

To: The Secretary, NSW Department of Planning, Housing and Infrastructure (DPHI)
From: Mick Geros – Resident & Property Owner, 89 Lagoon Street, Narrabeen NSW 2101
Date: 2 October 2025
Project: State Significant Development – Indigo by Moran (Seniors Living)
Site: 156–164 Ocean St / 81–81A Lagoon St / 8 Octavia St, Narrabeen

Whilst appreciating that the proposed Seniors Living development is a desired replacement for the existing Aged Care complex I have objections to some aspects of the project.

Without "nitpicking" there are a number of insignificant anomalies in the submission - some of which are :-

'South Creek' is a long way upstream from the site - the waterway to the immediate west is 'Narrabeen Lagoon'.

Pitt Street and trainlines are similarly far distant.

The Heritage Listing does not include the 'Stand of Trees' at the northern end of Lagoon Street.

1. HEIGHT

As stated in the submission most nearby properties are single residences of only either one or two stories in height with scattered home unit blocks of up to 4 stories.

Community consultation in July 2024 specifically indicated that the development should reflect the existing locality and not exceed the height of nearby buildings. This requirement has however been ignored with a six level building being proposed.

There are numerous comments made throughout various sections of the submission that this proposed 6 storey building is in keeping with the locality. These claims are then contradicted by a whole section acknowledging, and seeking approval to, the fact that it is not ??

The proposal should be adjusted to replicate the surrounding buildings heights.

2. TRAFFIC

As mentioned in the submission the development will generate considerable additional traffic onto surrounding streets. Again, there are a **number of incorrect details in the submission** (traffic lane numbers, parking, roundabouts etc.) relevant to some streets. Further there is no cognicence of the fact that N. B. Council has recently adopted a 40 kph speed limit to be applied in the locality with a number of traffic calming and pedestrian safety measures to be provided. As part of Council's considerations in this matter it was acknowledged that local residents accept and prefer that all east-west cross-streets between Ocean and Lagoon Streets (from Malcolm to Albemarle Streets) remain with parking on both sides thereby restricting them to only one trafficable lane. Locals either wait at either end of the street or seek an available gap to enable opposing traffic to pass.

The Traffic Impact Assessment indicates that traffic access to the site is expected to use Octavia Street creating considerable additional usage on that road. Parking on the southern side of Octavia Street should therefore be denied to provide unrestricted two-way traffic flow between Ocean and Lagoon Streets. This restriction should be applied during, and remain after, the construction stage. Some consideration should also be made regarding the effect of construction traffic in Loftus Street - a roundabout is to be provided by Council at its Ocean Street intersection.

It has been suggested that the existing bus stop in Ocean Street should be relocated to improve traffic safety (including visibility) in that location. Construction sheds have however already been placed on site directly behind the bus stop which further impede sight lines and should be relocated immediately.

3. ACCESS/EGRESS

3.1a To avoid traffic and noise inconvenience to neighbours the driveway off Lagoon Street should be located toward the centre, rather than the southern end of the building.

3.1b To provide safety through joint pedestrian/driver awareness the driveway should contain an almost level one car length section between the footpath crossing and the steeper internal ramp.

3.1c To provide joint driver/driver awareness vehicle kerbside parking should be denied for one length on either side of the entrance driveway to improve visibility.

3.2 The development proposes a Drop-off Zone to be provided at the kerb in Ocean Street at a location not adjacent to the main building reception area. The former Wesley Taylor site provided a much more suitable and safe off-street one-way in/out drive with ample space for private vehicles and community mini-busses. This concept should be replicated in the proposed development.

3.3 Whilst the submission indicates that a complying number of visitor parking spaces are to be provided these are located in the basement under the building. Many visitors may be unaware of, and/or hesitant to use, this location and seek alternate, surface, parking. For this reason consideration should be given to widening of parts of the adjacent roadways to provide additional (angled) parking availability.

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