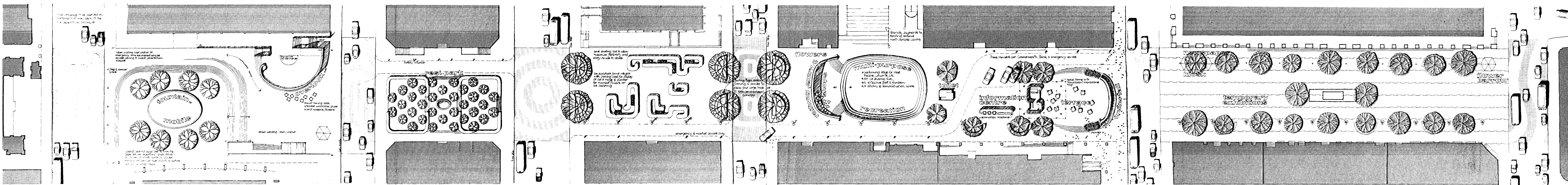


Section
looking South



Railway Block 5

Grove Block 4

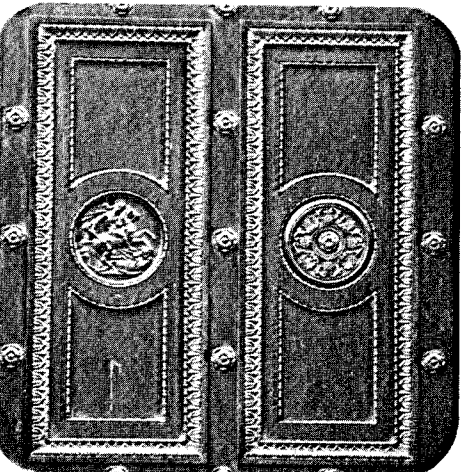
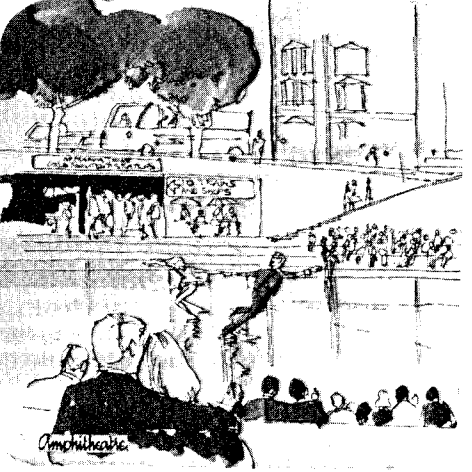
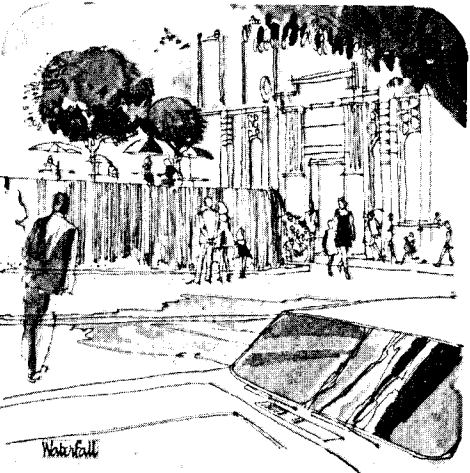
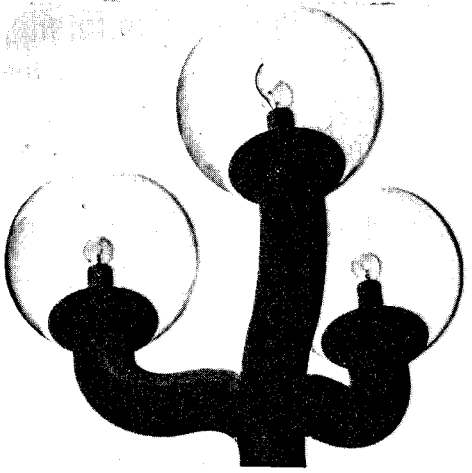
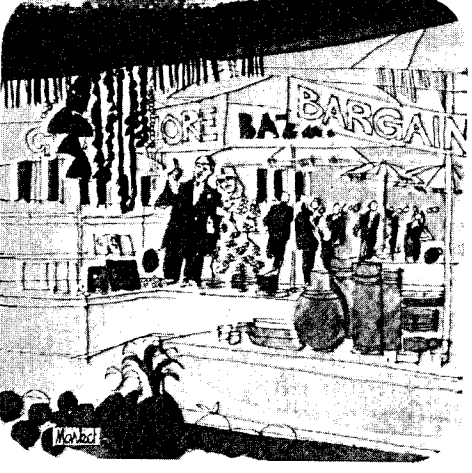
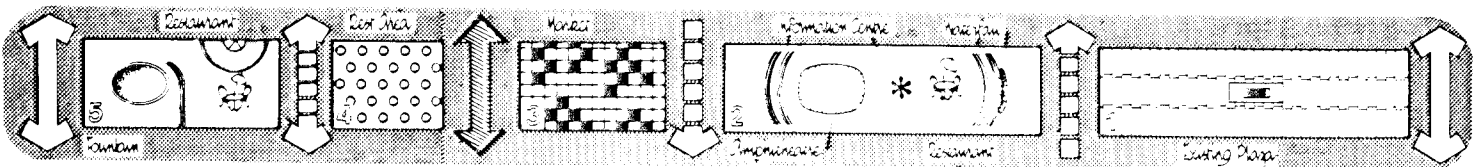
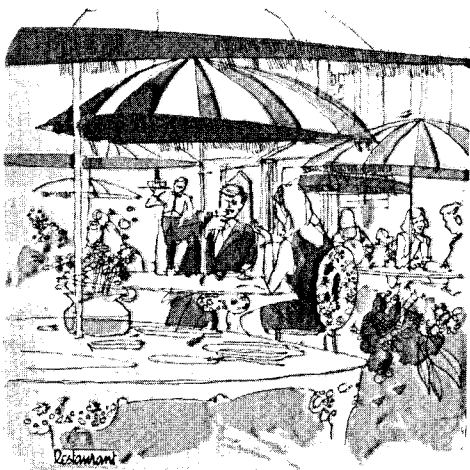
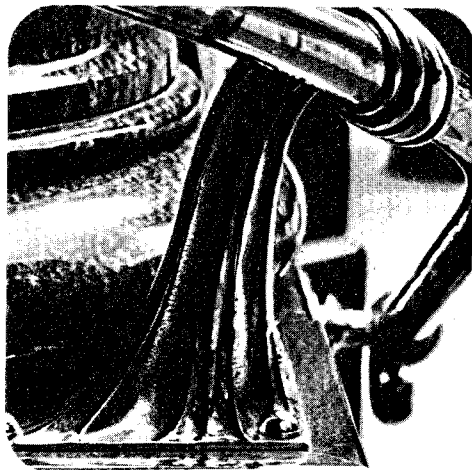
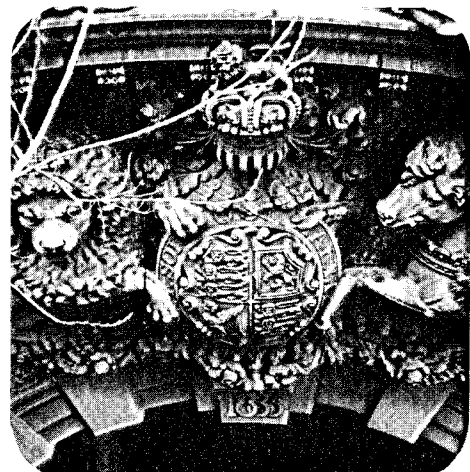
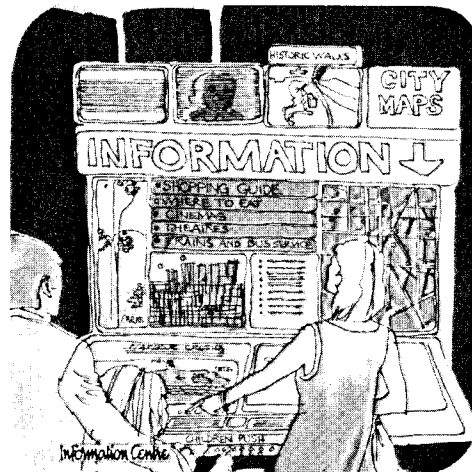
Market Block 3

Terrace Block 2

Plaza Block 1

Plan

THE BANK OF SYDNEY



Both buildings on either side of this block — the Bank of NSW Headquarters on the north and the Reserve Bank on the south — have open plaza areas around them containing sculpture and fountains. The Bank of NSW plaza is slightly higher than Macquarie Street. It is proposed that this plaza level be extended across Martin Place creating a large space for a pool with a wind-controlled fountain jet that will form a place of interest as well as a focal reference point at the end of the vista.

This upper plaza is connected to the lower part of the block by flights of steps. A restaurant-kiosk has been proposed adjoining the Reserve Bank on the southern side of this lower waiting area with its roof forming an extension of the Reserve Bank terrace. Weather permitting, cafe seating could spill out on to the plaza for those waiting for trains or friends.

PEDESTRIAN CROSSINGS
The north south streets will not be interrupted by Martin Place, but it is suggested that the pedestrian crossings of these streets should be the full width of Martin Place and paved in decorative patterns, so that there is a visual continuation of the plazas across the streets.

TRAFFIC
In opening the section of Martin Place between George and Pitt Streets to

pedestrian traffic, Council and its Consultants encountered many strong objections from the relevant State Government Authorities and Departments, who were concerned that the proposal could only result in serious congestion and disruption of vehicular traffic.

The Minister permitted a temporary closure to vehicular traffic of Martin Place between George and Pitt Streets for a trial period of six months prior to Christmas 1970. Before the trial period had run its course it became apparent that traffic had adjusted itself to the change. Accordingly the Government agreed to the permanent closure. This enabled Council to transform the area into the popular plaza it now is.

Since the opening of the plaza a Committee has conducted extensive surveys and measurements of traffic flows and has reported that:—
“The traffic has re-distributed itself over the available routes without causing any insurmountable problems . . .”

“Some increase in intersection delay and in bus running times were noted as a result of the closure . . . however, as a result of various adjustments subsequently made in the control of traffic in the area, including alterations in the kerbside allocations, some of the loss has been made up and current observations are that conditions are quite tolerable, and in fact, the bonus obtained by pedestrian and environment compensates for any inconvenience suffered by traffic.”

Early in 1972 the two upper sections of Martin Place — between Elizabeth and Phillip Streets and between Phillip and Macquarie Streets — were “temporarily” closed to vehicular traffic for a period of two years to permit the construction of the new Martin Place Underground Railway Station.

These additional closings have likewise forced a further adjustment of traffic flows. Without any extensive study having been made, it appears obvious that the change has been quietly assimilated into the life of the City.

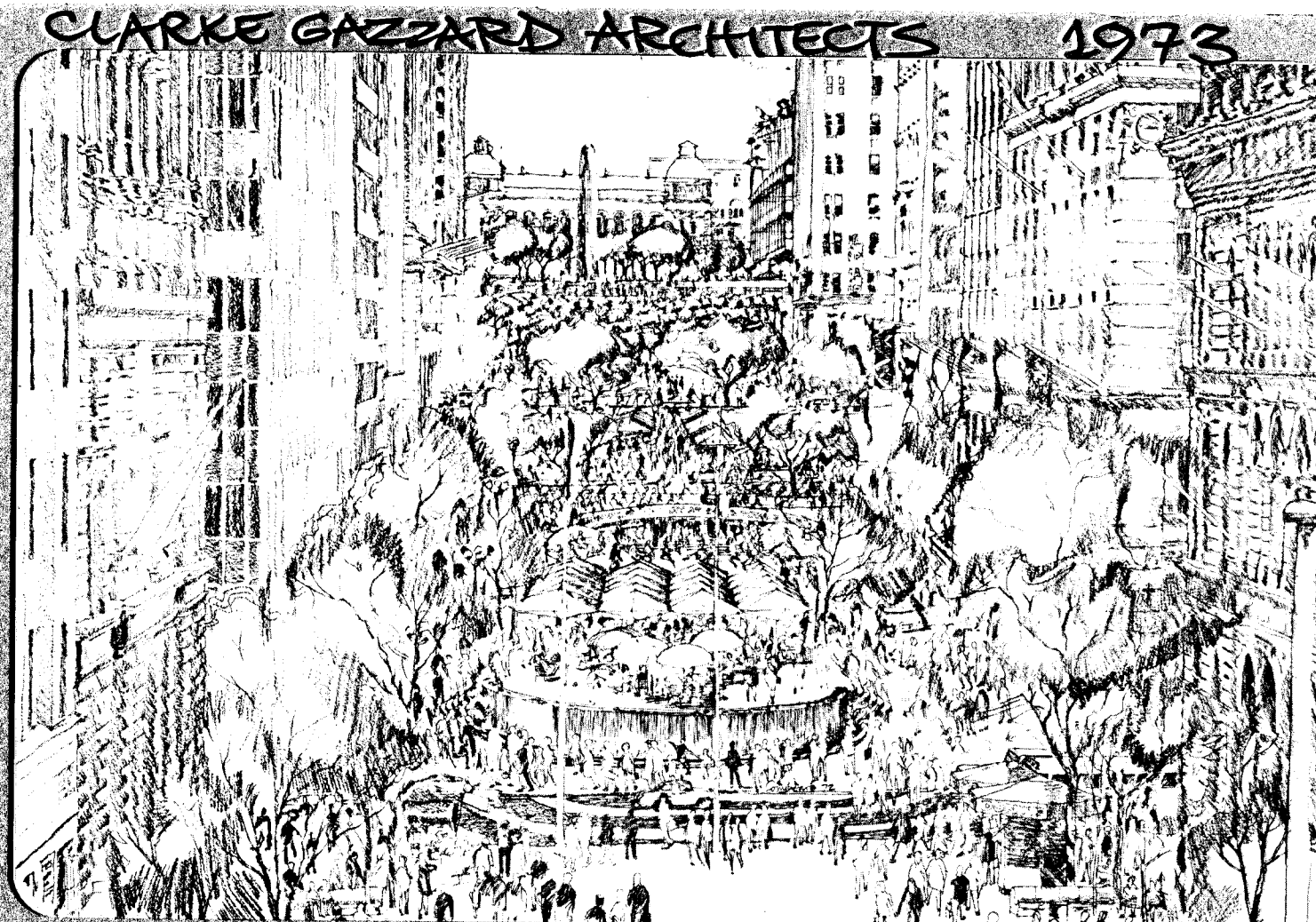
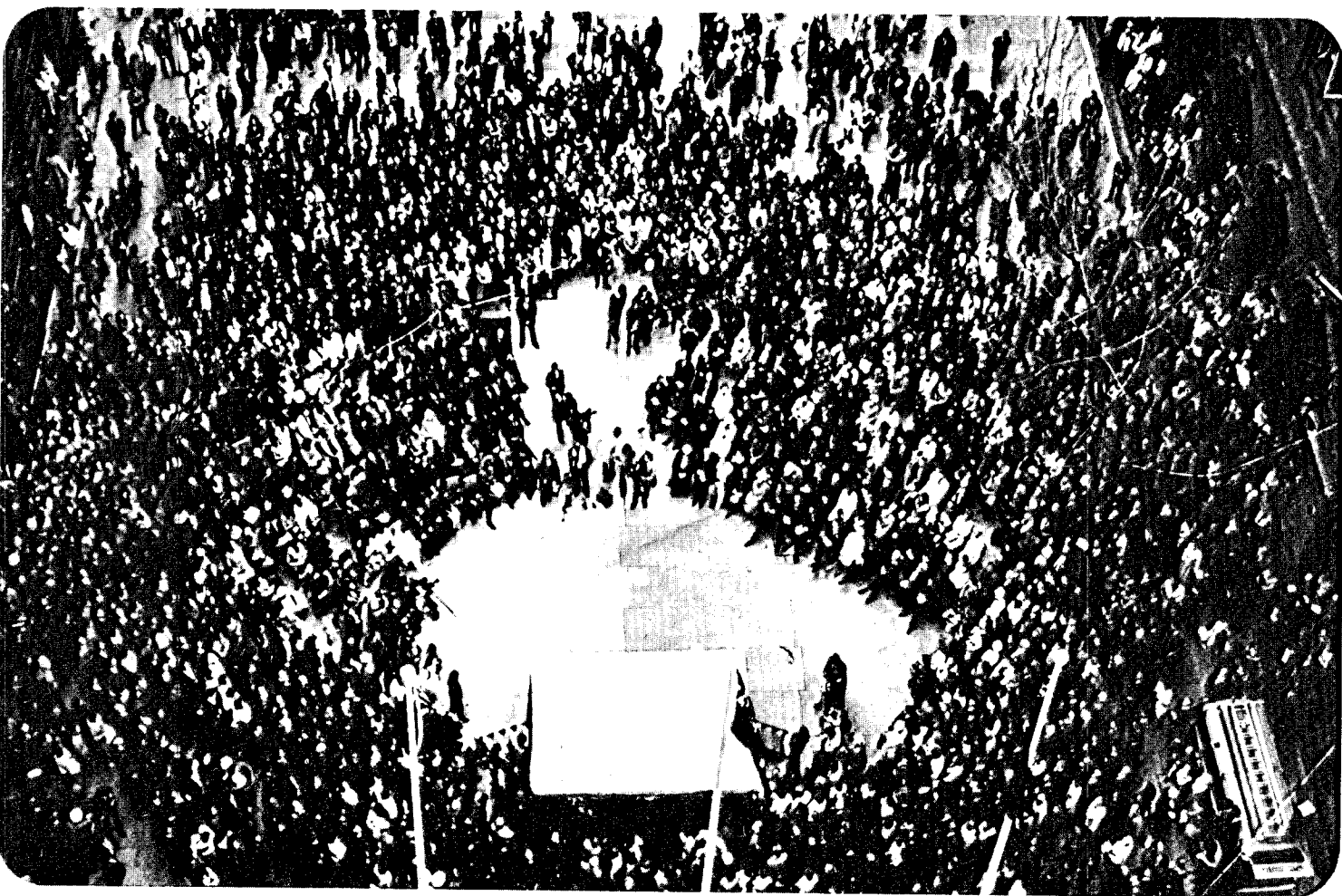
In the opinion of Council's Traffic Consultants there now appears no reason why these two sections should ever again be opened to vehicular traffic, nor does there appear to be any reason why the two remaining sections of Martin Place between Elizabeth and Pitt Streets should not be closed to vehicles and opened to pedestrians. These sections of Martin Place carry only small volumes of circulating traffic which are unlikely to increase due to the provisions of Council's new Parking Policy which severely restricts off street parking in the areas adjacent to Martin Place.

CONCLUSION
The City Council proposal for Martin Place, as set out above, when fully realised will provide Sydney with a central feature of beauty and interest which will have no counterpart anywhere in the world.

Brochure by Darrel Canbybear Printed by Frank Swan Consolidated Pty Ltd

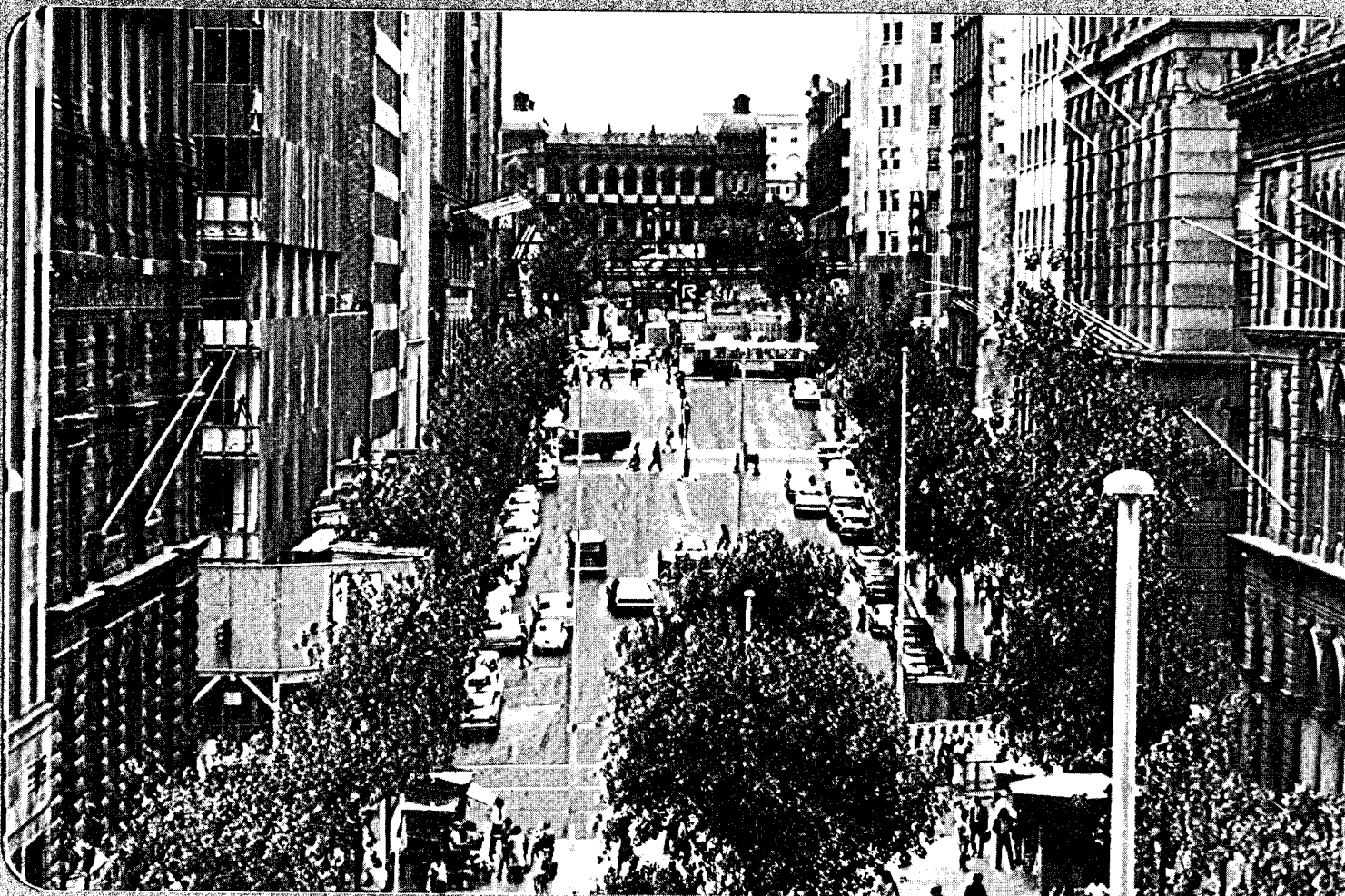
MARTIN PLACE SUBCOMMITTEE OF THE COUNCIL OF THE CITY OF SYDNEY

Alderman Leo Port
Alderman Andrew Briger
Alderman Nicholas Shehadie



MARTIN PLACE PEDESTRIAN PRECINCT

Action Plan No 24 prepared for Council of the City of Sydney by Clarke Gazzard Architects



ACTION PRIORITY 'A' OF POLICY No. 8 OF THE CITY OF SYDNEY STRATEGIC PLAN is:

“Prepare detailed schemes for traffic free pedestrian movement throughout the city, incorporating widened footpaths, boulevards, colonnades, arcades, subways, bridges, railway station concourses, malls, plazas and parks into an integrated system.”

The proposed extension of the new and popular pedestrian precinct in Martin Place from Pitt Street to Macquarie Street will be the first major component of a city wide pedestrian network. The proposal will have a tremendous impact on the central business district creating a park-like waistband across the spine of the city linking the Domain with Wynyard Park. The new Martin Place will bring life and vitality into the city.

THE FIRST PLAZA

Freedom of design for the George-Pitt Street section of Martin Place was severely restricted by the presence of the Cenotaph. A formal, open, simple layout was required, in keeping with the sacred nature of the Cenotaph; to accommodate the ceremonies associated with it, and in particular, to allow ranks of men 6 abreast to march through this section on either side of the Cenotaph. Owing to the presence of the Cenotaph the uses of this area for public gatherings and entertainments had also to be restricted.

THE RAILWAY

The entrances and escalators to the Railway platforms are in the area between Macquarie and Phillip Streets. Provision is being made to join by an arcade of shops the Railway Concourse level under Martin Place to entrances in the sunken area adjacent to the base of the new Prudential Building on the southern side of Martin Place between Elizabeth and Castlereagh Streets.

Negotiations are under way to extend this shopping arcade link westwards under Castlereagh Street to form an additional entrance to the station in Martin Place, and to join the arcade into the retail levels of the proposed MLC development on the old Australia Hotel site which, in turn, will run through to King Street.

PITT TO CASTLEREAGH — TERRACE BLOCK

Advantage has been taken of the 20 ft difference in level between the two streets to create a raised terrace on the Pitt Street end overlooking the ceremonial plaza around the Cenotaph and a sunken amphitheatre at the Castlereagh Street end giving access to the proposed shopping arcade which will lead to the Railway Station entrance near Phillip Street.

The surface of the plaza will be paved from building to building, generally following the present slope (except for the two sections mentioned above). Access for payroll and other restricted vehicles will be

Multi-purpose Amphitheatre and Fountain
It is envisaged that the sunken area on the eastern end of this block will have a multiplicity of uses. It will basically contain a pool with a changing fountain display, which can be drained to provide a stage for band or pop concerts, for street theatre or for Health Week, Education Week and similar displays or lunchtime programmes.

The sunken area might be frozen in winter to provide a skating rink resembling the highly successful skating rink in the Rockefeller Plaza in New York. This area will be then visible from all sides and from the upper plaza levels of the proposed MLC development. Accordingly all displays and spectacles can be seen by a large number of people.

CASTLEREAGH TO ELIZABETH — MARKET BLOCK

This short block is seen as providing the venue for a street market — a place for the exchange of a variety of goods with, if possible, different day to day themes. On one or two days of the week coinciding perhaps with late night shopping there might be regulars paying a license fee — in fact an extension of Paddy's Market. One day might be reserved for special flower or plant market. Another day might be given over for the use of charities for jumble sales



Now that opportunities are shown to exist elsewhere in Martin Place, and throughout the City, for the creation of gayer, less restrained, pedestrian plazas, malls and spaces, there is no need, as some have argued, to relocate the Cenotaph. The lower section of Martin Place can remain as it is. The upper sections can be designed with quite differing, yet complementary characteristics — some quiet and restful, others alive with fountains and commercial activity, and yet others elegant with outdoor cafes.

allowed to the Commonwealth Bank entrances and for service vehicles to the other buildings out of normal hours. The Prime Minister and members of Cabinet have offices in the Commonwealth Bank Building and provision has been made for Ministerial cars and for those visiting the Ministers to stand in the middle of the Plaza.

Refreshment Terrace and Waterfall

The raised terrace on the western end of this block terminates in a 50 feet long waterfall-fountain plunging 10 feet from the terrace to the Pitt Street level into a pool. This water display will be a dramatic feature of the whole development.

The Terrace will be available for a much needed outdoor cafe-restaurant. Provision would be made for part of the Terrace to be roofed. Sliding glazed walls will shelter the Terrace in winter or during inclement weather.

Information Centre

It is proposed that the central part of the block should contain a City Information Centre incorporating shopping guides, tourist information, city maps and details of historic walks, a guide to City Welfare agencies, a calendar of city events and a changing exhibition of city planning developments.

or fetes. A day might be reserved for the sale or exchange of hand made objects and arts and crafts. On Saturday mornings perhaps the area might be used as a community Portobello Road type of flea market to sell and exchange bric-a-brac of all types. The surface would be paved from building to building following the present shallow slope and a maze of low profile sculptured units would be installed to provide surfaces for the display of goods. This maze of units would incorporate seasonal flower displays and planting, and would be able to be used as seats when not in use as market stalls.

ELIZABETH TO PHILLIP — GROVE BLOCK

In contrast to the more intensively used blocks, the Grove Block provides a quiet seating place on three terraced levels — a dense green landscaped backdrop for rest and relaxation with a small fountain and wishing well as a central focus.

PHILLIP TO MACQUARIE — RAILWAY BLOCK

This block is an important place of arrival in the City Centre — a meeting place where people will wait for others. Seen from lower down Martin Place this block which is 50 ft higher than the Cenotaph, is the visual climax of the vista.

Continued