



8 May 2026

Mr Scott Hennessy
 Committee Secretary
 Parliamentary Standing Committee on Public Works

Via email: publicworks@parliament.tas.gov.au

Dear Mr Hennessy,

Re: Macquarie Point Northern Access Road

I write to acknowledge the letter from the Chair of the Parliamentary Standing Committee on Public Works, dated 28 April 2026, regarding the Macquarie Point Northern Access Road.

We have tabled the queries contained within the letter regarding access of Over Size/Over Mass (OSOM) vehicles at the Port of Hobart below:

	Parliamentary Standing Committee on Public Works query	TasPorts response
1	Please provide data for the last 5 years on the volume of Over Size/Over Mass (OSOM) vehicle movements to and from the Port of Hobart	<p>TasPorts do not record dimensions of vehicles transiting the port, as such there is no complete historical data available for OSOM movements. We note the need for OSOM movements is largely driven by campaign/project cargo requirements, the timing of which are irregular and as such past data doesn't provide a strong indication of future requirements.</p> <p>OSOM movement numbers generally occur at a rate of 1-3 movements over a 6-month period, though can be significantly more frequent if required to support major projects.</p> <p>Despite their low frequency, OSOM cargos fulfil an important function for import and export of specialist equipment and materials supporting large projects and the wider economy. Examples include the Bridgewater Bridge project (piles, steel bridge structure, earth moving equipment), mining and agricultural equipment, Australian and French Antarctic equipment (LARC amphibious vehicles, D9 bulldozers, plant and equipment), TasRail (railway iron) and support for fisheries. The key drivers of</p>

		future OSOM loads will be to support the construction of the Macquarie Point multi-purpose stadium and the occasional transport of oversized equipment in support of Antarctic operations.
2	Please detail the height restrictions, including their location, that apply to the roads approaching and departing the entry and exit points for port access via the proposed Macquarie Point Northern Access Road	<p>The main proximal restriction for the Northern Access Road is the 5.1 metre height restriction at the McVilly Drive interchange. This is where Mc Villy Drive crosses beneath the Tasman Highway. A picture of this location is provided as Figure 1 in Annexure A.</p> <p>This height restriction impacts vehicles accessing the Port from the Tasman Highway in an easterly direction, and vehicles exiting the port seeking to join the Tasman Highway in an easterly direction.</p> <p>When assessing OSOM restrictions, height is not the only factor, and restrictions including swept path, axel loads and gradients are considered and assessed on a case-by-case basis.</p> <p>While the grades and turning radiuses associated with the McVilly Drive interchange are understood to be suitable for standard 26 metre B-Double movements, some of the tighter radius bends may cause issue for certain OSOM load scenarios.</p>
3	Please provide an assessment of the impact these restrictions would have on the movement of OSOM vehicles to and from the Port of Hobart	<p>TasPorts anticipates no impact on Port operations because OSOM movements have low volumes and are highly scheduled, allowing coordinated access, and so long as OSOM vehicles continue to use the Evans Street route, the height restriction on the Northern Access Road at McVilly Drive will not create any limitation.</p> <p>If Evans Street was not available for OSOM movements, the 5.1 metre height restriction at the McVilly drive interchange, and the beforementioned wider road network constraints, would be the critical restrictions. Under this scenario each OSOM would be assessed for size, load configuration and planned traffic route, and certain movements would not be able to be facilitated.</p>
4	Please provide detail on how port access for OSOM vehicles would be managed during events that require the closure of Evans Street to vehicular traffic	Due to low volumes and highly scheduled nature of OSOM operations, TasPorts is confident that OSOM operations can be scheduled around events where Evans Street is closed to vehicular traffic. The majority of OSOM movements are specifically scheduled at night when there

		is reduced traffic on the road network. As such, the additional restriction associated with avoiding key events at the stadium (when Evans St was closed) would have a very limited impact on OSOM operations.
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We trust that the responses provided within the above table sufficiently address the queries of the Parliamentary Standing Committee on Public Works contained in the letter dated 28 April 2026. We look forward to continuing to work in partnership with the Department of State Growth and the Macquarie Point Development Corporation with respect to the Northern Access Road design.

Yours sincerely,



Mr Greg McCann
Chair

Annexure A – Figures and drawings



Fig 1: 5.1m height limited underpass where McVilly drive passes under the Tasman Hwy

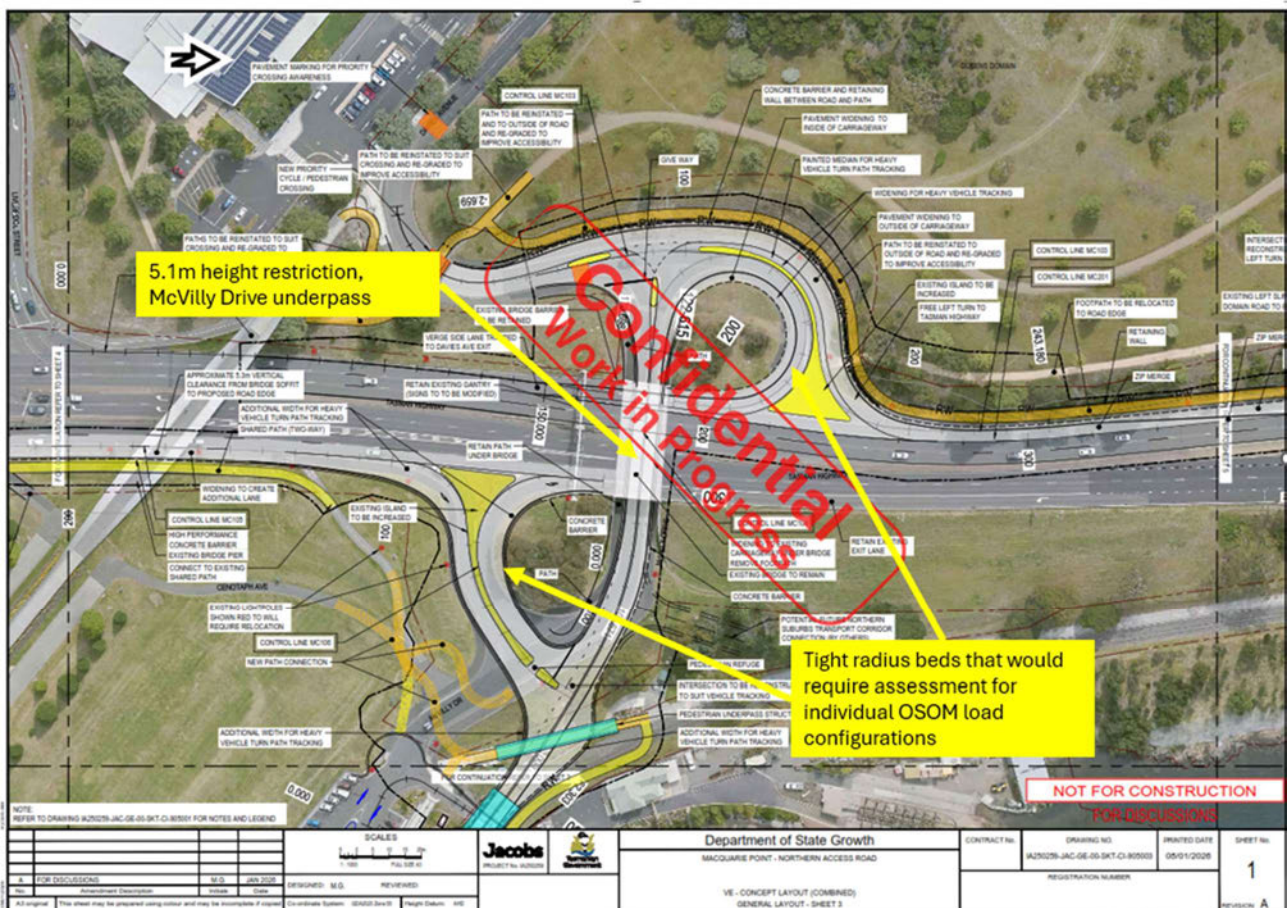


Fig 2: Mark up of NAR design, showing location of McVilly Drive height restricted underpass, and relevant OSOM considerations