

THE NATIONAL TRUST OF AUSTRALIA (NEW SOUTH WALES) POLICY ON THE IMPACTS OF URBAN MOTORWAYS

PREAMBLE

In 1972, the National Trust opposed the North-Western and Western Expressways which would have cut a swathe through Glebe demolishing 800 homes and the property “Lyndhurst” to the steps of the Sydney Town Hall. In September 1976, the National Trust released its *Policy Statement on Urban Freeways*ⁱ responding to the threats to Glebe posed by urban freeway proposals dating from the 1950s. This Policy was updated in July 1981 as the *National Trust Policy on Urban Freeways*ⁱⁱ to address moves to revive and construct the then abandoned inner urban freeway system. In 1989, the National Trust produced a discussion paper –*Towards a Transport Policy for the National Trust*ⁱⁱⁱ which advocated a number of transport initiatives based on shifting the focus of transport provision by government towards “mass transport” and away from major road proposals.

A 1995 National Trust Policy Paper *Transport - The Heritage Implications*^{iv} set down National Trust support for various actions to reduce transport pressures and indicated transport proposals that would be opposed by the National Trust. In September, 2005 a *Trust Alert – Motorway proposals threaten inner city Urban Conservation Areas*^v publicised the Trust’s concerns that National Trust listed Urban Conservation Areas including Enmore, Annandale and the Dacey Garden Suburb at Daceyville were threatened by the motorway corridor or access proposals. A major lobbying campaign by the National Trust in the early 1990s in conjunction with local community groups, led to the above-ground M5 motorway through the Wolli Creek Valley being built underground to save this important green space and its bushland, wetlands and rainforest. Over the past fifteen years the Trust has continued to express concern at the heritage impacts of inner urban motorway proposals and has supported mass transport options such as light and heavy rail in preference to inner urban motorways.

POLICY

1. While acknowledging that the increased mobility and affluence of our society and an increasing population require much improved transport facilities, the National Trust will oppose further motorways being brought into the inner suburbs and central business district that threaten areas of great historical, architectural, scenic and social importance.
2. The National Trust will oppose the loss of public parklands for inner urban motorway construction, including both permanent loss involved with a motorway route/connection ramps or shorter term alienation during the construction phase.
3. The National Trust believes that the provisions of public/private partnership agreements for urban motorways should be made public and that such agreements must not contain penalty provisions for compensation payments to a motorway operator if a public transport system competes effectively with the motorway.
4. The National Trust would oppose public/private agreements that disadvantage the public who do not choose to use the toll roads constructed under those agreements.
5. The National Trust believes that massive expenditure on motorway development will divert much needed public and private investment away from public transport development which can move large numbers of people more effectively and with much less adverse heritage impact.
6. The National Trust believes that the constant daily movement of large transport trucks severely degrades the urban environment and will urge that rail transport should be the preferred means for transporting container goods related to Port Botany and Sydney Airport. The Trust would oppose motorway proposals which promote increased large truck movements through urban precincts, particularly those with heritage significance.
7. The National Trust acknowledges that inner city motorway development will be inextricably linked to residential/commercial redevelopment of higher densities in the zones adjoining the

motorway and consequently would oppose such development or elements of that redevelopment when it:

- Impacts upon or degrades the values of adjoining Heritage Conservation Areas,
- involves the demolition of Listed Heritage Items,
- involves the demolition of places which have been removed from Heritage Lists on non heritage-based grounds,
- involves the demolition of places which, in the Trust's view are of indisputable heritage significance but which have been denied statutory heritage recognition.

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ⁱ National Trust Policy Statement on Urban Freeways, 16 September, 1976

ⁱⁱ National Trust Policy on Urban Freeways, 21 July, 1981

ⁱⁱⁱ Towards a Transport Policy for the National Trust (Revision 1), 1989

^{iv} National Trust Policy Paper – Transport – The Heritage Implications, 1995

^v Trust Alert – Motorway proposals threaten inner city Urban Conservation Areas, September, 2005