



Fact Sheet

# Beveridge Intermodal Precinct

The Beveridge Intermodal Precinct, to be developed in Melbourne's north, will be Australia's largest intermodal precinct.

The project will help transform the nation's supply chain and lower costs for Australian businesses and families.

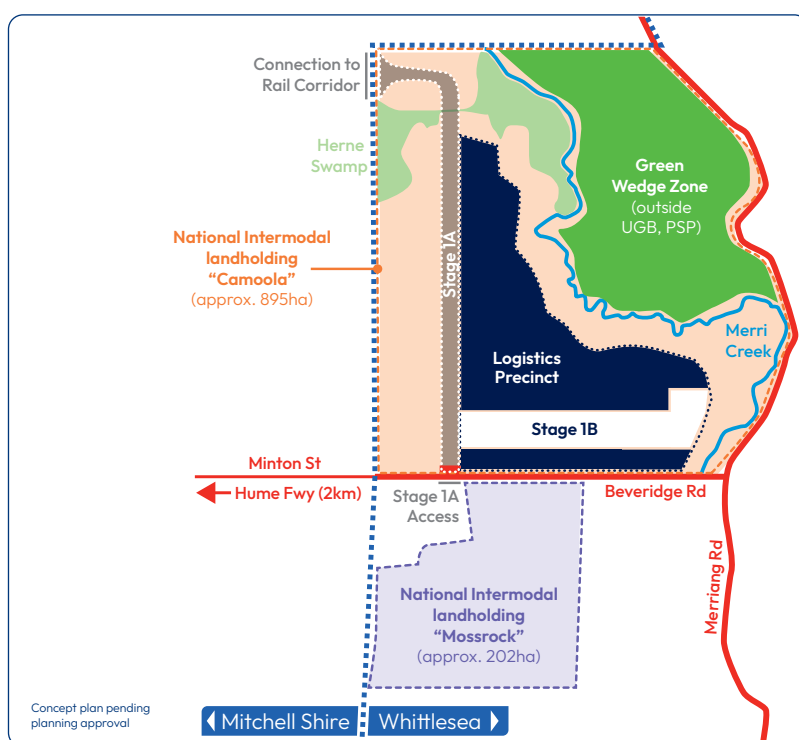
Strategically located on the Inland Rail route, the 1,100 hectare site with 600 hectares of developable land, will have the ability to offer the efficiency of double-stacked container services for 1,800-metre freight trains to Perth via Parkes, and to Brisbane on completion of Inland Rail.

The project is intended to be delivered in stages with the first to be operational in 2026. This first stage involves the construction and operation of a permanent rail connection to the existing Melbourne-Albury-Sydney rail freight corridor and a basic terminal with no warehousing. A second stage of the project, due for operation in 2028/2029, is proposed as a full-service terminal with co-located warehousing and significant road upgrades.

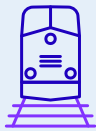
The wider Beveridge Intermodal Precinct will be a welcoming place for people to work, relax, and connect. Designed to respect and celebrate the stories and culture of the Wurundjeri Traditional Owners, it will exemplify Country-centred development, with water sensitive urban design and biodiverse planting.

Canopy trees and landscaping will be strategically placed to soften the appearance of buildings and structures, and provide urban cooling and shade, while a green corridor will provide a landscaped interface between the precinct and the culturally and ecologically important Merri Creek.

These measures, along with high-quality food and beverage outlets and worker amenities, will ensure the precinct becomes a place to connect with people and nature.



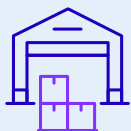
## Project benefits



Significantly enhance competition in the rail freight sector by ensuring independent, open access arrangements for all industry participants and the ability to provide freight services across Melbourne and through to Sydney, Brisbane, and Perth.



A lower emission and future-proofed intermodal precinct combining automation, electrification and renewable energies to process around 500,000 TEU per year. The completed precinct will have significant renewable energy opportunities including the potential for 200 MW of solar capacity, making it the equivalent of a mid-size power station.



Delivery of common use infrastructure, 850,000 square metres of warehousing, and complementary activities including food & beverage and lifestyle amenities and servicing.



Investment in upgrades to local roads to support growth of the area and cater to future land use. This is in addition to the Commonwealth Government's \$900 million investment into Camerons Lane Interchange, providing a direct link to the Beveridge Intermodal Precinct from the Hume Freeway.



A modern freight and logistics hub for Melbourne, creating an estimated 20,000+ associated jobs.



Around 300 hectares of the 1,100 landholding comprises existing Green Wedge Zone, with up to 50% of the overall landholding potentially holding culturally and/or ecologically significant attributes that can be enhanced in the future. We will apply key learnings from the Moorebank Intermodal Precinct in Sydney, where activities like community eco-tours have been a considerable success.

## Environment

The Stage 1A footprint comprises around 60 hectares of undeveloped farmland within the Whittlesea Local Government Area. The site, which is currently used for livestock grazing, is bordered by Merri Creek to the east, with Herne Swamp occupying the northern portion. Over time cattle grazing will be phased out, helping to restore the wetlands and Merri Creek. National Intermodal has engaged ecology consultants to undertake surveys to identify native vegetation and local wildlife at the site and has incorporated their technical advice into the precinct's design, with the goal of protecting and preserving as much vegetation in the area as possible.

As well as working with our contractors to manage impacts to flora and fauna, hydrology and stormwater, we will consult stakeholders and the community regarding landscaping plans for the site, to ensure they suit the local area.

## Heritage

National Intermodal is preparing a Cultural Heritage Management Plan (CHMP) to outline the measures we will take to ensure Victoria's Aboriginal cultural heritage is recognised and protected as the project progresses. We are working with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation as the relevant Registered Aboriginal Party (RAP) and First Peoples – State Relations to identify and minimise impacts to cultural heritage. In parallel, the Victorian Planning Authority is undertaking a Cultural Values Assessment for the Northern Freight Precinct.

We are also working with Heritage Victoria to determine appropriate measures to assess and protect any historical heritage sites within the project boundary. This may involve seeking relevant approvals prior to construction.

## Traffic

A major community request has been addressed by the Australian Government commitment of \$900 million for the Camerons Lane Interchange in the 2024-25 Federal Budget. The interchange will provide a direct connection from the Hume Freeway to the Beveridge Intermodal Precinct, cater to the growing population, and improve freeway access and safety.

A business case for the potential Interchange is now being developed by the Victorian Government to help inform government decision making. The Victorian Government is also undertaking a planning study focused on Minton Street and Beveridge Road to determine if upgrades are needed to support the growth of the area and cater for future land use.

National Intermodal remains committed to interim local road upgrades and will contribute towards road projects in the local area.

## Join the conversation

We are engaging stakeholders and the community to better understand project opportunities and impacts. Please visit [www.nationalintermodal.com.au/beveridge-community/](https://www.nationalintermodal.com.au/beveridge-community/) for engagement activities in your community, and to subscribe to receive project updates.







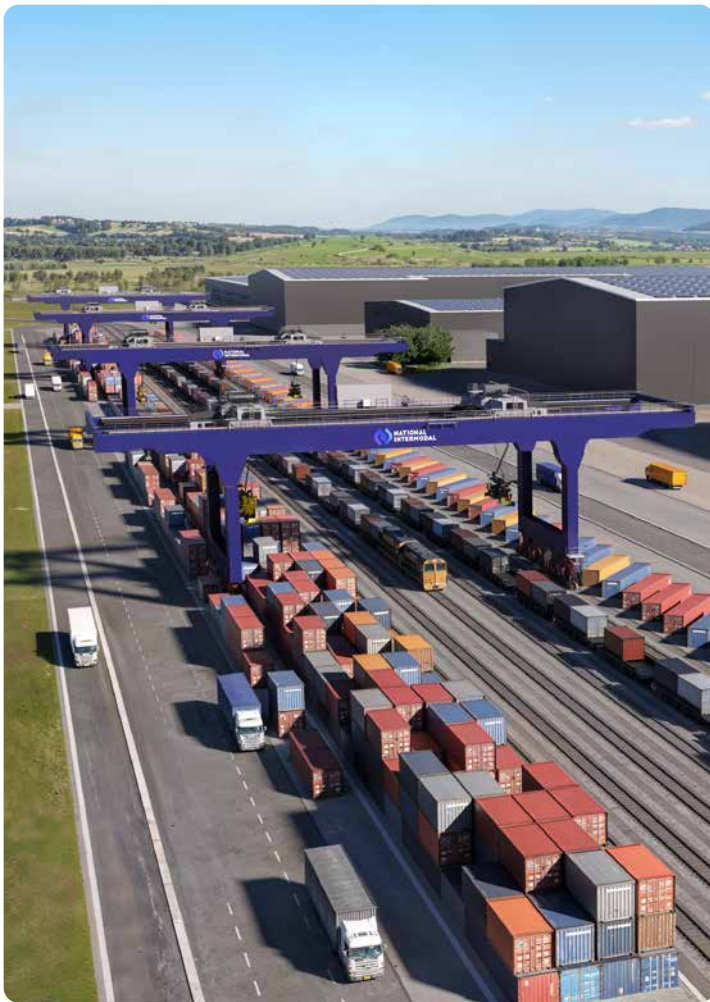
Artist's render subject to change and approvals.

## Managing construction

National Intermodal will work with project contractors to develop management plans to mitigate impacts caused by project construction. We will work with the community to understand relevant perspectives and reduce impacts wherever possible. Construction work will adhere to all relevant statutory approvals, including the project's Environmental Management Framework and Environment Protection Authority Victoria guidelines.

The table below outlines some impacts that may be expected during construction, and how these will be managed and mitigated by National Intermodal and contractors.

Impact	Details	Management
<b>Traffic</b>	There will be more trucks travelling to and from the site during construction. Construction traffic is expected to mainly use Beveridge Road – Minton Street and the existing Hume Highway Interchange at Lithgow Street. There may also be some construction vehicle activity along Beveridge Road and Merriang Road to the east.	A construction traffic management plan will outline the ways we will keep traffic moving, including: <ul style="list-style-type: none"> <li>providing clear and timely information for drivers, cyclists and pedestrians regarding changes to road conditions;</li> <li>providing wayfinding signage and warning signals leading up to and around the construction site to ensure vehicles, cyclists and pedestrians can move around safely</li> <li>limiting construction traffic and project vehicles on major roads during peak travel times, wherever possible</li> </ul>
<b>Noise and vibration</b>	To deliver the benefits associated with the project, some additional noise associated with construction is anticipated. This may include temporary noise such as: <ul style="list-style-type: none"> <li>plant and equipment usage</li> <li>additional traffic on surrounding roads</li> </ul>	A Construction Noise and Vibration Management Plan will outline how we will monitor and manage noise and vibration, including: <ul style="list-style-type: none"> <li>providing advanced notification of upcoming works</li> <li>working within standard construction hours (7am to 6pm weekdays and 7am to 1pm Saturdays) where feasible</li> <li>where out of hours works are unavoidable, undertaking further noise investigations and implementing additional mitigation (as suitable)</li> <li>considering quieter-noise work practices and equipment, including turning off equipment and machinery when not in use</li> <li>design the site layout to maximise noise buffers wherever possible</li> </ul>
<b>Dust and mud</b>	As with any major infrastructure project, some dust and mud are expected and subject to weather conditions.	We will work with our contractors to reduce the likelihood of significant dust and mud during construction and limit impacts on the surrounding environment. We will do this by: <ul style="list-style-type: none"> <li>monitoring air quality at key locations and taking action to suppress dust in windy conditions</li> <li>covering dirt and rock when being transported</li> </ul>
<b>Vegetation</b>	While the landholding was largely cleared for grazing decades ago, some limited vegetation around site boundaries may be removed to facilitate access.	A management plan will detail vegetation removal, aiming to minimize native vegetation loss and enhance the land over time with input from cultural and environmental stakeholders. Some vegetation, including non-native species, may be removed to improve Merri Creek's biodiversity, in consultation with experts.



## Site investigations

As part of preparing for the project, a range of surveys and site investigations activities have been undertaken and will take place. While site investigations occur, there will be more activity in and around the Beveridge Intermodal Precinct site, sometimes requiring traffic management.

## Planning and approvals

National Intermodal will seek a range of Victorian and Commonwealth Government land planning and environmental approvals prior to commencing any development, including approval under the Planning and Environment Act 1987 (Victoria) and a referral under the Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth).

The first stage of the project is awaiting a decision from the Minister for Planning for approval following more than 12 months of extensive geotechnical, environment, traffic and other studies, with the second stage approval to be sought in 2025.

## About National Intermodal

National Intermodal is an Australian Government Business Enterprise supporting the delivery and operation of intermodal terminals in Melbourne, Parkes and Brisbane to support the delivery of the Australian Government's Inland Rail project.

We develop infrastructure necessary to deliver products efficiently to Australian businesses, homes and families and to connect Australian exporters to the global market.

We support the Government's vision for an efficient and effective transport sector, as laid out in the National Freight and Supply Chain Strategy and are helping to transform Australia's supply chains by making them more resilient, efficient and sustainable.



Current as at February 2025

To find out more

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