

7247 1973

OFFICE MASTER COPY
DO NOT REMOVE

5

Report

Martin
Place
April 2
1973

Report on Objections to
proposals between
Pitt St & Macquarie St

April 2, 1973

2nd Floor
MLC Building
Victoria Cross
North Sydney
NSW 2060

A division of the
Urban Systems
Corporation

Telephone 929 0855
Cables
Urbsearch Sydney

Also at
Melbourne
Perth
Brisbane &
Southport

Alderman Leo Port
Chairman Martin Place Subcommittee
Council of the City of Sydney
Town Hall
SYDNEY NSW 2000



Dear Sir:

Following the notification in the Government Gazette November 24, 1972, of the proposal to open Martin Place to pedestrian traffic between Pitt Street and Castlereagh Street, between Castlereagh and Elizabeth Streets, between Elizabeth and Phillip Streets and between Phillip and Macquarie Streets, and as a consequence to close those sections of Martin Place to vehicular traffic, the letters and objections received by the Minister of Lands have been forwarded to us for comment on March 9, 1973.

Attached is our Report on the Objections received with our recommendations for action by the Council.

Please contact us if you require any further information.

Yours faithfully

CLARKE GAZZARD PTY LTD ARCHITECTS

DG/ng 7247/A
Encl.



REPORT ON THE OBJECTIONS RECEIVED TO THE OPENING OF MARTIN PLACE TO PEDESTRIAN TRAFFIC BETWEEN PITT STREET AND MACQUARIE STREET

The letters received by the Minister for Lands following notification in the Government Gazette on November 24, 1972, of the proposal to close Martin Place to vehicular traffic between Pitt Street and Castlereagh Street, between Castlereagh and Elizabeth Streets, between Elizabeth and Phillip Streets and between Phillip and Macquarie Streets have been studied in detail.

The letters received fall into three broad categories:

1. TRAFFIC PLANNING AUTHORITIES

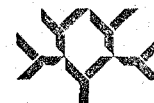
Traffic Advisory Committee for NSW
Parking Advisory Committee for the City of Sydney
Police Department
Ministry of Transport (Bus Division)
The State Planning Authority of NSW
The Department of Railways

2. SERVICE AUTHORITIES

The Sydney County Council
The Australian Gas Light Company
The Australian Post Office

3. PROPERTY OWNERS

The Government Insurance Office of NSW
Commonwealth Taxation Office
Commonwealth Banking Corporation
The Commercial Traveller's Association of NSW
Australia & New Zealand Banking Group Limited
L. J. Hooker Limited
The Australian Provincial Assurance Association Ltd
Australian Mutual Provident Society
Rural Bank of NSW



It is convenient to deal with the comments and objections of each of these groups together.

TRAFFIC PLANNING AUTHORITIES

THE TRAFFIC ADVISORY COMMITTEE FOR NSW the Senior body in NSW as far as traffic is concerned on which are represented the State Planning Authority of NSW, Department of Main Roads, Police Department (Police Traffic Branch), Department of Government Transport and Department of Motor Transport,

"reviewed the likely effect on traffic of such a closure and agreed that no objection to the proposals be lodged with the Minister for Lands.

In reaching such a decision the Committee indicated that, on traffic grounds, there could be little justification for formal objection provided the City Council is aware of and accepts the fact that, in all probability, it will be necessary to impose fairly extensive prohibitions on vehicles standing or parking at the kerbside in a number of adjacent streets, but particularly in King and Hunter Streets.

Furthermore, the Committee reaffirmed its longstanding view that the section of Elizabeth Street between King Street and St. James Road should be widened before closure of the eastern end of King Street to accommodate the new Commonwealth Law Courts becomes effective. If, however, Martin Place is closed and a decision is made not to widen Elizabeth Street (resulting, for instance, from objections by conservation groups to the proposed demolition of the Supreme Court building) the Committee considers that it will then become necessary for a detailed analysis to be made of traffic movement in that portion of the City in the light of the then prevailing circumstances. Any definite recommendation regarding the closure or otherwise of the eastern end of King Street should not be made unless such an analysis is carried out beforehand. "

THE PARKING ADVISORY COMMITTEE FOR THE CITY OF SYDNEY lodged a formal objection without any supporting reasons and asked for an extension of time for the preparation of a Report by its Technical Sub Committee. This proposed Report has still not been received at the end of March, 1973, 3 months after the formal Objection was lodged.



THE POLICE DEPARTMENT has reservations on the advisability of closing Martin Place to traffic for its full extent and opposes any closure being approved at this stage. Their letter states that the existing Plaza between George and Pitt Streets

"has undoubtedly resulted in additional traffic volumes in the lower section of Hunter Street and has also affected to some extent traffic volumes in King Street. Beyond doubt the closure to vehicular traffic of the remainder of Martin Place would accentuate this situation."

The above claim by the Police Department about traffic in Hunter and King Streets is not substantiated by the 'Before and After' traffic study done by the Traffic Authorities during the trial closure of the George-Pitt Street section of Martin Place.

The Police Department letter goes on to say that

"it is appreciated that the more easterly portion of the street is at present blocked to traffic by reason of work in connection with the Eastern Suburbs Railway. However, the section between Elizabeth and Pitt Streets is still used by an appreciable number of vehicles."

The latter assertion cannot be substantiated (depending on the value of the word 'appreciable') Traffic counts made by the City Engineers Department after the top section had been closed by the Railways Department show the number of vehicles using the section between Elizabeth and Pitt Streets to be low and able to be absorbed elsewhere.

Like the Traffic Advisory Committee the Police Department raised the question of the effect of closing Martin Place on the various proposals for diverting traffic around the eastern end of King Street. But whereas in this regard the Traffic Advisory Committee relies on pointing out that if Martin Place is closed and Elizabeth Street is not widened to enable eastbound traffic in King Street to be diverted around St. James Church, then it will be necessary to re-evaluate the situation and it may be in that case that King Street cannot be closed at Queens Square, as is currently proposed - But if Elizabeth Street is widened then King Street can be closed as planned.

The Police Department's argument, however, is that we should wait until all these things happen before trying to assess the effect of closing Martin Place on the system.

While the question of the diversion of eastbound traffic around the top of King Street could perhaps have some remote bearing on the section of Martin Place between Elizabeth and Macquarie Streets, it is irrelevant concerning the section between Elizabeth and Pitt Streets.



The Traffic Advisory Committee takes a more realistic and pragmatic view of the situation. The Police Department's representative on that Committee was clearly unable to convince his colleagues of the necessity of waiting many years until the King Street proposals and the demolition of the Supreme Court buildings are resolved before making a decision about closing Martin Place.

In addition, the Police Department's letter states that although Bent Street has recently been made 2 way for reasons not associated with the closure of the top part of Martin Place for the construction of the Railway, if the closure of Martin Place is made permanent then it will be necessary to widen Bent Street to three lanes in each direction. We do not know if it will ever be necessary to widen Bent Street, but the logic of the above connection escapes us, and we would assert that the closing of Martin Place and the possible widening of Bent Street some time in the future are separate questions.

The Police Department also claims that

"the elimination of right hand turning movements from Macquarie and Elizabeth Streets at Martin Place would cast an additional traffic load onto the Elizabeth Street - Market Street intersection".

This assertion cannot, in our opinion, be proved. Currently due to the closure of the top of Martin Place there are no right hand turns at Macquarie Street and Sydney City Council traffic counts at Elizabeth and Market Streets indicate only a small right turning movement.

The last paragraph of the Police Department letter foreshadowing

"other adjustments to traffic arrangements etc"

if Martin Place is closed, is simply a rambling truism which is too vague to be commented on. It has no substance at all whatsoever unless concrete proposals are made.

THE PUBLIC TRANSPORT COMMISSION OF NSW (BUS DIVISION)
reported that

"....the only immediate requirement this Department has in respect of Martin Place relates to the preservation of continuity of the north/south streets in which the main City bus services operate."



The main North-South Streets are maintained in the plan and there has never been any suggestion of closing these streets. The Bus Division's letter goes on

"In the longer term, however, it is believed regard should be paid to the desirability of providing convenient interchange between trains on the Eastern Suburbs Line and buses serving the northern suburbs. The former northern suburbs bus terminus in Martin Place was located immediately adjacent to the proposed railway entry points. The substitute terminus in Gresham Street is quite remote from Martin Place and, in fact, has been the subject of continued public complaint on the grounds of its remoteness from the central City area. Restoration of the terminus to Martin Place is therefore seen as being very much in the public interest."

We agree that regard should certainly be paid to the desirability of providing convenient interchange between Eastern Suburbs and Northern Suburbs transport services, but we believe that demand for such interchange can best be met at the Town Hall Railway Station. In our opinion, the demand that cannot be met in this manner is likely to be insignificant.

It is worthy of note that total PM peak hour bus volumes in Elizabeth and Pitt Streets will drop by about 35% following the opening of the Eastern Suburbs Railway to Bondi Junction with Bus-Rail Interchange Stations at Edgecliff and Bondi Junction. We agree that in anticipation of the opening of the Eastern Suburbs Railway and the subsequent removal of many buses from Pitt, Elizabeth and Macquarie Streets, a complete re-appraisal of bus services within the CBD is necessary.

For example, now that the Western Distributor Stage 1 has been completed, it should be possible to extend Northern Suburbs buses to the Town Hall or beyond instead of terminating in Carrington Street. Similarly, services on the eastern side of the Central Business District could be extended past Martin Place to a destination further South.

From the foregoing arguments, we cannot agree with the Bus Authority that it would be in the best interests of the public to restore a bus terminus in the upper section of Martin Place.

The Bus Division asks to be reassured by the Traffic Authorities that closing Martin Place will not have a deleterious effect on major bus flows in the north eastern sector of the City. We think the agreement of the Traffic Advisory Committee to the closing of Martin Place gives that re-assurance.



The closure of the lower end of Martin Place actually had a beneficial effect on buses in Pitt and George Streets, and there is no reason to believe that similar benefits won't be felt in Castlereagh, Elizabeth and Macquarie Streets on closure of the balance of Martin Place.

The Bus Division of the Public Transport Commission of NSW concludes

"Putting aside traffic considerations, the Department sees no disability so far as bus operation is concerned in the closure of Martin Place west of Elizabeth Street. However, in view of the fact that the section east of Elizabeth Street will be occupied for railway workings for several years to come, the Department submits that consideration of the proposal to close Martin Place in the section between Elizabeth Street and Macquarie Street should be deferred until the railway work is closer to completion and more is known of future traffic and travel patterns."

THE RAILWAYS DIVISION OF THE PUBLIC TRANSPORT COMMISSION
raised no objection but pointed out that it was already in possession of substantial portion of the area involved to permit construction of the Martin Place Railway Station. It pointed out that

"The Department is so empowered by virtue of the provisions of the City and Suburban Electric Railway Act, 1915, whilst Martin Place remains a public roadway, and request is therefore made that any action in regard to the closure of the road and the creation of a reserve for public recreation be so limited as to exclude therefrom the strata land required for railway purposes, and in this respect it is advised that a plan of survey defining such lands is now being prepared and a copy thereof will be forwarded when available."

This request is reasonable and should be agreed to. The planning and design of Martin Place as a pedestrian precinct has been co-ordinated with and discussed at great length with the Railways Division. Extra entrances to the station have been planned, and all entrances and exits will be contained within generous pedestrian areas instead of being crowded onto narrow footpaths.

THE STATE PLANNING AUTHORITY OF NEW SOUTH WALES
simply advised that it raised no objection to the proposed closure of Martin Place.



THE NATIONAL ROADS AND MOTORISTS ASSOCIATION
wrote to say

"that at this stage we have formed no opinion on the merits or otherwise of the proposition, pending information on its possible effects."

They felt that an appraisal of the pros and cons of the proposal should be carried out by an appropriate body and made available for their consideration.

THE RETAIL TRADERS' ASSOCIATION OF NEW SOUTH WALES
wrote stating that they were not necessarily opposed to the proposal to reserve Martin Place for recreation purposes and were re-assured

"that the matter had been referred to the relevant traffic authorities and it is expected that they will make an assessment of the likely effect of the closure of Martin Place on traffic movements generally, to be taken into account in reaching a final decision."

Both these bodies seem to say in effect that provided after mature consideration the Traffic Authorities are not concerned, they have no objections.

THE SERVICE AUTHORITIES

THE SYDNEY COUNTY COUNCIL formally objected to the closure but stated

"This objection would be waived on receipt of an agreement from the Council of the City of Sydney to pay any costs which may be incurred by this Council in relocating or altering its construction in the area."

THE AUSTRALIAN GAS LIGHT COMPANY lodged an objection

"subject to satisfactory arrangements being made with regard to the existing gas mains and services."

THE AUSTRALIAN POST OFFICE wrote more positively than the above authorities stating it had no objection provided the following conditions are met (i) Continuous access is provided to existing plant (ii) Existing plant is not damaged (iii) Any plans for new construction are discussed so that provision may be made for future telephone services.

THE METROPOLITAN WATER SEWERAGE AND DRAINAGE BOARD'S
views were sought but to date no reply has been received.



PROPERTY OWNERS

THE GOVERNMENT INSURANCE OFFICE OF NEW SOUTH WALES
whose headquarters at 60-70 Elizabeth Street on the southern side of Martin Place runs through to Phillip Street, formally objected to the Council's plan and complained about the disruption caused by the temporary blocking off Phillip Street. They stated the opinion that the proposed closure would be detrimental to the general traffic flow of the city, with particular implications for business houses in the southern end of Phillip Street.

We are of the opinion that the views of the Government Insurance Office are necessarily coloured by what must be a trying situation at the moment with Phillip Street blocked so that they have ingress and egress only from and to one way King Street.

There will naturally be some inefficiencies in access to some buildings if Martin Place is closed, but we believe the increase in public amenity compensates for any such minor access problems.

The Government Insurance Office concluded by stating

"The consequences of the proposal are such that I believe it should not be proceeded with until detailed studies by a competent authority are undertaken."

THE COMMONWEALTH TAXATION OFFICE 21 Elizabeth Street,
formally objected stating

"The ground of the objection is that the reduction of traffic facilities as a consequence of the closure will adversely and to a serious degree affect the external servicing of the operations carried on by my organisation in the buildings concerned.

The two buildings we at present occupy in the immediate vicinity are the Savings Bank Building facing Martin Place, Elizabeth Street and Castlereagh Street and the adjoining building at 9-19 Elizabeth Street. We are at present also negotiating for the lease of a third building nearby at 5 Elizabeth Street.

Since none of the three buildings has any internal traffic or loading access, there has always been difficulty with both inward and outward deliveries and also personal transport. No special parking arrangements have been able to be obtained and it has been virtually only with the goodwill of the parking police that operations have been practicable at all."



Their letter goes on to complain that since Phillip Street has been closed at Martin Place (a temporary situation) and a lane in Castlereagh Street has been temporarily closed for trenching congestion has increased and they fear that the closing of Martin Place will increase their loading and unloading problems.

There is now doubt that expanding offices such as this in out of date buildings do suffer problems with inward and outward deliveries. The Strategic Plan adopted by the Council will ensure that the provision of personal parking in any new buildings in this central area will be minimised and that adequate off street loading facilities be provided. This is no help to owners and tenants of substantial buildings such as the Commonwealth Taxation Office.

The Deputy Director of Taxation ends his letter by stating

"I realise, of course, that there are important civic aspects of the proposal and it may be that some special arrangements could be made to assist with our functional needs."

Increasingly, businesses in downtown areas with very large volumes of deliveries are going to have to make special arrangements for out of hours deliveries. We recommend that an investigation be made to see if the kerbside loading zone facilities are adequate for the special needs of the Commonwealth Taxation Office, and if necessary, that they be increased or reserved for their exclusive use. We cannot agree that the closing of Martin Place is going to increase this existing problem.

THE COMMONWEALTH BANKING CORPORATION have made formal objection to the closure. Considerable discussions have taken place during the preparation of the proposals for Martin Place with Senior Officers of the Commonwealth Bank. There is no doubt the Bank has considerable difficulty of access, for although there are entrances in Pitt Street and Rowe Street as well as Martin Place, the Pitt Street entrance has limited kerbside space, there are no stairs at this entrance and the lifts do not descend to the Basement Service areas. The Rowe Street entrance has a goods lift that serves all levels, but access is awkward and inadequate and incapable of coping with the Bank's needs. (Rowe Street is presently closed during the lunch hours, and often blocked by other vehicles making deliveries.)

It has been demonstrated to our satisfaction that the Martin Place entrance to the Bank is necessary for the efficient functioning of the Bank, mainly for movement of cash and other negotiable items by armoured van or other vehicles, and for twice daily deliveries of computer input data and print-out material. (These latter deliveries are made by some 20 vans from 300 branches, in the



morning between 5.30 and 7 am and in the evening between 5 and 6 pm.)

For these reasons as well as providing access to all buildings fronting Martin Place for emergency reasons, it was suggested that access through the proposed Pitt-Castlereagh Street plaza in Martin Place be allowed for these Commonwealth Bank vehicles and provision was made in the design to permit this to happen.

The Commonwealth Bank also said

"we direct attention to the fact that rooms for the Prime Minister, for Senior Federal Ministers, for the Leader of the Federal Opposition and for Members of the Federal Parliament, as well as a Cabinet room, were specially included in the Corporation's (new) Martin Place building erected about six years ago. There is no access from the Pitt Street entrance of the building to Cabinet and Ministers' rooms other than by circuitous routes."

The proposed plaza has been designed to provide a through route for Commonwealth Cars and space has been set aside for two or three Commonwealth Cars to wait for the Prime Minister and important members of the Cabinet.

and they go on to conclude

"We note that the plan prepared for the Council of the City of Sydney by Clarke Gazzard Pty Ltd suggests the possibility of access to the area and parking in front of the bank's Martin Place entrance. Our understanding, however, is that your Department would not be in a position to ensure this once control has passed to the Council.

In any case, we are of opinion that the access and parking area proposed would be inadequate, not only for the bank's purposes for the reasons outlined earlier but also for the Prime Minister and other senior Ministers (and their distinguished guests)."

We cannot understand the significance of the comment about the Minister not being in a position to ensure access across the plaza once control had passed to the Council. By formally adopting a plan which shows access for the Commonwealth Bank we would think Council was serious and had accepted the implications. We cannot believe the Bank thinks the Council has shown access as a ruse to gain agreement and that this access might be withdrawn at a later date? Although unnecessary we presume the Council could give the Commonwealth Bank assurances in this regard.



We cannot agree that the access or the parking indicated are inadequate. The access certainly isn't. The main bulk of the vehicles that would use the George Street entrance (the vans delivering computer data) occur outside the busy periods, and there is no problems with the frequency of the other necessary vehicles.

The question of parking for Commonwealth Cars and its ramifications (see later comments by the ANZ Banking Group Ltd) is a more vexed one. We have on occasions certainly counted up to eight Commonwealth Cars waiting in Martin Place (most of them illegally double parked). We have been told by officers of the Bank that these cars often wait for several hours in Martin Place. This seems excessive and unnecessary. The Commonwealth garage is in Woolloomooloo and cars can be called up and get to Martin Place in five at the most ten minutes even in peak hours. We can see the reasonableness of allowing two or three cars to stand by for the Prime Minister and Distinguished Guests with very tight schedules, but it seems unreasonable to require more when cars can be called up so quickly. The closing of Martin Place will provide more kerbside space in Pitt Street and it is possible some of this space could also be reserved for Commonwealth Cars.

THE COMMERCIAL TRAVELLER'S ASSOCIATION wrote approving of the scheme but saying

"It is understood from literature on the Plaza scheme to allow governmental cars access to certain areas, and it is felt that this might detract from the overall beauty of the project".

and further

"My Board has instructed me to raise objection to this area being used by any type of vehicle whatsoever."

We appreciate the concern of the Commercial Traveller's Association, but we do not think the few vehicles that traverse the Plaza during working hours will spoil its attractiveness. Indeed the bullion van and its armed guards or the shiny black car waiting for the Prime Minister are all part of the everyday drama of the city which will accentuate the Plaza and the primacy of the pedestrian.

AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED
stated in their reply

"Whilst we have no objection in principle to such a closure and generally favour the provision of improved public amenities, we feel that this should be planned with due consideration for the interests of the bordering property owners in such matters as reasonable access to their buildings and provision for the maintenance of services in such buildings.



Our prime concern in respect of our own building, in course of erection on the corner of Martin Place and Pitt Street, is in the maintenance of clear and uncluttered access to our branch and building entrances and in respect to oil tanker access to our fuel oil tank filling point, which is situated in Martin Place and cannot be relocated."

During the planning period contact was made with the architects for this building, the location of the fuel oil filling point referred to has been established and the plaza designed so that access for tankers to this point is provided. We presume as is already the case with city buildings that tankers would only deliver fuel early in the morning or in the evening, and then infrequently.

It is our considered opinion that the access to the banking chambers and to the building entrances will be improved and will be more uncluttered than they would be if the present narrow footpaths complete with poles, parking meters etc were maintained. This building is well designed at street level with the ground floor recessed under the upper floors and covered access along the entire Martin Place frontage is possible under this arcade. Of all the existing buildings in Martin Place this one is best designed to complement the Plaza and take best advantage of it.

The ANZ submission goes on to say

"We also feel that it is reasonable to request that arrangements should be made with the traffic authorities to provide loading zones in Pitt Street in reasonable proximity to our entrance to permit deliveries of small items, parcels etc to our branch and building tenants."

We don't think this request is unreasonable, although the ANZ Bank is no different to most other large buildings in the City in this regard.

The ANZ Bank raises the question of the special access accorded to Bullion and Payroll vans for the Commonwealth Bank and for Commonwealth Cars and claims

"As we have equally great need for payroll vehicle access to our bank and will have important overseas visitors calling at our building which on completion will house our NSW Administrative Office, we feel that it is only reasonable that a similar restricted access should be allowed to meet our needs in this regard."

The parking reserved in Martin Place opposite the Commonwealth Bank is intended only for the Prime Minister, the Treasurer, visiting Premiers and overseas Heads of State, Diplomats and people of singular importance. It is special pleading to argue for equal privileges which



if granted, would certainly be claimed by every building in Martin Place, all of which no doubt have important overseas visitors calling from time to time. Even the claim for equal access for payroll vehicles smacks of jealousy of which apparently appears to be a special position accorded to the Commonwealth Bank. This is not the case. The simple fact is that it is not possible to service the Commonwealth Bank without using their Martin Place entrance, but it is possible to service ANZ payroll vans directly from the Banking Chamber on the Pitt Street frontage provided a kerbside loading zone is reserved for this use.

The ANZ Bank concludes by stating

"Our views have been made known to the City Council, but we have been unable to obtain any undertaking that planning will provide for what we feel to be our reasonable requirements."

The only functional requirement articulated during earlier contacts was access for fuel tankers. Like every other building in Martin Place access would be possible in off peak times for vans moving furniture or tenants into the building or similar special circumstances. We do not understand what sort of undertaking the ANZ Bank requires, but we feel that their reasonable requirements have been met.

L. J. HOOKER LIMITED

THE AUSTRALIAN MUTUAL PROVIDENT SOCIETY

both lodged conditional objections in relation to the same property OTC House, 32-36 Martin Place. They state

"the objection will be withdrawn if written assurances are given that access over the proposed Plaza can be obtained when required for the supply and removal of building materials for any future redevelopment, remodelling or repairing of the building."

We believe that some access through Martin Place would be necessary in the event of any serious renovations or other building operations taking place and that assurances should be given that in the event of building operations access across the Plaza would be allowed in a manner to be determined in consultation with the Council.

THE AUSTRALIAN PROVINCIAL ASSURANCE ASSOCIATION LTD

The APA building on the southern side of Martin Place between Elizabeth and Phillip Streets has no off street loading facilities. In their letter the APA state

"The front entrance in Martin Place is relied upon for the carrying out of all the necessary service functions of the building such as (A) Garbage Collection (B) Delivery of goods,



office equipment, building requirements etc (C) Delivery or removal of tenants furniture, fixtures, office machines, etc. For these purposes it is necessary for vehicles to park in Martin Place immediately outside the front entrance."

The building has no other entrance except a fire escape in Phillip Street which is small and not located near the lifts, and the statements made are true, the Martin Place entrance will have to be used for the things stated. Provision has been made for vehicles to run across the Plaza to collect garbage, remove tenants furniture etc. and deliver large or heavy items in front of the APA Martin Place entrance. It is envisaged that as normal situations such as moving in a new tenant would mainly be at some special time by arrangement. Garbage removal would be done outside working hours and busy periods. Delivery of heavy items to any building in Martin Place will obviously require delivery vehicles to be allowed to traverse the Plaza to get as close as possible to the entrances, and the APA building would be no exception in this regard. Van delivering normal office supplies that can be carried would be required to park in either Phillip or Elizabeth Streets - the distance to the Martin Place entrance from either street is only 72 ft which is not unreasonable. At the present time vehicles must have difficulty in always being able to park in front of the building and would have to carry or trolley goods from the nearest loading zone. We would support the provision of adequate loading zones in both Phillip and Elizabeth Streets to expedite normal deliveries and thereby avoid any more vehicles than are necessary crossing the Plaza. The situation for the APA building would be almost identical with that prevailing today except that instead of a street full of cars the space in front of the building will be enhanced by a green grove of trees, a restful seating area and a small trickling fountain.

THE RURAL BANK OF NEW SOUTH WALES has written the least objective most vehement objection 6 pages in length. Most of their objection concerns the traffic congestion which it is alleged will flow from the closing of Martin Place. It would be unprofitable to analyse this farrago of assertions about traffic as they have already been dealt with by the Traffic Advisory Committee of New South Wales.

The Rural Bank letter also talks about

"the traditional dignity of Martin Place"

being destroyed. On the contrary, the dignity of Martin Place as a great avenue in the city will be enhanced by removing the cars. We contend that this has been amply demonstrated in the first plaza between George and Pitt Streets.

The writer of the Rural Bank objection is less than objective in talking of



"the limited use made by pedestrians of the present area between George and Pitt Streets"

in arguing that Martin Place would be needed for pedestrian use on a relatively small proportion of each day. In fact, the George - Pitt Street section of Martin Place has one of the heaviest volumes of pedestrian traffic in the city and this will be intensified by the opening of the Martin Place Railway Station.

The Rural Bank spokesman seems to find the idea of the centre of our city being made more attractive to people repugnant and talks in a derogatory tone about it becoming 'a lunchtime area'. One wonders what the staff of the Rural Bank would say if they were polled.

The question of the future of the ANZAC Day march has also been raised in the Rural Bank objection

"The thought of Sydney without an ANZAC Day march through Martin Place will be abhorrent to very many people indeed"

it claims.

Discussions have been held with the RSL about the future of the ANZAC Day march as it will clearly not be possible for the full length of Martin Place to be traversed if the present proposals are implemented.

The RSL have not objected to the proposals to close Martin Place. They are pleased that the Cenotaph has been given a setting of dignity and formality and they consider the proposals for the balance of Martin Place to be of great civic importance to the City.

For some time the RSL has been concerned at the traditional length of the march as the average age of the returned soldiers marching is increasing. Last year due to the closing of the top two blocks of Martin Place the march was shortened, with the groups marshalling in Elizabeth Street. The suggestion discussed with the RSL is that when Martin Place is closed, the columns will march in Pitt Street turn into Martin Place for the march past the Cenotaph and then up George Street as before.

The Rural Bank writer says about the ANZAC March

"It is a tradition which I personally feel should not be sacrificed solely in the interests of a few people who may wish to have garden-like surroundings in which to be entertained and have their lunch in the centre of the City of Sydney as would seem to be the objective of the plan."

The RSL do not feel they are sacrificing anything - they think the Plaza



around the Cenotaph creates a proper setting for it and they are not concerned with changing the march however traditional.

With many protestations about how the Bank is not taking a parochial view, is not actuated by self interest etc etc this objection appears to be a very personal and subjective view of the problem based on a collection of unjustified assertions about traffic and congestion and how closing Martin Place will increase compound the problem. Without labouring the point the best way to answer this objection is with the fact that the Traffic Advisory Committee has not objected to the proposal. The writer doesn't like fountains either!

OTHERS

Notices were forwarded to Prudential Insurance, Wales Properties Ltd, the Reserve Bank and the Mutual Life and Citizens Assurance Company but replies have not yet been received. Discussions with the MLC and Lend Lease in relation to their proposed Australia Hotel Development have produced their enthusiastic support to the extent that they are prepared to tie their underground arcade link with the Railway Station into the proposed Martin Place design.

Discussions have been held with both the Reserve Bank and the Bank of New South Wales and although there are outstanding points to be settled they were in general agreement to the closure.

There was also one personal objection which was traffic based and has therefore already been answered.

MEETING OF OWNERS

The Lord Mayor of Sydney, Alderman David Griffin invited all property owners in Martin Place to a special meeting at the Town Hall on November 18, 1972, to enable the scheme to be explained to them before it was put on public exhibition. With the exception of the Rural Bank all of the owners invited either attended or sent representatives and the general expression of opinion made at that time was highly complimentary and enthusiastic. One representative who had come to the meeting with considerable misgivings changed his mind and reported to his company that he was now in favour of the scheme.

PUBLIC REACTION AND COMMENT

Unfortunately in planning matters in Australia people are mostly only given the negative opportunity to object to the proposals made rather than the opposite course of constructively commenting and saying what they like.



The Council placed the proposals for Martin Place on Public Exhibition in the Town Hall foyer from December 4, 1972, to January 25, 1973, and printed forms were handed to visitors inviting their comments. These have been sent to us for our perusal. Only a few out of the 275 comments received were opposed to the opening of Martin Place for pedestrians the majority being enthusiastic in support. As the comments were often rambling and repetitious, we have edited and summarised them and these edited comments are attached as Appendix A to show the widespread interest and approval which these proposals have generated.



RECOMMENDATIONS

We believe that, taken objectively, the objections made to the proposal to close Martin Place do not stand up to exhaustive analysis.

1. WE RECOMMEND that this Report be forwarded to the Minister for Lands in reply to his request for comments on the Objections.
2. WE RECOMMEND that the Council accept the requirements of the Service Authorities and negotiate specific agreements with each of them.
3. WE RECOMMEND that written assurances be given to L. J. Hooker Limited and the AMP Society that access over the Plaza for building operations would not be withheld.
4. WE RECOMMEND that the creation of a reserve for public recreation be so limited as to exclude therefrom the strataland required for Railway purposes.
5. WE RECOMMEND that Council give assurances to the Commonwealth Bank that the access provided for the Bank vehicles specified will be maintained.
6. WE RECOMMEND that the Parking Advisory Committee be requested to study and make recommendations for the improvement of the kerbside loading zone facilities available in the North-South Streets for the use of buildings fronting Martin Place, and further, to recommend the parking restrictions necessary in Hunter and King Streets consequent on closing Martin Place.
7. In view of the doubts expressed by certain of the authorities about the effect of closing the section of Martin Place between Elizabeth and Macquarie Streets in relation to other proposals WE RECOMMEND that the Minister be requested to proceed with the "closure" of Martin Place between Pitt and Elizabeth Streets, and further that the Minister be advised that at the appropriate time Council will make a submission to him on the section of Martin Place between Elizabeth and Macquarie Streets.



APPENDIX A

WRITTEN COMMENTS MADE BY MEMBERS OF THE PUBLIC
AT THE EXHIBITION OF THE MARTIN PLACE PROPOSALS
IN THE SYDNEY TOWN HALL LOBBY FROM DECEMBER 4, 1972,
TO JANUARY 25, 1973

Very exciting. Would be a great contribution to the livability of the centre of Sydney.

The present Plaza is a delight except for the seats. Hurry on with the rest of the scheme, please!

The new Martin Place is terrific.

I think this is a rather good plan, except one point - Anzac Day. It would be rather hard for the men to march to the Cenotaph because of the obstacles e.g. trees, terraces, etc. The Cenotaph cannot really be moved because it has become a landmark in Martin Place.

Re Terrace Block 2

It is felt that if any motor vehicles are allowed onto this area as shown liberties will surely be taken and the privilege abused.

If parking facilities are desirable for VIP's visiting the Bank, that surely is the Bank's problem. Alternatively a single VIP car stand for one vehicle may be reserved in a "no standing" area supervision being for a parking attendant.

This should not be for daily use but say once a month as a likely maximum.

Limit height of buildings on north side of Martin Place so that more sunshine will be available.

Pedestrian access to Martin Place station should cross Macquarie Street.

Pedestrian lights are not sufficient. (See Town Hall Station)

Congratulations on a way of thinking that gives back the city to the pedestrian.

Would it be possible to have automatic sidewalks installed. If going from one end to the other, it is quite a long walk.



I think the whole set of proposed schemes for the Sydney Area, are fantastic, beautiful, and would make life and movement in the inner city a pleasure. It would make our city one of the world's greatest and one to be proud of. I think and hope these bold and futuristic plans are carried out as quickly as possible.

Very commendable idea.

Hope this is a "goer" and does not become "dead" as so many other Sydney City Schemes have.

For Martin Place - Some grass, trees and small fountains to encourage the sparrows and pigeons.

Very pleasing to see that the Council has made some allowance for the person in the street. It looks as though things may be looking up and people may be able to enjoy themselves if the project succeeds. Please remember to keep everything bright and gay because Sydney is a lovely city, but it can be a beautiful city with the spirit of colour.

I like it very good - keep up the good work.

Please plant more trees. More trees than those that are allowed for in the Martin Place Plan. More trees in all of Sydney's streets and in front of all government buildings.

Why is the area in Terrace Block 2 so small. This area could be used as an open air theatre and not a multi purpose area as shown. With plastic sheeting roof it could be used in all weather and the seats could be built up to give a car park underneath.

We think that this is a fine idea.

Open air! Trees! Concert bowl would be nice.

Please plant evergreen trees (Australian Native trees if possible).

It is a fantastic scheme and worthwhile so long as there is room to plant beautiful trees and shrubs, to take the monotony out of looking at buildings and bright lights all day.



I see no provision for a ladies toilet. May I suggest a toilet to which mother may take her kiddies, both male and female. It is quite a problem for a woman with young boys in tow when faced with a request for a visit to the toilet. The problem of a man and his daughter defies description!

1. More information for tourists - rather than souvenirs depicting national insignias.
2. Insectocutors placed at strategic positions around the plaza to help to make the lot of the tourists a little more pleasant.
3. Avoid a carnival atmosphere.
4. More Grass (for lunch hour activities)
5. Do not permit any alteration to outside structures of GPO and opposite Insurance buildings - sandstone fascias are an integral part of the character of Australia's Martin Place.
6. The name of the area between Pitt and George Street should remain Martin Place.

Its a very excellent plan.

I feel your proposal for Martin Place Plaza is excellent.

Very very good - carry on.

I suppose its alright, but will it ever get finished.

More trees, more outside tables and chairs, so that public may enjoy while drinking coffee and eating casata - More Paris-Rome style, please!

Very good and dont consider motor cars.

I think this plan for the city is very exciting and can't wait until completed.

More seating please.

Congratulations on a good proposal.

One suggestion: that "market" section between Elizabeth and Castlereagh Streets not be consciously developed as an "extension of Paddy's market" or as a "community Portobello Road type flea market". This would be to greavely mistake the nature of these two places and also not the sort of thing that can be successfully transplanted to the middle of commercial Sydney. I realise that planners have aimed to bring people into the city and provide something interesting to do and see. This is all O.K. but I doubt that this bogus flea market will do the trick. Instead (i) ensure that some free entertainment is on every Saturday afternoon - preferably every day. (ii) have a large number of little shops along Martin Place, including antique and curio shops, stamp/coin dealers, theatre booking agencies, cafes especially where you can get a cold beer on a hot day, encourage shop keepers to display outside the shop, on the pavement, and to stay open all day Saturday. (iii) provide poster space advertising theatre, concerts etc. (iv) Plenty of shady seats, lots of flowers, rotated regularly to ensure permanent display.



A wide appeal should prove successful: free and varying entertainment is, I think the best asset the plan has to ensure that people use the city other than week days.

I think that Martin Place should be made into an open market, but the setting up of stalls should be strictly supervised.

Plenty of rubbish bins.

Easy access. Not to touch, but improve gardens, grass and trees.

May I humbly suggest that the lighting on blocks 4 and 5 appears to be a little inadequate. I feel this may be a mistake on my part, but I would appreciate your opinion. Does the Council have any plans to act in concert with the Police Department to patrol the area periodically. One doesn't like to cry wolf but such things could greatly improve public use at nighttime. And lastly - Congratulations.

It seems unfortunate that nowhere in the design is there provision for poster type advertising for cultural events. This of course is illegal we all know the saying Post No Bills, but the Council should be concerned in making its plazas etc interesting in as many ways possible. Paris publishes advertising brochures with photographs of its sewer vents covered in Posters illustrating various theatre events, art events, anything. Why not here? Provide for what people do - not what you want them to do. Bills and posters are always posted why not provide for it.

Why not take the pedestrian precinct over the through road i.e. Pitt and Phillip, Elizabeth and Castlereagh Streets.

The Council has free concerts in the Town Hall. Why not in Martin Plaza, not necessarily near the Cenotaph. There is plenty of light left now due to day light saving, so why not on weekend afternoons during the summer?

All roads through Martin Place, e.g. Pitt Street be closed for traffic and used for "Parks", bigger and more trees.

The sunken area etc for plays etc is very good. Despite the fact the whole thing is a good idea, how about making it less a "Park" and even more an entertainment centre with a much larger range of activities especially at night when the rest of the city dies. It is a "focus" and if it is to remain this way it must be more alive. Not like the first stage which has become a pleasant thoroughfare. I can't offer any concrete suggestions as I don't know the whole story. More cafes, etc even street stores as it is so long.



Small cafes with attractive tables and chairs and umbrellas outside - in the European mode to encourage people to meet and actually have social involvement in this area. Is it possible for such cafes to incorporate both liquor licence with the normal coffee-shop arrangements? I would like to offer my thanks and appreciation for the efforts being made to capture in Sydney a truly socially integrated atmosphere.

There is nothing I can add to your plan of Martin Place. I can add however, that I feel that what you are doing is a good and positive move towards improving the visual and environment of this city.

Once this project is complete, perhaps your attention could be directed towards more recreation and pedestrian plazas in already quiet parts of the city - towards Circular Quay - many places.

Congratulations on effort so far.

Only useful suggestion: Use of Australian Plants - Realising need for deciduous species in urban areas, but feel need, if possible to preserve and develop Australian character in city, and this could be helped by use of Australian trees and shrubs which more Australians are identifying themselves with.

The design of the open air coffee area has not considered the unpleasant impingement of traffic fumes, traffic noise, which are two very important factors when considering the city environment. The waterfalls only purpose as I see it is to specially separate the area from the street, it has not been considered as a noise filter. Make sure the noise of the water is orientated towards the people sitting on the terrace.

Suggestion: Place the cafe further from street - if waterfalls are used - make sure the people who are using the area can appreciate them by being able to see the water, which they cannot in the present design, and hear it.

The total ideas are brilliant and the quicker this can be carried out the better. A grant should be paid to companies to plant more trees in Sydney and the whole Metropolitan Area.

It is a good idea and it will modernise our city and will reduce pollution which is good.

The general concept of Martin Place is a considerable improvement over the William Street Boulevard proposals. People have been given more consideration than sheer spectacle. However, no plan for peopling the city streets will be operable unless restaurants and other public amenities are open on all holidays until a late hour and at a cost which will enable people to want to use them often.



Plans for the Martin Place Plaza have been well thought out, but I think the Council would be very wise to place all pedestrian street crossings underground. Why disrupt traffic in the city, when stop-start driving could be eliminated by pedestrian subways (that are as near to full width as possible)? People could cross the streets without having to wait and cars would not be delayed. Of course, the streets should still be paved in decorative patterns to give continuity to the Plaza. But why spoil these patterns by installing unsightly pedestrian traffic lights?

When deciding on the design and dimensions of the amphitheatre please consult a theatrical expert. So many good intentions have been ruined because expert knowledge was not used when new designs are being executed and stages that have been built are useless because they are just not the right design usually miles too small.

City should be for people - not for cars - How can you have a pollution free city with cars?

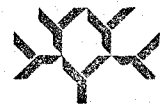
More trees, more fountains, more seats.

No suggestions, just congratulations on trying to improve the City, especially the street furniture.

I think that these proposals are a step in the correct direction. Overseas cities have city highlights such as plazas and these proposals will help to not only modernise the city but provide a place where people will have lunch and will want to visit when they come to Sydney. The contrast of a new development situated between older buildings gives the scope between old and new. I feel that the older styles of architecture can be just as enjoyable and pleasant as new styles. I disagree with the idea of flagpoles. People are sick of flags and many flags hanging from the sides of buildings can detract from the appearance. There should be more of these plazas and I also feel that surrounding buildings should have to undergo a compulsory annual steam cleaning as dull, dirty buildings can also detract from the appearance.

Martin Place concept looks great but please do not clutter or erect structures which will show age or date. The illustrations on the brochure seem to indicate clutter.

More fountains in the city.



A fountain with changing coloured lights - similar to the one at Hobart. This should be erected either here at Martin Place - or at Circular Quay. We are the only city in Australia without one.

Parking area for Prime Minister's (etc.) car in Terrace Block 2 seems out of character with rest of development. Could not this be placed (say) under terrace and only brought to entrance on receipt of a phone call from P.M's office? - Otherwise: congratulations, the sooner the better.

More trees.

The plan is a good one and to be commended, but, there must be more provision for outdoor eating and drinking and itinerant food vendors. There should also be places for playing of chess and for the display of sculpture. Where shops front the mall, display cabinets should be permitted. The use of cars by VIP's should be totally banned as it breaches the concept. The use of the privilege by elected VIP's will cause animosity and is poor PR.

Child Minding Centre

Locks for Shoppers

First Aid Stations

Amusements e.g. Pool tables, pin ball machines, etc.

Walking streets should be for the convenience of shoppers and, as in Europe, only need to be closed to traffic without huge expense.

Every new building or redevelopment must allow for plaza type amenities, with toilets, etc. as per Australia Square. (More places to sit and each lunch, etc.). Also, more food shops in the office block areas e.g. Only one lunch shop in area with boundaries at Pitt Street, Hunter Street, Spring - Bent Streets & Phillip Street. Therefore, no competition; so prices are too dear. Basically, think of the workers crammed in those skyscrapers with 3/4 hr. for lunch after a reasonably priced meal and somewhere nice to eat it. Modern offices can be so depressing.

Comment - Brilliant

Suggestions - who could improve on it.



Would the suggestion of a subterranean motor passage, under the crossing from Plaza Block 1 to Terrace Block 2 (i. e. Pitt Street) be too remote.

This would provide the pedestrian with the advantage of

- (i) Not having to transverse a particularly busy road.
- (ii) * A larger area without the presence of the automobile.
- (iii) A greater possibility of developing a more natural atmosphere.
 - * A central point in the city large enough to support a reasonable congregation without the use of a main road, or blockage of a motor way.

A second suggestion is, instead of having underground pedestrian passages, across Phillip-Elizabeth and Castlereagh Streets, it would be more attractive to bring the pedestrians up top and provide the motorist with a subway, including the same advantages as suggestion 1.

This I feel is going to be an increasing trend in most developing cities. Providing the citizens with a larger more natural city centre.

A Public Convenience for Women. (4 times)

I dont like underground walkways, people belong on top.
As many streets as possible should be closed to traffic.

I suggest that you put in a small stage, so that people can sit down in their lunch hours and be educated by songs, lectures and historic stories about Sydney.

I suggest that the GPO be given a thorough cleaning externally and a program of renovations carried out.

Martin Place is a great improvement to our drab city. I enjoy having a rest there while I am in the city and I am sure extending it will be much enjoyed by citizens and overseas visitors. I am in favour of whatever will be done.



With imaginative fruit stalls, tables, chairs and even umbrellas, this area could provide a haven for both city siders and visitors wishing to observe the passing show. Martin Place is a great improvement but is not as restful, open or sunny position. By all means have both. Congratulations.

There should be less organised functions proposed for the Martin Place Plaza - more open space for sitting, strolling along essentially an avenue of trees, eg. like the Ramblas in Barcelona with space for at least two cafes (with open air tables - much more extensive than the palm allows) - why cant "sun bronzed Australians" be allowed to brave the elements like the much weaker and feebler inhabitants of such countries as Greece, Italy, France etc. ?

It all sounds really excellent and worthwhile: a few points:

- (a) How about some public clocks besides the PO one - say one in each block.
- (b) Will the amphitheatre be perhaps too small for larger concerts and what about noise pollution?
- (c) The idea of different, decorative pedestrian crossings will have to be carefully handled: too much colour would be a bit disastrous.

Altogether an excellent idea: a display similar to the Town Hall's would be good in Martin Plaza as it stands to keep people informed of developments in the Plaza Plan. Good Luck!
Hopefully you'll consider this further. Thank you for asking our opinion.

Martin Place concept looks great but please do not clutter or erect structures which will show age or date. The illustrations on the brochure seem to indicate clutter.

More fountains in the city.

The plaza is interrupted by traffic in Pitt and Castlereagh Streets. Both these streets should be blocked off for traffic and a free pollution-free transport system (eg tram or cable car - a tourist attraction) be introduced to allow quick traffic-free access between Central Railway and Circular Quay.

For a variety of indefinable reasons, human beings instinctively seek SUNSHINE. One has only to look today in Martin Plaza to see lunchtime loiterers desperately seeking out the small patches of sunlight in which to eat and relax. I therefore plead with the planners to allow sunlight to fall on the full length of Martin Plaza from George Street to Macquarie Street. Please limit high rise development on the northern side of Martin Plaza to let the sunshine in.

I propose that Martin Place should be set aside, not so much as a beauty spot, but as an area of relaxation. Thus I suggest that a greater proportion of the area in Martin Place be used for seating, etc.



To avoid the Martin Place open space being cut into small sections by Castlereagh, Pitt, Elizabeth Streets etc. couldn't the level of one section be continued to form a bridge over the road leading down to the next level.

Suggestions are not only for Martin Place Plaza, but also other Plazas to come in the future.

1. More fountains with a colourful display of water with jets of water moving with music at night moving to music and a display of changeable colourful lights.
2. Outdoor cafeterias where practicable.
3. Disallow government vehicles to park near government buildings. If this is allowed, we may as well disband the entire idea, as this would mean it would become an eyesore.