



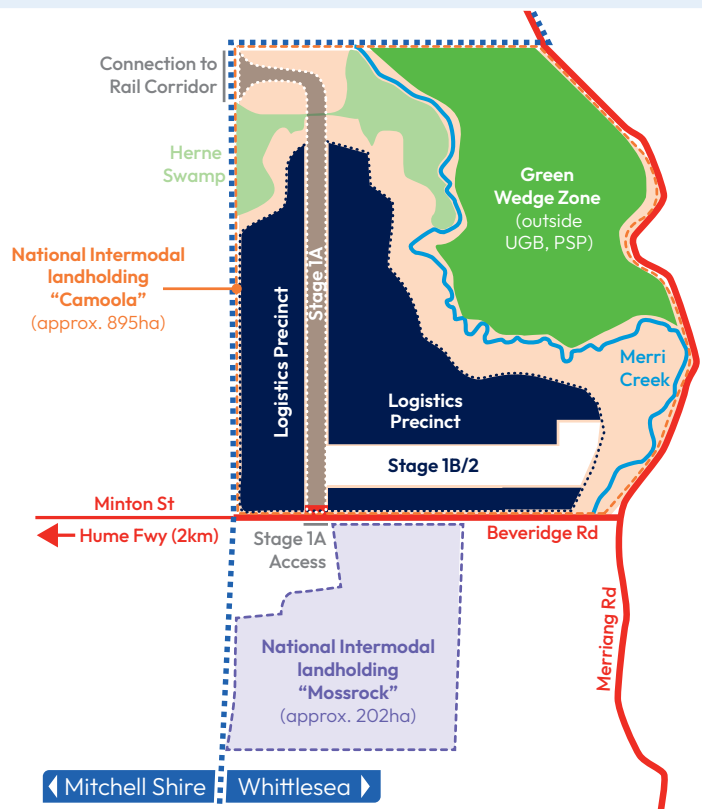
Fact Sheet

Beveridge Intermodal Precinct Environment

The Beveridge Intermodal Precinct's initial Stage 1A footprint encompasses approximately 63 hectares of existing farmland to the east of the Beveridge township, within the Whittlesea Local Government Area. The site is currently used for livestock grazing.

National Intermodal is conducting a range of studies so we can map, and better understand existing environmental conditions. These will inform our management plans and measures to mitigate any impacts associated with construction and operation of Stage 1A.

Throughout the process we will work with key stakeholders and the community to understand relevant perspectives and minimise impacts wherever possible.



Concept plan pending planning approval

Flora and fauna

National Intermodal engaged ecology consultants Biosis to undertake field surveys to identify native vegetation and wildlife within and around our Stage 1A footprint. Biosis has identified that much of the site area has already been highly modified due to more than a century of cattle grazing. Nevertheless, a range of important ecological features remain, including patches of native vegetation, part of the Herne Swamp, drainage lines into the Merri Creek and a small number of scattered mature trees.

More specifically, *Environment Protection and Biodiversity Conservation Act* (Commonwealth EPBC Act)-listed Seasonal Herbaceous Wetland of the Lowland Plains (SHWTLP) has been identified within the site, along with *Flora and Fauna Guarantee Act* (Victorian FFG Act)-listed Austral Crane's-bill and Pale Swamp Everlasting.

Herne Swamp, Merri Creek, farm dams and associated drainage lines provide habitat for the *EPBC Act*-listed Growing Grass Frog and seven *FFG Act*-listed fauna species, including:

- Brown Toadlet
- Eastern Great Egret
- Australasian Shoveler
- Hardhead Duck
- Blue-billed Duck
- Musk Duck
- Common Sandpiper



Several *EPBC Act*-listed migratory species may also use the site on an opportunistic basis. However, the Stage 1A project is not expected to substantially modify important habitat or disrupt an ecologically significant population of any of these species.

Our approach

National Intermodal has undertaken a series of early design refinements to protect and preserve ecological features within our Stage 1A footprint, guided by expert hydrological and ecological technical advice.

These include the re-alignment of the rail connection to the most northern part of the site to avoid large areas of important wetlands and refinement of rail crossing designs to minimise potential impacts to the migration pathways of the native Growling Grass Frog.

We have also committed to a broader stormwater design that will avoid adverse impacts to water flows, water quality and flood storage in the nearby Herne Swamp and Merri Creek areas of the site.

Specific design refinements to date are listed below and we will consider additional design refinements as further assessments are made:

- Bridging/culvert design of rail connection to avoid water-related impacts to SHWTLF.
- Stormwater design that avoids impacts to water quality and flows to Herne Swamp.
- Avoiding effects of lighting design on wildlife in line with Commonwealth Department of Climate Change, Energy, the Environment and Water (DCCEEW) guidelines.
- Bridge/culvert rail crossing designs to minimise potential impacts to the native Growling Grass Frog, in line with Victorian Department of Energy, Environment and Climate Action (DEECA) standards.
- Other culverts in the northern section of the proposed rail connection to allow additional movement for frogs north of the swamp.



Stage 1A

Conservation

National Intermodal is responsible for over 100 hectares of biodiversity conservation areas around the Moorebank Intermodal Precinct in Sydney, with responsibility for delivering ecological management actions under a Biobanking Agreement with the Biodiversity Conservation Trust. We will apply key learnings from our experiences there to the Beveridge Intermodal Precinct project.

Herne Swamp

Herne Swamp is a seasonal Herbaceous Wetland which will be primarily retained and protected as part of Stage 1A. A key outcome of the early works being delivered as part of Stage 1A will be the separation of this sensitive area from cattle grazing to enable natural regrowth.

Part of the historic swamp area is situated with National Intermodal's landholding at Beveridge, which we expect to predominantly preserve over the longer term.

To better understand and mitigate any indirect impacts to Herne Swamp, we are conducting a range of aquatic and rail corridor surveys. These include impact assessments to flora and fauna and surveys within the Herne Swamp area for *EPBC Act*-listed Swamp Fireweed, Pale Swamp Everlasting and River Swamp Wallaby-grass.

Merri Creek

The Merri Creek is a major tributary flowing approximately 60km from Victoria's Great Dividing Range through Melbourne's northern suburbs to the Yarra River.

Stage 1A will have no direct impact on Merri Creek, other than the creation of a crossing point over an unnamed natural drainage line that flows from west to east into the creek, to facilitate the rail connection for the project.

The crossing structure will be subject to detailed design but is anticipated to be either a culvert within an embankment or a bridge-like structure.

The crossing will ensure minimal impact on the drainage line and surrounding swamp and be designed in accordance with guidelines to protect native wildlife, including the Growling Grass Frog.

About Beveridge Intermodal Precinct Stage 1A

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

The Precinct will be delivered in stages, with the first targeted for completion by mid-2025.

The 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.



Current as at December 2023

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