

Craigieburn Bypass (F2 Freeway) Timeline

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Year	Month	Planning and Environmental Issues	Key Arguments	Stakeholders	Key Decisions	Construction Events and Companies Involved
1929		<p>Melbourne Metropolitan Town Planning Commission Report identified the need for a park along the Merri Creek corridor north of Mahoneys Road.</p> <p>(Planning for a new Merri Creek Park - Information paper, Parks Victoria, Dec 2002)</p>	<p>Seeking to build on the foresight of early planners such as Latrobe, Hoddle, Von Mueller, and Guilfoyle in the 1850s which saw the reservation of an extensive ring of parklands surrounding Melbourne's city centre forming part of the overall city planning.</p> <p>Importance of open space planning and provision as an integral part of Melbourne's urban setting, environmental and social health, and the values of its community.</p>	<p>Municipal representatives Victorian Govt</p>		
1954		<p>Melbourne Metropolitan Planning Scheme to envisage needs of a city of 2.5 million people in 1985 (Russell, 1991: p9)</p>		<p>Melbourne and Metropolitan Board of Works (MMBW)</p>		

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1969		F2 Freeway originally proposed by American consultants Wilbur Smith and Associates to extend along whole length of Merri Creek Valley and join F19 (Eastern) and other freeways near Clifton Hill. Blueprint of Melbourne's freeway network, part of Melbourne's Transportation Plan. (Russell et al, 2001: p11)		Victorian Govt & Metropolitan Transportation Committee (Russell, 1991: p12)		
1973		'Turn Around' - Hamer Govt abandoned 1969 freeway plan.	The Wilbur Smith vision of Melbourne covered by a freeway grid was not acceptable to the community. <ul style="list-style-type: none"> • cost of the plan • concerns of excessive use of the motor car and world oil depletion (Russell, 1991: p15)	Hamer Govt and community groups		

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1973 & 1974	August 22 & April 4	Commonwealth Bureau of Roads' reports: 'The Effect of Stopping Freeway Construction in Capital Cities' and 'Freeway Plans of State Capital Cities'.	Bureau concluded that radial freeways should not be provided where the principal justification is journey to work in the CBD. (Russell, 1991: p16)	Commonwealth Govt		
1974		Commonwealth established the National Road Program	Concept that roads of national importance should be federally funded. (Russell, 1991: p16)	Commonwealth Govt Victorian Govt		
1975		Reservation for F2 freeway connection created, passing through the 400 ha Craigieburn Grasslands and 70 ha Cooper Street Grasslands. Melbourne Metropolitan Planning Scheme (MMPS) Amendment 21, Part 1 Hume Fwy reservation north of the Western Ring Road to just north of Craigieburn Road, including a minor widening of the reservation at Mahoneys Road.		Victorian Govt Country Roads Board (CRB)		

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1977		MMPS Amendment 70, Part 1 Minor widening/realignment of the reservation immediately north of Cooper Street.		CRB		
1978		MMPS Amendment 3, Part 1A Extend the existing reservation from north of Craigieburn Road to the Hume Hwy just north of Malcolm Creek.		CRB		
1985		National Highway Declaration for the Hume Hwy under Federal National Hwy Program (1974 legislation established the National Highway)		Commonwealth Govt Victorian Govt	Provide Federal funding to upgrade Hume Hwy.	
1987	November	Victoria's Road Construction Authority (RCA) submission to the National Roads Strategy recommended several metropolitan arterial routes as meeting the criteria	Transport efficiency is significant, particularly in the freight sector, for national economic performance (Russell, 1991: p16)	RCA	The national roads strategy broadened to include metropolitan roads	

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1987		Metropolitan National Roads Strategy (Natrov reports) included a prioritisation process to look at freeways in more detail	Corridor E: Princes Fwy (East)/South-Eastern Suburbs to Eastern Suburbs and Hume Hwy/Northern Suburbs - indicated as a corridor "likely to warrant inclusion in a National Roads strategy in the future" According to the survey "results of note" (Natrov)	RCA Industry representatives asked to rank a range of freeway proposals (Russell, 1991: p17)		
1994	February	VicRoads' Freight Initiatives includes F2 link between Craigieburn and the Metropolitan Ring Road		VicRoads		
1994	November	Linking Melbourne: Metropolitan Transport Plan shows Craigieburn Bypass p64 on the network strategy plans		Victorian Govt		
1995		VicRoads' Hume Freeway F2 Link, Craigieburn to Metropolitan Ring Road plan		VicRoads		

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1995	May	Freightway Melbourne Strategy	Key action extending Hume Fwy to the Western Ring Road to bypass existing hwy delays	Victorian Govt		
1995	October 19	Merri Creek Management Committee (MCMC) motion carried	Motion to seek removal of F2 freeway reservation so that the full potential of the Merri Metropolitan Park can be realised; VicRoads provide full and public disclosure of its case for the need for this freeway connection at this location; MCMC recommends to VicRoads that it examine and provide costings of an upgrade of the Hume Hwy; and if planning for the proposed freeway proceeds beyond the preliminary stage that there be a full Environmental Effects Statement (EES).	MCMC		

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1996		Extension of Hume Fwy to the Western Ring Road is identified as a national and regional road link for development in <i>Transporting Melbourne: A Strategic Framework for an Integrated Transport System in Melbourne</i> .		Victorian Govt		
1996	March	Victorian Minister for Conservation and Natural Resources, Hon Marie Tehan, announced <i>Conservation and Environment Policy 'A Clean and Green Victoria'</i> providing for creation of Craigieburn Grasslands Flora and Fauna Reserve.		Kennett Govt Commonwealth Govt	Commitment to move freeway reservation to eastern boundary of the Craigieburn site. Commonwealth contributes \$250,000 under National Reserve System Program towards purchase and protection of a 402 ha block of grasslands.	
1996	May	Minister for Roads and Ports, Hon Geoff Graige, sought advice from Minister for Planning and Local Government (MPLG), Hon Robert Maclellan, if an EES was required under Environment Effects Act.		Kennett Govt		

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1996		Victorian Govt's submission for Federal funding - National Roads in Victoria: Forward Strategy Report.		Kennett Govt		
1996	September 24	MCMC writes to Minister for Planning	VicRoads appears to be lodging a Planning Scheme Amendment with Cities of Hume and Whittlesea for a specific alignment without adequate investigation of alternatives.	MCMC VicRoads Victorian Govt		
1997	March 27	MPLG advised Minister for Roads and Ports that an EES was not required, and that an Advisory Committee would be appointed under section 151 of the Planning and Environment Act.		Kennett Govt	An independent Advisory Committee is established to provide advice on the planning process and make recommendations on the alignment of the freeway link.	
1997	April 7	Friends of Merri Creek (FOMC) write to Ministers for Planning and Roads requesting reasons for no EES		FOMC Victorian Govt		
1997	May	MLPG appointed Advisory Committee		Kennett Govt		
1997	June 24	Craigieburn and Cooper Street Grasslands entered onto the Interim Register of the National Estate				

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1997	July 5	Federal Department of Transport and Regional Development designated F2 Freeway project under the Environment Protection (Impact of Proposals) Act 1974 and nominated VicRoads as the proponent.		Commonwealth Govt VicRoads		
1997	September	Submission by Environment Australia (EA) to the Advisory Committee on 'Commonwealth Environmental Assessment Process Requirements'.	<p>The Committee should consider:</p> <ul style="list-style-type: none"> viable alternative alignment options, including a 'no construction' option; in determining a preferred alignment option the extent it will potentially reduce the beneficial use of the grasslands. 	EA is part of the Commonwealth Dept of the Environment and Heritage		

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1997	September 23	Commonwealth Minister for the Environment, the Hon Robert Hill wrote to the Member for Wills, Kelvin Thomson, acknowledging the environmental significance of the remnant native grasslands along the Merri Creek and the need to ensure a rigorous and transparent environmental assessment of the construction of the F2 Freeway.		Commonwealth Govt		

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1997	September 29	<p>VicRoads' presentation of Hume Freeway Link Project.</p> <p>Advisory Committee convened a stakeholder meeting to explain the Advisory Committee process; outline the range of investigations carried out by VicRoads relating to the various alignment options; identify if there were additional matters or alignments which might be relevant for VicRoads to investigate and consider; and identify any concerns which stakeholders had about the proposed process.</p>		<p>Environmental groups (MCMC, FOMC) and local, state and federal govt departments invited to make submissions.</p> <p>VicRoads Department of Infrastructure (DOI) Department of Natural Resources and Environment (DNRE) Environment Victoria (EV) EA Cities of Hume, Whittlesea and Moreland Pioneer Nubrik</p>		

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1997	October 17	<p>Amendments by EA to submission</p> <p>Incorporate Commonwealth requirements for environmental assessment into the Victorian process.</p>	<p>In response to issues raised at the stakeholder meeting:</p> <ul style="list-style-type: none"> require VicRoads to submit alternative transport options when assessing need for the proposal; consider releasing a draft of the Advisory Committee's report for public comment. 	EA on behalf of Commonwealth Govt	<p>Advisory Committee should submit a report to satisfy the objects of the Commonwealth's legislation.</p> <p>Following completion of the Advisory Committee process, the Commonwealth Minister (or EA) would determine the level of Commonwealth assessment, if any, required under EP(IP) Act.</p>	

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1997	November 20	<p>MPLG agreed to the cooperative arrangements proposed by the Commonwealth with two qualifications:</p> <p>DOI is the Victoria agency for the EA process; and</p> <p>MPLG will prepare and submit an Assessment Report to the Victorian Minister for Roads and Ports and the Commonwealth Minister for the Environment once the Advisory Committee's report is received.</p>		MPLG DOI EA	<p>Information package to be submitted to the Commonwealth Minister for the Environment will consist of:</p> <ul style="list-style-type: none"> • Planning Assessment Report (PAR) by VicRoads • Public submissions in response to PAR and Advisory Committee • Advisory Committee's report • Minister's Assessment Report <p>Information bulletin published by the Advisory Committee to brief the community of progress to date and the process, distributed to 20,000 households and businesses in the study area.</p>	

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1998	January - February	Ecology Australia Pty Ltd conducted studies of flora and fauna associated with options 1 to 5		VicRoads		
1998	May	Advisory Committee sought and received permission from MPLG to change the Terms of Reference to allow the Advisory Committee to recommend to the Minister that some routes be deleted based on VicRoads' and the Advisory Committee's own analysis.		Advisory Committee VicRoads MPLG		
1998	June 12	FOMC and EV wrote to EA expressing concern that the process no longer met Commonwealth requirements.		FOMC EV EA		
1998	August 13	FOMC request Freedom of Information (FOI) for documents relating to Minister's decision for no EES, original Advisory Committee Terms of Reference, Commonwealth requirements, and requests to delete options from Terms of Reference.		FOMC Victorian Govt Commonwealth Govt		

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1998	September 24	FOMC wrote to the Commonwealth Minister for the Environment expressing concerns with the environmental assessment process in relation to the F2 Freeway.		FOMC Commonwealth Govt		
1998	October	MPLG provided advice to Advisory Committee and added new item to its Terms of Reference: To recommend any relevant planning or other measures to manage land use and to protect native grasslands and other environmental features in the area affected by a recommended freeway alignment, if one is identified.		Victorian Govt		
1998	October 12	MPLG's letter to the Chair of the Advisory Committee that the focus should be on road transport in the Hume Corridor.		VicRoads Victorian Govt		

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1998	October 9 - December 11	Exhibition of VicRoads' PAR. Federal Govt allocated \$1.3million to fund the Craigieburn PAR under National Hwy Program.	<p>Report initiated to resolve the need and location of the Craigieburn link.</p> <p>7 options developed:</p> <ul style="list-style-type: none"> options 1 to 5 east of Hume Hwy; option 6 upgrading existing Hume Hwy to Fwy standards; and option 7 using the E14 corridor. <p>VicRoads' evaluation concluded that option 6 is not a viable option because of its level of impact, high cost, and reduced traffic benefits.</p> <p>VicRoads' preferred option 1 to provide highest level of traffic service and lower cost, with benefit/cost ratio of 4.</p>	VicRoads Federal Govt	A detailed Environmental Management Plan will be prepared in consultation with relevant govt authorities and interest groups before any construction occurs.	

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1998	October 27	Craigieburn and Cooper Street Grasslands added to the Register of the National Estate.		Commonwealth Govt		
1998	November 5	EV wrote to the Commonwealth Minister for the Environment setting out the inadequacies of VicRoads' PAR in terms of Commonwealth requirements.		EV		
1998	November 12	Commonwealth supplies documents under FOI request by FOMC		FOMC Commonwealth Govt		
1998	December 3	Commonwealth Minister for the Environment wrote to FOMC stating that EA would take into account obligations under Commonwealth legislation, including the Australian Heritage Commission Act 1975 and the Endangered Species Protection Act 1992.		Commonwealth Govt EA FOMC		
1998	December 15	MCMC and seven other groups lodged a submission with the Advisory Committee outlining a new 'Option 8'	'Option 8 - A Genuine Solution' involved public transport and rail freight upgrades, improvements to the Hume Hwy and creation of a Merri Creek Grasslands Park.	Merri Creek Consortium		

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1999	April 12	Advisory Committee held a directions hearing to establish the procedures for future Advisory Committee hearings.		Planning Panels Victoria		
1999	May 3 - 21	Committee conducted 12 days of public hearings re Hume Fwy Alignment between Craigieburn and the Metropolitan Ring Road.		59 submissions		
1999	August 18	MCMC requests meetings with Commonwealth Ministers for Transport and Environment.		MCMC Commonwealth Govt		
1999	September 8	MCMC, EV and the Public Transport Users Association (PTUA) attend meetings in Canberra with Depts Environment and Transport & Regional Services.		MCMC EV PTUA Commonwealth Govt		
1999	September 21	EV wrote to the Commonwealth Minister for the Environment requesting the Commonwealth Govt require an independent assessment of the F2 Fwy, addressing in particular the need for the F2 Fwy and any feasible and prudent alternatives.		EV Commonwealth Govt		

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1999	October	Advisory Committee Report I to consider options for modifying the alignment of the Hume Freeway Reservation from Craigieburn to the Metropolitan Ring Road (including existing Hume Hwy and E14 alignment to the west).	<p>The submission by the Merri Creek Consortium is critical of the PAR in that:</p> <ul style="list-style-type: none"> • it does not demonstrate the need for the freeway • it does not investigate a non-freeway option • it does not separately investigate a public transport option <p>Instead of the freeway, it proposes improvements to the existing hwy and rail system.</p> <p>Moreland City Council also questioned the need for a freeway and does not believe that freeways should be considered an inevitable solution to traffic problems.</p>	Victorian Govt 46 written and 59 oral submissions	<p>Recommended option 5 (modified to move further east in one section to minimise intrusion on Craigieburn East Grasslands or impact on the Curly Sedge Creek) out of 7 options, including existing alignment of Hume Hwy.</p> <p>Committee considers it appropriate to rely on a strategic need for a freeway without having to justify it on the basis of traffic needs.</p> <p>Committee does not consider it appropriate to question the objectives or strategies contained in various Government policies.</p> <p>Committee recommends that construction of the F2 should not commence until a project environmental strategy plan is prepared.</p>	

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1999	December 16	Metropolitan Transport Forum (MTF) writes to the new Victorian Minister for Planning, Hon John Thwaites, expressing concern about VicRoads' PAR and requesting the public release of the Advisory Committee Report.		MTF Bracks Govt VicRoads		
2000		Minister for Planning asked DOI to carry out a further investigation to determine if a superior option may be available, taking account of the wider land use and transport planning context.		Dept working party convened with input from DNRE and VicRoads.		
2000	July 16	Environment Protection and Biodiversity Conservation (EPBC) Act 1999 comes into operation.		Commonwealth Govt		

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2000	July 28	Advisory Committee released its report, together with DOI Working Party report 'Hume Freeway F2 Link, Craigieburn to Metropolitan Ring Road: Review of Route Options and Environmental Measures' with new options X, Y and Z and impacts compared to option 5, intended to respond to the concerns expressed at the public hearings.	The final decision whether to adopt option X, Y, Z or 5 depends on the relative weights given to consideration of ecological and heritage differences, issues of land use control, project implementation costs, and local impacts.	DOI Working Party VicRoads	VicRoads decided that modifications to option 5 would be too costly and have marginal environmental benefits, and a reduced benefit/cost ratio.	
2000	August	Scientists write to Victorian Minister for Environment and Conservation requesting a Critical Habitat Determination for five species of flora and fauna		Victorian Govt Scientists including Dr Colin Hocking (Advisory Committee Report, 2000: p70)	Request refused	
2000	August 21	Minister for Planning appointed Advisory Committee to conduct public hearings and investigate and report on matters in its terms of ref.		Victorian Govt	Same people and Chair appointed as previous Advisory Committee in 1997	

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2000	September 5	Public meeting organised by FOMC in Coburg Town Hall attended by over 300 people		FOMC Local community and residents	Three motions carried unanimously: -Creation of major new park along Merri Creek -A comprehensive and sustainable transport strategy for northern suburbs -An open and consultative process to develop the strategy	
2000	September 12	Meeting held between Justin Madden, Assistant Minister for Planning, Minister for Transport, Peter Batchelor, DOI and other staff, and FOMC, MCMC and the PTUA to discuss the best way to address the further recommended options.	Suggested a more collaborative process with a chair and facilitator acceptable to the stakeholders. Gave the ministers copies of 'Working With our Customers and the Community' 1993 by Melbourne Water Corporation which provided a framework for a consultative approach.	FOMC MCMC PTUA Victorian Govt		
2000	September 15	Submissions closed to the Advisory Committee.		1,930 submissions received, including form letters.		

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2000	October 6	A directions hearing		Victorian Govt VicRoads	VicRoads must provide further 12 pieces of information, including: <ul style="list-style-type: none"> Govt's proposals for public transport improvements within Hume Corridor Proposed rail freight terminal at Somerton 	
2000	October 23 - November 10	Public hearings to consider the further proposed options	Merri Creek Coalition, together with Councils of Moreland and Darebin, call for a more open, collaborative approach which seeks to find solutions and agreement among stakeholders.	91 submissions		
2000	December 7	Advisory Committee and representatives of VicRoads, Parks Victoria and DNRE inspect grasslands and each creek crossing.		Advisory Committee VicRoads Parks Victoria DNRE		

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2000	December	<p>Advisory Committee Report II to consider the DOI Working Party Review and public submissions.</p> <p>As well as options X, Y, Z and 5, the Committee was required to consider options of upgrading existing Hume Hwy as a duplicated hwy and as a freeway.</p>	<p>Committee believes that if there had been a community consultation process at the outset, as required of an EES process, many of the community concerns could have been sorted out.</p>	<p>840 individual written submissions:</p> <p>720 opposed to freeway, 120 in support.</p> <p>3 pro-forma submissions (2 in support by 502 and 359 people, and one opposing freeway by 229 people).</p> <p>Total of 1,930 submissions</p>	<p>Recommended option Y to avoid important native grasslands containing rare and endangered flora and fauna.</p> <p>Implement the Water Sensitive Road Design Strategy to treat run-off from the freeway.</p> <p>A regional park should be established based on high conservation, heritage, landscape and recreational values linked by the Merri Creek.</p>	
2000/01		<p>Funding commences to construct this project from the Federal Govt's forward program of works.</p>		<p>Federal Govt Victorian Govt VicRoads</p>	<p>Federal Government allocated \$35 million in its May Budget to allow work to proceed this financial year (Anderson, 2001).</p>	
2001	January 3	<p>Advisory Committee submits its report to the Minister for Planning.</p>		<p>Victorian Govt</p>		

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2001	January	MTF commissioned an independent study to develop and cost a package of improvements to public transport, rail freight and road infrastructure along the existing Hume Highway as an alternative to the Craigieburn Bypass	<p>Opportunity to demonstrate MTF's 'Creating Choices' transport planning principles.</p> <p>Key emphasis that transport planning and investment should be integrated, involving all modes of transport.</p>	<p>MTF</p> <p>Cities of Darebin, Melbourne, Moreland and Yarra</p>		

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2001	February	<p>Planning Minister's Assessment</p> <p>Minister for Planning provided assessment of the environmental effects of the Craigieburn Bypass proposal to the Commonwealth Minister for Environment and Heritage, Commonwealth Minister for Transport and Regional Services, Victorian Minister for Transport, and Hume and Whittlesea councils.</p>	<p>Although an EES process might have offered certain advantages, the two-stage Advisory Committee process has provided a very thorough and independent public inquiry into issues and options for the development of a freeway link from the Metropolitan Ring Road to Craigieburn.</p> <p>The need for the freeway has been adequately established through the modelling of future traffic volumes on the Hume Hwy south of Craigieburn and related traffic origins and destinations in the northern Metropolitan area.</p>	<p>Victorian Govt</p> <p>Federal Govt</p> <p>Hume and Whittlesea councils</p> <p>VicRoads</p>	<p>Adopt Advisory Committee's recommendations of option Y.</p> <p>A structure plan should be prepared for the area between the freeway and Merri Creek to provide for protection of significant environmental values as well as development of open space.</p> <p>The proposed Craigieburn Bypass and Environs Coordination Group should function as a taskforce to lead development of the regional park.</p> <p>VicRoads should develop a program to systematically monitor the outcomes of the traffic modelling produced in conjunction with the Craigieburn Bypass project.</p>	

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2001	February 21	Victorian Minister for Transport announced the Victorian Govt's decision in relation to its preferred freeway route.		Victorian Govt VicRoads	Option Y with minor variation	
2001	February 27	Advisory Committee released its report and Planning Minister's assessment to those parties who had made submissions at the Advisory Committee hearings.		Victorian Govt VicRoads		
2001	March	People of Whittlesea Refusing Entry (POWRE) gathered 1700 signatures in one day against the freeway	Why hadn't local council and MPs consulted them about Merri Creek Fwy? Concerned about destruction of local park and golf course, noise and respiratory health impacts.	Residents in Lalor		

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2001	March 27	<p>'Melbourne's Northern Gateway an Integrated Approach' released by consultants for the MTF and Cities of Darebin, Melbourne, Moreland and Yarra (Russell et al, 2001). Report submitted to State and Federal Ministers for Transport.</p>	<p>Alternative to the Merri Creek (F2) Freeway, based on Highway, Public Transport and Rail Freight Improvements</p> <p>Arguments used to support the Bypass are shown to be flawed</p> <p>Integrated transport solution for the Hume Hwy Corridor</p> <p>A Cultural Heritage and Environmental Park should be developed in Northern Merri Creek instead of a freeway</p>	<p>MTF</p> <p>Cities of Darebin, Melbourne, Moreland and Yarra</p>		

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2001	March 29	Minister for Transport, Peter Batchelor, publicly slammed Russell Report and Darebin and Moreland Councils	<ul style="list-style-type: none"> • Median widths for upgrade of Hume Hwy unsafe • Traffic delays for through and turning traffic • More trucks along Sydney Road and residential areas • Government has sold off freeway reservation along the Merri Creek south of the Ring Road and is developing housing and parklands along the former route • Based on submissions to the planning panel those who lived closest to the proposed Craigieburn Bypass were in support of the project. <p>(Victorian Govt, 2001)</p>	Victorian Govt		

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2001	May	The Growling Grass Frog study in relation to the F2 Fwy, commissioned at direction of the Advisory Committee, was provided to VicRoads		Ecology Australia VicRoads		
2001	May	POWRE public meeting	Prof Bill Russell spoke about alternatives to the freeway and Peter Batchelor defended Fwy.	190 people attended	All but 3 people voted against a freeway and that they had not been consulted about it.	
2001	May 7	FOMC and MCMC write to EA outlining concerns with the Victorian Govt assessment and stating option that the Commonwealth EPBC Act be applied to the F2 Fwy proposal.		FOMC MCMC EA Victorian Govt		
2001	May 17	FOMC writes to the Commonwealth Minister for the Environment seeking assessment of the F2 Fwy proposal under the EPBC Act.		FOMC Commonwealth Govt		

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2001	May	Newsletter about Craigieburn Bypass from Minister of Transport letterboxed in northern suburbs.		Victorian Govt		
2001	June	POWRE public meeting		70 people attended	Motion of no confidence in Peter Batchelor for his role in Fwy carried without dissent (FOMC newsletter June - August 2001)	
2001	July	Minister for Environment & Heritage received advice of modification to Option Y from Victorian Minister for Planning		Victorian Govt Commonwealth Govt		

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2001	August 10	<p>Deputy Prime Minister and Minister for Transport and Regional Services, the Hon John Anderson, announces freeway route approval agreeing to a realignment which will take the bypass around the Whittlesea Gardens</p> <p>Changes would now be made to the relevant planning schemes.</p>	<ul style="list-style-type: none"> Community concerns not to run the new bypass through the western portion of the gardens Residents' concerns about likely noise impacts on their homes Member for McEwen, Fran Bailey, lobbied strongly for the Whittlesea Gardens to be saved 	<p>Federal Govt, especially Member for McEwen, Fran Bailey</p> <p>Community groups</p>	<p>Option Y realignment</p> <p>Option Y alignment will now swing away from the gardens and the extra cost of \$5 million will be absorbed into the overall project budget of \$306 million, thanks to a redesign that reduces landfill requirements (Anderson, 2001)</p>	
2001	August 16	FOMC requests reasons for Federal Transport Minister's decision to approve Fwy		<p>FOMC</p> <p>Commonwealth Govt</p>		

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2001	August	Federal Minister for Environment advised Federal Minister for Transport that decisions made on Bypass would be subject to conditions in EA's assessment notes		Commonwealth Govt		
2001	August 30			Commonwealth Govt Victorian Govt	Assistant Secretary (Roads Investment), Department of Transport and Regional Services approves the funding of the proposed Craigieburn Bypass.	
2001	August 31	Minister for Planning approves amendment C22 to Hume Planning Scheme (probably also Whittlesea) including new Public Acquisition Overlay for Fwy and deletion of existing Public Acquisition Overlay on previous Fwy route.		Victorian Govt City of Hume		
2001	September 5	Tenders close for expressions of interest for multi-disciplinary teams for Bypass.		Commonwealth Govt Victorian Govt	Commonwealth Minister for Transport and Regional Services announces decision to fund the proposed Craigieburn Bypass.	

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2001	September 14					Contract awarded for construction of new portable building for VicRoads' Craigieburn Bypass project office
2001	September 16	Federal Minister for Transport sent letter to Victorian Minister seeking assurance that dept give appropriate consideration to the Russell Report and its proposed alternative to the planned realignment.	Many recommendations in report covering public transport and rail freight options, which might merit consideration "following finalisation of the route selection process". (Federal Court of Australia, 2003)	Commonwealth Govt Victorian Govt		
2001	November 1	Assistant Secretary Roads Investment, Dept of Transport replies to Environment Defenders Office (EDO) request for reasons for Transport Minister's decision on Bypass.		FOMC Commonwealth Govt	Advised that FOMC not entitled to make a request under S13 of AD(JR) Act 1977 and not a person aggrieved by decision. Enclosed copy of decision.	

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2001	November 14	Tenders close for VicRoads' Contract 5390 - development of urban design and architectural concepts for a significant gateway and associated noise walls. Tenders close for Contract 5378 - design and construction of bridgeworks and associated roadworks for Bypass adjacent to Hume Hwy Craigieburn.		VicRoads Architects and construction companies		
2001	December 3	FOMC initiates action in Federal Court re Federal Minister for Transport's refusal to provide reasons for Fwy approval.		FOMC Commonwealth Govt		
2002	February 4	Directions Hearing at Federal Court	Challenging Federal Govt's refusal to release reasons to fund the Fwy and Transport Minister's claims that FOMC is "not a person aggrieved" by his decision	FOMC Federal Govt		
2002	February 5	First meeting of Craigieburn Bypass Environs Co-ordination Group.				

Year	Month	Planning and Environmental Issues	Key Arguments	Stakeholders	Key Decisions	Construction Events and Companies Involved
2002	March 1			FOMC Commonwealth Govt	Federal Court established that FOMC is an aggrieved person in relation to the Fwy, and Commonwealth provided reasons for the decision to fund the Fwy. Commonwealth Govt concedes all points in legal case and agrees to pay FOMC's costs.	
2002	March	Federal Minister for Environment certifies that impacts of construction, operation and maintenance of Bypass modified Option Y have been assessed under EPIP Act.		Commonwealth Govt		
2002	April 2	Executive Director Australian Heritage Commission replies to request from FOMC about advice given on the Bypass and potential impacts on Craigieburn to Cooper Street Grasslands.		FOMC Australian Heritage Commission Commonwealth Govt		

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2002	April 9	Craigieburn Bypass launched Federal Member of Parliament for McEwan, Fran Bailey, representing the Federal Govt, Victorian Premier Steve Bracks and the Minister for Transport, Peter Batchelor, officially mark the start of the 17km Craigieburn Bypass	<p>Craigieburn Bypass is a crucial element of the Federal Government's National Highway Program in Victoria.</p> <p>It will deliver excellent outcomes for the economy, road users, the region and the environment.</p> <p>By using the Bypass, motorists will avoid six sets of traffic lights along the busy section of the Hume Hwy and can expect to save up to 30 minutes between Craigieburn and the Ring Road during peak hours.</p> <p>Craigieburn Bypass would deliver \$1b worth of economic benefits to Victoria - through better travel times, fewer accidents, reduced fuel and vehicle operating costs.</p> <p>(Victorian Govt, 2002)</p>	<p>Federal Govt Victorian Govt</p> <p>Abigroup Contractors</p>	<p>A new regional park would be established along the Merri Creek, from the Ring Road to Craigieburn Road East and incorporating the Cooper Street and Craigieburn Grasslands, to improve recreational facilities for residents of Melbourne's fastest growing northern corridor.</p>	<p>Construction starts on \$306m federally funded 17km Craigieburn Bypass</p> <p>Abigroup Contractors awarded the first road works contract by the Victorian Govt.</p> <p>The \$4.1m contract includes the design and construction of a bridge over the Craigieburn Bypass and a road connecting the Bypass with the Hume Hwy.</p> <p>Work on this contract is scheduled for completion by early 2003.</p>

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2002	December 5 & 6	FOMC seeking judicial review in Federal Court of Commonwealth's decision to fund F2 Fwy	<ul style="list-style-type: none"> Commonwealth Minister for Transport, John Anderson, was in breach of the Australian Heritage Commission Act when he committed the Commonwealth to fund the Fwy Minister did not properly consider alternatives to the construction of the Fwy as required by the Australian Heritage Commission Act 1975 	FOMC Commonwealth Govt		
2003	July 4		Federal Govt claimed alternative to Fwy (Russell Report) would cost too much	FOMC Federal Govt	Federal Court dismissed FOMC challenge against Merri Creek Fwy	

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2004	December 21	Stage One opened - first 4kms from the Metropolitan Ring Road at Thomastown to Cooper Street Epping opened to traffic		<p>Victorian Govt Federal Govt Taylor Cullity Lethlean Tonkin Zulaikha Greer Webb Australia Robert Owen Lightmoves</p>		<p>300m LED wall The Northern Lights by Lightmoves Pty Ltd</p> <p>Designed by landscape architects Taylor Cullity Lethlean and engineers Webb Australia in collaboration with local artist Robert Owen</p> <p>Three series of sculptural sound walls by Taylor Cullity Lethlean, Tonkin Zulaikha Greer, and Robert Owen</p> <p>Curved pedestrian bridge by Taylor Cullity Lethlean and Robert Owen</p>

Year	Month	Planning and Environmental Issues	Key Arguments	Stakeholders	Key Decisions	Construction Events and Companies Involved
2005	December 20	Craigieburn Bypass opened Federal Minister for Local Government, Territories, and Roads, Jim Lloyd, and the Victorian Minister for Transport, Peter Batchelor, officially opened the fully completed \$306m Craigieburn Bypass, linking the Hume Fwy near Mt. Ridley Road at Craigieburn to the Metropolitan Ring Road at Thomastown.	It will reduce travel times, provide fuel savings to motorists and the freight industry, reduce traffic congestion, enhance road safety on the Hume Hwy, and remove traffic from local roads. (Victorian Govt, 2005)	Federal govt Victorian Govt		
2006	November 10	Abigroup awarded HAYS National Civil/Infrastructure Award - Over \$100m - for Craigieburn Bypass		Abigroup		Includes 2,400,000 m3 of earthworks, eleven bridges, numerous smaller drainage structures, significant landscaping and a shared path along the entire length. (Master Builders, 2006)