

For Public Notice via Internet**REASONS FOR DECISION UNDER *ENVIRONMENT EFFECTS ACT 1978***

Title of Proposal: Beveridge Intermodal Freight Terminal

Proponent: Beveridge Property Management Services Pty Limited

Description of Project:

The project involves development of an intermodal freight terminal east of Beveridge, immediately adjacent to the proposed Inland Rail route in an area currently used for farming. The terminal will be used to transfer interstate freight between road and rail from Victoria's two largest ports at Melbourne and Geelong to other parts of Australia.

The intermodal freight terminal and associated precinct infrastructure will include:

- Intermodal terminals for the processing of both import/export (IMEX) and interstate freight including containers and bulk commodities
- Hardstands and rail track, arrival/departure sidings for trains up to 1,800 m in length
- Locomotive refuelling areas
- Associated truck loading and circulation areas
- Distribution centres and warehousing.

It is anticipated that the terminal will operate 24 hours a day, 365 days a year.

Decision:

The Minister for Planning has decided that an environment effects statement (EES) is **not required** for the Beveridge Intermodal Freight Terminal, as described in the referral accepted on 19 May 2020, **subject to the following conditions:**

- a) An environment report for the Beveridge Intermodal Freight Terminal project must be prepared in consultation with the Department of Environment, Land, Water and Planning (DELWP), the Port Phillip and Westernport Catchment Management Authority and Melbourne Water and completed to the satisfaction of the Minister for Planning. The report needs to examine and document the following:
 - i. the predicted impacts on native vegetation and biodiversity values, particularly listed communities and species of flora and fauna (under the *Flora and Fauna Guarantee Act 1988* and *Environment Protection and Biodiversity Conservation Act 1999*);
 - ii. potential cumulative impacts on native vegetation and biodiversity values associated with planned and potential future residential subdivisions in the area surrounding the project and other known infrastructure works planned to occur in proximity to the project;
 - iii. development configurations/ layouts to avoid and minimise adverse environmental impacts;
 - iv. the mitigation measures proposed to avoid, minimise and/or manage potential impacts on native vegetation and biodiversity assets and values examined in the report that are outside the Melbourne Strategic Assessment Area, including use of no-go zones;
 - v. mapping that clarifies the locations of proposed project infrastructure, works and construction, as well as predicted environmental impacts and key environmental assets and values to be avoided (e.g. environmental control points and no-go zones); and
 - vi. targeted surveys and ecological investigations undertaken by suitably qualified persons in accordance with relevant survey guidelines in consultation with DELWP, to inform the prediction of potential environmental impacts of the project on native vegetation and biodiversity values.
- b) The environment report (condition (a)) is to be completed in order to inform the proposal that is examined through planning and approval processes, in particular under the *Planning and Environment Act 1987*.

- c) A noise assessment report must be prepared to the satisfaction of the Minister for Planning, in consultation with the Environment Protection Authority, prior to the commencement of construction works. This report needs to include:
 - i. assessment of predicted noise levels for construction and operation of the terminal and associated offsite truck and train movements;
 - ii. suitable noise mitigation measures, for locations in the vicinity of the proposed works and associated offsite truck and train movements where sensitive receptors are likely to be exposed to noise levels exceeding the relevant noise standards; and
 - iii. a procedure for notifying residents in advance of night and evening works, as well as a complaint handling procedure for construction and operations.
- d) An environmental management framework (EMF), informed by the findings and conclusions of the environment report and noise assessment report, must be completed by the proponent to the satisfaction of the Minister for Planning prior to the commencement of works. The EMF needs to be prepared in consultation with DELWP and include a statement of all environmental commitments for the project.

Reasons for Decision:

While there is the potential for significant adverse effects on biodiversity values, Aboriginal cultural heritage and surface water, as well as amenity due to changes to the noise environment, these are unlikely to have the extent and/or complexity to warrant an EES. Uncertainties remain regarding the proposed construction and operation of the proposed terminal and associated offsite truck and train movements, resulting in uncertainties for potential adverse environmental effects on biodiversity values and amenity, as well as the approach to avoiding and managing likely impacts.

Most of these potential adverse environmental effects and related uncertainties are discrete and can be addressed through targeted assessments or other statutory requirements. The conditions set out through this decision provide the most appropriate means for examining the potentially significant effects and related uncertainties for biodiversity and noise, including the development of adequate measures to avoid and mitigate impacts in the context of relevant policy and regulatory requirements.

Potential adverse effects on Aboriginal cultural heritage and historical heritage values can be addressed through the statutory requirements under the *Aboriginal Heritage Act 2006* and *Heritage Act 2017*.

Other residual potential effects including surface water should be readily addressed through respective statutory requirements, under the *Planning and Environment Act 1987* and *Environment Protection Act 1970* (to be superseded by the *Environment Protection Amendment Act 2018* from 1 July 2020).

Date of Decision:

12 / 07 / 2020