

ATTACHMENT 4 – CONNECTIVITY CONCEPT

67 Albert Avenue, Chatswood – Connectivity Concept

Introduction

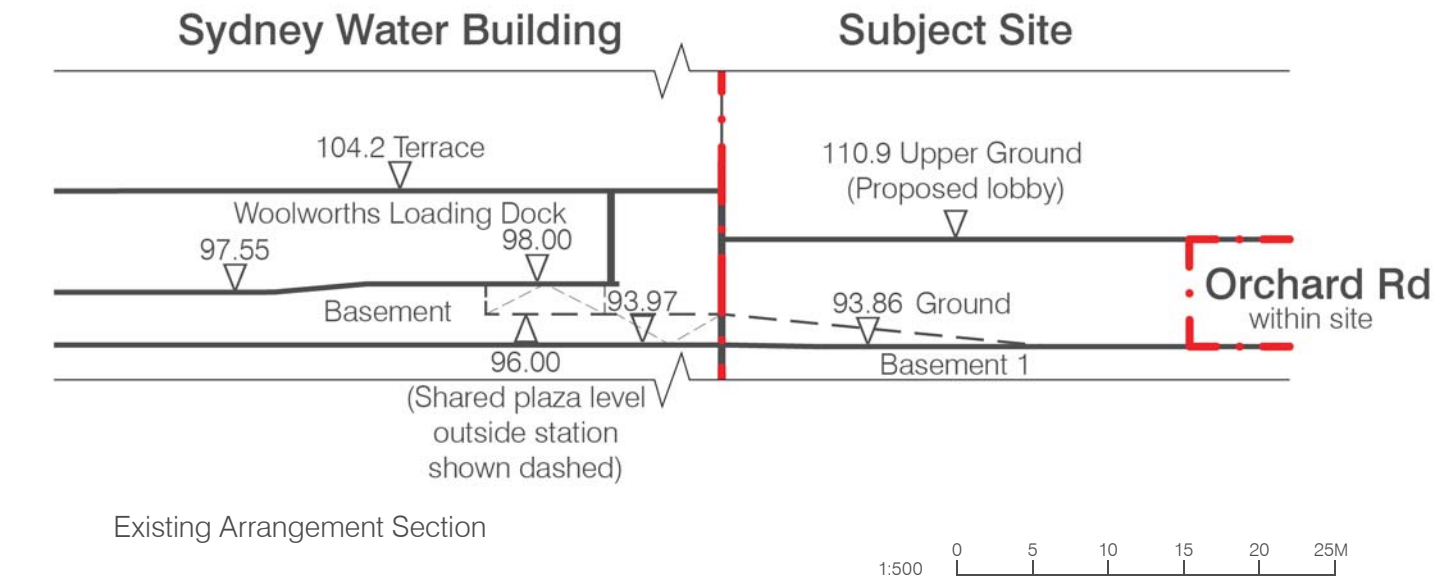
The diagrams in this report describe an approach to improving the pedestrian and vehicle circulation outcomes of the space adjacent to the Chatswood Interchange over time.

It involves:

- Providing access through the 67 Albert Avenue site to the adjacent Sydney Water Carpark
- This may be taken up instantly or over time, removing one of the vehicular entries facing the interchange
- When the Sydney Water site and post office sites redevelop, access should be reconfigured to remove the Woolworths servicing access from this frontage. This would enable the pedestrian access through the bottom of this building to be enclosed, and further retail activation provided.

Existing Arrangement

- ① Poor outcome near station entrance, where vehicle and service entries face the station and limit activation.
- ② Poor pedestrian safety and amenity between the Garden of Remembrance and the station entry, and where people walk through the Orchard Road space beneath the Sage Building.



Proposed Arrangement

- ① Access through the building basement, when taken up, allows removal of one loading dock entry facing the station entrance, and improved activation of this space.

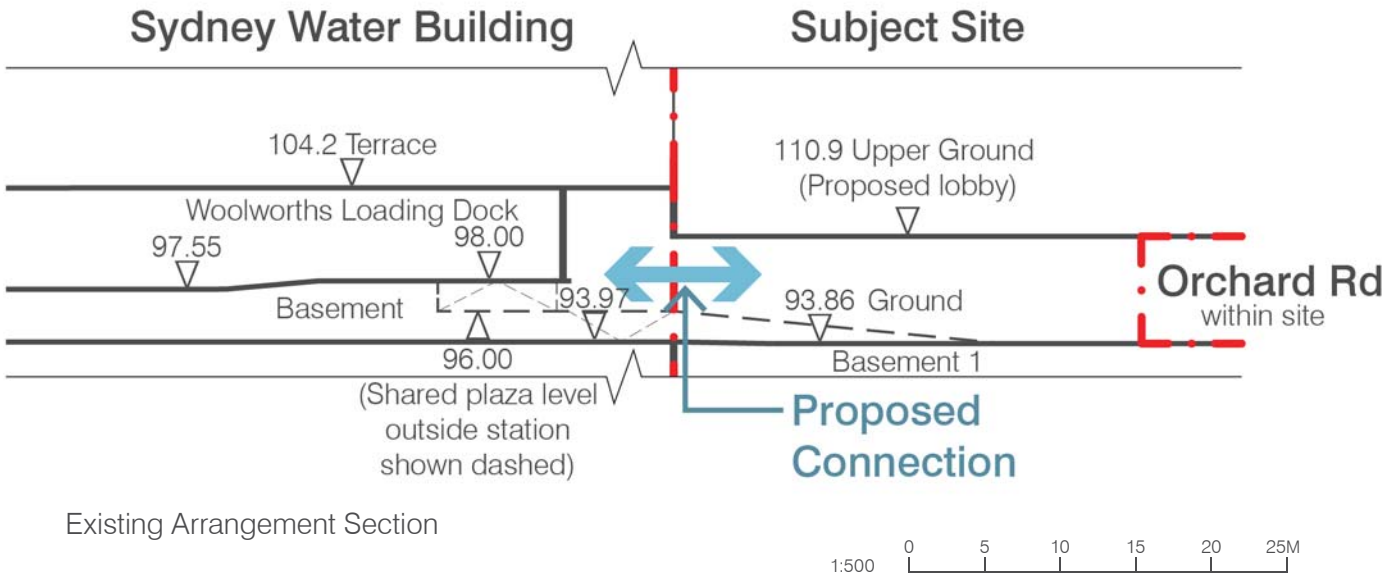
Legend

- Site boundary
- Pedestrian plaza
- Public open space
- Indicative built form
- Indicative existing retail spaces
- Indicative new retail spaces
- Stairs (up in direction of arrow)
- Ramp (up in direction of arrows)
- Lift
- Typical pedestrian circulation routes
- Public vehicle circulation
- Private vehicle circulation



Proposed Arrangement Plan

1:1,000 0 10 20 30 40 50M



Long Term Arrangement

- ① Future development of the former Post Office sites should allow for vehicular access from Victor Street to the Sydney Water Building.
- ② Future redevelopment of the Sydney Water Building should have vehicle access provided from the subject site via Orchard Street or from the former Post Office Site. With no further need of vehicle access via the station, the existing accessways in this location may be replaced by retail that activates the station entrance.
- ③ Removal of vehicular access alongside the Garden of Remembrance is proposed in the long term.
- ④ Closure of existing vehicular link through the subject site (including informal pedestrian routes) and replacement with active uses alongside the station.
- ⑤ Potential to reconfigure and enhance the public domain to enliven the space outside the station, and improve walking connectivity through the Garden of Remembrance.

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Long Term Arrangement