



DM Planning

M: 0403 788 365

E: [admin@dplanning.com.au](mailto:admin@dplanning.com.au)

2 June 2025

The General Manager  
Northern Beaches Council  
725 Pittwater Road  
DEE WHY NSW 2099

Attention: Ms Olivia Ramage

Dear Ms Ramage

**LETTER OF OBJECTION TO DA2025/0447**

**Demolition and construction of a residential flat building containing eleven (11) units with basement car parking, rooftop swimming pool and associated site works.**

I refer to the above Development Application (DA) for 32 Golf Avenue, Mona Vale (the development site).

I act on behalf of the owners of the 12 townhouses located northwest of the development site at 28-30 Golf Avenue, Mona Vale (Strata Plan 64796).

I have inspected the development site from the street and 28-30 Golf Avenue. I have also examined the documents, plans and reports submitted with the DA.

In summary, the owners of 28-30 Golf Avenue object to DA DA2025/0447 for the following reasons:

- Excessive height, bulk and scale
- Visual impacts / out of character with the area
- Privacy and shadowing impacts
- Concern over tree impacts
- Inadequate car parking
- Inadequate waste storage
- Omissions and errors on plans

My client requests that Development Application DA2025/0447 be refused.

## 28-30 GOLF AVENUE

The location of 28-30 Golf Avenue relative to the development site is noted in Figure 1 below.

28-30 Golf Avenue is a two-storey medium-density development containing 13 townhouses in three buildings over a common basement car park. Six of the townhouses (units 3, 4—8, and 9) have private open space areas abutting the common boundary with the development site. Substantial landscaping currently exists between the two existing developments.



Figure 1: Development site outlined in blue and 28-30 Golf Ave outlined in red (source: NSW Explorer)



*Figure 2. Street view of 28-30 Golf Avenue*



*Figure 3. The development site, with 28-30 Golf Avenue behind*

The owners of 28-30 Golf Avenue make the following objections to the proposed development:



## EXCESSIVE HEIGHT, BULK AND SCALE,

### Housing SEPP – Chapter 6 – Low and Mid-Rise Housing Policy (LMR)

While 32 Golf Avenue has been identified as within the LMR as being within 800 metres of Mona Vale town centre—thereby allowing certain non-discretionary development including increased building height and floor space ratio (FSR)—this does not override the continued applicability of Council’s PLEP and P21 DCP controls, nor the requirements of the Apartment Design Guide (ADG). The ADG, particularly in Parts 1B and 1C, emphasises respecting the “desired future character” of urban neighbourhoods. It explicitly states that new residential apartment development must consider impacts such as overshadowing, amenity, and privacy between existing and future buildings, and that development in established areas must respond sensitively to the scale and context of neighbouring properties. With its excessive scale and height, the proposed development at 32 Golf Avenue fails to satisfy these principles.

The Department of Planning, Housing and Infrastructure’s website states that where a proposal complies with the non-discretionary standards (such is the case here), all other existing provisions in SEPPs, Local Environment Plans (LEPs), and Development Control Plans (DCPs) will continue to be relevant to the merit assessment of development applications.

The proposal fails when assessed against the P21 DCP controls for desired character, boundary setbacks, landscaped area, tree protection, car parking (number of spaces and design), and the ADG controls for privacy and communal open space.

While the site is within 800m walking distance of the Mona Vale Town Centre, it is questionable whether it lies within the inner housing area (i.e. 400m walking distance from the town centre) as the applicant claims. Walking distance refers to the shortest distance between two points measured along a route that can be safely traversed by a pedestrian, employing, as far as reasonably practicable, public footpaths and pedestrian crossings. When measured using this method, travelling along the curved footpath on the northern side of Golf Ave, the development site seems to be just beyond 400m.

### Visual impact

The proposed four-storey development is clearly out of character with the existing streetscape, which is predominantly comprised of two-storey buildings, interspersed with contextually appropriate three-storey structures. Introducing a four-storey building, on a relatively narrow site, significantly disrupts the street’s established low-scale rhythm and visual harmony.

Figure 5 shows the proposal’s four-story presentation from a north westerly perspective. It is an imposing building when viewed from the street and adjoining properties.



Figure 4. 3D image of the proposal with 28-30 Golf Avenue in the foreground (source: Walsh Architects)

#### Inadequate site width

The proposed development is inconsistent with clause B2.5 of the P21 DCP, which requires that medium-density housing not be carried out unless the street frontage is greater than or equal to one-third of the length of the longest side boundary. The development site's length is 70.41m, requiring a minimum width of 21.1m. The site has a width of 19.8m; the proposal is non-compliant with the above control.

The site's narrow width results in:

- Inefficient basement car park design (hence the reliance on a car lift)
- Inadequate, non-compliant side setbacks, resulting in amenity impacts on neighbouring properties
- A constraint to good design
- A lost opportunity to amalgamate with adjoining properties

#### **PRIVACY**

The inadequate side boundary setbacks result in potential visual and acoustic privacy impacts, including overlooking private open space areas and windows of habitable rooms.

The architectural plans do not show accurate ground levels on the development site or 28-30 Golf Avenue, which prevents a satisfactory analysis of privacy impacts. The surveyed ground levels are not accurately reflected in the ground levels plotted on the plans, with the levels of 28-30 Golf Avenue being much lower than those depicted.

The proposed rooftop pool and outdoor area, along with various mechanical plant, create potential visual and acoustic privacy concerns. No acoustic report has been provided to assess noise impacts on surrounding residential properties.

## **OVERSHADOWING**

The proposed additional height will create excessive overshadowing of the courtyards of townhouses 4 – 8 during the equinox and summer months. This is contrary to the objectives of Clause C1.4 of P21 DCP, which includes providing a reasonable level of solar access to existing residential properties.

## **IMPACT ON SIGNIFICANT TREES**

As seen in Figure 5 below, there is a row of seven healthy trees on 28-30 Golf Ave, adjacent to the common boundary. The Arboricultural Impact Assessment (AIA), prepared by Selena Hannan, identified these trees as Trees 1- 7 (Tuckeroos and Lillypillies) and classified them as H = high retention value.



*Figure 5. High retention value trees located on 28-30 Golf Avenue*

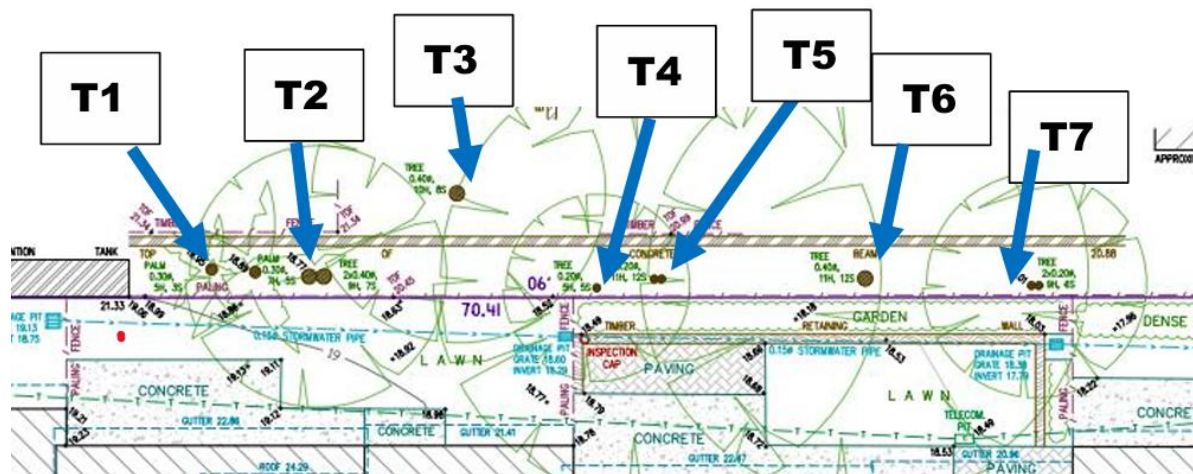


Figure 6. Trees 1 to 7, located on 28-30 Golf Avenue (Source: AIA)

The AIA claims that Trees 1 - 7 will be retained. However, this is based on an incorrect assumption of the basement setback being 3.5m. The AIA states the excavation for the basement “is 3.5m of Trees 5 and 6, which is a 13% and 11% encroachment in the TPZs, which is a theoretical marginal impact on the root systems of these two trees.” However, the actual setback of the basement is 3m. Moreover, the Geotechnical Report (by Crozier) states that the basement level excavations will be set back from the western boundary by 2.40m.

Given the depth of excavation (6.7m) and the anticipated need for pre-excavation support in the form of a soldier pile wall or similar, the incursion into the TPZ is expected to be greater than that adopted in the AIA. Therefore, serious concerns are raised regarding the retention of Trees 1 and 7.

### INADEQUATE CAR PARKING

Four visitor car spaces are required, but only two have been provided. Access to the two visitor spaces provided is at the lower level by car lift, which is impractical.

The applicant argues that ample on-street parking is available on Golf Avenue. However, as Golf Avenue has no time restriction, it is utilised by B1 commuters, Golf Club users, and beachgoers, resulting in limited availability.

The proposal relies on a mechanical car lift to access the lower basement parking level. This contradicts Clause C3 of the P21 DCP, which requires car parking to avoid mechanical car stacking.

Car lifts are not favoured for the following reasons;

- User inconvenience and complexity, therefore unlikely to be used by visitors
- Poor accessibility with some car lifts difficult or impossible to use for people with disabilities, violating universal access principles.
- Reliability and maintenance issues with breakdowns leading to parking access issues.
- Potential noise amenity impacts
- Potential fire safety risks, limited evacuation options



- Car lifts are not suited to larger vehicles or trucks.

No specifications have been provided for the type of car lift proposed.

## WASTE STORAGE

The provision of the enclosed bin storage area within the front setback contributes to a dominance of built form along the street frontage. The proposal will also result in more garbage bins being added to the already excessive number put out for collection on Sundays and Mondays.

In addition, the proposal has more than 10 units and, therefore, requires a dedicated bulky waste storage room as per 4.5 of the Waste Management Guidelines. No bulky good waste storage room has been provided.

## OMISSIONS AND INCONSISTENCIES IN ARCHITECTURAL PLANS

The architectural plans contain several omissions and inconsistencies that may misrepresent the impact on neighbouring properties. These deficiencies should be rectified during the DA process to ensure an accurate assessment.

Issues identified in the architectural plans include:

- **Basement and Car Parking:** There are no dimensions, a lack of vehicle movement data (e.g., sweep paths), insufficient space for essential plant and services, and inadequate access for visitor parking.
- **Floor Plans (Ground to Upper Roof):** There are no dimensions (including those required for accessibility), missing RLs, a lack of setback measurements, no details on privacy measures (screens, angled windows, type of glazing), and no reference to adjacent buildings.
- **Roof Terrace and Upper Roof Plans:** The plans do not detail the heights or placement of solar panels, rooftop equipment, or screening, and no access is shown to the rear building's roof.
- **Sections and Elevations:** Incomplete or missing RLs, inaccurate ground lines, lack of envelope control lines, no depiction of rooftop elements, limited data on adjacent buildings, and no measures to prevent overlooking or protect privacy.

These deficiencies severely limit the ability to properly assess the development's compliance and impact on surrounding properties. Comprehensive revisions are essential before the assessment can progress.





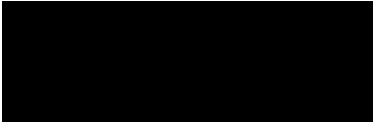
## CONCLUSION

In summary, my client objects to the DA for the following reasons:

- Excessive height, bulk and scale
- Visual impacts / out of character with the area
- Privacy and shadowing impacts
- Concern over tree impacts
- Inadequate car parking
- Inadequate waste storage
- Omissions and inconsistencies in architectural plans

For these reasons, my clients request that the proposed development be refused.

Yours faithfully,



Danielle Deegan  
**Director**  
DM Planning Pty Ltd