

POLICY REGARDING F2 FREEWAY

1. That the MCMC reaffirms a position, first adopted by the committee in 1992, to seek the removal of the current F2 freeway reservation so that the full potential of the Merri Metropolitan Park (a Park proposal which includes State to Nationally significant grasslands and other public land between Mahoneys Rd. and Craigieburn Rd. East) can be realised.
2. That, given the success over the last 20 years of Merri Creek groups in opposing use of the creek valley by utilities to construct further facilities, and specifically having successfully resisted construction of the F2 Freeway in the lower reaches of the Merri, the MCMC opposes on principle the construction of the F2 Freeway within, or impacting upon, the Merri Creek Parklands in the only remaining section of the Freeway reservation between Mahoneys Rd. and Craigieburn.
3. The current Freeway reservation is opposed on the following grounds. That construction of the F2 Freeway would cause:
 - the loss of community support for, and public investment in, the Merri Metropolitan Park because of the permanent loss of its natural values, attributes, beauty and atmosphere.
 - enormous and irreparable damage to the amenity of the envisaged Merri Metropolitan Park introducing massive amounts of noise and air-borne pollution from daily high-volume truck and vehicle use, thereby discouraging public usage of the Park;
 - the destruction of vast areas of State to Nationally significant grasslands between Mahoneys Rd. and Craigieburn during its construction, including some species growing on the freeway reservation which are listed under the Flora and Fauna Guarantee Act;
 - the deposition of vast quantities of sediment into Merri Creek during construction, particularly at crossing points, as has occurred on other projects such as the Eastern Freeway and the Western Ring Rd., and thereby causing a significant decline in water quality;
 - the loss of wildlife corridors and habitat values and potential which would be realised with the development of the Merri Metropolitan Park and could not be with the construction of a Freeway; and
 - a significant problem with management of grasslands in the area because of problems with conducting burns next to major roads, as occurred with a burn of the Laverton North grassland in recent years.
4. That VicRoads provide full and public disclosure of its case for the need for this freeway connection at this location and its preference for such a proposal over other options outside the vicinity of the Merri Creek Parklands.
5. That the MCMC recommends to VicRoads that it examine and provide costings of an upgrade of the Hume Highway, including the use of overpasses and underpasses at main road crossings, so that a useful cost comparison might be made of the two potential projects.
6. That if planning for the proposed freeway proceeds beyond the current preliminary stage, the MCMC request the Minister for Planning to ask for a full Environmental Effects Statement.

This motion was put on notice at the MCMC Committee of Management meeting of October 1995, and was passed as policy at the MCMC Committee of Management meeting on December 14 1995, Moved D. Taylor seconded B. Rau; carried with one opposed and Whittlesea absenting.