9.5 Proposed Setbacks and Street Wall Heights

The proposed setbacks are located in many areas within both the St Leonards Centre and St Leonards South Residential Precinct.

- 3 metre setbacks have been identified on key east-west streets including Chandos, Atchison and Albany Street to facilitate wider footpaths, outdoor dining, cycleways and streets to improve the quality of the public domain.
- 5 metre setbacks have been identified along Odeon Street linking to Home Street Park and the proposed Crows Nest Sydney Metro site to facilitate a green connection and potential cycle links.
- Parts of Pacific Highway have varied setbacks. This is to ensure the movement function can be preserved, while also facilitating landmark tree planting, pedestrian comfort and relief from the road.
- A 45 degree setback for built form above 7m has been identified along Henry Lane to act as an increased buffer to residential land to the north.

- 2-6 storey street walls are proposed along Pacific Highway between the proposed Crows Nest Sydney Metro sites and St Leonards Station. The street wall heights respond to the form and function of the Pacific Highway and ensure future development is able to supply future commercial (non-residential) floor space in the central area.
- 2-4 storey street walls are proposed along transition edges and low scale activity areas such as Chandos Street and Willoughby Road. This is to ensure future development responds to the fine grain form of the existing streetscape, while also being able to support commercial and retail activities that promote the character of the area.
- The existing street wall is recommended to be retained on heritage sites and be matched on sites adjacent to heritage sites.
Transition to the Naremburn Conservation Area

Recommendations

- Provide a two storey interface with low scale detached dwellings north of Henry Lane. Step envelope away from Henry Lane towards Chandos Street up to the existing 20m height limit similar to the existing building at 30-32 Chandos Street.
- Investigate potential road trimming/verge widening, through the narrowing of road reserve, at various locations to facilitate planting and the transition from Naremburn into Chandos Street.
- Consider the location of substations, other services and their location to adjoining development. Adopt screening or design elements to conceal these within the public domain.
- Ensure the proportion of infill development respects the ground floor heights and grain of the existing heritage buildings.
Edge of St Leonards Core

Recommendations
- Define the edge of the core of St Leonards at Chandos Street to the north, Oxley Street to the east, and Clarke Street to the east of the Crows Nest Sydney Metro sites.
- The proposed linear park along Oxley Street to provide a landscape buffer between the 12-16 storey buildings west of Oxley and 5 storey buildings to the east.
- Transition height within the St Leonards core towards the station.

Legend
- Proposed Commercial
- Proposed Residential
- Sites under Construction, Approved DAs, and Significantly Progressed Planning Proposal
- Tall Building Sites
- Proposed Open Space
- St Leonards Station
- Proposed Crows Nest Sydney Metro Station
- Indicative Building Transition
- Edge of area of change

Maintain Fine Grain Streetscape
Preserve Heritage
Transition to Fine Grain
Transition to Fine Grain
Willoughby Road and the Pacific Highway

Recommendations

- Celebrate the five-ways intersection through the preservation of existing built form and streetscape character, whilst ensuring any INFV development complements the unique scale and grain.
- Development along The Pacific Highway should provide a human scale relationship to the street and prioritise retention or integration of heritage frontages, awnings and tree planting with any new development.
- Proposed development west of Willoughby Road is to provide no additional shadowing to the streetscape between 11:30am and 2:30pm on the winters solstice, as shown in the diagram to the right.
- Maintain 2 storey shop-front character along Willoughby Road to facilitate boutique retail and food tenancies.
- Review traffic management/facilities to ensure traffic can move through the area at appropriate speeds, whilst improving vibrancy and activity.
- Built form articulation and activation should respond to the existing fine grain character in the area.

Note: The ‘solar clipping plane’ in the diagram opposite shows the lowest angle that the sun will reach Willoughby Road between 11:30am and 2:30pm at midwinter. The purpose of this is to identify the maximum height permissible for adjacent buildings, before overshadowing will occur to the streetscape.

Legend

- Proposed Commercial
- Proposed Residential
- Sites under Construction, Approved DAs, and Significantly Progressed Planning Proposal
- Tall Building Sites
- Proposed Open Space
- Proposed Crows Nest Sydney Metro Station
- Five Ways Intersection
- Edge of area of change
- Solar Clipping Plane to Willoughby Road (2pm)
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