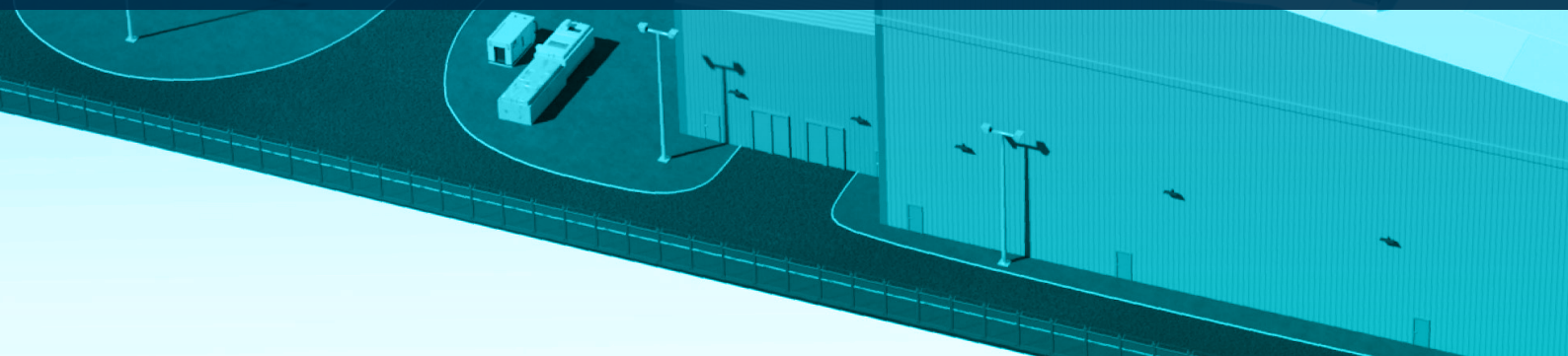


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# HEYBRIDGE CONVERTER STATION

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September 2024



# MARINUS LINK

**Marinus Link is a proposed undersea and underground electricity and data interconnector between North West Tasmania and the Latrobe Valley in Victoria.**

It will enable the flow of more electricity in both directions, delivering low-cost, reliable and clean energy for customers in the National Electricity Market (NEM).

The project includes high voltage direct current (HVDC) cables, fibre optic cables, a communications station, and converter stations at each end.

The project's cables span 345 kilometres (km). This includes 255 km of undersea cables across Bass Strait

and 90 km of underground cables in Cippisland, Victoria.

Marinus Link will be delivered in two stages. Initially as a 750 megawatt (MW) project (Stage 1) with a second 750 MW link to follow at a later date (Stage 2).

Marinus Link is currently in the Design and Approvals phase, with a Final Investment Decision for Stage 1 planned for May 2025.

Marinus Link's 1500 megawatt (MW) capacity is equal to the power supply for 1.5 million Australian homes and approximately three times the capacity of the existing Tasmania to Victoria interconnector, Basslink.

## HEYBRIDGE CONVERTER STATION OVERVIEW

The 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.

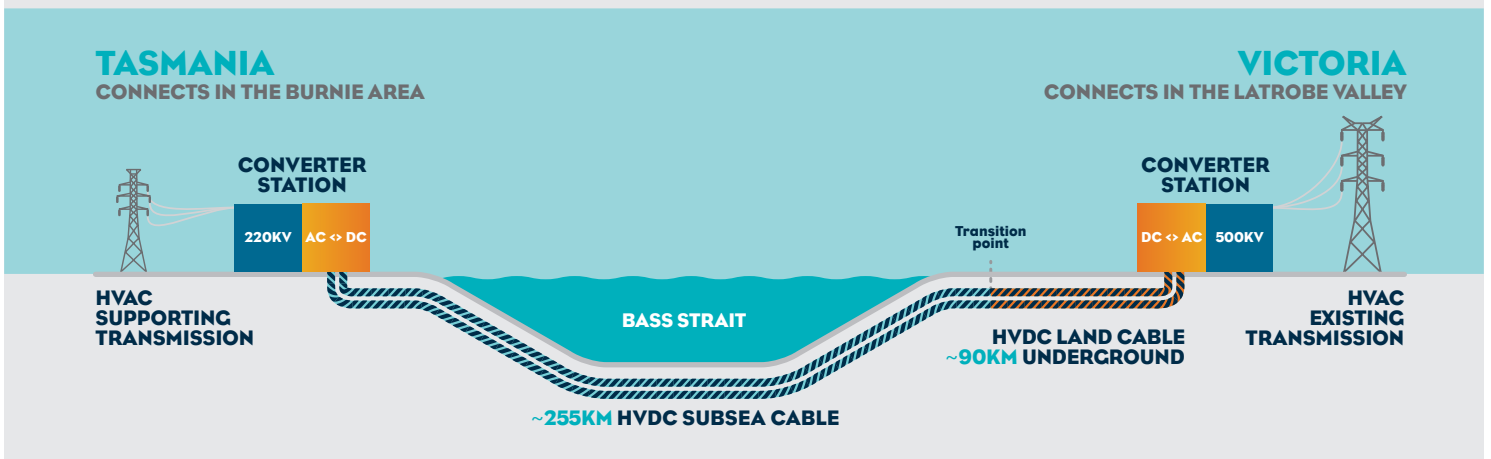
The Heybridge converter station is a key part of the Marinus Link project. This is because the energy coming to and from Tasmania needs to be converted from HVDC to high voltage alternating current (HVAC).

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

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

- ◇ Access to a 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.



# WHAT WILL THE HEYBRIDGE CONVERTER STATION LOOK LIKE?

The Heybridge converter station will include two large buildings approximately 280 metres by 220 metres, each housing high-voltage converter equipment.

Outside the buildings there will be switch yards, transformers, switchgear, a controls building and associated equipment. During construction, you will see the development of temporary laydown and parking areas, stormwater and utility infrastructure management, as well as site landscaping activities.

**The converter station will be built in two stages, with work starting in 2026.**

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.**

For the Heybridge converter station, we are required to produce a Development Application and Environmental Impact Statement (EIS) under Tasmanian legislation. An EIS is also being prepared for the shore crossing leading into the converter station site.

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

Public comment on the Development Application and EISs is expected to be sought in late 2024. An approvals process facilitated by the Environmental Protection Authority (EPA) Tasmania will follow public comment.



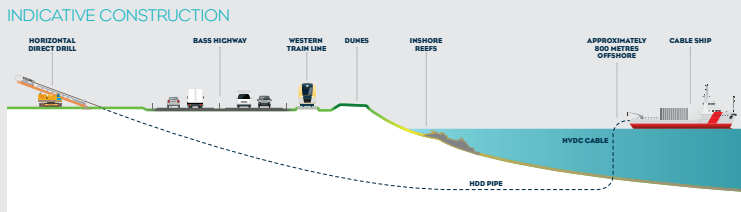
Artist's impression of the Heybridge converter station.



## Minimising impacts

### 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



### Noise

As part of our planning, we are undertaking a noise assessment to understand potential 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 will be developed in coordination with the 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 understand if strengthening works are needed.

Construction traffic may increase delays from vehicles 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.

Information on how we are minimising and managing impacts will be documented in the Development Application and EISs for the Heybridge converter station and shore crossing. These documents are expected to be open for public comment in late 2024.

**MARINUS**  
LINK

## Further information

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