



Fact Sheet

Beveridge Intermodal Precinct Construction Impacts

Overview

While our Stage 1A site footprint comprises a relatively small portion of the overall landholding at Beveridge (approximately 6%), as with all major infrastructure projects, local impacts such as noise and vibration, dust and mud, and increased traffic may occur during construction.

In response, National Intermodal is conducting a range of technical studies to understand existing environmental conditions and creating appropriate management plans and measures to mitigate any significant impacts caused by project construction.

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



Stage 1A Terminal – small initial footprint

Noise and vibration

National Intermodal recognises increased noise and vibration can be disruptive to the community. For this reason, we've made environmental noise a key consideration of the Stage 1A Project.

We have engaged acoustics consultants to assess environmental noise considerations associated with the Stage 1A Project, identifying low background noise levels in the project area.



Stage 1A Terminal – early works infrastructure, limited built form

To deliver the employment and supply chain benefits associated with Stage 1A, some additional noise associated with construction is anticipated. This may include temporary noise such as:

- plant and equipment usage
- additional traffic on surrounding roads.

National Intermodal will prepare a Construction Noise and Vibration Management Plan (CNVMP) and will work with our appointed contractors to monitor and manage noise and vibration. This will include:

- providing advanced notification of upcoming works;
- working within standard construction hours (7am to 6pm weekdays and 7am to 1pm Saturdays) where feasible;
- where out of hours works are unavoidable, undertaking further noise investigations and implementing additional mitigation (as suitable)
- considering quieter-noise work practices and equipment, including turning off equipment and machinery when not in use; and
- designing the Stage 1A site layout to maximise noise buffers.

Construction work will adhere to all relevant statutory approvals, including the project's Environmental Management Framework and Environment Protection Authority Victoria guidelines.



Moorebank Intermodal Precinct

National Intermodal oversees the development of the Moorebank Intermodal Precinct on behalf of the Australian Government. We have facilitated good environmental outcomes including:

- site remediation and maximising reuse of materials to avoid unnecessary disposal at landfills;
- protection and preservation of surrounding biodiversity offset areas to improve their ecological value and long-term vitality for the region;
- completion of an environmental management plan to enable the development and relocation of a 3km road around the precinct.

As the largest intermodal logistics precinct in Australia, Moorebank is also home to the country's largest rooftop solar installation. This opportunity will be explored at the Beveridge Intermodal Precinct along with other key learnings at Moorebank which can be applied to the development at Beveridge.

Traffic

During construction there will be additional trucks travelling to and from the site. 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.

We have been working with our traffic consultants to assess the potential transport impacts associated with the Stage 1A project and will prepare a construction traffic management plan as part of the approvals process.

The construction traffic management plan will outline the ways we will keep traffic moving, including:

- providing clear and timely information for drivers, cyclists and pedestrians regarding changes to road conditions;
- providing wayfinding signage and warning signals leading up to and around the construction site to ensure vehicles, cyclists and pedestrians can move around safely; and
- limiting construction traffic and project vehicles on major roads during peak travel times, wherever possible.



Dust and mud

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:

- monitoring air quality at key locations and taking action to suppress dust in windy conditions; and
- covering dirt and rock when being transported.

Primary production continues...

Whilst we will fence off and enclose our Stage 1A project area during construction and operations, the majority of the Beveridge landholding will continue to be farmed in parallel, with developable areas progressively taken up over time as we deliver project stages, subject to approval over the longer term.

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.

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

This initial 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 operate around the clock, eventually handling double-stacked container services for 1,800-metre interstate freight trains and will enable improved freight services across Melbourne and through to Sydney, Brisbane, and Perth.



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