



# Mac Point Precinct Plan



# Acknowledgment of Country

The Macquarie Point Development Corporation acknowledge the traditional owners of this land, the muwinina people, and pay respect to those that have passed before us.

We acknowledge today's Tasmanian Aboriginal people, the palawa, their Elders, and their enduring custodianship of lutruwita/Tasmania.



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# 1.0 Introduction

This Precinct Plan has been prepared by the Macquarie Point Development Corporation, working with Cox Architecture as the principal consultant assisting with its development.

## About Us

The Macquarie Point Development Corporation (MPDC) is a Statutory Authority established through the *Macquarie Point Development Corporation Act 2012*.

MPDC's role is to remediate, redevelop and transition Mac Point into a vibrant mixed-use precinct.

On 9 May 2023, the then Minister for State Development, Construction and Housing issued a Ministerial Direction to the MPDC's Board requiring the development of this Precinct Plan. The Plan is to provide for the development of:

- a multipurpose stadium
- key projects set out in the existing masterplan for the site, specifically: a Truth and Reconciliation Park and Antarctic facilities
- a residential development including affordable housing for key workers in the health sector.

A copy of the Direction is available at [macpoint.com/reporting](https://macpoint.com/reporting).

## The Precinct Plan

To support a whole-of-precinct approach, MPDC has worked closely with TasPorts to plan for the development of the Mac Point site in a way that is informed by and seeks to complement the current and planned uses of the Macquarie Wharf and Huon Quays.

As a result of that collaboration, the word **Precinct** comprises:

- the Mac Point site, including Crown land at Regatta Point
- Macquarie Wharf and Huon Quays

Both of these areas are illustrated and described in this Plan.

## In developing this Plan we have found:

- Mac Point can deliver a mixed-use precinct with discrete but connected Zones.
- there is space and capacity to not only deliver the projects planned for the site, but for these to thrive as part of a well designed and integrated precinct.
- the site must be a place that is accessible for all Tasmanians, and an iconic destination for visitors.
- the development should acknowledge and share the site's Tasmanian Aboriginal cultural and European industrial history.
- design guidelines will be important in developing Mac Point to align with the character of the site and the spatial and built form principles of Sullivan's Cove.
- the community is passionate about the site. The majority of responses expressed excitement for the plans and, in particular, the opportunities a multipurpose stadium may offer the city, region and State.
- however, others expressed concern and strong opposition. It will be important to continue to listen to the views in the community and to explore opportunities to deliver the Zones set out in this plan in a way that is sympathetic to issues raised.

## Our thanks to contributors

This Precinct Plan has been informed by two consultation processes. This included:

- more than 2000 written submissions , with just over 200 further written submissions received in response to the draft plan
- meetings with more than 100 local organisations, businesses and individuals
- collaboration with and input from TasPorts, the Department of State Growth (including Infrastructure Tasmania (ITas)), Stadiums Tasmania, Brand Tasmania, Homes Tasmania and the Department of Health.

Consultants were also engaged to provide expert, specialised advice and included:

- Cox Architecture as the principal consultant in the preparation of this plan including architectural, urban planning, and stadium expertise
- Jacobs for assisting in the development of Sustainability principles for the Mac Point site
- Inkhorn Projects, for leading engagement with the creative sector
- WSP, in collaboration with State Growth, for advice on transport mode share considerations to support event-day transport
- Burbury, in collaboration with ITas, to progress a concept design for the northern access road outlined in this Plan.





Mac Point Precinct.  
Source: Macquarie Point Development Corporation

## 1.1 Vision

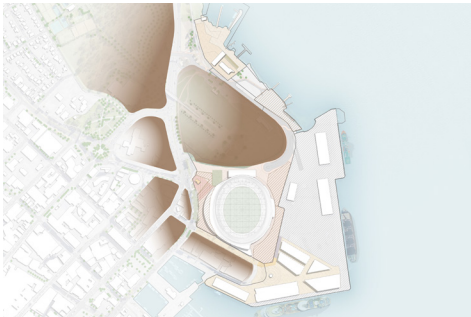
We aspire to build the Mac Point Precinct into a place to gather, celebrate and reflect, through the arts, culture, sport, events and entertainment.

We will create a mixed use precinct that is accessible to all people, offers vibrant experiences and destinations, and contributes to the delivery of the 30-Year Greater Hobart Plan.



# 1.2 The Urban Renewal of Mac Point

The site will be designed to honour the unique character of the area while also leveraging the opportunities it presents.



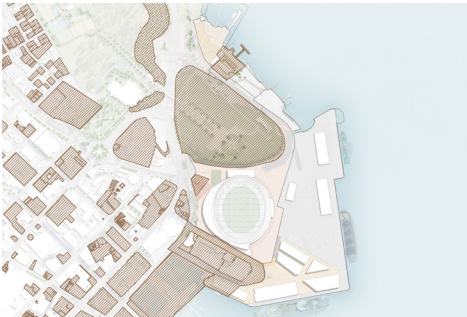
## Complement and not compete with neighbouring sites

Improve compatibility between the site and other surrounding sites, taking into account current and potential future activity.



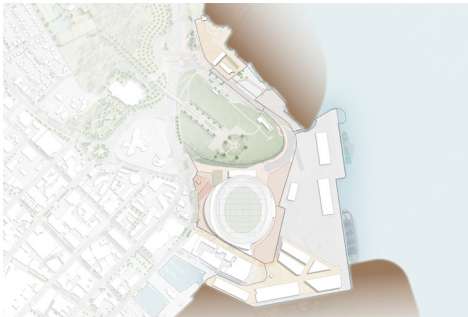
## Create connections

Improve connections to nearby sites, enhance connectivity on site, and promote access to parks and green areas.



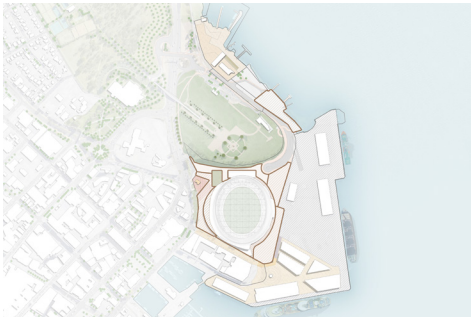
## Celebrate and preserve heritage

Preserve the iconic heritage structures and character of Sullivan's Cove and respect the cultural significance of the Cenotaph including considerations for significant views across the cove.



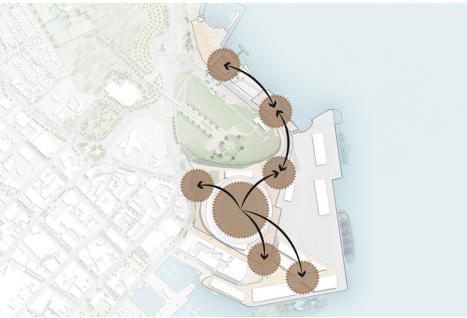
## Reintegrate and address the Hobart waterfront

Explore opportunities to integrate the waterfront, allocating public spaces along the waters edge and providing physical and visual links to the Derwent River.



## Prioritise the delivery of key use zones

Ensure the Aboriginal Culturally Informed Zone, Antarctic facilities, a residential development that includes affordable housing for key workers in the health sector, and multipurpose stadium are included in the plan.



## Enable the success of each Zone

The specified needs, space and connections required to support individual projects are considered.



## Drive sustainable outcomes

Meet contemporary sustainable development standards and explore opportunities to reintroduce elements of the natural environment to the site and connect to existing open space networks.



## Be an expression of the Tasmanian Brand

Create understated and special spaces, showcase quality products and produce, and use Tasmanian materials, innovations, and designs.



# 1.3 Sustainability

The Mac Point Precinct will be developed in keeping with the following sustainability themes and principles consistent with the UN Sustainability Development Goals.

The 5 themes consider:

- the key location specific environmental challenges
- the importance of delivering a Precinct where people can gather, celebrate and reflect through the arts, culture, sport, events and entertainment
- how the Precinct will deliver jobs, attract investment and support the growth of the Tasmanian economy, and deliver critical infrastructure to support a growing population.



Figure 1: Elizabeth Quay - A Mixed-Use Waterfront Precinct (Source: TCL)



## Climate Positive and Resilient

- maximises energy efficiency in buildings and infrastructure
- reduces upfront carbon emissions and supports uptake of low carbon transport
- manages water responsibility and encourage recycling and reuse
- is adaptable and responsive to current and future climate risk and impacts



## Connected and Accessible

- provides universally accessible public spaces to gather, celebrate and reflect
- prioritises travel by active and public transport
- provides well-designed, accessible, affordable housing for key workers
- prioritises positive health and wellbeing for visitors, residents and workers



## Efficiently manage emissions

- manages the environmental quality of the site and its emissions
- promotes environmentally efficient systems for water and wastewater management and reuse



## Honour the Site's History

- identifies, shares and highlights the site's rich historical and cultural heritage



## Support Local Enterprises and Economy to Thrive

- promotes local enterprises and community organisations
- provides opportunities for local employment and industry pathways

## Implementation

We will implement these goals by:

- registering for Green Star Communities. MPDC will now work towards formal Green Star Communities accreditation through the pre, during and post development phases of the site's renewal, which offers a best-practice guidance and certified system
- including requirements in construction and development contracts and guidelines for works on site
- collaborating with industry, organisations and partner delivery agencies.



Figure 2: Sofi Stadium and Lake Park (Source: Studio MLA)



1.4 Site Context

Mac Point is a 9.3-hectare site comprising largely reclaimed land nestled between Hobart's CBD and the Port of Hobart. It connects the CBD to the green heart of the city on the Queen's Domain, the Hobart Cenotaph and to the intercity cycleway and Tasman Bridge.



Figure 3: Live music and community events at The Red Square Mac Point. (Source: MPDC)



Figure 4: Decommissioned RAN drill hall - Huon Quays. (Source: The Mercury)



Figure 5: Hobart Cruise Ship Terminal, Port Quarantine Facility and event space - Macquarie Wharf No. 2. (Source: Gandy and Roberts)



Figure 6: Existing structures and land uses within the Precinct Plan

- Mac Point Site
- TasPorts Macquarie Wharf
- TasWater Treatment Plant
- TasRail Transit Corridor
- City of Hobart Land
- TasPorts Huon Quays



## 2.0 Design Considerations



Historic shorelines of Macquarie Point  
Source: Macquarie Point historic shorelines Hobart Railyards  
Urban Design Strategy 2008, Diagram by COX.



## 2.1 Site History

The site is a mixture of original and reclaimed land, with the original shoreline sitting to the west of the site. This was home to the muwinina people for thousands of years.

Mapping the previous uses of the site has been a key consideration in developing this Precinct Plan. In particular, identifying the western side of the site for an Aboriginal Culturally Informed Zone.

From its original shoreline, mud flats and deep-water bay, to reclaimed land with a long industrial past leaving layers of forgotten pipes, tanks, foundations and polluted soil and groundwater, Mac Point carries a long history that establishes its cultural heritage.

The site was also an important part of the early arrival of Europeans in Hobart. It has been a farm, an abattoir, lumber yard, a gas works, cold store, goods storage. It was also a military drill yard, used for heavy industry, rubbish disposal, the military, freight, and rail. This resulted in a large amount of remediation work to do (further information is available on the MPDC website at [macpoint.com/remediation](http://macpoint.com/remediation)) and also contributed to the heritage on site.

The site also includes the Royal Engineers Building built in 1847, which still stands, and the remains of the 'Kings Yard' below ground.



Figure 7: 1950s,c,TAHO, PH30-1-3699, Royal Engineers Building. Lower end Macquarie Street, Hobart



Figure 8: Hobart Regatta. Tasmanian Archive and Heritage Office



Figure 9: Van Diemens Land - p.2 - Vue de la rade de Hobart-Town, Ile Van-Diemen - [Paris] : Tastu, [1833]

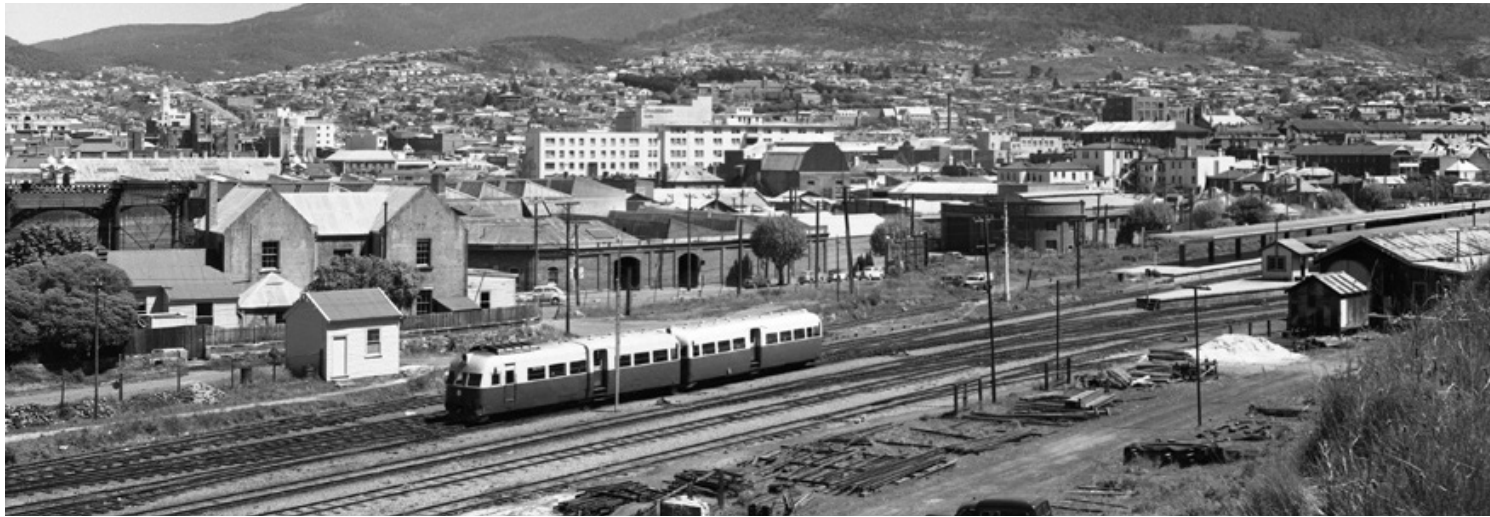


Figure 10: 1950s, u.d, TAHO, Hobart Railway Station passenger train leaving station, view to Mt. Wellington over Hobart, AB713-1-6084

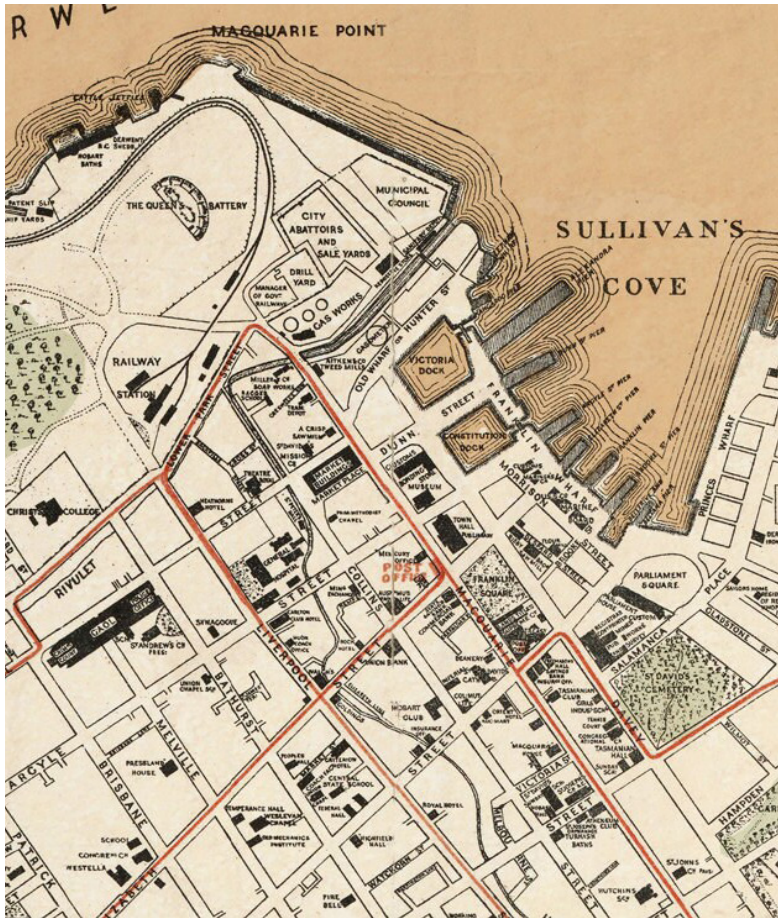


Figure 11: Vintage map of Hobart , Australia 1893



Figure 12: 1900,c., TAHO, PH30-1-722, Hobart Rivulet number 2

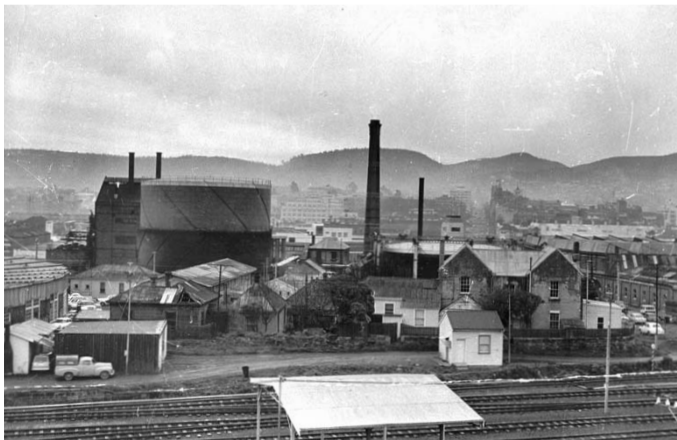


Figure 13: 1950s, u.d., TAHO, Hobart Railway Station, PH30-1-1339



## 2.2 Character Statement

Mac Point is part of Hobart’s continually transforming waterfront. It is where the hills around the City descend to the Cenotaph headland to meet the River.

Over the last 200 years, industry and infrastructure has reshaped this edge to the City, introducing the reclaimed flat land of the Docks and the working port edge. It is the relationship between these contrasting natural and artificial landscapes that define the enduring character of Mac Point.

The grand scale of the headland and docks impart a feeling of being in a big landscape. This is contrasted by sheltered, human-scaled spaces in the gaps, where informal activity has emerged.

These characteristics create a unique space at Mac Point where a big place can have special, personal experiences.

This Precinct Plan seeks to create a future where Mac Point’s rich and layered character will continue and be enhanced by introducing a unique and contemporary urban precinct that ties into the City.

### Opportunities for Capturing the Tasmanian Brand at Mac Point

The Tasmanian brand is best expressed by the phrase “the quiet pursuit of the extraordinary.” Tasmanians prefer the subtle and the special, the quietness and stillness of nature and artisanal production. Tasmanians are inventive, born both out of curiosity and circumstance. Isolation has forced us to work harder for everything, and it has inspired a spirit of invention and creativity. The result of this is extraordinary.

The Tasmanian renewable electricity and net-zero status serve as a benchmark and a workshop for a decarbonising country – and world. Tasmanian quality of products and produce is unrivalled and in such demand locally, nationally and internationally. There are similar opportunities that can be leveraged at Mac Point to capture and celebrate the Tasmanian brand. These opportunities include, but are not limited to:

- authentic acknowledgement and celebration of nipaluna country
- orientating the development to reflect the character of Hobart’s built form
- expanding upon established community initiatives and activation of the Precinct such as the Red Square and Edible Precinct
- integrating innovative construction approaches and Tasmanian materials including timber
- precinct-scale sustainable energy generation, distribution and storage to deliver a low carbon precinct.



Figure 14: Conceptual design of a stadium with structural elements made from engineered timber - Eco Park Stadium, England. (Source: Zaha Hadid Architects)

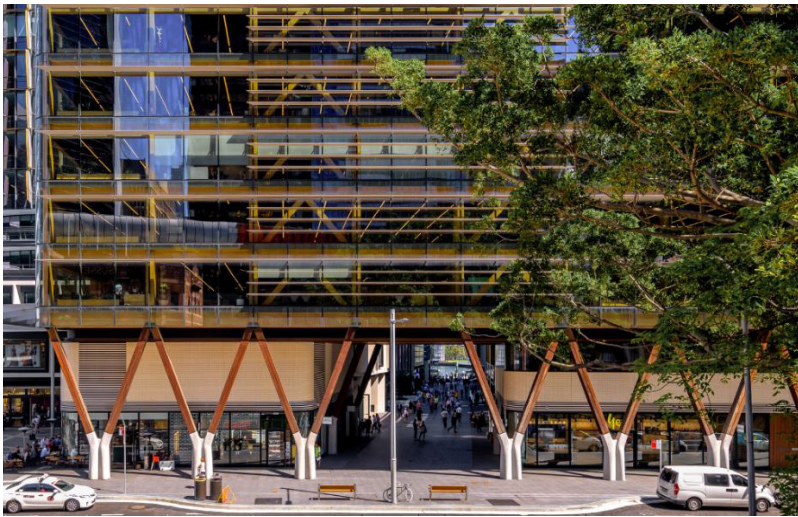


Figure 15: Engineered timber construction used for commercial office buildings - International House Sydney, Barangaroo Sydney. (Source: Tzannes Architects)

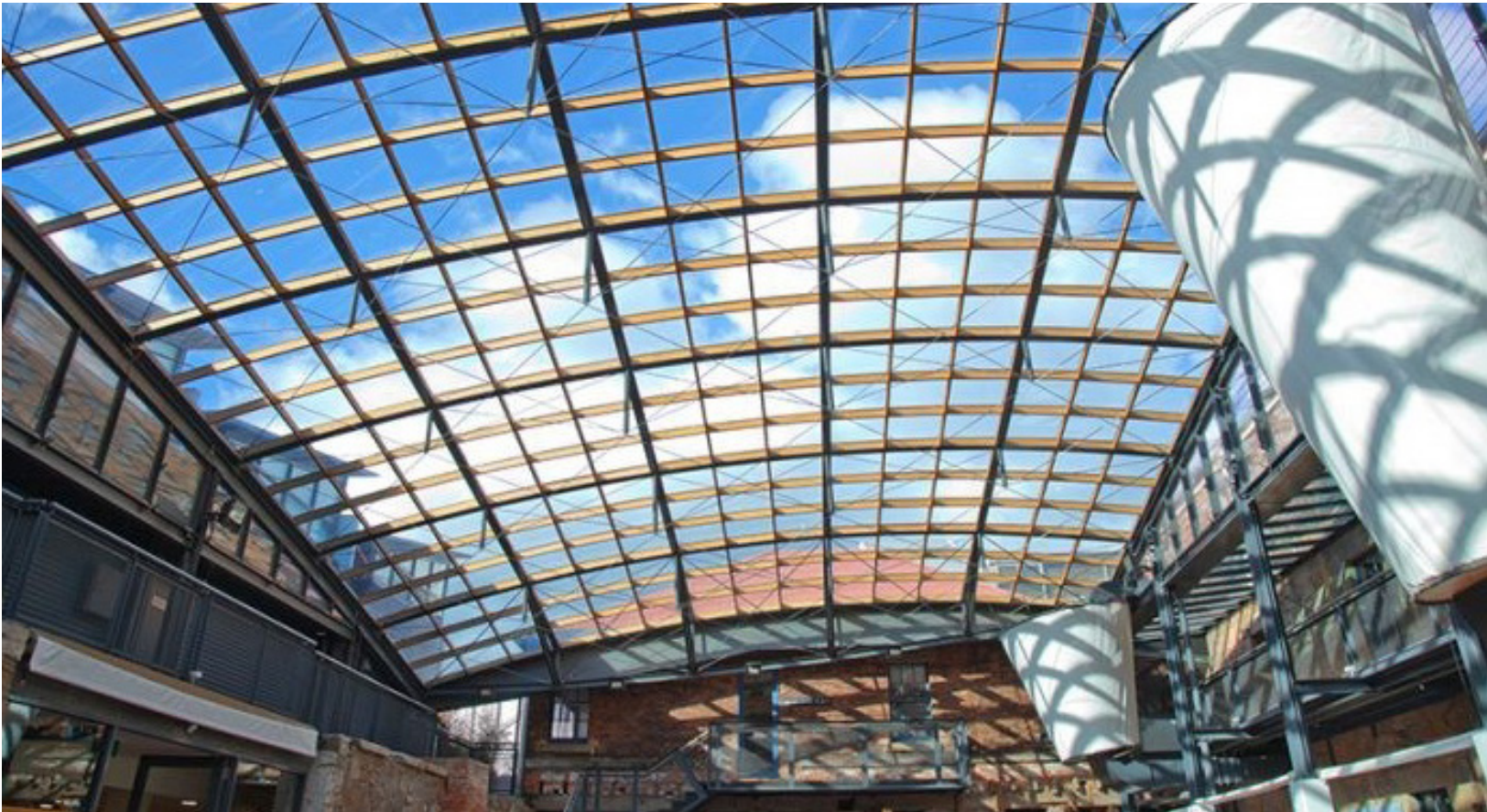


Figure 16: Inventive use of timber structure nearby in Evans Street. (Source: IXL Atrium roof by Morris-Nunn + Associates and Gandy & Roberts (Engineer).)



## 2.3 Historic Shorelines

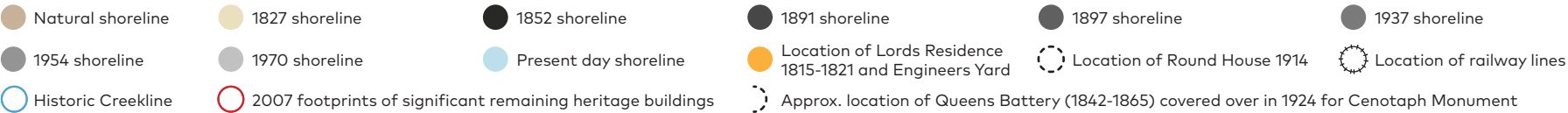
The original shore was occupied by the muwinina band of the South East Tribe for many thousands of years.

Due to the early modifications made to the shoreline from 1828 onwards, relatively little is known about the pre-20th century topography of the Mac Point site. However, several early depictions and drawings illustrate the original shoreline as being a grassed slope leading to a sandy beach, with large swathes of beach or bedrock exposed at low tide.

It is likely that the original ground level may be preserved in the south-western part of the Mac Point site, near to the site of the Lord's Residence and Engineers Yard. Ground modification in the northern part of the site may have removed much of the evidence for the original slope of the land down to the shore.

Soil disturbance due to land clearance in the early 19th century and earlier Aboriginal clearance practices is likely to have resulted in localised artefact displacement in the disturbed area.

This knowledge can be used to consider the sensitivity of the land and identify opportunities to pay tribute to the history of the place in planning for future development.





## 2.4 Heritage Listed Sites

The site's history and sense of place should be considered, recognised and shared. The site's heritage includes the spatial and built form that has evolved. Preserving this heritage involves recognising and interpreting these spatial and built forms, to maintain the site's character through new developments.

Heritage listed sites include:

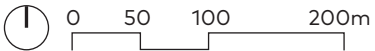
- to the south of the site, the structures along Evans and Hunter Street along with the street surfaces themselves comprises the Wapping precinct which reflects the original urban character of Sullivans Cove.
- the Queens Domain includes the Regatta Point Ridge and the Hobart Cenotaph and provides local and regional orientation and urban identity. The Cenotaph was built in 1925 as a memorial recognising war veterans.
- the escarpment rock face demonstrates two principle heritage values:
  1. It separates the Cenotaph from the former rail yards, setting the Cenotaph apart by the dramatic change of topography - a well established relationship within Hobart.
  2. It demonstrates the impact of the rail yards and development to the edge of the knoll in the 1870s and has come to define the rock face.

The Goods Shed has been listed on the Tasmanian Heritage Register. The listing provides guidance on the specific features that are of cultural significance which will inform its management and relocation considerations.



Figure 17: Heritage listed sites

- |                                                                |                                                                       |                                               |                                                                                                   |                                                                                      |
|----------------------------------------------------------------|-----------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| Heritage Listed Sites within the Precinct                      | Listed Heritage Site within the Precinct in the local planning scheme | Heritage Listed Sites outside of the precinct | 1 Former HMAS Huon Naval Depot (Huon Quays)                                                       | 2 Cenotaph Landscape, Anzac Parade and Queen's Battery (including significant trees) |
| 3 Royal Engineers Building, Engineers yard and Lords Residence | 4 The Goods Shed                                                      | 5 The Red Shed                                | 6 Hunter, Evans, Davey Street - Subsurface remains - Old Wharf Probation Station & Reclaimed Land | 7 UTAS Centre for the Arts                                                           |
| 8 Henry Jones & Co. IXL Jam Factory                            | 9 Zero Davey Archaeological Site                                      | Soldiers Memorial Avenue                      |                                                                                                   |                                                                                      |





# 2.5 Consultation

The MPDC invited stakeholders and the community to share their ideas to support the development of this Precinct Plan between June and September 2023. This included:

**Public consultation** was open for submissions between 3 June 2023 and 13 August 2023, with contributions made through:

- an online survey embedded in the MPDC website
- free -from written submissions received by email or in hard copy.

Opportunities for input were promoted in shopping centres and regional newspapers statewide and supported by television advertisements and through digital marketing. More than 2000 submissions were received.

A second round of public consultation was undertaken between 15 October 2023 and 26 November 2023 inviting feedback on the implementation of the draft Plan. These were supported by an online survey and free from written submissions with 234 submissions received.

Survey and written submissions are available on the MPDC website at [www.macpoint.com/precinctplan](http://www.macpoint.com/precinctplan).

**Meetings and engagement with stakeholders** included:

- more than 50 meetings with a range of interested local individuals, and community, industry and government representatives and groups
- a tour of 5 stadia to consider how they operate and link with the spaces around them.

The stadia visited were: Blundstone Arena (Bellerive), Adelaide Oval, Kardinia Park (Geelong), Heritage Bank (Carrara stadium) and Marvel stadium (Docklands), which occurred during July.

Discussions with stakeholders continued in September.

**Engagement with the creative sector**

Inkhorn Projects was appointed to seek input from around 50 individuals and organisations in the creative sector.

This sector was targeted to improve our understanding of the existing facilities and needs of the local creative sector. In particular, this engagement provided an opportunity to identify gaps in the facilities currently available, that could potentially inform the redevelopment of Mac Point.

This feedback is summarised in Inkhorn’s report, which is also available at [www.macpoint.com/precinctplan](http://www.macpoint.com/precinctplan).



Figure 19: Consultation material prepared for Precinct Plan engagement



### 2.5.1 Key Themes - submissions and meetings

Input and suggestions from stakeholders during the consultation were used to help shape the layout, activation and development of the site.

#### Connection with the site's past

- There is strong support for the inclusion of a park space to acknowledge, share, listen and celebrate Tasmanian Aboriginal culture, heritage and community.
- The site's industrial past and role in supporting the development of early Hobart was also noted as important in a number of submissions.
- The importance of developing the site in a way that shares, reflects and is sympathetic to its history was another common theme.

#### Key projects

- There was general support for the key projects set out in the current masterplan. In particular the Truth and Reconciliation Park and an Antarctic hub were supported, including through dedicated spaces and events.
- There was a mixture of views on housing, both in reference to the integration with the site and the types of housing (social, affordable and private) that should be prioritised on site.

#### Experiences and activities on site

- Creation of scalable spaces catering for small and community events as well as markets was suggested.
- Opportunity to share and celebrate the Arts including outdoor and public art, and inclusion of open, green, parkland and well landscaped spaces were strongly featured in submissions.
- There were also suggestions in conversations and submissions to support accessibility, including making the site easy to move around,

supported by wayfinding (digital and analogue to support all levels of literacy), good lighting, clean spaces, accessible design, access to free wifi and the installation of security cameras were highlighted as important to make people feel safe.

- The management of sound and lighting will be an important consideration in the context of surrounding uses (such as accommodation).
- The importance of creating a destination and iconic space was highlighted regularly.
- The ways respondents currently use the Mac Point site and Regatta Point, included:
  - visiting Mac Point for festivals, concerts, workshops and events; to visit Red Square; temporary activations, car parking; and to transit through the site.
  - visiting Regatta Point for the Royal Hobart Regatta, performances and music events, fishing and boating, carparking; and picnics.

#### Activating a multipurpose stadium and surrounding spaces for events

- There was predominately strong support for a multipurpose stadium. However, it is important to note that there were also strong views that do not support the development of a stadium on site. These were largely focused on concerns about its size and/or a preference for delivering alternatives on site.
- The importance of the 'multipurpose' aspect of the stadium was strongly emphasised.
- The opportunity to attract new acts, events, festivals, corporate and business events, particularly in off-peak periods was encouraged.
- Opportunities for good design to support circulation, safe places to queue, and activated outside spaces were noted.
- Sensory-informed spaces and facilities, built

form that considers all aspects of mobility, and function-based features such as pet-friendly spaces for assistance animals, were highlighted to support accessibility for all ages and abilities.

- Good interim and permanent activation of the space around the stadium was noted as important.

#### Movement in, around and out of the site

- The walkability of the site was a common theme including supporting links to the CBD, Cenotaph, Queens Domain and through to the Royal Tasmanian Botanical Gardens, and Regatta Point.
- There was a strong interest in seeing good passenger transport services in place to support access to the site, particularly on event days.
- While concerns about the need for new or onsite carparking was highlighted in some submissions, the predominate focus was on efficient and accessible public transport options, particularly on event days.

#### Development and activation considerations

- Sustainability of the site was an important feature. This included the use of renewable energy sources, good water and waste management and recycling, as well as minimising packaging, and inclusion of low-carbon transport options.
- Respondents wanted the site to be an expression of the Tasmanian brand including showcasing products and produce and feeling like it is a Tasmanian space and experience.
- A built-form look that complements the existing spaces was suggested.
- There were also specific development opportunities raised, including: a multi-sport hall of fame, hospitality and accommodation,

night-time activation and markets, Antarctic-related events, creative and art sector spaces and enterprises, fitness and health, and sporting facilities and spaces, Tasmanian Aboriginal enterprises, connection to education, training and employment pathways, and community organisations.

#### Submissions that did not support the proposed approach to development

- It is important to note there were a number of concerns raised in some responses. In addition to the above notes on sight lines and impacts of the built form near the Cenotaph, other concerns raised include:
  - the ability to deliver the desired number of events on site.
  - the costs of the planned investment in the site (and budget risks)
  - concerns around existing housing and health services.
  - the impact on the capacity to deliver the Truth and Reconciliation Park as previously envisaged.
  - the impact of additional load on the transport network.

#### Implementation and master-planning

- The second round of consultation provided suggestions that will be considered in the master planning process and implementation of the Precinct Plan, including:
  - a transport study and modelling to implement the Precinct Plan
  - preparing a Site Development Plan and urban design guidelines to preserve and recognise the heritage and character of the site
  - to establish height considerations
  - progressing project specific planning, including for the multipurpose stadium.



2.5.2 Creative Sector Stakeholder Engagement

Summary

Further targeted consultation was conducted by Inkhorn Projects to gather specialised insight from the Greater Hobart creative and cultural sector. This helped MPDC to understand opportunities to integrate creative industries and community cultural assets within Mac Point.

The consultation process was conducted over a 4-week period in July 2023 comprising in-person and remote one-on-one interviews and group discussion with a diverse representation of stakeholders from Greater Hobart’s culturally productive industries and activities.

Around 50 stakeholders were engaged across organisations considered to play current or potential future key roles within Greater Hobart’s creative identity or cultural economy ranging from Government representatives and education providers, arts organisations, cultural institutions, peak organisations, and commercial businesses.

A full copy of the report is available at [macpoint.com/precinctplan](https://macpoint.com/precinctplan).

Key Findings

Consultation focused on assessing the current arts infrastructure and policies in relation to the Mac Point development. The main focus was on exploring the potential opportunities within the commercial and mixed-use zones situated towards the east of the stadium footprint.

Mac Point was identified as an opportunity to provide key facilities currently missing from Tasmania’s creative environment including a cultural centre, national standard exhibition venues and cultural resources for families and children.

These discussions also highlight the potential for developing complementary year-round activation of Mac Point. Suggestions included encouraging a mix of retail, hospitality, and creative development spaces to fill the demand from local and visiting artists and the expansion of the night-time economy beyond existing hospitality offerings in the city and surrounding areas.

Proposed integration of professional production, digital content creation and rehearsal spaces at Mac Point could encourage partnerships with adjoining media, broadcasting, and education facilities that could result in nationally relevant research, development, and vocational education hub at Mac Point.

Through the consultation process 6 development opportunities were identified as key enablers of a successful cultural precinct within Mac Point.

These development opportunities comprise of;

- an iconic ‘arts’ development.
- a contemporary music hub.
- a children and family friendly facility.
- a creative makerspace.
- a gaming and enterprise / digital screen hub.
- a concert hall / prestige capacity performance venue.



Figure 20: Public cultural space designed with First Nations groups with performance stages, hospitality offerings, market venues and interactive digital installations - Yagan Square, Perth. (Source: Ramus Illumination)



Figure 21: Purpose built E-Sports arena, entertainment and hospitality venue supporting industry events, international competitions and activation of the night-time economy - Fortress Sydney. (Source: Fortress)



## 3.0 Precinct Plan

To support a whole-of-precinct approach, MPDC has worked closely with TasPorts to plan for the development of the Mac Point site in a way that is informed by and seeks to complement the current and planned uses of the Macquarie Wharf and Huon Quays.

As a result of that collaboration, the word **Precinct** comprises:

- the Mac Point site, including Crown land at Regatta Point
- Macquarie Wharf and Huon Quays

Both of these areas are illustrated and described in this Plan.

This Plan sets out a mixed-use precinct comprised of interconnected discrete Zones. This includes noting indicative ground-level allocations for each Zone.

This will provide the foundations for detailed urban design guidelines to be prepared for each Zone.

The Zones will be connected through commercial and community uses on the ground floor of buildings, creating open and accessible areas, connected by pedestrian focused spaces.

The Zones are intended to encourage a variety of uses. Individual buildings and developments could span across Zone boundaries, as long as the use is consistent with the purpose of each area.

The Precinct Plan does not seek to resolve the detailed design of individual developments within these Zones. Instead it seeks to create the environment that will support businesses, people and the community to thrive.

The site will prioritise low-carbon transport, in particular pedestrian and active travel modes, and connect to passenger transport services.

Car parking will be limited, and be prioritised for tenants and operational uses. Public car-parking will be limited.

Evans Street will continue to service the area as an active road. It will be complemented by a second access road to the north, which is an existing project set out in the Hobart City Deal. The road will also support event-day passenger transport services.





# Mac Point Precinct Plan

## Precinct Districts

- Mac Point Site
- TasPorts Macquarie Wharf
- TasRail Transit Corridor
- City of Hobart land
- TasPorts Huon Quays

Huon Quays Zone

Royal Engineers Building and Land

Aboriginal Culturally Informed Zone

Multipurpose Stadium and Associated Concourse Zone

Residential Development and Public Foreshore Zone

Antarctic Facilities Zone

Port Secure Zone

Complementary Integrated Mixed Use Zone

Port Commercial Zone

0 50 100 200m

The Precinct Plan is a ground plane map only. The Plan does not include tapering, transition or overhanging built form. The Plan shows indicative area allocation.



### 3.1 Mac Point Site

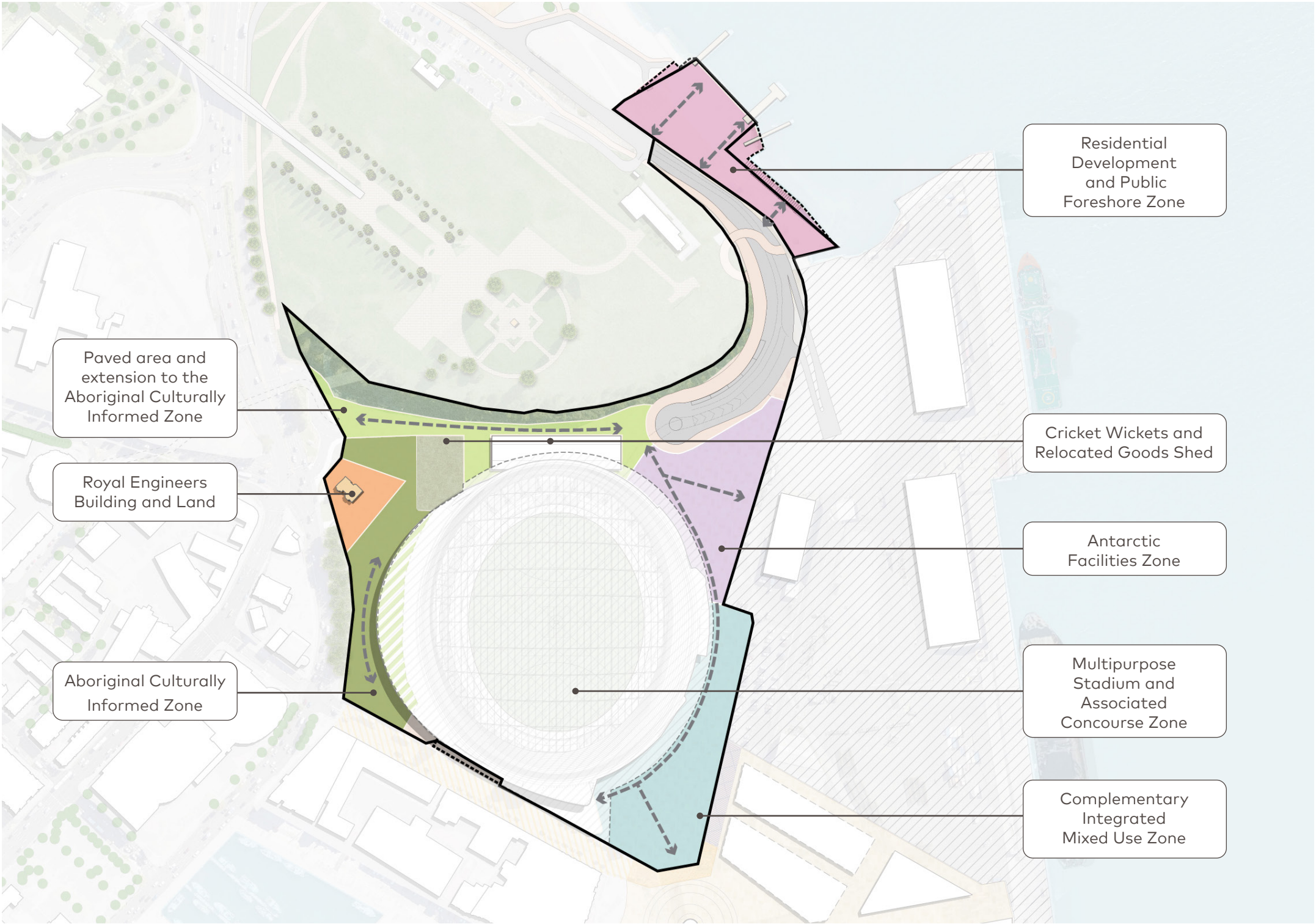
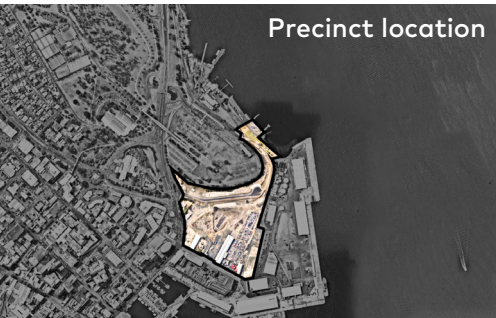
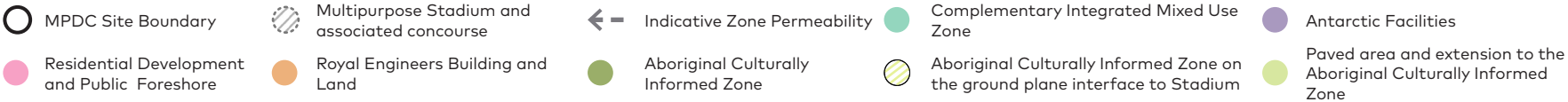


Figure 22: Mac Point Site Plan



#### 3.1.1 Site Plan

As the central component of the Mac Point redevelopment, this precinct will serve as a hub for recreation, hospitality, commercial, tourism, Antarctic, arts, entertainment and sports opportunities. Activity generated by the multipurpose stadium will be supported across the precinct by complementary commercial and hospitality spaces and distinct but integrated Zones.

Proposed uses within the Mac Point site include, but are not limited to:

- an Aboriginal culturally informed zone, provides for the primary address to the Mac Point precinct and the interface to the Hobart CBD.
- Royal Engineers Building retained and reinforced as a critical part of Hobart's built heritage
- the multipurpose stadium is the precinct's primary event venue hosting a variety of events including major sporting competitions, cultural festivals, music concerts, international artists and the expansion of Hobart's creative and cultural environment.
- a complementary integrated mixed use zone comprising restaurants, cafes, hotels, medical facilities and commercial office spaces.
- Antarctic facilities to enhance Hobart's Antarctic Gateway presence, and also include commercial spaces and connections with the complementary integrated mixed use zone.
- Regatta Point will include residential uses accommodating a variety of tenures and housing opportunities, a new public promenade and food and beverage offerings along the Derwent River.

Proposed active frontages will enhance street and laneway character, support local businesses and activities and encourage pedestrian activity across the site.



### 3.1.2 Aboriginal Culturally Informed Zone

The front face of the site will be an Aboriginal Culturally Informed Zone. This area has been prioritised for this use due to its:

- visibility, as the area of the site that locals and visitors are most likely to see and experience
- openness, size, natural light and physical connection to the Cenotaph and green heart of the city in the Queens Domain
- and, most importantly, it is where the original shoreline sits.

The Aboriginal Culturally Informed Zone has an approximate area of 8,000m<sup>2</sup> with an additional approximate area of 5,000m<sup>2</sup> for the paved area and extension to the Aboriginal Culturally Informed Zone.

Much of the Mac Point site is reclaimed land, making the western-side of the site an area to carefully protect and manage sensitively to protect the cultural heritage that is likely to lay in the ground below.

Some of this area has been disturbed through previous development over the site's long history, including for infrastructure installation and structures such as the old rail roundhouse. However, there is less evidence of disturbance in other areas making those particularly sensitive and a high priority to protect from disturbance and development.

MPDC had commenced early work to develop a Truth and Reconciliation Park at Mac Point. This included engagement with community in early 2021 and work

with members of the Tasmanian Aboriginal community to start a co-design process to develop design principles, which were intended to inform further engagement with community.

As part of early conversations with members of the Tasmanian Aboriginal community to inform the development of this Precinct Plan, it became clear that there is a need for a fresh conversation with community around the delivery of an Aboriginal Culturally Informed Zone at Mac Point.

The MPDC is engaging with community to:

- share what we have learnt about the site from studying the history and from site investigations.
- seek guidance on what the space should be called, and what the purpose should be.
- explore what opportunities might it present for Aboriginal enterprises to be based on site and for education and storytelling.

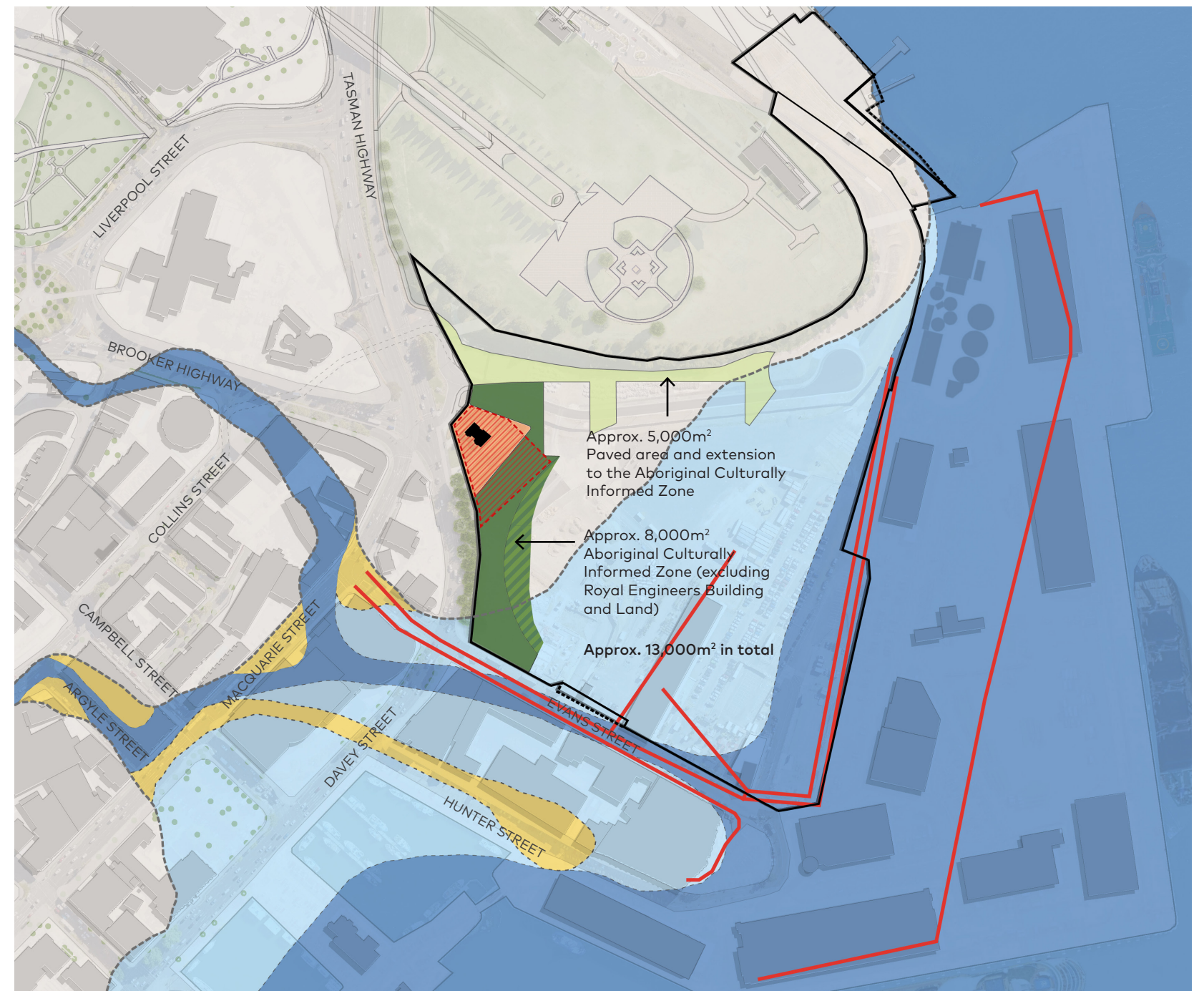
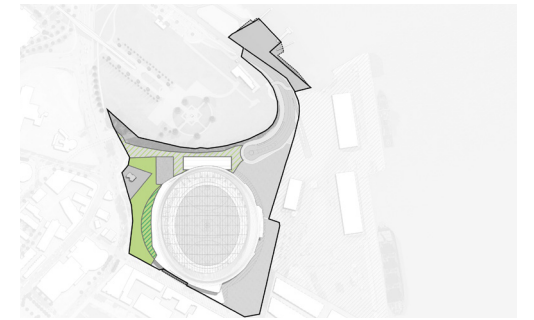


Figure 23: Historical Shoreline with overlay of the Aboriginal Culturally Informed Zone





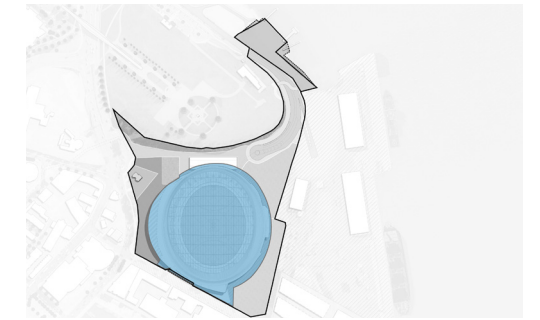


Figure 24: Artist's Impression of the Multipurpose Stadium in concert mode. (Source: Cox Architecture)



Figure 25: Artist's Impression of the view looking towards the South East entry of the Multipurpose Stadium. (Source: Cox Architecture)



Figure 26: Conference, convention and event spaces integrated within the stadium structure - Optus Stadium. (Source: Optus Stadium)



Figure 27: Family orientated events within a stadium precinct - Sydney Royal Easter Show, Sydney Showgrounds. (Source: Fotoeins Fotografie)

### 3.1.3 Multipurpose Stadium and Associated Concourse Zone

A multipurpose stadium at Mac Point is anticipated to provide Tasmania with a premier year-round event venue, attracting arts, entertainment, cultural, commercial and community events, offering the opportunity to attract and host events at a scale not currently available in the state, including events during off-peak periods.

This stadium footprint provides capacity for the functional requirements included in the business case for the multipurpose stadium, with capacity for flexibility and multipurpose use and management by Stadiums Tasmania.

Mac Point provides the opportunity to establish a fit for purpose stadium on the edge of the Hobart CBD with linkages to existing activity centres. It will be a walkable distance to food, beverage, accommodation and experiences in the city and will have the ability to link to both existing and planned transport services and infrastructure servicing Greater Hobart.

Designing the stadium in collaboration with key stakeholders also provides the opportunity to increase accessibility and deliver tailored facilities to meet the contemporary requirements. This includes supporting accessibility of various events and sporting codes with provisions of ancillary sites such as fitness and medical centres and the incorporation of emerging digital technologies to provide an enhanced stadium experience for spectators, athletes, and artists alike.

The world class facilities of a modern stadium can also be leveraged to create greater opportunities for young Tasmanians, through opening development pathways for athletes to excel and represent their state, encouraging greater engagement in women's sports, exposure to corporate and commercial events, conventions, access to a range of performances and events, opportunities in the development phase, and establishing alignment opportunities with Tasmania's arts and media and communications education programs.

The multipurpose stadium will be an integrated development that will contribute to, and be part of, the broader-precinct purpose, functions and design considerations set out in this plan. These include accessibility, sustainability, wayfinding, to be designed to be part of the character of the site and surrounding areas, and be a key part to establishing Mac Point as a destination.

Modern stadium are well designed inside and out, and part of activated precincts. They should be accessible, connected and integrated.

Many examples exist where this has been successfully achieved by enclosing stadiums in buildings and structures, effectively integrating them into the surrounding built form.





Figure 28: Australia's new ice-breaking research and supply vessel RSV Nuyina mooring at The Australian Antarctic Division's port facilities at Macquarie Wharf. (Source: ABC)



Figure 29: Consolidated research and support offices with purpose built laboratory facilities - Black Mountain Science and Innovation Park, Canberra. (Source: TTW Engineers)

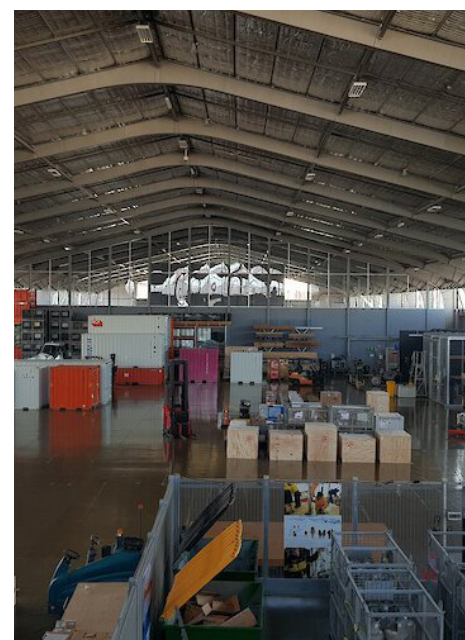


Figure 30: Current Antarctic bio-security, cargo and quarantine facilities at MAC 2 Macquarie Wharf. (Source: AAP)

### 3.1.4 Antarctic Facilities Zone

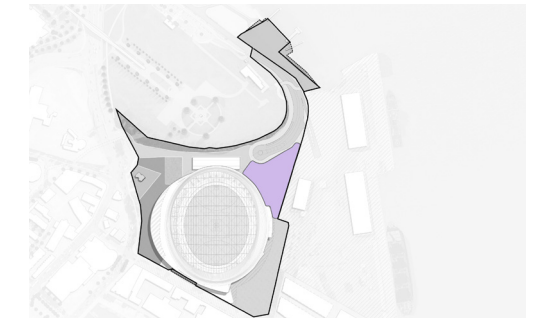
The Mac Point redevelopment offers the opportunity to provide facilities to support the operations of Antarctic organisations adjacent to port and logistic infrastructure.

Furthering Hobart's position as a Gateway to the Antarctic has been identified as a significant opportunity to support growth in the economy and job creation. The Antarctic sector provides over 1,185 jobs and an estimated \$442 million to the state's economy<sup>1</sup> and the expenditure of Antarctic organisations alone contributes a direct spend of \$183.09m to the state in the 2021-22 period<sup>2</sup>.

The Antarctic Facilities zone has an approximate footprint of 7,000m<sup>2</sup>.

Providing offices and facilities in close proximity to the port could help Tasmania's Antarctic sector further Hobart's position as the pre-eminent gateway of choice to East Antarctica for international Antarctic partners as the Gateway to the Antarctic and Southern Ocean and support business opportunities, economic activity and job creation in the region.

Antarctic sector operations at Mac Point can complement existing facilities in the precinct with the Macquarie No. 2 shed currently supporting Antarctic expedition operations including stevedoring, warehousing, and quarantine facilities, along with berthing of the ice-breaking research and supply vessel RSV Nuyina.



The redevelopment of Macquarie Wharf provides the opportunity to expand existing ports infrastructure including the construction of expanded quay lines to accommodate a permanent berth for the RSV Nuyina and dedicated warehousing facilities.

Additional complementary spaces can also be integrated in the surrounding zones to further accommodate the operational requirements of the Antarctic sector, with opportunities to consolidate conferencing and business event facilities within the footprint of the multipurpose stadium. Similarly the plan envisages that there will be complementary relationships between the uses within the Antarctic Facilities Zone and Complementary Integrated Mixed Use Zone, including commercial, conferencing, accommodation, tourism and hospitality.

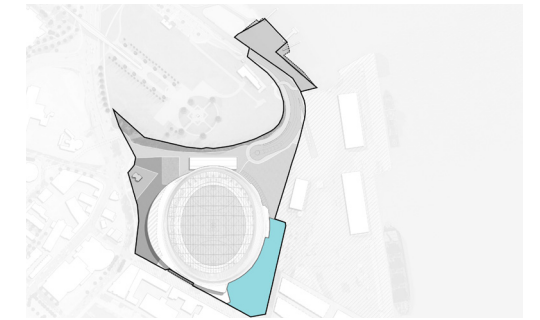
This Zone can support office spaces, accommodate organisations and institutions. While not limited to Antarctic-related uses, organisations operating in that sector will be encouraged and prioritised, and consulted when developing design and planning requirements for this Zone.

This Zone will have activated ground floors and is anticipated to include an underground car-park to support the activation of the site and transport options for tenants.

<sup>1</sup> Cth of Australia, 'Maintaining Australia's national interests in Antarctica: Inquiry into Australia's Antarctic Territory - Chapter 6 Economic Opportunities'. June 2018.

<sup>2</sup> Tasmanian Government - Department of State Growth, 'The Contribution of the Antarctic and Southern Ocean Sector to the Tasmanian Economy 2021-22'. November 2023.





### 3.1.5 Complementary Integrated Mixed Use Zone

The Complementary Integrated Mixed Use Zone will serve as an interface between Mac Point, the Macquarie Wharf Commercial Zone, and Sullivans Cove, providing a collection of boutique commercial, retail and food and beverage spaces and the continuation of the city's urban façade to address the waterfront.

The zone has an approximate footprint of 10,000m<sup>2</sup>.

Introducing additional commercial and hospitality spaces across Mac Point provides further capacity for interaction with the site beyond stadium-based events ensuring that Mac Point remains a lively and premier destination that attracts locals and visitors alike year-round.

The Zone can provide opportunities for Tasmanian businesses to thrive, offering spaces for small-scale retail shop fronts, extensive food and beverage facilities including bars, cafes and restaurants, and venues for community events such as markets and pop-ups to support Tasmanian produce and local artisans. The Zone will also serve as a complementary extension to Hobart's creative and cultural environment, affording spaces and places for making and displaying arts and crafts.

Co-location to the stadium also provides a capacity for small businesses to capitalise on shared visitation benefits and high pedestrian foot traffic originating from stadium events. The Zone's close proximity to the stadium can also offer experiences, offerings and broader engagement with

the site prior to and after stadium events through an activated ground floor, allowing for staggered crowd dispersal and a reduction in the immediate transport demand during surge periods.

Further co-location benefits can also be derived from the surrounding Macquarie Wharf District and proposed Antarctic Facilities Zone with opportunities for supporting commercial businesses and activity to agglomerate within the Complementary Integrated Mixed Use Zone.

The adaptability of the Zone also offers the potential for reintegrating and preserving existing commercial and hospitality spaces within the Mac Point site such as the Red Square. The current use and engagement with these spaces can also be used as a precedent for the proposed character of the Complementary Integrated Mixed Use Zone.

Design of The Complementary Integrated Mixed Use Zone should be orientated towards providing an urban fabric that supports the pedestrian scale and mobility with a focus on delivering a permeable network of active street frontages and laneways throughout the site.

Producing a pedestrian environment within the design of the Complementary Integrated Mixed Use Zone reflective of the surrounding context provides a capacity to taper the scale of the stadium against the existing urban framework of the Hobart CBD.



Figure 31: Fine grain retail and hospitality dining - Barangaroo, Sydney (Source: Lendlease)



Figure 32: Encouraging prolonged engagement with the site through complementary entertainment and hospitality spaces - Entertainment Quarter at Moore Park adjacent to the SCG and Allianz Stadium. (Source: Entertainment Quarter)

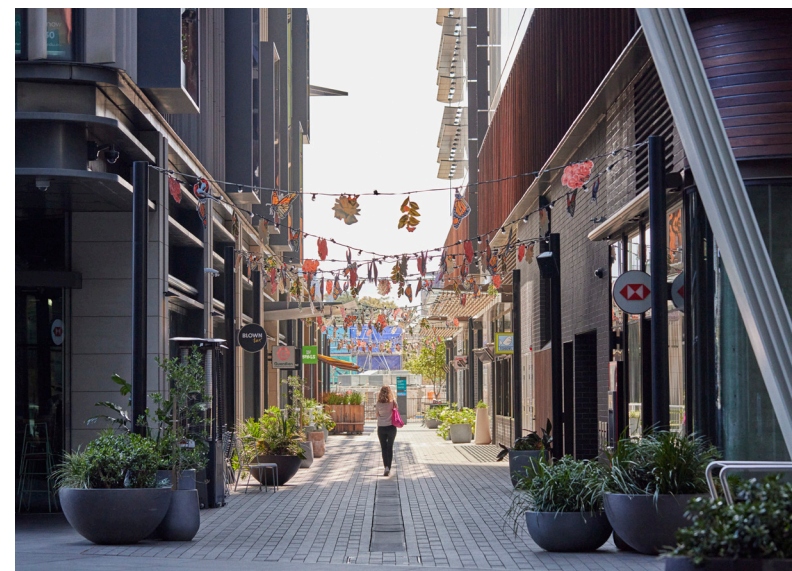


Figure 33: Pedestrian scale development with active street frontages and laneways - Barangaroo Sydney (Source: City of Sydney)



Figure 34: Red Square community event space at Mac Point - Design of the Complementary Integrated Mixed Use Zone should look to preserve these spaces and encourage similar land uses. (Source: MPDC)



### 3.1.6 Residential Development and Public Foreshore Zone

An expanded Mac Point Precinct provides the opportunity to complete the urban renewal of the site and respond to current community needs to contribute to housing supply.

The residential development provides the opportunity to create high amenity, medium density apartments with an open northeast aspect of the Derwent River.

The development will be sympathetic to the stepped topography of the foreshore and will be delivered with an activated ground floor of commercial, retail and/or food and beverage uses and enhanced public foreshore to open up and encourage public use of the space.

It will have well designed pedestrian walkways connecting it to the main activity area of the site, access to public open space and public transport connections nearby.

The foreshore will remain publicly accessible and provide a reinvigorated waterfront and enhance the amenity of a space that currently has limited year-round use.

The housing will be a mixture of:

- affordable housing to support key workers in the health sector. This will be delivered working with the Department of Health and Homes Tasmania.
- apartments for release to the general market to provide a mixed-use environment.

It will offer improved accessibility and amenity to the existing jetties and ramp for the launching of small vessels.

Facilities to support community spaces and the Royal Hobart Regatta can be integrated into the development, which will be progressed as part of the design phase.

Early feasibility work has been undertaken for the site including considering access to required services (such as power and water), environmental conditions (such as sea level rise, and flora and fauna investigations), site inspection to inform a desk top heritage assessment, and consideration of potential contamination/remediation works.

The activation of the residential development at Regatta Point will be informed by urban design guidelines, including: precinct and foreshore connectivity, energy efficiency, access to open space, water sensitive urban design, the use of natural light as well as the sustainability principles and drivers of the urban renewal of Mac Point outlined in this plan.



Figure 35: Allisee Residential Community. Source: Christopher Frederick Jones

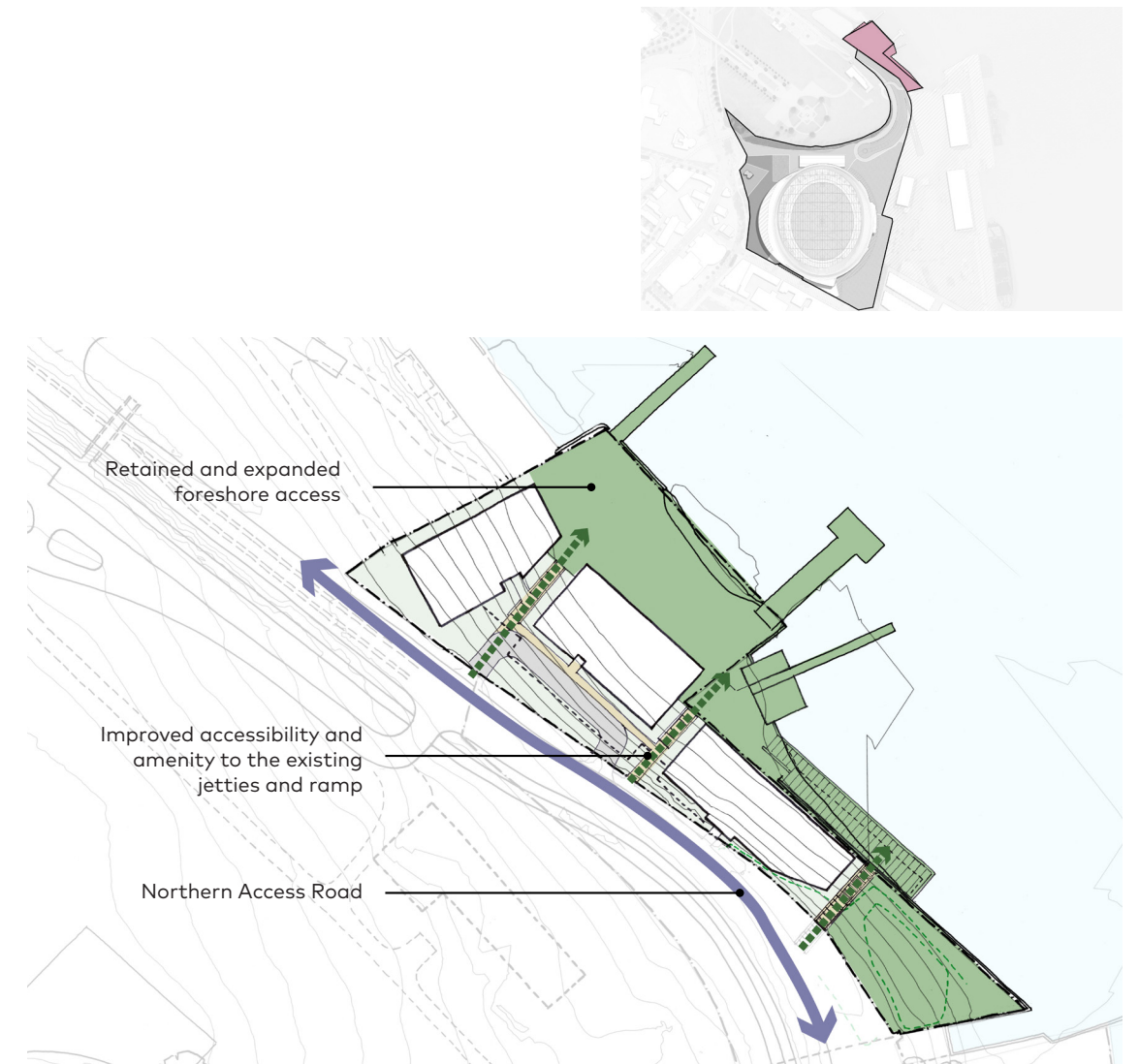


Figure 36: Indicative sketch of Residential Development and Public Foreshore. (Source: Cox Architecture)



Figure 37: Clifton House Architecture Studio. (Source: Jaime Diaz, Berrio Photography)





Figure 38: Artist's Impression of Residential Development and Public Foreshore



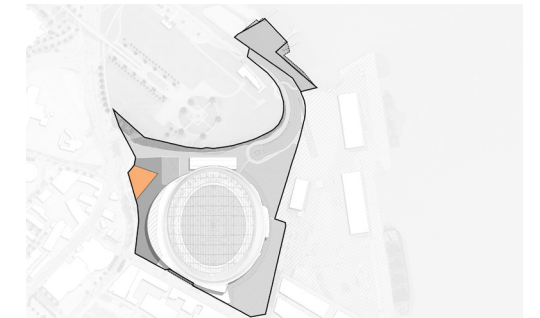


Figure 39: The Royal Engineers Building at Mac Point. (Source: Macquarie Point Development Corporation)

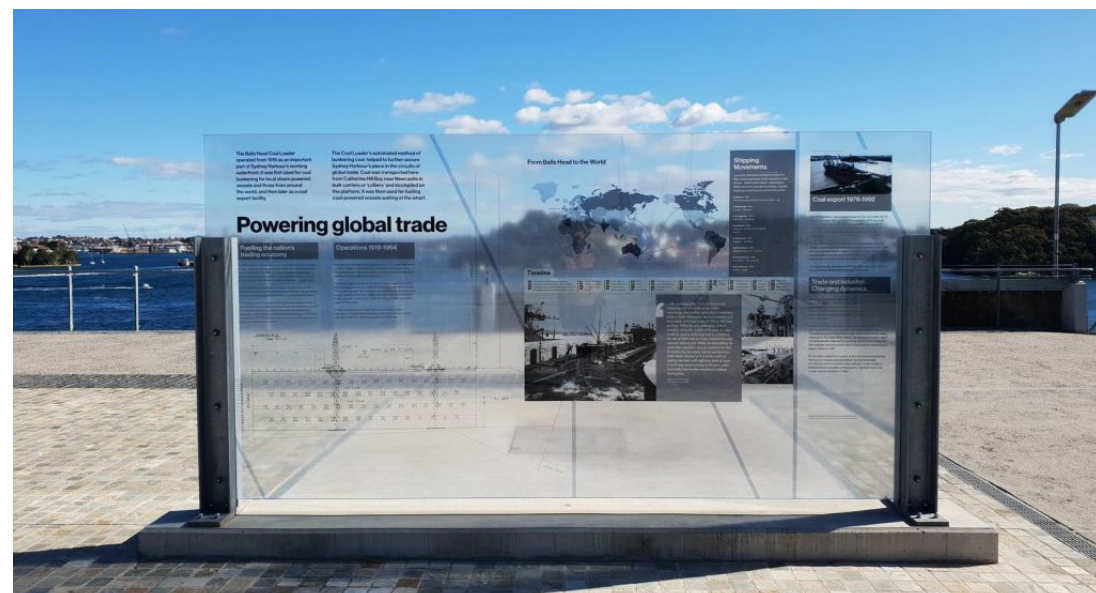


Figure 40: Interactive public art displays showcasing significant historical information and images - The Coal Loader Park, Sydney. (Source: North Sydney Council)

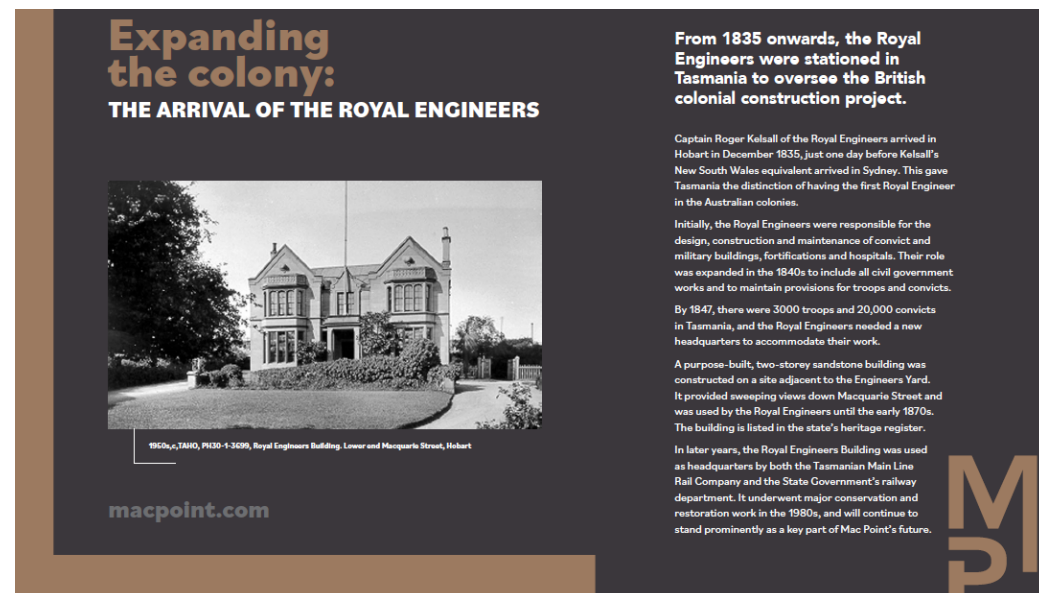


Figure 41: Mac Point Heritage Interpretation Board. (Source: Macquarie Point Development Corporation)

### 3.1.7 Royal Engineers Building and Grounds

Mac Point has a rich history of supporting a diverse range of influential activities and events that have played a significant role in Hobart's early colonial development and the progression of the state.

The Royal Engineers Building is a reminder of this early history, and remains an important part of the Mac Point site. The Royal Engineers Building is a two storey Tudor revival building that was established in 1847 to serve as the headquarters of the Royal Engineers.

The Royal Engineers Buildings was constructed over 170 years ago. The building commands a dominant position within the Hobart CBD, acting as a reminder of Hobart's early colonial history and carrying esteemed significance amongst the surrounding built form.

The Royal Engineers Building provides an opportunity to share the history of Mac Point through integration of public art displays showcasing sculptures, photos and written information about significant points along Mac Point's historical time-line.



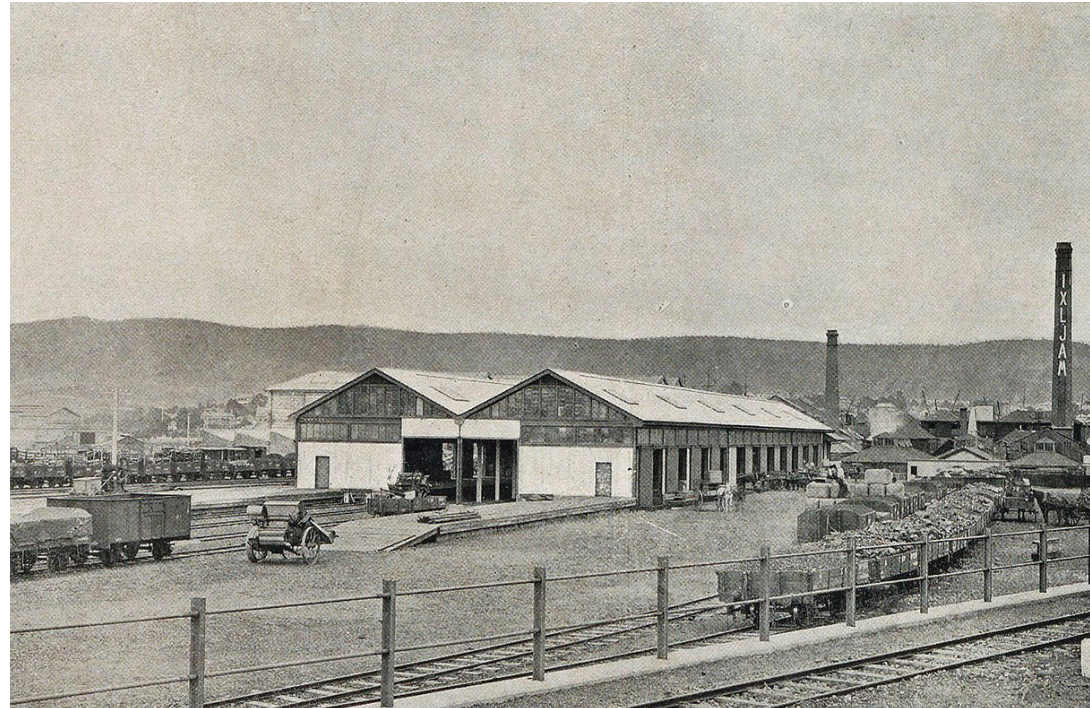


Figure 42: The Weekly Courier, Thursday 23 December 1915, p23 New Goods Shed. (Source: Macquarie Point Development Corporation)

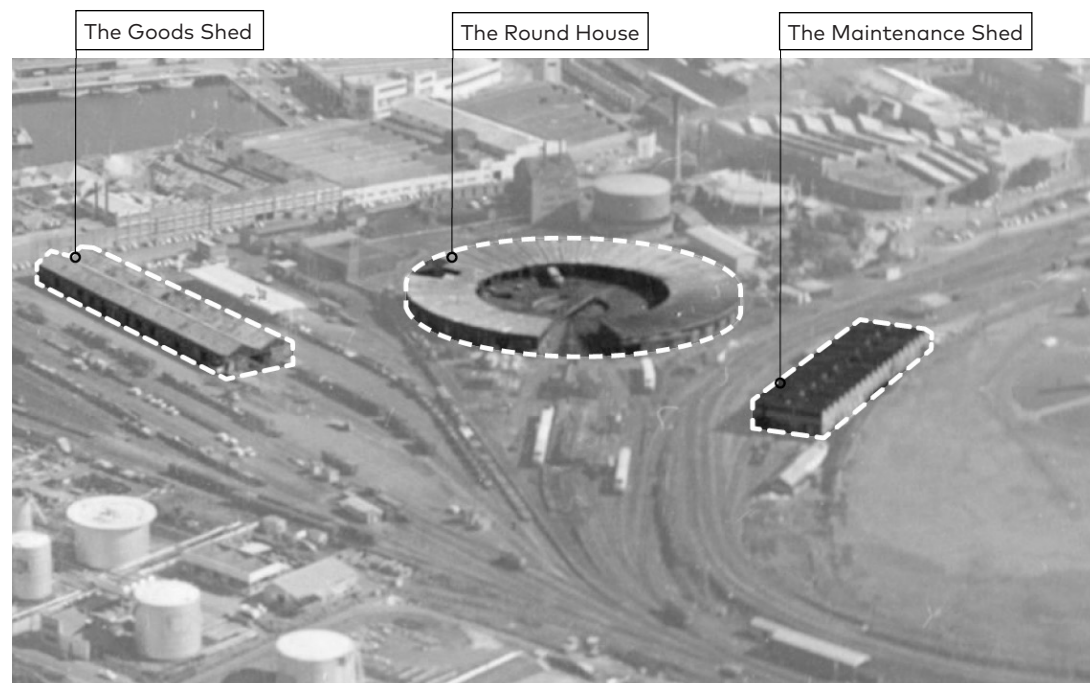


Figure 44: Hobart Yards in the 1960s. Uncredited, Stations of Tasmania. (Source: Macquarie Point Development Corporation)



Figure 43: Artists Impression of The Goods Shed relocation and preservation. (Source: Cox Architecture)

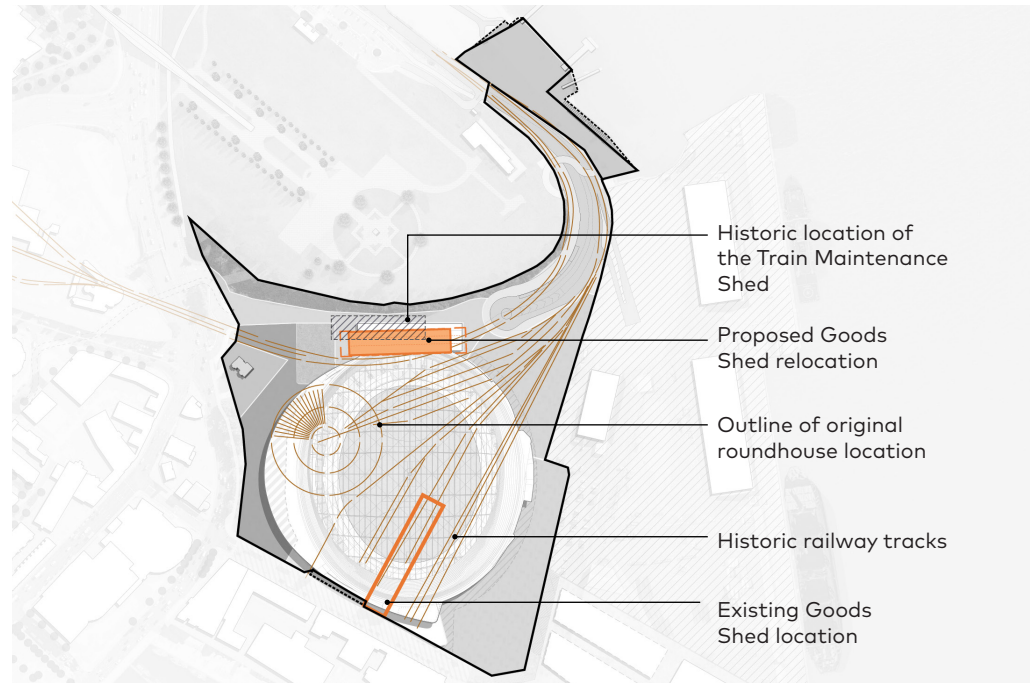


Figure 45: The Good Shed preservation and relocation diagram (Source: Cox Architecture)

### 3.1.8 The Goods Shed

The Goods Shed was built c.1914-16, during World War One. It was historically used for the storage and loading of goods onto trains, and is a remnant of one of the site's important historic roles, which was as the Hobart Rail Yards. The Goods Shed is listed on the Tasmanian Heritage Register, and Schedule 1 of the Sullivans Cove Planning Scheme 1997 as a place of local significance.

To support the redevelopment of the site a new location has been identified for the Goods Shed where it's connection to place can remain, heritage can be honoured and community activation can continue.

The identified location will reposition the Goods Shed with the first railway line constructed in 1876 and will place it close to the historic location of the Train Maintenance Shed, which was a structure of similar type and size that was part of the Hobart Rail Yards. This relocation will continue to honour the historical precedent for railway buildings beside the Escarpment, and the Goods Shed will be further enhanced with supportive interpretation to highlight the original platform edge and rail lines.



3.2 Macquarie Wharf

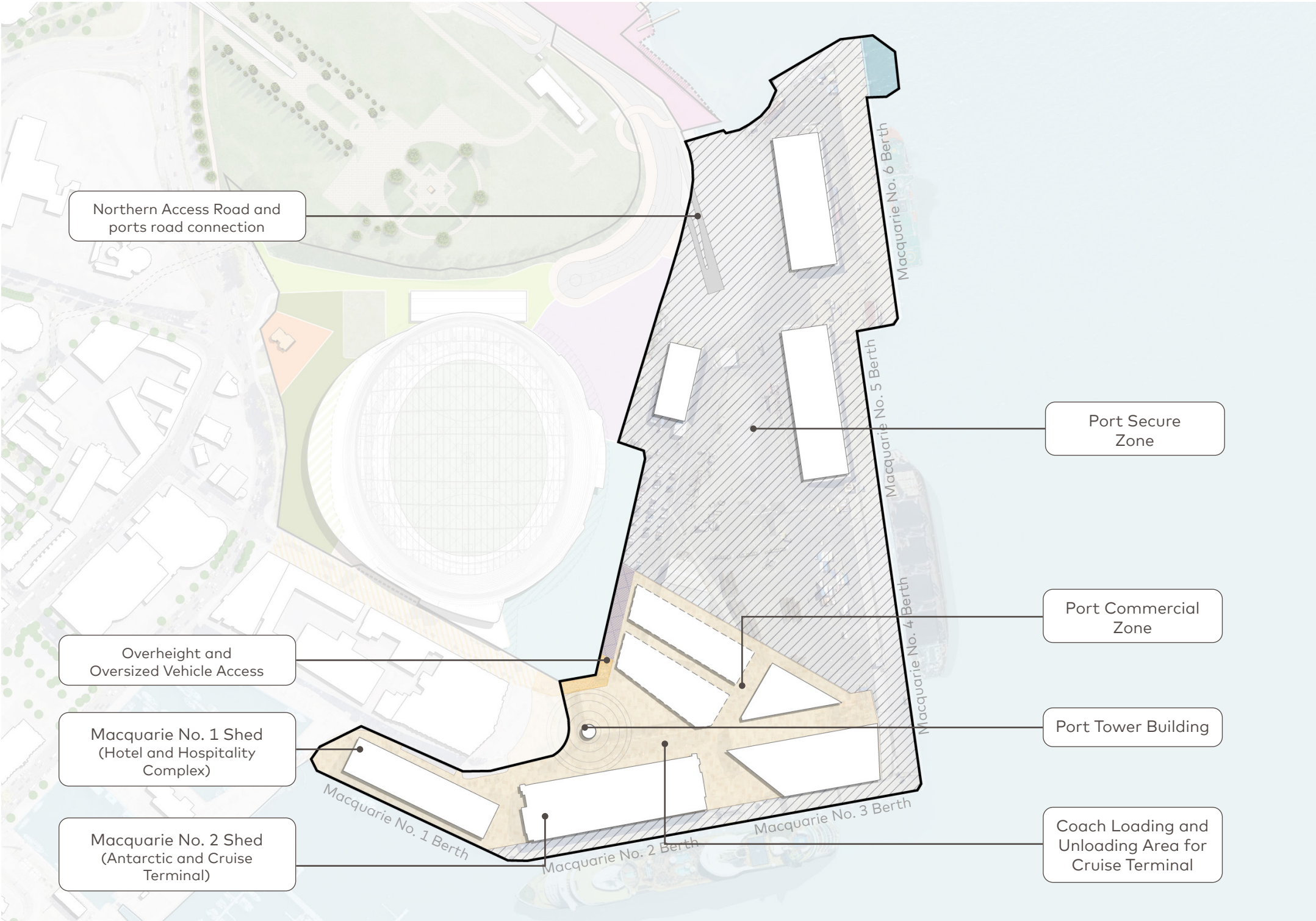
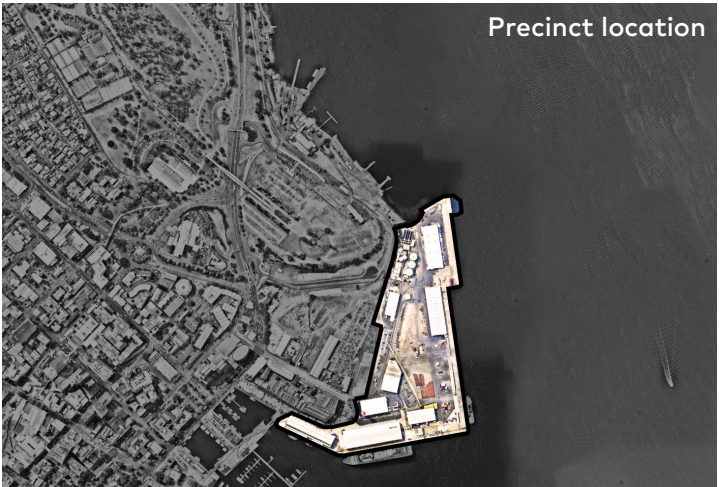


Figure 46: Macquarie Wharf Precinct Plan



Characterised by a working port along the foreshore at Mac Point, this precinct supports a variety of imports and exports, commercial fishing, Antarctic scientific endeavour, and a cruise ship terminal.

Proposed redevelopments for this precinct involve upgrades and the expansion of existing port infrastructure to enable growth in the tourism, trade and Antarctic sectors along with the introduction of commercial opportunities and parking within a civic plaza at the end of Evans Street reintroducing pedestrian access to the foreshore at Mac Point.

Macquarie Wharf will continue to be supported by Evans Street and a new access road from the north.

The northern area of the wharf is the Port Secure Zone, which is a carefully managed and controlled space with limited access.

The southern Port Commercial Zone will have a permeable boundary with the Mac Point site, and support the movement of people between the two spaces.



3.3 Huon Quays

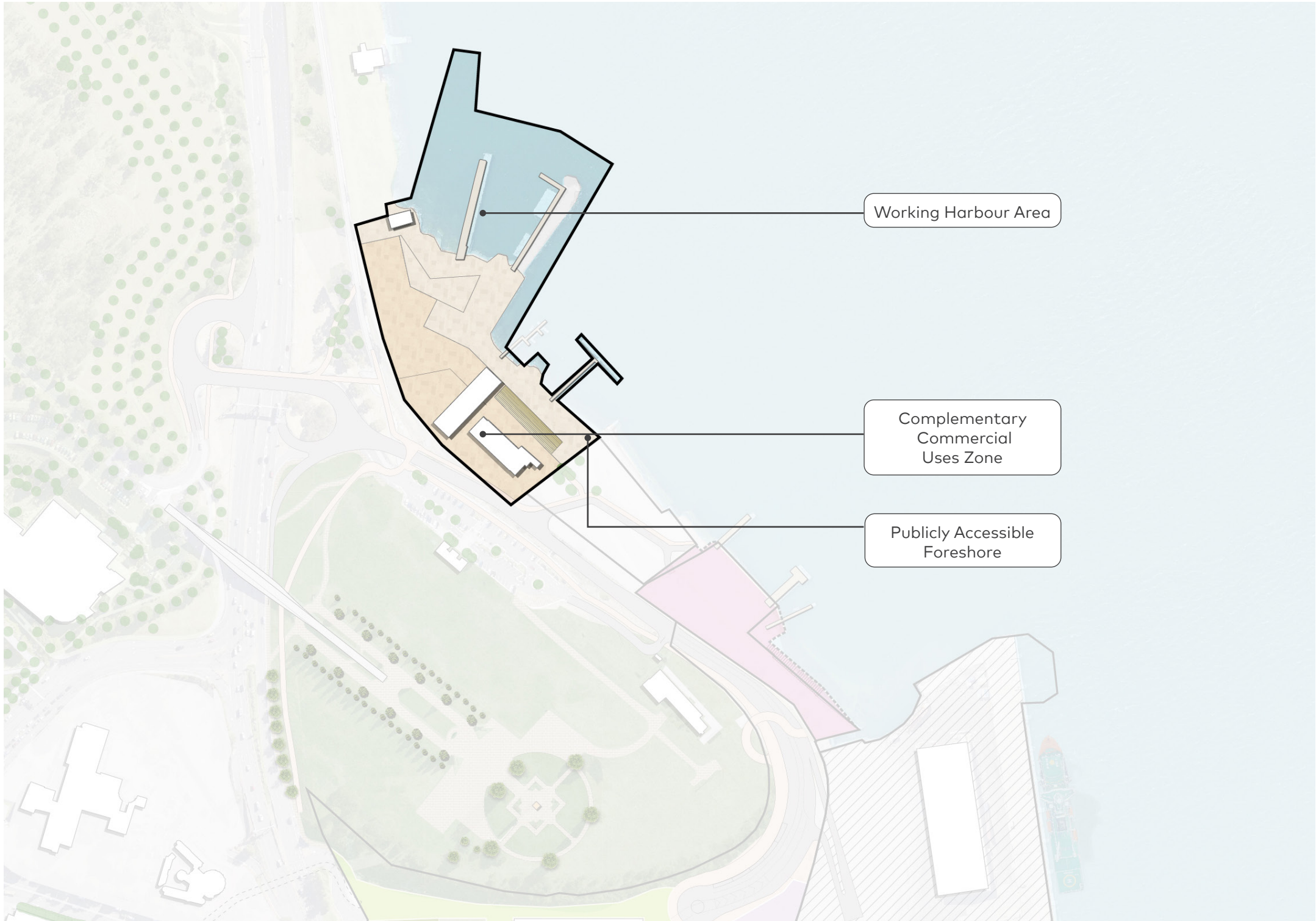
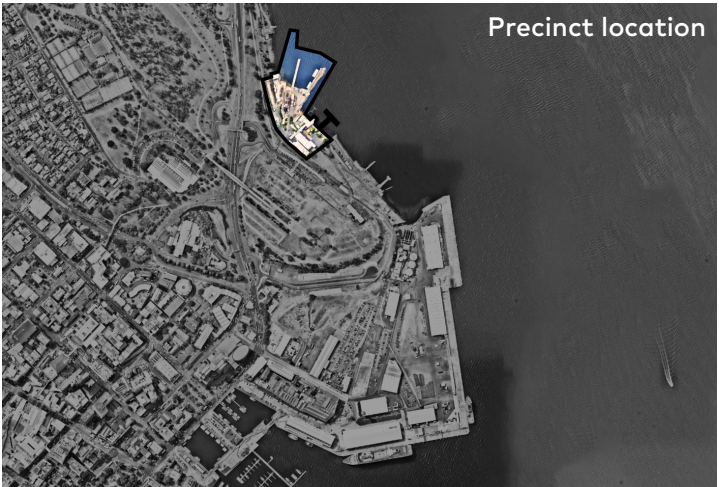


Figure 47: Huon Quays Precinct Plan

○ Huon Quays Precinct Boundary



The original home port of the HMAS Huon this precinct consist of the Domain Shipyard and a range of heritage structures on the Hobart waterfront that currently serves as a backpacker accommodation and function centre.

Proposed redevelopment of the precinct would capitalise on and celebrate the site's historic and natural assets, providing a comprehensive cultural and commercial venue supporting a marina, galleries and start-ups. Public recreation and wellness spaces would also be encouraged along the Derwent River foreshore.



### 3.4 Anticipated staged delivery of the Precinct



Figure 48: Phasing Plan

Stage 1   Stage 2   Stage 3   Underground Carpark in Stage 1

Sequencing the development of the Zones across the Precinct will support:

- coordination and safety
- access for the equipment and machinery that will be required, while minimising disruptions to existing roads, such as Evans Street
- the establishment of clear construction areas and avoid overlapping work areas

The Precinct is anticipated to be delivered in three broad stages. These may overlap.

#### Stage 1

- Upgrade of Macquarie Wharf, with the immediate priority being the upgrade of Wharf 6 to berth Australia’s Antarctic icebreaker, *RSV Nuyina*
- Northern Access Road
- Commencement of work on the multipurpose stadium
- Upgrades of Wharves 4 and 5 to support polar and research programs, defence support and additional commercial opportunities
- Commencement of the underground carpark within the Antarctic Facilities Zone to streamline the construction phase of the stadium

#### Stage 2

- Residential Development and Public Foreshore
- Aboriginal Culturally Informed Zone
- Development of Port Commercial Zone

#### Stage 3

- Complementary Integrated Mixed Use Zone
- Antarctic Facilities Zone
- Huon Quays

Temporary activation of the site will continue to support current uses, such as Red Square, and events where possible around the construction zones.



## 3.5 Moving to, around and through the site

### 3.5.1 Transport

Initial transport planning investigations to support the Precinct Plan development include:

- developing a concept for a northern access road
- event-day public transport guiding principles, transport infrastructure and concept

#### Key future transport work

- one concept that has been raised is a pedestrian connection between Collins Street and Mac Point, as shown in the site visual plan.
- the Precinct Plan will inform whole-of-site traffic and transport modelling and planning.

### 3.5.2 Accessibility

The precinct and public developments will be designed to be accessible to people of all ages and abilities, including parking and drop-off facilities.

Consultation with organisations and people with lived experience will inform the built form and design of the precinct, including considerations to inform the multipurpose stadium.

This will provide opportunities to seek input and guidance into designs, and to create sensory-safe spaces that support participation.

The range of proposed activities and developments within the expanded Mac Point site requires the implementation of a cohesive wayfinding plan with consistent imagery and directional language to efficiently manage converging uses and traffic throughout the precincts.

The development of an advanced multipurpose stadium at Mac Point also requires further attention to wayfinding programs to elevate the spectator's event day experience. This will support the effective management of crowd circulation to, from and throughout the stadium and providing clear and efficient directional information to assigned seating, amenities, transport links and associated events. Effective stadium signage systems must also consider the operational requirements of major events with separate strategies for back-of-house areas and drop-off zones.

### 3.5.3 Wayfinding

#### Digital Wayfinding Systems

Integration of digital technologies can further improve the efficiency and accessibility of the Mac Point wayfinding plan by providing adaptable and interactive systems to reflect the changing demands of a multi-use stadium and mixed-use precincts.

Video screens and interactive kiosks can offer specific wayfinding directions and real-time information such as current event promotions, walking distances, congestion, public transport timetables or emergency alerts, while further interactive elements such as QR codes, Near-Filed Communication or augmented reality displays can allow uses to access and carry personalised visual directions across the site. Interactive digital systems also offer accessibility benefits through the ability to provide information in multiple languages to assist visitors, or as audible directions for patrons with visual impairments.

Data can also be collected from digital systems to provide insight into crowd flows, mobility, and bottlenecks along with when and what venues receive high visitation, allowing the wayfinding strategy for Mac Point to be continuously improved and tailored to meet changing demands of different events or encourage further engagement with the site.

#### Analogue Wayfinding Systems

In addition to digital wayfinding opportunities, there is also a requirement to develop an analogue wayfinding system that encourages people to navigate throughout the precinct.

A good wayfinding system will allow people to reach their destination easily and quickly by providing the cues and information to know where you are, where you are headed, and how best to get there; and recognise when you have reached your destination.

A digital wayfinding system could be supported by a coordinated approach to analogue wayfinding systems including usable and up to date maps and signage throughout the precinct. Considering the entire journey, wayfinding and signage locations should be found at key destinations throughout the precinct including public transport stops and entrances to the stadium. Signs should be placed primarily at decision points and along key routes throughout Mac Point as reassurance.

To make signage easy to understand, wayfinding systems must be inclusive as possible by providing information that is accessible for mobility impaired, blind, and low vision users. Signage should be designed with key principles of universal design such as ergonomic signage design, standard typefaces, a range of languages, and the use of logos and international symbols.

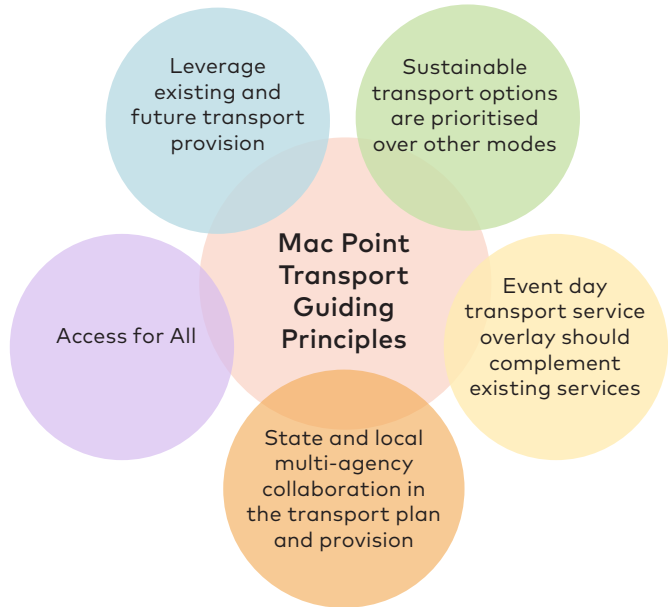


3.6 Event day public transport

The location of Mac Point on the edge of Hobart’s CBD presents a unique opportunity for the Precinct and associated transport access plan to support economic development, leverage existing transport networks and act as a catalyst for uplifting existing infrastructure and services, providing more sustainable transport choices and opportunity for people across Greater Hobart both on event and non-event days.

3.6.1 Guiding principles

Guiding principles for the development of the Mac Point Transport Plan were established in conjunction with key stakeholders. The principles focus on utilising and enhancing sustainable (non-car) transport modes for site access – including walking, cycling, other forms of micromobility, public transport. Public transport includes existing bus and ferry services, rapid and event buses. Existing on and off-street parking capacity around the Hobart CBD will be utilised by spectators. Parking, drop-off / pick-up and ride share are all considered car-based mode shares, as is the walking component of the spectator’s journey using these modes.



3.6.2 Demand Identification

Based upon the mode share planning process and discussions with key government stakeholders, it was agreed for the purposes of stadium planning to establish the following transport mode shares:

- Base Target - non-car mode share of 60%
- Stretch Target - non-car mode share of 70%.

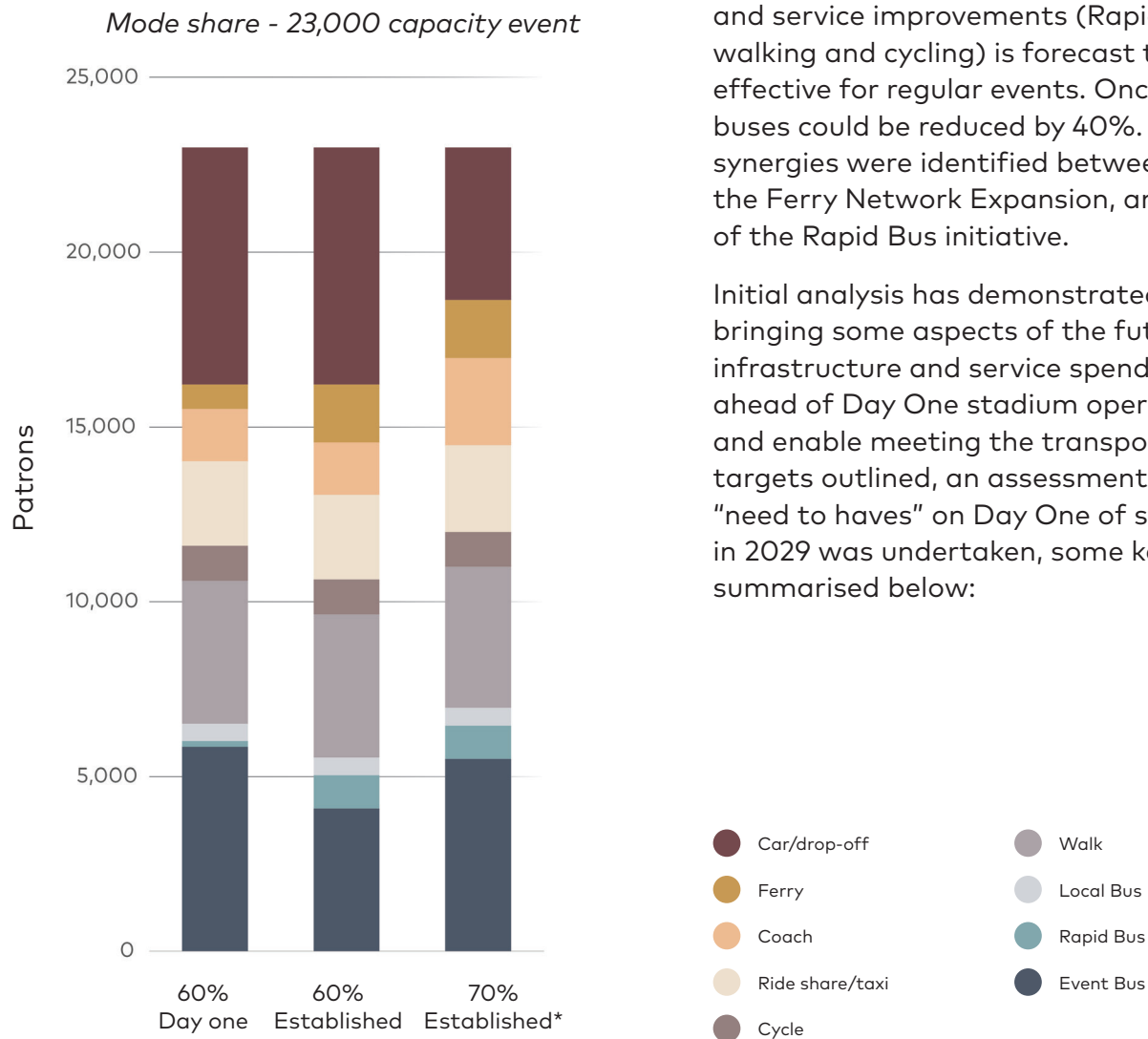


Figure 49: Mode Shares for a 23,000 capacity event under the 'Day One,' 'Established,' and 'Ultimate' scenarios. Source: WSP Consulting Event Transport Access Study for Macquarie Point Precinct

3.6.3 Transport Infrastructure and Staged Implementation

Various state and local government transport infrastructure and service projects are planned to be implemented alongside the development of the Mac Point Precinct. These projects include a Rapid Bus network, expansion of the ferry network and improvements to active transport infrastructure.

Delivery of the planned transport infrastructure and service improvements (Rapid Bus, ferry, walking and cycling) is forecast to be comparatively effective for regular events. Once delivered, event buses could be reduced by 40%. In scenario testing, synergies were identified between the delivery of the Ferry Network Expansion, and implementation of the Rapid Bus initiative.

Initial analysis has demonstrated merit in bringing some aspects of the future transport infrastructure and service spending forward, ahead of Day One stadium operation. To support and enable meeting the transport mode share targets outlined, an assessment on the essential “need to haves” on Day One of stadium operation in 2029 was undertaken, some key items summarised below:

- Car/drop-off
- Ferry
- Coach
- Ride share/taxi
- Cycle
- Walk
- Local Bus
- Rapid Bus
- Event Bus

\* Established - Event with all proposed transport network upgrades implemented

Walking and cycling

Upgrades including delivery of safe and separated walking and cycling infrastructure to the stadium precinct via the waterfront, within the Hobart CBD, and a shared pedestrian and cycle connection to access proposed Rapid Bus stops on the Tasman Highway, and the Collins Street active transport corridor.

Bus

Delivery of the proposed Rapid Bus Network and associated bus priority measures (full or at minimum partial implementation), general access bus route timetable uplifts, and an event bus network and associated infrastructure including and event bus hub within the precinct, bus staging areas, park and ride facilities (scale of this linked with Rapid Bus network delivery).

Coach

Coaches will connect regional Tasmania to the stadium and offer private charters for groups, sporting clubs, and communities to attend events. To accommodate coaches, Queens Domain is the preferred drop-off, parking, and pickup area, with a walking route via the Bridge of Remembrance.

Ferry

Brooke Street Ferry Wharf improvements, event timetable uplift and delivery of ferry network expansion (full or partial implementation).

Road network

Establishment of traffic management area including parking and shared mobility exclusion zones around stadium, local road and property access operations and cruise terminal operations overlap plan.



3.6.4 Transport Concept

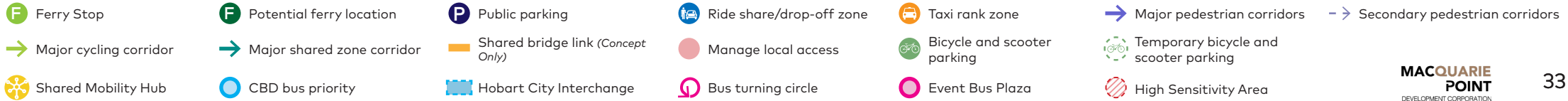
The overall stadium transport concept for site operation is outlined below and adjacent diagram. Initial analysis has highlighted merit in progressing the development and staged implementation of the Rapid Bus network and ferry network expansion, as well as walking and cycling upgrades, in advance of the stadium opening.

Transport Modes

- **walking and cycling** – Dispersed pedestrian movement to various modes.
- **bus** – rapid bus stops on Brooker Highway / Tasman Highway, connected into pedestrian and cycle access bridge, an event bus hub located to the northeast of the stadium including associated passenger amenity and driver facilities and bus staging area on the approach road to the stadium.
- **ferry** - wharf established at Regatta Point and additional capacity at Brooke Street.
- **coach** – Queens Domain is the preferred area for drop-off, parking, and pickup, with a walking route available via the Bridge of Remembrance.
- **taxi/ride share** – taxis/ride share to utilise existing facilities located throughout the Hobart CBD.
- **car parking, drop-off / pick-up** - establishment of traffic management area in stadium vicinity including no public car access and drop-off within immediate precinct.



Figure 50: Overall high-level transport concept developed





3.7 Road Infrastructure



Figure 51: Proposed layout and connections for the Northern Access Road

■ Northern Access Road extent and alignment ■ Northern Road Access road extend and alignment (services vehicles and activation requirements)



3.7.1 Northern Access Road

A northern entry point to provide access to the Port of Hobart and Mac Point is a project listed in the Hobart City Deal. The connection is important to support ongoing port operations, in particular Antarctic logistics as part of Tasmania’s role as a Gateway to the Antarctic and Southern Ocean.

The northern access will also be key enabling infrastructure for future passenger transport planning, will improve access to the Regatta Point foreshore area, pedestrian and cycling links, and support access to and from Mac Point. The proposed road will also maintain access to parking in the Cenotaph area.

To support the development of this Precinct Plan, MPDC and Infrastructure Tasmania have collaborated to progress a concept for the northern access road as illustrated in the site plan. Engagement with stakeholders has commenced.

Importantly, Evans Street, to the south of the site, will remain in use. The new road will provide a second access point to the port from the north. It will also support event-day passenger transport services.



### 3.8 Implementation

As outlined in the introduction, this Precinct Plan has been informed by feedback from the community, meetings with local businesses and organisations, expert advice, and collaboration with delivery partners.

The Precinct will be delivered in three high level stages as set out in Section 3.4 of the Plan. The first stage will include seeking planning approval for the multipurpose stadium through the Project of State Significance process, after it was declared as such by the Tasmanian Parliament in November 2023. The Tasmanian Planning Commission will undertake an integrated assessment of the Macquarie Point Multipurpose Stadium project in accordance with the *State Policies and Projects Act 1993*.

The implementation of the Precinct Plan will be supported by:

- a Site Development Plan, which will guide the historical interpretation of the spatial and built form and character of Sullivans Cove through new developments.
- Master Planning, which will develop more detailed requirements to guide the development of the Mac Point site Zones set out in this Plan, support accessibility and permeability across the site, and will inform a request to seek updates to the current planning requirements.
- a Transport Study that will further the transport mode analysis that informed the Precinct Plan.
- Urban Design Guidelines to support development on site.
- further engagement with the Aboriginal community to guide the development of the Aboriginal Culturally Informed Zone.
- planning, engagement, and development in keeping with the Green Star Communities accredited system to target a 5 to 6 star rating.
- progressing an integrated approach to the design and development of a multipurpose stadium on site.
- delivering an updated Site Infrastructure Strategy.
- delivering independently audited reviews of remediation on site in keeping with the Macquarie Point Development Corporation Act 2012.
- delivering our sustainability principles and continuing to work collaboratively with our delivery partners to progress the Residential Development and Public Foreshore Zone, Antarctic Facilities Zones, Complementary Integrated Mixed Use Zone
- continuing to manage and maintain European heritage on site, including the Royal Engineers Building and yard and the Goods Shed's connection to the site.

