

# Memorandum/instruction

Job MARTIN PLACE PLAZA ACTION PLAN  
re Response to letter dated July 5, 1973, from B. B. Callaghan, Managing Director, Commonwealth Banking Corporation

to Deputy Town Clerk Leon Carter from George Clarke

copies to Alderman Leo Port date July 18, 1973  
Brian Griffin File 7247

Alderman Port has urged me this morning to seek a personal interview between representatives of the Council and CGA and Mr Callaghan himself in order to discuss detailed arrangements which could be made in the planning and design of Martin Place (a) between Pitt Street and Castlereagh Street fronting the Commonwealth Banking Corporation's head office and (b) between Castlereagh and Elizabeth Streets fronting the Commonwealth Savings Bank.

This afternoon I telephoned and left a message with Mr Callaghan's secretary requesting that Mr Callaghan nominate a time and place for a discussion with Mr Brian Griffin of CGA and Deputy Town Clerk Leon Carter. Alderman Port has indicated that he will try and attend such a meeting when it has been arranged. I hope that Mr Callaghan's secretary will ring back tomorrow and give us an appointment. I personally may not be able to attend the meeting and I am, therefore, putting down in this memo my recommendations as to the course of action that should be followed.

My preliminary recommendations are as follows :-

1. If Mr Callaghan will give us an interview within the next ten days, ie on or before Friday July 27, we should go and discuss his letter with him, seek a verbal agreement and following the meeting confirm the assurances Council is prepared to give in writing to him.
2. If Mr Callaghan will not give us an interview before Friday, July 27, then I recommend that Council replies in writing to him along the lines set out in my following recommendations below.
3. The matters and objections raised by Mr Callaghan should be dealt with under the following headings :-

- (a) Clarification of Council's assurances re through route and three parking spaces in the Plaza for Commonwealth cars.

This is referred to in the last two paragraphs of the first page of Callaghan's letter. I recommend that we begin our letter by giving an unequivocal confirmation that this assurance applies to the head office of the Commonwealth Banking Corporation on the corner of Martin Place and Pitt Street.

- (b) Deliveries to the Corporation's Head Office Building

This matter is referred to in the last four paragraphs of page 2 and in the list of delivery categories at the top of page 3.

I believe we should state that we propose to resolve these problems by arranging that approximately 50% of the Bank's deliveries take place from Rowe Street, approximately 40% from Martin Place and approximately 10% from Pitt Street. Mr Callaghan lists seven types of deliveries at the top of his page 3. I recommend that we concede that the "movement of cash and other negotiable items by armoured van or other vehicles" be permitted from the Martin Place Plaza frontage.

I recommend that we concede and permit the 20 van deliveries of computer data between 5.30 am and 7 am being made from the Plaza but that we do not concede the 20 van deliveries of computer data being made from the Plaza between 5 and 6 pm. We could suggest that the afternoon deliveries might be made from the Plaza between 4 and 5 pm or after 6 pm.

I also suggest that we concede that deliveries of heavy machinery and office furniture may be made from the Martin Place Plaza.

I would urge that all deliveries of the remaining four items be made from the Rowe Street site. These are "stationery, office requisits and cheque books; machine service calls; building maintenance calls; and supplies of foodstuffs."

I recommend that the bank be informed that on June 19, 1973, Council wrote to the City of Sydney Parking Advisory Committee requesting the Committee to provide special loading zones in Pitt and Castlereagh Streets for the use of vehicles delivering goods to the Commonwealth Banking Corporation's head office and the Commonwealth Savings Bank Building. I also request Leon Carter to telephone the Secretary or Chairman of COSPAC to expedite favourable action by the Committee on this matter and that Council's Aldermanic representative on COSPAC be fully briefed on the importance of COSPAC agreeing to Council's request on this matter.

Finally, on the question of deliveries to the Corporation's head office building between Martin Place, Pitt Street and Rowe Street, I recommend that reference be made to the fact that "it is envisaged that the Bank will one day redevelop the existing building on this site and that in the event of such redevelopment more than adequate provision for all deliveries to the new building can be made in enlarged loading dock facilities off Rowe Street."

(c) Security Considerations

In the middle paragraph on his page 3, Mr Callaghan refers to the risks of armed hold-ups if Maine Nickless cash escort vans were to park in Pitt or Castlereagh Streets instead of Martin Place. I recommend that we reply saying that we find it difficult to believe that armed hold-ups would be any more likely to occur in Pitt or Castlereagh Street as opposed to Martin Place, but if Mr Callaghan believes that this would be the case then we are prepared to concede as mentioned in sub-head (b) above that deliveries of cash and negotiable securities may be made from the Plaza. This would apply to both the Commonwealth Banking Corp's head office on the Pitt Street corner and the Savings Bank head office on the Castl reagh Street Corner. I draw Brian Griffin's attention to these proposed concessions and request him to report on the effect these would have on the design of the plazas between Pitt and Castlereagh Streets and between Castereagh and Elizabeth Streets.

(d) Access for Emergency Vehicles such as Fire Engines, Ambulances, Police, etc.

In the bottom paragraph on page3 and at the top of page 4, Mr Callaghan refers to these matters. He refers to new building erected by the Corporation as recently as six years ago between Pitt Street and Castlereagh Street with entrance from Martin Place. He appears to claim that this building, while it abutts the original Banking Corporation's head office, is, nevertheless, an entirely separate building.

I ask Brian Griffin whether or not this is so and I would ask that DTC Carter or Brian Griffin arrange for an inspection of the fire protection arrangements in this building in company with an officer of the fire brigades to check points (a) to (e) inclusive of Callaghan's letter on pages 3 and 4. However, DTC Carter is probably correct in saying that there is no need to go into any of this detail because we can quite simply satisfy Mr Callaghan on this point by giving an unequivocal assurance that the Plaza will be so designed and maintained by the Council that all fire brigades, ambulances and police vehicles will be able to enter and will be permitted to enter the Plaza at any time 24 hours a day, 365 days a year, as they may wish.

In this respect it can be pointed out that such vehicles are permitted to enter the existing Martin Place Plaza between George and Pitt Streets and, if it is true (DTC Carter to check), the fire, ambulance and police authorities are perfectly satisfied with Council's proposals for Martin Place between Pitt, Castlereagh and Elizabeth Streets.

(e) Martin Place as a route for general City traffic

In his third last paragraph on page 4, Mr Callaghan refers to "the importance of Martin Place as an exit for traffic". He talks of Martin Place as a outlet for Pitt Street traffic and for traffic entering Castlereagh Street from the Australia Hotel, Theatre Royal Development. He says that similar considerations apply in respect of Elizabeth and Phillip Streets.

I recommend that Mr Callaghan be advised that the relevant traffic authorities (these should be named) have raised no objection to the Martin Place Plaza proposals between Pitt Street and Macquarie Street and that these authorities are satisfied that city traffic will be satisfactorily served following completion of the project.

It should be politely indicated that those responsible for maintaining the flow of city traffic are satisfied with the Council's proposals and that it really is not Mr Callaghan's business to worry himself over this matter.

(f) Concurrence of the Prime Minister and the Australian Government

At the bottom of page 4 Mr Callaghan directs attention to the fact that rooms for the Prime Minister, other Federal Ministers, the Leader of the Federal Opposition and for Members of Federal Parliament, as well as the Cabinet Room were "specially included in the Corporation's new Martin Place Building built about six years ago". \*Access from the Pitt Street entrance to these rooms other than by "circuitous routes". I recommend that Mr Callaghan be informed both verbally and in writing that Council is taking this matter up directly with the Prime Minister, the Hon. E.G. Whitlam QC MP. I recommend that Alderman Leo Port either writes himself directly to the Prime Minister or draft a letter for the Lord Mayor to send to the Prime Minister setting out the Council's proposals for Martin Place and point blank asking the Prime Minister whether or not he approves of the proposal and will accept the limited parking provision for three cars and the possibility that some Federal MP's will have to be dropped from their chauffeur driven limousines on the Pitt Street side and will have to walk "the circuitous route" to the lift. I am sure that if Alderman Port's or the Lord Mayor's letter to the Prime Minister is well written it will undoubtedly receive a resounding endorsement from the Prime Minister, whose government expresses itself daily in the press as being against the domination of cities by the motor car.

\*There is no

(g) Other General Assurances

In the second paragraph on his page 5, Mr Callaghan asks for Council's assurance that it has taken full account of what is said in the extracts from his original objection to the Minister for Lands "in his subsequent letter of July 5 and assurances that Council intends to do all in its power to ensure the continuance of the through route to give direct vehicular access at all hours and on a permanent basis to our principal Martin Place entrance."

I recommend that Mr Callaghan be unequivocally assured that Council has taken full account of what he has said and that Council will do all in its power to assist the Bank but cannot give access for all types of vehicles at all hours and on a permanent basis. It should be pointed out that some types of vehicles eg. emergency vehicles, fire, ambulance police; Commonwealth cars and armoured vehicles, can be given access at all hours and on a permanent basis but that other types of vehicles must be restricted to hours such as between 8 pm and 8 am and that some types of vehicles cannot be given access at all (eg. private cars).

(h) Rumoured Closure of Pitt Street

Mr Callaghan refers in his second last paragraph to suggestions that in the longer term Pitt Street too is to be converted to a pedestrian mall or plaza.

Mr Callaghan should be assured that these suggestions have never come from the Council or from Council's consultants. Such suggestions have been made by totally uninformed and non responsible persons quoted in the press but have carried no weight or substance. He should be assured that it is the firm view of Council and its consultants that on practical grounds it will never be possible to close Pitt Street to vehicles. However, it may be that in the longer term future State Government action might progressively reduce the rights of private passenger vehicles to use Pitt Street. Nevertheless, under no circumstances could it ever be envisaged that any future government could or would wish to stop public transport and any type of delivery vehicle from using Pitt Street. Mr Callaghan should be assured that Council has no intention of initiating any action to reduce the rights of any types of vehicles of using Pitt Street or Castlereagh Street.

I am circulating this memo for comment by Brian Griffin, Deputy Town Clerk Carter and Alderman Port. I look forward to their responses.

George Clarke