Stantec

Memorandum

Project:	Marinus Link Project	**Office:**	Melbourne, Bourke St
Project №:	300304112	**Status:**	Final
Client:	Marinus Link Pty Ltd	**Prepared by:**	JS
Date:	27 June 2024	**Approved by:**	KW
Subject:	**Marinus Link Project Environmental Effects Statement (Victoria) – Supplementary Staging Assessment – Traffic & Transport**		

Introduction

Marinus Link (the project) comprises a high voltage direct current (HVDC) electricity interconnector between Tasmania and Victoria, to allow for the continued trading and distribution of electricity within the National Energy Market (NEM).

In May 2024, a transport impact assessment report was exhibited as technical appendix W, forming a part of the Marinus Link EIS/EES. This technical report presents the assessment of the traffic and transport impacts associated with the project during its construction, operation and decommission phases. It defines the Environmental Performance Requirements (EPRs) required to meet the study objectives, as outlined within the EES scoping requirements.

Subsequent to the preparation of the transport assessment, a change has been proposed to the timing of the two stages of the Marinus Link project (the project) that is different to what has been assessed in the EIS/EES. Each stage would deliver one complete 750 MW HVDC circuit between Tasmania and Victoria.

This memo outlines the changes proposed to the staging of the Marinus Link project, and any implications from a traffic and transport perspective as a result of the proposed changes. It considers the information provided in the Marinus Link information update #1 provided on the Marinus Link website (https://marinuslink.com.au/eis-ees-updates/marinus-link-information-update-1-timing-of-stage-2/) and the instructions provided to undertake this supplementary assessment (Appendix A).

This memo must be read in conjunction with the transport impact assessment exhibited with the EIS/EES.

Description of Change in Project Staging

The Marinus Link construction within Victorian consists of four primary construction activities:

- The Victorian Shore Crossing
- Construction of the Transition Station
- Construction of the Converter/(s) Station
- Construction of the Cable Route (Project Alignment)

The cable route construction will occur over two stages with two parallel trenches containing a separate cable each.

The EIS/EES assumes the Stage 2 cable would be installed immediately after the Stage 1 cable was completed, and this would occur between 2025 and 2030. The revised construction staging seeks to separate the Stage 2 works from Stage 1.

Stage 1 will take place between 2025 and 2030. Consistent with the EIS/EES, properties along the cable alignment will host main construction works for a period of time within the initial 5 year period. The stage 1 circuit will be commissioned by 2030 and stage 2 works will commence in 2031.

MLPL consider a likely scenario to be that Stage 2 would be laid and commissioned by 2033.

A concise summary of the changes in construction methodology and staging are outlined below:

Stage 1

Stage 1 will include the works as assessed in the EIS/EES:

- Earthworks and site preparation for:
  - the converter station site to address requirements for both converter stations for Stage 1 and Stage 2.
  - access tracks and construction laydown areas.

  - All HDD drilling sites for both stages.
  - trenching works to install conduits and joint pits that will accommodate cables for both stages.
  - sea floor pre-lay grapnel run.
- Laying the cable for Stage 1 across Bass Strait and along the land cable route.
- Construction of the Stage 1 converter station at Hazelwood, communications building (and transition station, if required).
- Establishing major construction laydown areas and access tracks, which will remain in place through the interim period between Stage 1 and Stage 2.

Fences will be removed along the construction area after completion of temporary reinstatement following completion of Stage 1 and land use would be able to resume. The haul road along the construction corridor will also be removed at the completion of Stage 1.

Stage 1 works on each property will include temporary reinstatement works. This will include temporary infrastructure necessary to comply with Property Management Plans and to facilitate efficient use of the land in the interim period prior to Stage 2 works.

Stage 1 will be completed when temporary reinstatement works are finalised on each property. Rehabilitation works will be done following completion of Stage 1 works.

Stage 2

Stage 2 works will include:

- Accessing and opening joint pits (requires removing soil and storing topsoil to reinstate) to enable cable pulling between joint pits. It is assumed there will be no ground disturbance along the cable route between joint pits.
- Accessing and establishing construction areas either side of conduits (that were constructed by trenchless construction methods in Stage 1) under road, rail, third party assets, vegetation, river crossings and the shore crossing.
- Delivering cable drums that will be stored at major laydown areas in Stage 2, in the same manner as Stage 1, then transporting drums to joint pits for installation.
- Preparing the seafloor for Stage 2 with a pre-lay grapnel run, then laying the subsea cables in the same manner as Stage 1.
- Laying the cable for Stage 2 across Bass Strait and along the land cable route.
- Delivering the transformer to the converter station site.
- Installing (including below-ground foundations) and commissioning the second converter station.
- Final reinstatement work following completion of Stage 2.

Revised Transport Impacts as a Result of Updated Construction Staging

The Transport Impact Assessment report outlined the construction methodology for each of the four construction activities outlined above. In assessing the construction methodology, the peak traffic generating event was identified for each activity. This formed the basis of the traffic assessment that was undertaken.

The revision to the construction activities that has been outlined in the Supplementary Staging Assessment has a minor change to the methodology, and resultant traffic impacts. The peak traffic generating event is not expected to materially change as a result of the proposed works. Noting, it is expected that the traffic volumes will reduce and therefore the traffic assessment can remain unchanged. The recommendations to identify traffic management requirements and intersection treatments remain as per EPR T01 in the TIA.

Additional Commentary

The following additional commentary is provided:

- The proposed changes to construction staging are not expected to impact the travel routes identified in the transport assessment. Commentary provided around pavement condition, crash safety review, sight distance, height clearance requirements will remain unchanged.
- No larger vehicles have been identified as a part of the proposed changes. Therefore, there is no requirement to complete updated swept paths.

- Recommendations with regard to travel paths, such as travel routes through townships, past schools and school bus routes, interaction with public transport routes and active travel paths and peak seasonal events remains unchanged and would apply for Stage 2 works.
- The EPR's developed in the transport impact assessment would still apply to the Stage 2 works, and a Transport Management Plan (TMP) should be developed specifically for the Stage 2 works as stated in EPR T01.

Conclusion

In conclusion, the proposed changes to the staging of the construction of the Marinus Link within Victoria does not impact the conclusions or recommendations that have been made in the transport impact assessment report. The traffic assessment was undertaken utilising the peak traffic generating event of each construction activity, which will remain unchanged as a result of the changed construction staging.

Other assessments, such as swept paths and operational management measures, are not impacted by the changed methodology.

Appendix A. Supplementary Staging Assessment Brief

Marinus Link supplementary impact assessment - revised timing of stage 2

1. BACKGROUND

Marinus Link Pty Ltd (MLPL) have proposed a change to the timing of the two stages of the Marinus Link project (the project) that is different to what has been assessed in the EIS/EES. Each stage would deliver one complete 750 MW HVDC circuit between Tasmania and Victoria.

The EIS/EES assumed the stage 2 cable would be installed immediately after the stage 1 cable was completed, and this would occur between 2025 and 2030. [redacted] The EIS/EES and technical reports note that the timing of stage 2 will be subject to market demand.

MLPL recently published on their website an information update regarding the timing of delivery of stage 1 and stage 2. A copy of this information update, titled *Marinus Link Information Update #1 – timing of Stage 2*, is available here: EIS/EES updates Marinus Link. This information is summarised below, but all specialists are requested to read the information provided on the MLPL website.

MLPL is now seeking supplementary impact assessments from technical specialists to consider whether the change in staging timing presents any changes to the impact assessment/s completed to support the EIS/EES.

The purpose of this document is to:

- provide further description of the activities and timeframe associated with the revised timing of stage 2.
- outline the scope of the supplementary assessment required of potential impacts associated with the revised timing.

2. PROJECT DESCRIPTION

The following section provides a summary of the *Information Update #1* provided on the MLPL website, with some further description of the works proposed to be completed in stage 1 and stage 2, and the timing of stage 2.

2.1 PROJECT CONSTRUCTION ACTIVITIES

The type of equipment used, and the nature of the works would be same as those outlined in the Project Description which has informed your technical assessment for the EIS/EES.

2.1.1 Stage 1

Stage 1 will include the works as assessed in the EIS/EES:

- Earthworks and site preparation for:
  - the converter station site to address requirements for both converter stations for stage 1 and stage 2.
  - access tracks and construction laydown areas.
  - all HDD drilling for the shore crossings, road, rail, third party asset, vegetation and river crossings for both stages.
  - trenching works to install conduits and joint pits within the linear easements that will accommodate cables for both stages.
  - sea floor pre-lay grapnel run.
- Laying the cable for stage 1 across Bass Strait and along the land cable route.
- Construction of the stage 1 converter station at Hazelwood, communications building (and transition station, if required).
- Establishing major construction laydown areas and access tracks, which will remain in place through the interim period between stage 1 and stage 2.

Fences will be removed along the construction area after completion of temporary reinstatement following completion of stage 1 and land use would be able to resume. It is anticipated that the haul road along the construction corridor will also be removed at the completion of stage 1 [redacted].

Stage 1 works on each property will include temporary reinstatement works. This will include including temporary infrastructure necessary to comply with Property Management Plans and to facilitate efficient use of the land in the interim period prior to stage 2 works.

Stage 1 will be completed when temporary reinstatement works are completed on each property. Rehabilitation works will be done following completion of stage 1 works.

2.1.2 Stage 2

Stage 2 works will include:

- Accessing and opening joint pits (requires removing soil and storing topsoil to reinstate) to enable cable pulling between joint pits. It is assumed there will be no ground disturbance along the cable route between joint pits.
- Accessing and establishing construction areas either side of conduits (that were constructed by trenchless construction methods in stage 1) under road, rail, third party assets, vegetation, river crossings and the shore crossing.
- Delivering cable drums that will be stored at major laydown areas in stage 2, in the same manner as stage 1, then transporting drums to joint pits for installation.
- Preparing the seafloor for stage 2 with a pre-lay grapnel run, then laying the subsea cables in the same manner as stage 1.
- Laying the cable for stage 2 across Bass Strait and along the land cable route.
- Delivering the transformer to the converter station site.
- Installing (including below-ground foundations) and commissioning the second converter station.
- Final reinstatement work following completion of stage 2.

2.2 TIMING

Stage 1 will take place between 2025 and 2030. Consistent with the EIS/EES, properties along the cable alignment will host main construction works for a period of time within that overall 5 year period. The stage 1 circuit will be commissioned by 2030.

Stage 1 works will be completed in 2030 and stage 2 works will commence in 2031.

Stage 2 circuit will be laid and commissioned by 2033.

[redacted]

3. SCOPE OF SUPPLEMENTARY ASSESSMENT

Based on the above, Tetra Tech Coffey (on behalf of MLPL) is now seeking an assessment, supplementary to your technical impact assessment prepared to support the EIS/EES, to consider the changes in project staging.

Your assessment should address the following key questions:

1. Identify whether a change to the timing for delivery of the works for stage 1 and stage 2 in accordance with the MLPL *Information Update #1* and project description information in this document would have any material implications for the assessment or conclusions of your technical assessment report (report) published with the EIS/EES and result in:
    a. any additional impacts to those identified in your report
    b. any changes to impacts identified in your report
    c. any changes to the conclusions set out in your report.
2. Identify whether, as a consequence of the changed timing for delivery of stage 2 and associated works there are:
    a. Any mitigation measures or Environmental Performance Requirements would be recommended in addition to those set out in your report
    b. Any changes to any mitigation measures and Environmental Performance Requirements set out in your Report would be recommended.

Your assessment must be documented in a short report/letter as a supplement to the report that you have already prepared and is published with the EIS/EES. The supplementary report/letter must be concise, document your assumptions and draw on the methods and information already documented in your report for the EIS/EES. If you make any additional assumptions to inform your supplementary report/letter these must be documented in the report/letter.

It is expected that the reports/letters will be quite short. The supplementary report/letter will be published as an information update to the EIS/EES and made available to the public on the Marinus Link website here: EIS/EES updates Marinus Link.

[redacted]

[redacted]

[redacted]