

# North West Transmission Developments

Fact sheet | Traffic, transport and roads

April 2025







This fact sheet provides information on the study carried out to understand the impacts the construction and operation of the transmission lines, towers, and associated substations, switching station and access tracks will have on the public road network.



**As Tasmania's energy demands increase, TasNetworks needs to strengthen the state's transmission network. The North West Transmission Developments (NWTD) will include new and upgraded overhead transmission lines (OHTLs), substations and switching stations.**

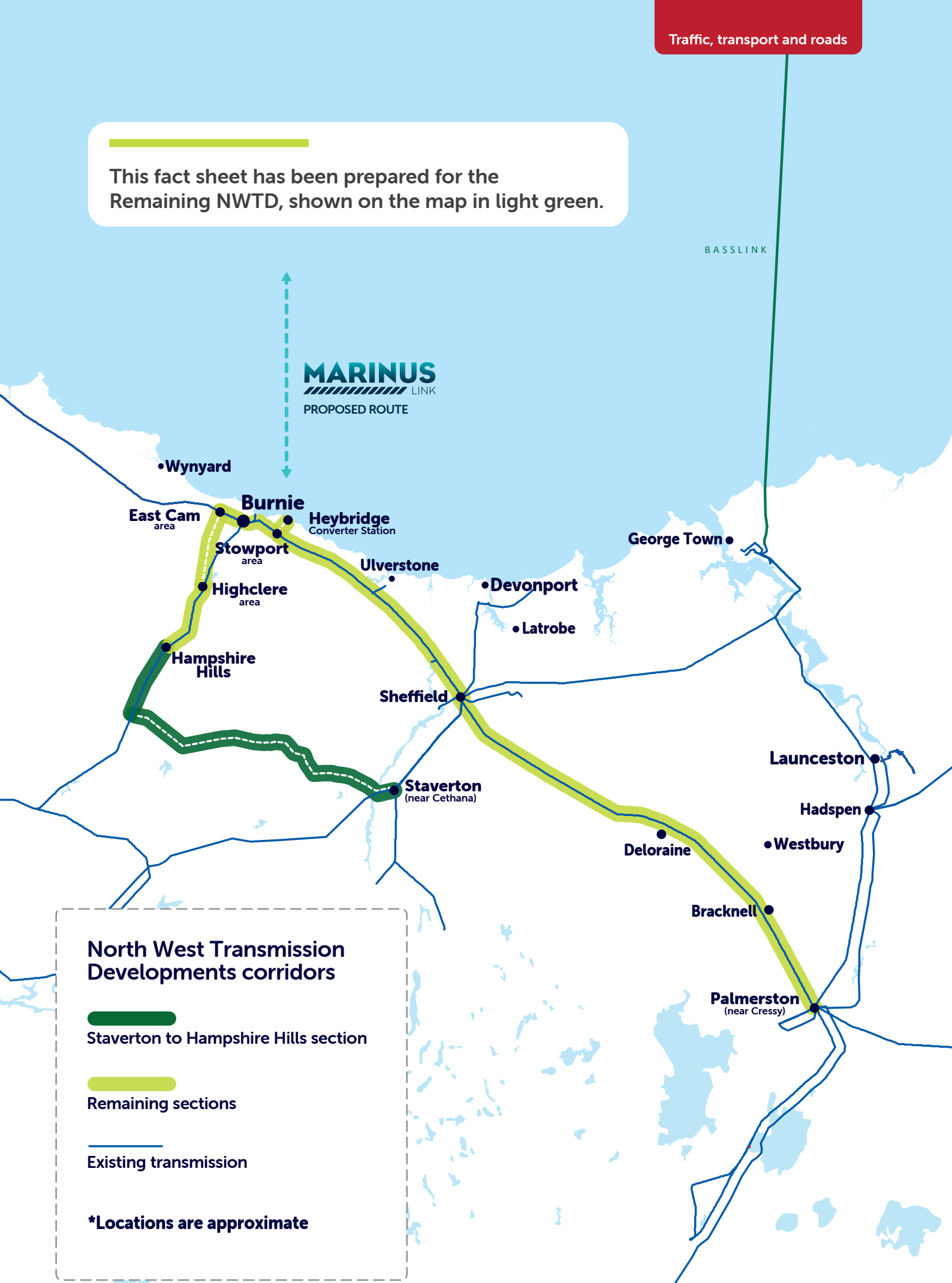
NWTD will support new renewable energy developments and generate significant benefits and opportunities for Tasmanian communities and businesses. The project is proposed to be delivered across two stages. The first stage will link Cressy, Sheffield and Burnie, and the second stage will connect Staverton, Hampshire Hills and Burnie. Two spurs will be constructed between the Stowport area and Heybridge.

The Remaining NWTD includes constructing new double-circuit OHTLs, dismantling of the existing single circuit 220 kV OHTLs from Palmerston to Sheffield and Sheffield to Burnie, constructing a new switching station at Hampshire Hills, modifying the Palmerston, Sheffield and Burnie substations, modifying two short sections of the existing 110 kV Sheffield to Burnie OHTL, and modifying the 22 kV distribution network where the new OHTL crosses distribution lines.

**A permit is required for the section of new OHTL between Staverton to Hampshire Hills, and a separate permit is required for the remaining sections of the project (Remaining NWTD).**



This fact sheet has been prepared for the Remaining NWTD, shown on the map in light green.





## Understanding traffic impacts

Technical specialists have undertaken a traffic and transport study to assess the wider road network to be used during construction. The study focused on public roads and did not consider private roads or access tracks. Any use of private roads will be discussed with the owner and their use agreed in advance.

A range of study methods were used including:



Analysing traffic data to understand the roads, intersections, and current traffic volumes within the study area



Conducting site investigations to assess the public road network, including the condition and safety of roads



Assessing the potential risks to the public road network (road condition, operation, and safety) during construction and operation of the project based on the proposed construction locations, traffic volumes, access routes and vehicle types.

The information collected through the study has identified the potential impacts that construction of the project may have on the public road network and determine measures to avoid or minimise impacts on residents, tourists, road infrastructure and businesses.





**More than 200 public roads were assessed as potential traffic routes during construction. These included roads owned and managed by the Department of State Growth, Burnie City Council, Central Coast Council, Kentish Council, Latrobe City Council, Meander Valley Council, Northern Midlands Council, and Devonport City Council.**

The study found that construction of the project will see a temporary increase in traffic on some public roads, including an increase in heavy vehicles. Additional traffic from construction is expected to cause very little congestion and isn't expected to impact road capacity.

The study identified specific locations with existing poor sight distance, narrow roads and turning paths and variable road conditions. With safety measures in place, a crash caused by changes in road conditions is unlikely. The risks are considered acceptable because of the planned safety measures and the general risk that comes with driving.

An inspection of the potential traffic routes has identified eight schools in the areas of Deloraine, Forth, Railton, Ulverstone, Burnie and Ridgley and various bus routes. TasNetworks understands there will be an increase in traffic at these locations during the morning and afternoon peak when students and workers travel to school, workplaces, and home.

A bridge assessment found that access is typically available. However, for several bridges the application of travel conditions such as speed restrictions and limiting heavy vehicle use will be required to enable access. The study identified thirteen bridges that do not permit access by a 160-tonne crane (representative of the largest vehicle that is expected to be used during construction). Further investigation is needed to identify specific solutions or an alternative route to allow these vehicles to access the construction area safely.



## How we plan to reduce impacts

**TasNetworks is committed to working closely with local road users, landholders, and the wider community during construction of the transmission lines to proactively manage impacts on traffic and transport.**

The key measure that will be used to reduce impacts on the public road network during construction is a project-wide traffic management plan. This plan will include a number of measures, including preferred traffic routes, to ensure workers, public transport operators, emergency services and the public can move around the project area safely and efficiently.



### Other measures identified in the study to avoid, reduce or manage impacts to the road network include:

- Inspecting the condition of roads used for construction before works begin to establish a baseline road standard and then each month during construction. This will help identify any road deterioration that may require repair and any sight distance obstructions that can be rectified (e.g. vegetation that has grown)
- Maintaining roads, repairing and rectifying issues as soon as practicable and in consultation with relevant road authorities
- Maintaining or improving sight distances by working with road authorities to clear obstructing vegetation, relocate road furniture/signs, and install advance warning signage notifying drivers where there may be visibility issues
- Ensuring safe access for construction vehicles on bridges where access is not typically available through speed restrictions, controlling the travel path of a vehicle, limiting access, and using escort vehicles
- Implementing a mechanism for project personnel to report road condition and safety concerns, such as sight distance obstructions, potholes, and uneven road surface
- Scheduling heavy vehicle movements outside school start and finish times and bus commute times (generally 7:00 a.m. – 9:00 a.m. and 3:00 p.m – 5:00 p.m.) as far as practicable
- Implementing additional construction traffic management signage where access tracks intersect with public roads including give-way signs on minor roads and warnings of construction traffic signage on major roads
- Managing traffic on narrow roads by using an alternative access route, choosing vehicles that fit the road layout, implementing traffic controls, or carrying out minor road/shoulder works in agreement with the relevant road authority.



**A Construction Environmental Management Plan will be in place throughout the construction period that will detail how works are to be undertaken to manage, minimise and mitigate these impacts.**









## Next steps

**The Remaining NWTD permit application will be submitted to the Tasmanian Planning Commission (TPC) for review and consideration. The TPC will place the application on public exhibition, including the full versions of all technical reports.**

All members of the community will then be provided with the opportunity to make a written submission on the application when it is placed on public exhibition. We anticipate this to occur during May 2025.

The TPC will consider all submissions received and then hold hearings to provide community members with an additional opportunity to have a say. It is possible that the TPC could require additional information to address any matters raised in submissions or hearings. The TPC will then determine if the project will be approved or not approved. If the project is approved the permit would be subject to a number of conditions.

In addition, the project will need to be approved by the Commonwealth Government to satisfy the requirements of the *Environment Protection and Biodiversity Conservation Act 1999 (Cwth)* before works can commence.

**We encourage you to sign up to receive the NWTD newsletter for regular updates on the project at [www.tasnetworks.com.au/nwtd](http://www.tasnetworks.com.au/nwtd)**

## Get in touch

**To learn more about the North West Transmission Developments:**



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