

Macquarie Point Multipurpose Stadium

Public Hearing Technical Note

Technical Note Number	9
Subject	Precinct car park
Date	8 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 around the extent of the car park that is proposed to be developed as part of the project.
- 1.2 On 26 June 2025, the Panel also queried whether there would be any impact on the economics of the project as a result of the reduced car park footprint.
- 1.3 This Technical Note 9 provides clarity on the extent of car parking for which approval is sought through the *State Policies and Projects Act 1993* and the approach to developing the project. It is noted that the change in car park extent is the only material design change between the plans submitted attached to the PoSS submission in September 2024 and the project as proposed at the time of releasing under the *Macquarie Point Planning Permit Bill 2025* (the **Bill**) for public consultation (May 2025). There has been no further change to the car park plans since the release of the Bill.

2. Car park design

- 2.1 The plans submitted as part of the PoSS process in September 2024 depicted a three level below ground car park containing 532 spaces.
- 2.2 This car park is not required as part of the stadium's operations. The car parking allowance (approximately 40 spaces) required as part of the *Club Funding and Development Agreement* between the Tasmanian Government and the AFL is provided separately within the stadium footprint on level 0 under the eastern stand.
- 2.3 Through the detailed design process and in response to the Draft IAR and representations, the car park has been reduced to two levels below ground. The deletion of one level of car parking keeps the finished floor level to 2.5 relative level which means that the car park remains above the groundwater table. The groundwater table ranges between 1.1 – 1.5 metres AHD in the area where the car park would be located, on average this means the carpark will be approximately 1 metre above the groundwater table. The modified design reduces the scope of environmental matters for regulation and management.
- 2.4 A revised plan is provided at **Attachment 1**, which was also submitted as part of the Technical Note 5 which provides a summary of updates to the submitted plans. The number of car parks shown on the revised plan is 374.

3. Approach to planning approval and delivery

- 3.1 The car park has been included in the proposal for which approval is sought through this PoSS process. This is to ensure its integration and compatibility with the multipurpose stadium design. The design work for the car park and the stadium have been progressed in parallel to ensure the co-ordination of access and site levels for both projects.
- 3.2 The two-level underground car park will be constructed and operated separately to the stadium project and is not required for the operation of the stadium. Accordingly:
 - (a) the cost of delivering the car park is not included in the project budget for the multipurpose stadium;

- (b) the car park was not included in the cost benefit analysis prepared by KPMG as part of the PoSS submission; and
 - (c) the car park has no impact on the BCR for the project.
- 3.3 In response to the Panel's request for additional information, Technical Note 1 identifies a preliminary estimate for the cost of the car park, which includes on-costs and notes the initial estimated trade cost for the project is \$49 million. The car park will support the broader commercial developments in the precinct, providing on site car parking options and opportunities for service agreements for users and tenants.
- 3.4 The car park is intended to be delivered as a commercial development opportunity and run by a private operator. The delivery will be informed by market testing. This will influence the final carpark specifications and final cost.

Attachment 1
Revised Precinct Car Park Plans

Rev	Description	By	Date
L1	ISSUED FOR LEGISLATION		08/05/25

CAR PARK GENERAL ARRANGEMENT

TITLE BOUNDARY
CAR PARK ENVELOPE

CAR PARK DEPARTMENT

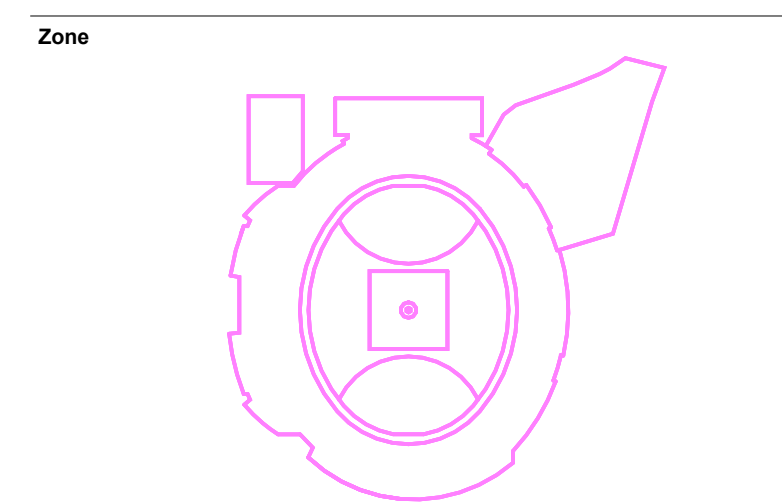
STADIUM ENVELOPE
QUEUEING ZONE
DIS ZONE
BIKE PARKING / STORAGE ZONE
ELECTRIC VEHICLE CHARGING ZONE
CONTROL ROOM ZONE
PUBLIC CORE (FIRE STAIR)
PRIVATE CORE (SINGLE LIFT & STAIR)
COACHES & PLAYERS ACCESS
CAR PARK LINE/PEDESTRIAN MARKING
ANTARCTIC FACILITIES
EXHAUST RISER (EXTENDS 3M ABOVE GROUND)
AIR INTAKE RISER (TERMINATES AT GROUND)
ACTIVE BUILDING EDGES

PARKING SCHEDULE

Level	Count
BASEMENT 1	161
BASEMENT 2	213
Grand total	374



sbp
schlaich
bergmann partner
Scale



Client
**MACQUARIE POINT
DEVELOPMENT CORPORATION**

Project No.
322070.00

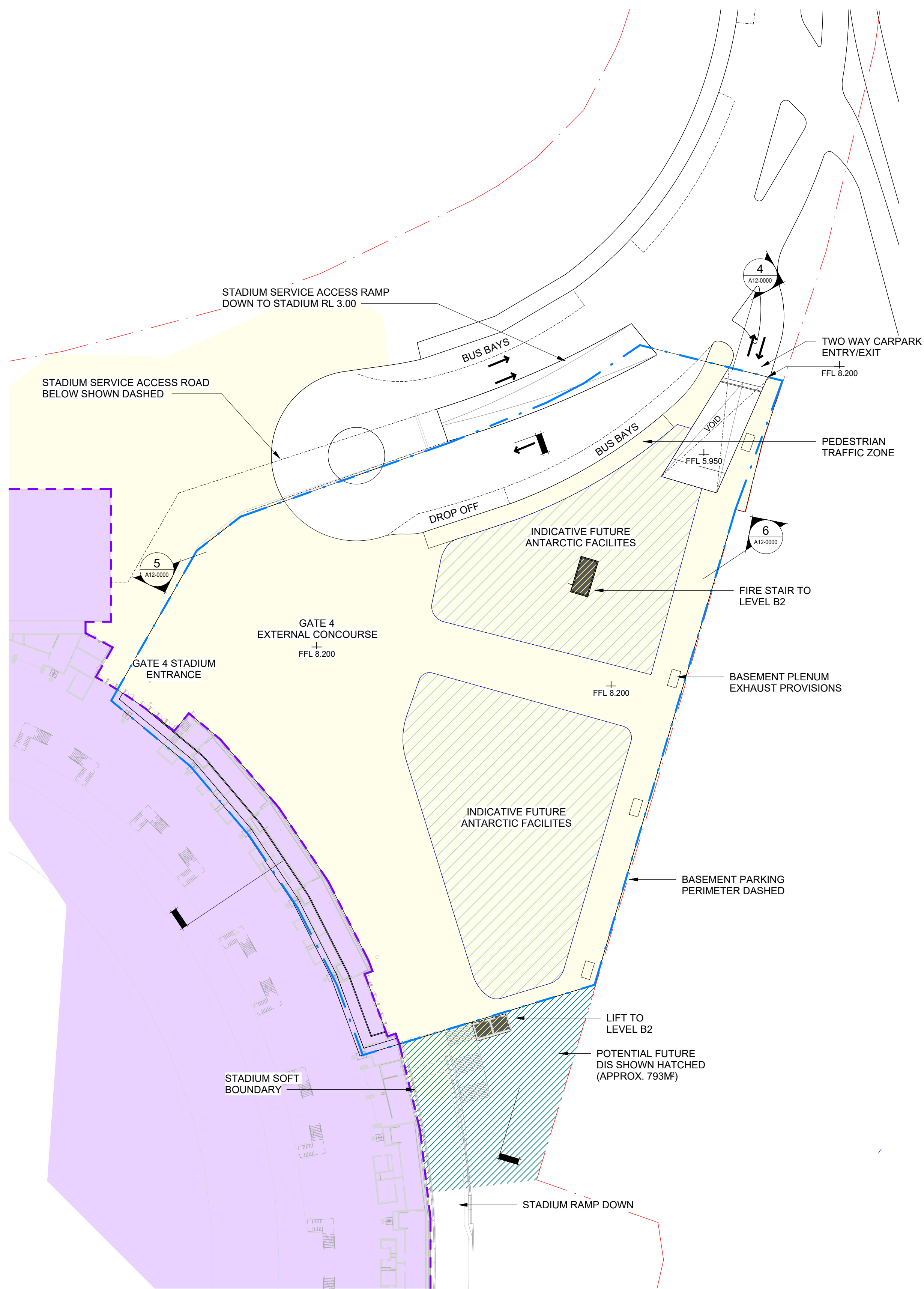
Project
**MACQUARIE POINT
CAR PARK VARIATION
41 Evans St, Hobart TAS 7000**

Acknowledgement
The Stadium Team acknowledge the traditional owners of this land, the Maori 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 connectivity to Uluru/Kata Tjuta.

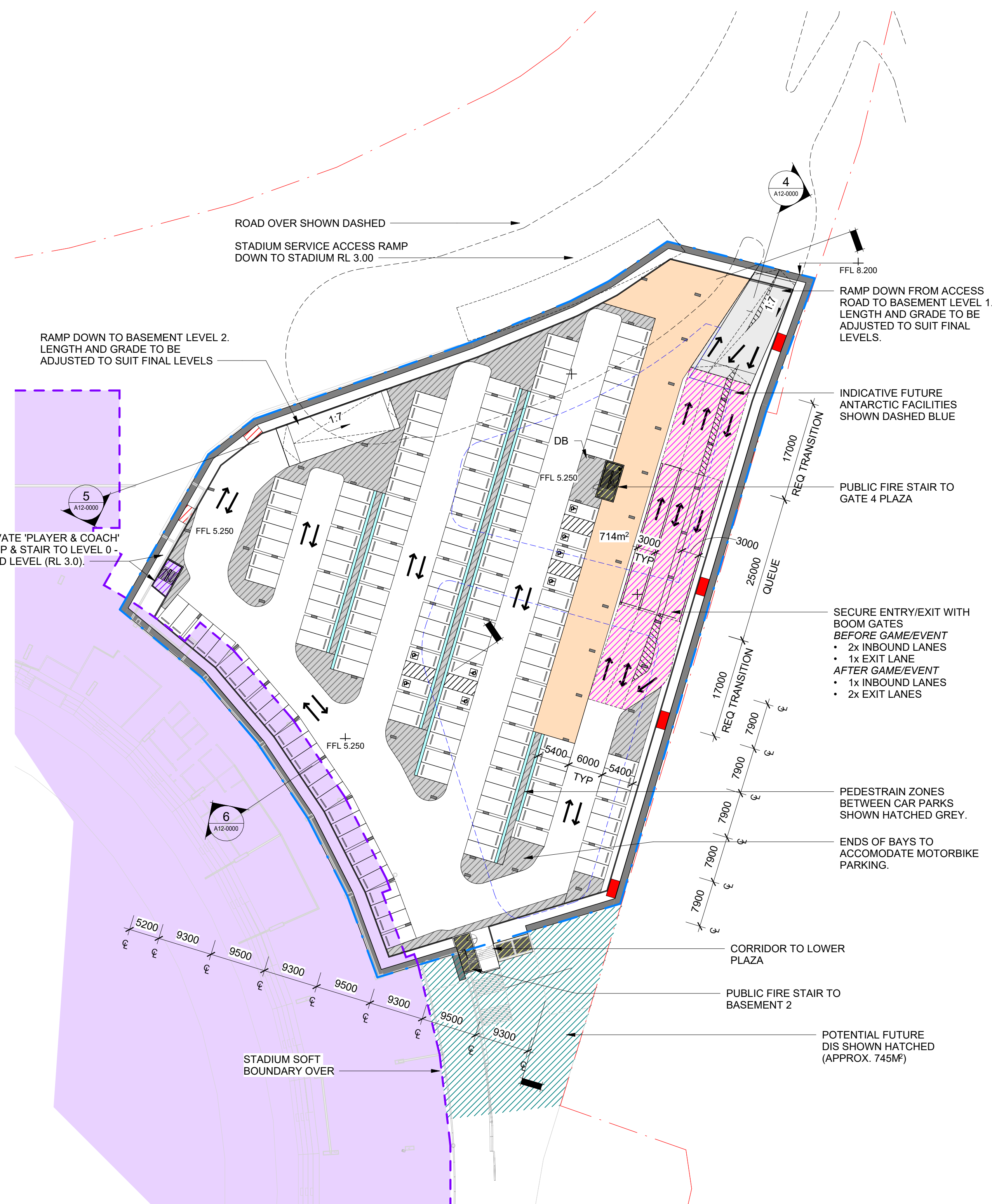
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**GENERAL ARRANGEMENT NORTHERN
CAR PARK**

Document Control Status:
Legislation Drawing Issue

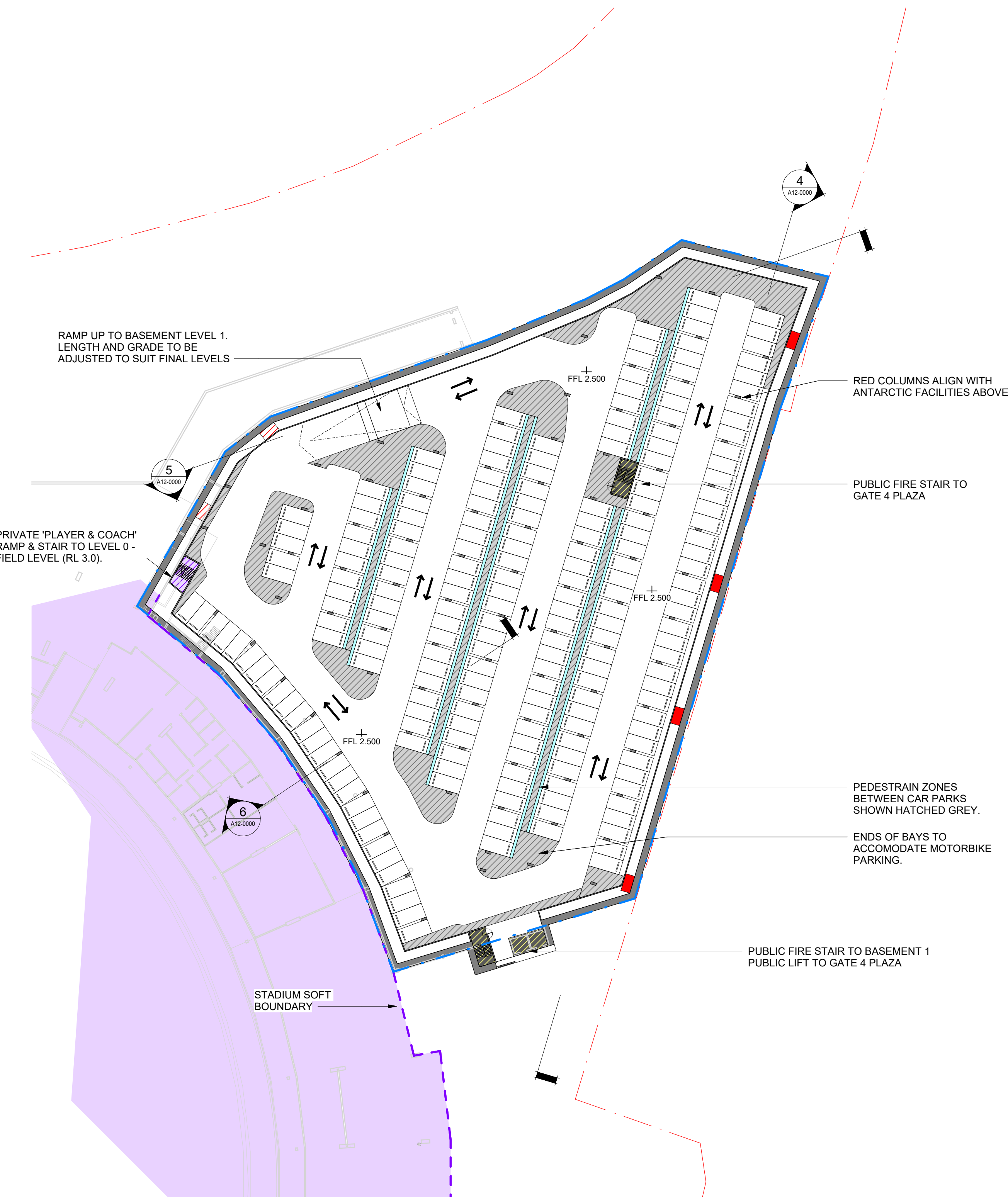
Co-ordinated:	MM	Drawn:	ARI
Project Designer:	AR/SH	Scale:	As indicated @ A0
Project Director:	AR/SH	Revision Date:	08/05/25
Drawing Number:	MPMS-CXC-DR-01-A12-0000	Revision:	L1



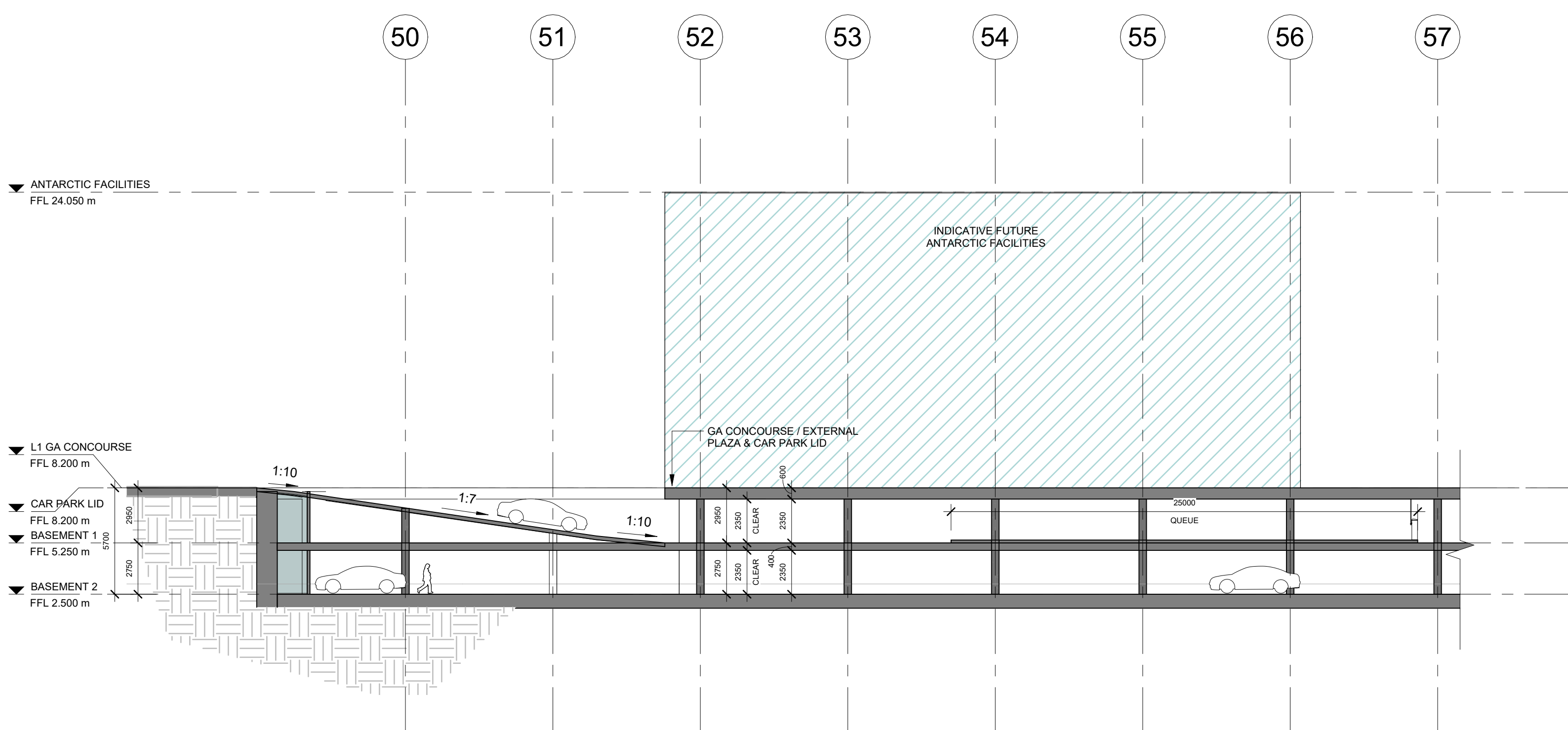
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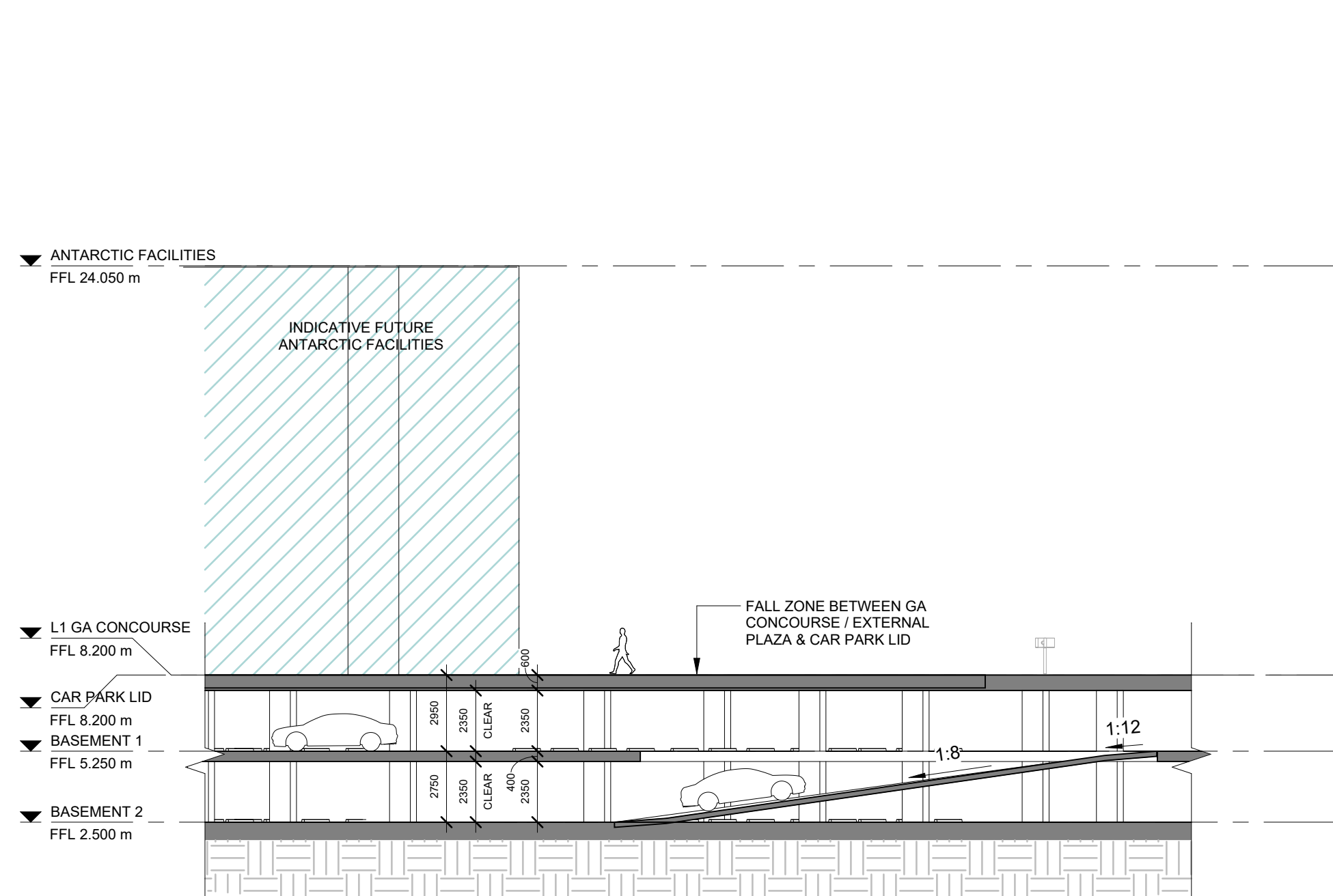
2 BASEMENT 1 - CAR PARK
SCALE 1 : 500



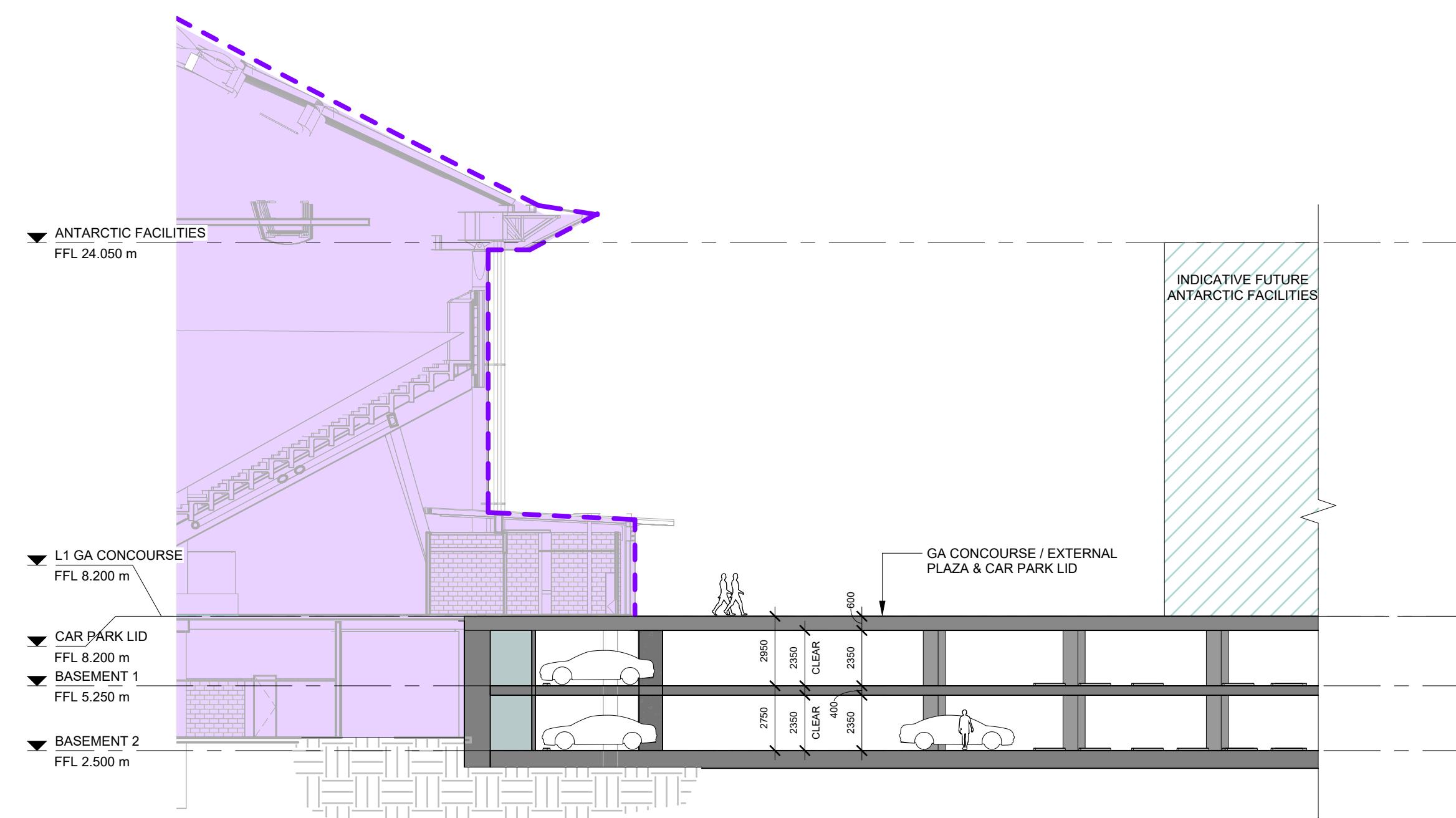
3 BASEMENT 2 - CAR PARK
SCALE 1 : 500



4 SECTION 1 - CAR PARK
SCALE 1 : 200



5 SECTION 2 - CAR PARK
SCALE 1 : 200



6 SECTION 3 - CAR PARK
SCALE 1 : 200