

Macquarie Point Multipurpose Stadium

Public Hearing Technical Note

Technical Note Number	7
Subject	Northern Access Road and Events Bus Plaza
Date	7 July 2025

1. Background

- 1.1 On 25 June 2025, during the course of the Proponent opening its case, there was questioning by the Panel on the alignment of the Northern Access Road (**NAR**) and the Events Bus Plaza.
- 1.2 This Technical Note sets out:
 - (a) general comments relating to scope at section 2; and
 - (b) the current status on the development of the NAR and the Events Bus Plaza at sections 3 and 4 respectively.

2. General comments relating to scope

- 2.1 As a starting point, the Proponent observes that the NAR and Events Bus Plaza are outside the scope of the project before the Commission.
- 2.2 The State refers to paragraph 2.3 of its Representation 2 (representation number 114 according to the Commission's numbering system) which substantiated the contention that the draft Integrated Assessment Report included an unreasonable extension of the Project outside of the defined boundary in the *State Policies and Projects (Project of State Significance) Order 2023*, so as to include further or other projects, rendering relevant provisions of the *State Policies and Projects Act 1993 (SPP Act)* unworkable, given the operation of the SPP Act to 'turn off' the planning provisions that would apply to use or development.
- 2.3 Whilst the NAR and Events Bus Plaza are outside the scope of the project, they are necessary for the delivery of the project as they are required for the operation of the stadium. It is for this reason that the Proponent's proposed conditions require the delivery of the NAR and Events Bus Plaza prior to the use of the stadium.

3. Northern Access Road

- 3.1 The Department of State Growth (**DSG**) has been undertaking design work for the NAR including an events bus plaza within its alignment. Consultants have been engaged to deliver the Concept Design and project specific site investigations.
- 3.2 The ultimate design of the NAR and Events Bus Plaza will ensure safe and efficient access for pedestrians and vehicles, including appropriate mitigation measures to avoid vehicle conflict.
- 3.3 To date, the design process has involved identifying and assessing available alignment options. This exercise concluded that the general alignment shown in the PoSS submission is preferred, being a route within the area shown on CPR Plan No 11581 (**Attachment 1**). CPR Plan No 11581 at Attachment 1 shows the current alignment which reflects the plan exhibited with the *Macquarie Point Planning Permit Bill 2025* subject to one additional change comprising the adjustment of the southern boundary of area 3 as identified on the version table.
- 3.4 Additional design investigation and traffic modelling is ongoing in relation to the interface with the Tasman Highway. This work will result in an intersection design that is safe and efficient while minimising impacts to the broader road network.

4. Provision of an Events Bus Plaza

- 4.1 DSG is considering options for the location for the Events Bus Plaza. Options within and within close proximity to the Macquarie Point precinct are being considered. This options assessment is being undertaken to ensure that the Events Bus Plaza is safe and operationally sound. As part of this assessment, DSG is consulting with stakeholders surrounding the site and bus operators. During this process, DSG will engage with other jurisdictions for lessons learned from developing similar bus plazas for major stadiums.
- 4.2 Use of the 400-metre catchment principle for public transport will be used to inform the location and provision of an Events Bus Plaza within the NAR footprint, as shown at **Attachment 1**.
- 4.3 **Attachment 2** contains the criteria that will be used to select the Events Bus Plaza location/layout.

LOCALITY PLAN

TASMAP 5225
HOBART

NORTH

SCALE 1:2000

100m

AREA 1
1.1ha±

AREA 2
0.6ha±

AREA 3
0.6ha±

AREA 4
0.02ha±

RIVER DERWENT

MACQUARIE STREET

TASMANIAN HIGHWAY

Amenities Building

Railway Line

Storage Line

Intersection of S27558.0mE with the boundary E-F described in CPR9854

F/R 134637/1

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F/R 134639/1

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F/R 134863

Attachment 2 – Draft Event Bus Plaza Decision Making Principles Framework

Overarching principle - To ensure that Event Buses are safe and attractive to achieve the required mode share to support effective operation of the transport network.

Principle	Objectives
Efficient and safe operations	Safe separation of buses and passengers. Maximise safe separation of buses and other light and heavy vehicles travelling along the adjacent Northern Access Road. Maximise safe and efficient dispersal of people from the stadium. Adequate capacity of Event Bus Plaza to ensure efficient throughput of buses and passengers in terms of: • number of bus stops; • straight edge kerbs to enable front and rear door boardings; and • adequate waiting and queuing space for passengers. Safe and efficient movement of event buses including ease of manoeuvrability within and into/out of the site, this includes the provision of straight edge kerbs for bus stops and being able to easily exit bus stops and the site. Independent bus operations with buses able to operate independently of one another. Enable fast passenger boarding through layout, design and operations of the Event Bus Plaza. Provision and space for bus staging along the Northern Access Road or other suitable site in close proximity to the Event Bus Plaza.
Accessibility	Compliance with <i>Disability Discrimination Act</i> and Disability Standards for Accessible Public Transport. Ease of access to bus stops in terms of gradient and width of all connecting pathways. Suitable distance for most passengers to walk from stadium to bus plaza to encourage access and use of buses ie appropriate proximity to stadium.
Amenity and passenger comfort	Adequate passenger waiting space at the Event Bus Plaza. Minimise exposure to weather - site suitability and space to provide adequate shelter. Safety of passengers achieved through passive surveillance and ability to provide an appropriate level of lighting at the event bus plaza and to support getting to the Event Bus Plaza.
Connectivity	Well connected to the stadium and broader precinct. Ease of use in terms of footpaths including adequate navigation and wayfinding. Ensure that crowds can be easily and quickly dispersed and passenger throughput is maximised safely.
Network and precinct impacts	Ability to be scalable to adapt to different event sizes. Minimise impact on sensitive adjacent land uses.

	Ability to support the stadium precinct and minimise the impact on other surrounding land uses e.g. Hobart port, Cenotaph, Regatta.
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