HEYBRIDGE CONVERTER STATION

MARINUS LINK

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Marinus Link is a proposed undersea and underground electricity and telecommunications interconnector between Tasmania and Victoria.

It will further connect Tasmania to the National Electricity Market, comprising Queensland, New South Wales, ACT, Victoria, Tasmania and South Australia.

Marinus Link will comprise high voltage direct current (HVDC) cables, fibre-optic cables and converter stations in both Tasmania and Victoria.

Marinus Link will be about 345 kilometres long – 255 kilometres of undersea cables and 90 kilometres of underground cables.

It will have a 1500 megawatt capacity, equal to the power supply for 1.5 million Australian homes.

HEYBRIDGE CONVERTER STATION OVERVIEW

The proposed Heybridge converter station site is at the corner of the Bass Highway and Minna Road, Heybridge (near Burnie) in North West Tasmania.

The site was previously owned by the Burnie City Council and was historically the location of a tioxide factory.

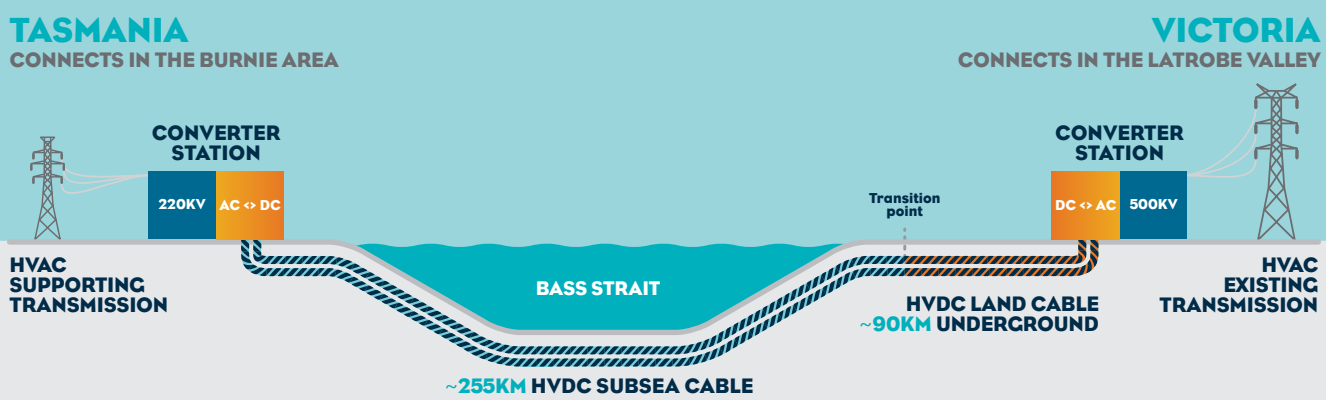
Converter stations are a key part of the proposed Marinus Link project. This is because the energy coming to and from Tasmania needs to be converted from HVDC to high voltage alternating current (HVAC).

Once converted, it can be connected into the national energy grid through Victoria, or used or stored in Tasmania.

The proposed Heybridge converter station site was carefully selected for the following reasons:

- Close to the existing power transmission network;
- Enough space for buildings and equipment;
- Accessible for heavy equipment; and
- Good access to Bass Strait for the marine cables.

The site at Heybridge is existing developed land, minimising the project's impacts on the surrounding environment. The Heybridge converter station will use voltage source conversion (VSC) technology, a newer technology than what was used for Basslink, to ensure Marinus Link meets the needs of the Australian energy grid now and into the future.



WHAT WILL THE HEYBRIDGE CONVERTER STATION LOOK LIKE?

The converter station will include two large buildings approximately 280 metres by 220 metres, each housing a converter. The converter station will also include transformers, switchgear, stormwater runoff systems and a control room. During construction, temporary laydown areas, parking, stormwater management infrastructure and landscaping will also be needed.

The converter station will be built in two stages, with work starting in early 2025.

Once operational the facility will have a small operations and maintenance crew.

PLANNING AND APPROVALS PROCESS

Marinus Link is a complex project which must go through environmental assessments and planning processes.

We are required to produce an Environmental Impact Statement (EIS) under Commonwealth legislation, an Environmental Effects Statement (EES) under Victorian legislation, and a Development Application under Tasmanian legislation.

Marinus Link has done studies to inform these documents and to understand potential project impacts and how they should be managed.

Artist's impression of converter station

Minimising impacts on the beach

We understand the value our community places on coastal areas and beaches. We are planning to use a technique called horizontal directional drilling (HDD) (HDD) to minimise the impacts of construction and operation of the cables on coastal areas. HDD involves drilling horizontally underneath the beach, the rail line and the highway to the Heybridge converter station site. The cables will then be installed in pipes below the coastal reserves, the beach and shallow marine areas

Managing impacts

Noise

As part of planning, we are doing a noise assessment to understand impacts during construction and operation of the converter station.

The assessment will consider noise output and methods to reduce noise. Our proposal for minimising noise impacts will be a part of our environmental assessments.

Noise models suggest that with these noise minimising mitigations in place, operational noise levels will be below the guidelines and impacts to nearby properties will be low.

Please note: While selection and placement of low noise equipment and building insulation is proposed to minimise noise, future residences located above the converter station may still be affected. This is because noise barriers like noise walls won't reduce sound above their height.

Management approaches:

A construction noise and vibration management plan (CNVMP) to be developed in coordination with the Environment Protection Authority (EPA) Tasmania.

The plan may include details such as:

- Noise barriers which could be put in place to reduce noise;
- Noise monitoring;
- Possible respite measures for affected residents;
- Equipment selection in favour of less noise.

Traffic

We will be assessing the traffic impacts of the project and taking measures to minimise the impact of increased traffic during the construction phase, where possible.

In Tasmania, most vehicles will travel from Burnie, Devonport or Launceston to Heybridge. The primary route will be Bass Highway with access to the converter station site via Minna Road.

Bridge strength between Port of Burnie and the converter station site in Tasmania will be further tested to know if strengthening works are needed.

Construction traffic may increase delays from traffic turning onto the highway from Minna Road during peak periods, however, these delays are expected to be minor.

Management approaches:

A traffic management plan will be put in place to detail how the project will manage traffic impacts.

Some measures may include:

- Additional signage;
- Speed limit reductions;
- Use of traffic controllers.

Visual

We will also be working to minimise visual impacts of the Heybridge converter station. We will be doing an assessment to understand any effects the project may have on visual amenity and identify management measures that may be needed to reduce the impact.

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FURTHER INFORMATION

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