



Fact Sheet

Beveridge Intermodal Precinct

Project Planning and Approvals

The delivery of a major freight and logistics hub like the Beveridge Intermodal Precinct requires a comprehensive planning and design process which includes the identification and management of any significant environmental, social and planning impacts the project could have.

Staged approach

National Intermodal is taking a staged approach to the planning and delivery of the Beveridge Intermodal Precinct, seeking a balance between early operational capacity, alignment with future local infrastructure and longer-term precinct master planning.

Stage 1A – Early Works

For Stage 1A, National Intermodal has assembled a highly experienced team of planning, environmental and heritage experts to conduct site investigations so we can better understand and address potential impacts relating to the environment, cultural heritage, traffic, acoustics, bushfire, arboriculture and hydrology.

National Intermodal will seek a range of Victorian and Commonwealth 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).

In 2020, the then Victorian Minister for Planning determined that an Environment Effects Statement (EES) would not be required for the Beveridge site, provided specified conditions are met. These conditions include preparing the following to the satisfaction of the Minister for Planning:

- An environment report in consultation with the Department of Energy, Environment and Climate Action (DEECA), the Port Phillip and Westernport Catchment Management Authority and Melbourne Water.
- A noise assessment report in consultation with the Environment Protection Authority (EPA).
- An Environmental Management Framework (EMF) in consultation with DEECA.

The planning and environment submissions lodged for early works will respond to all these conditions and requirements where applicable to each stage of the project.

Anticipated project staging

2024/25

2028/29

Stage 1A Early Works

Operational end 2024/early 2025

- Rail connection and preliminary basic terminal (hardstand and sidings)
- Demountable buildings and packaged services
- No associated warehousing

Stage 1B Integrated Terminal Precinct

Operational end 2028/29

- Full service automated intermodal freight terminal
- Land prepared for 850,000sqm of co-located warehousing



Stage 1A



Stage 1B

Stage 1B – Integrated Terminal Precinct

Indicative planning approvals process:

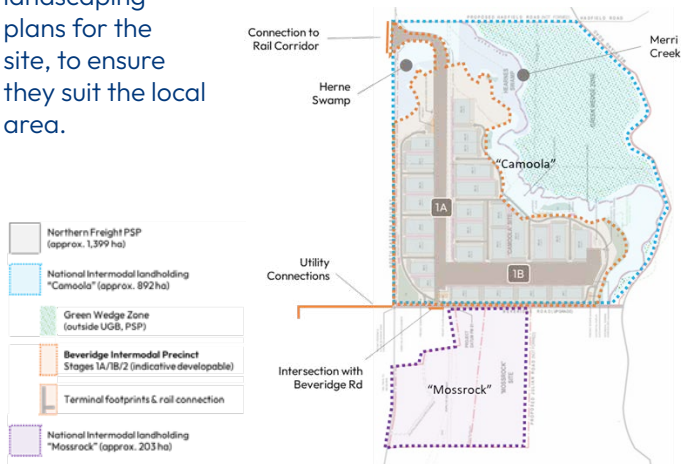


Environment and native vegetation

The Stage 1A footprint, including construction laydown areas, comprises approximately 60 hectares of undeveloped farmland to the east of the township of Beveridge, within the Whittlesea Local Government Area. The site, which is used for livestock grazing, is bordered by Merri Creek to the east, with Herne Swamp occupying the northern portion.

National Intermodal has engaged ecology consultants to undertake surveys to identify native vegetation and local wildlife at the site. Their technical advice has already led to the adoption of several design changes and is helping us protect and preserve 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.



Cultural and historical heritage

Identifying and preserving the site's cultural and historical heritage is of high importance and National Intermodal is working with cultural heritage advisors to assess where there may be sites of cultural significance in the proposed project area.

We are 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 Stage 1A progresses. We are working with the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation as the relevant Registered Aboriginal Party (RAP) and First People – State Relations to identify and minimise impacts to cultural heritage.

We are also working with Heritage Victoria to determine appropriate measures to assess and protect any historical heritage sites within the Stage 1A project boundary. This may involve seeking relevant approvals prior to construction.

Construction impacts

As with all major infrastructure projects, local impacts such as noise and vibration, dust and mud, and increased traffic may occur during construction of Stage 1A.

National Intermodal is conducting a range of studies to understand existing environmental conditions, and management plans and measures aimed at mitigating any impacts caused by project construction.

We will work with the community to understand relevant perspectives and work to reduce impacts wherever possible.

About Beveridge Intermodal Precinct Stage 1A

The Beveridge Intermodal Precinct will deliver a brand-new modern freight and logistics hub 40km north Melbourne, creating up to 7,000 direct jobs and an estimated 20,000 associated jobs by 2029.

Located on land the size of 46 MCGs, the Beveridge Intermodal Precinct will be delivered in two initial phases, with the first targeted for completion by mid-2025.

This initial phase (Stage 1A) involves the construction and operation of a permanent rail connection to the existing Melbourne-Albury-Sydney rail freight corridor, together with sidings, an interim intermodal terminal and associated infrastructure.

The interim terminal will have the capacity to handle up to two 1,800-metre interstate freight trains daily, eventually handling double-stacked container services to enable improved freight services across Melbourne and through to Sydney, Brisbane, and Perth.