children coming to attend sporting events.

In the same way that there is danger created by local roads without footpaths, there was danger there caused by the unusual (for Sydney) experience of horses walking down streets, with drivers expecting to pass them at 60 kph. Horses can spook and collisions were a concern to riders and families.

The L&C Court took an assurance that school busses would not take the path from their facility past my place, but instead use the main road in the other direction. But in practice, the bus drivers did not know that and the council were involved in an ongoing unsolvable compliance issue. How can you tell people to not use the local roads?

A similar commitment was made to limit the number of people on the site to something like 100 – which was almost immediately crossed with the opening ceremony there for students, teachers and their families with cars everywhere on the local roads.

It is **unlikely** that **limits will be enforced** after the extensions are completed, meaning now is a good time to consider how the operating hours will be managed for the extended services. Will everything always be open all the time?

### **Enforcement question – what happens when the carpark is full due to bookings?**

In this case, a larger RMYC membership promises to risk parking overflow at which point a dangerous situation is likely to be created immediately. Maybe not on opening day, but when the club grows. It would be good to see a plan.

The issue is a real one: who would just drive home if the car park is full for a wedding, New Year's Eve, or a dinner party with 40 friends?

If the hours of operation of the extended club were clear and enforced to deal with car-park overflow, the problems of overflow would be ameliorated.

I thank you for the opportunity to provide feedback and hope that the RMYC will continue to work with the local residents and council. I hope that further enhancements as suggested above can be included in this DA to create a win-win outcome for local residents and club members alike.

Sincerely,

John Ball  
32 Prince Alfred Parade,  
Newport, NSW 2106