



CITY OF HOBART

SUPPORTING INFORMATION

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 15 JUNE 2026

AT 4.00PM

VENUE: LADY OSBORNE ROOM

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Biography of Edward Kenneth Allbrook

Extract as provided by the Allbrook family. The following biographical information has not been independently verified by Council and is included for background context only. The long standing association between the Allbrook family and the property at 512 Nelson Road has been confirmed.

Born in 1913 to Edward Charles Allbrook and Emma Amelia Tylor, Edward Kenneth Allbrook (known as Ken) was educated at Caterham School. Following matriculation, he attended the University of London, where he completed honours degrees in Physics and Law.

Wartime Service and Early Career

During World War II, Ken's university studies were interrupted and he undertook work related to radar technologies, including involvement with the Chain Home coastal early warning stations in England. In 1944, he married Jeanie Marjorie Ethyl Smyth, and they had two children, Piers Allbrook and Jocelyn Francis Allbrook.

After demobilisation, Ken joined the London County Council as a draftsman. In this role, he undertook legislative drafting work and contributed to documentation relating to the London County Council. His work included involvement in the drafting of the Clean Air Act 1956, which made provision for reducing urban air pollution, particularly that associated with the burning of coal.

Move to Tasmania and Parliamentary Counsel

In the 1950s, the Allbrook family emigrated to Tasmania after Ken successfully applied for a draftsman position within the Tasmanian Government's legal department. He subsequently served for 24 years as Parliamentary Counsel under successive premiers, retiring from the role prior to his death in 1980. Following his retirement, he continued to undertake legislative drafting work on a limited basis.

At the time of his passing, he was involved in the administration of the Tasmanian Chapter of Amnesty International.

The Allbrook family purchased the land at 512 Nelson Road in 1960 and constructed the first residential dwelling on the site in 1961. The land has remained in the ownership of the Allbrook family since that time.

City of Hobart

Policy

Title: Road Naming

Category: Roads, Traffic and Walkways

Date Last Adopted: 17 March 2025

1. Objectives

The policy was developed to provide clarity on the selection of appropriate names for new roads and to enable members of the public to submit suggestions for the naming of new roads.

2. Background

This policy was developed following the rescission of the previous policy and list of suggested street names. The policy was subsequently reviewed following a resolution of the Council of 21 December 2015 that: The Council's policy on road naming be reviewed to give a preference to road names which have an historical connection with the area and provide opportunities to better represent the City's cultural diversity.

3. Policy

That:

1. When a new public road is created as a result of a subdivision or development, the subdivider or developer is given the opportunity to suggest a name for that road.
2. Any suggested name must be in accordance with Placenames Tasmania's *Tasmanian Place Naming Guidelines* and Australian Standard AS1742.5 1997 – Manual of Uniform Traffic Control Devices – Street Name and Community Facility Name Signs (Section 2).

3. The Council will give preference to proposed names which reflect an historical connection with the area or provide opportunities to better represent the City's cultural diversity.
4. Members of the public are also able to suggest names for new roads in accordance with Clauses 2 and 3 of this policy.
5. These suggestions from the public, once approved by the Council will be placed on a periodically maintained consolidated list which includes the relevance and significance of each name.

Periodically maintained list of suggested street names as at 21 November 2016.

Name	Date of Council Approval	Relevance/Significance of Name
McQuitty	24 March 1997	In honour of brothers Flight Sergeant William Morrison McQuitty, Flight Sergeant Robert John McQuitty and Flight Sergeant Lieutenant David Henry George McQuitty who all died due to combat during or soon after the Second World War.
Shield	24 March 1997	In honour of Flight Sergeant Vernon Rippon Shield who died in combat during the Second World War.

6. If the suggestion from the public relates to a certain subdivision of development, then the suggestion will be provided to the subdivider or developer for consideration.
7. The name suggested shall be circulated to the relevant statutory authorities and neighbouring municipalities to ascertain if they have any objections to the proposal on the grounds of confusion with other names.
8. When the need arises to allot a name to a road, the name proposed by the subdivider, developer or member of the public is to be referred to the City Infrastructure Committee which shall either recommend that the Council approve a name or select a name from the list provided in Clause 5 of this policy.
9. Upon approval, road name/s be submitted through Placenames Tasmania for consideration by the Place Names Advisory Panel in accordance with the *Place Names Act 2020* and when the road has been constructed.
10. The appropriate signs be erected.

11. If reasonable objections are raised during the process outlined in part 7 above, a further name from the list or an alternative source be selected by the City Infrastructure Committee and re-circulated.

4. Legislation, Terminology and References

'Tasmanian Place Naming Guidelines', effective May 2021.

AS1742.5 1997 – Manual of Uniform Traffic Control Devices – Street Name and Community Facility Name Signs (Section 2).

Place Names Act 2020 effective 1 July 2020

Place Names Tasmania: www.placenames.tas.gov.au

Responsible Officer:	Director Infrastructure and Assets
Policy first adopted by the Council:	16/12/1996
History	
Amended by Council	7/3/2016
Amended by Council	21/11/2016
Amended by Council	23/9/2019
Amended by Council	15/2/2022
Approved by Hobart Workshop Committee	17/3/2025
Next Review Date:	March 2027
File Reference:	F16/65228



Mac Point Site Master Plan Report



MACQUARIE
POINT
DEVELOPMENT CORPORATION

November 2025

Acknowledgment of Country

The authors of this report 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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JENSEN HUGHES

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PLANNING & URBAN DESIGN

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Figure 1: Mac Point aerial (Source: Macquarie Point Development Corporation)



1.0 Executive Summary

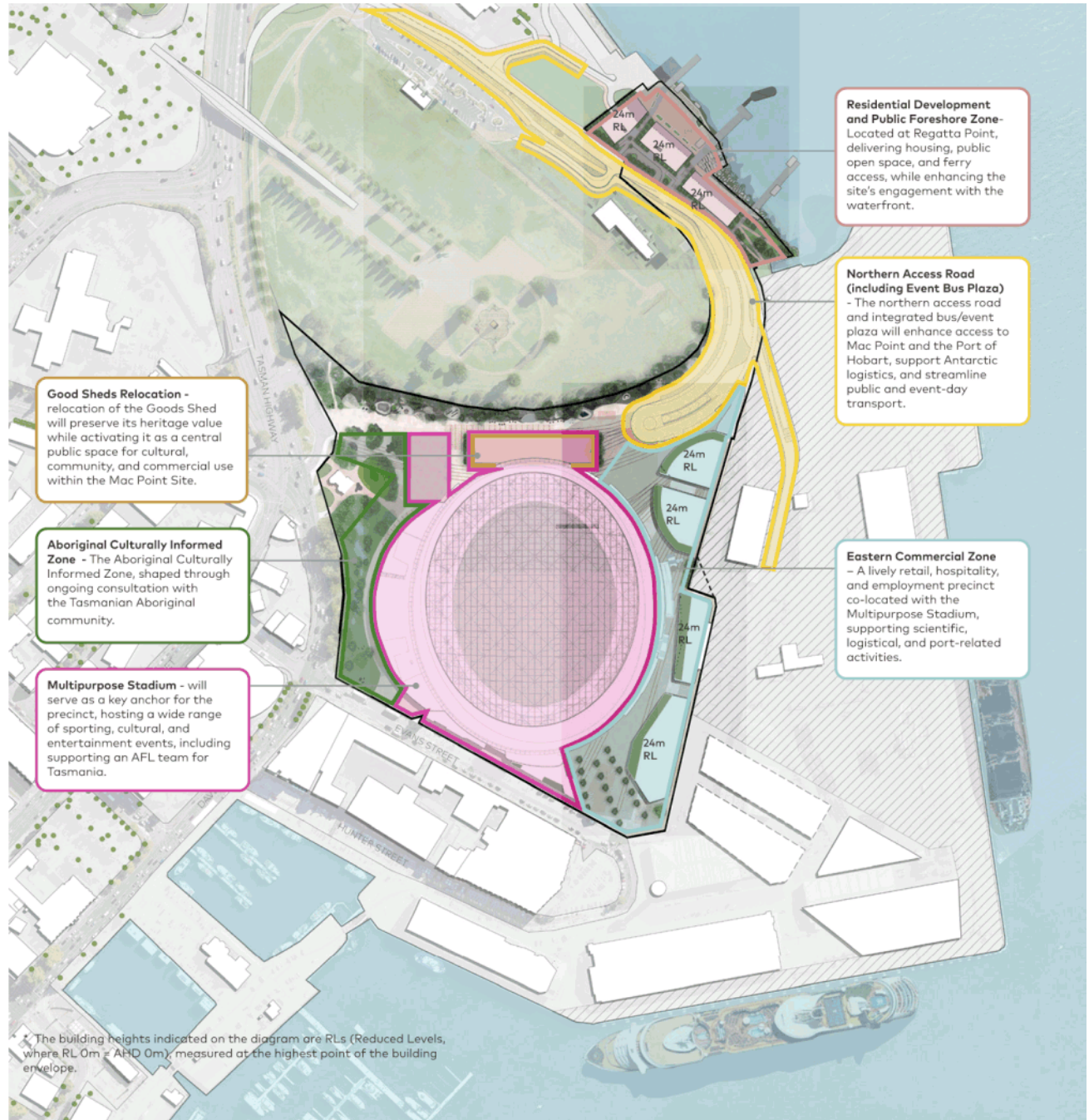
1.1. Executive Summary

This report outlines the proposed redevelopment of the 10-hectare Mac Point Site in Hobart, formerly used for industrial purposes and largely inaccessible to the public. The Site is located on land originally home to the Muwina people, the Traditional Owners of this area. The redevelopment respects cultural and heritage values by preserving significant heritage structures and recognising the cultural importance of the Site to both Aboriginal and European histories. The proposal will activate this strategically located site adjacent to the Hobart CBD and establish it as a year-round destination for Tasmanians. Central to the proposal is a new Multipurpose Stadium—envisioned as a flexible venue for a wide range of cultural, sporting, and community events, including supporting Tasmania's future AFL team.

The Mac Point Site Master Plan focuses on the holistic, long-term development of the Site, with particular emphasis on creating an environment that can be enjoyed by Tasmanians year-round and is not dependent on event days for activation. The development includes; the Aboriginal Culturally Informed Zone; a mixed-use retail and hospitality zone that will support the nearby docking of the RSV Nuyina; and a new residential area along the foreshore. This will enable the revitalisation of the foreshore for public use, including upgrades to the public jetties, which have been identified as a potential future location for a ferry terminal.

The Master Plan replaces the *Macquarie Point Reset Masterplan 2017-2030* and aligns with the *Mac Point Precinct Plan*. To support implementation, a planning scheme amendment is proposed to incorporate the new vision into the *Hobart Local Provisions Schedules*, replacing the *Sullivans Cove Planning Scheme* controls. This amendment introduces updated planning and design guidelines, ensuring alignment with *State Coastal Policy* principles and ongoing consultation with the Tasmanian Aboriginal community.

This Master Plan provides a statutory and strategic framework to deliver a transformative urban precinct that strengthens Hobart's role as an Antarctic gateway, creates public and cultural spaces, supports sustainable development, and maintains port operations while unlocking long-term social, cultural, and economic benefits for Tasmania.



1.2. Vision

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.

The Macquarie Point Development Corporation (MPDC) will deliver its vision for Mac Point through the *Mac Point Precinct Plan*, which outlines a series of development zones, including the proposed Multipurpose Stadium. The plan comprises the following zones:


- Residential Development and Public Foreshore Zone
- Aboriginal Culturally Informed Zone
- Eastern Commercial Zone
- Multipurpose Stadium and Concourse Zone.



Figure 2: Mac Point Multipurpose Stadium Vision

1.3. Project Objectives

The development objectives for the Mac Point Master Plan support the strategic vision for the Mac Point Precinct and align with the *Mac Point Precinct Plan's* commitment to creating a vibrant, mixed-use destination. These objectives prioritise integrated planning, connectivity, and high-quality urban design to ensure the Site's evolution into a sustainable and accessible precinct. Through a considered approach to place-making, the Master Plan builds on community and stakeholder insights to deliver a dynamic precinct that celebrates Tasmania's cultural and industrial heritage while supporting future growth and activation. The Mac Point Master Plan will embody and enable the following design principles outlined in the *Precinct Plan*:

<h4>Complement and not compete with neighbouring sites</h4> <ul style="list-style-type: none"> • Integration with Surrounding Uses – ensure compatibility with existing uses such as Port operations, Hunter Street businesses, the Cenotaph, and Federation Concert Hall. • Event and Transport Management – implement strategies to manage pedestrian and transport flows, reducing disruption and enhancing activation. • Economic and Tourism Benefits – leverage increased visitation from the Multipurpose Stadium to support local businesses, accommodation, and retail. 	<h4>Create connections</h4> <ul style="list-style-type: none"> • Enhance Pedestrian and Cycle Networks – strengthen links to the city centre, waterfront, and adjacent precincts through dedicated pathways and crossings. • Enhance Transport Infrastructure – support ongoing transport projects such as the Northern Access Road and Inner City Cycleway to improve movement across the precinct. • Create Accessible Public Spaces – establish direct connections between key zones, ensuring ease of movement for all users. 	<h4>Celebrate and preserve heritage</h4> <ul style="list-style-type: none"> • Respect Cultural and Heritage Values – maintain significant heritage structures and acknowledge the cultural importance of the Site to both Aboriginal and European histories. • Sensitive Urban Design – ensure built form transitions and setbacks preserve key views and maintain heritage curtilage. • Adaptive Reuse – relocate and integrate key heritage buildings to retain historical significance while enhancing public activation. 	<h4>Reintegrate and address the Hobart waterfront</h4> <ul style="list-style-type: none"> • Strengthen Waterfront Connections – establish direct physical and visual links to the Derwent River and surrounding waterfront precincts. • Activate Public Spaces – create vibrant gathering places along the waterfront that encourage events, recreation, and cultural engagement. • Prioritise Pedestrian Movement – design key building entry points as seamless connections between the Site and public spaces, improving overall waterfront accessibility. 
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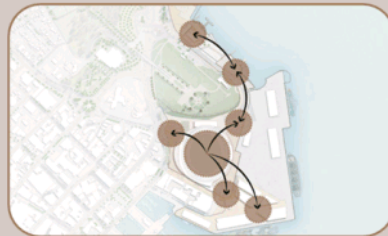
Prioritise the delivery of key use Zones

- Stage Development Strategically – deliver the Multipurpose Stadium as the first phase, ensuring subsequent zones align with the broader urban renewal vision.
- Support Cultural and Residential Growth – ensure timely development of the Aboriginal Culturally Informed Zone, supporting scientific, logistical, and port-related activities, and residential areas, including key worker housing.
- Balance Public and Private Investment – encourage diverse funding models to support long-term sustainability and urban renewal.



Enable the success of each Zone

- Provide Essential Infrastructure – ensure water, sewer, electricity, and other services are designed to accommodate future precinct growth.
- Enhance Inter-Zone Connectivity – facilitate movement and interaction between complementary precincts to maximise activation.
- Accommodate Diverse Uses – allow flexibility within each zone to support a mix of activities that contribute to the overall success of the Site.



Drive sustainable outcomes

- Embed Sustainability into Design – incorporate water-sensitive urban design, renewable energy solutions, and waste reduction initiatives.
- Enhance Green and Open Spaces – strengthen connections to existing parks and integrate new landscaped areas within the precinct.
- Adapt to Climate Resilience – address sea level rise and environmental factors through innovative urban planning and built form strategies.



Be an expression of the Tasmanian Brand

- Showcase Local Materials and Design – use Tasmanian timber, stone, and other natural elements to create a distinctive sense of place.
- Reflect Cultural and Industrial History – integrate design elements that honour the Site's past, including the former rail yards and maritime connections.
- Create a Unique Destination – develop spaces that reflect Tasmania's identity through food, art, and public experiences, reinforcing Hobart as a cultural and economic hub.



1.4. Site Master Plan

The Mac Point Site Master Plan provides the strategic framework for the transformation of a 10-hectare site into a vibrant, inclusive, and sustainable urban precinct. Located on the edge of the Hobart CBD, Mac Point is uniquely positioned to support the delivery of the *30-Year Greater Hobart Plan*, strengthen Tasmania's position as an Antarctic gateway, and create a place of cultural significance and community connection. The Master Plan supports the implementation of the broader *Mac Point Precinct Plan*, guiding land use, urban design, infrastructure, and public realm outcomes.

Vision and Objectives

The vision for Mac Point is to establish a place to gather, celebrate, and reflect—through arts, culture, sport, events, and entertainment—underpinned by a connected and climate-resilient urban fabric. The Master Plan outlines a place-led, design-focused approach that responds to the site's historical context, cultural significance, and future potential.

The objectives of the Master Plan are to:

- Deliver a mixed-use, year-round active precinct that contributes to Hobart's long-term liveability and economic prosperity.
- Respect and reflect the cultural heritage of the Muwinina people, embedding Aboriginal knowledge and practice into the landscape and built form.
- Establish the precinct as a multimodal transport hub, linking active and public transport networks and supporting future ferry access.
- Activate the foreshore and waterfront, enhancing visual and physical connections to the Derwent River and improving public access to Regatta Point.
- Integrate sustainable design principles, including water-sensitive urban design, climate resilience, and green infrastructure.
- Support key infrastructure such as the proposed Multipurpose Stadium, without relying solely on event-driven activation.

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Core Spatial Framework

The Master Plan identifies two primary built-form zones, each tailored to support a mix of residential, commercial, cultural, and public uses:

- Eastern Commercial Zone – A lively retail, hospitality, and employment precinct co-located with the Multipurpose Stadium, supporting scientific, logistical, and port-related activities.
- Residential Development and Public Foreshore Zone – Located at Regatta Point, delivering housing, public open space, and ferry access, while enhancing the site's engagement with the waterfront.

Each zone is supported by design guidelines that respond to contextual factors such as topography, existing infrastructure, and heritage elements. A consistent RL24 building height datum ensures compatibility with existing buildings and the public domain interface.

Public Realm and Open Space

Public space is central to the Master Plan's intent to deliver a welcoming and accessible precinct. A network of flexible, high-quality open spaces will support recreation, community events, informal gatherings, and movement. Key public realm features include:

- The Aboriginal Culturally Informed Zone, shaped through ongoing consultation with the Tasmanian Aboriginal community.
- The Stadium concourse and plazas, designed to manage pedestrian flows and accommodate large crowds on event days while serving as everyday public spaces.
- A green corridor along the escarpment interface to the Cenotaph, parts of the original shoreline of Country and interpreting the site's natural and cultural history.

Cultural Recognition and Design

The Master Plan embeds a culturally informed approach that prioritises community leadership in design and storytelling. The plan includes:

- Protection and interpretation of Aboriginal cultural heritage through materials, planting, signage, and art.

- Recognition of the site's industrial and colonial history, including the adaptive reuse of heritage structures such as the Goods Shed.
- Integration of Timtumili Minanya (the Derwent River) and connections to Kunanyi through views, public realm orientation, and interpretive elements.

Transport and Movement

A reconfigured transport network will support safe and efficient access to and through the site, prioritising walkability, cycling, and public transport.

Key initiatives include:

- A new underground car park, reducing surface parking and improving the pedestrian environment.
- Integration with rapid bus corridors and ferry services, positioning Mac Point as a multimodal transport interchange.

Infrastructure and Port Integration

The Master Plan ensures that essential infrastructure upgrades support both the development and the continuing operation of the Port of Hobart, while maintaining 24-hour access through short-term operational management agreed with the port operator.

Key infrastructure considerations include:

- Upgrades to Macquarie Wharf to support port and Antarctic logistics.
- The Northern Access Road will improve transport connectivity, support Antarctic logistics, and provide a second entry to Mac Point and the Port of Hobart.
- Coordinated delivery of services and utilities to align with staged development.

Staging and Implementation

Implementation of the Master Plan will occur in three overlapping stages to ensure flexibility, maintain precinct functionality, and respond to funding and delivery priorities:

- Stage One: Delivery of essential infrastructure, the Multipurpose Stadium, underground car park and Northern Access Road and Event Bus Plaza.
- Stage Two: Development of the Aboriginal Culturally Informed Zone and Residential Development and Public Foreshore Zone.
- Stage Three: Completion of the Eastern Commercial Zone, public spaces, and remaining transport infrastructure.

Each stage is underpinned by infrastructure sequencing, land use flexibility, and commitment to sustainability and cultural leadership.

Summary of Potential Yields for the Master Plan

The Master Plan allows for several permutations of built form, providing flexibility in development outcomes. The Residential Foreshore Development has the potential to accommodate approximately 100 dwellings with approximately 8,900 sqm of residential Gross Floor Area (GFA). Across the development zones the Master Plan building envelopes have the capacity for approximately 27,000 sqm of commercial GFA, with capacity to generate up to 1,800 jobs, reflecting the precinct's role as a vibrant, mixed-use urban destination.

Sustainability and Climate Resilience

The Master Plan embeds sustainability across all aspects of the precinct and is committed to achieving a world-class, Green Star – Communities sustainability rating.

It supports a climate-resilient, low-carbon future through water-sensitive urban design, renewable energy, waste reduction, and biodiversity enhancement. The plan prioritises active transport, inclusive public spaces, and long-term adaptability to climate risks, aligning with the UN Sustainable Development Goals.

The Mac Point Site Master Plan outlines a long-term approach to urban renewal, focused on creating a connected, accessible, and resilient precinct. It provides a framework for development that supports community, cultural activity, and economic growth, while responding to Tasmania's history and identity.





Figure 4: Mac Point aerial (Source: Macquarie Point Development Corporation)



2.0 Introduction

2.1. Purpose of this Report

This report outlines guiding principles for the renewal of the Mac Point site, highlights the urban design and spatial analysis carried out to date. It provides supporting evidence for the suitability of the Site Master Plan. This document specifically relates to the Master Plan for the Mac Point Site, noting that a separate Master Plan is concurrently being developed in collaboration with TasPorts for their adjoining landholdings, with both intended to be coordinated to support integrated precinct outcomes.

A master plan is a comprehensive, long-term plan that outlines the overall vision, goals, and strategies for the development of a particular area, in this instance, Mac Point. The master plan is a guiding document that helps to coordinate and direct future growth, development, and investment in the area to achieve the desired economic, social and environmental outcomes.

A master plan assists in decision-making across multiple tiers of Government, and agencies and departments tasked with delivering the vision for Mac Point. It is also a transparent and accessible document of the evidence base behind the proposals captured within the master plan, that enables the community and other stakeholders to make informed contributions to shaping the outcomes for the Site.

This report seeks to;

- Identify urban design principles and parameters that recognise and celebrate Tasmania's unique Aboriginal culture;
- Provide a site and context analysis that identifies opportunities to be considered;
- Demonstrate that potential future uses, built form and landscape can achieve high quality place outcomes;
- Propose building heights, building envelopes, and draft development principles to be incorporated into future planning controls;
- Assess impacts on views to significant spaces and landmark structures such as the key view corridors associated with the state heritage listed Hobart Cenotaph.

Urban Design Guidelines (UDG) will also be developed to act as site specific development and design controls. The UDG sets out specific objectives and controls that will guide the transformation of the Site to be consistent with the findings of this Site Master Plan.

This will ensure a level of certainty that the desired quality of design outcomes will be achieved.

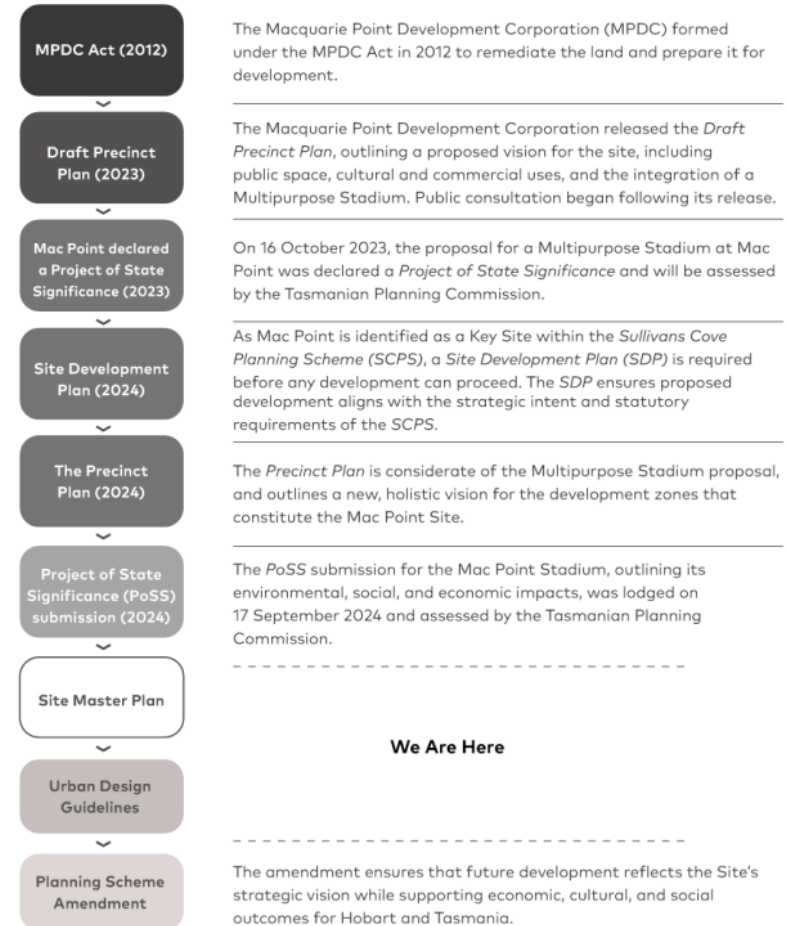
The principles and concept proposals outlined in this Site Master Plan have also been informed by advice in many technical planning areas, including;

- Statutory planning
- Geotechnical
- Biodiversity
- Heritage
- Soil and contamination
- Civil and infrastructure
- Traffic and transport

All proposals and initiatives within the following report are indicative and are subject to appropriate approval pathways and funding commitments for delivery.

This master plan focuses on the Mac Point site. This work will be further and complemented by master planning of the neighbouring Port of Hobart site, particularly the commercial and cruise zones, working with TasPorts.

2.2. Project Timeline



2.3. Stakeholder and Community Engagement

The stakeholder and community engagement process for the *Mac Point Precinct Plan* and the development of the site vision has been pivotal in shaping the outcomes of the Mac Point Site Master Plan. This engagement has helped refine the Site's design, land use distribution, and integration with surrounding areas, as well as ensuring the design reflects the needs and aspirations of the community, industry, and key stakeholders.

Engagement with Tasmanian Aboriginal Traditional Owners, Aboriginal organisations and community members was central to this process. Engagement with Traditional Owners was undertaken by Cultural Heritage Management Australia, in conjunction with Aboriginal community members, who consulted with 14 groups. Their input on the Mac Point Site and how it should be treated in the future shaped the cultural framework of the Precinct Plan and the Master Plan, ensuring Aboriginal cultural values and heritage are recognised. Cultural advisor Theresa Sainty provided significant input, helping to guide how Aboriginal perspectives are integrated into the Site's vision, land use framework and public realm.

To ensure best practice and alignment with the Green Star Communities tool, the Stakeholder Engagement Strategy has been prepared in accordance with the core values of the *International Association for Public Participation Australasia (IAP2)* for public participation.

Consultation Process

The Macquarie Point Development Corporation (MPDC) undertook extensive stakeholder and community engagement to inform the development of the *Mac Point Precinct Plan* and the resulting vision for the Site. Engagement activities occurred in two key phases between June and November 2023, incorporating both broad public consultation and targeted discussions with key stakeholders.

The first round of public consultation took place between 3 June 2023 and 13 August 2023, inviting

community input through an online survey, written submissions, and outreach campaigns in shopping centres and regional newspapers. Over 2,000 submissions were received during this phase. The second round, from 15 October 2023 to 26 November 2023, sought feedback on the draft *Precinct Plan's* implementation. This stage generated 234 further submissions.

In addition to public consultation, MPDC engaged directly with more than 100 local organisations, businesses, and government representatives through structured meetings and workshops. A dedicated engagement program was also conducted with the creative sector, led by Inkhorn Projects, which involved discussions with approximately 50 individuals and organisations to assess opportunities for integrating cultural infrastructure and activities into Mac Point's development.

As part of the ongoing consultation process for the Mac Point Site Master Plan, MPDC re-engaged with government/industry body stakeholders in June 2025. These stakeholders had previously made submissions on the *Precinct Plan* or participated in earlier discussions and expressed interest in the project.

Stakeholders were briefed on the changes made to the draft Master Plan in response to their earlier feedback. This provided an opportunity for them to review the updated draft Master Plan and offer additional comments.

Overall, the updated Master Plan was received positively, with general support for the revised approach. Stakeholders provided constructive feedback on specific elements, which has been documented for further consideration.

Where more detailed input is required on particular issues raised, MPDC continued to engage directly with the relevant stakeholders through one-on-one discussions to ensure their views are appropriately considered as the Master Plan was finalised.

Key Themes and Findings

Stakeholder feedback highlighted several priorities and considerations for the *Precinct Plan*:

- Connection with the Site's history – strong support for a park space to recognise Tasmanian Aboriginal culture and heritage, alongside respect for the Site's industrial past.
- Key Projects – endorsement of the Aboriginal Culturally Informed Zone, with mixed views on housing integration and prioritisation of different housing types.
- Experiences and Activation – emphasis on open green spaces, community-friendly event areas, and artistic and cultural programming.
- Multipurpose Stadium and Surrounding Spaces – general support for the stadium, with recognition of concerns regarding its scale and potential alternative site uses.
- Transport and Accessibility – strong interest in enhancing public transport options, pedestrian connectivity, and wayfinding within the precinct.
- Sustainability and Local Identity – calls for environmentally sustainable design, use of renewable energy, and development that reflects Tasmania's unique cultural identity.

Ongoing Engagement and Next Steps

The Mac Point Site Master Plan, Urban Design Guidelines, and transport modelling have been informed by stakeholder engagement, ensuring alignment with community expectations and best-practice urban design principles.

As the planning progresses, ongoing collaboration with stakeholders will continue to shape the implementation of the Master Plan. Future consultation opportunities will be provided to refine design details and address emerging considerations to support a well-integrated, accessible, and vibrant precinct.

2.4. Statement of Country

Muwinina Palawa Pama Nipaluna: Statement of Country

**lumi, katina Timtumili Minanya-ta, takariliya
Muwinina ningina kipli muka-ti; nara mulaka
payathanima pungkatina-ti nanalini mapiya Kunanyi**

**patrula-nara latu-nara; tuylupa ningina rayakana
paywuta liyata Kunanyi minanya**

**rayakana Muwinina, paliti-nara, tunapri-nara makara
milaythina-nara-ti; patrula Muwinina putiya puni**

**waranta tunapri tunapri Muwinina; waranta
kanaplila Palawa makara lumi Lutruwita milaythina
taymi ningina raytji**

This image is how it would have been before the arrival of the Europeans. In the image is an island, the white people called it Hunter Island and used it for storage of gun powder and supplies from the first fleet. It no longer exists. The first nation people used this area, Nipaluna as meeting places. From a bird's eye view the image depicts, whales in the Derwent, tools, a mortar and pestle, trees, shelters and camp fires. The black foot prints are the Aboriginal People crossing the country side.

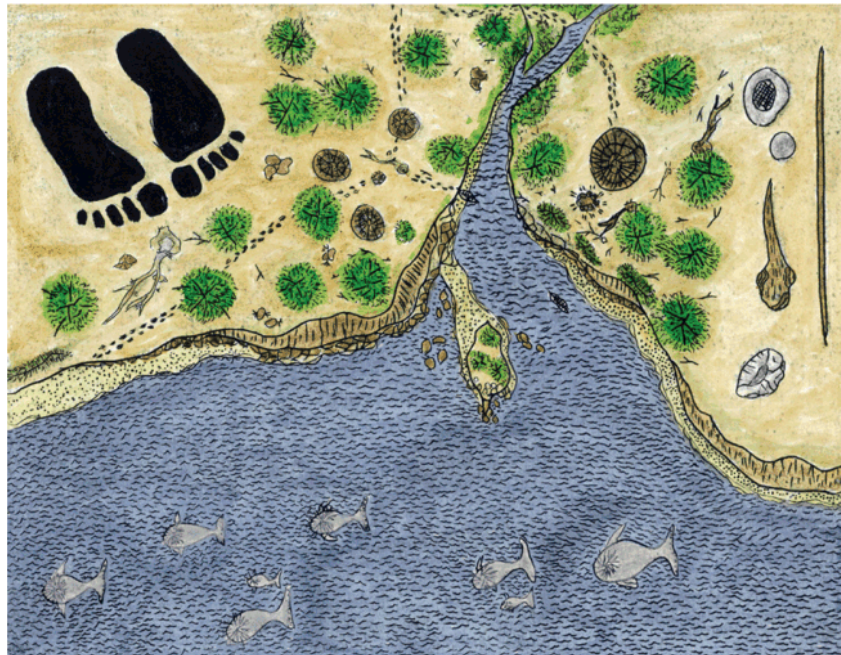


Figure 5: 'As It Was' Collagraph by Allan Mansell. (Source: Muwinina Palawa Pama Nipaluna : Statement of Country.)

The country where Mac Point is now situated, and the surrounding areas of Nipaluna/Hobart is the unceded Country of the Palawa Community of Lutruwita/ Tasmania.

The Muwinina were the first people of the Country at and around Nipaluna (where Hobart now stands).

Before invasion, colonisation and the decimation of the Muwinina people, the landscape and shoreline looked completely different to that of today.

A small rocky island that colonisers called 'Hunter Island' surrounded by a beautiful bay that the colonisers named 'Sullivans Cove' is now Hunter Street, and forms part of the waterfront of Nipaluna.

Here, along the original shoreline of Timtumili Minanya/ Derwent River, Muwinina families would collect food from the sea - mussels, oysters, abalone; hunt wallaby and collect seasonal bush foods in the hills and scrub around Kunanyi/Mount Wellington. The freshwater rivulets and streams that begin high up on Kunanyi meandering down to meet the salt water of Timtumili Minanya were key to the survival of the people.

Their fires would keep them warm, and the smoke from their fires sent signals of 'we are here in this place' to their friends (and foes). The winds carried the songs of the Muwinina as high as the pinnacle of Kunanyi and across the river.

The presence of whales at specific times would have provided opportunity for the Elders to recite songspirals; deep knowledge about these majestic creatures, and their connection as they made their migration down the eastern seaboard. Passing those stories and sacred information down for future generations of leaders as they had done for millennia.

A few kilometres south at a place that Wurati said was called Kriwa (now Little Sandy Bay) was a 'native village', and not far from Kriwa was a stone/ rock quarry which was used for making scrapers and cutting tools. This section of the shoreline of Timtumili Minanya was undoubtedly a focal point for the Muwinina people and their allies.

Almost all of the physical evidence of the presence of the Muwinina whose Country incorporates Mac Point and surrounds has been destroyed, and like the people are gone forever.

This is a tragic loss, not only to the Tasmanian Aboriginal community, but to the wider Tasmanian community.

However, while we consider how devastating it was for the Muwinina witnessing the encroachment of the huge buildings, presence of large wooden boats and more and more white people coming to their ancestral homelands, let us consider the ingenuity and adaptability of the Muwinina.

Even as the decimation of their whole life world was happening before their eyes, those Old People, who no longer had access to the quarries to collect stone to make important tools, were making implements from glass brought here by colonisers.

Glass tools recently found at Macquarie Point that include implements for scraping wood and animal hides, sawing wood and for cutting and scraping nonwoody plant material are truly testament to the adaptability the Muwinina people, even at such a traumatic time.

It is an indictment of both the government and colonists of the day that a People who had lived within their Country for millennia, managing that Country in a sustainable way were no match for introduced diseases, colonial massacres and dispossession.

The age-old songs of the Muwinina, their ingenuity, spirit and memory will always be in their Country; but their fires no longer burn.

We respectfully honour the Muwinina, their fight for their People and Country, and the place they have in our history; and we celebrate the survival of the Palawa community.

Lutruwita (Tasmania) is sovereign Aboriginal land, never ceded.

by Theresa Sainty.

The text is written in both palawa kani and English. palawa kani is the language of Tasmanian Aborigines.

2.5. Site Context

Mac Point is a 10.15-hectare site made up of both original and reclaimed land. The original shoreline, to the west, was extended in the late 1800s and early 1900s to form the largely reclaimed area now located between Hobart's CBD and the Port of Hobart. The site was home to the Muwina people for thousands of years.

Extensive site remediation has been underway to prepare Mac Point for future development and public use, addressing its former industrial legacy and supporting a safe, accessible environment.

Mac Point connects the CBD to the Queen's Domain, the Hobart Cenotaph, the Intercity Cycleway, and the Tasman Bridge. Positioned at the end of a green corridor along the left bank of the Derwent River, it offers strong connectivity and recreational opportunities. The Cenotaph, on a prominent headland at the site's northern boundary, is a key Hobart landmark, making views to and from the headland highly sensitive.

The site is surrounded by significant heritage buildings. Warehouses along Hunter Street at the southern edge reflect Hobart's industrial past and now house restaurants, a boutique hotel, and the University of Tasmania's arts campus. To the east, the Port of Hobart remains active, servicing Antarctic vessels, cruise ships, and freight.

Mac Point is close to major regional attractors and is bordered to the north by the Queen's Domain. Nearby landmarks include Constitution Dock and Sullivans Cove. The Intercity Cycleway along the western edge links the site to the Tasman Bridge and Cornelian Bay, supporting active transport and reducing car use.

The surrounding area includes government buildings, educational institutions, and recreational facilities that attract people from suburbs such as New Town, Rose Bay, and West Hobart. The Tasman Bridge strengthens connectivity between the western and eastern shores of the Derwent River.



Figure 6: Local context near Mac Point

■ Site Boundary
 ● Cultural/Education Attractor
 ● Commercial Attractor
 ● Recreation Attractor
 ● Health Facility



2.6. Planning Alignment

MPDC is responsible for the ongoing development of the Mac Point Site in Hobart. The Site (C) is a key district within the broader Mac Point Precinct (A). This document focuses on the development of the Mac Point Site Master Plan, which aligns with and sits within the overarching *Mac Point Precinct Plan*, guiding site-specific land use, urban design, and infrastructure planning.

Relation to Precinct Plan

MPDC commissioned this Site Master Plan for the central district (Mac Point Site) of the Mac Point Precinct (A), which replaces the former *Macquarie Point Reset Master Plan 2017–2030*. Within the central district, the Precinct Plan identifies a range of interrelated zones, each with specific land uses designed to strengthen the Site's connection to the broader Hobart CBD, Sullivans Cove, and its role as a key Antarctic gateway. The vision for these zones informs the development of this Site Master Plan. More information on alignment with the *Precinct Plan* zones can be found in Section 3.3 of this report.

The introduction of the new *Precinct Plan* requires a planning scheme amendment to the forthcoming *Hobart Local Provisions Schedule* (part of the *Tasmanian Planning Scheme*), as the current planning controls were tailored to the now-superseded *Macquarie Point Reset Master Plan 2017–2030*.

The proposed amendment will introduce new planning and urban design guidelines to integrate the *Precinct Plan* into statutory planning documents. These updates will ensure future development aligns with the new vision, while remaining subject to the relevant planning codes and overlays.

Relation to Multipurpose Stadium

Importantly, the Multipurpose Stadium, identified in the *Precinct Plan*, will undergo a separate assessment and approval process independent of the planning scheme amendment. While located within the Site Master Plan area (C), the Stadium (B) is excluded from the scope of this report.

Planning History

Mac Point has historically been identified as a Key Site under the *Sullivans Cove Planning Scheme 1997 (SCPS)*, ensuring site-specific planning controls were in place prior to any development. The *Reset Masterplan* introduced a *Site Development Plan* guiding land use; however, many of the previously proposed building typologies and uses are no longer suitable given the Site's evolving vision.

MPDC's vision for Mac Point will be delivered through the Site Master Plan (C), which outlines a series of development zones, with the Multipurpose Stadium identified as a key element.

The Master Plan provides the framework for site-specific development while supporting the broader objectives of the Precinct (A). The implementation of the planning scheme amendment will ensure that land use and development controls align with the *Precinct Plan* vision while balancing economic, environmental, and cultural priorities.

Future Directions

Port operations within the Ports Secure Zone remain an integral consideration. Planning controls introduced through the amendment will ensure port operations continue efficiently while integrating with the adjacent Eastern Commercial Zone. Access to the Port will be maintained during and after construction to support the ongoing efficiency of operations.

Future studies will consider the preparation of the Port Commercial Zone and Huan Quays Zone as outlined in the Precinct (A).



Figure 7: Mac Point planning boundaries

3.0 Context



Figure 8: (Image opposite) Photograph of Hobart from Bellerive, c1914 (Little, William James. Hobart from Bellerive (118 New Series) [shows Domain and Gas Works]. c1914. Photograph: glass plate negative. Image courtesy of the Tasmanian Archives. NS526/1/1. <https://libraries.tas.gov.au/Record/Archives/NS526-1-1>)



3.1. Regional Context

The Mac Point Site is near several regional attractors and key sites. The Hobart Central Business District (CBD) is close by, emphasising the Site's central location within Hobart.

Queens Domain borders the Site to the north and provides sporting facilities, bushland, and open spaces. It sits near several key sites, including the Cenotaph to the north, and Constitution Dock and Sullivans Cove to the south-west. The Intercity Cycleway runs along the Site's western boundary and continues north toward the Tasman Bridge and Cornelian Bay. This route supports active transport and may help reduce private vehicle use during stadium events.

The surrounding area contains government buildings and major educational and recreational facilities. These attract residents from the Greater Hobart Region to the CBD for work, education, and leisure.

The Tasman Bridge, north of the Site, connects the western and eastern banks of the Derwent River and provides important access to broader Hobart from the west.

The Site's proximity to these attractors and connections offers an opportunity to use existing infrastructure and position Mac Point as a key link between the CBD and the waterfront.



Figure 9: Regional context around Mac Point



3.1.1. Hobart Cultural Ribbon

The location of the Mac Point Site presents a unique opportunity to reconnect the city with its waterfront and establish a major cultural destination at its core. Positioned along an existing transport corridor, the Site is well placed to support the development of a continuous 'cultural ribbon' along Hobart's northern axis.

Mac Point will contribute to a growing network of cultural institutions on the western shore of the Derwent, forming a north-south corridor that links key destinations such as the Queens Domain, Royal Tasmanian Botanical Gardens, Runnymede, Moonah Arts Centre, the Transport Museum, and the Glenorchy Art and Sculpture Park (GASP).

The clustering of cultural venues along this corridor presents a strong opportunity to attract complementary businesses and services, extending the cultural, tourism, and economic benefits beyond the Site itself.

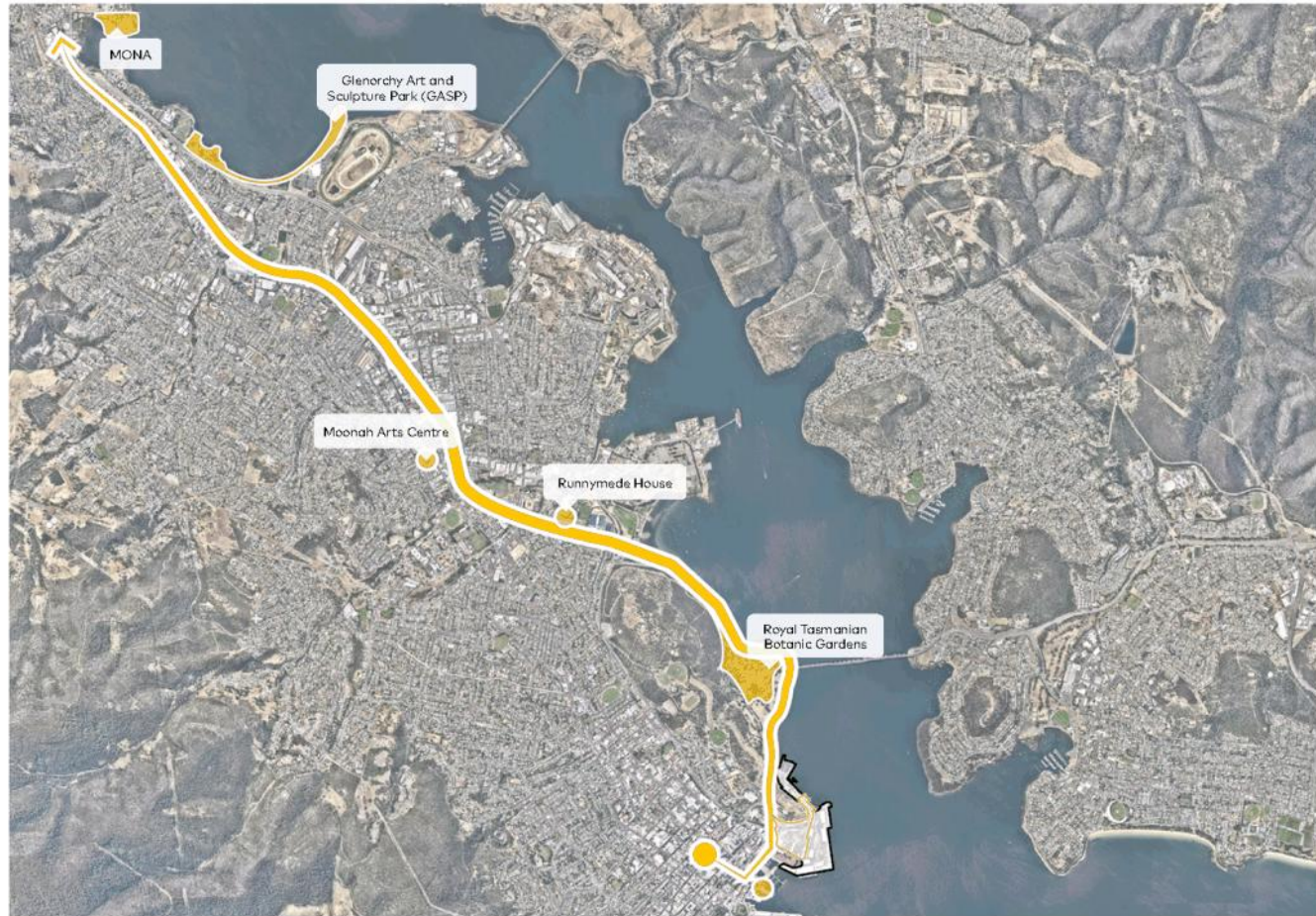


Figure 10: Hobart Cultural Ribbon - Macquarie Point Reset Plan



3.1.2. Green Corridor

The Mac Point Site presents an opportunity to strengthen and enhance Hobart's green corridors. It is framed by both green and blue grid elements, with connections to the Derwent River to the east and the Queens Domain to the north.

The Site can improve pedestrian access and permeability to the river foreshore. Currently, public access to the waterfront is limited, primarily restricted to boat ramps. Site analysis aims to identify new opportunities to increase public waterfront space and improve mobility and accessibility along the foreshore.

Mac Point will continue and reinforce green links extending from the Queens Domain, connecting with existing jogging tracks. The precinct will contribute to Hobart's green corridor network through natural landscaping and green buffers integrated across the Site.

Enhancing the green character of the area to the north is critical. Proposed open spaces, landscaping, and green links should connect with the Soldiers Memorial Walk, nearby sporting facilities, and the Intercity Cycleway.

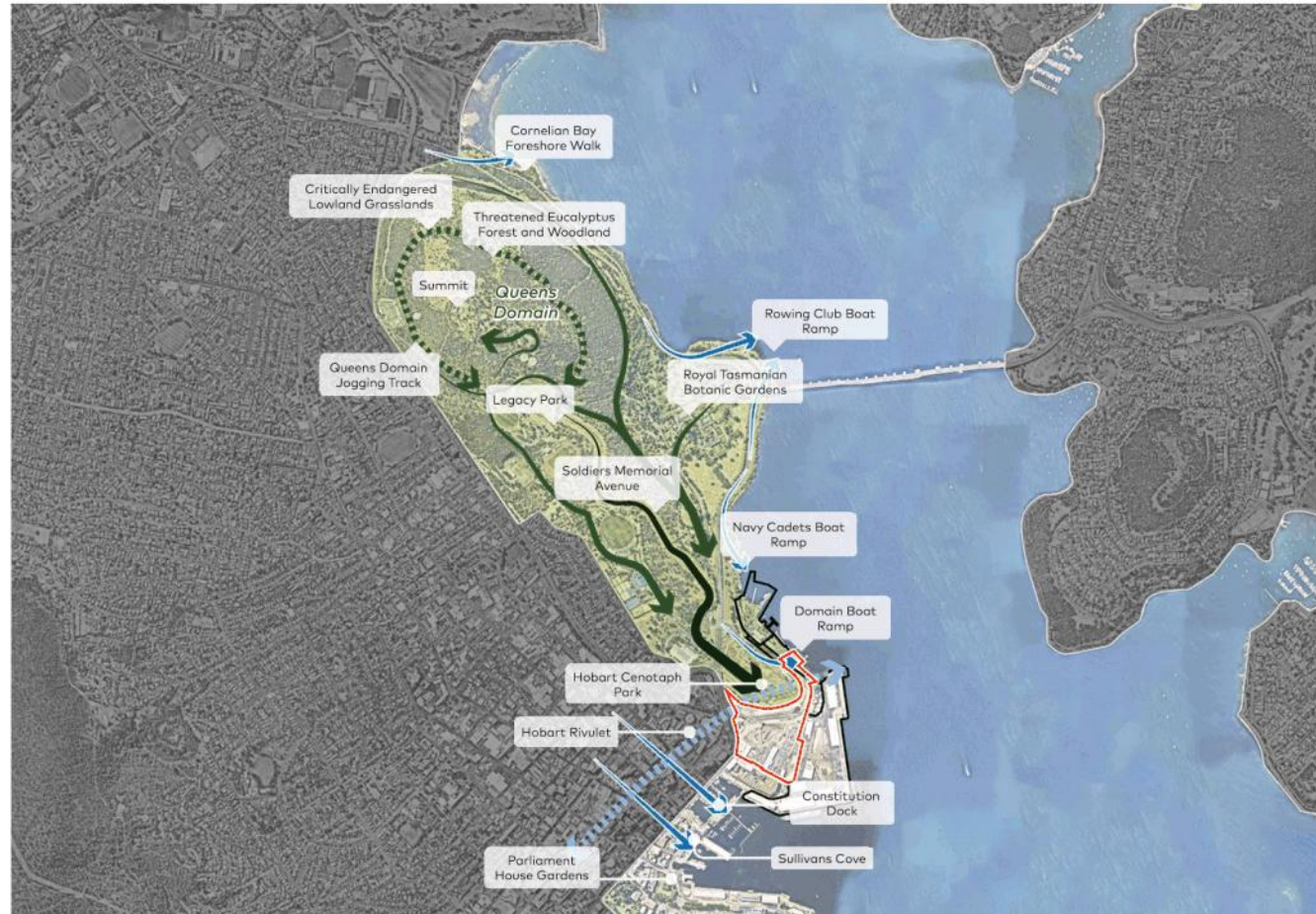


Figure 11: Green and blue links to Mac Point



3.1.3. Areas of Public Open Space

The Mac Point Site is surrounded by a variety of active and passive open spaces of different scales. The Queens Domain spans over 230 hectares and includes attractions and facilities of national, state, and local significance, such as:

- Sites of Aboriginal heritage and occupation.
- Cultural landmarks including the Royal Tasmanian Botanical Gardens, Government House, Soldiers Memorial Avenue, the Cenotaph, Regatta Grounds, University Rose Garden, and other heritage buildings
- Sporting facilities for tennis, swimming, diving, athletics, cricket, and football at a regional/state level.
- Striking landscapes with views of Government House, Kunanyi / Mount Wellington and its foothills, and the Tintumili Minanya / Derwent River.
- Formal gardens, exotic plantings, and rare grassy woodlands with endangered native species.
- Recreational amenities such as a playground, walking/running tracks, parks, picnic areas, and a café/restaurant within the Botanical Gardens.

The Hobart Cenotaph is a key landmark set within a ceremonial landscape of grassed areas, mature cypress plantings, and a dramatic escarpment marking the Site's northern edge. The Bridge of Remembrance links the Cenotaph to the broader Queens Domain.

Franklin Square, a historic urban park in central Hobart, features lawns, mature trees, a water feature and statues. It offers a peaceful retreat and is a popular summer event venue. As one of the few green spaces in the CBD, it contributes strongly to Hobart's sense of place.

Smaller parks and recreational ovals are scattered throughout the area. Open spaces at Rosny Point and Rosny Hill Lookout provide nature walks and panoramic views of the city.

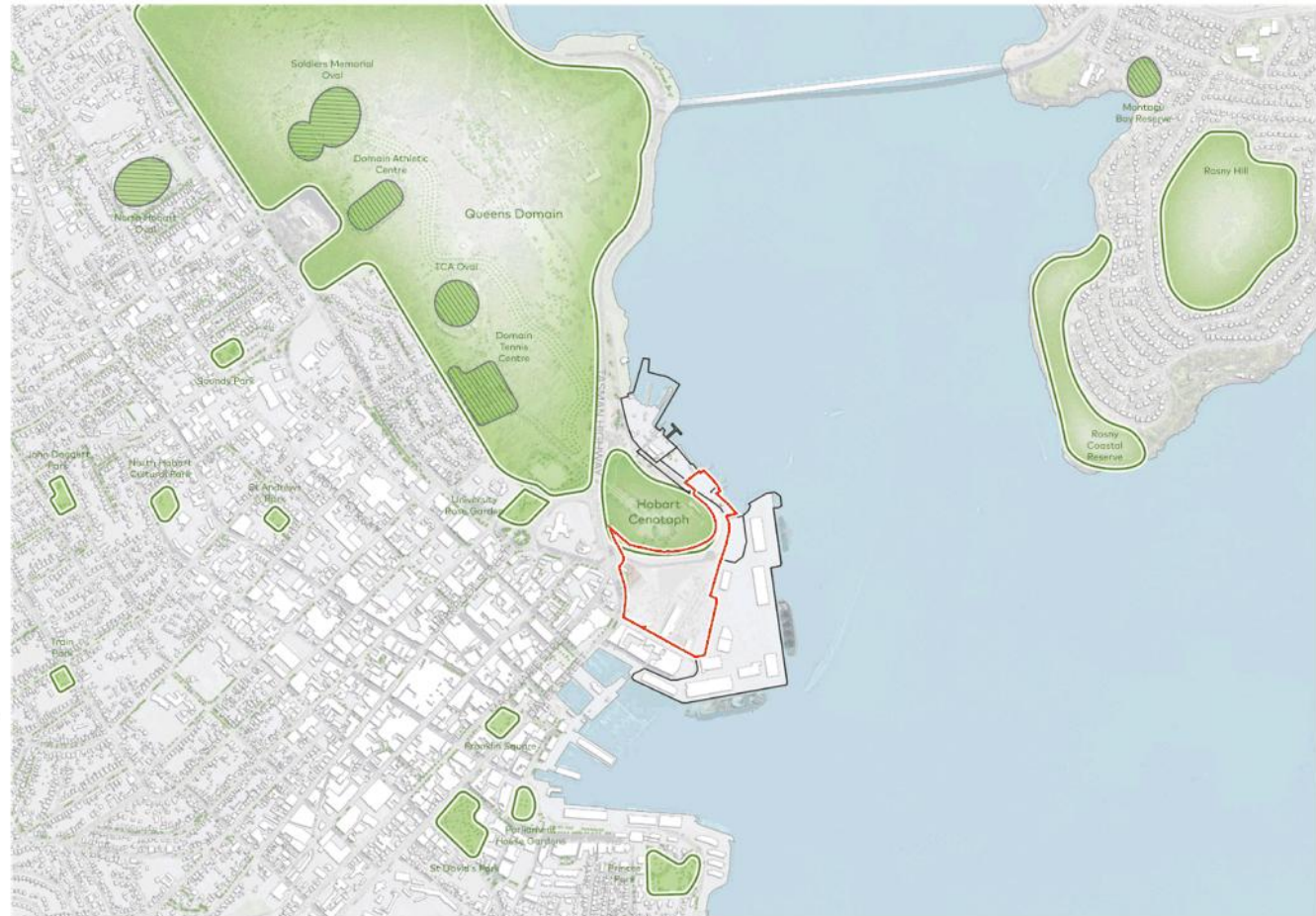


Figure 12: Existing Open Space

- Mac Point Site Boundary
- Mac Point District Boundaries
- Passive Open Space
- Active Open Space



3.1.4. Sports Corridor

The Mac Point Site will become a key asset within a vast corridor of sporting facilities.

A number of regional and local sporting facilities and recreational areas presently exist to the north of Hobart CBD. These include the Tasmanian Cricket Association Oval, the Doone Kennedy Hobart Aquatic Centre, the Domain Tennis Centre, the Domain Athletic Centre and Soldiers Memorial Oval. Several ovals and parks are also situated further to the north and west towards North Hobart and Lenah Valley. A major sporting and recreational precinct is situated at the northern point of the sports corridor at Cornelian Bay.

The Mac Point Site will become the southern focal point of the corridor, increasing the sporting facilities available in Hobart and complementing the surrounding facilities.

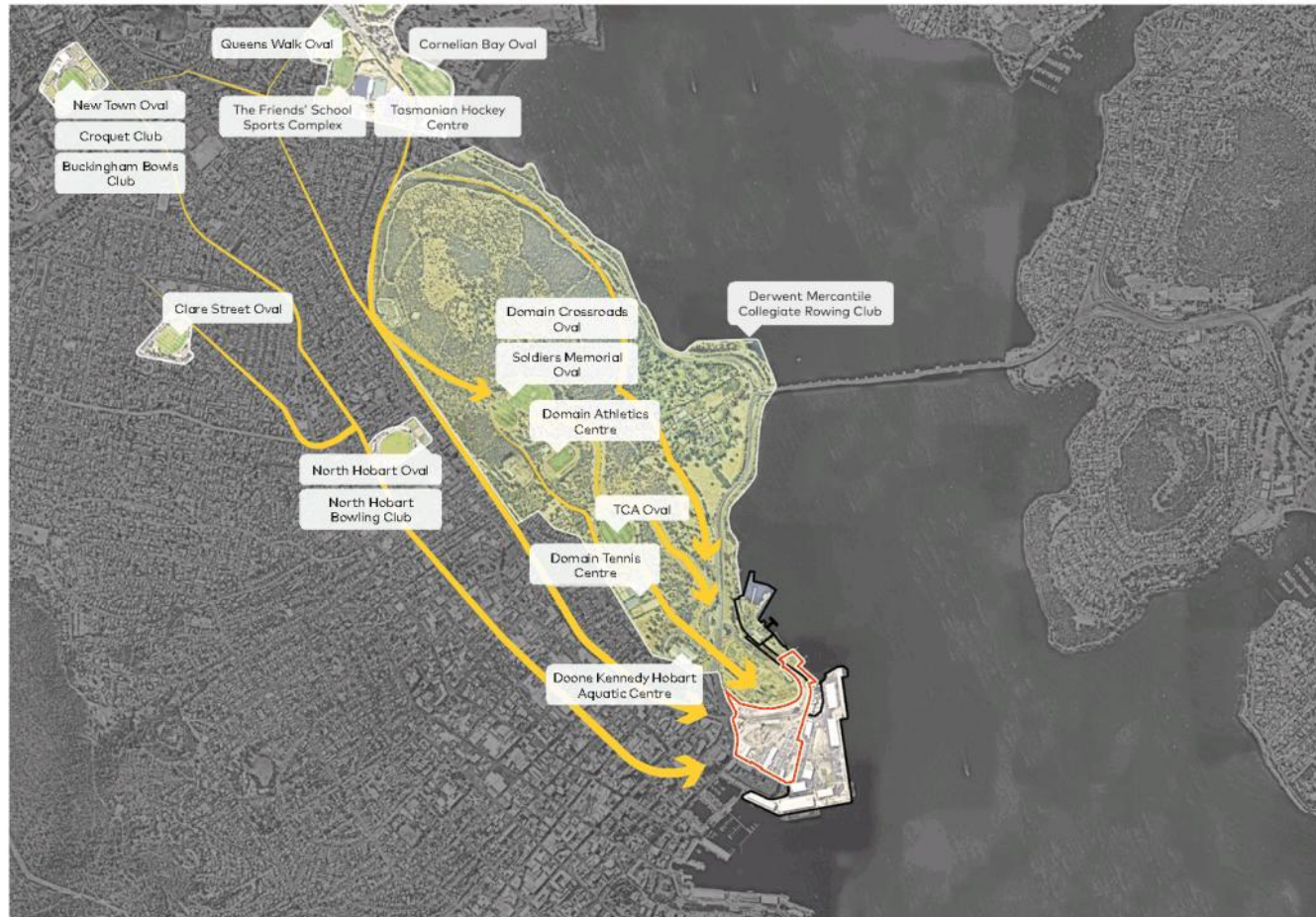


Figure 13: Sports facilities and strategic links to Mac Point

▬ Mac Point Site Boundary
 Mac Point District Boundaries
 Queens Domain
 ➔ Active recreation links



3.1.5. Broader Hobart Transport Strategy

The Tasmanian Government's *Keeping Hobart Moving* and Council's *Hobart Transport Strategy 2024* identify the need to provide diverse, equitable, and sustainable transport options. These plans focus on enhancing connectivity and improving public transport, walking, and cycling infrastructure to ensure efficient movement within the city. The *Derwent River Ferry Service Masterplan* highlights the expansion of ferry services to meet growing demand while balancing existing river uses, ensuring that the transport network is comprehensive and well-integrated. The *Northern Suburbs Transit Corridor Growth Strategy* aims to accelerate growth in the northern suburbs with the provision of frequent, rapid public transport, promoting urban renewal and housing affordability, which are crucial for supporting the city's future.

The vision in the *Central Hobart Plan* emphasises a world-class, highly liveable city that leverages the natural setting and rich cultural heritage.

Across these plans, the overarching goal is to create a vibrant, liveable, and sustainable city that offers a high quality of life. This includes enhancing transport options to ensure efficient movement and connectivity, supporting sustainable growth that respects Hobart's unique character, and fostering economic vitality. A key focus is on improving streets and the public realm to make them safe, accessible, and pleasant for all users to expand the available transport choices.

Mac Point is at the nexus of these plans and strategies, and the catalyst to achieve their objectives. By integrating the Derwent River ferry services, the Northern Suburbs Transit Corridor and the Intercity Cycleway - development of the site will enhance connectivity and accessibility within Hobart's core.

Key strategic transport policy documents are presented on the following pages.

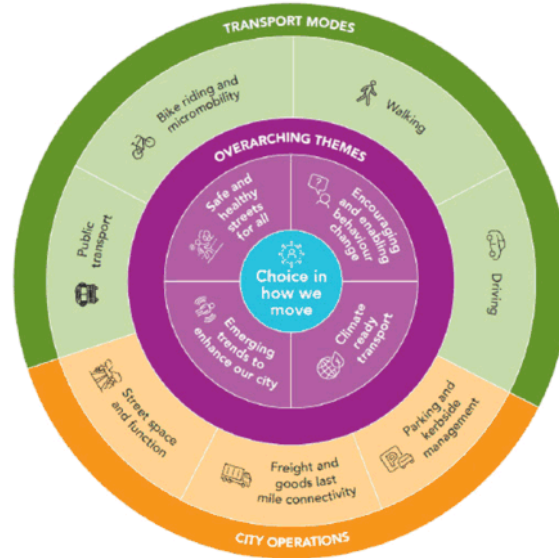


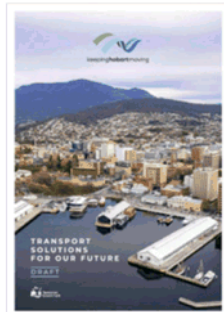
Figure 14: City of Hobart Transport Strategy 2024.



Figure 15: Department of State Growth Keeping Hobart Moving (Draft) 2023.

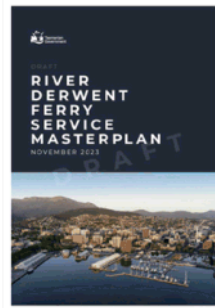


3.1.6. Tasmanian Government
Transport Plans and Policy



Keeping Hobart Moving (Draft) (2023)

A 10+ year program of projects for Hobart to create a safe, accessible, people-focused and future-ready city that enables economic prosperity and livability. This includes rapid buses, ferries and cycling projects.



Derwent River Ferry Service Masterplan (Draft) (2023)

The Tasmanian Government has committed to expanding ferry services on the Derwent River. The Masterplan seeks to build on the popularity and success of the existing Bellerive to Hobart ferry service through the staged implementation of additional ferry terminals, enabling expanded and integrated services.

The *Derwent River Ferry Service Masterplan* identifies six new sites for further investigation, design and delivery, including:

- Regatta Point
- Sandy Bay
- Wilkinsons Point
- Howrah Point
- Lindisfarne
- Kingston Beach.



Northern Suburbs Transit Corridor Growth Strategy (2024)

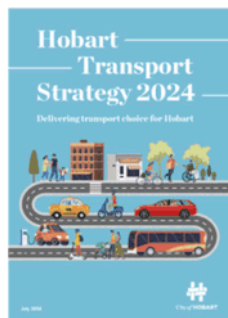
The *Northern Suburbs Transit Corridor Growth Strategy (the Growth Strategy)* has been prepared to establish a vision for the corridor and sets short, medium and long term recommendations and actions to maximise the benefits of frequent reliable public transport services to suburbs north of central Hobart.



Hobart City Deal (2019)

The *Hobart City Deal* established a partnership between the Clarence, Glenorchy, Hobart and Kingborough councils, and the Tasmanian and Australian Governments. It provides a framework to guide and encourage further investment in Greater Hobart, plans for future growth and addresses key strategic and infrastructure challenges.

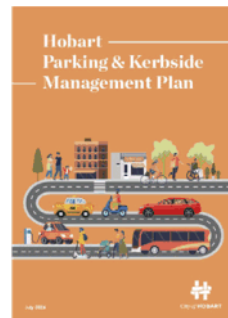
The City Deal includes a range of transport projects of direct relevance to Mac Point. Many of these projects have been completed or are in progress.



Hobart Transport Strategy (2024)

The *Transport Strategy 2024* centres on providing more choice in how residents, workers and visitors move around Hobart.

- Four overarching strategy themes are identified:
- Encouraging and enabling behaviour change
 - Safe and healthy streets for all
 - Climate ready transport
 - Emerging trends to enhance our city.



Parking and Kerbside Management Plan (2024)

Guides management of streets, including kerbside space and off-street parking and supporting decisions related to parking supply and demand management.

- Six principles are established:
- Transport Choice
 - Reliability and Availability
 - Transport User and Customer Experience
 - Value of Parking and Kerbside Access
 - [Managing] Demand
 - Efficiency and Equity.



Central Hobart Plan (2023)

A structure plan and urban design framework for the central city. Identifies Mac Point as a Civic and Cultural precinct bordering (but beyond) the plan area. This plan identifies five goals for the city:

- A captivating and dynamic capital city
- Public spaces that engage and create joy
- Sustainable buildings with character
- Integrated and accessible movement networks
- An investment ready and innovative city

The development of the *Central Hobart Plan* was a partnership between the Tasmanian Government and the City of Hobart.

3.2. Strategic Planning Context



Land Use Policy

3.2.1. Regional Strategic Plans



Southern Tasmania
Regional Land Use
Strategy 2010-2030

The *Southern Tasmania Regional Land Use Strategy 2010-2030 (STRLUS)* is one of three major strategic planning and policy documents that have guided land use and development across the state over the last 25 years.

The following pillars are core to the Land Use Strategy, and beneath each is a description of how the Site Master Plan proposal will align with the Plan.

Biodiversity, Water Resources and the Coast

The Site is primarily reclaimed land and has seen extensive industrial activity, meaning it no longer contains significant native vegetation. However, water quality management remains a priority, requiring measures to reduce erosion and sedimentation. Climate change risks, particularly sea level rise and flooding, have been assessed. Engineering solutions like raised floor levels are being considered to mitigate risks in low-lying areas.

Managing Risks and Hazards

Due to the site's industrial use, it has needed to undergo remediation in response to legislation and policies to protect land and groundwater. Flooding risks are minimal for most of the primary Site, however, areas near the waterfront may require further mitigation. Future development will integrate best-practice hazard management strategies to ensure resilience against natural disasters.

Cultural Values

Significant archaeological and heritage studies have shaped the development framework. The Aboriginal Culturally Informed Zone, located primarily on natural shoreline, creates a dedicated space for cultural events and learning, developed in consultation with the Tasmanian Aboriginal community. European heritage structures, such as the Royal Engineers Building and Goods Shed, are retained and incorporated into new uses, ensuring that development respects and enhances the Site's European cultural significance.

Recreation and Open Space

The Master Plan prioritises pedestrian movement, reducing car parking to encourage active transport. Open space connections are improved through expanded pedestrian corridors linking the Site to Queens Domain and other public areas. The Multipurpose Stadium serves as a major attraction, integrating with existing sporting infrastructure while enhancing the precinct's recreational offerings.

Social Infrastructure

Development in Southern Tasmania is concentrated in Activity Centres, ensuring that social infrastructure is integrated with surrounding residential and commercial areas. The Site's transformation will enhance community access to cultural, recreational, and social spaces.

Physical Infrastructure

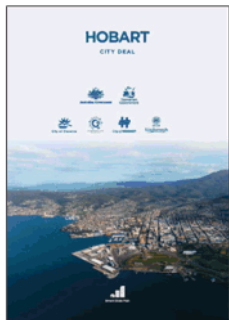
Existing infrastructure is leveraged where possible, but additional investments, including a District Infrastructure Scheme (DIS), will ensure adequate energy services. The Site's redevelopment requires coordination with infrastructure upgrades, particularly around roads and public utilities, to support future growth.

Land Use and Transport Integration

The Site's location within Hobart's transport network supports residential, mixed-use development. New infrastructure, including the Northern Access Road and Derwent Ferry Service, will improve connectivity, making the Mac Point Site a well-integrated urban hub. The development will prioritise pedestrian and public transport access, aligning with regional transport policies.

Settlement and Residential Development

The Residential Development and Public Foreshore Zone delivers a mix of housing for healthcare workers and the broader market, transforming the Site into a vibrant, high-amenity urban precinct. Design controls guide the delivery of high-quality living environments, with north-facing units that maximise sunlight access and capture views of the Derwent River. The precinct promotes walkability through pedestrian-friendly spaces and activates the ground level with commercial and community uses. The development of the public foreshore, including boat ramps and a potential ferry terminal, further improves connectivity and livability.



Hobart City Deal (2019)

The *Hobart City Deal* (2019) supports Mac Point's renewal through key infrastructure projects.

Northern Access Road: Enhances Port access and provides vehicle entry for the Stadium and Site car park.

Derwent Ferry Expansion: A potential terminal at Regatta Point will integrate with the Residential and Public Foreshore Zone.

Park and Ride: New sites will complement the Bus Plaza and Northern Access Road.

A Transport and Traffic Assessment ensures the Master Plan aligns with the City Deal's goals of connectivity and renewal.



30-Year Greater Hobart Plan (2022)

The Master Plan aligns with the *Greater Hobart Plan's 2050 Vision*, supporting its goal of making Hobart a thriving, well-connected, and resilient city.

Be Greater for Our People – The Plan enhances livability through new public spaces, pedestrian-friendly design, and active transport infrastructure, fostering a safe and welcoming environment.

Have Greater Interconnection – By strengthening connections between the city, the Cove, and Queens Domain, the Plan ensures the Site integrates with existing neighbourhoods while respecting Hobart's unique identity and natural surroundings.

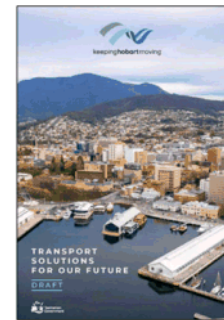
Have Greater Resilience – Sustainable design, adaptation to climate risks, and economic diversification support long-

term resilience, aligning with broader efforts to future-proof the city.

Be Well Planned – The Precinct will follow a strategic, collaborative planning approach, ensuring infrastructure and development occur in a coordinated and efficient manner.

Have Greater Connection – Transport upgrades, including better pedestrian and cycling links and integration with the Northern Access Road and Derwent Ferry Service, improve accessibility and mobility options.

Plan for Growth and Change – Residential at Regatta Point contributes to planned urban growth while maintaining environmental protections.



Keeping Hobart Moving: Transport Solutions for our Future (2023)

The Master Plan aligns with the State Government's future transport strategy, integrating key infrastructure projects to enhance accessibility, public transport, and urban connectivity.

Public Transport Improvements – The Plan supports the Rapid Bus Network initiative and Hobart Bus Transit Centre, facilitating better access to sustainable transport options and reducing reliance on private vehicles.

Road Network Upgrades – The Macquarie and Davey Streets improvements and Northern Access Road are key considerations in site planning, ensuring efficient traffic flow and integration with the broader transport network.

Active and Alternate Transport – The Derwent Ferry Service expansion, including a potential ferry terminal within the Residential Development and Public Foreshore Zone, strengthens multi-modal transport links and connects the Site to Hobart's wider waterfront network.

Urban Design Integration – Building envelopes and floor area calculations have been tailored to complement these transport projects, ensuring seamless connections between new developments, roadways, and public transport hubs.

3.2.2. City of Hobart Strategic Plans



Tasmanian Antarctic Gateway Strategy (2022-2027)

The Plan supports the *Antarctic and Southern Ocean Strategy* by strengthening Hobart's role as a global Antarctic hub.

A supporting Commercial Zone will provide the ability to enhance office or research presence closely related to the planned wharf 6 upgrades at Tasports and supporting the Australian Antarctic Program. Investment in **strategic Antarctic infrastructure** will attract international programs and boost Tasmania's economy.

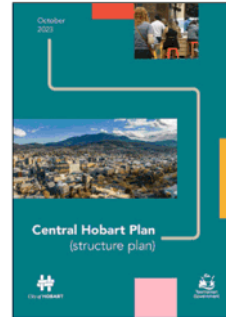


Tasports Operation and Management

The redevelopment of **Macquarie Wharf** will enhance the Port of Hobart as a gateway for Antarctic research, trade, and tourism.

The Master Plan incorporates the Eastern Commercial Zone that could complement operational staff proximity to the upgraded wharf facilities and the RSV Nuyina. **The Northern Access Road** will facilitate freight movement to and from the Port.

The Eastern Commercial Zone will be designed to minimise impacts on Port operations, ensuring that future development can coexist with the working port. This planning ensures seamless integration of the Port's expanded functions with the surrounding development.

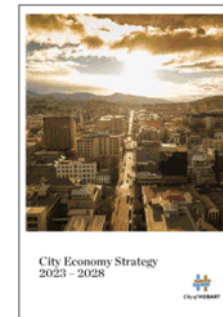


Central Hobart Plan (Structure Plan) (2023)

The *Central Hobart Plan (2024)* outlines urban design principles that influence the Master Plan for Mac Point, focusing on:

- Building Form:** Setting maximum building heights to guide development.
- Street Activation:** Ensuring active ground-level frontages for vibrant spaces.
- Design and Sustainability:** Promoting high-quality, sustainable design.
- Movement:** Prioritising pedestrian links and micromobility options.
- Vehicle Access:** Controlling new crossovers and managing parking.
- Public Transport:** Enhancing access and integrating with the public realm.

Although the structure plan doesn't apply to the Mac Point Site, these principles inform the Master Plan to ensure consistency with the wider CBD.

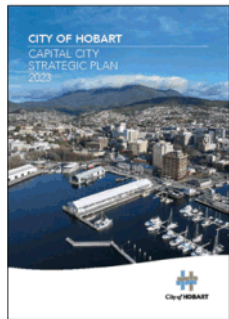


City Economy Strategy 2023-2028

The Strategy outlines a five-year plan to drive economic growth, focusing on the Mac Point redevelopment.

Priorities include social, economic, and environmental prosperity, attracting responsible investment, and positioning Hobart as a leading destination. These align with Brand Tasmania's goal of enhancing the state's reputation and competitiveness.

The Site Master Plan embodies these principles, supporting job creation, tourism, event hosting, and public infrastructure improvements.



Capital City Strategic Plan (2023)

The *Strategic Plan* for Hobart outlines goals and strategies aligned with eight community vision pillars, aiming for long-term growth and inclusivity. The Master Plan, part of the urban renewal for Mac Point, prioritises community needs while respecting Hobart’s heritage and natural environment. Key features of the Strategic Plan include:

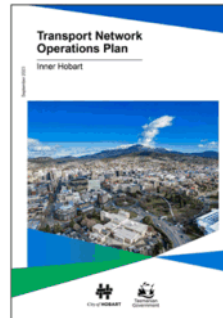
Sustainability: The Master Plan incorporates sustainability criteria such as green spaces, water management, and sustainable materials, aiming for 5-star Green Star certification.

Urban Renewal: The Mac Point Site includes multiple zones to support economic growth, tourism, and vibrant public spaces, integrating Hobart’s cultural identity, including its connection to Antarctica.

Public Engagement: The Plan emphasises collaboration with Aboriginal communities, stakeholders, and government agencies to meet diverse needs and enhance public spaces.

Transport and Accessibility: The Plan prioritises active transport, public transit, and pedestrian-friendly infrastructure to reduce reliance on private vehicles.

Cultural and Heritage: The design reflects both Aboriginal and European histories, with spaces for cultural and educational activities, and adaptive reuse of historic structures like the Goods Shed.



Inner Hobart Transport Network Operations Plan (2023)

The *Inner Hobart Transport Network Operations Plan (TNOP)*, created with the Department of State Growth, manages the city’s transport network in line with strategic objectives like the *Transport Strategy* and *Hobart City Deal*. It focuses on efficiency, safety, and supporting key areas where people live, work, and study, addressing conflicts between transport modes.

The Plan acknowledges growing demand on the road network may prevent ideal Levels of Service (LOS) for all users. It also notes that improvements, such as bike lanes, may reduce parking or vehicle lanes. A Target Minimum Level of Service for roads and pedestrian corridors is set, with flexibility for special events. Ongoing transport assessments have informed urban design guidelines for future precinct development.



Parking - A Plan for the Future (2013)

The strategy focuses on managing residential and commuter parking across the city, including Park and Ride facilities in Greater Hobart to reduce private vehicle use. Existing and planned facilities are in Kingston, Claremont, Rokeby, and Glenorchy.

It also aims to support sustainable transport by increasing parking fees to discourage long-term parking in the inner city.

The Mac Point Master Plan prioritises pedestrian movement and limits new car parking, supported by public transport infrastructure like the Derwent Ferry Service and improved pedestrian corridors along the foreshore. This aligns with the *Sullivans Cove Planning Scheme*, which discourages new parking for developments in the Cove.



Queens Domain Master Plan (2013-2033)

The Queens Domain, on the traditional land of the Muwinina people, is Hobart's premier urban park, spanning 230 hectares. The *Queens Domain Master Plan* aims to enhance the Domain's settings, unify its diverse history, and improve accessibility while respecting its cultural values.

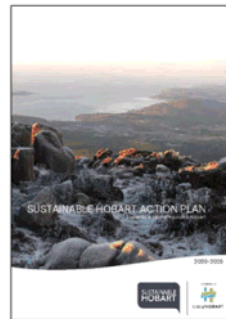
Managed by the Hobart City Council, with input from other bodies like the Royal Tasmanian Botanical Gardens and University of Tasmania, the Master plan is relevant to Mac Point. Key strategies that inform the new Master Plan include:

Strategy 1: Urbanise the foreshore at Regatta Ground, enhancing access to the water and activating the foreshore with shops and connections to the Northern Access Road.

Strategy 2: Improve pedestrian linkages across the Domain. The Master Plan focuses on enhancing connectivity, particularly through the Northern Access Road.

Strategy 3: Create pedestrian/cycle connections linking Sullivans Cove, the City, and the Royal Tasmanian Botanical Gardens, aligned with the *Hobart City Deal*.

Strategy 7: Develop activity centres across the Domain, improving pedestrian access, expanding the Intercity Cycleway, and creating a transit station plaza.



The Sustainable Hobart Action Plan (2020-2025)

The *Sustainable Hobart Action Plan 2020-2025* outlines 42 projects focusing on climate action, sustainability, and community well-being. It covers key areas including Leadership, Mobility, Energy, Resilience, Waste, and Governance.

The Mac Point Master Plan supports these goals by adding public spaces, pedestrian connections, and sustainable design in areas like the Cove and Queens Domain.

Waste management, energy efficiency, and sustainability are also part of the Green Star Communities target of **achieving a 5-6 Star Green Star rating**.



Hobart Transport Strategy (2024)

The *Hobart Transport Strategy 2024* focuses on providing safe, healthy, and environmentally friendly transport options for the next decade. It prioritises improvements in public transport, cycling, walking, traffic flow, and climate-ready infrastructure. Key actions include reviewing the Greater Hobart bus network, enhancing bike routes, and increasing pedestrian accessibility.

The Mac Point Master Plan aligns with these priorities by introducing event-day bus services, improving pedestrian infrastructure, and integrating active transport corridors like the Inner City Cycleway. It also includes a Transport

and Event Traffic Management Plan and promotes pedestrian-friendly design with active frontages and open spaces, supporting the growth of diverse transport modes.

Other Documents

Under the *Greater Hobart Act (2019)* and at the request of the Great Hobart Committee, the *Greater Hobart Plan* was prepared. This plan creates an overall framework for how growth in the city is managed.

Endorsed in October 2023, the *Central Hobart Plan* (structure plan), extended the Central Hobart precinct into Sullivans Cove, labelling the Mac Point Site as a "Civic and Cultural Precinct".

The *Sullivans Cove Planning Scheme (SCPS)*, The *Greater Hobart Act* (and *Greater Hobart Plan*) and the *Central Hobart Structure Plan* work together to provide frameworks for sympathetic and appropriate development at the Mac Point Site. The proposed Site Master Plan for Mac Point aligns with the aims set out under these documents.

As is typical in capital cities, building heights in Sullivans Cove and Hobart's wider CBD have increased over time. The 19th century buildings in Sullivans Cove create a 2-5 storey datum of sandstone and brick. The precinct's later 20th and 21st century buildings represent a dramatic increase in height and bulk experienced in the Cove, disrupting this earlier datum. To the west of Sullivans Cove in Hobart's CBD, buildings are generally taller, while towards the periphery and city fringe, buildings reduce in height and scale.

Within Sullivans Cove, buildings which have notably pushed into the preferred heights set in the *SCPS* include the construction of Zero Davey and the IXL Apartments in the early 2000s. Further from the Mac Point Site, Salamanca Square and Mews and the Silos have also extended above the heights of the original 19th century sandstone and brick buildings.¹

While development of the greater Sullivans Cove precinct is constrained and limited in scale by the dominating heritage fabric, the Site, through continual change to the landscape as a result of heavy industry, provides opportunities for the "establishment of new uses that complement the cultural aspects [despite] significant constraints generated by topography and heritage fabric or concerns about new structures being 'out of scale' or character with the surroundings²."

The Site Master Plan seeks to build upon this opportunity and extend the civic and cultural use of the Cove Floor into the Site without the same scale constraints, to forge a strong connection to the greater Sullivans Cove precinct.

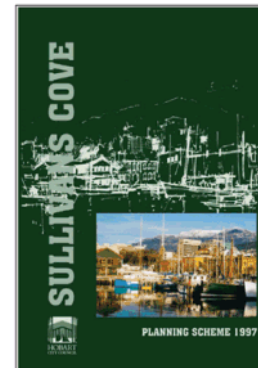


Figure 16: Sullivan's Cove Planning Scheme 1997

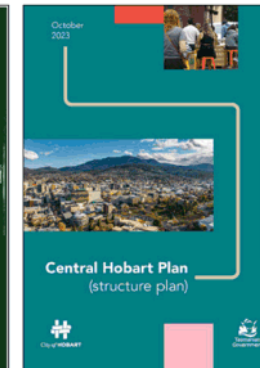


Figure 17: Central Hobart Plan (Structure Plan)



Figure 18: 30-Year Greater Hobart Plan (2022)

References:
1. Risby, Brian. Mac Point Site Development Plan, April 2024.
2. Risby, Brian. Mac Point Site Development Plan, April 2024.¹⁴

3.2.3. Sullivan's Cove Planning Context

Sullivans Cove Planning Scheme (1997)

The *Sullivans Cove Planning Scheme (SCPS)* is the primary planning document used to guide use/development within the Cove. The SCPS was introduced in 1997 as a performance-based scheme, with a focus on guiding principles and objectives, rather than the more rigid approach under the existing *Interim Planning Scheme* and the *State Tasmanian Planning Scheme*, which utilise prescriptive provisions.

The Scheme is based in part on a 'performance' approach to development control, recognising that there are many ways in which land use and development can meet and exceed desired environmental, social and economic standards. Use and development may be considered 'permitted' subject to specific 'deemed to comply' provisions being satisfied.

Performance criteria are established to provide a means by which the objectives of the scheme may be satisfactorily met.

Prescriptive controls are used where the development or use being regulated is best managed through the application of a more rigid set of controls. Examples include controls covering signs and commercial and community use of roads and other public spaces.

References:

1. Sullivans Cove Planning Scheme 1997. Hobart City Council (Hobart, 10 May 2023), 3.
2. Sullivans Cove Planning Scheme 1997. Hobart City Council, 5.
3. Greater Hobart Act (2019). <https://www.legislation.tas.gov.au/view/whole/html/inforce/2019-12-25/act-2019-021>.

The Planning Scheme sets out a preferred direction for development within the Cove. This includes promoting economic growth through cultural activities and facilities, supporting tourism, retail and commercial uses, integrating the port with wider transport uses, employing technology and allowing for the continuation of port and maritime activities. The Mac Point Site Master Plan aligns with these aims.

Greater Hobart Act (2019)

The *Greater Hobart Act (2019)* sets a number of objectives, including "the development of new, cultural, sporting, recreational and community facilities, that complement, link to, and contribute to, the cultural experiences able to be provided in the Greater Hobart area³," and "to encourage, promote and provide for the development of hubs for specialised purposes such as science, sport, recreation, social activity, economic activity, technology, industry, education or the arts³⁶."

Sullivans Cove Planning Scheme (1997)

Guiding Principles

Setting

Development within and beyond Sullivans Cove must respect the natural amphitheatre of which the water is the "stage" and the mountain "the gods"

Beyond but as a backcloth, the series of descending skylines of rock, bush, suburb and City should be maintained to emphasise the Cove as centre of "The Amphitheatre"

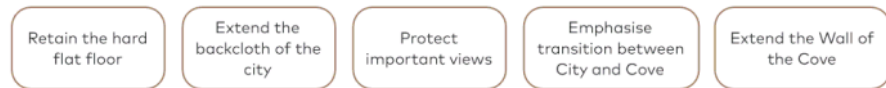
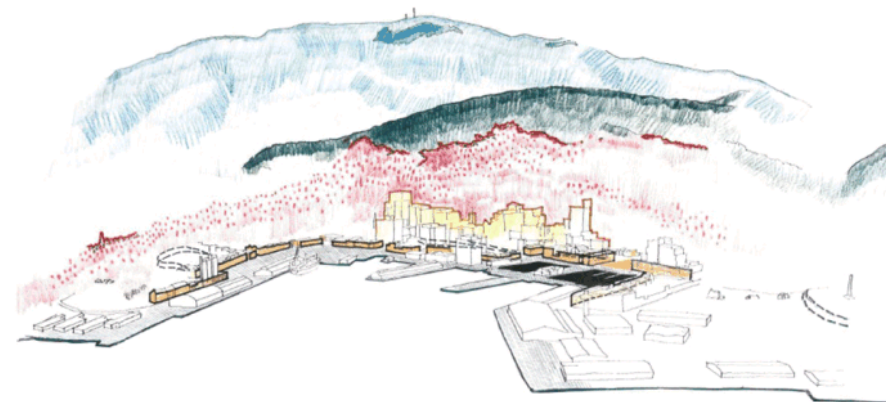


Figure 19: Sullivans Cove Planning Scheme (1997) sets up a framework for development (Source: SCPC)

Sullivans Cove Activity Areas

The Mac Point Site is located within Activity Area 3.0 'Gateway and Transport' under the current Sullivan's Cove Planning Scheme. Activity Area 3.0 encompasses the Railway Goods Yard and industrial/warehousing operations area, representing a significant infrastructure asset for Hobart. The area is particularly important to the Tasmanian Ports Corporation for future cargo handling development, while its western edge forms a crucial gateway frontage to Davey Street. It notes that the land has a history of industrial use, which has left potential contamination issues that need to be addressed prior to future development.

The planning scheme emphasises two primary functions for this area that relate to its former use as a transportation node. First, the Plan designates it as a crucial transport and industrial hub, with objectives focused on increasing rail infrastructure utilisation, and promoting integration between rail, port, and road transport. Second, it functions as an important gateway to Sullivan's Cove, requiring development along its western edge to appropriately address Davey Street and improve the interface with the Cove. The current scheme permits uses such as railway terminals, transport terminals, commercial port operations, and warehouses, while prohibiting residential accommodation, visitor accommodation, and education centres.

Under the current Sullivan's Cove Planning Scheme, development in this area must balance multiple considerations, including environmental best practices, heritage protection, and strategic economic importance. Any new development must protect the cultural heritage and landscape qualities of the nearby Domain, ensure compatibility with Hunter Street heritage buildings, and protect the integrity of the Royal Engineer's Building. The scheme also emphasises the importance of facilitating pedestrian movement between the central Cove and Domain, while supporting innovative transportation and goods handling technology that can enhance port operations.

The Mac Point Site also includes Regatta Point. This area is referenced within the Sullivan's Cove Planning Scheme as Activity Area 4.2 'Regatta Point'. Activity Area 4.2 encompasses the HMAS Huon site, slip-yards, and Regatta Grounds. This area is highly visible across the Derwent Estuary and serves as the main gateway to Sullivan's Cove and Central Hobart. It is recognised as a highly significant cultural landscape due to its importance to the Tasmanian community, attributed to the historic buildings of HMAS Huon and the cultural significance of the Regatta Grounds.

The planning scheme outlines a primary objective for this area that carefully balances multiple uses: to provide port facilities for ships and shipping while considering the cultural and visual aspects of the area as a main road entry to Hobart, the need for public access, water-based activities, and Regattas. Uses permitted in this area include commercial port operations, markets, community centres, marine industry, arts and cultural facilities, minor sport and recreation, and research and development centres, with recreational boating facilities permitted for 20 berths or less.

Development in this area must demonstrate compatibility with the existing character, scale, and context of the built and spatial form. Any proposed use or development must protect the area's cultural heritage, landscape and aesthetic values, visual identity (as viewed from other parts of the Cove and across the Derwent), and existing and potential water-based activities. The scheme emphasises maintaining public access to both land and water, accommodating recreation and implementing best practice environmental design and management.

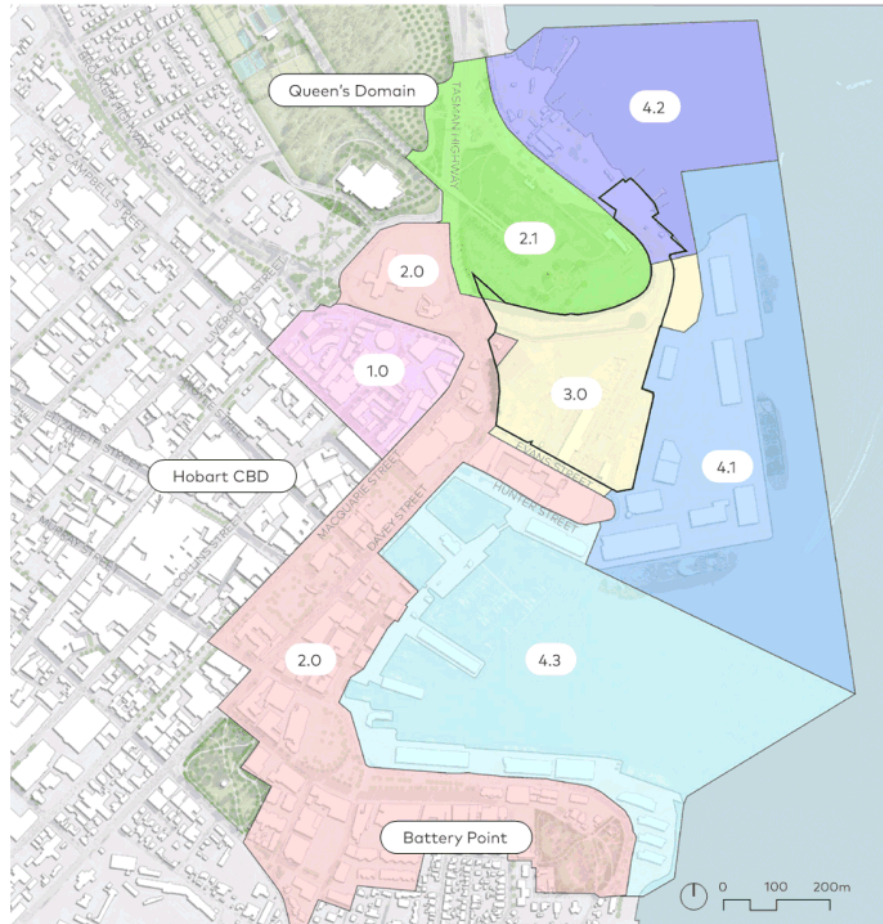


Figure 20: Sullivan's Cove Planning Scheme and Activity Areas

- Site Boundary
- 1.0 Inner City Residential (Wapping)
- 2.0 Mixed-use
- 3.0 Sullivan's Cove Gateway and Trans. (Mac Point)
- 4.1 Macquarie Point Wharf
- 4.2 Regatta Point
- 4.3 Sullivan's Cove Working Port

3.2.4. Mac Point Reset Masterplan (2017)

In December 2016, MONA developed a vision for the site, informing a new masterplan. The *Reset Masterplan* outlined the urban design rationale supporting MONA's vision, aligning with Parts A and B of the SCPS, and identifying key concepts, uses, and built forms that reflect the landscape.

The *Reset Masterplan* and amended *Site Development Plan* (2019) set out Strategic Principles, carried through to the 2024 *Mac Point Site Development Plan* (MPSDP) and this Master Plan:

- Continuous shared history: Mac Point reflects Tasmanian identity, embodying Muwina traditions and post-settlement uses in freight, defence, and industry.
- Reconnecting River to Cove: Connect the Intercity Cycleway; improve legibility between CBD/ Sullivan's Cove and Regatta Grounds/Queens Domain.
- A cultural asset: Transform the site into a cultural hub with critical mass of art, science, and tourism activity; link to nearby cultural assets.
- Diversity of uses: Allow flexible, social and commercial uses including food and beverage; enable pop-ups during development.
- A landscape for people: Retain early Hobart's human scale; respect the Cenotaph Headland and views to the mountain.
- Spaces which connect: Define Mac Point as a connector between the city and Queens Domain; establish the Aboriginal Culturally Informed Zone; ensure legible links from Evans Street to the Cenotaph.
- Mobility policy: Strengthen pedestrian and cycling links; reserve future high-capacity transport corridors.

The plan provides a framework to transform the industrial site into a vibrant, mixed-use precinct that connects to the city, respects heritage, and creates public space, focused on people and Hobart's past and future.

Use Areas

The MPSDP and *Reset Masterplan* designate varied mixed-use areas aligned with their principles.

Building Areas

The *Reset Masterplan* defines building areas (as per the SDP) to regulate form and height, guided by the *Sullivans Cove Planning Review* and reports from Leigh Woolley and the Macquarie Point Development Corporation, preserving key views. While the MPSDP established building typologies and uses, many no longer align with the evolving vision. The Site Master Plan provides a framework for development aligned with the *Precinct Plan*. A planning scheme amendment is needed to ensure land use and controls reflect this vision.



Figure 21: SCPC Use Areas (Source: SCPC)

- 1. Arts and Institutionalised Area
- 2. Mixed Use Area
- 3. Open Space Area



Figure 22: SCPC Building Areas (Source: SCPC)

Permitted Heights (RLs to AHD)

A	15.5	E	22.5
B	18.5	F	11.0
C	20.5	G	12.5
D	22.0	H	11.0

3.2.5. Mac Point Site Development Plan (2024)

The 2024 *Mac Point Site Development Plan (MPSDP)* builds on principles from the 1991 *Sullivans Cove Planning Review* and the *Sullivans Cove Planning Scheme (SCPS)*, which use an amphitheatre analogy: Hobart's slopes as tiered seating and the Cove as the stage. The built edge or "Wall" along Salamanca Place and Hunter Street must maintain uniformity, with new buildings not visually dominant.

The *SCPS* requires a *Site Development Plan (SDP)* to guide key sites, allowing the *SDP* to override planning provisions to realise the Cove's potential. Mac Point is part of the Cove floor, with buildings designed in the round, not in linear rows. The escarpment framing the Cenotaph is to remain visible and integrated.

The *SCPS* also reinforces that the Cove is not just a tourist zone, but a working, vibrant place that includes port operations, while protecting its recreational, commercial, and historical roles.

Urban Design Opportunities

Public Spaces and Cultural Heart

- Truth and Reconciliation Art Park as the cultural centrepiece
- Gateway Park as a site entrance
- Connected open spaces and pedestrian links
- Space for major public events

Improved Connectivity

- Stronger connections to Sullivans Cove and Queens Domain
- Enhanced pedestrian/cycling networks
- Potential rail corridor integration
- Pedestrian link between key public space and Cenotaph

Mixed-Use Development

- Flexible zoning for arts, culture, science, tourism
- Integrated commercial, institutional, public spaces
- Buffers between sensitive uses and port operations
- Active ground floors for pedestrian engagement

Heritage and Views

- Protect views to/from the Cenotaph
- Integrate heritage assets like the Goods Shed
- Acknowledge Aboriginal and European history
- Preserve cultural significance of the Royal Engineer Building

Built Form Controls

- Heights and massing fit topography
- Ground floor activation
- Pedestrian-scale design
- Roof forms visible from elevated areas

Environmental Considerations

- Water-sensitive urban design
- Protect working port
- Ensure sustainable development
- Manage contaminated land

The plan transforms the underused site into a mixed-use precinct connected to the city, respecting heritage and creating new public spaces, while celebrating Hobart's past and future.

Figure 23: Site Development Plan Concept (Source: Mac Point SDP)

3.3. Mac Point Precinct Plan

3.3.1. Description

The *Mac Point Precinct Plan* set the framework for a new vision for Mac Point, which was informed by input from the broader community and other key stakeholders.

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.

The *Precinct Plan* set out five (5) interconnected zones:

1. Multipurpose Stadium and Associated Concourse Zone
2. Aboriginal Culturally Informed Zone
3. Antarctic Facilities Zone
4. Complementary Integrated Mixed-Use Zone
5. Residential Development and Public Foreshore Zone

These zones provide for a variety of uses and individual buildings connected through commercial and community uses on the ground floor of buildings, creating open and accessible spaces, connected by pedestrian focused laneways and public spaces. While the *Precinct Plan* does not set out the detailed design of individual developments within the zones, it establishes the planning and urban design standards that inform this document and guide the future assessment of land use and development within the precinct.



Figure 24: Mac Point Precinct Plan

3.3.2. Precinct Plan Zones

The Plan establishes five interconnected zones, defining the style and type of development that will guide the Site's evolution. It also lays the foundation for detailed urban design guidelines for each zone.

1. Multipurpose Stadium and Concourse Zone

A Multipurpose Stadium will provide Tasmania with a premier year-round event venue, attracting arts, entertainment, cultural, commercial, and community events, including large-scale and off-peak events not currently feasible in the state.

Designed for flexibility and multipurpose use, the Stadium will align with the business case requirements and be managed by Stadiums Tasmania. It will integrate with the broader precinct, incorporating accessibility, sustainability, wayfinding, and site character, reinforcing Mac Point as a key destination.

As outlined in the *Precinct Plan*, the Stadium will be the first stage of redevelopment, with the additional Mac Point Site zones progressing once the *Precinct Plan* is formally included in the Tasmanian Planning Scheme – Hobart.

2. Aboriginal Culturally Informed Zone

The Aboriginal Culturally Informed Zone has an approximate footprint of 8,000m², with an additional 5,000m² allocated for paved areas and extensions.

In 2021, the MPDC began designing a Truth and Reconciliation Park at Mac Point, working with the Tasmanian Aboriginal community through a co-design process to establish guiding design principles. The final name of the space is yet to be determined but is currently referred to as the Aboriginal Culturally Informed Zone for the purposes of this document.

Ongoing engagement focuses on:

- Sharing knowledge from historical research and site investigations
- Consulting on naming and purpose to reflect community perspectives
- Exploring opportunities for Aboriginal enterprises, education, and storytelling.

3. Antarctic Facilities Zone

Hobart is one of five global Antarctic gateways and a key hub for East Antarctic operations and Southern Ocean research. In 2021–22, the sector contributed \$183 million to Tasmania's economy.

The *Precinct Plan* designates an approximate footprint of 8,000m² for the Antarctic Facilities Zone near the port, supporting Antarctic organisations with logistics and research infrastructure, making use of one of the last available CBD-adjacent port sites in Australia. It also provides office spaces and support for the RSV Nuyina, the Australia Antarctic Program's sole icebreaker, which will dock at the adjacent port. The Commonwealth has announced \$188 million in funding for updates to the Nuyina's port.

4. Complementary Integrated Mixed-Use Zone

The Complementary Integrated Mixed-Use Zone will link Mac Point, the Macquarie Wharf Commercial Zone, and Sullivans Cove, offering boutique commercial, retail, and food spaces while continuing the city's urban façade along the waterfront.

With an approximate footprint of 10,000m², the zone will enhance Mac Point as a year-round destination, supporting stadium events and attracting both locals

and visitors. Its proximity to the stadium enables small businesses to benefit from high foot traffic and provides opportunities for engagement before and after events, helping to manage crowd dispersal and reduce transport demand during peak times.

5. Residential Development and Public Foreshore Zone

The expanded Mac Point Precinct offers a significant opportunity to complete the urban renewal of the Site while meeting the community's need for additional housing. The development will introduce medium-density apartments with northeast views of the Derwent River, designed to integrate with the natural slope of the foreshore. The ground floor will feature a mix of commercial, retail, and food spaces, alongside a publicly accessible foreshore to encourage more community engagement and year-round use.

This housing development will include key worker homes for health sector workers, in collaboration with the Department of Health and Homes Tasmania, as well as market-rate apartments that foster a diverse, mixed-use environment. The percentage of affordable housing for key workers reflects consultation with the Department of Health to ensure it responds directly to workforce needs, draws on examples where affordable housing has been integrated elsewhere, and informed by market engagement. Social housing, however, has not been identified as suitable in this location, given the need for proximity to other wrap-around services that are essential for successful provision. The public foreshore will be redeveloped to enable better public access, and enhance the waterfront's appeal.

3.3.3. Character Statement

Mac Point is part of Hobart's continually transforming waterfront and sits on the unceded Country of the Muwinina people of the Palawa community of Lutruwita/Tasmania. As articulated in the Statement of Country by Theresa Sainty, this place and the surrounding areas of Nipaluna/Hobart hold deep cultural significance, where Muwinina families gathered along the shoreline of Timtumili Minanya / Derwent River. Although much of the physical evidence of their presence has been destroyed through colonisation, the spirit, memory, and cultural values of the Muwinina remain embedded in this landscape. 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. The relationship between these contrasting natural and artificial landscapes, together with the site's long cultural history, defines 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.

3.4. Mac Point Multipurpose Stadium

3.4.1. Multipurpose Stadium Scope

The Site Master Plan boundary covers the entire Mac Point Development Site. The Multipurpose Stadium, to be built on the Mac Point Site, falls outside the scope of this Master Plan.

The Multipurpose Stadium will be the first component to be delivered as part of the redevelopment of the Site. The Stadium boundary includes the Stadium footprint, external concourse, entry plazas for pedestrian circulation and emergency vehicles, practice cricket wickets, the relocated Goods Shed, and an underground car park.

Although it has a set geographic boundary, its impact extends beyond this, influencing nearby land uses, public spaces, movement, and activities. The diagram opposite outlines the boundaries of each project. The Site Master Plan surrounds the Multipurpose Stadium, while recognising the Stadium's central role at Mac Point, this report focuses solely on land outside the Stadium boundary, yet still within the Master Plan's defined area.

The Northern Access Road and Bus Plaza form part of the Stadium's broader zone of influence, supporting key transport functions, enabling efficient vehicle movement, and enhancing access and arrival experiences for the Mac Point Site.

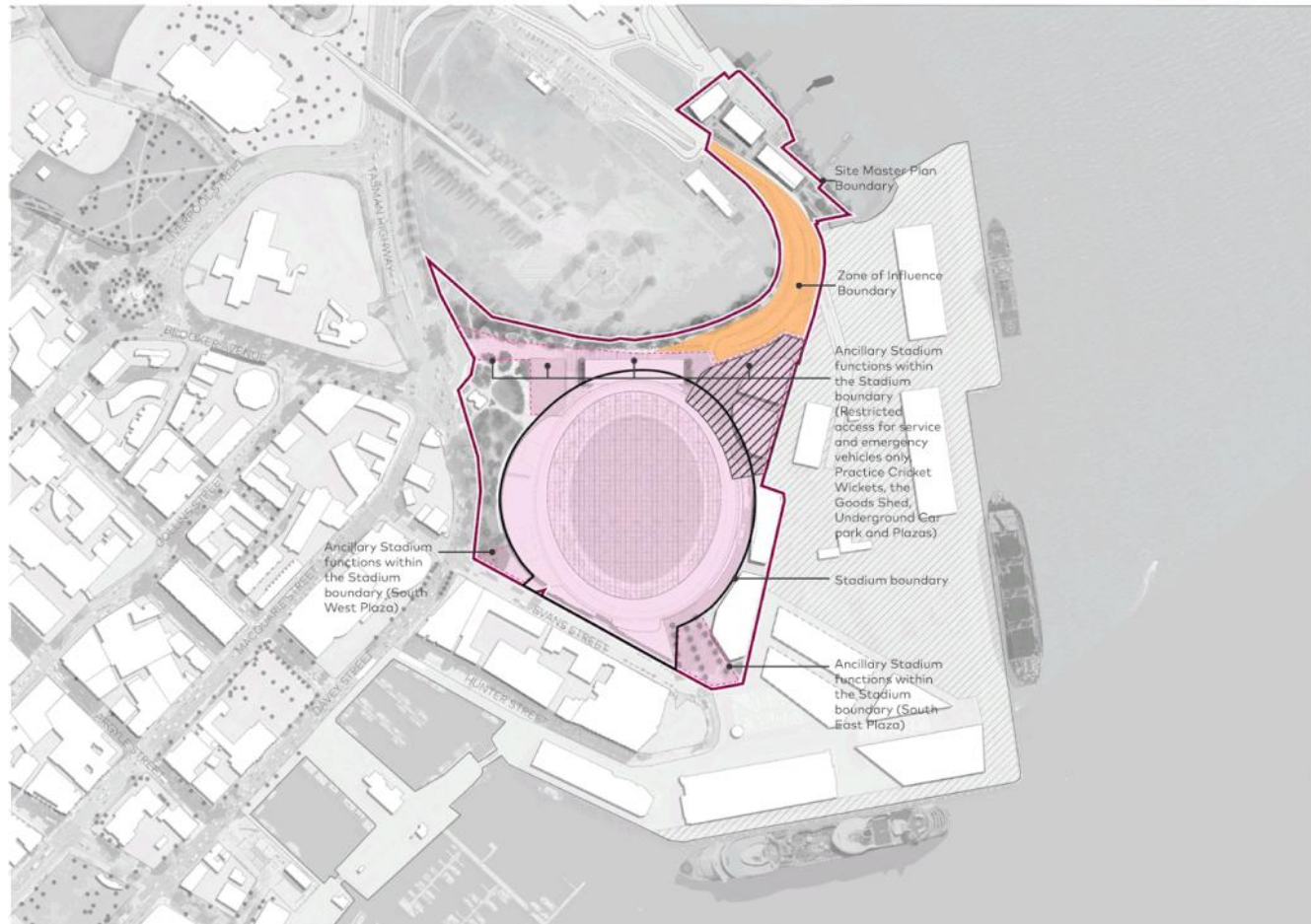


Figure 25: Site boundaries

3.4.2. Multipurpose Stadium Vision

The Multipurpose Stadium will be a key venue for future events in Tasmania, offering a 23,000-seat capacity that combines major city arena facilities with an intimate crowd experience.

A standout feature is its 190-metre roof shell, the largest fixed roof over a natural grass oval globally, designed to attract international interest and support a wide range of sporting, cultural, and community events.

Located at Mac Point, the Stadium aligns with the launch of the Tasmania Devils Football Club in the AFL, fulfilling the state's long-standing push for league representation. While AFL will be the primary winter sport, the venue is designed for multiple uses, including:

- Cricket (ICC, Cricket Australia)
- Rugby (World Rugby, NRL)
- Football (FIFA, Football Australia)
- Concerts, festivals, conferences, and hospitality

The enclosed design ensures the venue remains attractive for events that might otherwise be affected by weather.

Design Response

The Stadium's translucent roof draws the sky into the venue and visually connects patrons with the surrounding natural topography. Its form, integrated with sustainably sourced Tasmanian timber, grounds the design in the broader Tasmanian context. The continuation of the Cove Floor beneath the stadium roots it firmly in Hobart. The architectural response was developed in consultation with members of the Palawa community, with particular focus on the surrounding landscape design.

Goods Shed Relocation

The historic Goods Shed will be relocated to the northern side of the site as part of the Stadium development, maintaining its historical connection to the former rail yards. Rail tracks will be interpreted through paving inlays in the northern plaza. The Shed will serve as a distinct northern entry to the Stadium, functioning as a hospitality venue and event space. Integrating it with the Stadium will ensure its ongoing relevance and public engagement, preventing redundancy.

Stadium Features

- 23,000 seated venue with up to 1,500 additional standing for major sports events
- 31,500 patron capacity for major concert events
- 1,500 person Function Room with views toward Kunanyi and the Wellington Range
- 159.5m x 128.5m oval field of play
- Fixed dome-shaped roof providing full overall coverage and engineered to incorporate locally grown and sourced timber
- At the centre of the dome, a maximum roof height externally at 54 metres above sea level, and at 25.5 metres above sea level at the perimeter
- Translucent roof cladding
- Elevated 360 degree internal concourse with service zones underneath
- An intimate seating bowl that will bring crowds closer to the action
- A serviced grandstand on the western side with three (3) levels of functional space above the field
- Fully accessible external concourse with landscape treatments at entries

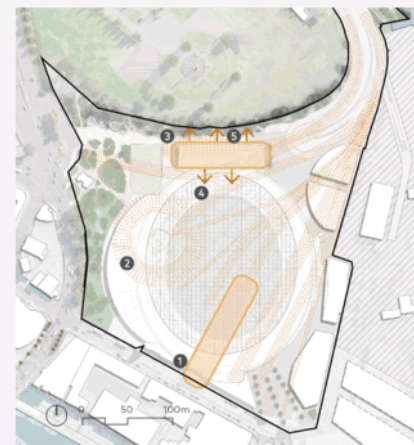
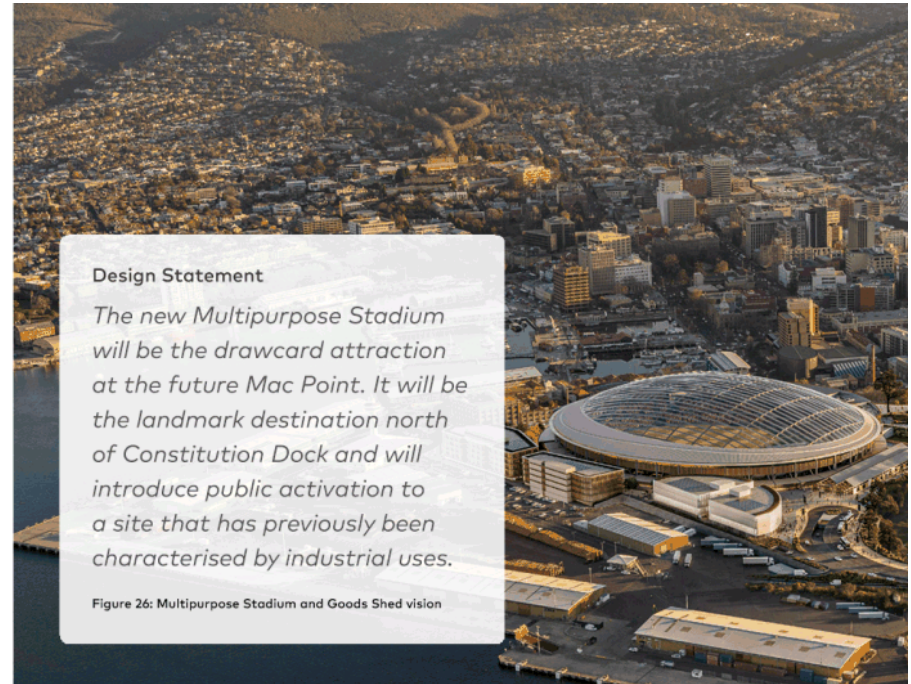


Figure 27: Goods Shed relocation (Source: Stadium Description Report)

3.5. Historical Context of the Site and Surrounds

3.5.1. Aboriginal Culture and Heritage

The Muwinina of Nipaluna/Hobart: a cultural context

When visiting Nipaluna/Hobart one could be forgiven for thinking that what is now the capital city of an island-state at the bottom of the world was uninhabited prior to 1803, and that the colonial architecture, agriculture, technology and knowledge shaped the country. English was the language of Country, including nomenclature.

It is well documented, however, that the history of Lutruwita/Tasmania began millennia prior to the arrival of the invaders and colonists. The Palawa people of Lutruwita have been here since the time of Creation; when Star Brothers Muyini and Rrumitina created Palawa, the First Ancestor to walk on the earth. After which the ground was cut to make the islands, mountains, waterways and seas.

Until recently there has been little to no acknowledgement of that history. The First People of the country at and around Nipaluna, the Muwinina have been a forgotten people, with little to no acknowledgement of them having lived in their Ancestral homelands. Nothing about the ingenuity of a people who had cared for their Country for millennia, as if had they never existed.

Over time however, slow change has been occurring . With the dual naming of Kunanyi/Mount Wellington, and more information about original nomenclature, more and more of the general public are using original place names. In fact, there seems to be a thirst for knowledge about our Palawa Ngini (Old People) and Community - an appetite for truth-telling. Of course, this can be confronting – for us (as the storytellers) and for some settler descendants.

The Muwinina people of the South East Nation enjoyed an abundance of freshwater and marine resources, land animals, birds and their eggs, due to them honouring their responsibility to all living species. Muwinina expertly and sustainably managed their country so that

there was plenty from season to season.

Since the time of Palawa, Muwinina families lived within their Country. Long-held cultural knowledge and an innate connection with the environment informed every aspect of their daily lives. Reciprocity was key to the survival of all species.

Here, where the city of Hobart now stands, the Muwinina witnessed the incursion of the new-comers into their traditional homelands – being locked out of those sacred places needed for ceremony; or to collect cultural resources, and hunt as a result of the 'gifting' of their lands to colonists, who had no legal right to take it. Imagine how they felt as the people kept coming, and with them more and more country was carved up, fenced off and no longer accessible.

Any physical evidence of the Muwinina people having been in this part of their Country has either been severely impacted or destroyed forever due to the building of hard infrastructure, including bridges and dwellings. The building of infrastructure changed forever the ability of the Muwinina to care for Country in proper way.

Re-routing the natural flow of water courses such as the Hobart Rivulet also changed the ability of people to read Country. The original shoreline of Timtumili Minanya at and around Mac Point, the front of the Royal Tasmanian Botanical Gardens and what is now the Tasmanian Museum and Art Gallery is no longer the same as it was when Muwinina families collected shellfish for feasts. Hunter Street has replaced Hunter Island. A new foreshore 'fashioned' by colonists to suit their lifestyles and industry. The twists and turns of Old Water Country knowledge destroyed forever. This is part of the tragedy of the Muwinina who are, sadly, no longer here.

The responsibility of ensuring the adaptability, ingenuity and memory of the Muwinina and Palawa Ngini of Lutruwita is that of the surviving Palawa Community. We pay our respect to all Palawa Ngini (Ancestors); and to Palawa Elders – past and present.

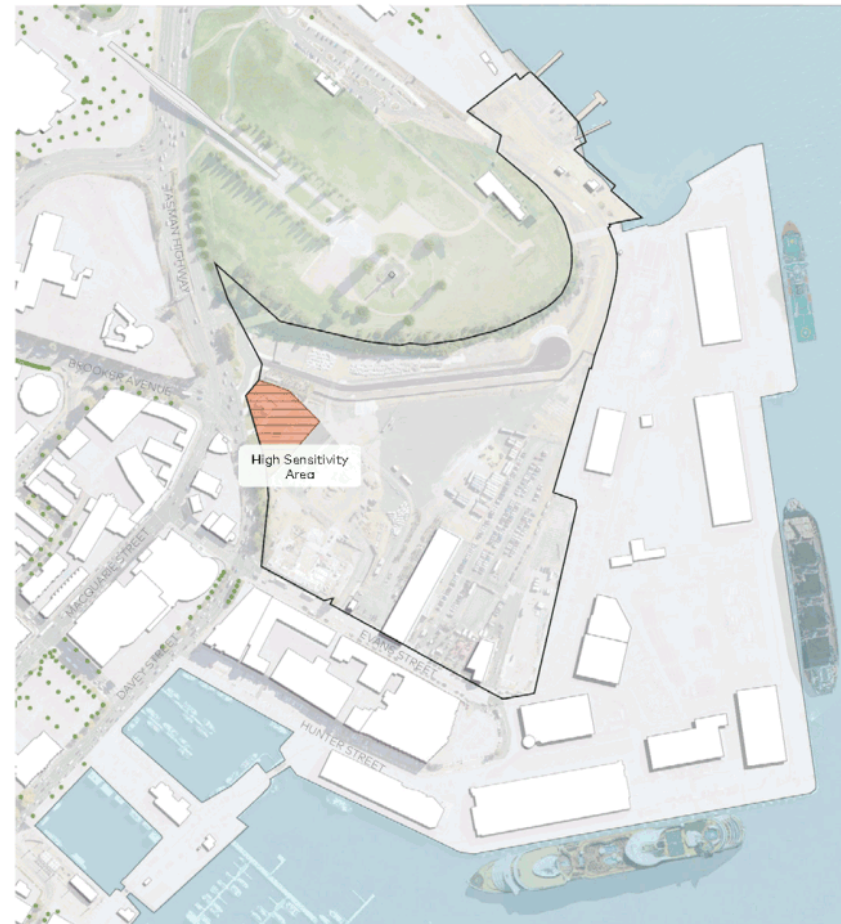


Figure 28: Tasmanian Aboriginal Culture and Heritage Report)

■ Site Boundary ■ High Sensitivity Area

Authored by Milangkani Projects

3.5.2. European Heritage

Mac Point has played a key role in Hobart's evolution since colonisation in 1804. Initially part of early land grants issued by Lieutenant-Governor David Collins, it was renamed by Governor Lachlan Macquarie in 1811 and identified for government use. Instead, it developed as a hub for maritime and industrial activity.

Through the 19th and early 20th centuries, land reclamation enabled port expansion, supporting warehouses, manufacturing, and shipping. By the late 19th century, it became a major railway hub. As transport patterns changed in the mid-20th century, rail use declined and industrial activity waned.

In 2012, the Macquarie Point Development Corporation was established, launching a renewal agenda to transform the area into a mixed-use precinct, reconnecting it with the city and waterfront through cultural, residential, and commercial development.

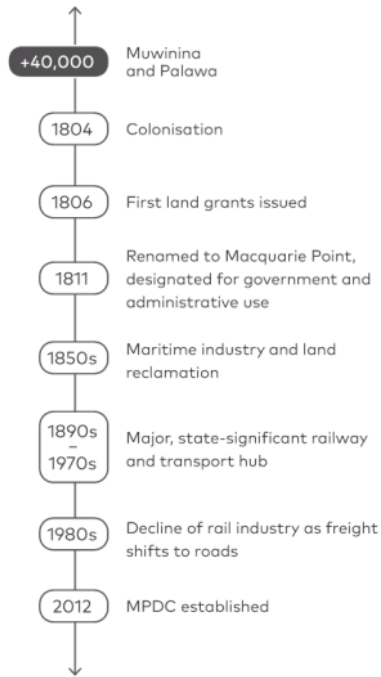


Figure 29: 1950s,c,TAHO, PH30-1-3699, Royal Engineers Building. Lower end Macquarie Street, Hobart



Figure 30: Hobart Regatta. Tasmanian Archive and Heritage Office



Figure 31: Van Diemens Land - p.2 - Vue de la rade de Hobart-Town, Ile Van-Diemen - [Paris] : Tastu, [1833]



Figure 32: Aerial view of Mac Point, 1946



Figure 33: Cattle Jetty Abattoirs, c1872.



Figure 34: 1954, TAHO, Hobart Railway Terminus

Royal Engineers Building

Constructed in 1847, the Royal Engineers Building was purposely built as the headquarters of the Royal Engineers, who oversaw the British colonial construction program in Tasmania as part of the Ordinance Department.

The role of the Engineers was broad. They were responsible for the design, construction and maintenance of all convict and military buildings, fortifications and hospitals. Their work extended from Hobart to Launceston, including the towns of Ross, Campbell Town, George Town, Westbury, Richmond, New Norfolk and the penal settlements on the Forestier and Tasman Peninsulas.

In response to a massive increase in work, a new headquarters was established on Macquarie Point, constructed in the Victorian Tudor style. The building was designed to terminate the long view down Macquarie Street, with Anglesea Barracks at one end of the city, and the Royal Engineers at the other. It continues to be used as office accommodation to this day.



Figure 35: 1857 photograph showing the rear of the Royal Engineers Building, Hobart Town, from the Domain / Sharp photo., W L Crowther Library, State Library of Tasmania., SD_ILS:132002, AUTAS001136186327

Goods Shed

The late nineteenth century growth of the Tasmanian fruit industry and development of inter-state and international exports was a key driver in the expansion of shipping facilities in Sullivans Cove and the Macquarie Point railyards. In the period from 1891 to 1906-07, goods traffic had increased by 71.5%, or 31,9000 tons. A new Goods Shed was desperately needed. The building was designed by the Tasmanian Government Railways and occupied a prominent position, with two railway lines entering it at its northern end, allowing for the storage of goods coming in to, and leaving the yards. Completed in 1915, it was originally 91.5 metres long, and formed by 25 bay. The shed was constructed on a timber frame, with imported Oregon trusses, and clad in corrugated iron. It was expanded in the 1940s and converted to truck use in the 1980s. Constrained by both its size and location, the railyards became increasingly inefficient for handling modern containerised freight trains. The last train left Mac Point in June 2014. The building was included on the *Tasmanian Heritage Register* in 2024.



Figure 36: The completed goods shed, December 1915, looking south. (TA The Weekly Courier, Thursday 23 December 1915, p.23).

Hobart Cenotaph

The Hobart Cenotaph occupies a prominent location overlooking the city and its approaches. It was conceived to be a memorial for all of Tasmania and all Tasmanians who served in World War One. A design competition was held, and local architect, Bernard Walker was the winner. The design was noted for its simplicity, a granite obelisk on a bluestone base and approached by steps. Built on top of the decommissioned Queen's Battery, the 24.4 metre high Cenotaph was dedicated in December 1925. On the recommendation of the Sailors' and Soldiers' Mothers and Wives Association, the top of the monument was opened on each face to allow for the night time illumination of a cross.

Although originally designed as a memorial to Tasmanians who served in World War One, the Cenotaph has been altered to commemorate contributions to later conflicts. It sits within a landscaped setting and continues to be the centre for Anzac Day, Remembrance Day and other memorial services in Hobart.

There are many important examples of European heritage and veteran memorials across Australia. These places vary in terms of setbacks, buffers, built form, sightlines, views, landscape treatments, and access and movement. These precedents have been considered in the proposed Master Plan, with particular attention given to the Cenotaph and the Royal Engineers Building.

The Cenotaph is located in a largely cleared promontory with prominent views available to and from the memorial. The site is protected by the Tasmanian Heritage Register listing and significant views are identified in the Planning Scheme.



Figure 37: The Cenotaph during construction, 1925. (TA, NS1013/1/155, Photograph - Cenotaph nearing completion.)

The Site and its immediate surrounds contains several significant historical items, each representing a different stage in Mac Point's history.

1. **Former HCC/City Motors Garage facade**
Remnant of the improvements to Collins Street following the 1920s realignment of the Hobart Rivulet.
2. **Former Hobart Railway Station**
In operation from 1871 until the early 1980s, the site is representative of the era of passenger rail travel in Tasmania.
3. **Former MTT (Metro) Headquarters**
Representative of the development of public transport in Tasmania.
4. **Hobart Gas Works Complex (incl. chimney)**
Marking the entrance to the Hobart CBD from the Tasman Bridge approach, the Gas Works is significant to the history of industrial processing in Tasmania.
5. **Roberts and Co. Wool Stores**
Tracks the economy of Hobart through wool exports, the working class Wapping neighbourhood, and later soap manufacturing.
6. **Tasmanian Museum and Art Gallery**
Associated with colonial infrastructure and a pattern of land reclamation on Dunn Street and pre-1840s archaeological remains of the waterfront.
7. **Victoria Dock and Constitution Dock**
Closely linked with the development of Hobart's waterfront and the focal point of the Sydney to Hobart yacht race.
8. **UTAS Centre for the Arts**
These waterfront buildings (along with the Henry Jones factory) represent early industry and trade in Hobart.

9. **Cenotaph and Cenotaph Avenue**
The Cenotaph and surrounds is a culturally significant area for ceremonies and gatherings.
10. **Henry Jones & Co IXL Jam Factory**
Remnant of a celebrated Tasmanian brand and significant export.
11. **Hobart Railway Goods Shed**
The Goods Shed and Red Shed are remnants of the former railway industry on Mac Point. The development of the Multipurpose Stadium will include retaining and relocating The Goods Shed on-site.
12. **Royal Engineers Building and Stone Post**
Representative of early colonial development.
13. **Red Shed**
The Red Shed will be removed and where practicable, materials will be reused on site.
14. **Soldiers Memorial Avenue**
Established in memory of the fallen soldiers during the First World War.
15. **HMAS Huon**
The first buildings in Australia constructed for the federated Royal Australian Navy in 1914.
16. **The Hobart Rivulet**
The Hobart Rivulet flows beneath the Cenotaph through a man-made diversion tunnel constructed between 1915 and 1918. This tunnel was a significant development for Mac Point, as it allowed the old watercourse to be filled in, creating the construction of Evans Street.



Figure 38: Culturally significant structures

- Site Boundary
- SCPS 1997 Listed Places of Cultural Significance
- Hobart Rivulet Tunnel
- Tasmanian Heritage Register



4.0 Local Character

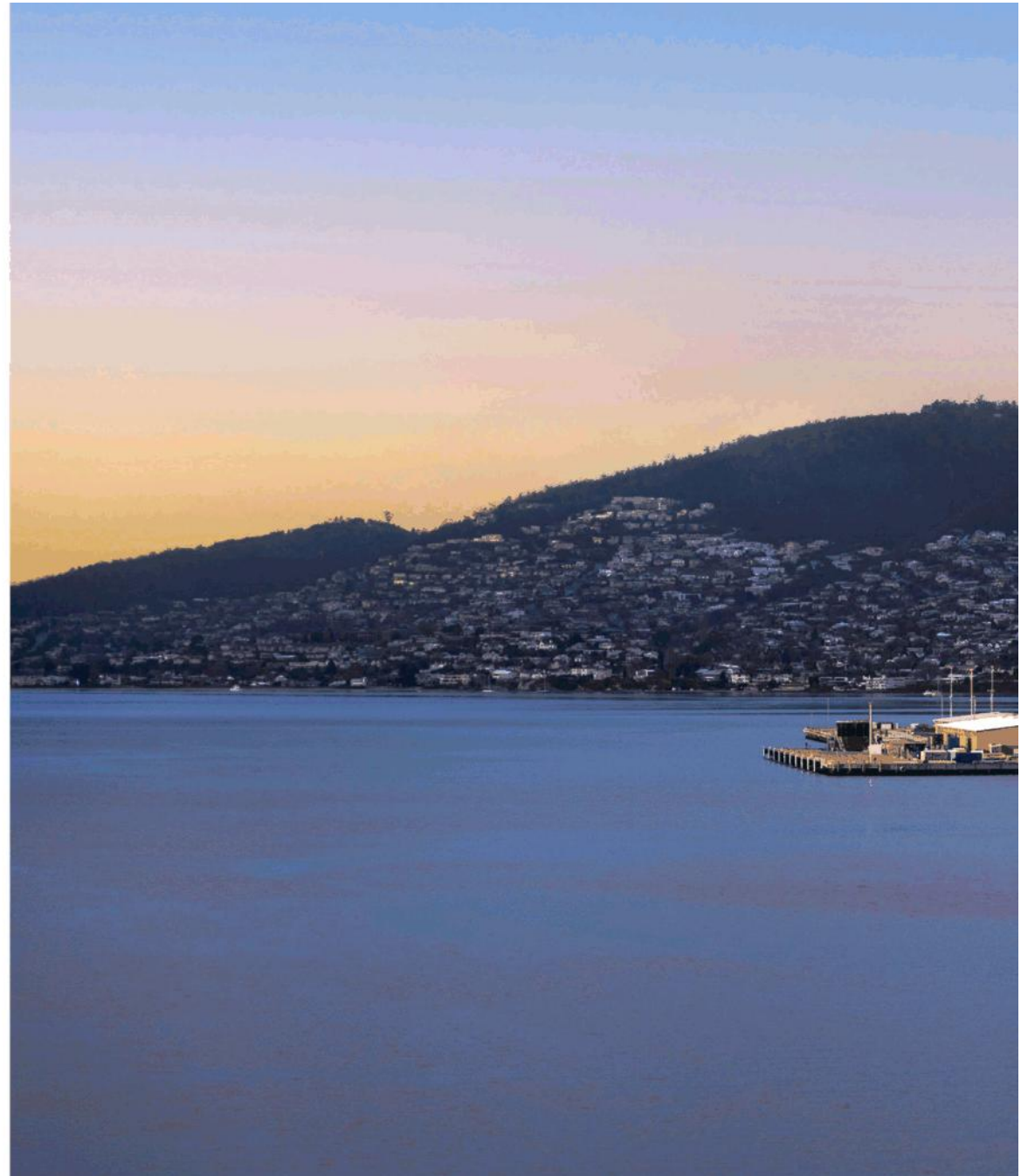


Figure 39: Mac Point (Source: Macquarie Point Development Corporation)



4.1. Built Form Character

The built form of the City is shaped by its natural landscape, responding to the slopes and ridges of the urban amphitheatre. This is reflected in the bulk and height of buildings, which gradually increase towards the City centre, located in the basin. The established hierarchy of height and massing maintains a sense of cohesion, with taller structures concentrated in the basin while lower-scale development extends towards the edges.

The Cove Floor has a distinct built form characterised by flatness, industry, and utility. Buildings in this area are often standalone structures, reflecting its historical role as an industrial and maritime precinct rather than contributing to a continuous urban fabric.

Hobart's urban grid, with its radiating streets from the waterfront, contributes to a finer-grained built form, defined by street-facing buildings and a pedestrian scale. In contrast, the Cove Floor remains a more open and functional space, shaped by its industrial past rather than the structured, street-oriented development found elsewhere.

The nearby Wapping district has evolved alongside the Cove Floor and was originally home to workers servicing the adjacent docks and warehouses. While little of historic Wapping remains, a fine-grain, medium-rise residential precinct has since emerged, drawing architectural inspiration from its industrial heritage.

The piers and concrete aprons of the Cove Floor form part of the City's maritime identity, serving as key social, civic, and cultural spaces. These areas provide access to the water's edge and reflect the working history of the port, with robust materials and an open spatial quality that distinguish them from the finer-grained development inland.

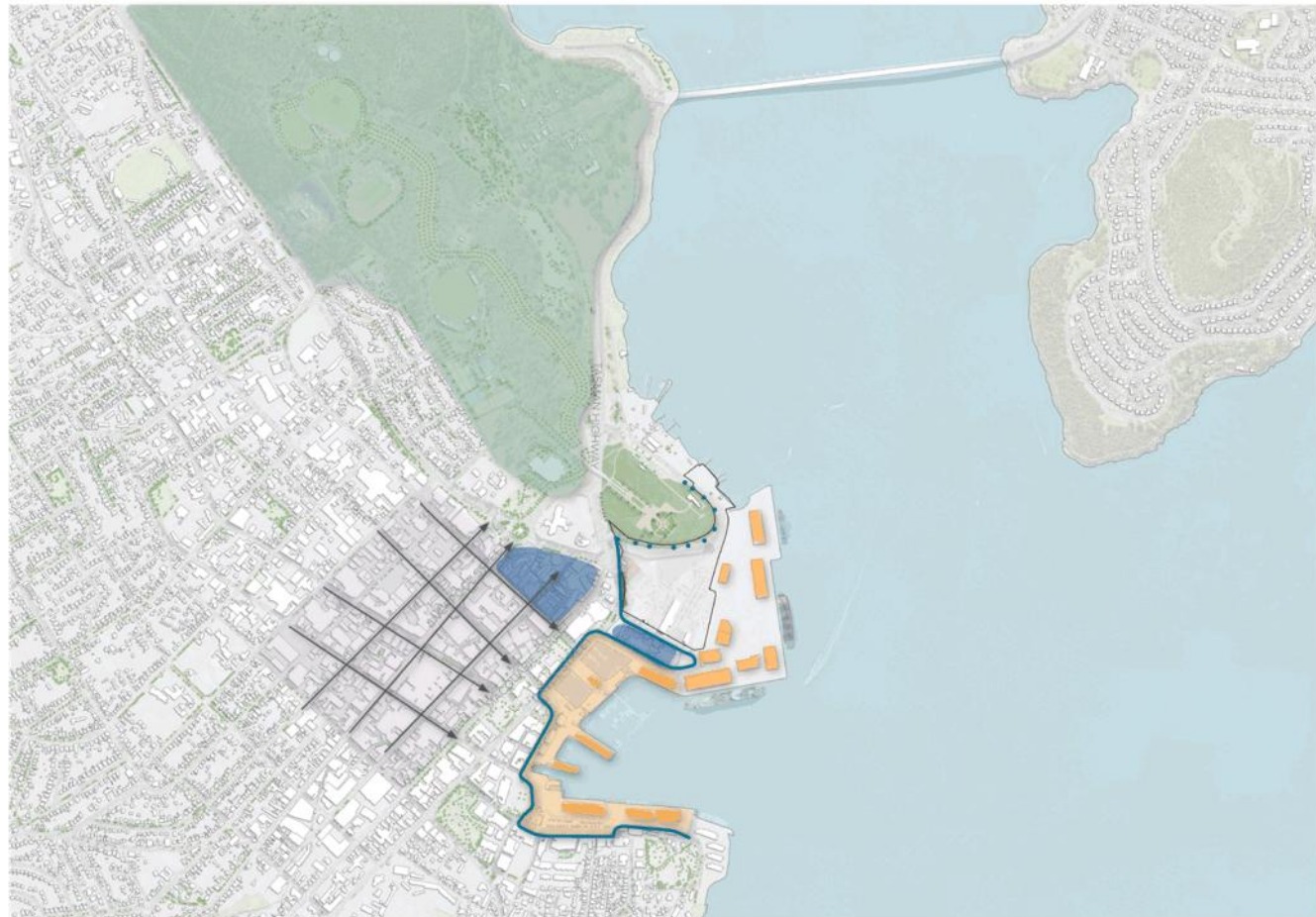


Figure 40: Built Form Character

- Site Boundary
- The Cove Floor
- Domain
- Escarpment
- Waterfront Built form
- Cove Wall (built)
- The Urban Grid
- Responsive Built Form
- Wapping Precinct



4.2. Landscape Character

4.2.1. Landscape Character Themes

Grounded in an understanding of the geology, topography and built form, the landscape character can be understood in a series of themes.

Living harbour landscape

1. The active port
2. Cruise ship terminal
3. TasPorts tower marking the entrance to the Port
4. Sydney to Hobart Yacht Race Village, December - January

Ceremonial landscape

5. The Cenotaph
6. Anzac Parade
7. Soldiers Memorial Walk

Industrial past and present landscape

8. Henry Jones & Co IXL Jam Factory
9. Hobart Railway Goods Shed
10. Hobart Gas Works complex (incl. Chimney)

Calm waters of the estuary landscape

11. Water plane of the Derwent Estuary

Social and cultural landscape

12. Former Site of Dark Mofo activation "Dark Park" 2013 - 2018
13. Hobart Twilight Markets, Fridays throughout the year
14. MAC O2 events space
15. Franklin Square

A recreational landscape of movement and activity

16. Hobart waterfront area with walking and cycling access
17. Domain tennis centre and cricket grounds
18. Doone Kennedy Aquatic Centre
19. Inter-city Cycleway

Remnant natural landscape

20. Remnant native grassland and woodland



Figure 41: Landscape Character



A living harbour landscape

The Cove Floor and apron, formed on reclaimed land, have a flat, utilitarian maritime character defined by expansive hardstand areas and concrete and timber wharves. The working harbour is animated by constant activity—from fishing boats and Antarctic icebreakers to seasonal cruise ships. Events like the Sydney to Hobart yacht race, Wooden Boat Festival, Hobart Regatta, and Dark Mofo bring bursts of activity, temporarily reformatting the space into pedestrian-friendly zones. Mac Point has played a role in this activation, hosting installations as part of Dark Park (Dark Mofo).

A ceremonial landscape

The Cenotaph and Anzac Parade form a ceremonial landscape that extends from the Cenotaph Headland to the Queens Domain. Elevated above the Cove Floor, the Cenotaph is a visual and cultural landmark. Its prominence is reinforced by topography, open lawns, and a formal layout of trees and landscaping. This space is actively used for commemorative gatherings such as Anzac Day, reinforcing its importance as a place of solemn reflection.

An industrial past and present

The Cove Floor also tells a story of Hobart's industrial foundations. Historic sandstone, brick, timber, and steel structures—once warehouses and wharves—have been repurposed into hotels, pubs, and leisure venues. Despite this adaptive reuse, the port, Victoria Dock, Huon Quays, and Domain Shipyards remain operational and are perceived as working landscapes. Although not open to the public, their presence is evident and forms part of the city's backdrop.

The calm waters of the estuary

The Derwent Estuary's calm waters support activities like fishing, sailing, kayaking, and rowing. Access points are limited—such as the steps at Morrison and Murray Streets—so interaction is often visual, with views across the waterplane toward Storm Bay.

A social and cultural landscape

The Cove Floor holds an ephemeral yet consistent cultural presence. It is animated by annual events such as the Circus and Show at the Cenotaph, Sydney to Hobart, Wooden Boat Festival, the Regatta, and Dark Mofo, as well as weekly events like Salamanca and Hobart Twilight Markets. The waterfront is also home to cultural institutions and galleries, including the Salamanca Arts Centre. Mac Point is remembered for its recent cultural role during Dark Mofo's Dark Park.

A recreational landscape of movement and activity

The foreshore paths support walking, cycling, and running while connecting the Cenotaph, Queens Domain, and broader city. Nearby facilities like the sports fields, tennis courts, and the Doone Kennedy Aquatic Centre contribute to the recreational character. Water-based recreation—sailing, kayaking, and hydrofoiling—also adds to this dynamic. The Inter-city Cycleway, which follows a former rail corridor north to Glenorchy, provides a strong active transport connection.

Remnant natural landscape

Queens Domain contains nationally significant remnants of native vegetation, including Lowland Themeda triandra grasslands and Eucalyptus globulus woodland. These plant communities contribute to the Domain's visual identity, with buff grass tones and silvery-grey trees. In contrast, the Mac Point site is in a heavily modified state, with original ecologies largely lost.

4.3. Physical Use and Spatial Character

Mac Point Site is surrounded by areas that are rich in passive and active softscape and hardscape.

1. Hobart Cenotaph

The Hobart Cenotaph is located upon a large expanse of green space with a paved corridor leading from the Remembrance Bridge to the Cenotaph. The space serves as a commemorative and ceremonial area, occasionally hosting temporary events such as the Circus and Show (1a) and music events. The Regatta Stands (1b) serve as a viewing area for the annual Royal Hobart Regatta.

2. The Domain

The southern end of the Queen's Domain meets the University Rose Gardens to the northwest of the Site. The section near the Site includes remnant grassland and woodland and provides a pedestrian connection to Davies Avenue and active open spaces beyond.

3. University Rose Gardens

These formal gardens feature geometric floral plantings and rolling lawns. Seating is provided, but other facilities are minimal - the space is primarily used for pedestrian movement between the Aquatic Centre, Domain and the City Centre.

4. Railway Roundabout

The Railway Roundabout is a transitory space that includes a fountain within a paved plaza at its centre. Seating is provided, though its primary function is to provide links with surrounding streets through its underground passageways.

5. Franklin Square

Franklin Square is a landscaped plaza in the Central Business District and offers respite from the surrounding hardscape. Public art, sculpture, seating, and giant chess are offered to visitors. The plaza also acts as a gathering place for events and demonstrations.

6. Mawson Place

Mawson Place is a concreted public plaza on the Constitution Dock waterfront. Seating is positioned to take advantage of views over the dock, and is situated next to the Waterside Pavilion, an events space.

7. Regatta Point

The green space at Regatta Point slopes down to the riverbank and is terraced to provide seating for events like the Moscow Circus and Hobart Show. This space is situated north of the Intercity Cycleway and the Cenotaph and hence receives little incidental patronage.

8. Soldiers Memorial Avenue

The Soldiers Memorial Avenue is part of the Queen's Domain. The space connects people via the footbridge to the Rose Garden/City and extends up towards the Domain.

9. Tasmanian Museum and Art Gallery (TMAG)

The Dunn Place entrance to TMAG provides a small naturalistic landscaped area with established gum trees and native planting that connects with the gallery courtyard.

10. Doone Kennedy Aquatic Centre

The Aquatic Centre is a popular active recreation space throughout the week. The landscaped frontage is often used by patrons waiting to be picked up.

11. Sullivan's Cove

The wharves at Sullivan's Cove carry vehicle traffic and provide parking, though they remain a popular place for pedestrians to stay and take in views of the city and appreciate the area's history. These wharves act also as vantage points for the arrival of the Sydney to Hobart yacht race.

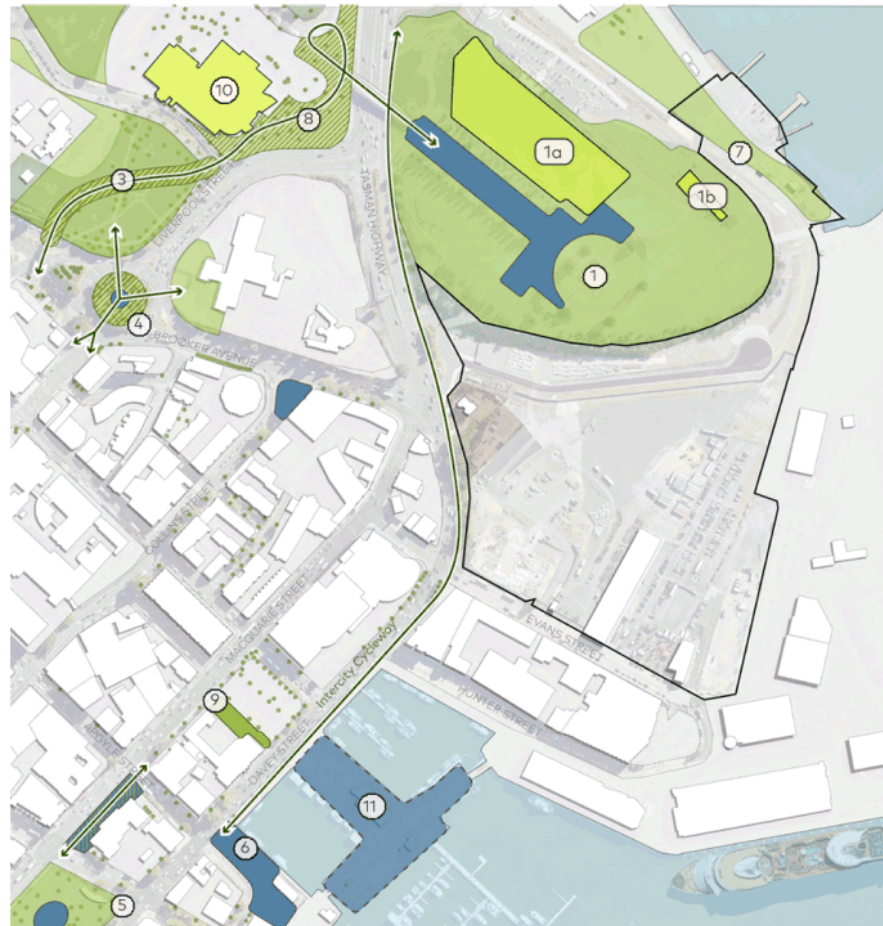


Figure 42: Spatial and physical use and enjoyment



4.4. Cultural Venues, Public Parks and Leisure or Business locations

The Site is situated close to several cultural, education and recreational destinations. Immediately south of the Site, the University of Tasmania's Creative Arts Precinct and the Plimsoll Gallery are key cultural and education hubs.

Hobart's business district, centred around Argyle, Collins, and Macquarie Streets contains Tasmanian Government services and significant cultural facilities. Major performance venues like the Theatre Royal and the Federation Concert Hall are located in the eastern CBD, with the latter directly bordering the Site. Further south along Davey Street, the Tasmanian Museum and Art Gallery, the Maritime Museum, and Mawson's Huts Museum contribute to the area's cultural landscape.

To the southeast, the Cruise Terminal serves as a key entry point for international visitors, supporting tourism and the local economy. The Queen's Domain and Cenotaph provide significant green space for passive and active recreation, extending north along the Derwent River with bushland, formal gardens, and sportsgrounds. The Doone Kennedy Hobart Aquatic Centre, a major recreation facility, is located nearby, adjacent to the University Rose Garden and connected to the Menzies Institute for Medical Research via the Rose Garden Bridge.



Figure 43: Significant Places

- Site Boundary
- Education
- Performance Venue
- Cruise Terminal
- Museum / Art Gallery / University
- Recreation



4.5. Location, Use and Height of Existing Buildings

The Site includes the Goods Shed and Red Shed, both former industrial buildings now repurposed for events, offices, and food and beverage offerings. The Goods Shed stands at approximately RL 11.5. In the northeast, the culturally significant Royal Engineers Building houses the Tasmanian division of Engineers Australia

The block between Evans Street and Hunter Street accommodates diverse uses, including the University of Tasmania's School of Arts, a row of restaurants and hotels on Hunter Street, and apartments facing Davey Street. Buildings in this block range up to RL 21, aligning with the Federation Concert Hall opposite at RL 23.5. Facing Hunter Street across Constitution and Victoria Docks is the Marine Board Building, which rises to RL 42.

Hobart's City Centre features several prominent cultural buildings, including the Tasmanian Museum and Art Gallery, the Maritime Museum, and the Theatre Royal, forming a largely consistent skyline at approximately RL 20. Macquarie Street's western edge is dominated by commercial uses that rise to 46 metres, with pockets of low-rise residential areas behind at around RL 15. The prominent Royal Hobart Hospital is one of the tallest buildings in the City Centre at RL 71.

To the east, the industrial Macquarie Wharf is marked by the TasPorts Tower at RL 36.5, alongside buildings extending north towards Regatta Point.

The Hobart Cenotaph park provides the main open space adjacent to the Site, offering public access from the northern boundary, while the University Rose Gardens to the west add further green space nearby.



Figure 44: Location, Use and Height of Existing Buildings



4.6. Historic Shorelines

The original shoreline was occupied by the Muwinina band of the South East Tribe for thousands of years. However, early modifications from 1828 onward have left little record of the Site's pre-20th century topography. Historical depictions suggest the shoreline was once a grassed slope leading to a sandy beach, with exposed beach or bedrock at low tide.

The original ground level may still be preserved in the Site's southwestern area, near the Lord's Residence and Engineers Yard, while extensive ground modification in the north likely removed evidence of the original slope. Soil disturbance from early 19th-century land clearance may have caused localised artefact displacement.

Understanding these historical layers can help assess the Site's sensitivity and inform approaches to recognising its past in future planning.



Figure 45: Historic shorelines (Source, Mac Point historic shorelines Hobart Railyards Urban Design Strategy 2008)

- Site Boundary
- Natural shoreline
- 1827 shoreline
- 1852 shoreline
- 1891 shoreline
- 1897 shoreline
- 1954 shoreline
- 1970 shoreline
- Present day shoreline
- Location of Lords Residence 1815-1821 and Engineers Yard
- 1937 shoreline
- Historic Creekline
- 2007 footprints of significant remaining heritage buildings
- Heritage buildings on Site to be relocated



4.7. Site Interfaces

4.7.1. External Interfaces

Several critical external interfaces will influence site planning and development at Mac Point. These key considerations include:

- Macquarie Wharf – As a working port, Macquarie Wharf is a key external interface for the Mac Point Site. It supports industrial and commercial activities of local, regional and national importance, while being directly adjacent to the proposed Residential Development and Public Foreshore Zone at Regatta Point and Eastern Commercial Zone along the Macquarie Wharf Interface.

The Master Plan recognises this adjacency to ensure sensitive uses are designed, sited and constructed to protect amenity and support the role of the Port and Mac Point as major public spaces.

- Evans and Hunter Streets – Heritage-listed roads and buildings, currently providing access to Macquarie Wharf, with opportunities to expand public road connections.
- Davey Street and the Tasman Highway – Major transport corridors adjacent to the Site, offering strong vehicle links but requiring strategies to enhance pedestrian mobility.
- The Cenotaph and Queen’s Domain – A heritage-listed site with significant cultural value, requiring careful management of visual impacts, crowd flows, noise, and light pollution.
- Regatta Point – providing foreshore access at the Domain Boat Ramp.
- John Colville Memorial grandstand - The grandstand is the main viewing area for spectators at the annual Royal Hobart Regatta.

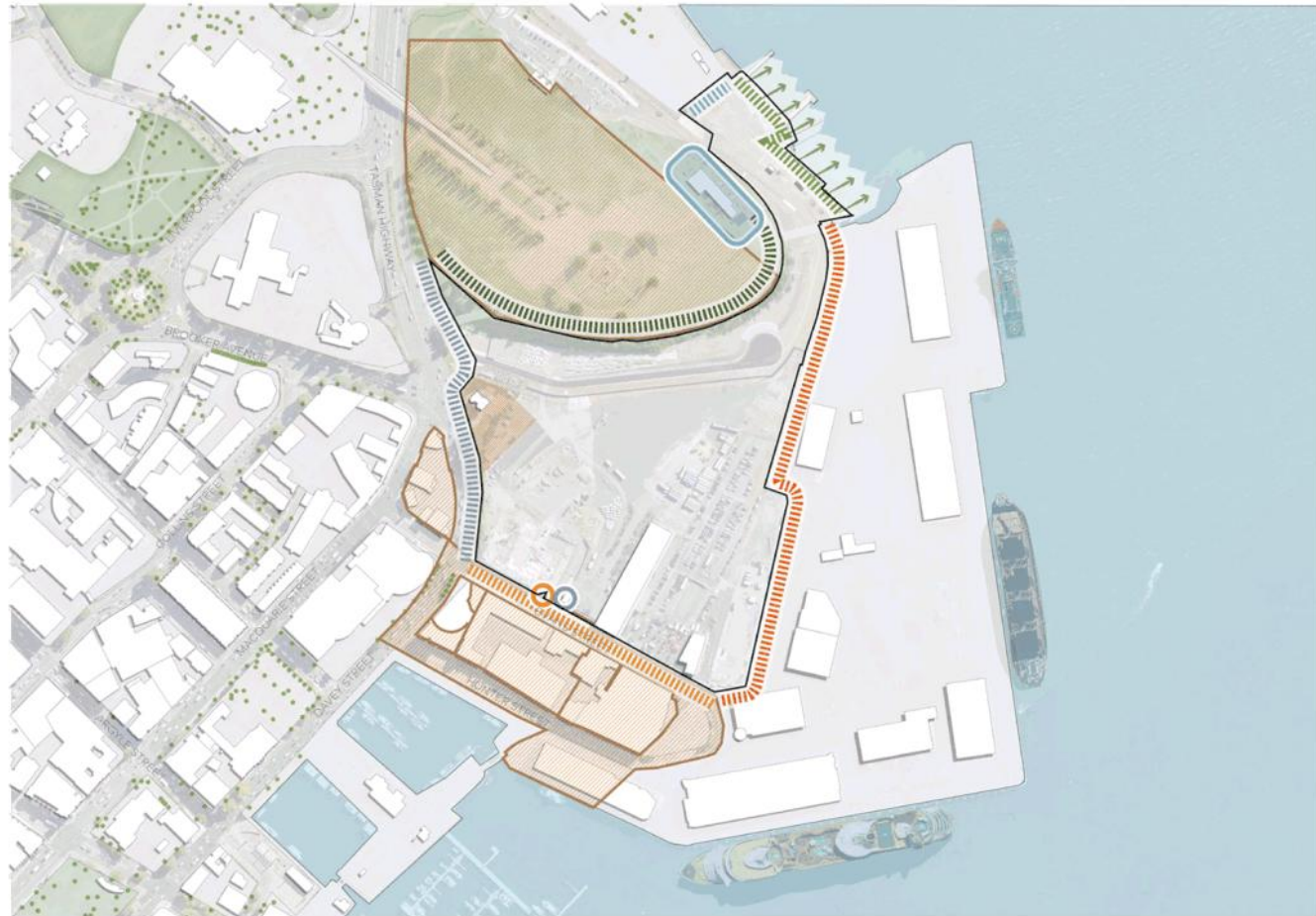


Figure 46: External interfaces



4.7.2. Internal Interfaces

There are a number of critical internal interfaces to consider for development that will influence site planning at Mac Point.

The internal interfaces that need to be considered are:

1. Heritage listed buildings and sites - structures or sites identified to hold strong heritage and contributory value to the Site that is to be retained. These items include:
 - 1a) Royal Engineers Building and Stone Post
 - 1b) Hobart Railway Goods Shed
The development of the Multipurpose Stadium will include retaining and relocating The Goods Shed on-site.
 - 1c) Hobart Rivulet Tunnel
2. Stadium and concourse - The integration of the Multipurpose Stadium with the Site Master Plan is critical to the success of both.
3. Parking – supporting current use of at-grade parking in the south-east of the Site for nearby workers and future activation, while maintaining access to the boat ramp in the north as a secondary function.

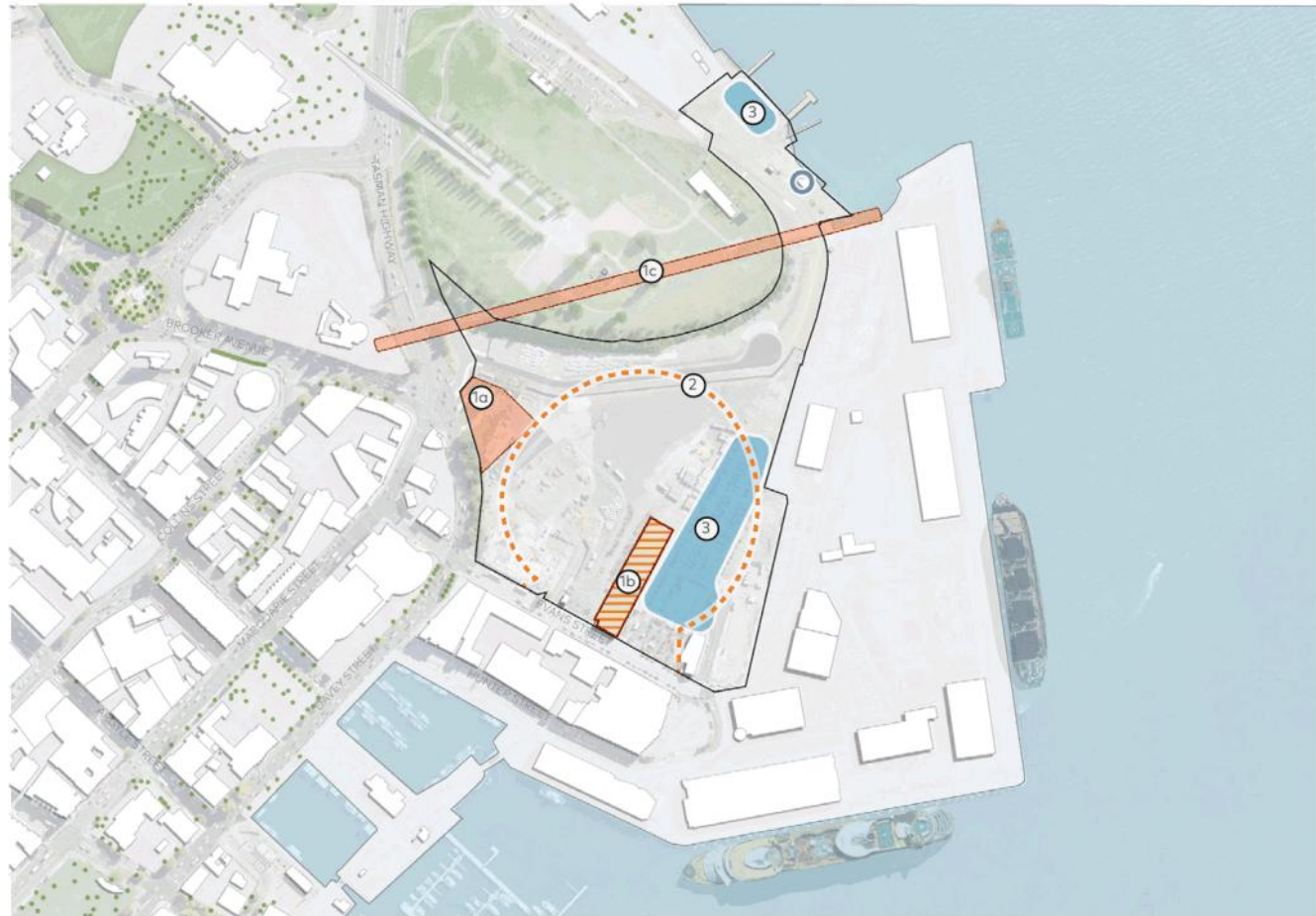


Figure 47: Internal interfaces

- Site Boundary
- Heritage Sites
- Boat Ramp Substation
- Heritage Buildings
- - Multipurpose Stadium
- Parking



5.0 Site Appreciation and Opportunities

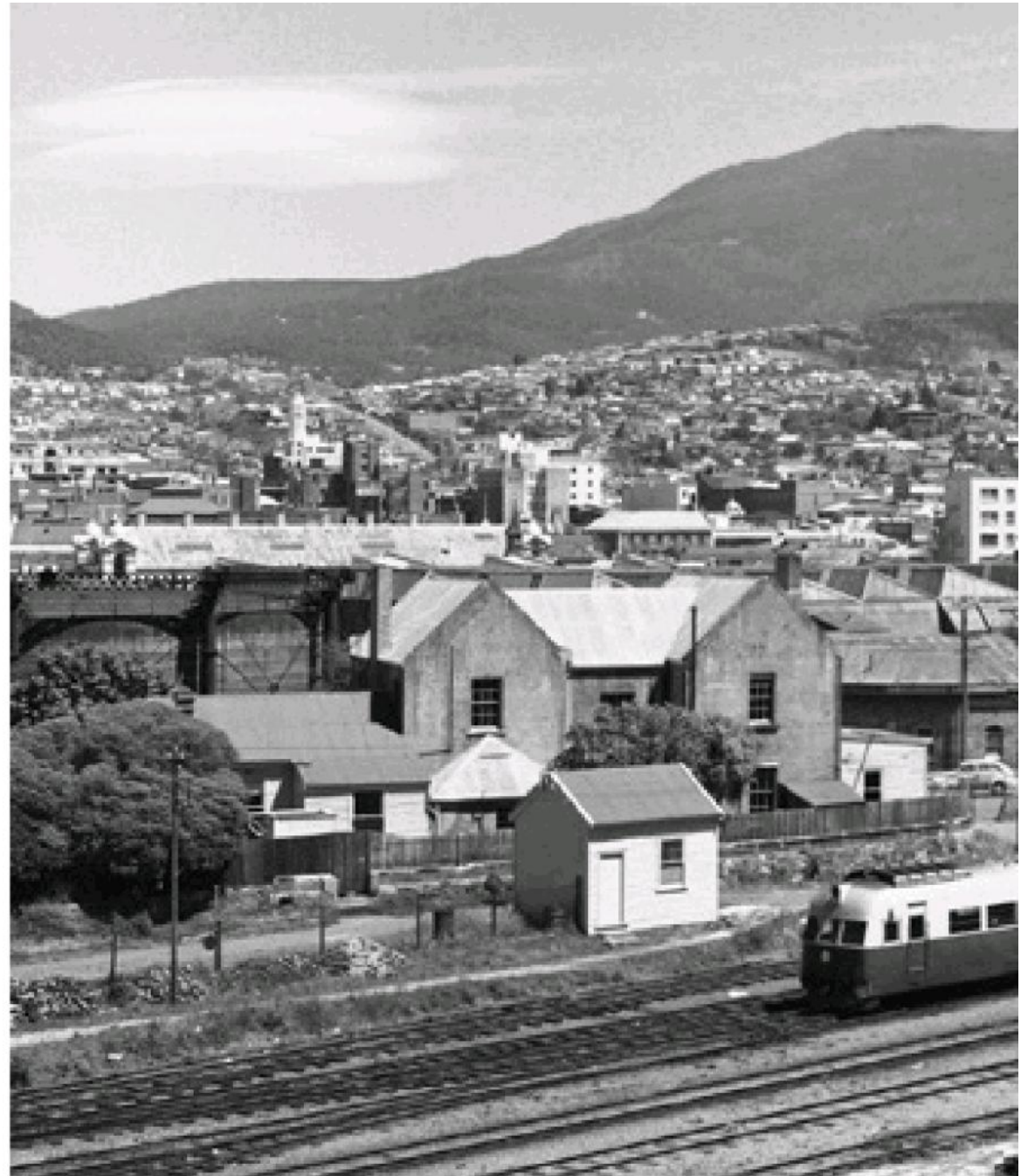
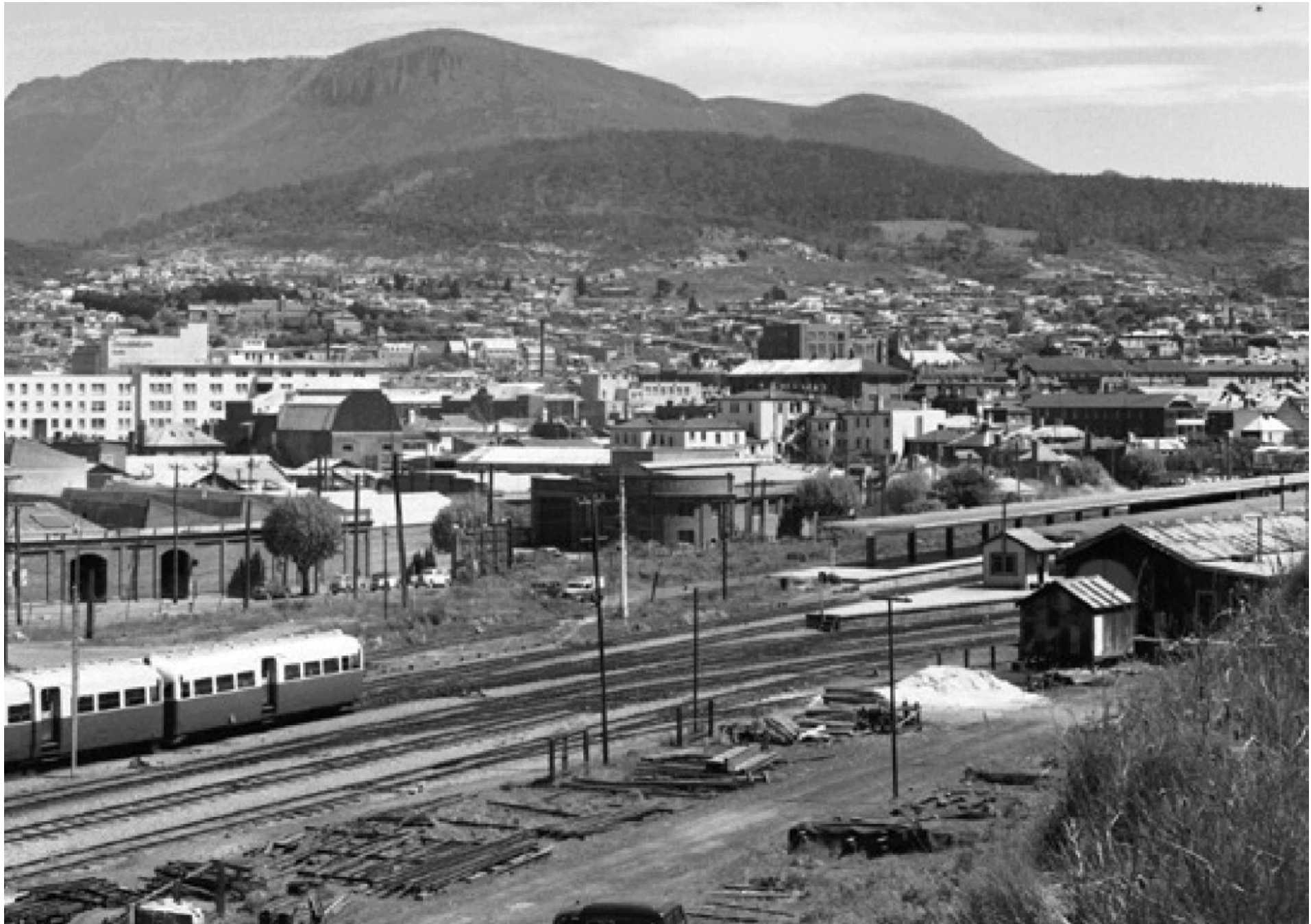


Figure 48: (Image opposite) Photograph of Hobart from Bellerive, c1914 (Littl, William James. Hobart from Bellerive (118 New Series) [shows Domain and Gas Works]. c1914. Photograph: glass plate negative. Image courtesy of the Tasmanian Archives. NS526/1/1. <https://libraries.tas.gov.au/Record/Archives/NS526-1-1>)



5.1.2. Site Titles

Title CT 179192, owned by the Macquarie Point Development Corporation (MPDC), encompasses most of the Mac Point Site. Title CT 129483/6, also owned by MPDC, will be merged with CT 179192. Additionally, titles CT 20452/2 and CT 45404/1 have been transferred to MPDC.

Along Evans Street, at the southern boundary of the Site, there are additional land titles that MPDC is currently discussing with relevant landowners to transfer to MPDC.

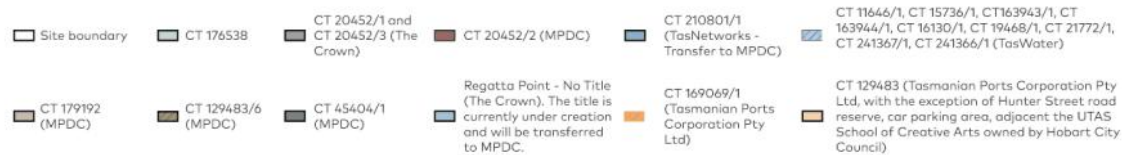
The new title for the Crown land parcel at Regatta Point has been created in preparation of its transfer to MPDC. On completion of the process, the land will be transferred to MPDC.

In the north of the Site, CT 176538 cuts through MPDC land and follows the course of the Hobart Rivulet underneath the Cenotaph. The Northern Suburbs Transit Corridor will be maintained on the main title.

In the immediate vicinity of the Site, Title CT 129483 represents TasPorts land, encompassing all Port land to the south and east. This includes Hunter Street and the adjacent car park near the UTAS School of Creative Arts, which is owned by the Hobart City Council. Titles CT 20452/1 and CT 20452/3, located at the north-western edge of the Site, incorporate portions of the road reserve along the Tasman Highway.



Figure 50: Site titles



5.2. Existing Topography and Contours

The Site is framed by the escarpment south of the Cenotaph, which occupies the highest natural point in the area. From this headland, the land slopes downward to the escarpment, which falls steeply from approximately 17 metres to 8 metres.

South of the escarpment, the site is generally flat, with a gentle slope from the northwest (8 metres) to the southeast (3 metres).

The streets west of the site stay mostly level before rising gradually to the north and west. This places the site in a shallow valley that slopes down to the Derwent Estuary in the east and to Evans Street in the south, at an elevation of approximately 3 metres.

At Regatta Point, the escarpment continues to define the western site boundary. The former rail corridor rises gently to the north, and separates the Headland from the steep terraced descent to the existing Regatta Grounds and Domain Boat Ramp, which sits 1.4 metres in elevation.

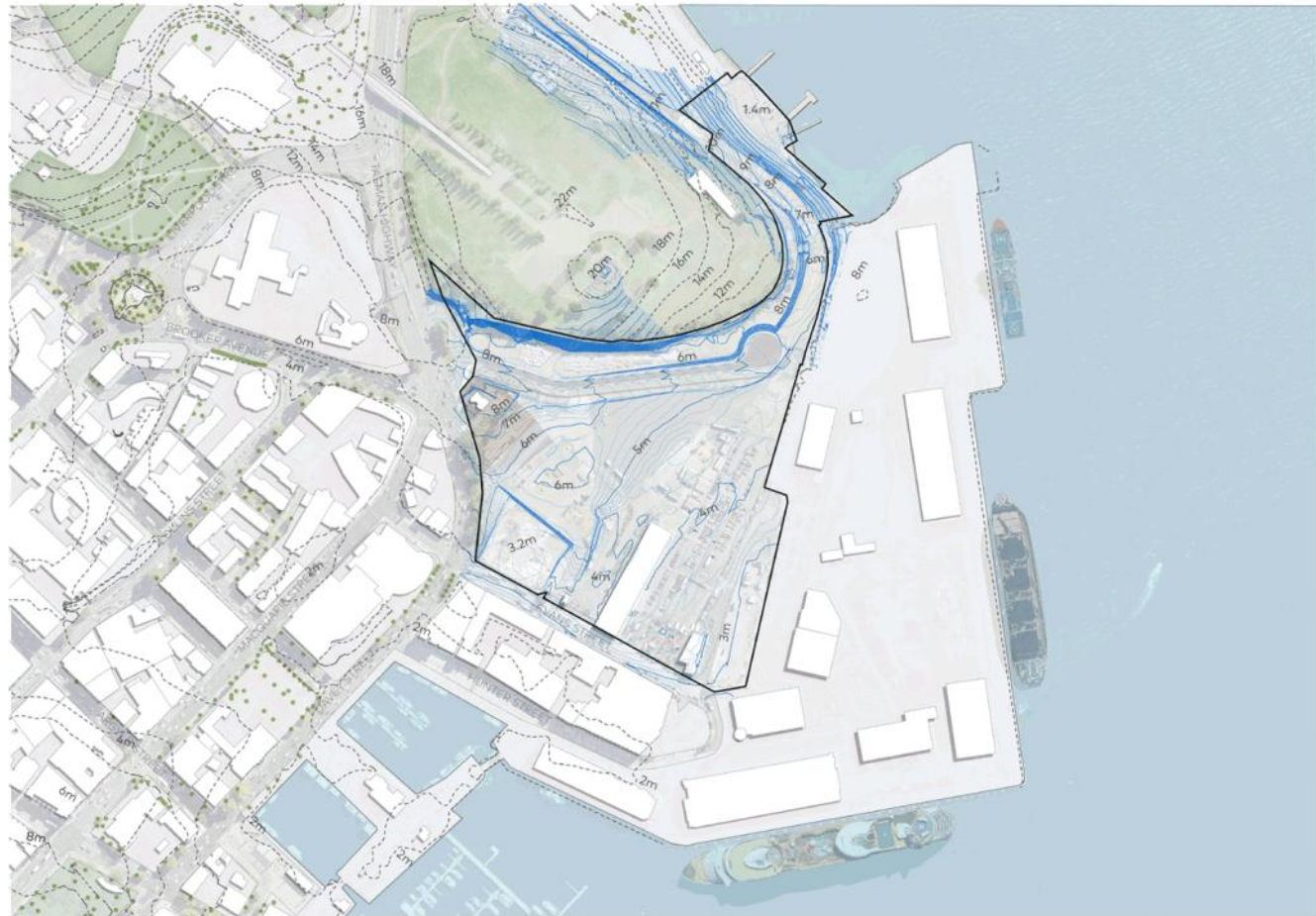


Figure 51: Existing Topography and Contours

Site Boundary 0.2m Contours 1m Contours 2m Contours



5.2.1. Geology and Geomorphology

The original shoreline of the Mac Point Site, occupied for millennia by the Muwinina people of the South East Nation, has undergone extensive modification since colonisation. Early records depict it as a grassed slope leading to a sandy beach, with exposed beach or bedrock visible at low tide.

The southern portion of the Site, near the Lord's Residence and Engineers Yard, retains its original ground levels. In contrast, the northern sections have been significantly altered through ground modifications and infill during the reclamation of Sullivans Cove, potentially displacing historical evidence.

Since European arrival, Mac Point has served various functions, including education, defence, livestock management, sanitation, waste management, industry (such as gasworks), transport, and port operations. Its expansion was shaped by gradual reclamation, beginning with a stone causeway in 1820 and followed by successive seawall constructions, which altered the historical shoreline.

Geologically, the Site reflects the formation of the Derwent Estuary during the breakup of Gondwana. The area consists of Triassic sandstone and mudstone, overlain by Jurassic dolerite, shaped by the Hobart and Park Street rivulets along fault lines. The landscape has been further modified by local and dredged fill materials, reinforcing its complex historical and geological significance. These factors continue to inform the Site's ongoing management and interpretation.

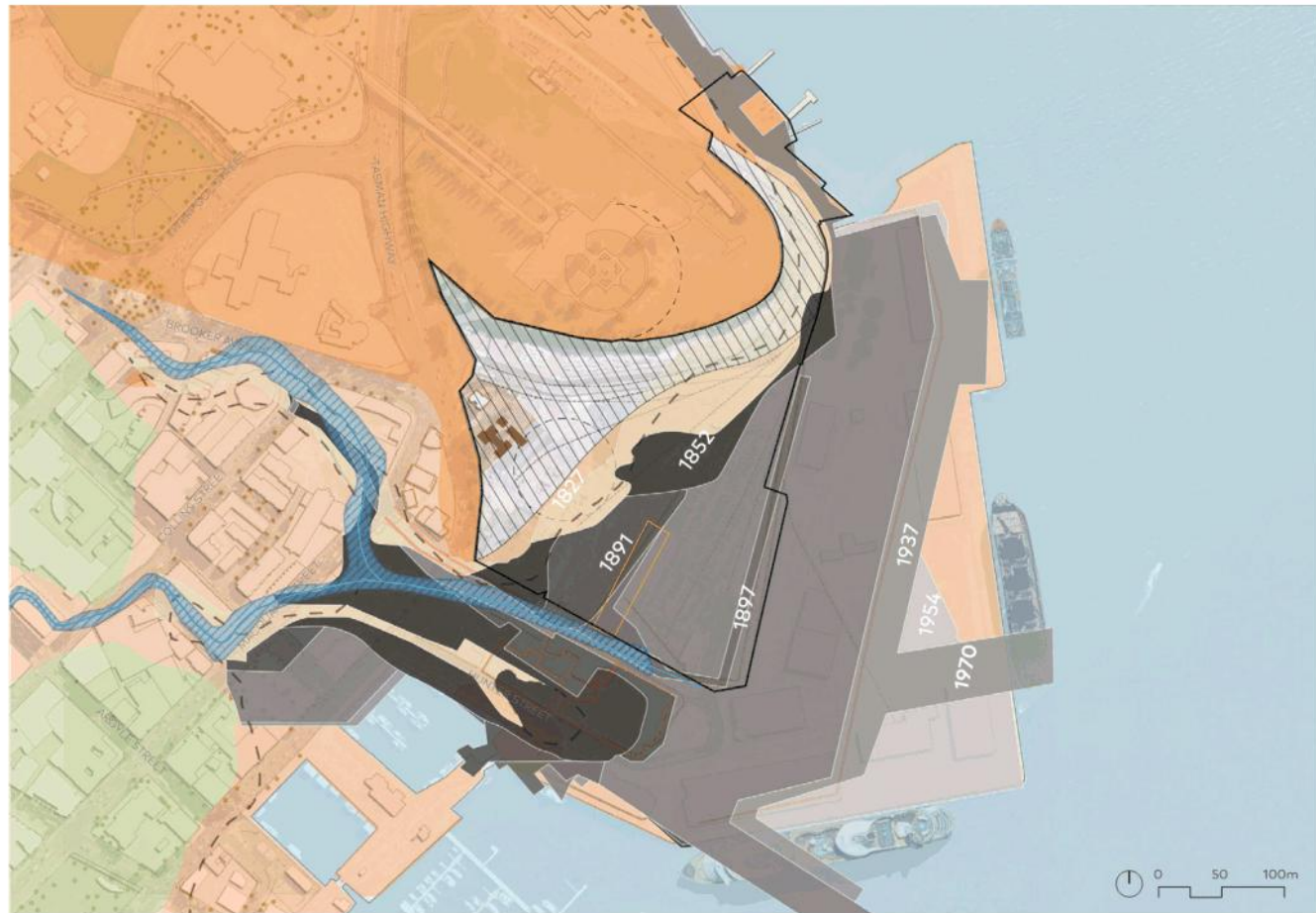
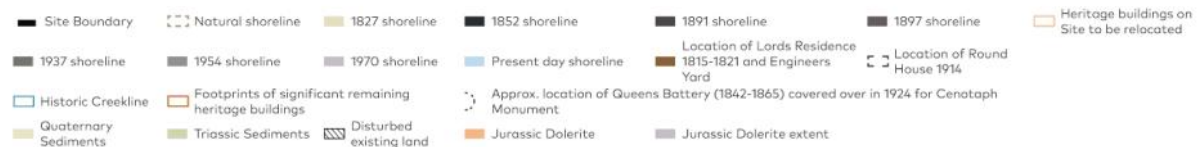


Figure 52: Historic Shoreline (Source: Mac Point historic shorelines Hobart Railyards Urban Design Strategy 2008) and geological makeup



5.3. Existing Access and Movement

5.3.1. Walking and riding connections

Walking connections around the Site include footpaths, shared paths, pedestrian bridges and signalised crossings.

There are limited pedestrian connections between the Cenotaph and the Cove Floor. Active transportation to the Site is supported by the Intercity Cycleway that starts/concludes south of the Site in Sullivan's Cove, running north into Glenorchy and up to Claremont.

For people riding to and from the Site, the Intercity Cycleway begins north of the Site at McVilly Drive, providing an off-road connection to Hobart's northern suburbs via Glenorchy to Claremont. From the cycleway, a shared path skirts the western perimeter of the Site along the edge of Davey Street, continuing south of the Site to the Hobart waterfront.

Connections to the City CBD are provided via major arterial roads including Davey and Macquarie streets, the Brooker and Tasman highways. North of the Site, pedestrian crossings across the Tasman Highway are supported by the Bridge of Remembrance, a pedestrian footbridge linking the Cenotaph to the wider Queens Domain. The Rose Garden Bridge provides an onward connection to Bathurst Street.



Figure 53: Wider pedestrian and cycle access



5.3.2. Existing Private Vehicle Access

Existing parking in the local area primarily consists of on-street spaces and a few small public car parks. Redevelopment of the Site will include the removal of the Mac Point surface parking lot, resulting in the loss of approximately 450 public parking spaces. This car park was developed for temporary use and operates under limited approved timeframes.

Davey Street, Macquarie Street, Brooker Avenue, and the Tasman Highway present significant barriers to pedestrian movement—an issue reflective of broader legacy infrastructure challenges across Hobart’s waterfront. The Tasman Highway, designed primarily for high traffic flow, prioritises vehicles over pedestrians, forcing those travelling from central Hobart to navigate four lanes of one-way traffic across multiple arterials. These direct connections are further compromised by long-standing gaps in the pedestrian network.

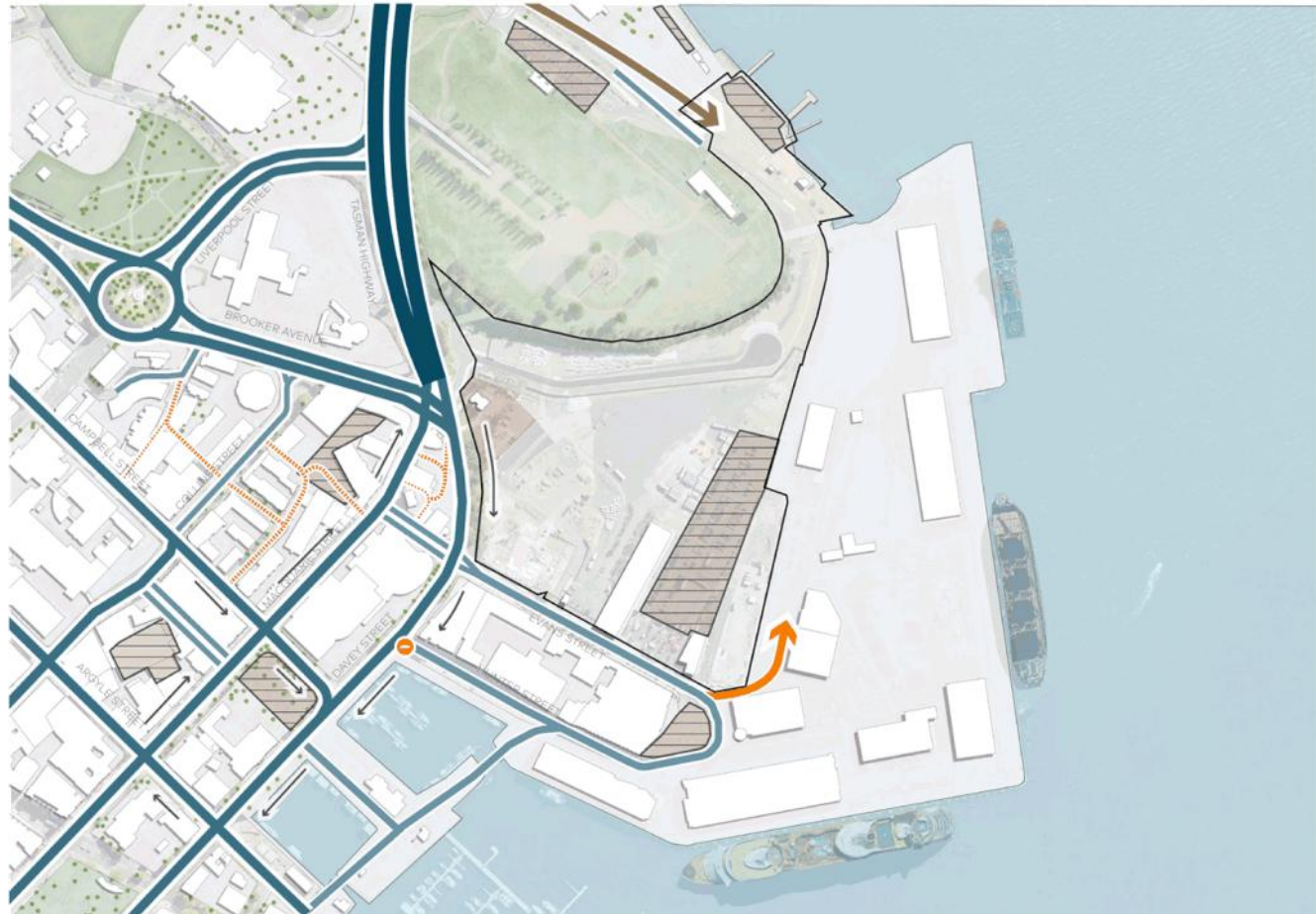


Figure 54: Road hierarchy and surface parking

- Site Boundary
- Highway
- Secondary Roads
- ▨ Off-Street Car Parks
- Traffic Direction
- ➔ Car Park Access
- No Access
- Primary Roads
- Laneways
- ➔ Port Access



5.3.3. Existing Public Transport Services

There are currently a range of bus and ferry services in proximity to the Site, however connections to these services are very limited.

The bus stop nearest to the Site is situated approximately a five-minute walk away at Macquarie Street approaching Campbell Street, offering regular and express services towards the eastern suburbs. The tourism-oriented Red Decker service stops closer to the site. Further services across the Hobart bus network are available from the Hobart City Interchange located an approximately 10-minute walk south of the Site at Franklin Square and Elizabeth Street Mall.

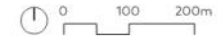
Access to bus services is severely constrained by major roads with heavy traffic and long delays for pedestrians at signals.

Ferry services currently operate as a Monday to Friday commuter service each morning and afternoon. The service also runs on Saturdays. Services depart from Brooke Street Pier in Sullivan's Cove, a 10-minute walk south of the Site. The ferry service shuttles to Bellerive Pier on the eastern shore. The Tasmanian Government has released plans for an expanded service with new terminals at Wilkinsons Point, Lindesfarne and Sandy Bay.



Figure 55: Existing Public Transport Access

- Site Boundary
- Metro Bus Routes and Stops
- Bus Shelter
- Existing Ferry Routes
- Future Ferry Routes
- Coach Parking
- SkyBus Routes and Stops
- Bus Routes
- Ferry Stop
- Taxi Ranks
- Red Decker Routes and Stops
- Hobart City Bus Interchange



5.4. Natural Considerations

5.4.1. Existing vegetation types and ecological vegetation classes

The Domain retains nationally significant remnants of its once extensive grassy woodland landscape, which historically extended to the original shoreline at Sullivans Cove. This area likely supported *Eucalyptus viminalis* grassy forest and woodland. Of the seven native plant communities mapped on the Domain, two are rare: Lowland *Themeda triandra* grasslands, listed as Critically Endangered under the EPBC Act, and *Eucalyptus globulus* forest and woodlands, listed as Threatened under the Nature Conservation Act 2002.

These communities support over 130 native plant species, including three listed as endangered or vulnerable under the EPBC Act, and sixteen listed as rare or threatened under the Threatened Species Protection Act 1995. Beyond their ecological value, the vegetation defines the Domain's visual character through the buff tones of native grasses and the silver-grey of tree species.

In contrast, the Mac Point site is heavily modified and largely reclaimed, with little remaining of its original vegetation or ecology. Based on nearby intact areas such as Rosny Point and Shag Bay, the pre-urban landscape likely featured *Allocasuarina verticillata* forest and coastal scrub.

There are no significant trees within or directly surrounding the site. The nearest are along Soldier's Memorial Avenue, including two trees near the Cenotaph. While trees in Cenotaph Park are not mapped as significant, heritage protections extend to the vegetation around the Cenotaph, including those lining the approach. Some planting exists along Davey Street and the Cenotaph rock face, but vegetation within the site is minimal.

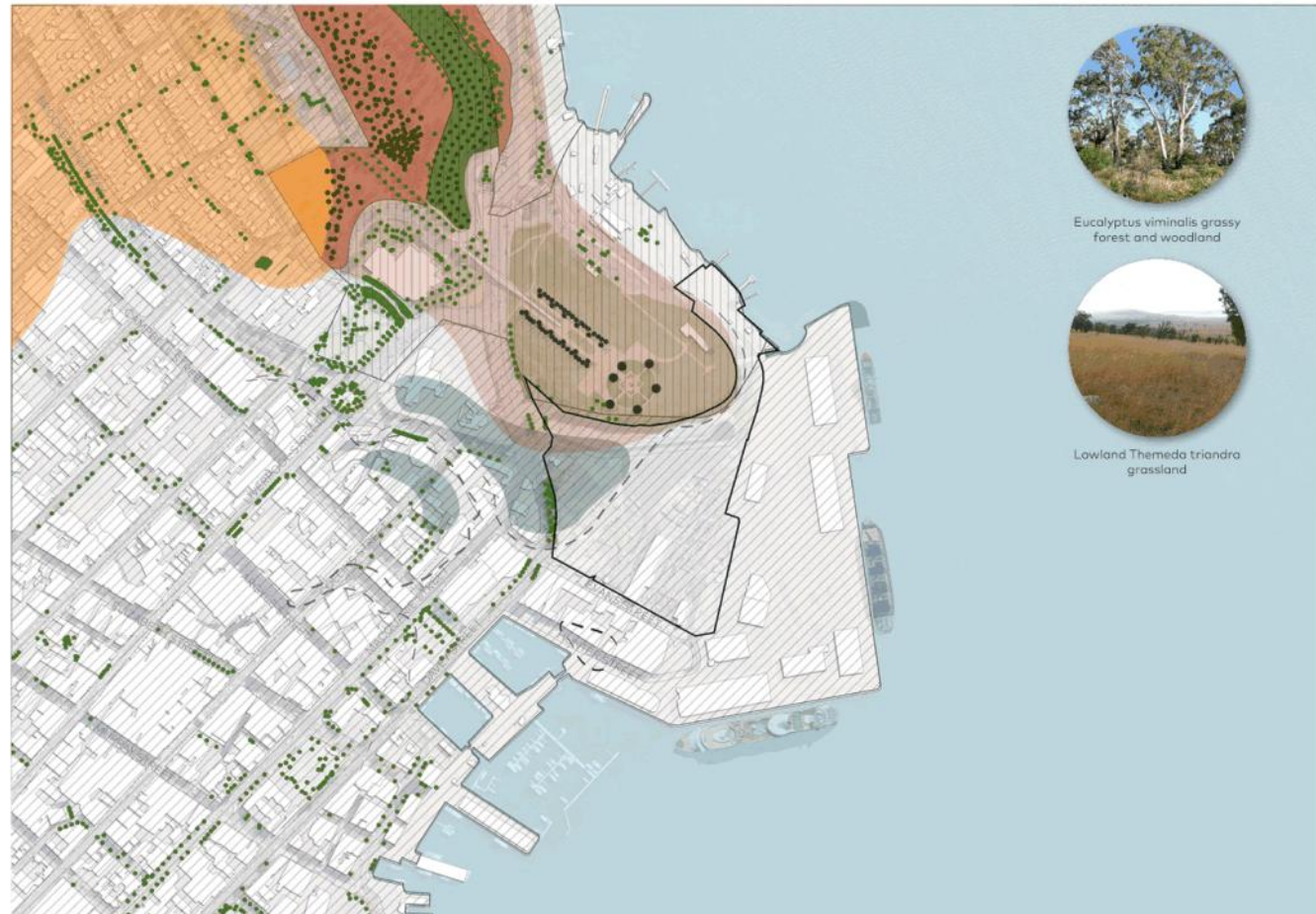
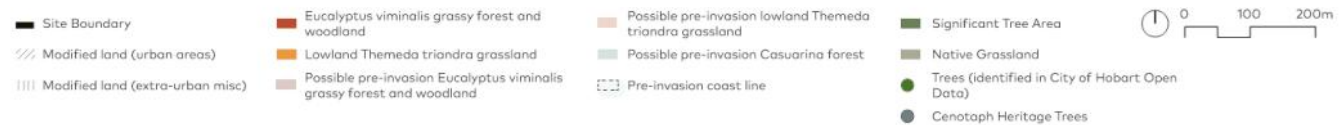


Figure 56: Existing vegetation types and classes



5.4.2. Hydrological Conditions

Stormwater collection within the Site aligns to the old gutter systems attached roads and pathways that previously covered the Site, with connection to drainage pipelines leading to Hobart Rivulet and diversion tunnel that empties into the Derwent Estuary. These components of the stormwater drainage network alleviate the flooding potential across the north of the Site and help divert additional water flows away from flood prone areas south of the Site along Evans Street.

The natural groundwater flow paths are visualised in the accompanying diagram. The Site and its surrounding area contain several seawalls, which may act as a barrier to these groundwater flows.

Hydrological modelling indicates that most of the temporal variability in water events within the unpaved areas of the Site is driven by rainfall recharge rather than tidal influence.

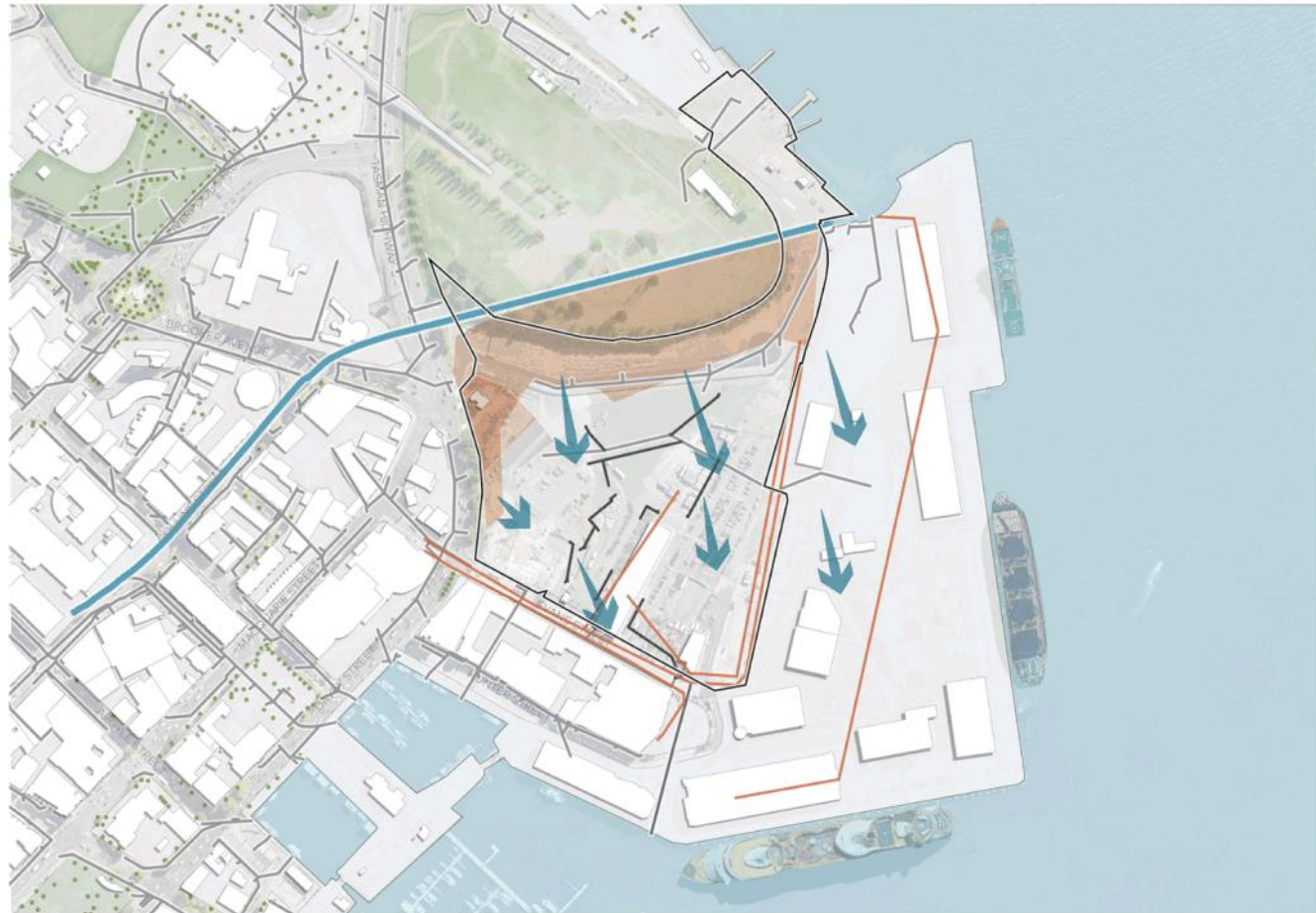


Figure 57: Existing Hydrological conditions

- Site Boundary
- Hobart Rivulet Diversion Tunnel
- Unpaved Land
- Stormwater Pipes
- Groundwater Flow Path
- Drainage
- Seawall



5.4.3. Flooding and Coastal Inundation

The overland flood assessment confirms that the Site is not subject to flooding from overflow of the Hobart Rivulet at Collins Street. However, inundation may occur during extreme events, including the 1% Annual Exceedance Probability (AEP) flood accounting for climate change. Local and arterial roads near the Site—particularly the intersection of Davey Street and Campbell Street, extending to Hunter Street—are expected to flood in all modelled scenarios, with moderate depths and significant velocities. Onsite flood risks are considered negligible, and offsite risks can be effectively managed through mitigation measures and emergency procedures. No public health risks are anticipated from overland flooding in events up to the 1% AEP scenario, including climate change impacts.

With respect to coastal inundation, the Regatta Grounds foreshore—where land slopes below 3.0 m AHD (Australian Height Datum)—is vulnerable to sea level rise. Under current (2020) climate conditions, a 1% AEP coastal inundation event carries a 5% chance of affecting assets with a floor level at 1.5 m AHD over a 100-year design life. By 2100, a minimum floor level of approximately 2.2 m AHD will be required to maintain a comparable risk profile. The City of Hobart identifies land below 3.0 m AHD as being at risk of coastal inundation, based on projected 1% AEP coastal levels reaching 1.94 m AHD by 2100, with an additional 1.0 m freeboard allowance.

Coastal water level and wave modelling indicate that wave loads on the Macquarie Wharf structure will increase under future sea level rise scenarios, requiring structural adaptations to maintain resilience against coastal hazards.



Figure 58: Areas of Natural Hazard

Site Boundary Prevailing Wind

0 50 100m

5.5. Site Remediation

Since the MPDC's establishment, remediation has focused on site preparation, including soil remediation, Light Non-Aqueous Phase Liquid (LNAPL) removal, and in-situ solidification. Under Environmental Auditor oversight, the *Site Environmental Management Plan (SEMP)* outlines risks, mitigation measures, and ongoing updates for compliance.

Land use and audit status overview:

Multipurpose Stadium and Concourse Zone:

The planned land use includes open space and commercial activities, covering Areas 1, 3, 5, and 6-8. The Goods Shed (Area 7) will be relocated to Area 1 as part of the stadium development.

- Areas 6 and 8 - Currently under post remediation certification.
- The remaining areas have been audited and deemed suitable for retail, commercial, recreational, and transport uses.

Eastern Commercial Zone

The Eastern Commercial Zone covers Areas 4, 5, and 8, supporting a mix of commercial, retail, recreational, transport, and open space uses.

- Area 5 is certified and suitable for a wide range of uses, including retail, commercial, recreational, and transport-related activities.
- Area 8 is pending audit verification but is intended to accommodate commercial uses.
- Area 4 has not yet been audited but is proposed for assessment to support future commercial activity.

The zone also allows for the integration of underground parking and supports activation through open space and hospitality uses.

Aboriginal Culturally Informed Zone:

Intended for public open space across areas 1, 3 and 6.

- Area 1 - is suitable for retail, commercial, recreational/ public open space.
- Area 6 - Audit pending verification.
- Area 3 is suitable for retail, commercial, recreational, and transport uses.

Residential Development and Public Foreshore Zone:

Investigations are ongoing.

Remaining remediation efforts in Areas 2 and 4 are minor, consisting of removal of a redundant diesel pipeline and known extent of buried stockpile of asbestos, do not currently present a risk to Site uses.

- Area 2: Expected to be certified for residential use.
- Area 4: Expected to be certified for utility, commercial, retail, recreational, and transport uses.

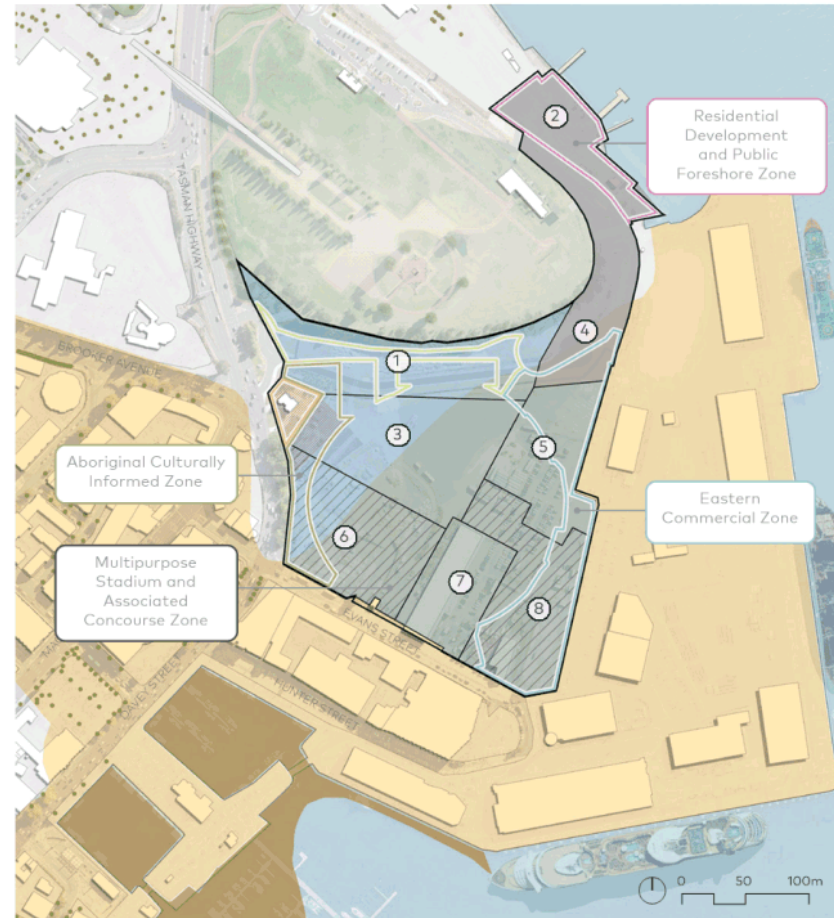
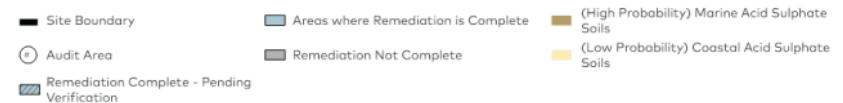


Figure 59: Site Remediation



5.6. Services and Infrastructure

A broad overview of the infrastructure and utility services across and around the Site highlights both constraints and opportunities for earthworks and connections to existing services.

Most services are routed around the Site, concentrated along Evans Street to the south and near the TasWater treatment plant to the north. The primary focus areas are the underground services running through the Site's centre and along its northern boundary.

To the north, services include underground telephone and electricity cables, gas mains, and stormwater drainage pipes, which generally align with the orientation of the Northern Access Road. An underground electricity conduit connects to these services but deviates through the Site before linking to services along Evans Street in the south.

TasWater infrastructure is concentrated around the northern portion of the Site, including the sewer trunk main running through the Site. This will be decommissioned and relocated to accommodate future development, in line with plans to close the adjacent sewage treatment plant by 2025.

Predominately services (with the exception of the sewer main) within the site are for servicing the historic use of the site and serve no additional use or community needed, these are considered redundant services as they no longer serve a use. More detailed analysis of the Site's infrastructure and utilities is available in deconstructed maps for each individual service.



Figure 60: Combined Infrastructure Constraints

- | | | | | | |
|-----------------------------|---------------------------|----------------------------|-------------------------------|------------------------|--------------------------------|
| — Site Boundary | — Pressurised Water Main | - - - Abandoned Water Main | — Trunk Sewer Main | — Drainage Pipes | — Underground Electricity Main |
| ▨ TasWater | — Reticulation Water Main | — Bulk Transfer Water Main | - - - Reticulation Sewer Main | — Abandoned Gas Pipe | — Gas Main |
| — Underground Optical Fibre | - - - Telephone Line | — Minor Transmission | — Stormwater Pipes | - - - Pressurised Main | |

5.7. Site Opportunities

A key focus of this plan is maintaining strong connections between the broader Precinct Plan, linking Huon Quay, the Hobart CBD, and the Derwent River. Enhancing these connections will ensure a seamless flow of movement through the site, fostering greater accessibility and urban cohesion. Acknowledging the Site's original shoreline provides an opportunity to integrate historical, environmental, and urban elements into a cohesive and well-connected precinct.

The Site's rich historical and environmental context provides inspiration for its future character. The original shoreline and the former railway corridors offer opportunities for interpretation of Aboriginal cultural heritage and unique urban design motifs that can shape the identity of the Site. Similarly, acknowledging the historic course of the Hobart Rivulet along Evans Street can inform landscape and public space design. Planned built form can continue the theme of the headland's topography, reinforcing a sense of place and natural continuity.

Urban activation and placemaking will be central to the success of the master plan. A fine-grain built form will create a sense of enclosure, encouraging a human-scale and pedestrian-friendly environment. The future Multipurpose Stadium's active frontages can be leveraged to bring energy to the surrounding development, while key corners of the site present opportunities for vibrant public spaces. The integration of green nodes, designed in collaboration with Aboriginal stakeholders, will connect Queen's Domain and the Cenotaph headland to the riverfront, enhancing both ecological and cultural significance. Engagement with surrounding land uses, including the future Ports Commercial area, will further strengthen the Site's role as a mixed-use precinct. Retaining relevant views identified in the Sullivans Cove Planning scheme including those to/from the Cenotaph, and the sightline from the Port Tower to the Tasman Bridge required for safe marine operations.

Framing views to the Cenotaph reinforces its significance and strengthens the Site's visual identity. Strategic urban design, including view corridors, built form placement, and public spaces, will enhance its prominence. Landscape elements and lighting can further celebrate this connection, enriching the public realm.

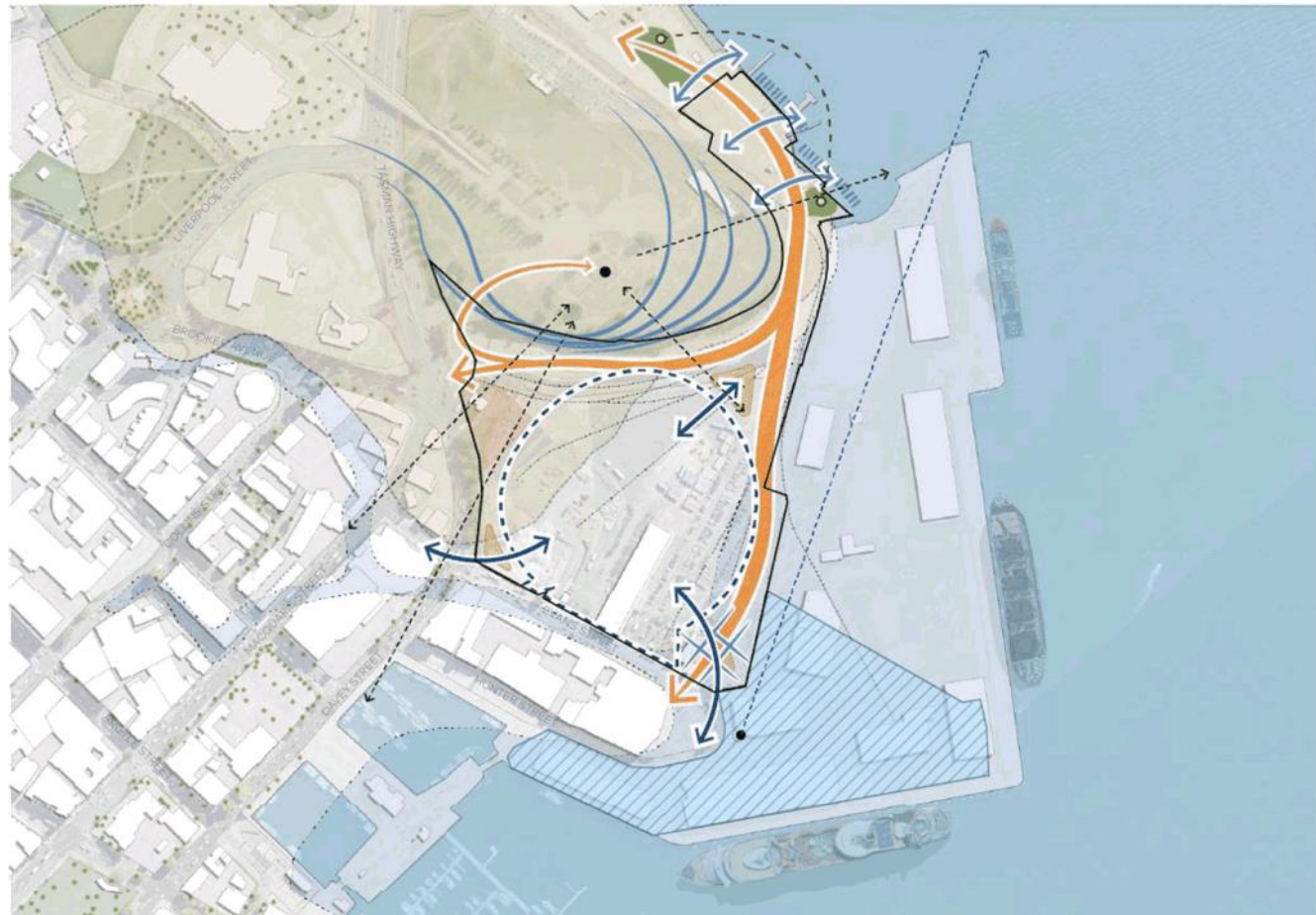
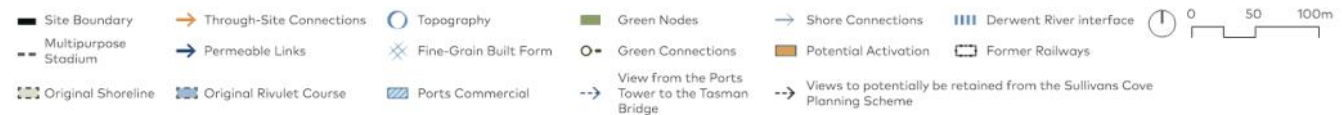


Figure 61: Site Opportunities



5.8. Site Considerations

Davey Street, a major arterial road, creates a disconnect between Mac Point and the Hobart CBD, highlighting the need for improved pedestrian connections.

Aboriginal Sensitivity Areas near Regatta Point and the Royal Engineers Building require planning in line with *Connecting with Country* principles. Heritage considerations are integral to the Site's development, with structures such as the Goods Shed and Royal Engineers Building requiring preservation and enhancement while ensuring compatibility with the working port. The Site's relationship with Evans Street, the Regatta Stand, and the Cenotaph Headland calls for sensitive design responses that respect its historical significance.

Environmental and infrastructural factors also shape planning. Maintaining views to the Cenotaph and Tasman Bridge while managing coastal inundation risks at Regatta Point is important. Ongoing contamination assessments and will continue to influence development approaches.

Transport and infrastructure constraints affect connectivity, with limited public transport access and secure port facilities on the eastern boundary presenting challenges. The major sewage connection running through the Site will be relocated along the eastern boundary.

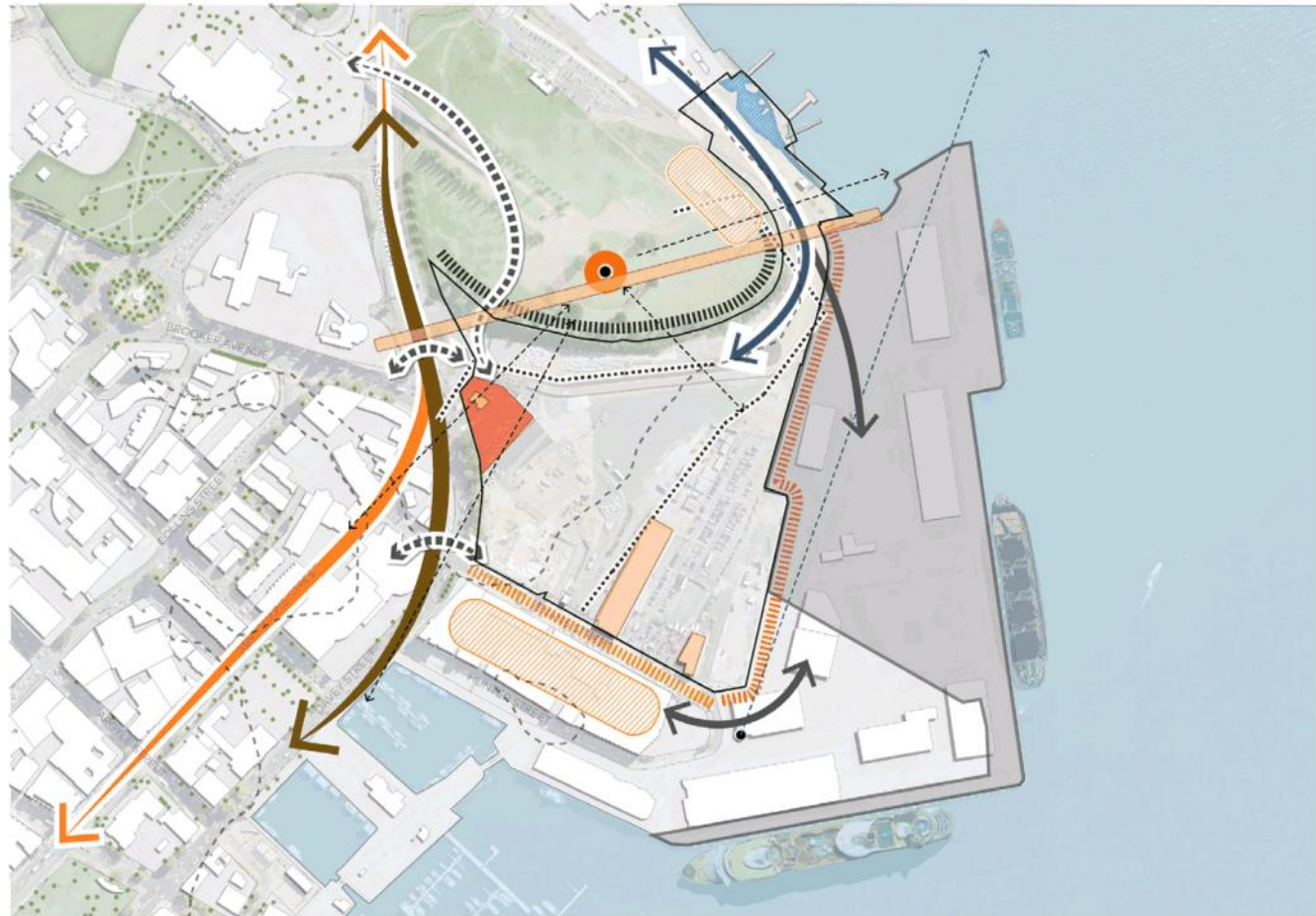


Figure 62: Site Considerations





Figure 63: Artist's Impression of Mac Point Master Plan Aerial (Cox Architecture)



6.0 Vision

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.

6.1. Project Objectives

The development objectives for the Mac Point Master Plan support the strategic vision for the Mac Point Precinct and align with the *Precinct Plan's* commitment to creating a vibrant, mixed-use destination. These objectives prioritise integrated planning, improved connectivity, and high-quality urban design to guide the site's evolution into a sustainable and accessible precinct.

Through a considered approach to place-making, the Master Plan builds on community and stakeholder insights to deliver a dynamic precinct that celebrates Tasmania's cultural and industrial heritage while supporting future growth and activation. As the central district within the broader Mac Point Precinct, the Master Plan will reflect and implement the following design principles outlined in the *Precinct Plan*:

<h4>Complement and not compete with neighbouring sites</h4> <ul style="list-style-type: none"> Integration with Surrounding Uses – ensure compatibility with existing uses such as Port operations, Hunter Street businesses, the Cenotaph, and Federation Concert Hall. Event and Transport Management – implement strategies to manage pedestrian and transport flows, reducing disruption and enhancing activation. Economic and Tourism Benefits – leverage increased visitation from the Multipurpose Stadium to support local businesses, accommodation, and retail. 	<h4>Create connections</h4> <ul style="list-style-type: none"> Enhance Pedestrian and Cycle Networks – strengthen links to the city centre, waterfront, and adjacent precincts through dedicated pathways and crossings. Enhance Transport Infrastructure – support ongoing transport projects such as the Northern Access Road and Inner City Cycleway to improve movement across the precinct. Create Accessible Public Spaces – establish direct connections between key Zones, ensuring ease of movement for all users. 	<h4>Celebrate and preserve heritage</h4> <ul style="list-style-type: none"> Respect Cultural and Heritage Values – maintain significant heritage structures and acknowledge the cultural importance of the Site to both Aboriginal and European histories. Sensitive Urban Design – ensure built form transitions and setbacks preserve key views and maintain heritage curtilage. Adaptive Reuse – relocate and integrate key heritage buildings to retain historical significance while enhancing public activation. 	<h4>Reintegrate and address the Hobart waterfront</h4> <ul style="list-style-type: none"> Strengthen Waterfront Connections – establish direct physical and visual links to the Derwent River and surrounding waterfront precincts. Activate Public Spaces – create vibrant gathering places along the waterfront that encourage events, recreation, and cultural engagement. Prioritise Pedestrian Movement – design key building entry points as seamless connections between the Site and public spaces, improving overall waterfront accessibility. 
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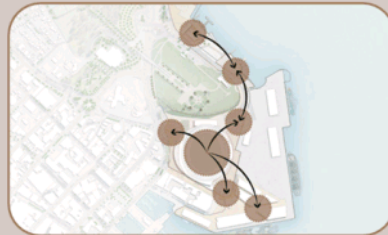
Prioritise the delivery of key use Zones

- Stage Development Strategically – deliver the Multipurpose Stadium as the first phase, ensuring subsequent zones align with the broader urban renewal vision.
- Support Cultural and Residential Growth – ensure timely development of the Aboriginal Culturally Informed Zone, supporting scientific, logistical, and port-related activities, and residential areas, including key worker housing.
- Balance Public and Private Investment – encourage diverse funding models to support long-term sustainability and urban renewal.



Enable the success of each Zone

- Provide Essential Infrastructure – ensure water, sewer, electricity, and other services are designed to accommodate future precinct growth.
- Enhance Inter-Zone Connectivity – facilitate movement and interaction between complementary precincts to maximise activation.
- Accommodate Diverse Uses – allow flexibility within each zone to support a mix of activities that contribute to the overall success of the Site.



Drive sustainable outcomes

- Embed Sustainability into Design – incorporate water-sensitive urban design, renewable energy solutions, and waste reduction initiatives.
- Enhance Green and Open Spaces – strengthen connections to existing parks and integrate new landscaped areas within the precinct.
- Adapt to Climate Resilience – address sea level rise and environmental factors through innovative urban planning and built form strategies.



Be an expression of the Tasmanian Brand

- Showcase Local Materials and Design – use Tasmanian timber, stone, and other natural elements to create a distinctive sense of place.
- Reflect Cultural and Industrial History – integrate design elements that honour the Site's past, including the former rail yards and maritime connections.
- Create a Unique Destination – develop spaces that reflect Tasmania's identity through food, art, and public experiences, reinforcing Hobart as a cultural and economic hub.

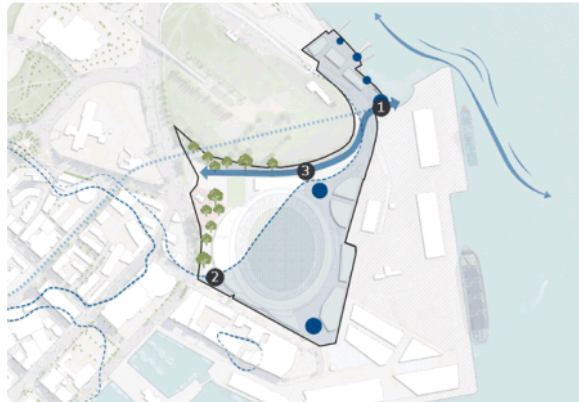


6.2. Big Moves

The Big Moves are the key spatial strategies that shape the transformation of the Site. They bring together cultural identity, landscape systems, access, and urban connections to support a cohesive and place-specific master plan. The Big Moves establish a clear spatial framework for delivering a connected, culturally informed, and publicly accessible precinct.

Each Big Move contributes to the following core objectives:

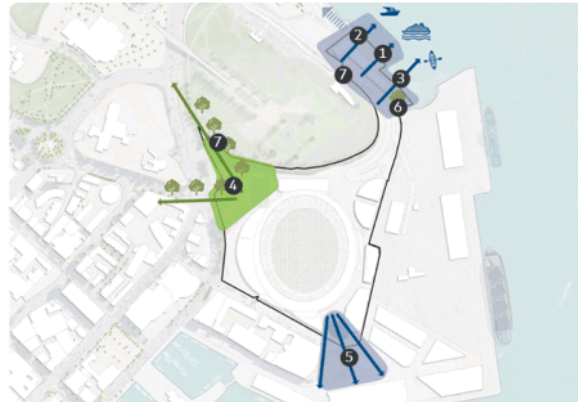
- Connecting to Country – acknowledging cultural knowledge, recognising Aboriginal Country, and supporting ecological restoration.
- Public Access and Activation – providing inclusive, accessible, and welcoming public spaces.
- Sustainability and Resilience – integrating water, landscape and green infrastructure.
- Movement and Accessibility – strengthening connections across the site and linking with the wider city network.
- Culture, Recreation and Community Use – supporting diverse uses, cultural expression, and public engagement.



Rivulet to River and Shorelines

The site should recognise the connection of the Hobart Rivulet to the Tintumili Minanya / Derwent River.

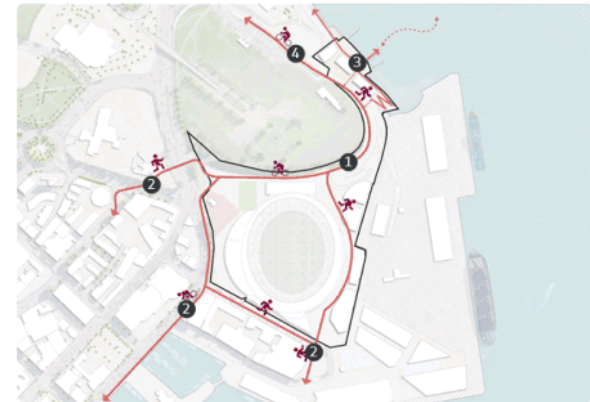
1. Celebration of the outfall of the Hobart Rivulet and the meeting of fresh and salt water.
2. Revealing the original shoreline of Country through materials and planting design on the Cove Floor.
3. Consistent interpretation, and a continuation of the stories of Country along Tintumili Minanya – through interpretation, plantings (re-vegetating with native plants and ecology), installation and art works.



Blue / Green Gateways

The site should accommodate multiple points of access and connection to the waters edge and green space.

1. The potential for Public Ferry access at Regatta Point will provide movement of people to and from the stadium during games and events.
2. Retention of the Public Boat Ramp at Regatta Point.
3. Improved amenities for recreational access on the water
4. Greening of the North West Plaza and opportunity for ecological connection to the Domain.
5. Establishing the South East Plaza as a key connection to the water.
6. A new small-local open space at Regatta Point.
7. Access to and from the Domain.



Strategic Routes

The Master Plan will promote strong strategic linkages throughout the site and beyond to the wider city landscape.

1. Active transport linkages that connect to the Intercity Cycleway.
2. Connections to the Hobart CBD and waterfront.
3. Connections to the Derwent River and future ferry network.
4. Connections to the north towards the Domain.



Active Built Edges

Activation of the built environment with active edges that support community use and engagement.

1. Creating opportunities for spill out into the public domain.
2. Active edges along the Stadium.
3. Activating the Goods Shed.
4. An active waterfront.



Active Landscape Edges

Activation of the open spaces with active edges that support community use and engagement.

1. An activated escarpment edge.
2. A waterfront open space that respects and celebrates Aboriginal cultural heritage.
3. Casurina forest groves to reflect the precolonial foreshore landscape.
4. Active seating edges along the sunken cricket practice nets.



Zones

Create a series of dynamic and integrated zones.

1. The Aboriginal Culturally Informed Zone.
2. Rivulet to River.
3. Multipurpose Stadium Zone.
4. Eastern Commercial Zone.
5. Residential Development and Foreshore Zone.

6.3. Connecting with and Building on Country Framework

Embed the Connecting with Country Framework into the Lifespan of the Project

The *Connecting with and Building on Country Framework* was developed by Milangkani Projects for the Mac Point Master Plan.

What is Building on Country?

What is 'building on Country'? To consider this question, one must ask themselves, 'what is Country?' Does the word Country carry the same meaning for all people? No matter where we are in the colonised world, including this island of Lutruwita, and the city of Nipaluna we are on, or 'in' Country. Country holds everything within the landscape, including Sky, Earth, Sea and Fresh Water Country, as well as people, plants, animals, and the stories that connect them. From the mountain top of Kunanyi from where lightning came, the life-sustaining rivulets of clear, fresh water that flow into Timtumili Minanya; and our Star Ancestors that we have looked to since the beginning of time. Country is us, and we are Country; all aspects of Country are connected – no one is more important. Country is our Lifeworld.

Aboriginal people see Country as a whole; an extension of her People, local councils, urban designers and planner compartmentalise her into 'zones', e.g. mountain, foothills, housing, river. We talk to Country; introduce ourselves when we enter the country of another tribe. We sing to Country – our Songlines are a map of Country in song. Language comes from Country and culture is determined by Country. If one part of Country is not healthy, then that affects all Country – including People.

The *Framework* is designed for project clients, project teams, and the communities they serve. It offers guidance for Country-focused design and serves as a foundation for improving processes and achieving these goals. It emphasises collaboration, respect, and open-mindedness among all stakeholders, encouraging the sharing of knowledge and cultural immersion. Ultimately, the initiative seeks to unite diverse perspectives and promote holistic approaches to caring for Country.

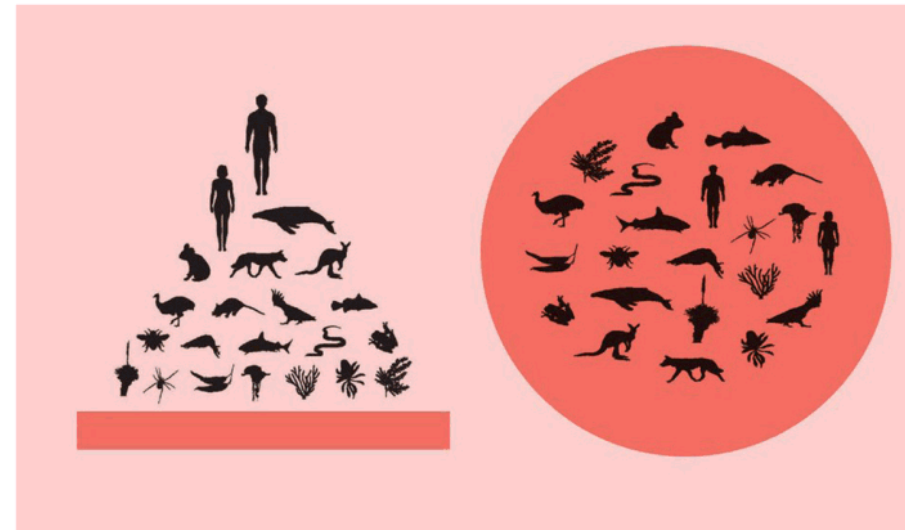
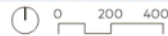


Figure 64: Connecting with Country Framework diagram, adapted from Steffen Lehmann (Eco v Ego, 2010) to describe the shift from a human-centred to a Country-centred view. (Source: Australian Institute of Architects, Connecting with Country Framework)



Figure 65: Connecting to the Broader Landscape



Connect to the Broader Landscape

Strategies:

- Engage with cultural advisors early and in a clearly defined way that is appropriate to support the project team, inform consultation and develop understanding and appreciation for the deep time histories of the place, the heritage and stories of the place.
- Carry the stories of Country along the shoreline, as a network of significant spaces up to Bridgewater to connect significant places and places of living culture. Ensuring that the site(s) are not considered in isolation.
- Develop walking trails and interpretation that begin to understand the site within the broader cultural landscape of Timtumili Minanya.
- Protect and enhance views to key cultural features (Kunanyi and Timtumili Minanya, Sea Country and Sky Country).
- Create nodes that frame key views to Kunanyi and across Timtumili Minanya.
- Use local materials including rocks, gravel and soil that reference the underlying geology and deep time.
- Where possible, aim to regenerate the endemic landscape.



Lala's Garden The Old Woolstore Apartments, Dr Amy Jackett, Theresa Sainty, Janice Ross, Evie Silver



Takara limuna (Sheoak Walk), Clarence City Council, Alex Miles, Theresa Sainty, Zoe Rimmer, Allen Mansell

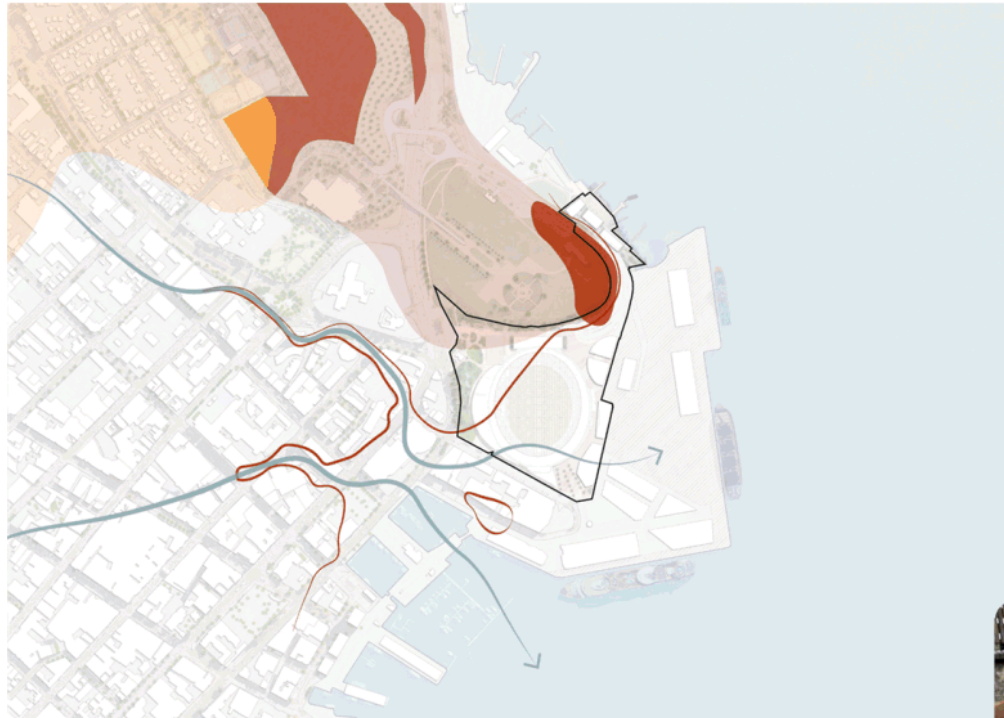


Figure 66: Protect and Celebrate Aboriginal Heritage and Culture



Protect and Celebrate Tasmanian Aboriginal Heritage and Culture

Strategies:

- Respect and protect Aboriginal cultural and intellectual property.
- Work with the community to develop naming of places in palawa kani.
- Use native planting, minimise soil disturbance and design structures with a light touch to protect and mitigate disturbance to Aboriginal Heritage.
- Reveal the original shoreline of Country.
- Materials, textures and colours should be inspired by Country.
- Reveal the original flow of the Hobart Rivulet and highlight the importance of the meeting of fresh and salt water.
- Use recycled glass and oyster shell bands within the exposed concrete paving, representing cultural resources and ingenuity
- Messages of truth-telling and unfinished business communicated through broken spears, unfinished weaving, etched language/names and the ephemeral use of ochre.
- Locate Guardian Stones at key nodes as a reminder of the legacy of the Muwinina that is imbued within Milaythina Nupaluna-ta (Country at Nipaluna).



Riawunna Garden at Rivers Edge, UTAS, Aspect Studios, Genie Battese, Lynne Spotswood



Guardian Stones in pulingina milaythina welcoming space UTAS Inveresk Campus, Realm Studios, Riawunna Centre

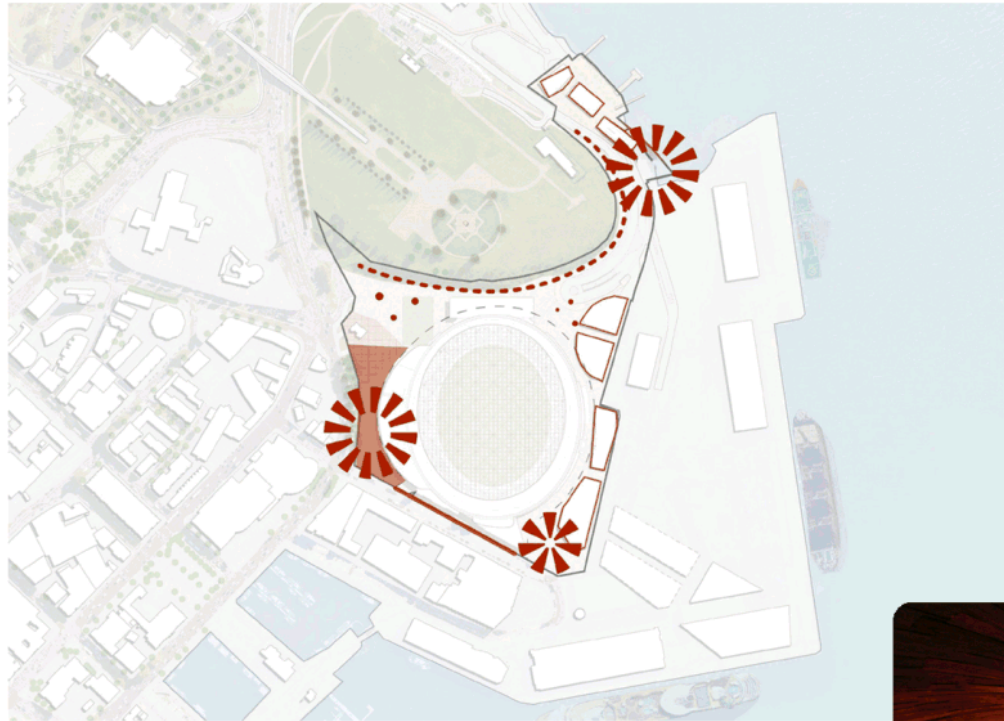


Figure 67: Design with Country



Culturally Informed

Strategies:

- Consider how the building or place will become part of Country once it is constructed.
- Allocate sufficient time and resources for community to participate in the project, and opportunities to lead and guide key processes such as co-design and decision making.
- Provide spaces for ongoing / living cultural practices to thrive. Including spaces for ceremony and gathering.
- Prioritise materials and built elements with a low impact on Country, renewable, and where possible, locally sourced.
- Opportunity for buildings as storytelling. Culturally informed to promote deeptime memory of events and recent histories, that celebrate achievements and play a role in truth-telling.
- Integrate interpretation and art that tell the Aboriginal stories of place from deep time to the present. Provide scope for engagement of Aboriginal artists and crafts people throughout the site.
- Celebrate traditional Palawa practices such as basket weaving and bark canoes across all scales. Palawa women weavers provide inspiration, from the colour palette to the texture/s of the building materials and surrounds.
- Recognise to the ingenuity of the Muwinina, embedding sustainability practices to re-purpose, recycle, and reuse.



Wukalina Walk, Aboriginal Land Council of Tasmania,
Taylor and Hinds Architects



Richmond Village Interpretation, Clarence City
Council, Alex Miles, Theresa Sainty, Alan Townsend 87

How the *Connecting with Country Framework* can be embedded into the lifespan of the project, and into perpetuity

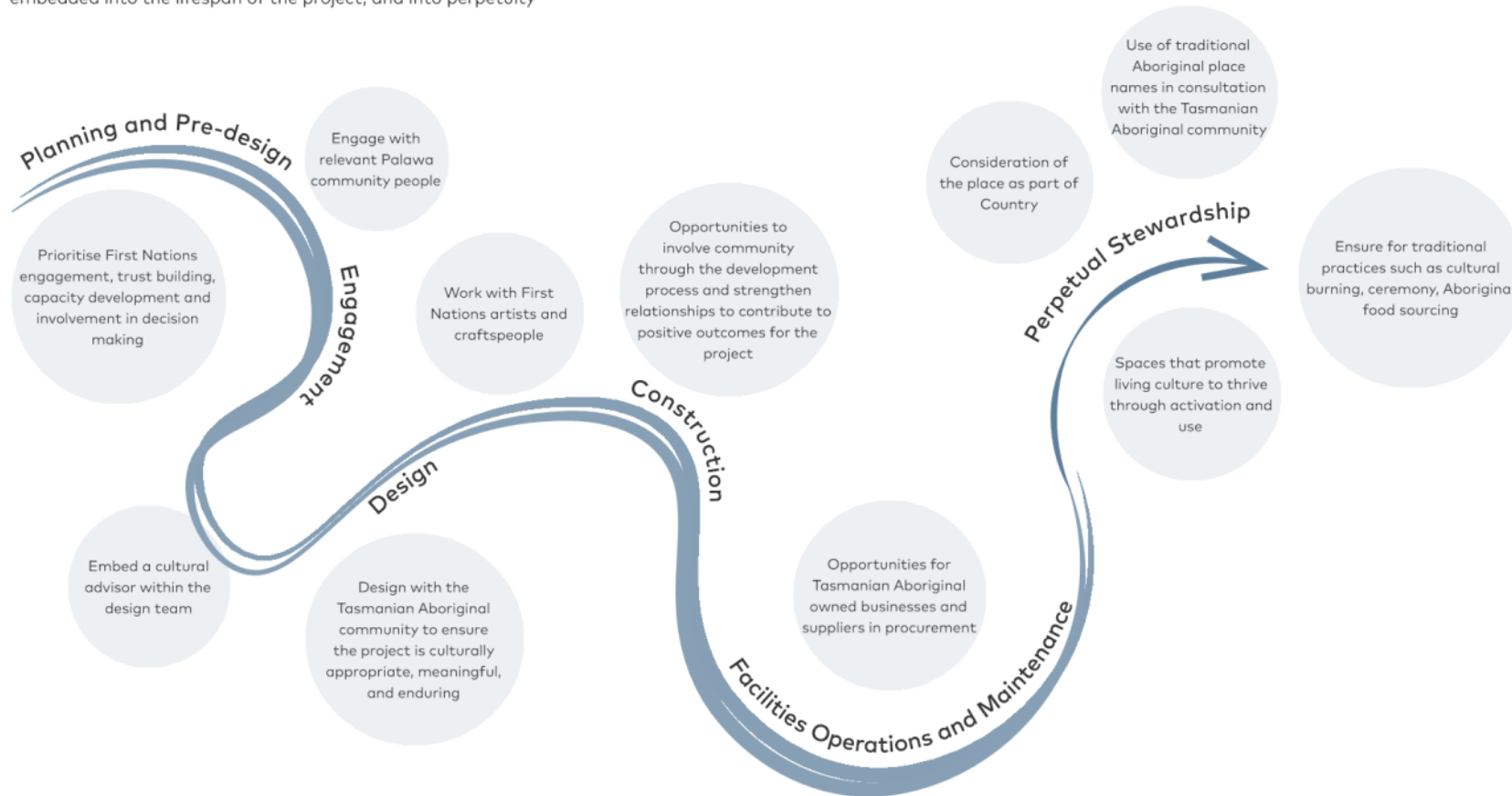


Figure 68: Embedding Connecting with Country Framework

6.4. Transport objectives for Mac Point



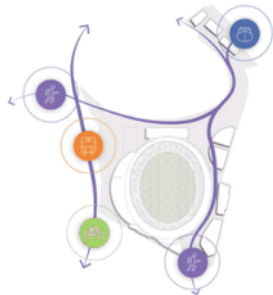
1 Prosperous places
Legible and permeable public spaces connecting city business



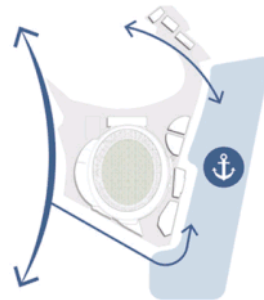
2 North, south and east
Integrate with adjacent public transport links to all of Greater Hobart



3 Rivulet to river
A walkable spine interpreting the Hobart rivulet, linking Mac Point to city streets
(Central Hobart Plan)



4 Supporting travel choices
A catalyst for mode shift to walk, ferry, bus and bike
(CoH Transport Strategy)



5 Additional freight access
Port movements that are safe, discrete and efficient



6 Effective access and parking
Managing demand and priority for day-to-day needs

6.5. Tasmanian Brand

Opportunities for Capturing the Tasmanian Brand at Mac Point

The Mac Point Site Master Plan is a rare opportunity to give physical form to the Tasmanian brand—an identity shaped by quiet confidence, craftsmanship, ingenuity, and a strong connection to place. Through a mix of new spaces and uses, the precinct will express the values that define Tasmania, giving locals and visitors ways to engage with the state's character in meaningful, everyday ways.

At the heart of the plan is a connected and vibrant public realm, with plazas, streets, and foreshore spaces designed for flexibility, social connection, and cultural expression. These spaces will support more than just major events—hosting markets, festivals, live performances, outdoor dining, and community gatherings. This ongoing activity reflects Tasmania's focus on community, creativity, and quality of experience. These spaces will also support local producers, makers and performers, offering authentic, place-based experiences that reflect Tasmania's hands-on, creative spirit.

The Goods Shed, reimagined as a hospitality hub, will be a key place to celebrate Tasmanian food, drink and design. With both permanent venues and pop-up spaces, it will give local businesses and producers a platform to connect with new audiences, embedding values like quality, craft and cultural heritage into everyday life at the precinct. Similarly, new mixed-use areas in the southeast will support locally-led retail, food, and cultural offerings—creating a thriving destination that supports Tasmania's creative industries and small businesses.

Across the site, nature and play will support social and cultural wellbeing. Active recreation areas, youth programs, and outdoor fitness stations will help create a healthier, more inclusive urban setting. New links to the waterfront—especially the transformation of Regatta Point—will restore public access to the Derwent River (Timumili Minanya), strengthening the connection to Tasmania's natural landscapes and offering space for quiet reflection and appreciation of the natural environment

The architecture and materials at Mac Point will also reflect Tasmanian identity. Building design will draw on the character of Hobart's built form, using natural materials like locally sourced timber and applying passive design principles. A strong focus on sustainability—including renewable energy, low-carbon construction, and design that considers the full life cycle—will position Mac Point as a model for Tasmania's leadership in climate resilience and innovation.

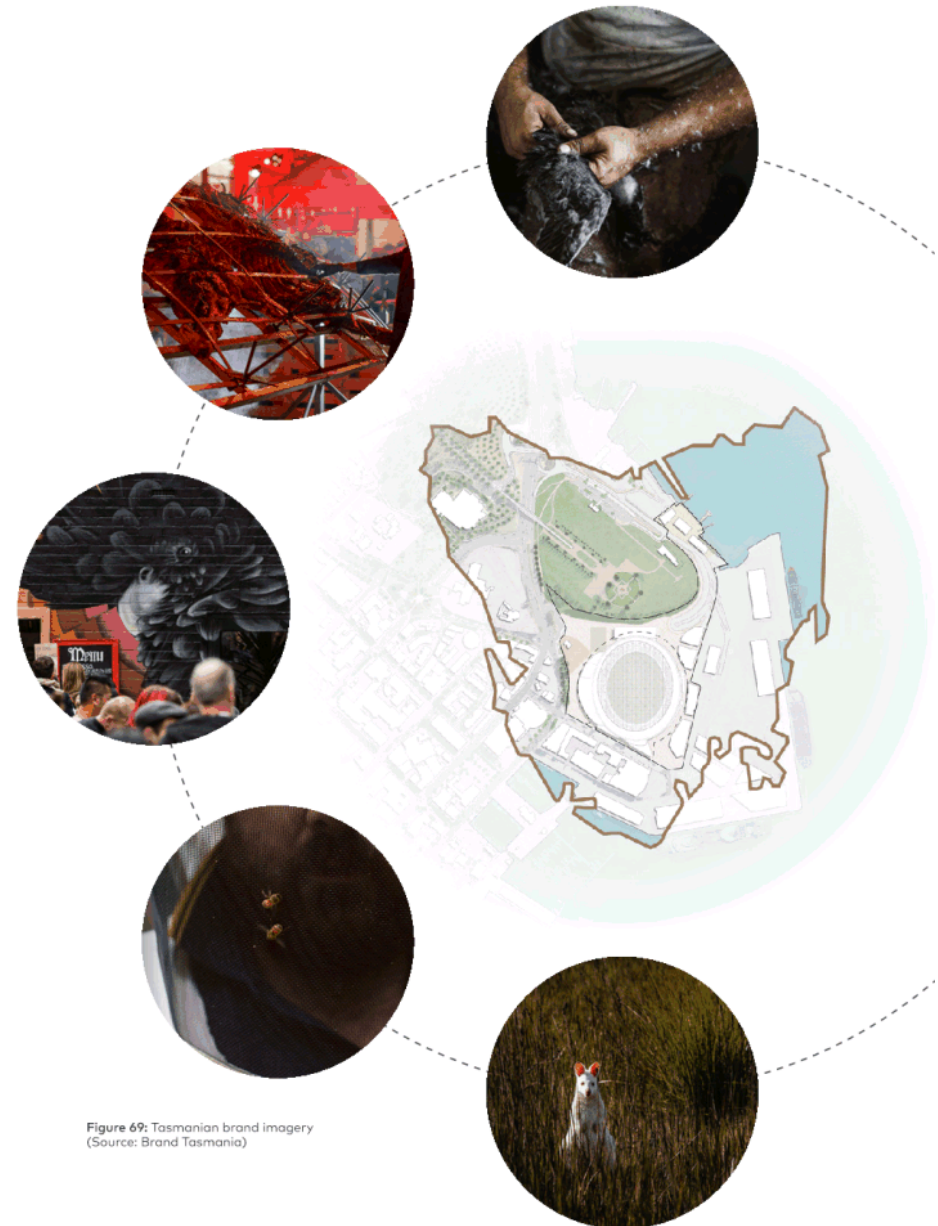


Figure 69: Tasmanian brand imagery
(Source: Brand Tasmania)

6.6. Sustainability

The Mac Point Site will be developed in line with the following sustainability themes and principles, aligned with the United Nations Sustainable Development Goals.

The 7 themes consider:

- Key location and specific environmental challenges
- Importance of creating a precinct for gathering, celebration, and reflection through arts, culture, sport, events, and entertainment
- Economic benefits, including job creation, investment attraction, and critical infrastructure for Tasmania's growing population



1 Create a resilient precinct

- Is adaptable and responsive to current and future climate risk and impacts
- Is future proofed for anticipated future technological changes and social needs
- Manages water responsibility and encourages recycling and reuse
- Supports uptake of low carbon transport
- Brings community together by supporting community programs and events.



2 Honour the site's history

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



3 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.



4 Manage energy and carbon emissions

- Integrates precinct-wide approach to improving energy efficiency and reducing carbon emissions
- Supports energy efficient buildings and infrastructure
- Utilises onsite renewable energy and energy efficient technologies.



5 Support local enterprises and economy to thrive

- Promotes local enterprises and community organisations
- Provides opportunities for local employment and industry pathways.



6 Holistically manage waste

- Encourage recycling and diversion from landfill
- Improve circular economy outcomes.



7 Support ecology and biodiversity

- Create a landscaping strategy that draws upon the site's natural context
- Reference the natural shoreline and the history of coastal land reclamation in landscape design
- Provide habitat for native species and prioritise the use of perennial native plantings.

Green Star Communities Accreditation

A sustainability pathway has been developed for the precinct in collaboration with Green Star Communities Accredited Professionals to work towards a whole of precinct Green Star Communities accreditation. The pathway has informed development of this Master Plan to support the achievement of a minimum 5 Star rating, which represents Australian Excellence (moved from below)

Green Star Communities is a comprehensive rating tool for sustainable community and precinct development, developed by the Green Star Building Council of Australia (GBCA). The Green Star Communities framework consists of five principles that define a sustainable community in Australia as one that:

- Enhances liveability
- Creates opportunities for economic prosperity
- Fosters environmental responsibility
- Embraces design excellence
- Demonstrates visionary leadership and strong governance.

These principles aim to guide the development of communities that are liveable, resilient, and adaptable to future challenges. The Green Star Communities rating tool enables large scale developments to be measured and certified against the framework's five principles. Accreditation verifies that a development meets and exceeds best practice, through independent verification of initial implementation and ongoing tracking.

A sustainability pathway has been developed for the precinct in collaboration with Green Star Communities Accredited Professionals to work towards a whole of precinct Green Star Communities accreditation. The pathway has informed development of this Master Plan to support the achievement of a minimum 5 Star rating, which represents Australian Excellence.

The Master Plan has been reviewed in detail by a Green Star Communities Accredited Professional to ensure alignment with the principles and objectives of the rating tool.

7.0 Site Master Plan



Figure 70: Artist's Impression of Entry Gate 1 to the Stadium within the Eastern Commercial Zone



7.1. Site Structure

The Site's structure is designed to reinforce its central role within the broader Mac Point Precinct. It responds to the existing urban fabric, natural features, and the changing character of nearby communities, employment zones, and recreational areas.

Pedestrian corridors shape the Site's layout, connecting key destinations both inside and beyond its boundaries, including the centrally located Multipurpose Stadium. A primary objective of the Site Master Plan is to create strong, permeable links to the Hobart CBD and the wider urban area. Active frontages along the Stadium and surrounding mixed-use developments support pedestrian movement, enhancing event-day functionality while encouraging year-round activity.

The Stadium is configured with four public entries, one in each quadrant, strategically placed to correspond with anticipated patron arrival routes. Each entry forecourt offers an opportunity for distinctive landscaping that enhances the character of the surrounding space.

- Gate 1 (South-East): Serves as a key public entry to the Stadium, connecting the precinct to the waterfront. It is designed as a generous public space that supports crowd movement, gathering, and visual connections to the Derwent River.
- Gate 2 (South-West): Addressing the Davey Street and Evans Street intersection, this entry faces key landmarks, including the Federation Concert Hall and the decorative brick flue of the old Hobart Gas Company.
- Gate 3 (North-West): Positioned to receive patrons arriving on foot from the Queens Domain via access pathways including the Bridge of Remembrance, with a backdrop of the Queens Domain Escarpment.
- Gate 4 (North-East): Located near the Bus Plaza, this entry serves patrons arriving by public transport and those approaching from the Intercity Cycleway.

At Regatta Point, the residential development strengthens connections to the foreshore and the broader Site. Active frontages further reinforce pedestrian movement, creating a continuous thread of activation throughout the precinct.

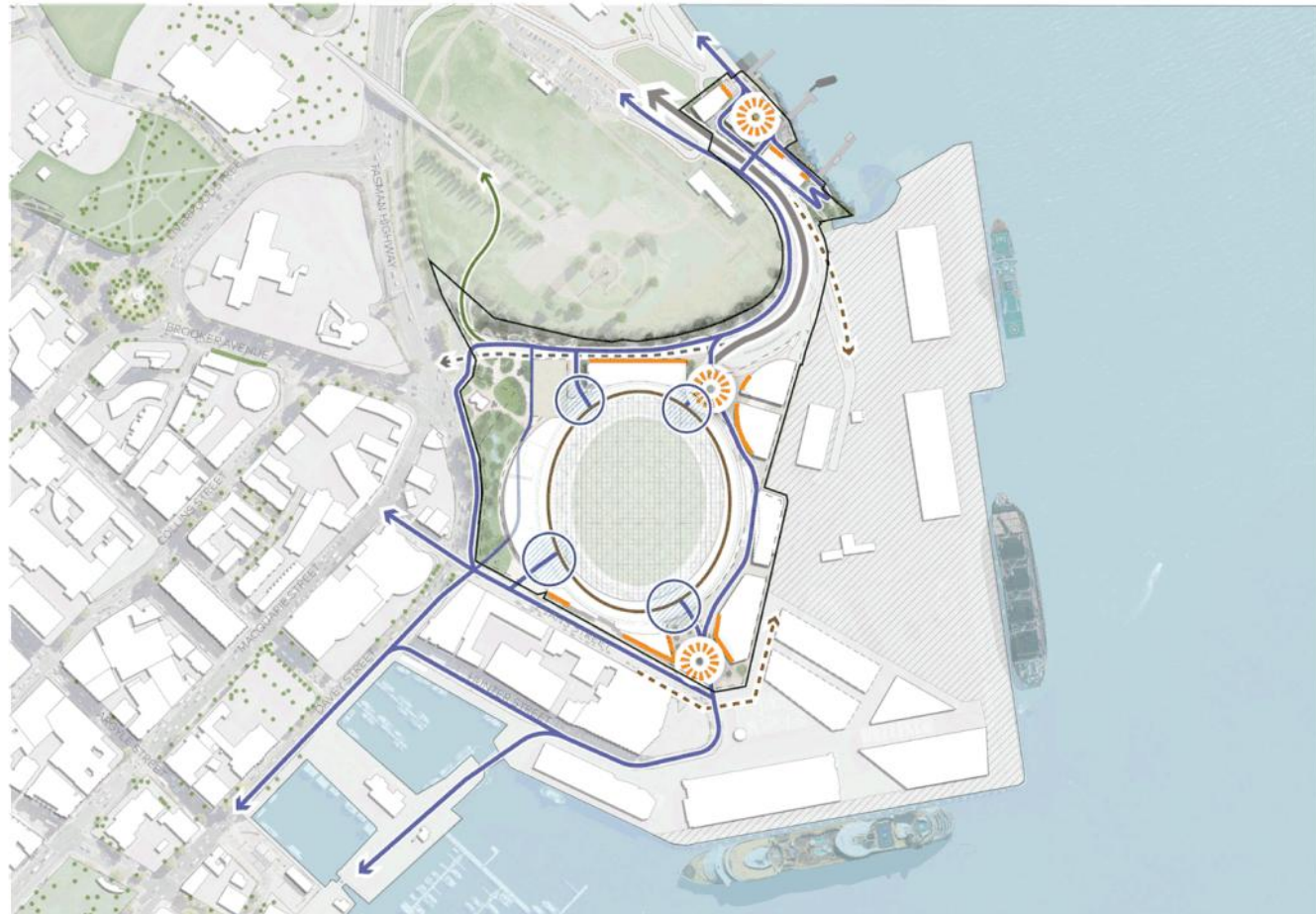


Figure 71: Site Structure



7.2. Illustrative Site Master Plan

The Master Plan illustrates a strategic vision and comprehensive strategy for the future development of Mac Point. It addresses key community needs, site challenges and opportunities providing a cohesive and integrated approach to land use, infrastructure, transport, public realm, urban design, amenity and precinct activation. The following pages provide illustrative sections and more detailed information for the various precincts and spaces identified in the Master Plan.

This Master Plan is supported by a proof of concept, which outlines the underlying assumptions, capacity testing, and development feasibility. Further detail is provided in *Appendix 10*.

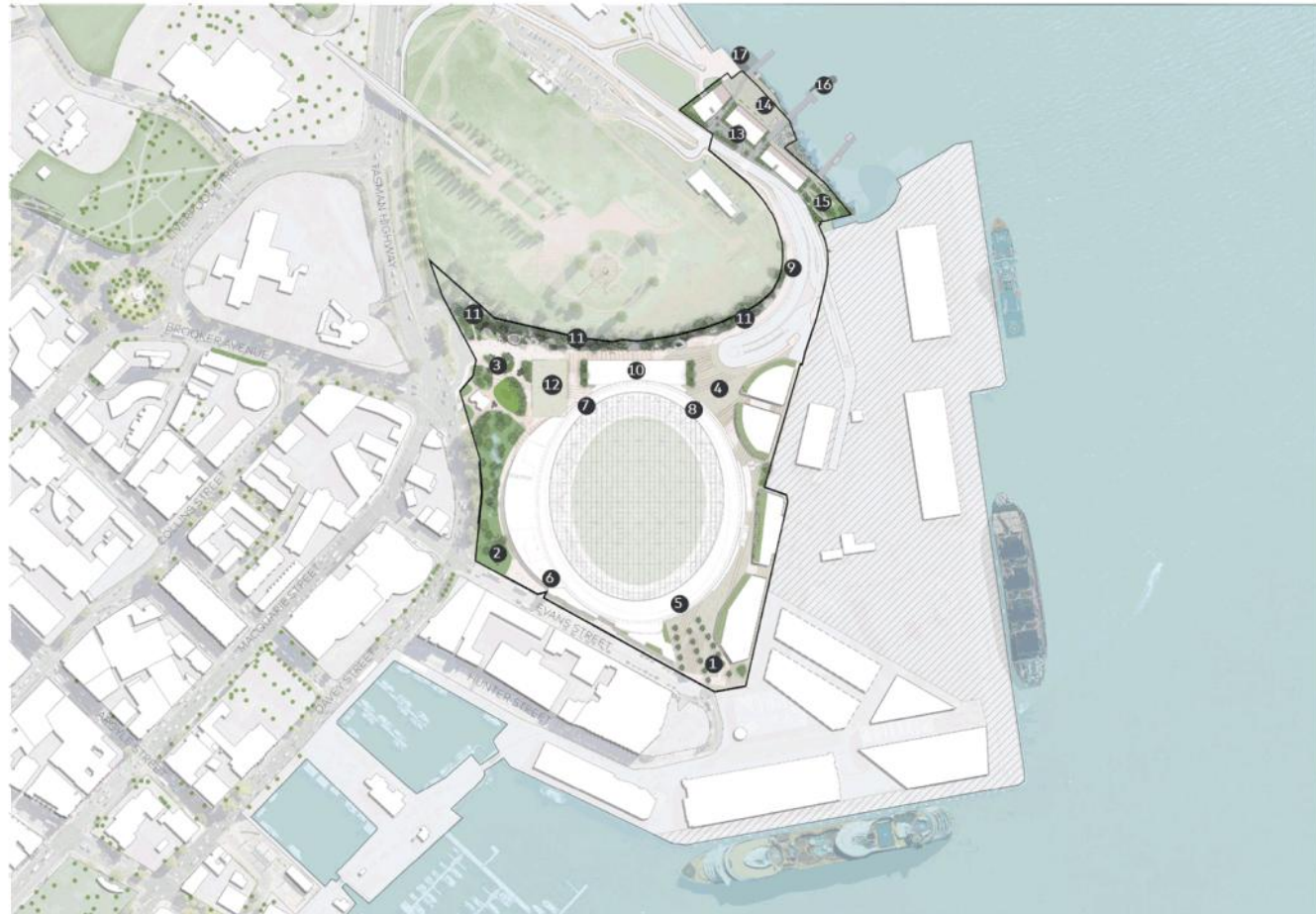


Figure 72: Illustrative Site Master Plan

- | | | | | | | | |
|-------------------------------|--------------------------|----------------------------|------------------------------|-------------------------|-------------------------|--|--|
| Site Boundary | Vegetation | Mixed concrete finishes | | | | | |
| 1. South East Plaza | 2. South West Plaza | 3. North West Plaza | 4. North East Plaza | 5. Gate 1 Stadium Entry | 6. Gate 2 Stadium Entry | | |
| 7. Gate 3 Stadium Entry | 8. Gate 4 Stadium Entry | 9. Bus Drop Off Zone | 10. The Goods Shed | 11. Escarpment Edge | 12. Practice Wickets | | |
| 13. Regatta Point Residential | 14. Waterfront Promenade | 15. Small-local open space | 16. Potential Ferry Terminal | 17. Boat Launch | | | |

7.2.1. Rivulet to River

The pre-colonial transition from natural headland to shore line is expressed in geological rock formations and vegetated ecological islands. The headland becomes an opportunity to create an occupiable edge with features for informal play, such as climbing walls, viewing platforms, and slides. Islands of casuarina stands are dotted throughout the plaza, reminiscent of the pre-existing foreshore.

The precinct creates a respectful landscape setting for the Royal Engineers' building defining it as a key gateway feature. An existing staircase links pedestrians to the Cenotaph, the Bridge of Remembrance, and Queens Domain Parklands.

Emergency vehicle access and egress will also need to be provided along the escarpment edge.

The Aboriginal Culturally Informed Zone to the south will be informed by a separate co-design process with the Tasmanian Aboriginal Community.

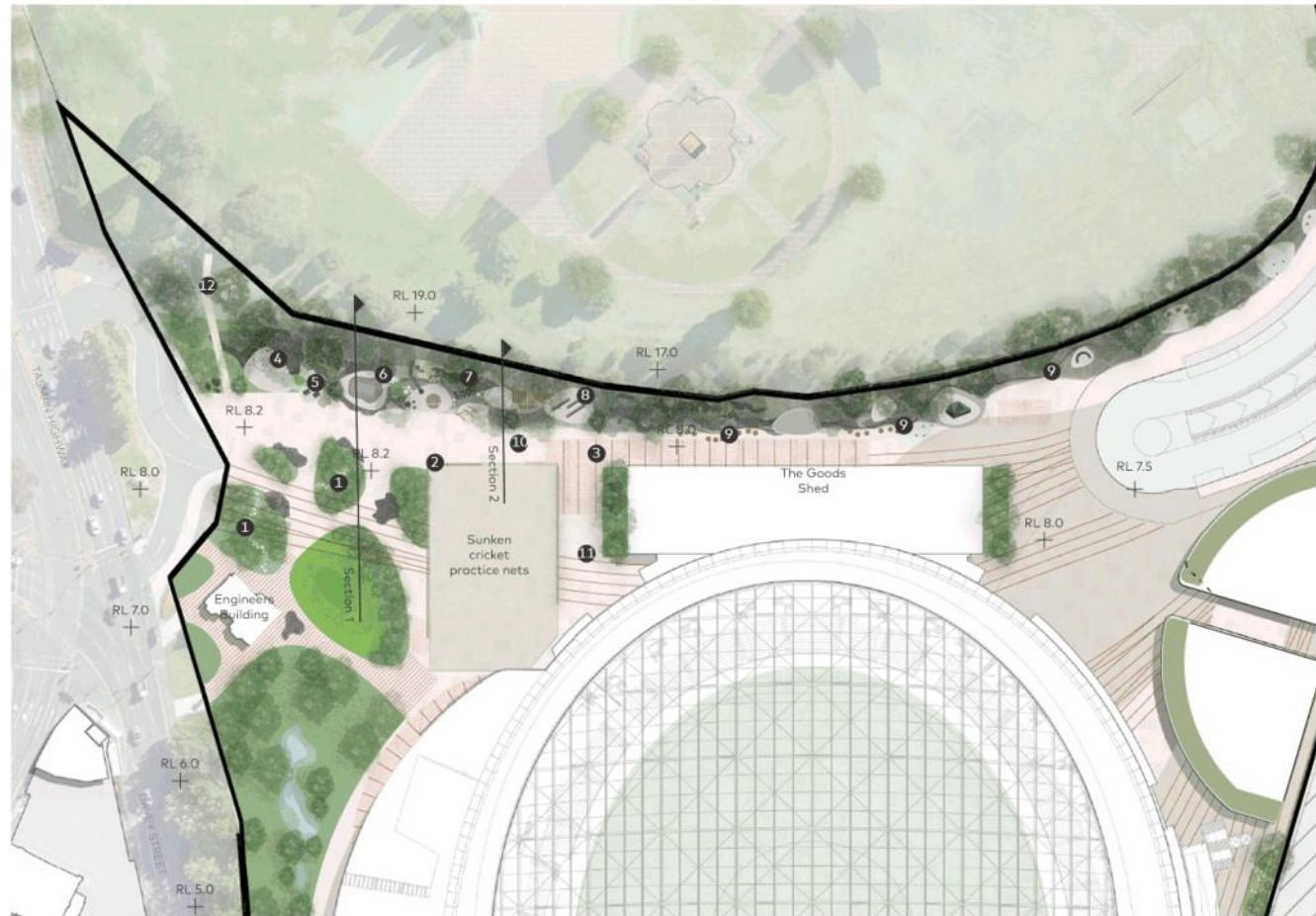
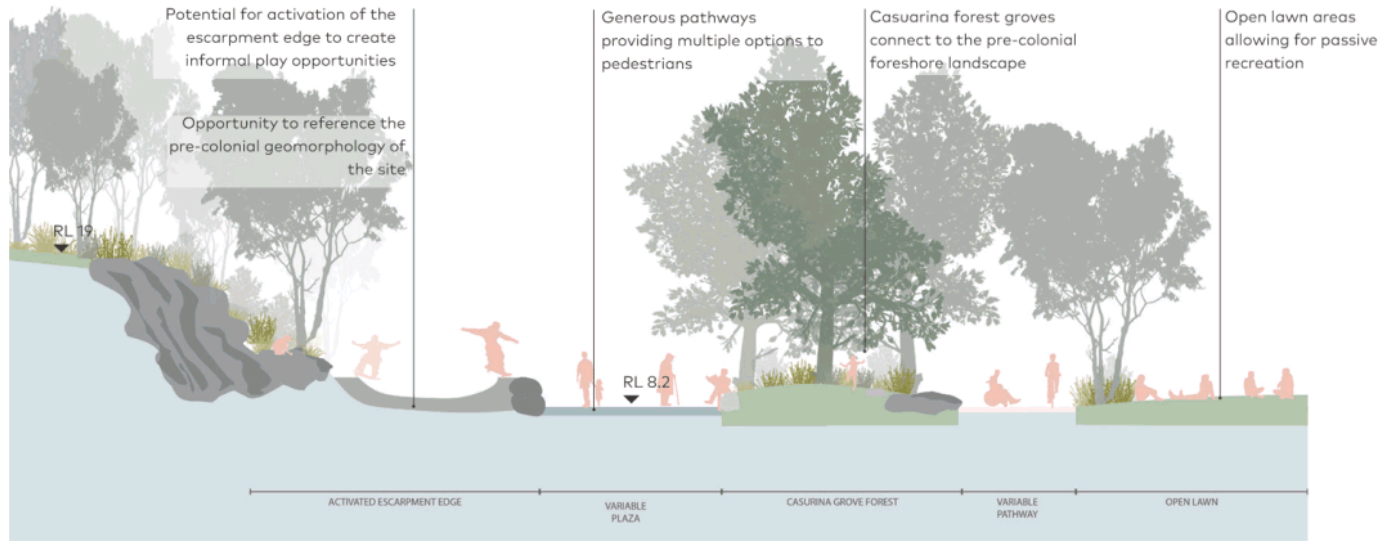
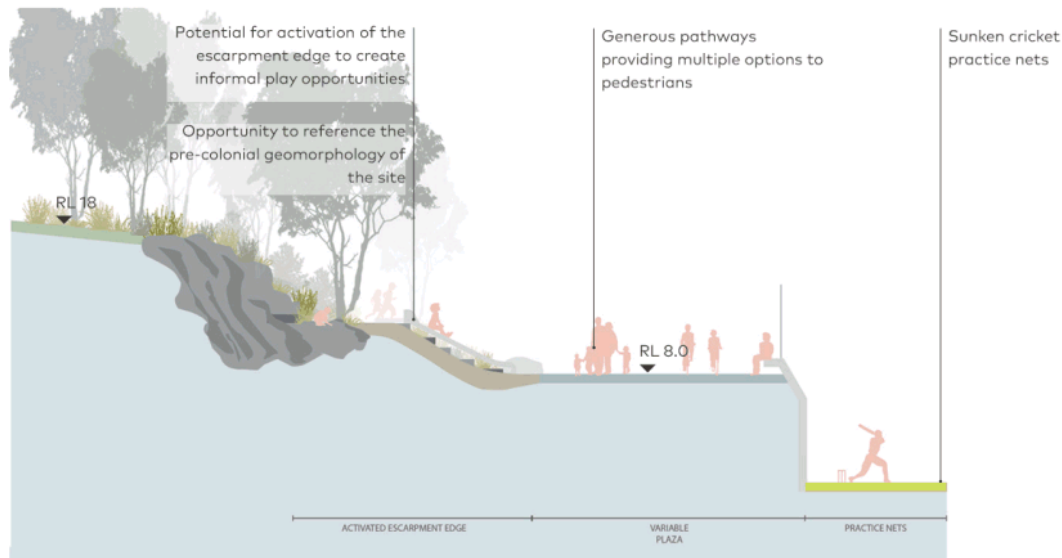


Figure 73: Rivulet to River Plan





River to Rivulet Section 01
NTS



River to Rivulet Section 02
NTS

7.2.2. Eastern Commercial Zone (North)

The forecourt area serves as a gateway for pedestrians, cyclists, and visitors arriving by bus, with a focus on efficient movement. It will prioritise the flow of people as they arrive at or leave the Stadium and move between surrounding spaces. Emergency vehicle access and egress will also need to be provided along the escarpment edge. There is potential for the historic rail lines to be interpreted through the paving design, echoing the Site's industrial past as fragments dispersed across the precinct.

The escarpment edge presents an opportunity to be occupiable, featuring seating, public performance areas, and active recreation such as bouldering and nature play. The Goods Shed will have an active frontage onto this space, enhancing passive surveillance and activation through the spill-out of people. This zone is intended mainly for commercial uses. Ground floor activation is required, with retail, hospitality, and other public-facing uses supporting activity along the edges and contributing to the precinct.



Figure 74: View 1 looking south between Stadium and built form envelope

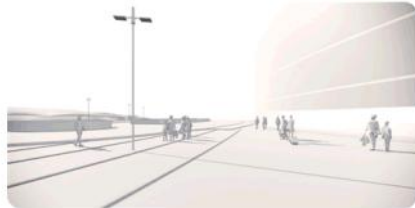


Figure 75: View 2 looking east between Bus Plaza and built form envelope

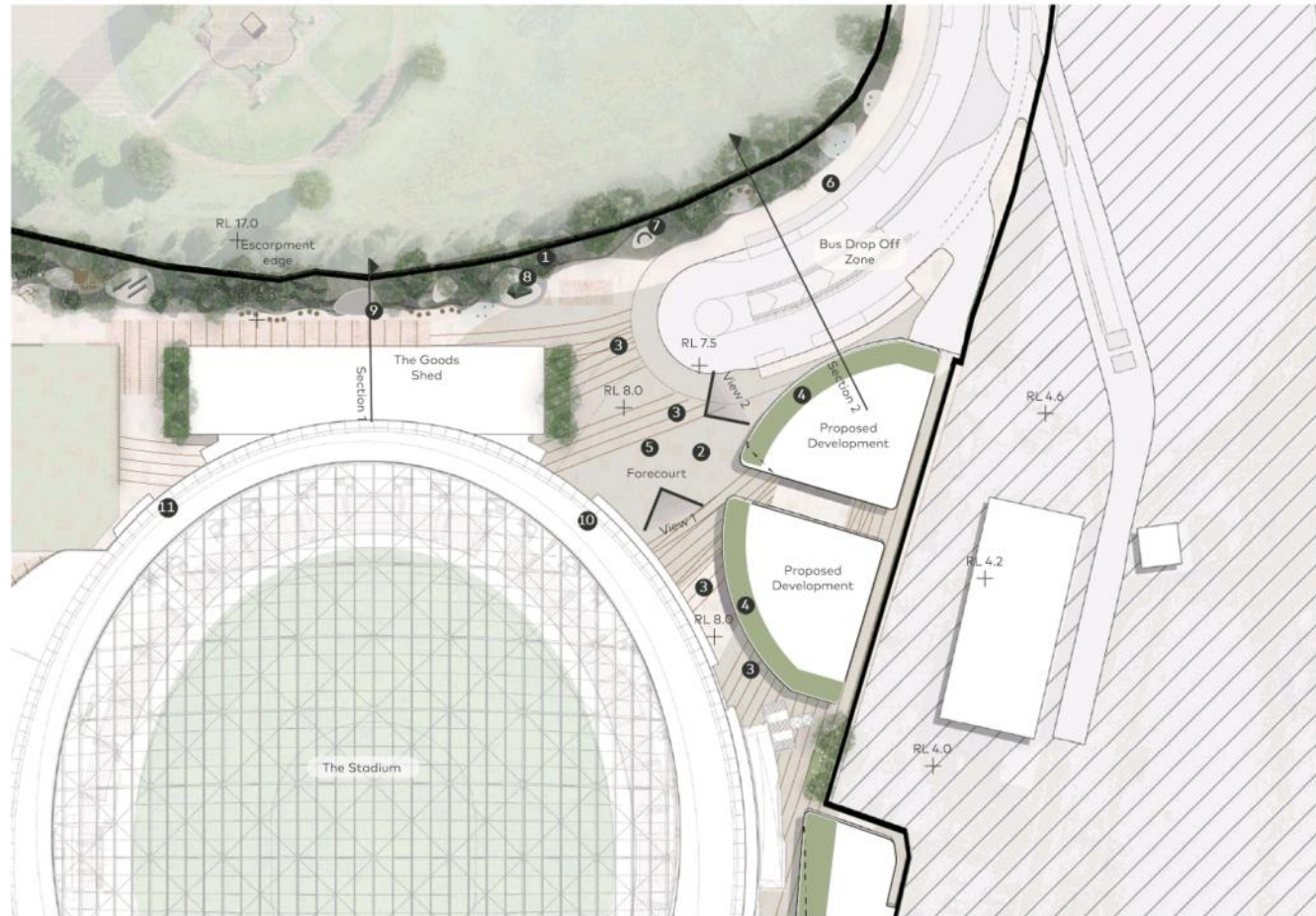
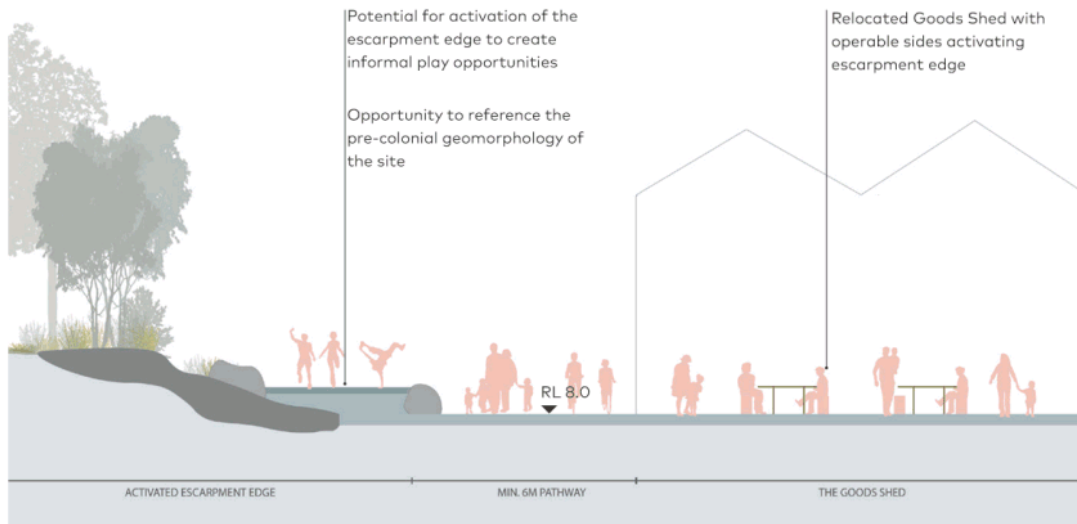
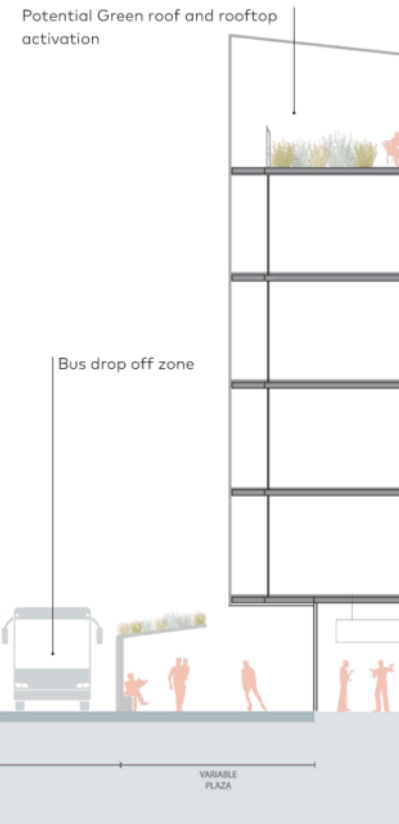


Figure 76: Eastern Commercial Zone (North)





Eastern Commercial Zone (North) Section 01
NTS



Eastern Commercial Zone (North) Section 02
1:200

7.2.3. Eastern Commercial Zone (South)

The southern square is a gateway into the Site from the Sullivans Cove waterfront. The space will be designed to accommodate large crowds during major events while supporting public activation outside of these times, such as markets and community events. It will prioritise user comfort with seating nodes and shade, creating a welcoming environment as people arrive at or leave the Stadium and transition between surrounding spaces. The square has the potential to support everyday use through ground floor activation, office spaces, and a hotel, encouraging a lively and continuous presence beyond event days.

There is potential to continue interpreting the historic rail lines through the paving design, evoking the site's industrial past with fragments dispersed throughout the precinct.

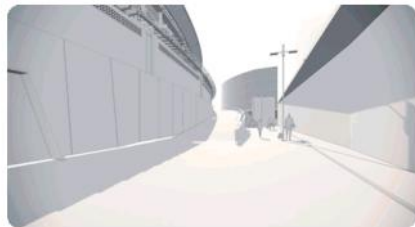


Figure 77: View 1 looking north between Stadium and built form envelope

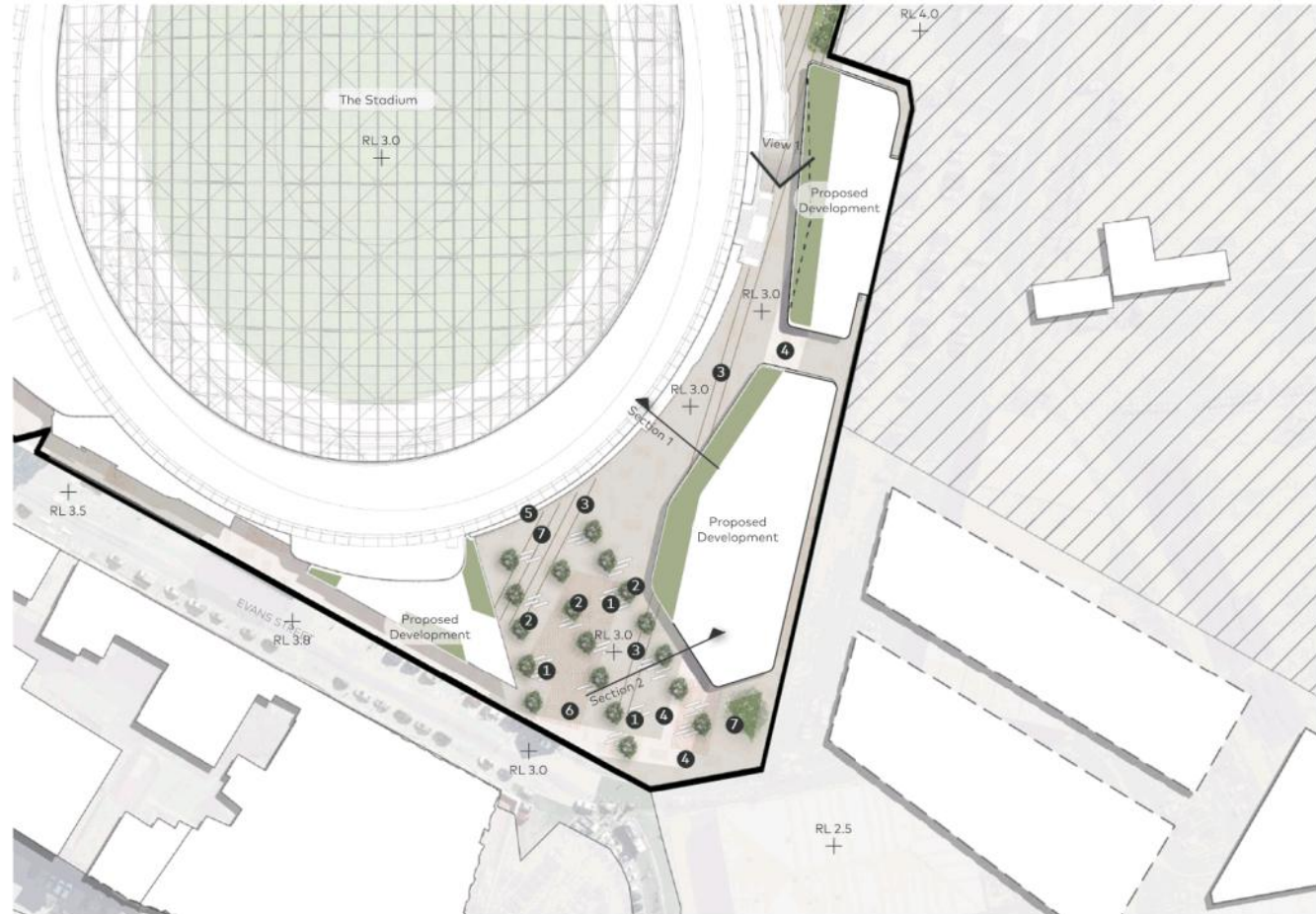
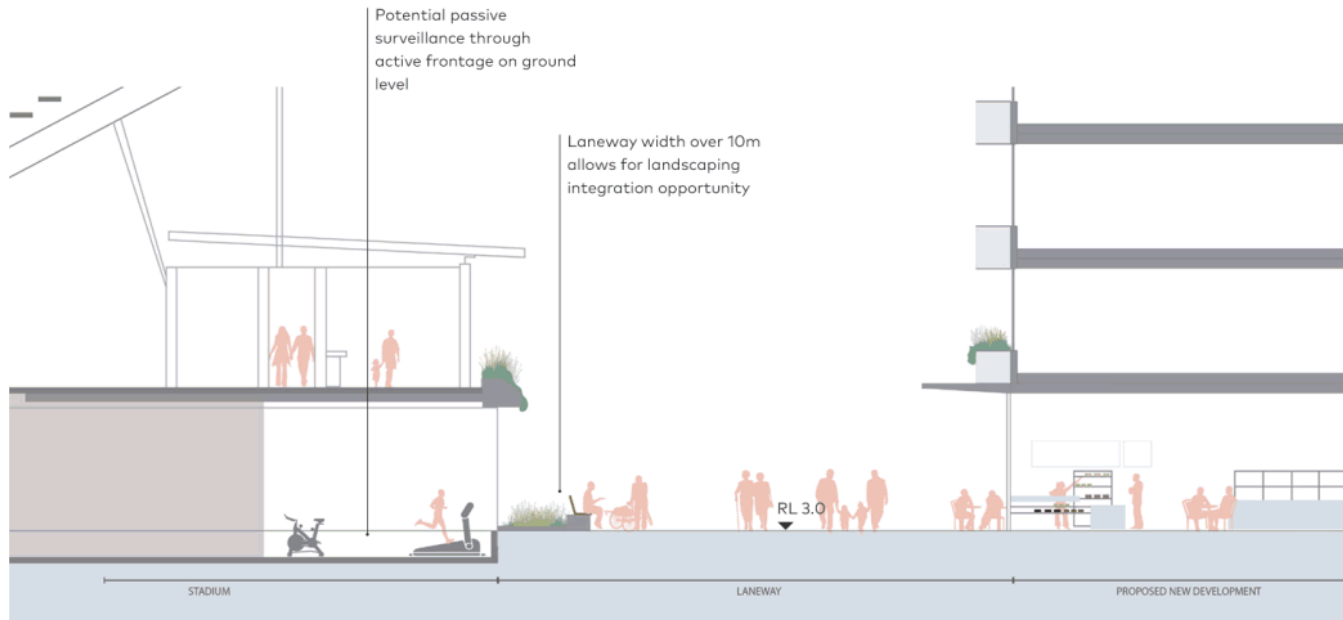
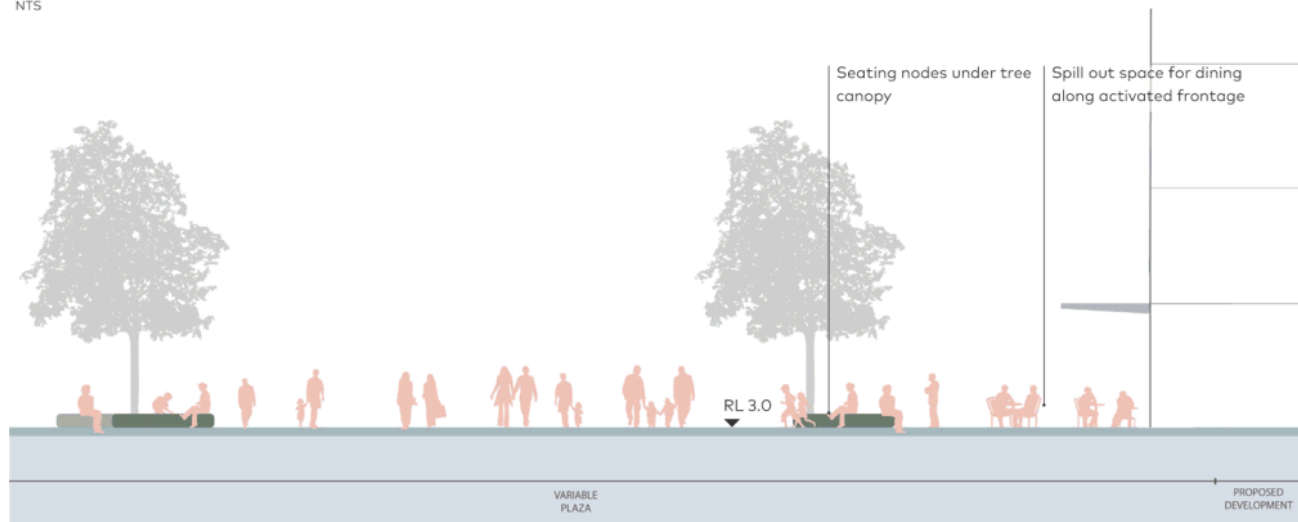


Figure 78: Eastern Commercial Zone (South) envelope

- | | | | | | |
|---------------|-------------------------|-----------------------------|------------------------------------|---|---|
| Site Boundary | Mixed concrete finishes | 1 Flexible seating clusters | 2 Tree planting | 3 Potential historical rail line interpretation | 4 Potential historical shoreline interpretation |
| Vegetation | Rooftop planting | 5 Stadium access | 6 Former footprint of the Red Shed | 7 Gathering space | 0 20 40m |



Eastern Commercial Zone (South) Section 01
NTS



Eastern Commercial Zone (South) Section 02
NTS

7.2.4. Residential Development and Public Foreshore Zone

Housing Plan

The Residential Development and Public Foreshore Zone provides an important connection to the water's edge of the Derwent Estuary. At-grade crossings along the Northern Access Road will enable direct, seamless connections between key areas of the precinct – including the Stadium, Regatta Grounds, and Foreshore. The foreshore space will include several access points from the Northern Access Road, such as an accessible switchback ramp and stairways, to ensure equitable access and support fine-grain movement through the Site.

This zone is identified for future residential development, with medium-density housing located above ground floor non-residential uses. This arrangement will integrate with the foreshore environment, activate the waterfront through public-facing retail, dining and event spaces, and support a diverse, vibrant community.

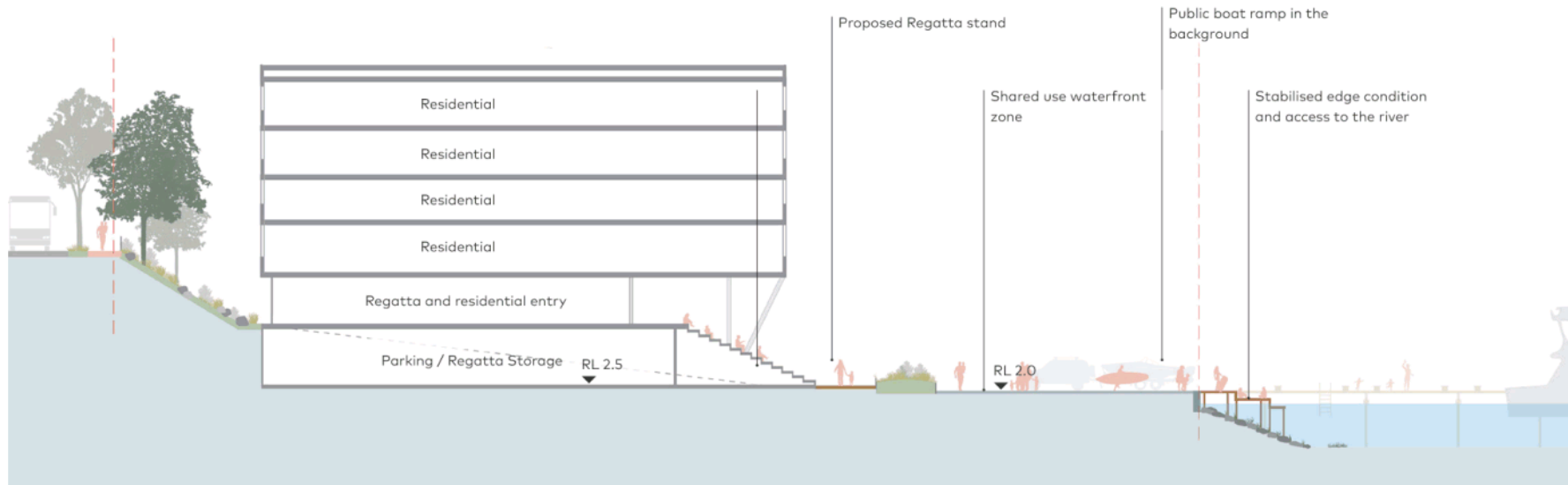
The development will feature generous public open space and improved accessibility through the creation of a local open space at the outfall of the Hobart Rivulet, and expansive waterfront promenade with jetties. Maintaining and enhancing the existing amenities for Hobart's community and visitors will be a key priority, ensuring continued access to the waterfront, existing jetties, and marine infrastructure. Site activation can be supported through facilities including kayak launching, a potential ferry terminal and public boat access.

The proposed residential development will alter the outlook from the Regatta Stand towards Ross Bay. The development provides an opportunity to incorporate new viewing areas, enhancing its function and presence. Engagement with the Regatta Association has informed this approach and will continue to guide the requirements for the development to ensure its cultural and community role is respected and enhanced.

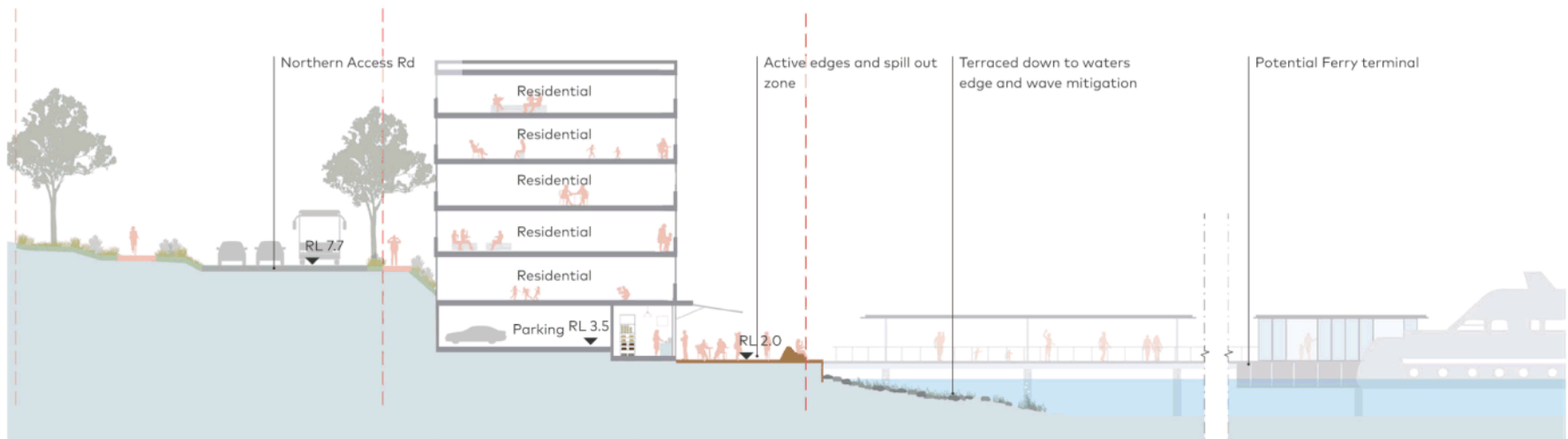


Figure 79: Residential Development and Public Foreshore Zone

<ul style="list-style-type: none"> ■ Site Boundary ■ Vegetation in planters ■ Vegetation 	<ul style="list-style-type: none"> 1 Open space 2 Inclusive raised walkway to the foreshore 3 Waterfront shared use zone 4 Buffer planting 5 Permeable pedestrian access points 6 Potential floating activation 7 Potential Ferry Wharf 8 Connecting with Country opportunity 9 Retained and relocated public boat ramp 10 Vehicular access 11 Pedestrian access to Stadium 12 Hobart Rivulet outlet 13 Waterfront access 14 Pedestrian crossing point
---	--



Residential Development and Public Foreshore Zone Section 01
1:200



Residential Development and Public Foreshore Zone Section 02
1:200

Delivering the Housing Plan

The *Federation Funding Agreement – Infrastructure Schedule – Macquarie Point Urban Redevelopment* requires the delivery of a *Housing Plan*, which ‘ensures the delivery of housing at Macquarie Point, including a portion set aside as affordable, essential work or social housing’ (*Performance milestone 5, Additional Terms 1.v*)

The Residential Development and Public Foreshore Zone provides for a residential development that includes affordable housing for key workers in the health sector, as well as maintaining public foreshore amenity and infrastructure in that locality, as set out in the *Precinct Plan*.

This concept has been tested working with Homes Tasmania and the Department of Health, to respectively own and access housing to support key health workers and support the delivery of health services in nearby facilities includes at the Royal Hobart Hospital. It has also been informed by feedback received through the *Precinct Plan* consultation; discussions with the Regatta Association, to include pavilion facilities, and ensure the continued access to public marine foreshore and infrastructure is maintained and improvements are informed by planned future use; and some early market testing to confirm viability.

Affordable housing for key health workers

The delivery will be market-led, with the selected developer required to meet a brief that includes:

- the provision of commercial spaces on the public facing foreshore
- undercover car spaces for residents and tenants
- integration with the public foreshore
- a mixture of apartment offerings with both water and city views, with 15-20 percent of these to be affordable housing for key workers in the health sector.

The 15-20 percent allocation of housing for key workers in the health sector reflects feedback from consultation with the Department of Health and was supported by market-engagement.

The development is in walking distance to the Royal Hobart Hospital. Importantly for the Department, this will offer security in access to accommodation at an affordable price to support the delivery of health services.

The affordable housing options are planned to be a range of one to two bedrooms within the development.

Community and Commercial Space

Importantly, the zone will be more than just a housing development. It will deliver an activated ground floor of commercial spaces including for retail and/or food and beverage uses.

Access to the public foreshore will continue and will be enhanced, to open up and encourage public use of the space. The space will incorporate several different access points to support and encourage locals and visitors alike to visit the public waterfront and jetties from an accessible switchback ramp and stairways. This will ensure equitable access to the water’s edge and movement through the site on event days, such as the Royal Hobart Regatta, and every day of the week.

The development 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 are also proposed to be integrated into the development, as shown in the sections on the previous page.

Site Suitability

The following studies have been undertaken to ensure the project is development-ready:

- Environmental investigations
- Aboriginal Heritage investigations
- Coastal Inundation Hazards
- Preliminary yield concept design
- Site Services Investigation and Foreshore Condition Assessment
- Noise Assessment
- Natural Flora and Fauna
- Survey including title creation and land transfer
- Site transport and accessibility
- Access to utility and services

Process

The *Housing Plan* will be implemented as part of the Site Master Plan, through the seeking an update to the *Planning Scheme*, which will be followed by a procurement process to identify a preferred developer.

Next Steps



Access to Surrounding Amenity

In addition to the improved community facilities and ground floor commercial spaces within the zone, the proposed residential development will also be supported by connections to amenities across the Hobart CBD and wider Mac Point Site.

Travel times to key sites and facilities include:

- 1. Mac Point Eastern Commercial Zone**
 - Drive time: 1 minute
 - Walk time: 5 minutes
- 2. Doone Kennedy Hobart Aquatic Centre**
 - Drive time: 3 minutes
 - Walk time: 6 minutes
- 3. Queens Domain Tennis Centre**
 - Drive time: 3 minutes
 - Walk time: 9 minutes
- 4. Evans Street/UTAS Wapping Precinct**
 - Drive time: 3 minutes
 - Walk time: 10 minutes
- 5. Royal Hobart Hospital**
 - Drive time: 5 minutes
 - Walk time: 15 minutes
- 6. TasTAFE**
 - Drive time: 5 minutes
 - Walk time: 15 minutes
- 7. Hobart City Council and Service Centre**
 - Drive time: 5 minutes
 - Walk time: 16 minutes
- 8. Woolworths Hobart CBD**
 - Drive time: 9 minutes
 - Walk time: 20 minutes
- 9. Elizabeth Street Mall**
 - Drive time: 10 minutes
 - Walk time: 22 minutes
- 10. Centrepoint Shopping Centre**
 - Drive time: 10 minutes
 - Walk time: 24 minutes



Figure 80: Access to surrounding amenity from the Residential Development and Public Foreshore Zone



7.3. Site Activation

The Mac Point Master Plan provides a carefully considered spatial framework to deliver a connected, layered and active series of spaces, allowing for 24/7 programming.

Plazas throughout the Site will create a welcoming atmosphere, allowing visitors to relax, socialise, and enjoy amenities. These flexible settings will accommodate activities beyond Stadium events, such as live sites, cultural events, outdoor dining, markets, play and community gathering, maximising the use and activation of the site.

The relocated Goods Shed to the north will be transformed into a hospitality hub—featuring permanent food and beverage outlets, covered dining, and entertainment experiences—with the potential to operate independently of events held in the Multipurpose Stadium. The site allows for the potential integration of sports and recreation spaces focused around the active escarpment area, while active play areas, exercise stations, and youth programs will be dispersed throughout the wider site.

To the southeast of the Site, mixed-use areas will offer opportunities for Tasmanian businesses to thrive. Future tenancies may include small-scale retail shops and venues for community events such as markets and pop-ups to promote Tasmanian produce and support local artisans.

Proposed residential development at Regatta Point 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. A reimagining of the jetties and associated circulation spaces will create a more pedestrian friendly zone, and a new accessible path connecting Regatta Point with the rest of the Mac Point Site will provide opportunity for the proximity to Timtumili Minanya (the Derwent River) to be experienced and enjoyed.



Figure 81: Richards and Spence, Fish Lane Precinct, 2020. Photograph by David Chetfield.



Figure 82: Babied Architectes, Paris Jouffroy School Extension, 2006. Photograph by Patrick Tourniboeuf.



Figure 83: Winter Feast During Dark Mofo, 2018. Photograph by Kristoffer Paulsen, Sydney Morning Herald.



Figure 84: Space Caviar, Arcipelago di Oeno, 2016. Photograph Courtesy of Space Caviar.



Figure 85: Twohill & James, Harvey's Bar & Bistro, 2016.



Figure 86: JPE Design Studio, Thorndon Park Playground, 2022. Photograph by David Sievers.



Figure 87: Nhoaw Architects, Yulin Alley, 2019. Photograph by ICYWORKS, ArchDaily.



Figure 88: Turf Design Studio, Spice Alley and Kensington Street, 2015. Photograph by Best Restaurants.



Figure 89: Oslo Waterfront, 2020. Aftenposten.

The Master Plan will create a series of dynamic and integrated zones, that are welcoming and feature uses and activities year-round.

Residential Development and Public Foreshore Zone

- 1. Public boat ramp and boat parking
- 2. Public waterfront promenade and jetties
- 3. Regatta Point ferry terminal / marina
- 4. Ground floor commercial spaces including restaurants and outdoor dining
- 5. Local park with seating and viewing nodes
- 6. Residential

Rivulet to River

- 7. Potential for recreational escarpment edge - youth space, adventure play and nature play
- 8. Potential for seating nodes
- 9. Shared path connecting to Intercity Cycleway
- 10. Bus drop off and pick up

Stadium Zone

- 11. Active frontages with spill out activation such as outdoor dining
- 12. Temporary events space
- 13. Seating nodes

Eastern Commercial Zone

- 14. Active frontages with ground floor commercial uses, and spill out activation such as outdoor dining

Aboriginal Culturally Informed Zone

- 15. Aboriginal Culturally Informed Zone

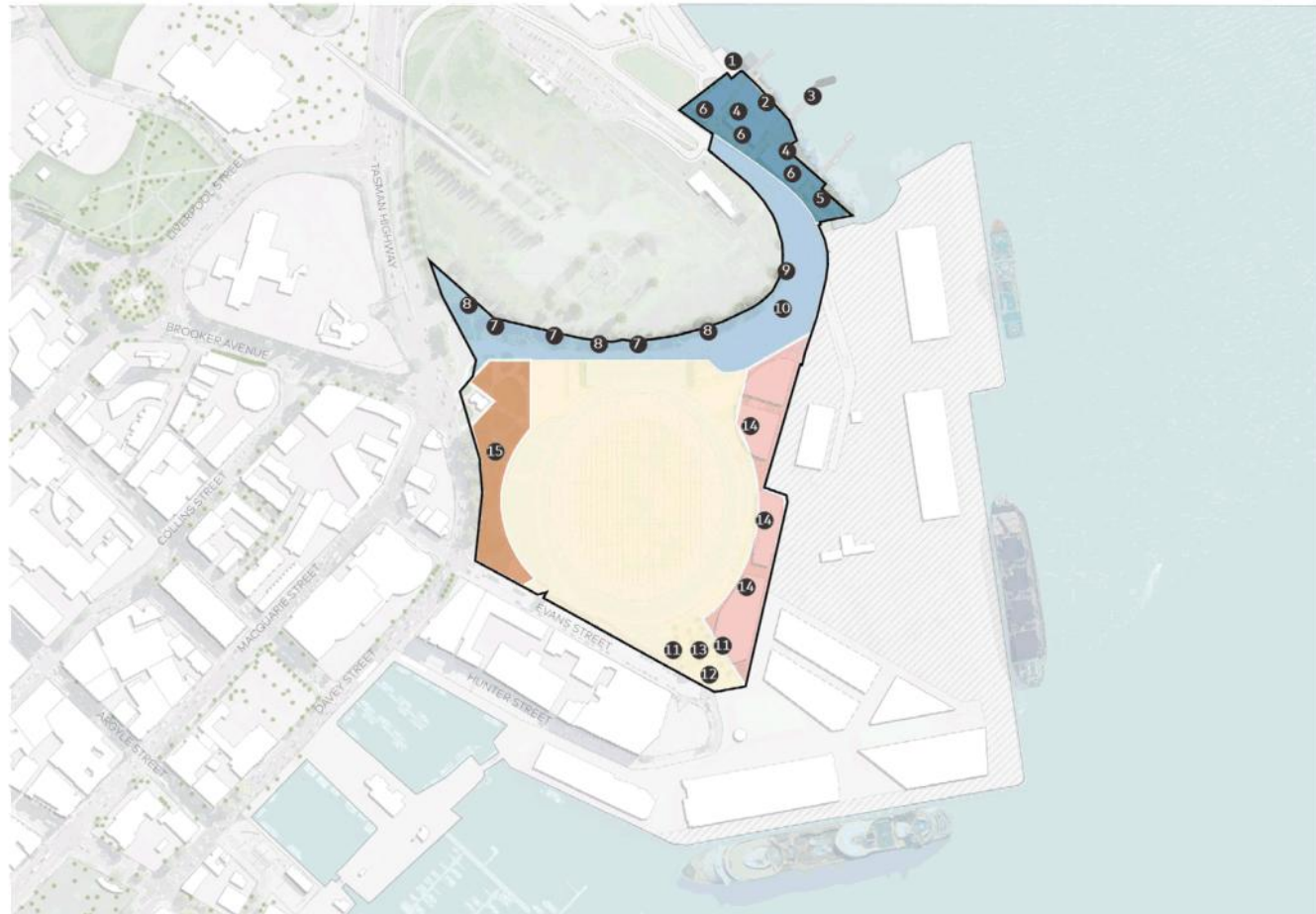


Figure 90: Uses and activities present in the public domain



7.4. Activity Nodes and Active Frontages

The cluster of active frontages at the southeastern corner of the Site, within the Eastern Commercial Zone, forms a key activity node. This corner serves as the primary pedestrian entrance to the Stadium, framed by outward-facing active frontages on both the Stadium and adjacent buildings. Thoughtful design enhances the street's liveliness, interest, comfort, and safety for pedestrians.

In the northeast, active uses within the Stadium and the Goods Shed define the bus entry plaza, complemented by active frontages in the Eastern Commercial Zone. The high pedestrian traffic in this area will benefit from a well-integrated design.

Regatta Point, with its active interface to the Derwent River, focuses pedestrian movement along the foreshore.

Together, these three nodes establish a continuous chain of activation, guiding pedestrian flow through the site from north to south.

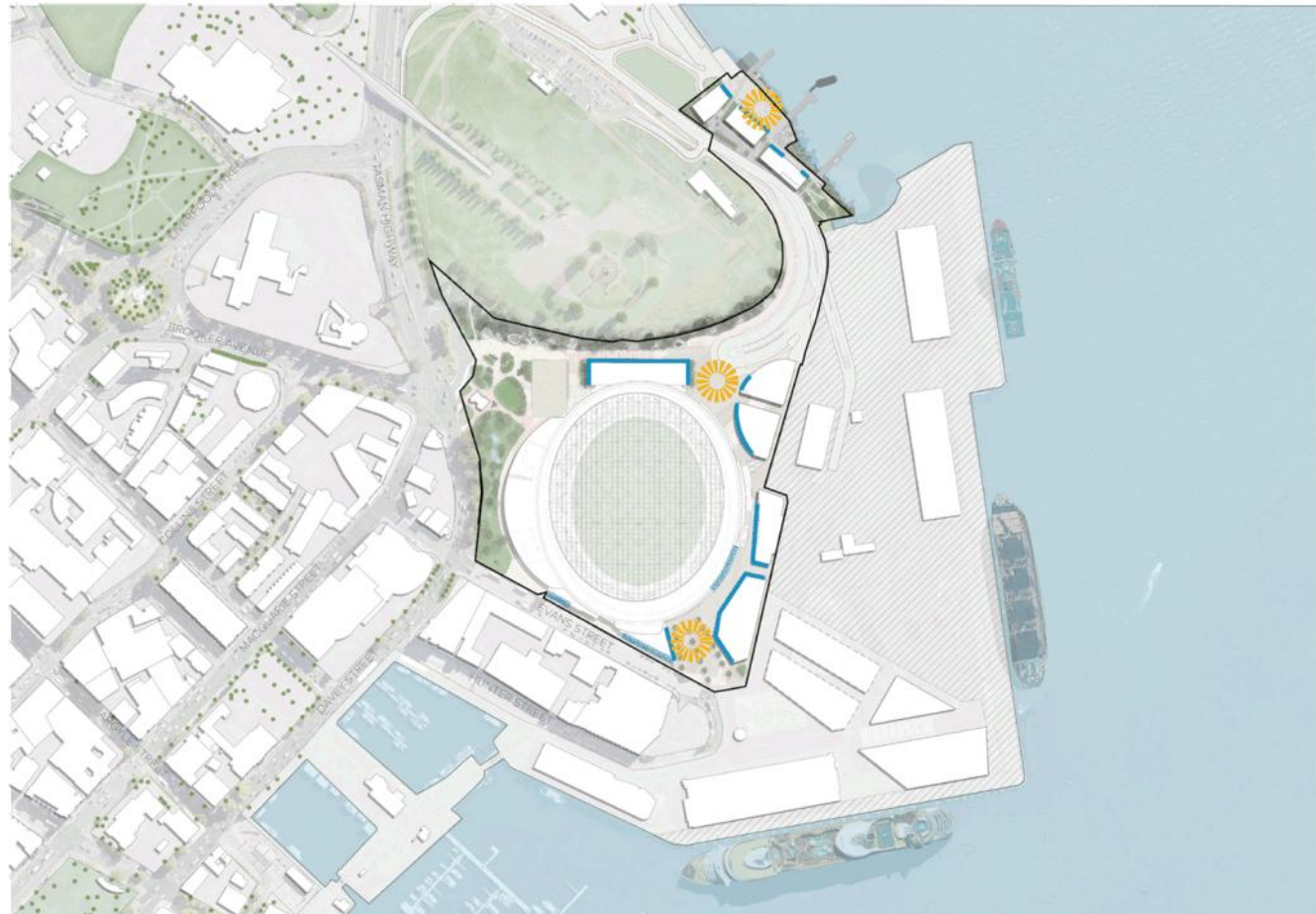


Figure 91: Activity Nodes and Active Frontages

■ Site Boundary ■ Active frontages ■■ Two-way active frontage ☀ Activity node



7.5. Built Form Strategy

There are three zones within the site where future built development is planned and to which the Built Form Strategy will apply: the Eastern Commercial Zone, the Residential Development and Public Foreshore Zone, and the Aboriginal Culturally Informed Zone.

The future built form of the Eastern Commercial Zone will be perceived as part of the Cove Floor and should reflect the industrial character of the site's historical and current uses. Developments in this zone should also express the notion of building on reclaimed land, conveyed through setbacks, built form, scale, and materiality.

Located to the northeast of the site, the Residential Development and Public Foreshore Zone at Regatta Point sits outside the Cove Floor and will reflect qualities unique to its waterfront setting. Development in this area should have a lighter relationship to the ground and allow the site's natural slope toward the water to remain legible and celebrated.

The northern Rivulet-to-River area is identified as one of the site's major plaza and open space areas. It will include minimal built form and is not subject to the built form strategy.

Aboriginal groups from across Tasmania were consulted in developing the concept for the Aboriginal Culturally Informed Zone. There was broad agreement on activating the area with community spaces for gathering and ceremony, alongside commercial uses such as cafes, galleries, and makers' workshops.

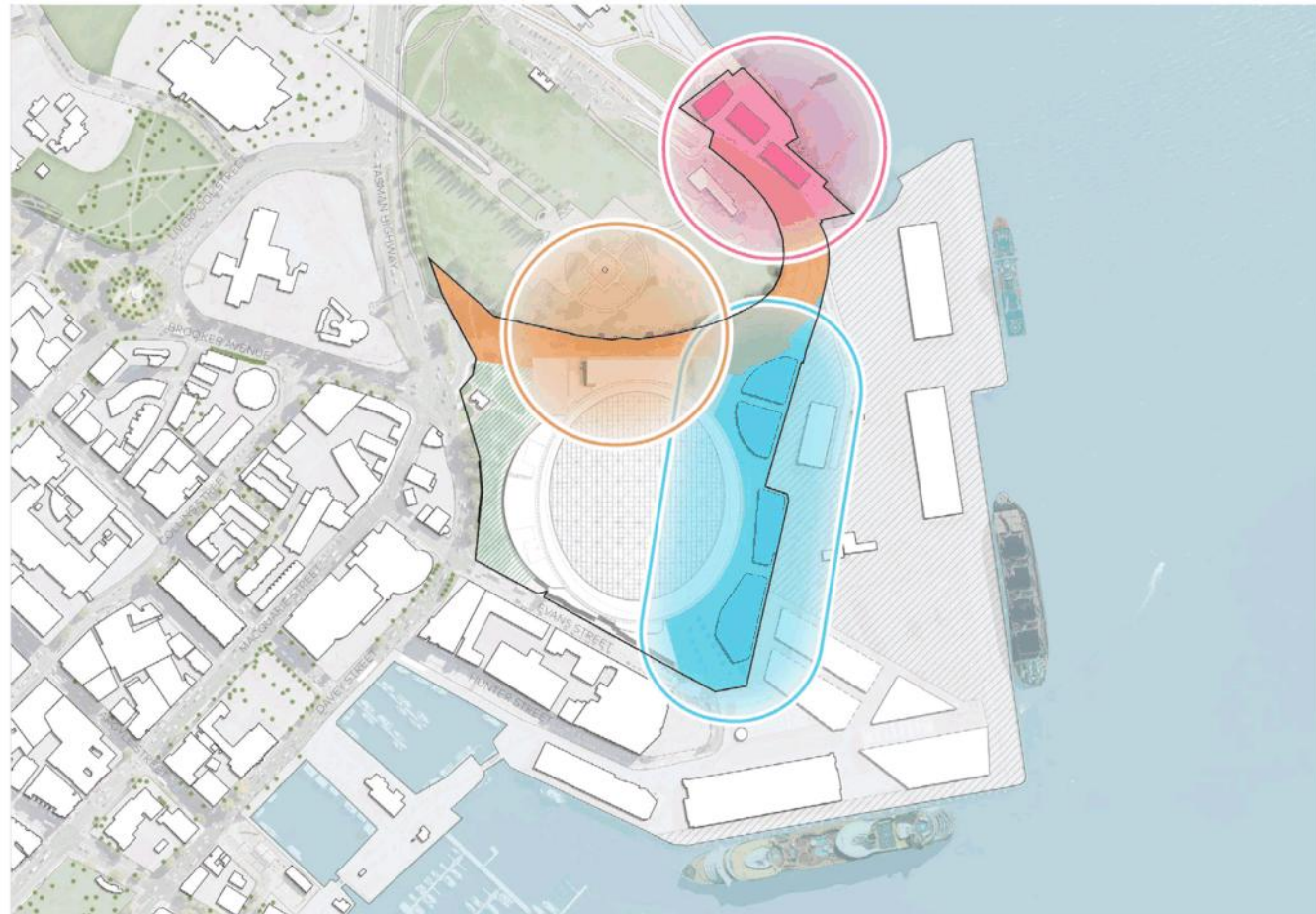


Figure 92: Mac Point Master Plan highlighting the zones for future built form development



7.5.1. Residential Development and Public Foreshore Zone

Setbacks

Setbacks to the water and public space

1. Setbacks to the public waterfront promenade and particularly on the ground floor.
2. Setbacks between buildings to maintain sight lines through the site from the rear/western boundary to the water and to allow for some solar access.

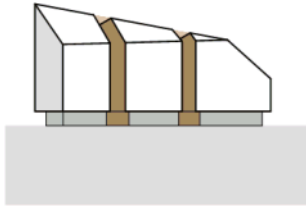


Figure 93: Vilhelm Lauritzen Architects + Cobe + LYTT. Krøyer Square, 2016. Photograph by Rasmus Hjortshøj, ArchDaily.



Figure 94: Leibar Seigneurin Architects. Concerto, 2015. Photograph by Unknown Source.

Form and scale

Allow the sloping site and waterfront to be readable

1. To be read as a series/cluster of forms from a whole.
2. Raised form allows a permeable and accessible ground floor terrain.
3. Maximum height RL24: designed to minimise visual impact from the Cenotaph towards the Derwent River.
4. Potential for interpretation of the gable / hipped roof form of the neighbouring Navy drill building.

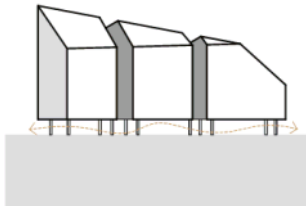


Figure 95: PLAZMA and Paleko Arch Studioja. Housing Development: Rasu Namal, 2015. Photograph by Nabert Tukaj, ArchDaily.



Figure 96: Ayre Chamberlain Gaunt. Shinfield Community Centre; Design Competition, 2018.

Materiality

Lightweight forms over the extended promenade and jetties

1. Floating forms of lightweight material such as timber to be in keeping with neighbouring Navy drill hall.
2. Gentle grounding and connection to Site.
3. Ground floor plane to be continuous from the waterfront to the rear of the site and celebrate the jetty language of timber and concrete.

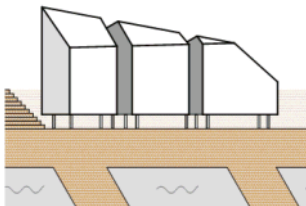


Figure 97: ADEPT. Vestre Fjord Park, 2017. Photograph by Rasmus Hjortshøj, Design Boom.

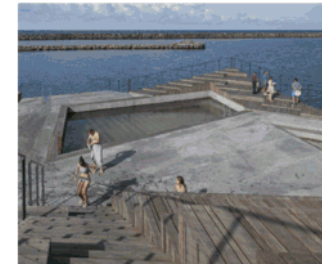


Figure 98: White Architects. Hasle Harbour Bath, 2013. Photograph by Signe Find Larsen, ArchDaily.



Figure 99: Artist's Impression of Residential Development and Public Foreshore

7.5.2. Eastern Commercial Zone

Setbacks

Buildings are to have setbacks to Stadium and Ports boundary

1. Setbacks on ground floor and roof levels for solar access and landscaping.
2. As part of the Cove Floor, allow sufficient curtilage around buildings so that they can be read 'in the round' and express the functions and activities within (learning on display).
3. Ensure a minimum 10m setback to the Stadium at the ground floor to accommodate event circulation and emergency vehicle access.
4. Maintain a minimum 4.5m setback from the Ports boundary, to provide for ventilation shaft for carpark facilities.
5. Mechanical / services plant to be set back from facade and screened with quality materials and detailing.

Form and scale

Reflect the past and existing industrial structures of the site.

1. Free-standing form on the cove floor.
2. Larger grain similar to that of neighbouring sheds and structures
3. Max height of building is RL24; gutter level of Stadium RL25.5.
4. Interpretation of the gable roof forms of industrial / storage sheds.

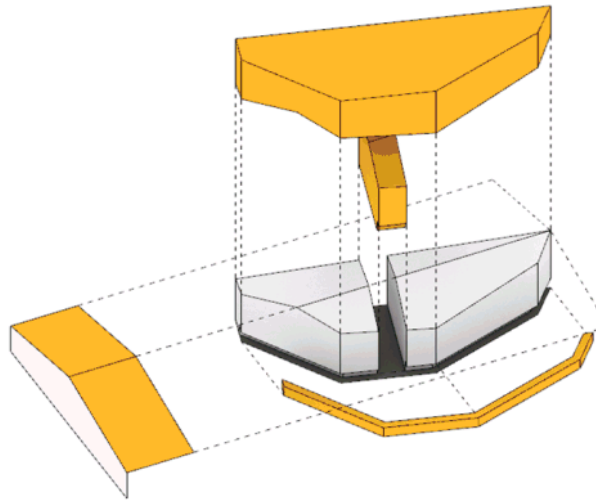


Figure 104: Bang Architects. ZAPADOS. 2011. Photograph by Julien Lanoë. ArchDaily.



Figure 103: Paul Leber Architekten + Bleckmann Krays Architekten. Kult. 2018. Photograph by Brígida Gonzalez. ArchDaily.

Materiality:

Industrial and utilitarian materials.

1. Steel, timber, concrete.
2. Other lightweight industrial materials.
3. Detailing of connection to the Cove Floor.



Figure 100: Goffart-Polome Architects. Salt Warehouses. 2020. Photograph by Antoine Richez. ArchDaily.



Figure 101: Wiel Arets Architects. Kwakkel Showroom. 2002. Photograph Courtesy WAA, WAA.

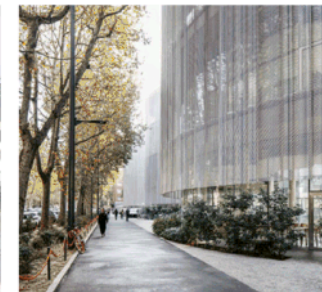


Figure 102: SANAA. Bocconi Campus. 2021. Photograph by Filippo Fortis. Dezeen.



Figure 105: Artist's Impression of Entry Gate 4 to the Stadium within the Eastern Commercial Zone

Setbacks

Buildings are to have setbacks to Stadium and Ports boundary

1. Setbacks on ground floor and roof levels for solar access and landscaping.
2. As part of the Cove Floor, allow sufficient curtilage around buildings so that they can be read 'in the round'.
3. Ensure a minimum 10m setback to the Stadium at the ground floor to accommodate event circulation and emergency vehicle access.
4. Maintain a minimum 3m setback from the Ports boundary, except for building cores.
5. Mechanical / services plant to be set back from facade and screened with quality materials and detailing.

Form and scale

Reflect the past and existing structures of the site

1. Series of forms with a shared continuous facade.
2. Medium grain similar to that of adjacent buildings along Evans Street.
3. Max height RL 24: 4 storeys to match Evans Street.
4. Interpretation of the gable and sawtooth roof forms of factory buildings along Evans Street - mostly behind parapets suggesting flat tops on some façades can be read from street level.

Materiality:

Industrial and utilitarian materials

1. Masonry - however does not replicate buildings on Evans Street.
2. Fine grain texture / repeated elements on facade material.
3. Rhythmic articulation on facade as seen with pilasters and windows along Evans Street.
4. Detailing of connection to the Cove Floor.

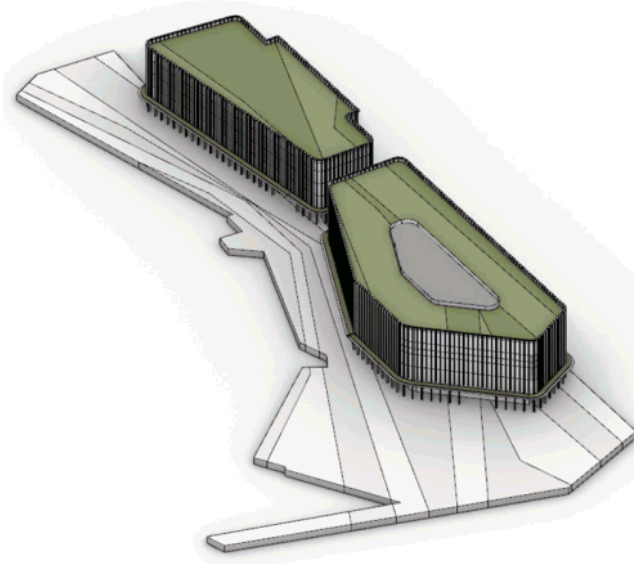


Figure 110: Hitzig Millitello Arquitectos, Manduca Market, 2021. Photograph Courtesy Hitzig Millitello Arquitectos, ArchDaily.

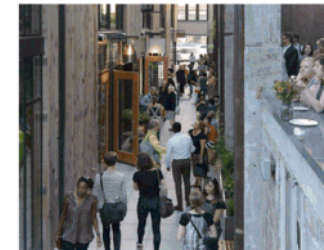


Figure 109: Dunn & Hobbes, Graham Baba Architects and SKL Architects, Chophouse Row Seattle, 2015. Photograph by Alex Garland, Build.



Figure 106: Boris Bouchet Architectes, Guillaume and Ramillien Architecture, 'Val de Scarpe' Education Center, 2019. Photograph Courtesy of Boris Bouchet.



Figure 107: Playstreet, Collins Court, Hobart, 2015. Photograph by Unknown Source, NDB Space.



Figure 108: ENCORE HEUREUX Architectes, The Circular Pavilion, 2015. Photograph by Cyrus Cornut, ArchDaily.



Figure 111: Artist's Impression of Entry Gate 1 to the Stadium within the Eastern Commercial Zone

7.6. Future transport

7.6.1. Public transport and related projects by others

Rapid Bus services are planned for Hobart and would provide frequent and direct services between Hobart CBD, Glenorchy, Kingston and Rosny Park via corridors from the north, south and east.

Mac Point is located at the city interchange for proposed new rapid bus services. The site is well positioned to support safe, seamless, and efficient passenger movement across platforms and surrounding areas. While the project scope does not currently include major infrastructure upgrades, broader planning has identified opportunities to enhance connectivity between the city and Mac Point. In parallel, the operation of the Macquarie, Davey, and Brooker intersections is expected to be reviewed in response to increased pedestrian demand and evolving movement patterns. These improvements, alongside the introduction of rapid transit services, would position Mac Point as one of the most accessible public transport destinations in Greater Hobart.

A short walk south along the Hobart waterfront, the existing Bellerive ferry service is an effective way to travel to the eastern shore. An expanded ferry service is planned to connect further afield to Lindsfarne, Sandy Bay and Wilkinsons Point. In the future, event services may service Regatta Point directly with a new terminal to be built.



Figure 112: New transport infrastructure

- | | | | |
|-----------------------|----------------------------|------------------------------|----------------------|
| Site boundary | Rapid bus northern suburbs | Bus plaza | Rapid bus north east |
| Rapid bus south | Northern access road | Intersection to be optimised | Ferry stop |
| Existing ferry routes | Potential ferry terminal | Potential ferry routes | |



7.6.2. Active travel network

The site will benefit from permeable and connected pathways along either side of the Stadium's exterior, linking to high-quality public spaces along the Northern Access Road and Evans Street.

Development of the site will draw pedestrian circulation away from the Davey Street corridor to reduce pedestrian, cyclist and traffic conflicts along the existing shared path. This will also support more activity and passive surveillance along eastern periphery of the Stadium. Additionally, this pathway will provide daily access to the development sites, and a relaxed and attractive route for recreational and commuter riders to roll down to Sullivans Cove and Salamanca.

Improving the experience of the waterfront is a long-standing ambition for the city. The precinct will contribute to this with new, accessible green spaces at Regatta Point. The Stadium forecourt will create a public plaza opening a warm welcome for cruise passengers.

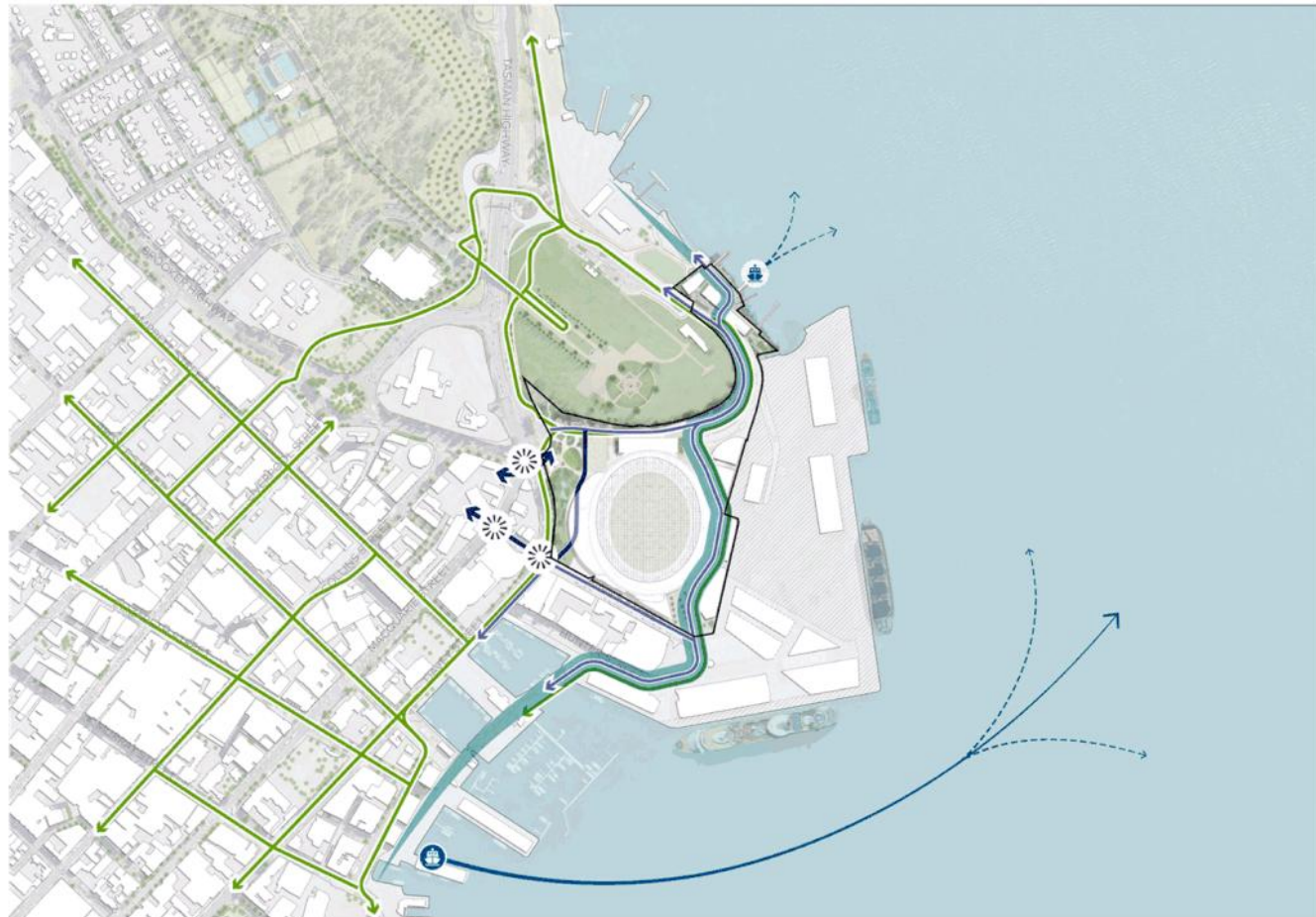


Figure 113: Pedestrian movement



7.6.3. Vehicle access and parking

Mac Point Site is designed to prioritise people walking, riding and using public transport. Private vehicle movements will be managed to prioritise access for service / emergency vehicles and local traffic.

The delivery of the Northern Access Road will transform access to and from the Port of Hobart by providing direct access to and from the Tasman Highway to the north of the Port. This investment will ensure the Port remains connected and productive alongside the new stadium. The new road will also reduce truck movements on Evans Street, enabling the opportunity to reconfigure the generous street as a place for people.

Evans Street is not part of the Master Plan. However the development will affect the way that Evans Street functions in the context of Greater Hobart. Evans Street will continue to accommodate private vehicles as well as over-height and over-length vehicles linked to Port operations. Access to the Port will be maintained during and after construction to support ongoing operational efficiency.

There is limited car parking for the precinct, concentrated on meeting the day-to-day vehicle needs for the uses of the new buildings on the eastern side of the stadium. This parking will be consolidated and carefully managed to meet demand. The underground car park will be accessed via the bus plaza.

Day-to-day, the bus plaza and Evans Street will provide for short-term parking, pick up drop off and accessibility needs. On-street parking controls will be carefully designed to get the most from limited kerb space and enable the best access for people to the precinct.

The servicing of the Stadium involves vehicles entering via a ramp from the Northern Access Road, traveling along an internal service road beneath the stands, and exiting onto Evans Street. The semi-circular service road provides access to all the main hospitality and tenant spaces on the western side of the Stadium.

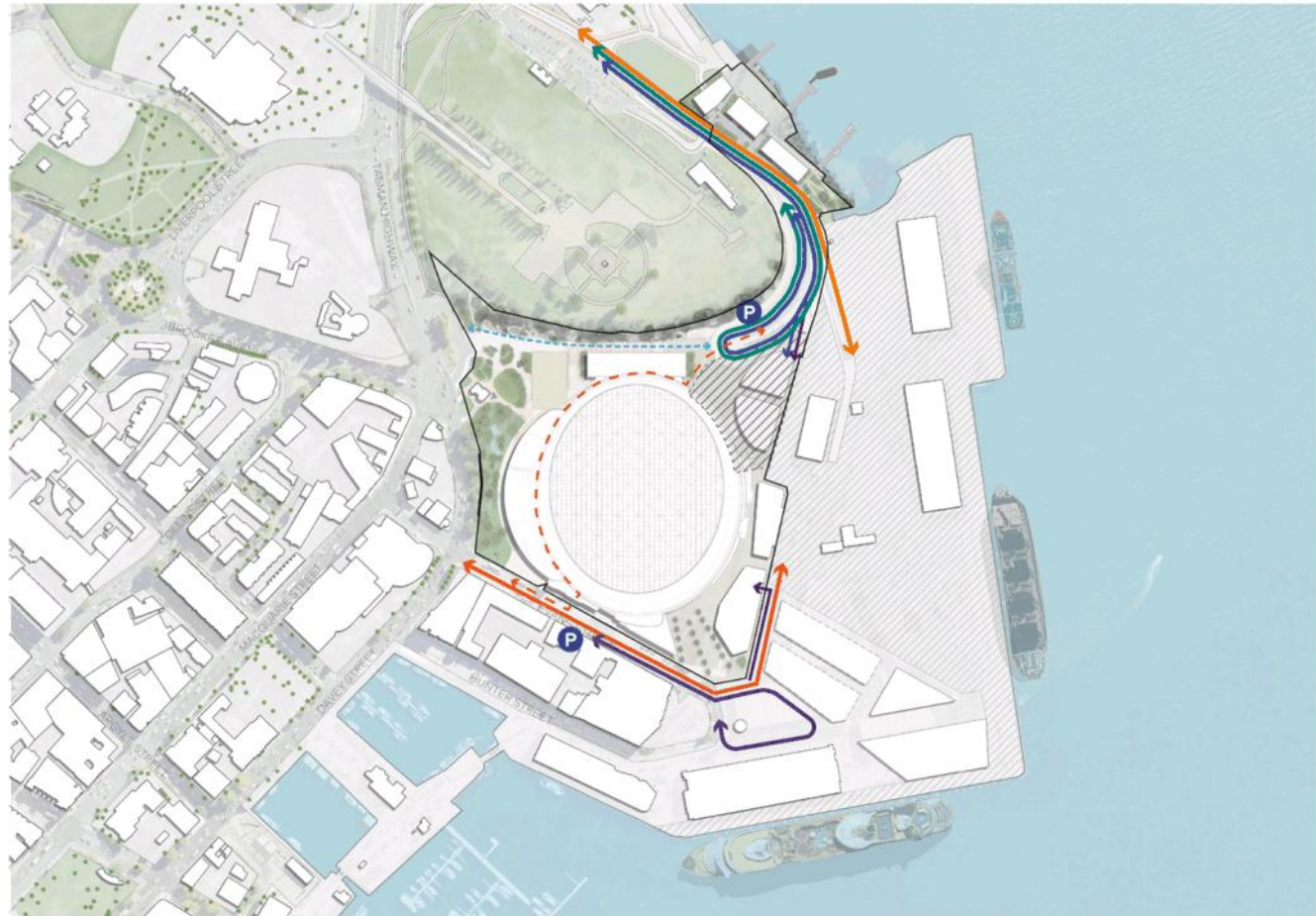


Figure 114: Proposed vehicular movement

- Site Boundary
- Bus access (event services only)
- Private vehicle car park access
- Future access for Port vehicles via Northern Access Road
- Events, service and emergency vehicle access only
- Cruise terminal access
- Stadium service access
- Mixed-use building service access
- Port vehicle access for long and overheight vehicles
- ▨ Underground Car Park
- P Short-term parking (non-event days)



7.6.4. Future pedestrian access

The pedestrian network around the Stadium must accommodate large volumes of patrons during ingress and egress periods associated with major events, ensuring the safe and effective flow of foot traffic to the Site and between transport connections. Outside of events, pedestrian access to, within, and through the Site will remain available, with restrictions limited to entry and exit from the Stadium.

Pedestrian movement is supported by through-site links along either side of the Stadium's exterior, connecting to pedestrianised zones along the Northern Access Road and Evans Street. Additionally, pedestrian traffic distribution will be directed towards lower-traffic areas at Hunter Street, signalised intersections along Davey Street. At-grade crossings along the Northern Access Road will enable direct, seamless connections between key areas of the precinct – including the Stadium, Regatta Grounds, and Foreshore.

The concourse plays a key role in circulation management while also offering a valuable public open space and a 360-degree pathway from which the Stadium can be experienced. It allows sunlight to reach all sides of the Stadium and encourages outward views from internal spaces. The configuration of the Stadium includes four public entries, one in each quadrant, strategically positioned to align with expected pedestrian arrival pathways.

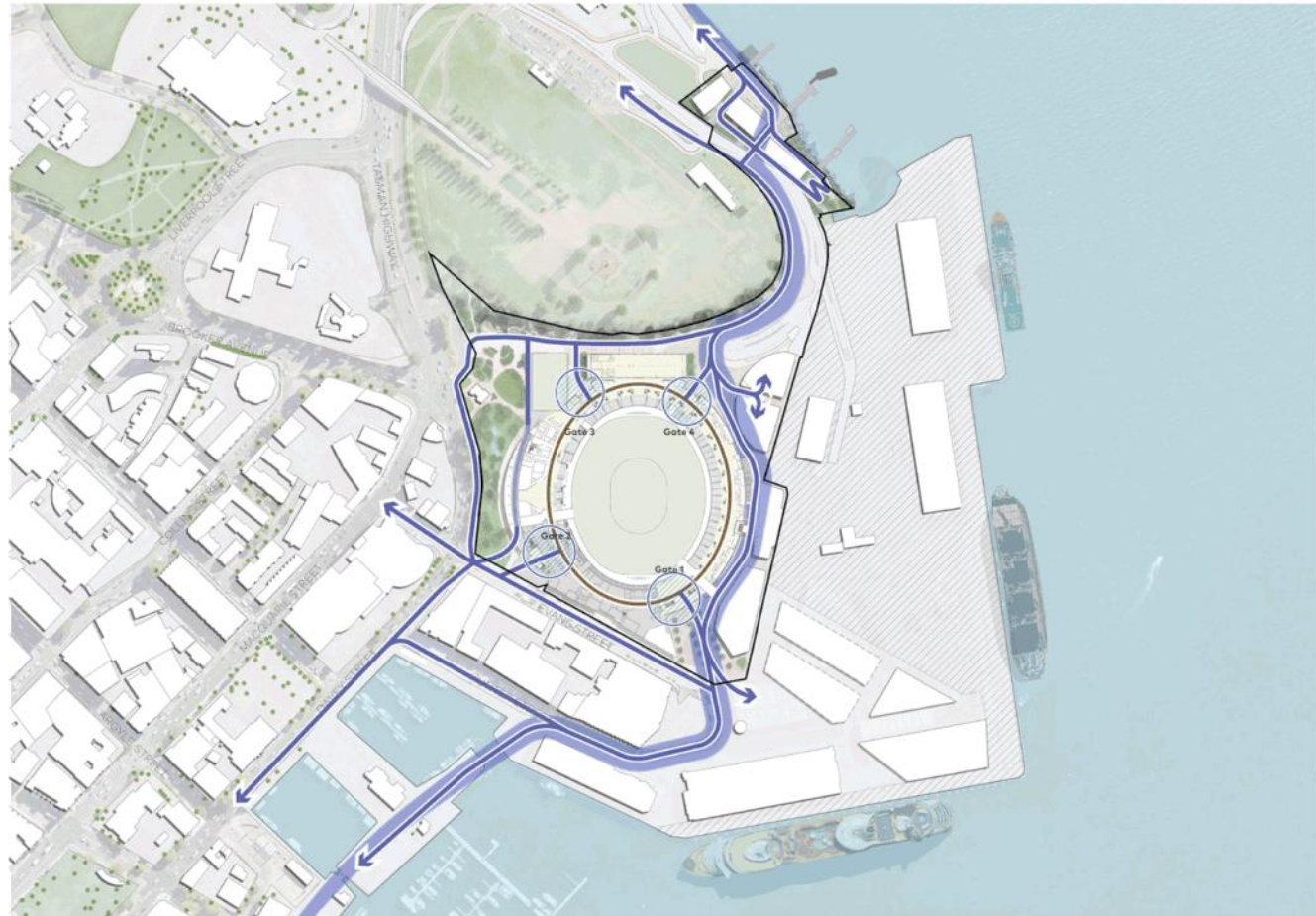


Figure 115: Pedestrian movement

- Site Boundary
- Internal pedestrian movement within Stadium concourse
- Through-site pedestrian movement
- Stadium entry gate
- New waterfront connections



1

7.6.5. Transport Objectives

Move 1 - Prosperous places

Legible and permeable public spaces connecting city business

Mac Point will be a vibrant and flourishing destination benefiting from proximity and connectivity to destinations in the Hobart Civic and Cultural Precinct.

Key cultural attractions include City Hall, Tasmanian Museum and Art Gallery, the Theatre Royal, Hedberg Performing Arts Centre and Federation Concert Hall. Together, this part of the city is a visitor destination of national significance and a great place to stay with numerous hotels in the area. Visitation analysis highlights this area as one of the busiest in Hobart (Urbis for CoH, 2022).

Building on this concentration of activity, arts and tourism, the Central Hobart Plan identifies the opportunities for higher value uses of Dunn Place car park and a Collins Street Vision Plan.

Mac Point will introduce new daily destinations such as the relocated Goods Shed and other hospitality tenancies. Beyond this, major economic output will be driven by a function venue and a significant uplift of office space.

To trigger economic activity day and night, public spaces will be welcoming and generous, connected

and permeable. Ease of access for people on foot is the most fundamental challenge to attract activity and investment to Mac Point and will require numerous interventions including those identified in the Central Hobart Plan.

Areas such as the bus mall should be designed for dynamic use of the space. This brings benefits and activity during non-event times, as is done regularly in places like Salamanca Place.



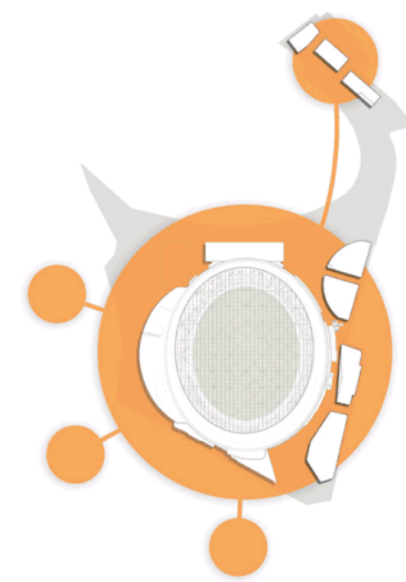
Strategic priorities

1. Public spaces are designed to be multifunctional, able to be programmed for daily activation or events greenstar
2. Stadium forecourt is seamlessly integrated with Evans Street providing an expansive new public plaza and outdoor event space
3. Shared mobility options are available from hubs for tourists, visitors and workers ✓



City shaping projects (future opportunities with others)

1. Work with Council to stitch Mac Point into the Civic and Cultural Precinct (CoH) Work with the University of Tasmania to facilitate a direct connection through to Franklin Wharf (UTas Southern Campus transformation)



2

Move 2 - North, south and east

Leverage adjacent rapid public transport links to all Greater Hobart

The Department of State Growth's *Keeping Hobart Moving* (Draft 2023) identifies an integrated network of public transport upgrades including new rapid bus services and an expanded ferry service. Mac Point is located at the city interchange station for north, south and east services. This will transform Mac Point to become the most well-connected destination via public transport in Greater Hobart.

The first stage of the rapid bus network is the Northern Suburbs Transit Corridor, first identified and funded in the *Hobart City Deal* (2019). The *Northern Suburbs*

Growth Strategy (DSG 2024) outlines land use uplift and medium-density development in the nearby suburbs of New Town, Lutana, Moonah, Derwent Park and Glenorchy. Direct, fast and frequent services between these activity centres and Mac Point will be transformational for Hobart both during events and day-to-day for city workers and visitors.

More immediately, in 2025 the Department of State Growth has commenced an operational review of the existing Hobart bus network. The review aims to determine updated routes and timetables that:

- Are reliable, easy to use, and convenient
- Improve access to jobs and everyday needs like shopping and social activities
- Make better use of available funding to benefit the most people.

This review is timely and opportune to connect to new jobs and homes at Mac Point.



Strategic priorities

1. Public spaces are designed to be multifunctional, able to be programmed for daily activation or events 
2. Stadium forecourt is seamlessly integrated with Evans Street providing an expansive new public plaza and outdoor event space
3. Shared mobility options are available from hubs for tourists, visitors and workers 

Movement through and within



City shaping projects (future opportunities with others)

1. Work with Council to stitch Mac Point into the Civic and Cultural Precinct (CoH) Work with the University of Tasmania to facilitate a direct connection through to Franklin Wharf (UTas Southern Campus transformation)

Movement to and from



3

Move 3 - Rivulet to river

A walkable spine interpreting the Hobart rivulet and linking Mac Point to city streets

Hobart's spectacular landscape is iconic. From Kunanyi to Molle Street, the Hobart rivulet is a 'ribbon of blue' home to platypus with great options for walking and riding. However, through the city centre and Mac Point the waterway runs out of sight beneath the surface.


A strong theme in the *Central Hobart Plan* (City of Hobart 2023) is to 'daylight' the rivulet with setbacks and active edges to the watercourse. Mac Point will continue the effort to recognise and where possible interpret the rivulet to attract people to walk, wander and relax.

This strategic goal brings the opportunity to connect with the landscape and culture of the place.

The arterial of Macquarie and Davey streets and Brooker and Tasman highways are critical for the movement of people and goods across Tasmania, and so grade separation is also required for road safety, economic performance and public transport access. The *Hobart Transport Network Operations Plan (2023)* is a joint document between DSG and City of Hobart the sets the performance targets for these roads.

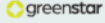
The operation of the Macquarie/Davey/Brooker intersection will be reviewed to respond to increased pedestrian demand. Without a safe path separated from traffic for those walking and riding, Mac Point will not achieve its future potential.




Near the Derwent River, the rivulet alignment continues underground to emerge near the potential ferry terminal.




Strategic priorities

1. A direct and convenient connection from Mac Point across the Northern Access Road to Regatta Point and the Derwent River
2. Direct and efficient crossings of Macquarie and Davey Street
3. Recognise and reveal the rivulet as an active public space



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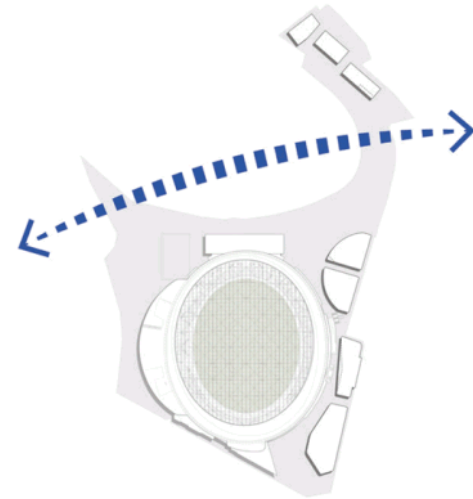
Movement through and within



City shaping projects (future opportunities with others)

1. Growth to explore opportunities for improved access and connectivity to unlock the full potential of Mac Point.

Movement to and from



4

Move 4 - New travel choices

A catalyst for mode shift to walk, ferry, bus or bike

At the core of the *Hobart Transport Strategy 2024* is a commitment to provide Hobartians more choices in how they travel. Mac Point and future associated projects will be the catalyst to an increase in walking, riding and public transport.

More people walk to work in Hobart than any other Australian capital, and of all trips less than 1km across Greater Hobart, 64% are made by walking. Within the City of Hobart, one in five walk to work each day.


There is a strong ambition to build on this, with the Tasmanian Government aiming to double walking, and

bike riding over 10 years (*Keeping Hobart Moving*, draft 2023). Council has committed to make walking is the preferred choice for short trips. With a network of path through and within the precinct the project will make a big contribution to these goals.

37% of Tasmanians report that they don't currently ride a bicycle for transport, but would be interested in riding with a safe and connected cycling network. As a major destination with new and improved cycling routes connecting to the Intercity Cycleway, Mac Point will enable more people to ride.

Future rapid bus and ferry service are set to bypass traffic congestion, and make public transport far more enjoyable, direct and frequent. A focus on connectivity to these adjacent future services will open access to Mac Point to thousands of residents.

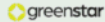
These new transport choices represent the quickest and most cost-effective ways to cut transport emissions and align with the *Transport Emissions Reduction and Resilience Plan (2024)*. Beyond infrastructure investment, green travel plan for new developments assist the community to adjust their travel choices for daily trips.



Movement through and within

Strategic priorities

1. Continuous and connected walking and cycling routes permeate the site and continue along Davey Street, the Northern Access Road, to development sites and onward to Franklin Wharf
2. Green travel plans are a planning requirement for development throughout the site
3. Wayfinding and behaviour change initiatives support new travel choices for both events and day-to-day



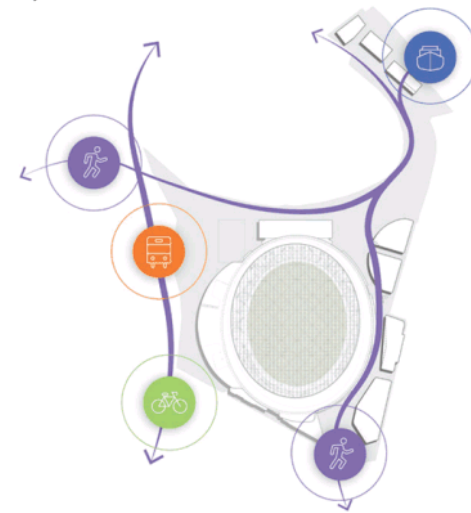
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Movement to and from

City shaping projects (future opportunities with others)

1. Collins Street is transformed to connect people walking and riding to and from the Central City (CoH Collins St Vision)
2. Direct walking and riding connections are easy to navigate and contribute to exceptional visitor experiences



5


Move 5 - Reprioritise freight access

Port movements are safe, discrete and efficient

As identified in the *Hobart City Deal (2019)*, the establishment of the Northern Access Road will transform access to and from the Port of Hobart by providing direct access to and from the Tasman Highway to the north of the Port.

This investment will reduce truck movements on Evans Street, enabling the opportunity to reconfigure the generous street as a place for people. This will be transformational for visitor experience when disembarking from cruise ships, with Mac Point offering a new drawcard to Hobart.

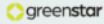
The Master Plan recognises the importance of the Port and its continuing access needs. There will continue to be a need for selected heavy vehicle access and coach movements to the Mac 2 cruise terminal. However, the mode priorities on this street will respond to the changing nature of this part of the city.





Movement through and within

Strategic priorities (see Chapter 4)

1. The interface with Evans Street is green, lively and active, responding to the evolving functions on the street
2. Loading and service access to the precinct is direct and discrete





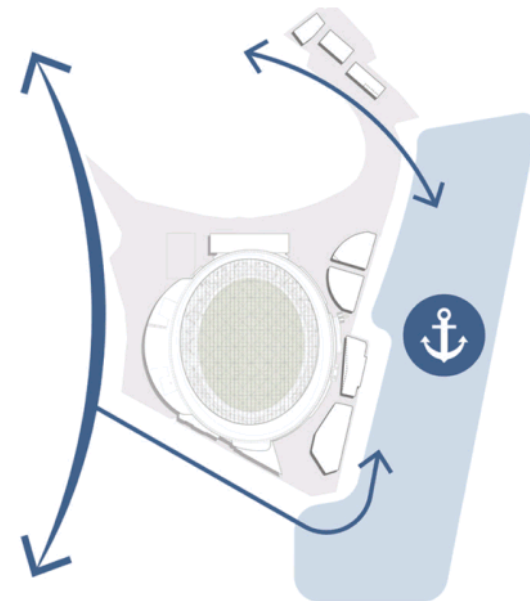




Movement to and from

City shaping projects (future opportunities with others, see Chapter 5)

1. Northern Access Road provides a new primary connection to the port to keep the city moving (DSG)
2. Evans Street is redesigned as a place for people (CoH)



6

Move 6 - Controlled and efficient vehicle access

Meeting day-to-day needs for vehicle access

The 'car-lite' approach for the precinct seeks to support the vision also the broader local and state directions towards sustainable travel modes.


There is limited car parking for the precinct, concentrated on meeting the day-to-day vehicle needs for the uses of the proposed buildings on the eastern side of the stadium. The available parking supply is optimised to manage demand during weekdays, weekends and at event times.

The Stadium bus plaza and Evans Street will function as short-term parking and drop off areas for day-to-

day access. Efficient use of kerbside space will enable better access for people to the precinct.

Under the stadium, there is vehicle access to support stadium services and emergency egress to Evans Street.

The residential buildings at Regatta Point will also have car parking, with parking rates set in recognition of the available transport options nearby.



Strategic priorities (see Chapter 4)

1. Multifunctional bus plaza, effectively using space for event times or day-to-day access
2. Emergency egress facilitated via Evans Street

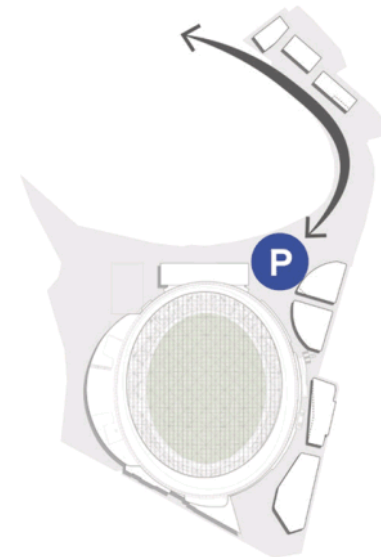
Movement through and within



City shaping projects (future opportunities with others, see Chapter 5)

1. Hunter Street pocket park and event space is integrated across Evans Street with Stadium Forecourt (UTas / CoH)

Movement to and from



7.7. Public Domain Strategy

The "public domain" refers to all of the streets, footpaths, open spaces, plazas, and other areas accessible for public use. These typologies are mapped in the figure opposite.

The public domain will reflect the cultural and historical context of the precinct, celebrating the site's transformation from natural coastline to a built Cove Floor, supporting intuitive way finding and legibility, and providing a platform for cultural expression.

- Squares
- Forecourts
- Parks
- Streets
- Stairways
- Laneways
- Waterfront

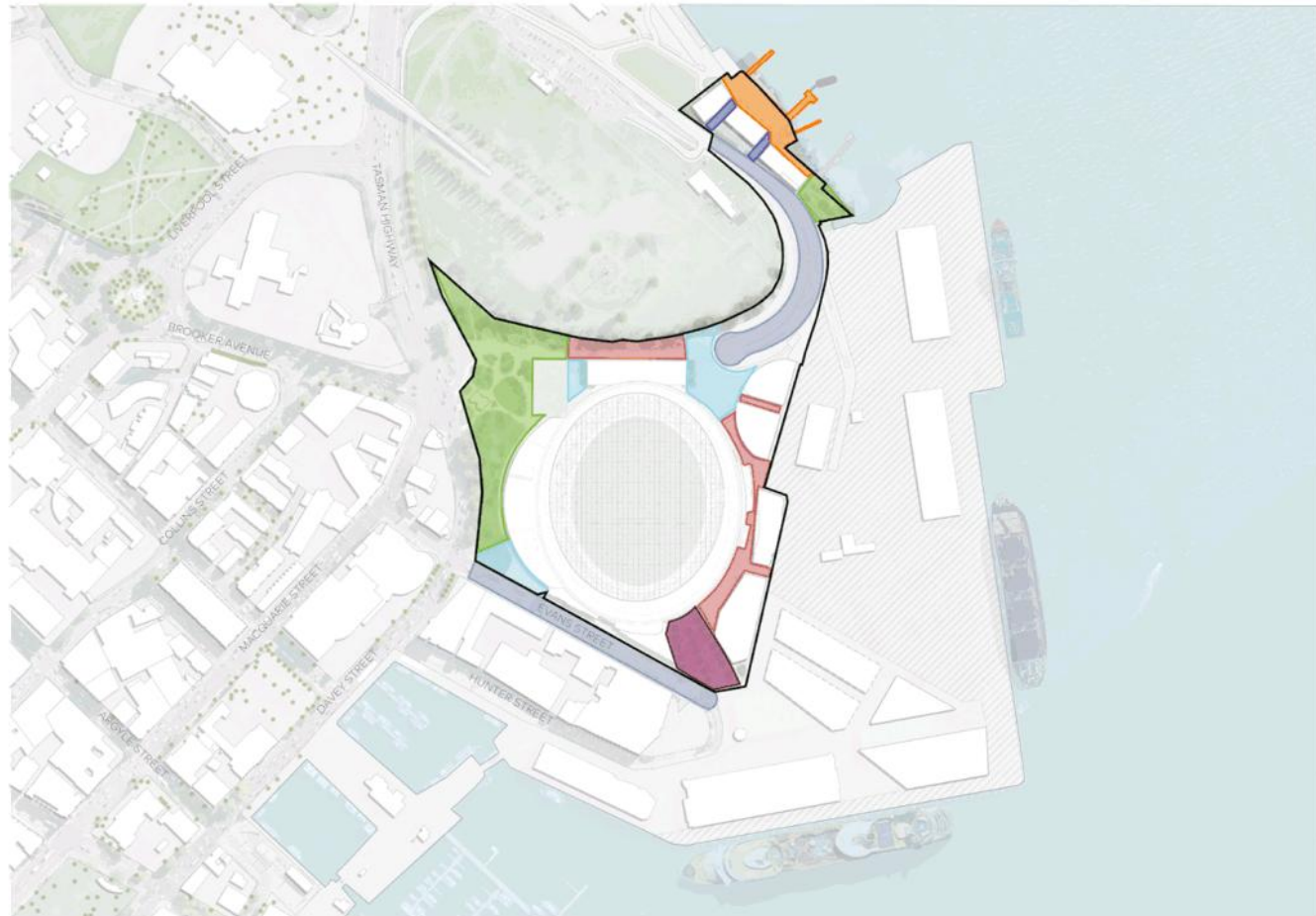


Figure 116: Public Domain Typologies



The following precedent images convey the vision of the public domain strategy, through the identified typologies.

Waterfronts

Public promenades, piers, and jetties that enhance public access and engagement with the water and water-based activities such as boating, kayaking, rowing, and ferry transport. Where possible also supporting estuarine ecologies to thrive.



Streets

Primary thoroughfares designed for high-volume movement, multi-modal transport access, pedestrian comfort, safety and connectivity.



Laneways and Stairways

Fine-grain connections where pedestrians are prioritised, supporting safety, permeability, and walkability.



Squares

Open spaces will foster civic life and social interaction, while also supporting accessibility and comfortable movement during events.



Forecourts

Transition spaces that create welcoming entry points into the precinct with amenities that provide year-round activation. They will feature generous seating, and flexible hard-paved areas.



Parks

Parks will provide recreation and ecological benefits. They will feature native plants, art, interpretation and nodes for active recreation such as half courts and exercise equipment or seating and interpretation.



7.8. Landscape and Open Space Strategy

The landscape strategy encompasses the performative and functional qualities of the public realm and introduces principles that underpin landscaping, water, and planting design that will be used across the various public domain typologies. The key guiding principles of the landscape strategy are:



Country

- Consideration of how the place will return to Country once it is constructed and opportunities to embed the *Designing and Building with Country framework* at every stage of the project.
- Use of primarily native and endemic plant species in the precinct planting palette.
- Protection and enhancement of key landscape views to and from the site.
- Protection of Aboriginal heritage on the site.
- Integration of traditional native food sources in the planting palette.
- Design of spaces (with the Palawa community) that allow for ongoing / living cultural practices to thrive.



Access and Equity

- Aim for the public realm to cater for needs of diverse user groups and all-abilities ensuring equity of access.
- Prioritisation of safe and comfortable pedestrian accessibility.
- Prioritisation of well designed, lit and safe movement paths that meet CPTED requirements and allow people to move safely through the site day and night.
- Creation of movement connections that promote a connected waterfront to City.



Environmental Sustainability

- Aim for 50% tree canopy cover in open space areas to promote urban cooling, shade and wind mitigation.
- Aim for on-site re-use of stormwater runoff from hard surfaces and roofs for irrigation, and the creation of bioretention and raingardens.
- Use of low embodied carbon materials and material re-use.
- Use of bioretention and raingardens to cleanse water before it enters the estuary system.
- Explore opportunities to support the health of the Derwent Estuary through the landscape and built form.



Climate Resilience

- The creation of a tree canopy will provide shade and mitigate wind, helping to reduce building heating and cooling costs.
- Improved resilience to waves and storm surge.
- Aim for 50% green and/or energy-producing roof coverage on buildings in the Eastern Commercial Zone and Residential Foreshore Zone. Green roofs can help mitigate the urban heat island effect, reduce and treat stormwater runoff, and enhance ecological outcomes. Remaining roof areas may support rainwater harvesting and reuse.



Landscape Character

- Reveal the original shoreline of Country through site planting and materials.
- Honour and protect European heritage.
- Re-establish copses of native Casuarina forests and ground covers to define natural ground and create a home for native fauna.
- Reveal historic quarrying activity by protecting the escarpment.
- Reference the industrial history of the Cove Floor through material and plant selection. The historic rail lines and historic building footprints could be interpreted through the paving design.
- Use the landscape to support active edges from the proposed buildings.

Regenerative Site Ecologies

The planned planting, combined with integrated water management, seeks to regenerate the endemic ecosystems that once thrived on the site and in its surrounding areas, which have been significantly altered or lost due to urban development. These could include:

- Wet ephemeral planting
- Coastal dune planting
- Open native grassland planting
- Open grassy woodland planting

The strategies behind the planting typologies include:

1. Re-establishment of native and endemic plant communities across the zones.
2. Interpretation of the original coastal edge can be achieved through the use of open grassy woodland species, such as Casuarina and Eucalyptus viminalis, in contrast to the lower-form coastal plantings proposed for the built areas of the Cove Floor.
3. Use of tree planting to the west and north to visually soften the impact and scale of the Stadium within a sensitive landscape context.
4. Potential opportunity to establish native wetland species at low points to capture on-site runoff to cleanse stormwater naturally before entering the River.
5. Potential opportunity to restore and enhance the estuarine shoreline through the planting of riparian and salt-tolerant species.
6. Opportunity to establish roof gardens within the commercial and residential zones, defined by kangaroo grassland ecologies.

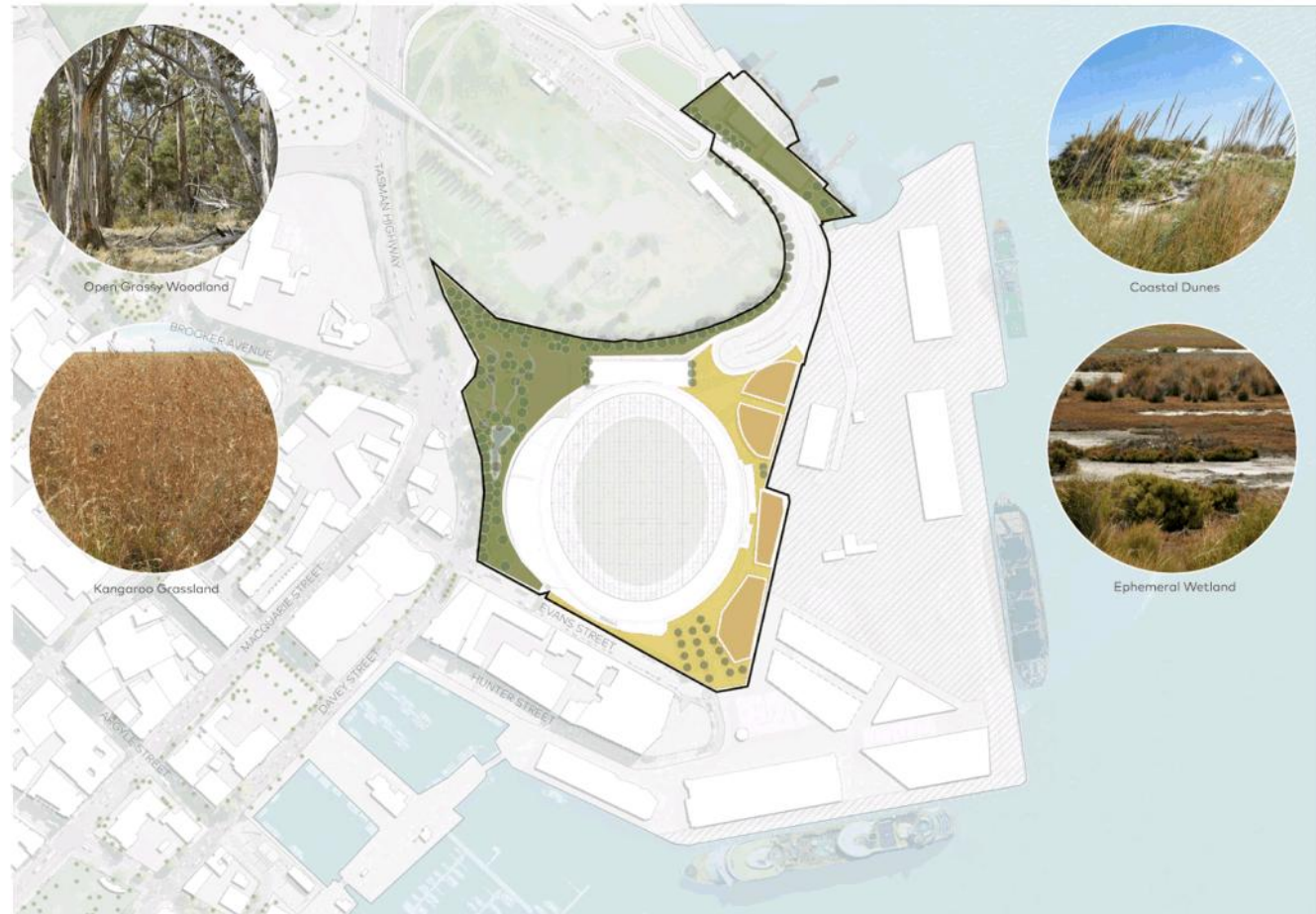


Figure 117: Regenerative Site Ecologies



7.9. Site Levels

The Master Plan site includes varied elevations. Along the eastern edge, the southeastern entrance plaza sits at RL 3.0, creating a level surface throughout the lower Eastern Commercial Zone. A sharp rise to RL 8.1 marks the transition to the upper Eastern Commercial Zone, aligning with the site's natural topography.

To the northeast, the plaza ranges from RL 7.5 at the Northern Access Road to RL 8.2 at the Stadium concourse entrance. To the west, the public domain near the Goods Shed meets the natural topography of the Tasman Highway at RL 8.0. The entrance to the Residential development at Regatta Point sits at approximately 8.0 before descending to RL 2.0 at the Derwent River foreshore.

Tasman Highway/Davey Street slopes down towards the Hobart CBD, dropping from RL 9.0 at the site's northwestern corner to RL 3.2 at the southeastern edge. The site's northern boundary is framed by the Cenotaph Headland, which rises steeply to RL 19.0 at the top of the escarpment.

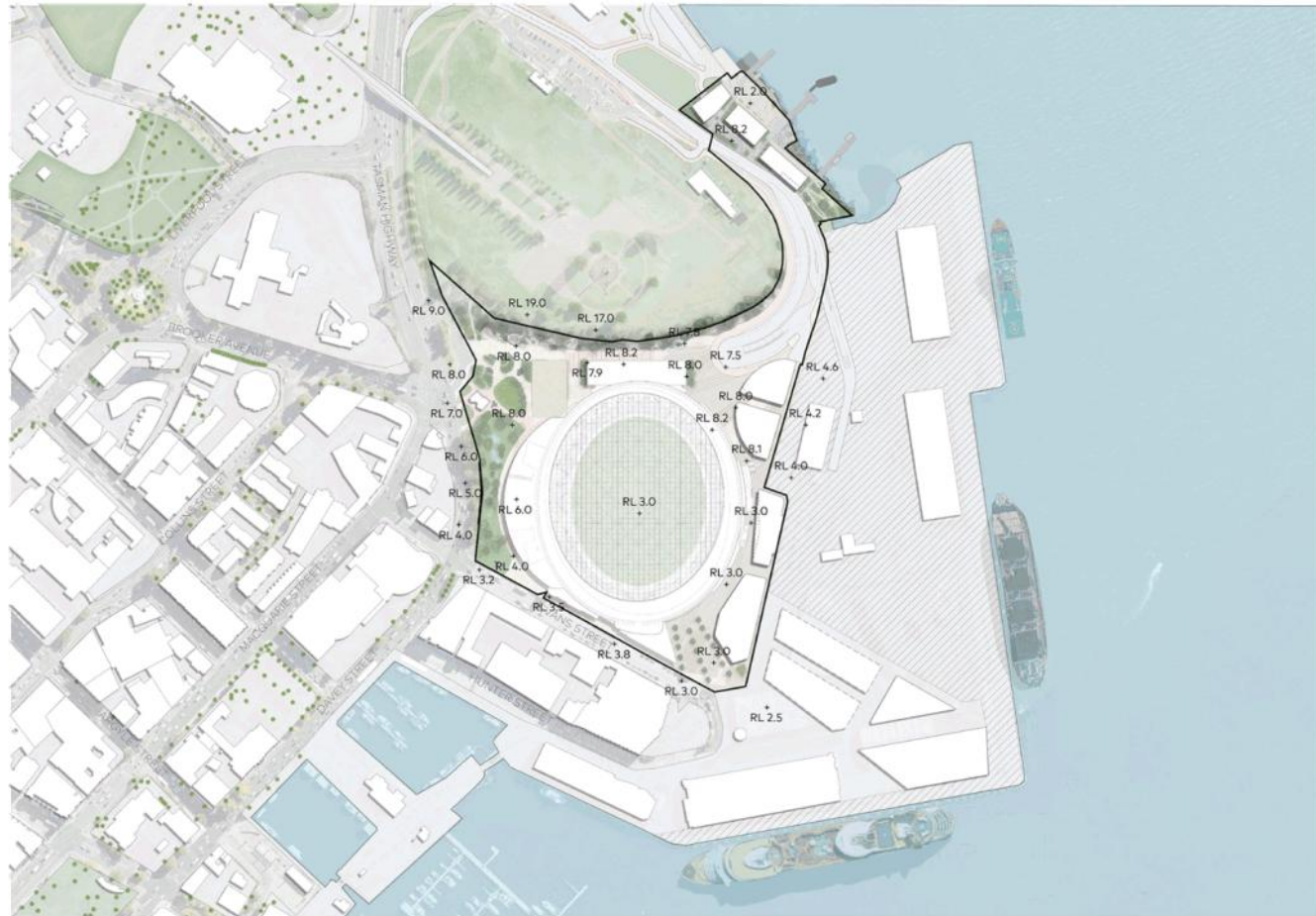


Figure 118: Site Levels

■ Site Boundary + Reduced Level of Site (RL)



7.10. Flooding / Stormwater

As noted in the preceding section on flooding and stormwater, there is no flooding impact on the broader Site Master Plan. The only area requiring mitigation is Regatta Point, where localised measures will be implemented to manage potential flood risk.

At Regatta Point, the promenade will sit at 2.0m AHD, with commercial and retail spaces at ground level set at 2.5m AHD. Residential levels begin at 7.0m AHD, which exceeds the required minimum of 2.2m AHD for habitable spaces.

Mitigation measures, including planters and stepped topography, will be implemented to reduce risks to property and pedestrian safety associated with potential wave overtopping.

Future drainage systems must account for the Multipurpose Stadium roof, which will collect and discharge significant volumes of water. To avoid overloading pedestrian areas, the Stadium's drainage should be managed separately from the surrounding public domain system.

Directing additional stormwater to western Evans Street should be avoided, as the existing connection is already at capacity and its reliability is compromised by heritage structures above.

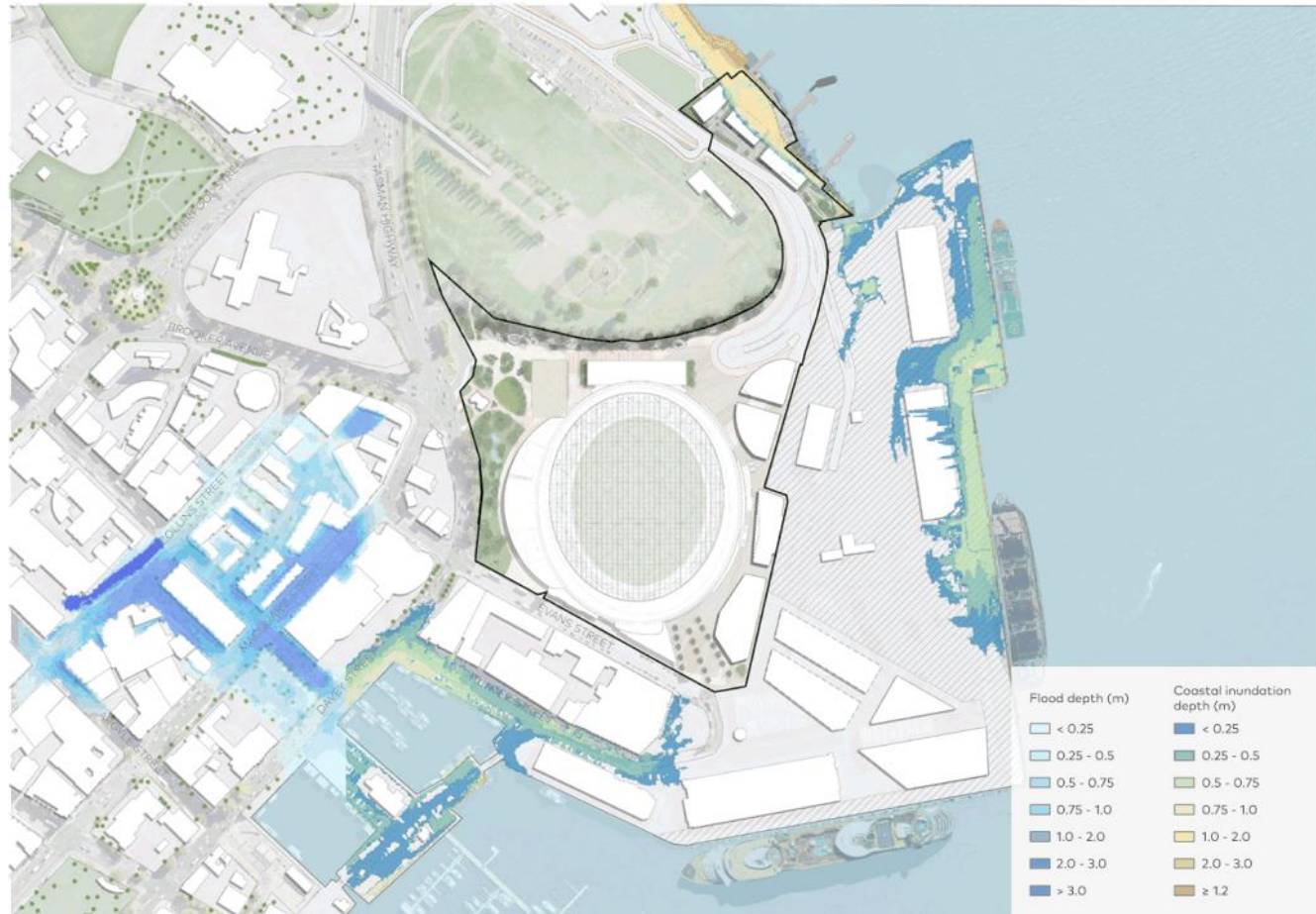


Figure 119: Flooding / Stormwater

■ Site Boundary



7.11. Public Art and Interpretation

There is significant opportunity for public art and interpretation within the Mac Point Site. As a vibrant and welcoming inner city site for sports, entertainment, arts and culture, the public art strategy will reflect this core mission, using creativity and intelligent design to elicit excitement and reflection in visitors to the site.

A holistic and considered approach to the precinct's public art and interpretation strategy will ensure the distinct zones of the larger Mac Point site feel connected. This will work to deliver a clearly delineated cultural destination within Sullivan's Cove. Strategies including embedding intuitive way finding devices, repeating motifs and employing a site-specific material palette will work to contrast unique and remarkable commissioned public art pieces.

Mac Point was cared for by the Muwinina band of the South Eastern Nation for thousands of years. Country is relational. Tasmanian Aboriginal public art and interpretation for the Mac Point Site will not exist in isolation but will sit within a larger network of places of living culture, connecting Mac Point to sites along the coastline of Tintumili Minanya (the Derwent River).

While future use of the site focuses on entertainment and the arts, Mac Point's industrial history will be acknowledged through public art and interpretation. The Cove Floor will reference this past through material and plant selection, with former rail lines and building footprints revealed where possible.

Public art and interpretation at the site will enhance the visitor experience of built form within the Mac Point precinct. Memorable and site specific, art and interpretation will be cleverly woven into the built fabric, celebrating Tasmanian artists, the site's unfolding history and the wider Lutruwita/Tasmanian context.

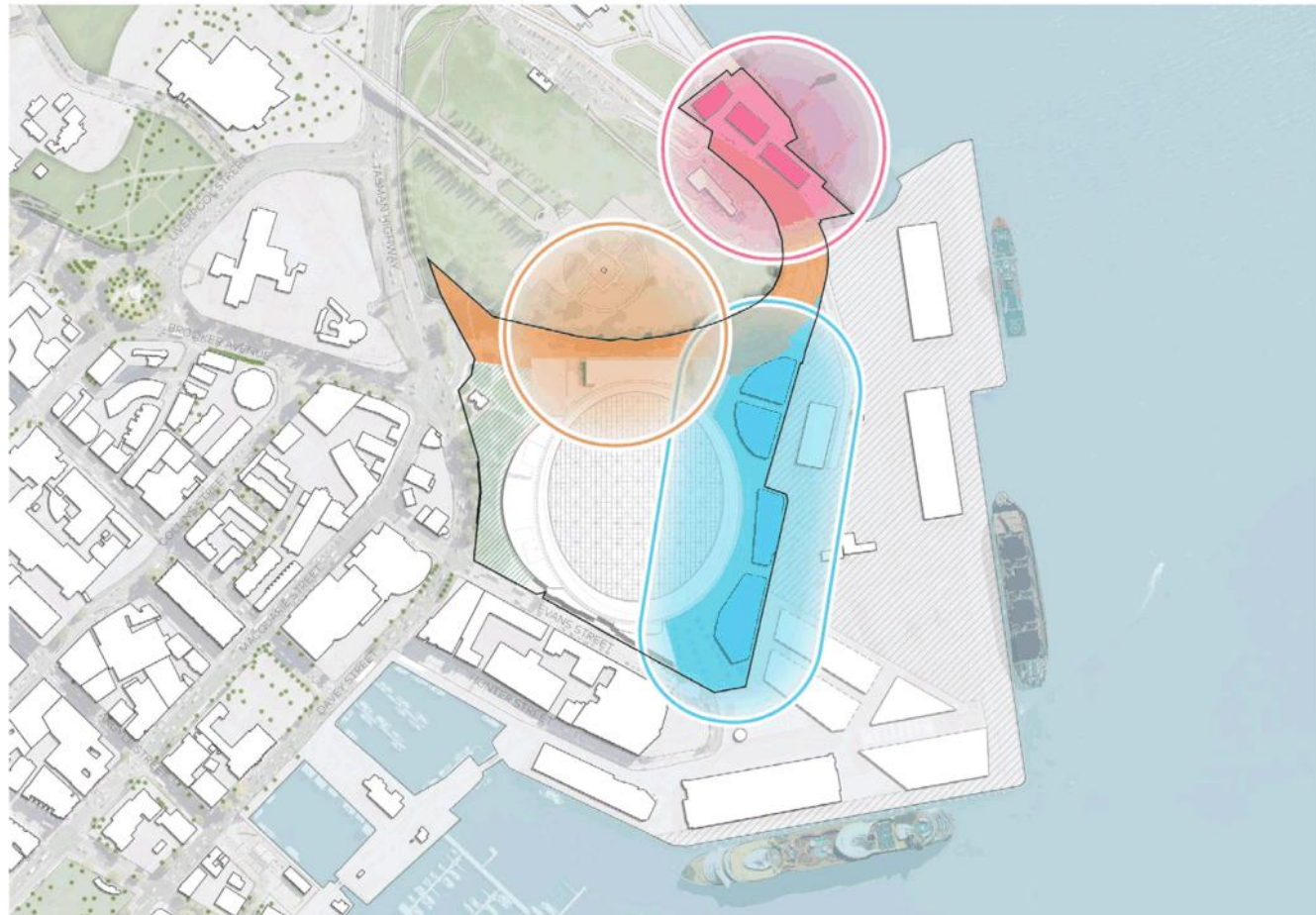


Figure 120: Zones for Public Art and Interpretation





Residential Foreshore Zone

Public art and interpretation could reflect the arrival and departure character of this zone and elicit excitement and a sense of approach for site visitors.

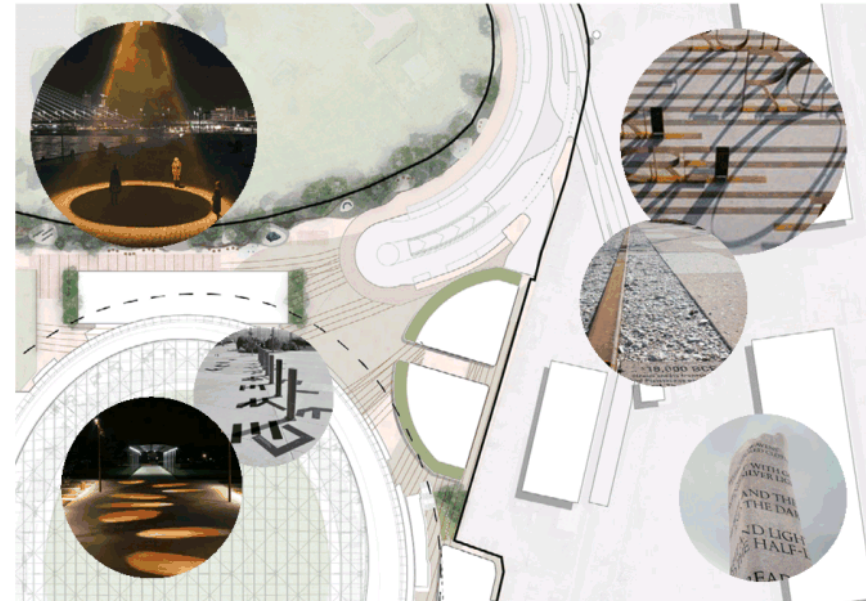
Clear and intuitive wayfinding devices will easily direct visitors to locations within the wider Mac Point Site Master Plan. Public art and interpretation will reflect this site's strong connection to the water and the reclamation of land from the river adjacent. Works could consider the jetty and harbourside context.

Clockwise from top left:
Figure 121: Kusama, Yayoi. Yellow Pumpkins, 1996. Photograph by Unknown Source
Figure 122: SANNA, Kayuyo Sejima and Pye Nishizawa. Naoshima Ferry Terminal, 2006. Photograph by Unknown Source.
Figure 123: John Wardle. Bendigo Law Courts, 2022. Photograph Courtesy of John Wardle, ABC News.
Figure 124: Aspect Studio and Deuce Design. Pirrama Park, 2010. Photograph by Unknown Source.
Figure 125: Theresa Sainty, Zoe Rimmer, Alex Miles, Allan Mansell, Takara Iimuna (Sheoak

This site is intrinsically interconnected and interwoven with other places along Timtumili Milanya (the Derwent River). Country cannot be understood without seeing this place as embedded within a complex relational framework. Tasmanian Aboriginal art will be linked to other interpretations of Country along the shoreline

Public art and interpretation could consider the gable and hipped nature of adjacent built form. It could also contemplate the non-human and consider repair and new habitat-making along the shoreline.

Walk), Photograph by Unknown Source, Clarence City Council.
Figure 126: CAA Architects, RPS, Cox Rayner Architects and O'Neil Architects. Artists Lenore Howard, Rosie Miller and Dennis Nona. Cairns Foreshore Redevelopment, 2013. Photograph by Unknown Source.
Figure 127: Foster + Partners. Vieux Port Pavillon, 2013. Photograph by Nigel Young, ArchDaily.
Figure 128: Mayslits Kassif Architects. Tel Aviv Port Public Space Regeneration Project, 2008. Photograph by Adi Branda, ArchDaily.



Eastern Commercial Zone (North)

The zone is primarily a workplace and commercial area located between Gate 4, the Bus Interchange, and the Tasmanian Ports Corporation. Situated at the junction of disused railway lines, the site offers opportunities for public art and interpretation that reflect its industrial past and now-defunct uses.

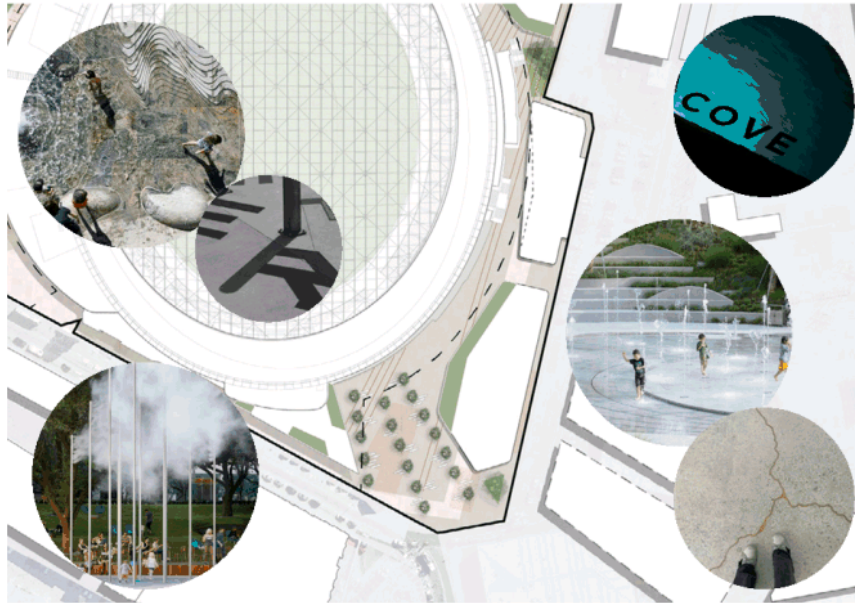
Art and interpretive design should address both daytime and nighttime activation of the precinct. Integrating Crime Prevention Through Environmental Design (CPTED) principles into architectural and urban design will be critical to ensuring a sense of

Clockwise from top left:
Figure 129: Studio Roosegaarde. Urban Sun, 2011. Photograph by Willem de Kam, Ossip van Duwendobe and Daan Roosegaarde. Dezeen.
Figure 130: Studio Kusunoki. Jewish Deportation Memorial, 2006. Photography Courtesy of Studio Kusunoki, ArchDaily.
Figure 131: Source Unknown.

safety and comfort for workers and visitors at all hours. The use of sound and light-based artworks is encouraged to animate public plazas and curtilage areas, enhancing their appeal and usability. Freestanding buildings that can be experienced in the round provide strategic opportunities for the placement of large-scale public sculptures, enhancing the precinct's cultural identity and visual interest.

Consideration could be given to 'learning on display', utilising interior spaces as well as external spaces to showcase art and culture. Opportunity exists within this precinct to blend the ground plane between building exteriors and their interiors.

Figure 132: Gordon Young. Singing Stone, 2015. Photograph Courtesy of Gordon Young.
Figure 133: Dumas Lumiere. Les Petales at Saint Quentin en Yvelines, 2010. Photograph by Marc Dumas, France by Light.
Figure 134: Katie Bevin. Urban tales shadow typography, 2011. Photograph by Unknown Source. Designers Institute of New Zealand Best Design Awards.



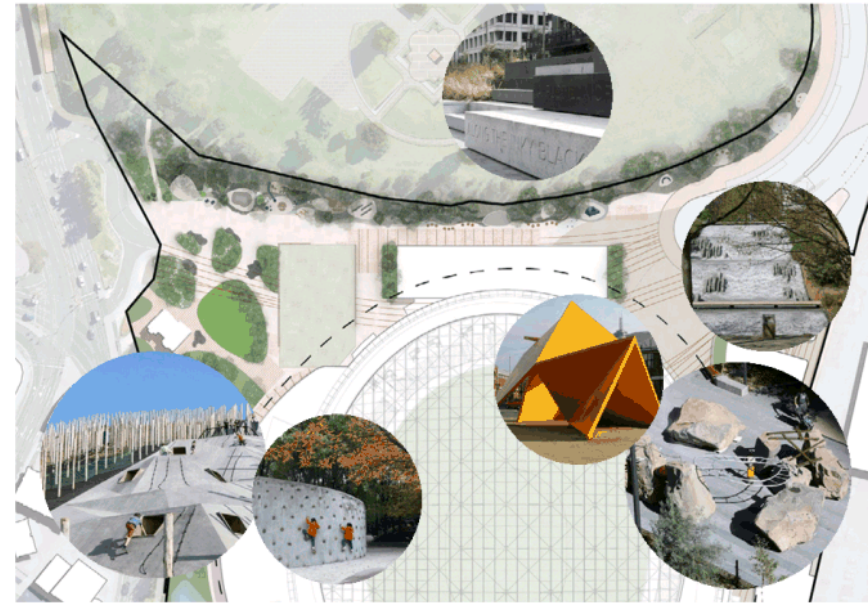
Eastern Commercial Zone (South)

The zone will incorporate public art and interpretation in thoughtful and adaptable ways, supporting both large crowds during major events and smaller groups during quieter, non-event days.

Public art in this zone will use sensory play to attract all ages, defining and delineating this south-west corner of the site.

There is an opportunity for interpretation to reflect the reclaimed nature of the zone, potentially through inlays in the ground plane that reveal traces of the original 'Cove Floor'. Similarly, minimal canopy planting could be used to evoke the tidal and riverside character of the historical shoreline.

Clockwise from top left:
Figure 136: Lyons Architecture with Iredale Pedersen Hook and Aspect Studios, Yagan Square, 2018. Photograph by Peter Bennetts, Architectur, Au.
Figure 137: Source Unknown.
Figure 138: Source Unknown.
Figure 139: Urban tales shadow typography, 2011. Photograph by Unknown Source, Designers Institute of New Zealand Best Design Awards.
Adjacent, clockwise from top left:
Figure 140: LandLAB, Beffa Mikell, WSP-Opus and Rough & Mine, Te Papa Ōtākaro Avon River Park. Photograph by Unknown Source.
Figure 141: Alain Provost and Jean Max Llerca, Le Parc Diderot de Courbevoie, 1993/2015 (renovation). Photograph by Unknown Source.
Figure 142: Mike Hewson, Rocks on Whirrels, 2022. Photograph Courtesy of Mike Hewson, Mike Hewson, Gordon Young, Singing Stone, 2015. Photograph Courtesy of Gordon Young.
Figure 143: Ron Robertson-Swan, The Vault, 1978. Photograph by Unknown Source.
Figure 144: Design Land Collaborative (DLC), Qingpu Nanjing Park, 2011. Photograph Courtesy of DLC.
Figure 145: Carve, OMGEVING, Play Landscape be-MINE, 2016. Photograph Courtesy of Carve, ArchDaily.



Rivulet to River

Opportunity exists at this site to provide a visual marker for both entry to the precinct and to the Hobart CBD. Public art and interpretation will respond to this precinct's quarried edge which defines and bounds this site location.

Consideration will be given to the deep soil condition of this site area, unique within the largely reclaimed Mac Point Site.

Public art and interpretation could consider the post-colonial shifting of shorelines, the resculpting of the escarpment and the altering of water courses within this zone.

An area of active play, exploration, discovery and greenery within the site, the verticality of the man-made headland could be reflected in Public Art and Interpretation responses. Extinguished and re-routed water courses could also be referenced. This Rivulet to River provides opportunity to interpret how natural elements-such as cliff faces and water courses-have been pushed and pulled since European invasion.

7.12. Equitable Accessibility

The Bus Plaza in the North East Plaza includes a mobility drop-off/pick-up zone for buses and coaches, providing accessible transport options to the Stadium for people with accessibility needs. This facility will serve as a key entry point for visitors, supporting ease of access to the Stadium.

A mobility drop-off/pick-up zone is also planned for the south-west corner near Gate 2. This area will be designated for Australian Disability Parking Permit holders, taxis, and private vehicles. It will be separate from the Bus Plaza to ensure smoother access and reduce congestion.

Both locations are conveniently positioned, seamlessly connecting with the precinct's pathways to minimise travel distances for people with accessibility needs. They will be easy to locate and will feature adequate shade/shelter, rest seating, lighting, and clear signage/wayfinding. They will also be positioned in close proximity to gate entrances, ensuring ease of access to key amenities.

Pathways across the site will be designed to accommodate a variety of users, including pedestrians, cyclists, electric scooters, and families with strollers. These pathways will feature gentle slopes, gradual level changes, and smooth surfaces, creating a seamlessly accessible environment. Where significant height differences exist, such as within the Eastern Commercial Zone, lift access will be provided.

At Regatta Point, the elevation change from RL 8.2 at the existing ground level to RL 2.0 at the Foreshore will be managed through the potential integration of a 1:20 ramp within the open space, ensuring equitable access for all visitors and residents.

At-grade crossings on the Northern Access Road will provide direct and seamless connections between key areas of the precinct, including the Stadium, the Regatta stand, and the Foreshore, promoting accessibility and efficient movement for all users.

A key focus of the plan is to provide equitable accessibility to essential areas of the site through strategically located transport hubs, pedestrian pathways, and other key infrastructure, ensuring seamless connectivity and convenience for all visitors and residents. By creating a safe, accessible, efficient, and inclusive environment across these key areas, the plan aims to support the diverse needs of all users, enhancing the overall experience for everyone who visits the precinct.

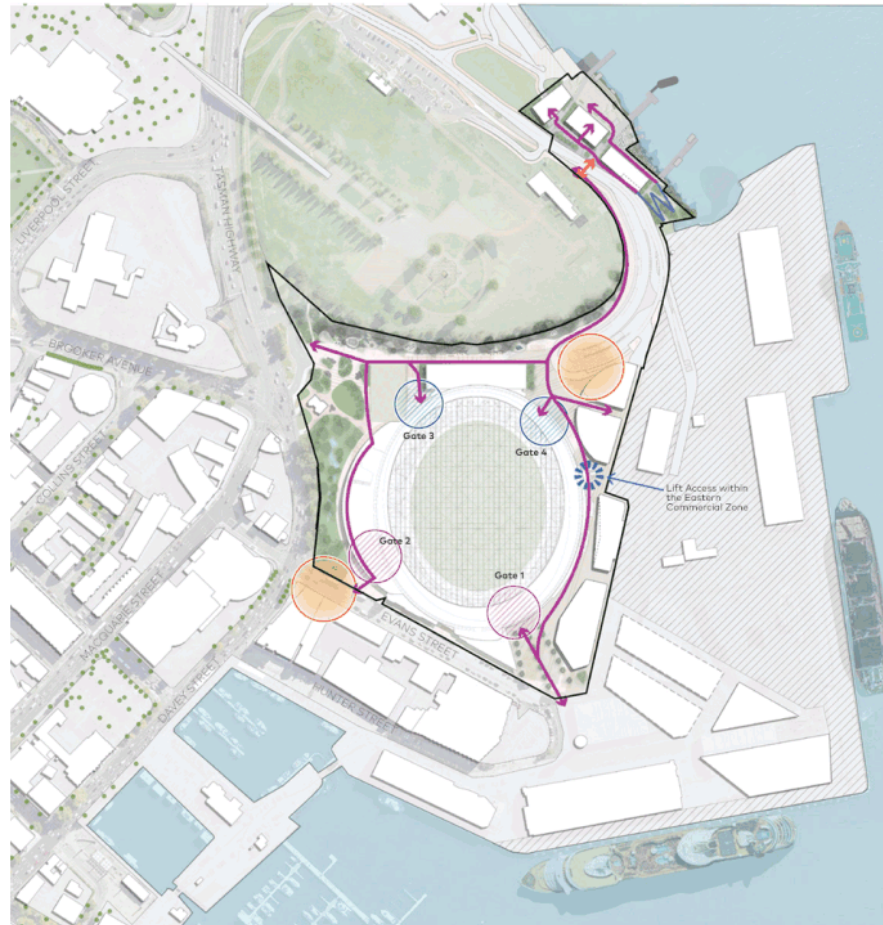
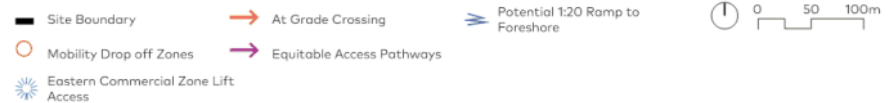


Figure 146: Equitable Accessibility



7.13. Amenity

Broader Amenity Considerations

Amenity within the precinct is shaped by a combination of external influences and internal design responses. While the precinct benefits from its waterfront location, open parkland and north-east orientation, it is also subject to a range of environmental and operational factors that require careful management.

Port and Freight Operations

The Port of Hobart remains an active working port, with associated noise, vibration, dust, and occasional odour from large vessels. Traffic accessing the Port and Northern Access Road impact both pedestrian comfort and residential amenity.

Stadium and Event Uses

The introduction of a new stadium will generate periods of activity, particularly on event days, along with noise, lighting, and increased visitation. The master plan locates residential uses away from these activity areas, while still providing access to improved public spaces, transport, and services.

Wastewater Treatment Plant (WWTP)

The decommissioning and removal will significantly improve baseline amenity conditions across the precinct. It will be replaced by a pump station, which will reduce overall noise and odour.

Design and Mitigation Measures

The Master Plan and associated planning scheme amendment establish provisions to mitigate amenity impacts, including:

- Siting and orienting the residential precinct away from intensive activity areas (Eastern Commercial and Port operations)
- Applying building materials and design measures that reduce internal noise levels in accordance with Australian Standards
- Encouraging active frontages, landscape buffers and building setbacks that enhance comfort and shield sensitive uses.

Reverse Amenity

As the precinct evolves, new development must also ensure that its operation considers the functioning of the Port and associated freight movements. The planning framework sets standards that balance amenity protection with ongoing industrial and maritime activity.

Together, these measures identify the sources of amenity and impacts at Mac Point—such as noise, odour, traffic, views, activation, public open space, and north-east orientation—and require future development to manage and respond to them in a balanced and sustainable way.

Solar Access to the Site

Solar study diagrams illustrate the extent and effects of overshadowing caused by the proposed Stadium and future development envelopes on adjacent streets, properties, and open spaces within the Site Master Plan. These diagrams capture key dates and times, including the equinox and both solstices, to assess overshadowing impacts throughout the year.

The form of the Stadium, with its highest roof point above the centre of the playing field and a gently sloping dome, minimises overshadowing. The facade beneath the roof perimeter, generally aligned with the back of the stands, casts most of the shadow within the Site.

The North West Plaza at Gate 3 receives minimal overshadowing throughout the year, apart from some morning shadow cast by the relocated Goods Shed. Similarly, the North East Plaza at Gate 4, adjacent to the Eastern Commercial Zone, experiences little overshadowing from either the Stadium or the relocated Goods Shed. However, some morning shading will occur due to the massing of future development. This area is primarily occupied by pedestrian circulation associated with the Bus Plaza and access to the Eastern Commercial Zone.

The South East Plaza, forming the main arrival space for Gate 1, receives little overshadowing from the Stadium during the day in December, though future development envelopes will create some morning shading. In March, conditions are similar, except that the area between the Eastern Commercial Zone and the Stadium experiences afternoon overshadowing. By June, most of this plaza is in shadow at 9 AM and 3 PM, but the southern half retains solar access at midday.

Evans Street is subject to morning overshadowing from March through the winter months, affecting the buildings opposite the Site. However, in December, the street remains largely unaffected. The South West Plaza, including Gate 2, remains in shadow throughout the morning year-round. At midday during the warmer months, it benefits from good solar access, while in the afternoon, it receives sunlight throughout the year.

The Aboriginal Culturally Informed Zone, located on the western side of the Stadium, maintains excellent solar access in the afternoon year-round, though it is predominantly in shadow during the morning due to the Stadium's form.

Regatta Point Promenade, with its north-easterly orientation, benefits from uninterrupted solar access throughout the day across all seasons. However, overshadowing occurs to the south and west of the development in the morning and early afternoon, primarily affecting the Northern Access Road. The most significant impact is observed in the Regatta grounds parkland during winter mornings, where overshadowing is most pronounced.

Solar/Shadow Analysis for March

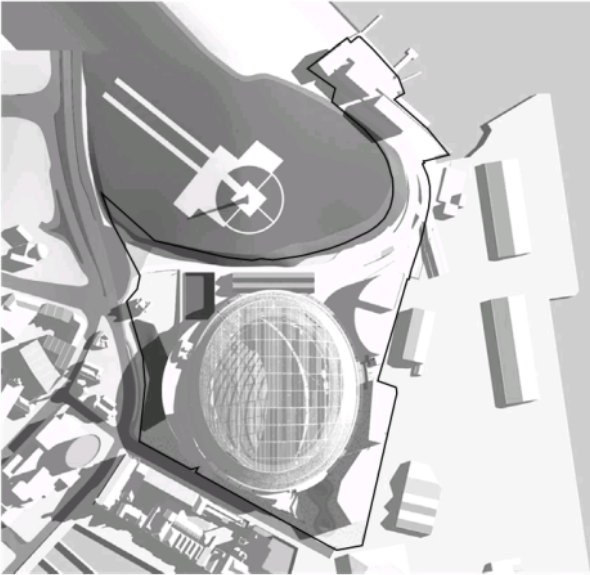


Figure 147: March 20 9am

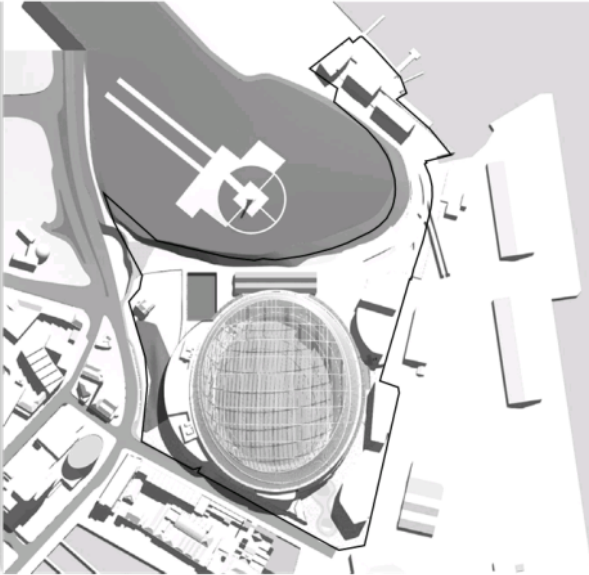


Figure 148: March 20 12pm

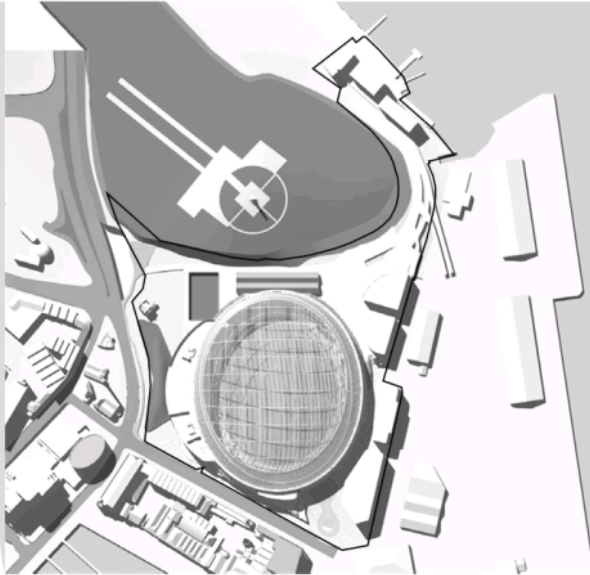


Figure 149: March 20 3pm

Solar/Shadow Analysis for June

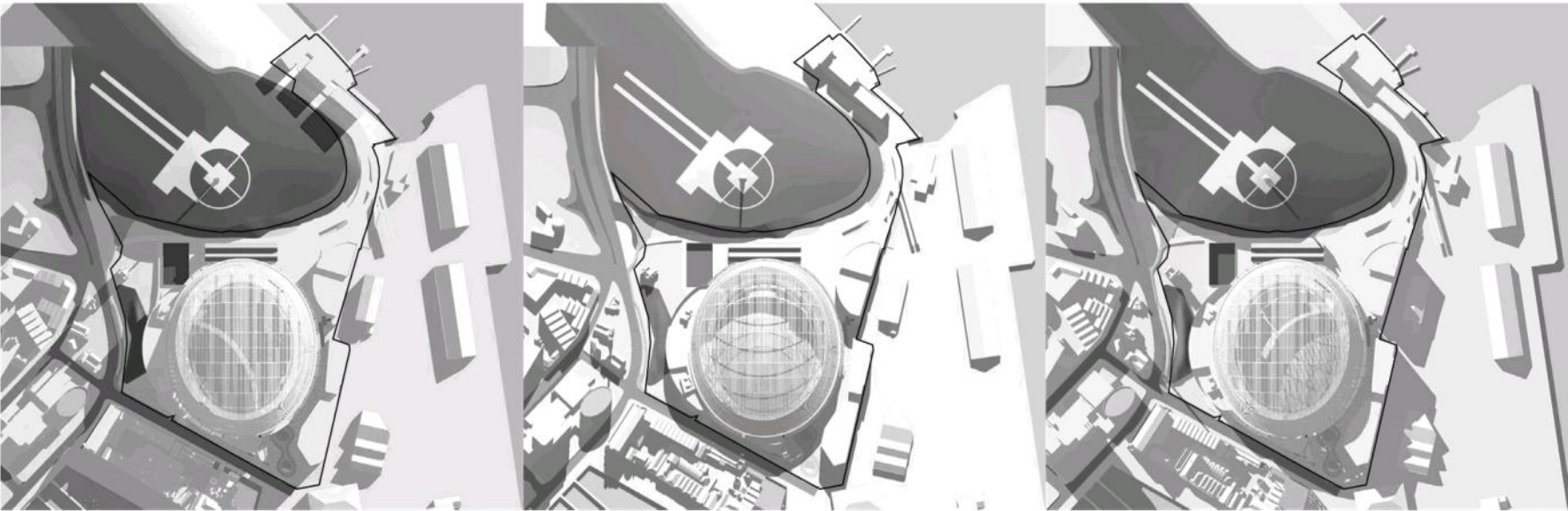


Figure 150: June 21 9am

Figure 151: June 21 12pm

Figure 152: June 21 3pm

Solar/Shadow Analysis for December

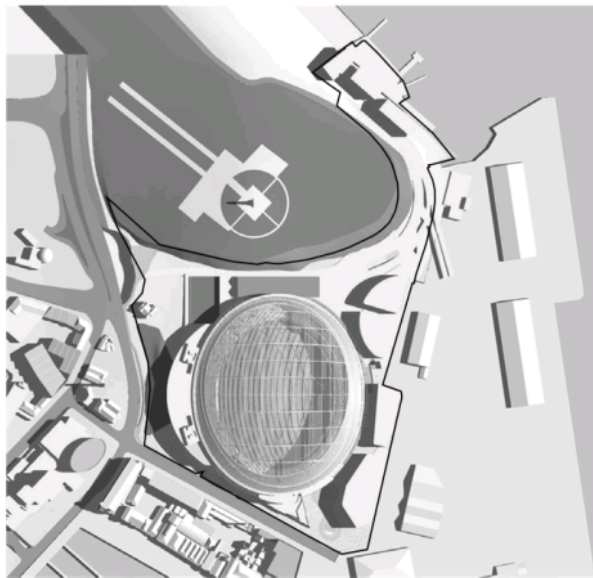


Figure 153: December 22 9am

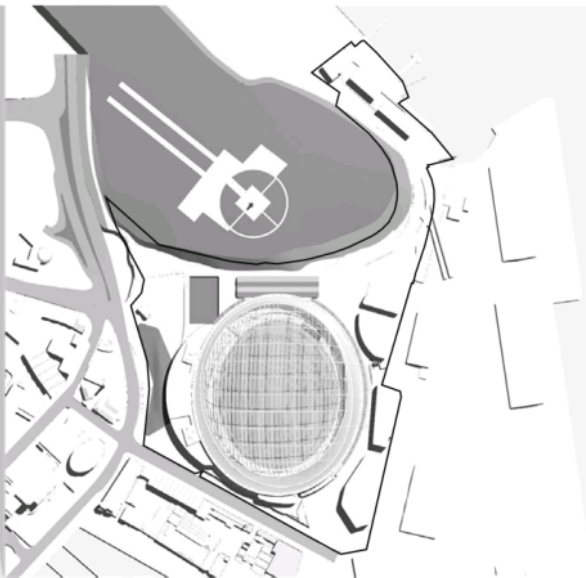


Figure 154: December 22 12pm

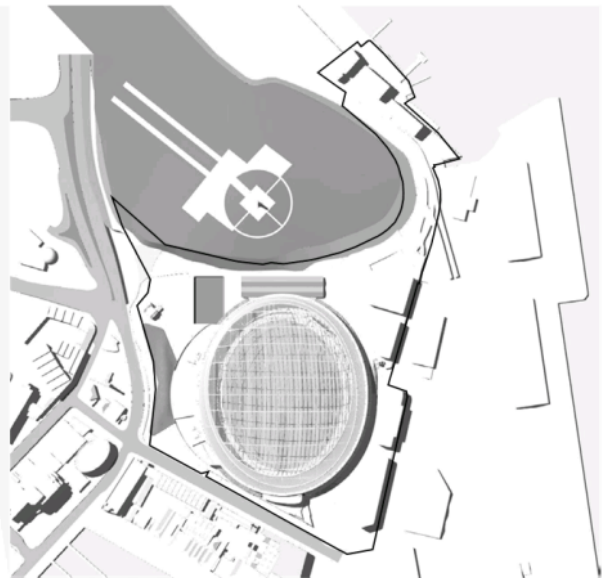


Figure 155: December 22 3pm

Wind Conditions

Pedestrian Comfort Study

The Pedestrian Comfort Study report presents the findings of wind tunnel tests conducted by Wacker Ingenieure on 25 February 2025 to assess pedestrian comfort around the Mac Point Multipurpose Stadium and Precinct. The study evaluated wind conditions affecting key areas, including entrance gates, plazas, and spaces between developments.

Measurements were recorded at 41 locations across the Site, with separate evaluations conducted for summer (October–March) and winter (April–September), based on meteorological data from Hobart City spanning 1993 to 2023. The adjacent table classifies areas into comfort zones according to pedestrian comfort criteria and usage patterns.

Summary of Findings

No safety concerns were identified at any measurement location.

The northeastern areas near the Eastern Commercial Zone were found to be the windiest, classified as comfort class 4. Plantings are recommended to improve conditions.

Entrance areas (Points 1, 2, 8, 11, and 12) were classified between comfort classes 2 and 3. Additional plantings are suggested to enhance wind protection.

Plaza areas (Points 5, 6, 7, 9, 10, and 13) were generally suitable for pedestrian movement and brief stays.

The study concludes that the precinct design provides adequate wind comfort for its intended uses, with only a few areas requiring minor improvements through strategic plantings or other shelter measures. Testing is planned to be conducted at the Regatta Point development site in the future.

Quality Class	Traversing	Strolling	Sitting	Usage
1	Good	Good	Good	Cafes, sitting areas
2	Good	Good	Moderate	Waiting areas, parks
3	Good	Moderate	Poor	Shopping areas, entrance areas
4	Moderate	Poor	Poor	Footpaths
5	Poor	Poor	Poor	Wind shelter recommended
6	Potential Risk		Wind shelter necessary	

Figure 156: Comfort Zone Criteria, Pedestrian Comfort Study Report

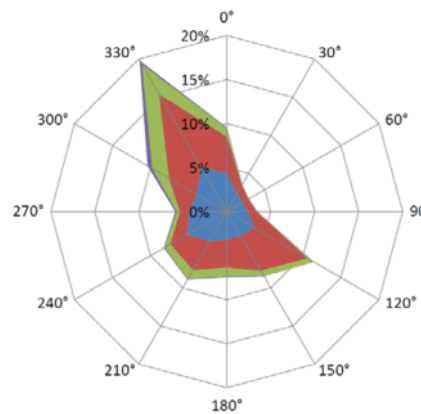


Figure 157: Prevailing Summer Wind Direction, meteorological station, Hobart City (WMO 949750), Pedestrian Comfort Study Report

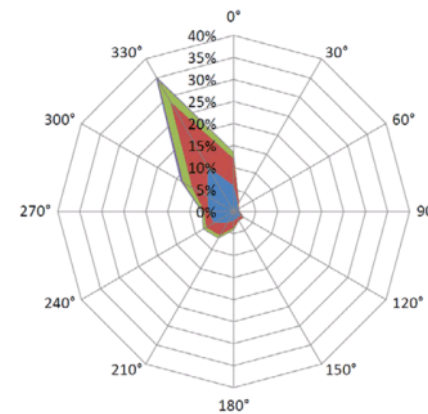


Figure 158: Prevailing Winter Wind Direction, meteorological station, Hobart City (WMO 949750), Pedestrian Comfort Study Report

- > 13 m/s
- 10 - 13 m/s
- 7 - 10 m/s
- 4 - 7 m/s
- 0 - 4 m/s

7.14. Signage and Wayfinding

Design Vision and Principles

The Mac Point Site features a variety of destinations and will be frequented by a diverse range of users, both locals and visitors. Within complex urban spaces such as this, signage and wayfinding is an important role in ensuring all users can find their destination with ease.

The implementation of a clear and legible wayfinding system throughout the public realm will have a significant contribution to the function and quality of the Site.

Enabling seamless and positive user experiences, fostering a sense of belonging, and honouring the precinct's rich cultural and industrial history will be fundamental to the wayfinding design approach.

Flexibility, accessibility and adaptability will also be key to the function of the wayfinding system. As the Stadium will be a major destination of the Mac Point Site, the wayfinding system will need to communicate clearly to all users in all scenarios.

The system should function effectively both on and off game days.

The following aspirations will form the basis of the wayfinding strategy. Ensuring a balanced expression of these core principles into a thoughtfully considered design will allow for a successful signage and wayfinding system.



Celebration of Identity

- Showcasing a unique look and feel that reflects the character of Hobart, Tasmania and the immediate Mac Point Site
- Celebration of its industrial past, acknowledgement of Tasmanian Aboriginal culture and heritage



Wellbeing

- Ensuring the safety of visitors and the community along their journey
- Promote pedestrian connectivity and accessibility



Universal and Inclusive

- An approachable system that can be easily understood by all users, regardless of age, culture, ethnicity, literacy levels, mobility, vision, hearing or sensory impairments or other factors



Cohesion and Integration

- A system that is complementary to the public domain, the surrounding built and landscaped environment and the Hobart waterfront



Functionality and Sustainability

- Wayfinding that is intuitive, communicates with clarity, places legibility at the forefront, and embeds sustainability principles into the design



Joy and Discovery

- Foster community engagement, a sense of place and belonging and facilitate memorable experiences

Precedents and Opportunities

The look and feel of the wayfinding system should be authentic to the character of Hobart and Tasmania. There is also an opportunity to tie in the 'Tasmanian' brand, which highlights subtlety, craftsmanship and innovation as some of its core values.

Key opportunities identified for the wayfinding design approach also closely align with overall sustainability aspirations. These include:

- Designing to Last - designing for durability, flexibility, consideration of ease of maintenance, ease of assembly and disassembly if required
- Materiality — prioritising locally sourced, low-carbon, non-toxic materials, with preference for recycled over virgin materials
- Consideration of the whole life cycle of the system - from design, construction, use, refurbishment and demolition
- Lighting - using energy efficient lighting methods
- Transportation - wayfinding as a tool to showcase healthier and more sustainable lifestyle choices e.g. public transport system information, pedestrian and cycle paths
- Social sustainability - creating quality, comfortable and accessible public spaces that promote wellbeing. Wayfinding will assist a diverse range of users in becoming familiar and feeling safe within the precinct.
- Cultural Sustainability - wayfinding is a key medium in which to represent a celebration of place. Providing opportunities for users to learn about the site context, biodiversity, landscape and Aboriginal history, results in fostering respect and a closer connection to the Site.



Firm & visual language reminiscent of site's industrial past



Wayfinding as a gateway at key thresholds



Wayfinding as an activation & sculptural placemaking



A modular system, easily adaptable for different scales



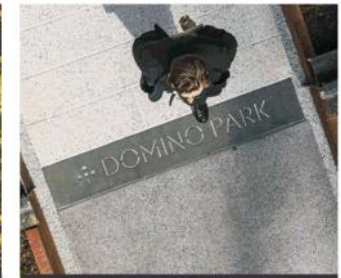
Site maps to illustrate overview of Site



Showcase local materials



Acknowledgment of Aboriginal history and site context



Integrated wayfinding for moments of discovery



Crafted quality and considered details



Opportunity to integrate digital elements & illumination



Display interpretive content at key destinations



Promote pedestrian & cycle paths throughout the Site

Precedents and Opportunities

Another key consideration of the design approach for the Mac Point Site wayfinding system is ensuring cohesion with the approach and design principles of the Stadium.

A key conceptual driver for the Stadium's wayfinding system is a visual language drawn from the site's industrial past. Ensuring integration of the wayfinding with the architectural and interior design is also paramount to achieving a holistic design.

A considered approach to colour, materiality and form will be inherent to the system. Ensuring legibility and clarity of messaging will also be a priority, particularly as the stadium will be visited by a large volume of people.



Form & visual language reminiscent of site's industrial past



Colour and warm materiality aligning with stadium design



Considered graphic language, typography and pictogram use



Considered detailing



Clear and legible messaging layouts



Highly visible signage integrated with stadium design



Use of illumination for visibility in day time and night time

Indicative Sign Locations

The plan illustrates indicative opportunities for major sign locations across the Mac Point Site. These locations correlate with primary entry points into the Site and key decision points for users.

The following factors should be considered in relation to the development of the Site wayfinding strategy and its look and feel:

- The wayfinding system currently in development for the Stadium, located within the site boundary, should feel cohesive and connected to both its immediate surroundings and the broader context. It must be accessible on both game and non-game days.
- The existing Hobart City Wayfinding system that is located throughout the greater context and outside the site boundary. The Mac Point Site system can be unique to this city wide system, but may have elements that are complementary.



Figure 160: Existing Hobart City Wayfinding

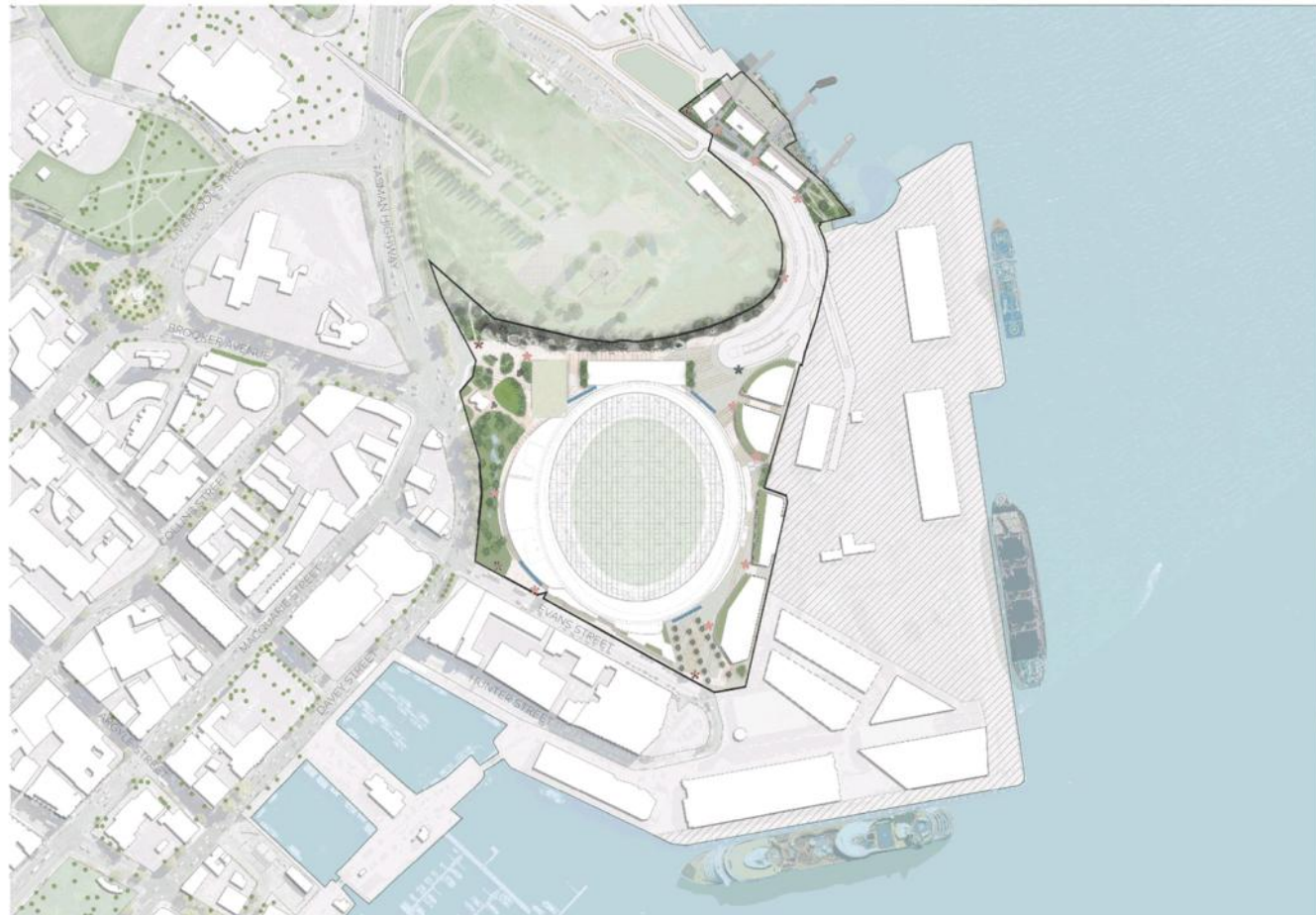


Figure 159: Illustrative Site Master Plan

- Site Boundary
- Gate entry signage to stadium (by others)
- * Primary entry totem sign location
- * Directional totem sign location

Note: Sign locations illustrated above are indicative only and do not denote scale.



7.15. Materials and Finishes

7.15.1. Eastern Commercial Zone

1. Industrial and utilitarian materials such as steel, timber, concrete and brick will reference the industrial history of this precinct.
2. Concrete with inlaid patterns, lifting and pleating will reference the Cove Floor. Materials such as oyster shell aggregates, glass and dolerite will be used to create a fine grained ground plane.



Figure 161: Source Unknown.



Figure 162: Beaufort Waterfront Park, South Carolina. Photograph by Kindred Spirit, Kindred Spirit.



Figure 163: Land Collective. The CommonGround and Sky Farm at Eskenazi Health Hospital, 2014. Photograph Courtesy of Land Collective, Land Collective.

7.15.2. Waterfront Precinct

1. A largely timber and concrete material palette will create a wharf-like harbourside feel, tying the precinct to its waterfront surrounds and Timtumili Milanya (the Derwent River).
2. Buildings constructed with lightweight timber will reference the adjacent Navy Drill Hall.
3. A concrete ground plane will run continuously from the waterfront to the rear of the precinct, extending beneath buildings, emphasising public space within the Site.



Figure 164: Source Unknown.



Figure 165: Source Unknown.



Figure 166: Herzog & De Meuron, CaixaForum Arts Centre, 2008. Photograph by Duccio Malagamba, Dezeen.

7.15.3. Rivulet to River

1. Natural materials such as dolerite rocks paired with native planting will reference the re-sculpted headlands and inactive water courses which once ran through the Site.
2. Landscape materials will provide opportunity for play and exploration.
3. Benches carefully placed along the escarpment will allow for groups to meet or pause upon arrival.
4. A light colour palette will be preferenced where practical to reduce urban heat island impacts.



Figure 167: Schonherr, Karens Minda Axis, 2023. Photograph by Meye, Meye.



Figure 168: West B, Governors Island. Photograph by Robert Schoeter.



Figure 169: Carlos Seoane, Pedra Da Rita Lookout Point, 2016. Photograph by Ana Amado.

7.16. Crime Prevention through Environmental Design

Crime Prevention through Environmental Design (CPTED) principles will be implemented throughout the Site, using urban, architectural and landscape design to reduce crime and victimisation.

In accordance with the safe places objectives of the Green Star Communities tool, the following three key principles of CPTED have been adopted:

- Natural surveillance
- Natural access control
- Good definition of space and ownership.

The uniquely Tasmanian character of the site will be maintained while engaging principles of natural surveillance, access control, territorial reinforcement and space management to create safe, open and equitable public space.

The public realm will be free of entrapment spaces, particularly in areas with limited passive surveillance. Building entrance locations will be intuitive, well-signed and unobstructed. Façades will be highly transparent with strong connections between their interiors and exteriors. Deep setbacks without activation will be avoided and lighting will be used strategically to increase perceptions of safety.

The Master Plan will position seating, planting, and art installations to maintain clear sight lines. Lighting design will ensure consistent illumination, eliminating dark spots while creating an appropriate evening atmosphere.

Access control and territorial definition will utilise subtle design elements including material changes, integrated signage and natural wayfinding features. These strategies will guide movement and define spaces without creating barriers. Vehicle control measures will blend functionality with natural landscape aesthetics, removing obvious security infrastructure where possible.

The design framework incorporates local materials and cultural references to establish community connection. A maintenance strategy of vandal-resistant materials and sustainable landscape features will maintain security and functionality. The plaza design ensures longevity through robust material selections and maintenance approaches.

Discrete security features will include surveillance systems integrated within lighting poles and durable street furniture which maintains aesthetic quality over time. Emergency access routes will support both daily operations and event management without compromising the space's visual appeal.

Crowd management will incorporate natural distribution features and flexible overflow areas, accommodating both daily use and peak event crowds without creating congestion points. The design anticipates varying attendance levels and provides appropriate circulation space.

Clockwise from top left:

1. James St, Brisbane by Richards and Spence uses active frontages, traffic safety bollards with integrated lighting and clear entry signage, contributing to a feeling of site safety.
2. Florista Coffee Bar has a faceted glazing line to allow pedestrians to see around the street corner, through to the street running perpendicular
3. Traffic safety bollards in this public plaza provide anti-terror infrastructure while offering creative places to sit
4. Night lighting in this public amphitheatre offers safe and open outdoor space during non-daylight hours
5. A largely transparent façades clear articulates the shop's entrance. Thoughtful and sparing planting allows for natural self-reliance.
6. Planting at ground cover and canopy levels allows for clear visibility between trees



Figure 170: Richards & Spence, James Street, 2012. Photograph by Unknown Source.



Figure 171: MNU, Florista Coffee Bar, Year Unknown. Photograph Courtesy of MNUKR, MNUKR.



Figure 172: Pandey Studio, Boll, 2015. Photograph Courtesy of Pandey Studio, Pandey Studio.



Figure 173: WOHA, Design Orchard Incubator, 2019. Photograph by Darren Soh, ArchDaily.



Figure 174: Assemble Project, Steel Moment Coffee Shop and Bakery, 2021. Photograph by Guen-Young Cho, ArchDaily.

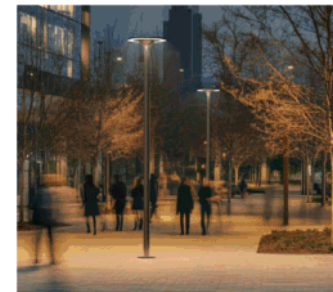


Figure 175: Form+Surfaces, Vao Pedestrian Lighting, Photograph by Form+Surfaces, Form+Surfaces.

7.17. View Corridors

The development of the Site will introduce new and preserve existing vantage points offering views of the surrounding context.

From the public space in the Aboriginal Culturally Informed Zone, there will be views along Brooker Avenue and the Brooker Highway (3). The south east plaza will provide views to the south to Battery Point (2).

Within the proposed public domain, an additional view to the Cenotaph will be available from the northern forecourt in the Eastern Commercial Zone (1).

From the Cenotaph itself, views towards the Central Business District and ANZAC Sunrise will be maintained (4, 5). Similarly, a view across the Site to the eastern shore of the Derwent River will be retained (6).

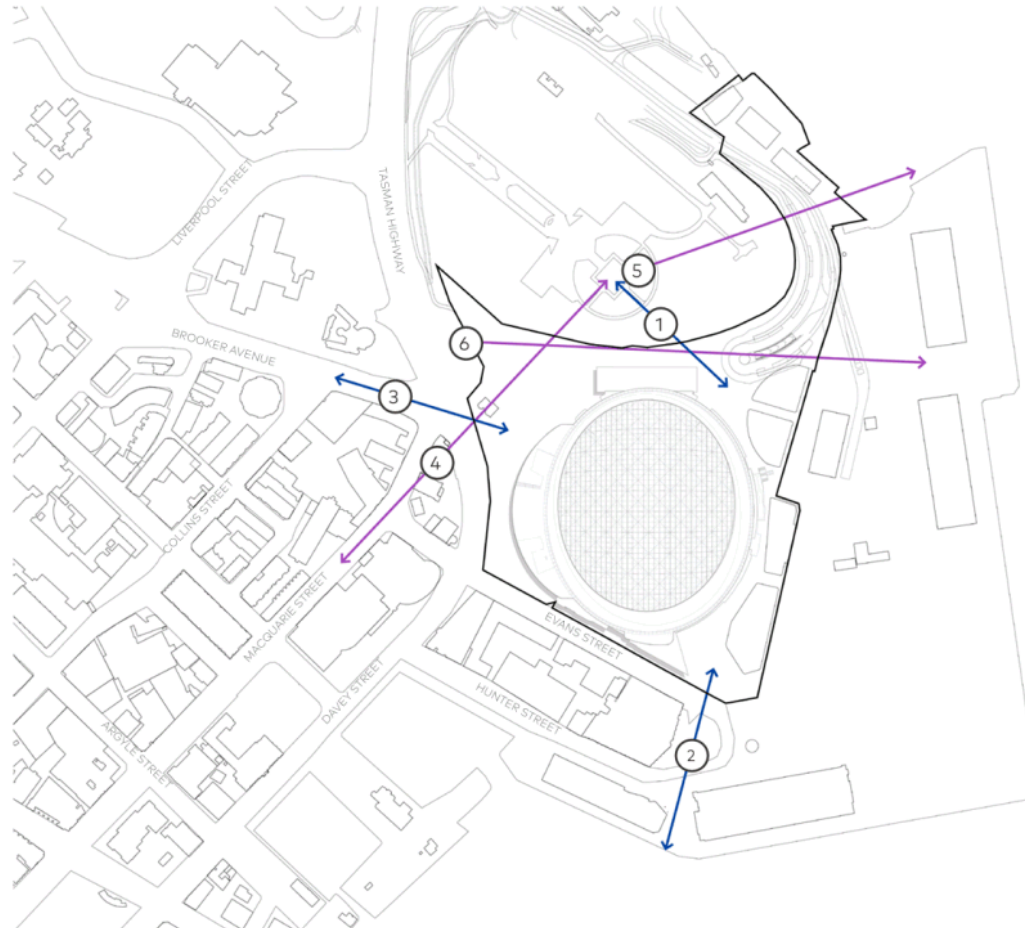


Figure 176: View Corridors

- Site Boundary
- Retained views
- New view
- ① Views to/from the Cenotaph and north east plaza on the existing axis through to the Bridge of Remembrance
- ② Views to/from the south east plaza and Battery Point, across Sullivans Cove
- ③ Views to/from public space/Aboriginal Culturally Informed Zone and Kunanyi/Mt. Wellington
- ④ Views to/from Cenotaph and Macquarie Street
- ⑤ View from Cenotaph to ANZAC sunrise
- ⑥ View from Davey Street to Kangaroo Bay and the Meehan Range



7.18. Building Height

Residential Development and Public Foreshore Zone
The proposed RL24 building envelope for development at Regatta Point is designed to integrate with the site's natural topography while minimising visual impact on views of the Derwent River from the Cenotaph. The built form follows the foreshore's contours, creating opportunities for high-amenity, medium-density apartments with a north-east aspect overlooking the Derwent River.

Eastern Commercial Zone (North)
Buildings within this zone are proposed to have a maximum height of RL24. With a ground level of RL8.2, this height responds to the neighbouring Queens Domain escarpment and maintains a considered relationship with the surrounding public domain. The height strategy also takes into account the adjacent Stadium, which features perimeter roof heights beginning at RL25.5, supporting visual cohesion and integrated built form.

Eastern Commercial Zone (South)
Buildings within this zone are proposed to have a maximum height of RL24. Located adjacent to Evans Street, this height aligns with the established datum of existing buildings along the southern side of the street, which range from RL19 to RL24—including the Concert Hall, ZeroDavey, and the IXL building. The 20-metre-wide Evans Street road reserve, with limited development on its northern side, offers opportunities to create a well-defined streetscape and pedestrian-oriented public spaces, maintaining a 1:1 ratio between building height and public domain width.

Stadium
The dome-like torus structure of the Stadium features a maximum roof height of 54m at its centre, tapering to 25.5m at the perimeter. This height strategy ensures efficient massing, allowing the structure to reach its highest point where required while maintaining a scale compatible with its surroundings. The design also considers sensitive interfaces with adjacent landmarks, such as the Cenotaph and historic Evans Street, ensuring visual integration. The relocated Goods Shed remains at its existing height, preserving its historic character.

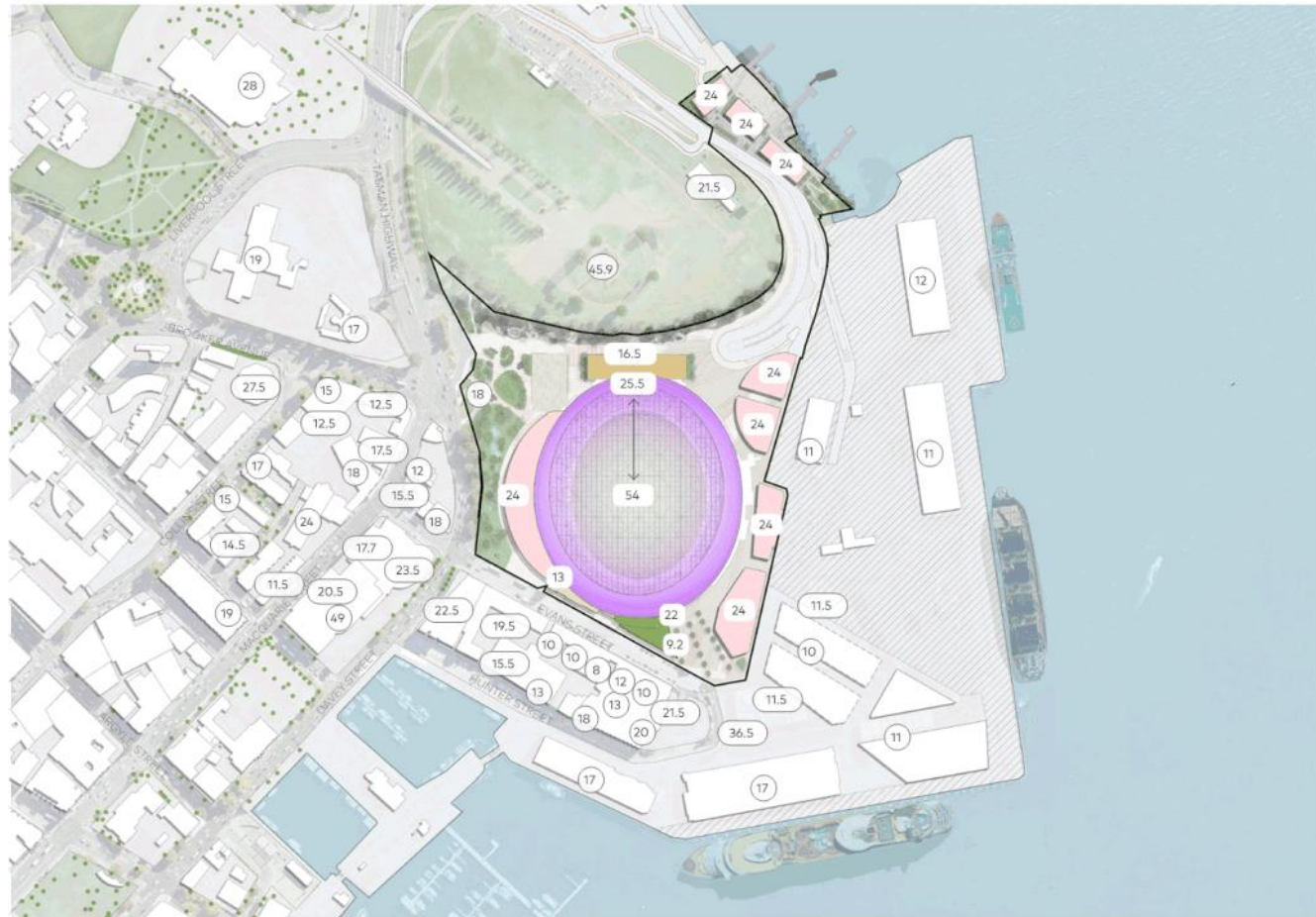
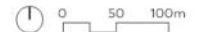


Figure 177: Building Envelope Heights

- Site Boundary
- RL 54m
- RL 24m
- RL 22m
- RL 16.5m
- RL 13m
- RL 9.2m
- Building height (m) (RL)

*The building heights indicated on the diagram are RLs (Reduced Levels, where RL 0m = AHD 0m), measured at the highest point of the building envelope.







8.0 Implementation Strategy

8.1. Implementation Strategy – Planning Scheme Amendment

To deliver the Site Master Plan, an amendment to the Tasmanian Planning Scheme is proposed. The amendment will insert new statutory planning controls to provide a contemporary framework that enables use and development to be undertaken in accordance with key visions and objectives of the Site Master Plan, including but not limited to:

1. To provide for Mac Point’s re-development as a vibrant and active area with a mix of uses that connect with and complement adjacent areas within Hobart.
2. To protect the operation of the Port of Hobart for the benefit of the local, regional, state and national economy;
3. To protect the viability of Mac Point as a major public event space.
4. To ensure development for sensitive uses are appropriately designed, sited and constructed to provide amenity and reduce potential for land use conflict.
5. To maintain and enhance public access and interaction with the foreshore.

The new planning controls are designed to provide direction and certainty for developers, with permitted pathways and opportunities for discretionary performance-based options which provide flexibility without deviating from the broader vision and intent of the Site Master Plan. This approach is consistent with the requirements set out in the Resource Management and Planning System, and the Land Use Planning and Approvals Act 1993.

As shown in the Precinct Site Master Plan, the Site will be divided into four (4) zones. The proposed planning controls will define what land use and development can be undertaken within each zone, and will include various standards to control use and development, including but not limited to:

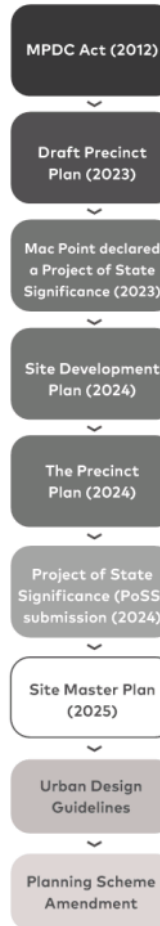
- Building height, setback, design and ground level activation
- Provision of public open space, landscaping and pedestrian safety and amenity
- Retention of important viewlines
- Minimising or avoiding potential for impacts on the working port and surrounding areas
- Provision of residential amenity, including minimum requirements for private open space, access to sunlight and internal noise mitigation; and
- Event management requirements (e.g. restrictions on external lighting, vehicle and pedestrian traffic etc.

The provisions have also been informed by previous planning controls and urban design reports, along with the accompanying Urban Design Framework Report (UDF) which outlines the design rationale for each development zone.

A detailed planning report will accompany the proposed amendment, outlining the strategic purpose and statutory justification for each new or altered provision.

The report, along with a copy of the proposed amendment will be submitted to the Minister for consideration under section 39G of the Macquarie Point Development Corporation Act 2012.

Once approved and in-effect, the new planning provisions will enable the implementation of the Site Master Plan, guiding use and development to achieve the urban renewal of the Site.



The Macquarie Point Development Corporation (MPDC) formed under the MPDC Act in 2012 to remediate the land and prepare it for development.

The Macquarie Point Development Corporation released the *Draft Precinct Plan*, outlining a proposed vision for the site, including public space, cultural and commercial uses, and the integration of a Multipurpose Stadium. Public consultation began following its release.

On 16 October 2023, the proposal for a Multipurpose Stadium at Mac Point was declared a *Project of State Significance* and will be assessed by the Tasmanian Planning Commission.

As Mac Point is identified as a Key Site within the *Sullivans Cove Planning Scheme (SCPS)*, a *Site Development Plan (SDP)* is required before any development can proceed. The *SDP* ensures proposed development aligns with the strategic intent and statutory requirements of the *SCPS*.

The *Precinct Plan* is considerate of the Multipurpose Stadium proposal, and outlines a new, holistic vision for the development zones that constitute the Mac Point Site.

The *PoSS* submission for the Mac Point Stadium, outlining its environmental, social, and economic impacts, was lodged on 17 September 2024 and assessed by the Tasmanian Planning Commission.

We Are Here

The amendment ensures that future development reflects the Site’s strategic vision while supporting economic, cultural, and social outcomes for Hobart and Tasmania.

8.2. Staging

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

Stage 1

- Commencement of work on the Multipurpose Stadium
- Commencement of the underground carpark within the Eastern Commercial Zone to streamline the construction phase of the Stadium
- Northern Access Road (including Event Bus Plaza)
- Upgrade of Macquarie Wharf, with the immediate priority being the upgrade of Wharf 6 to berth Australia's Antarctic icebreaker, RSV Nuyina (which forms part of the TasPorts Master Plan),

Stage 2

- Residential Development and Public Foreshore Zone
- Aboriginal Culturally Informed Zone
- Development of Port Commercial Zone (which forms part of the TasPorts Master Plan)
- Upgrades of Wharves 4 and 5 to support polar and research programs, defence support and additional commercial opportunities (which forms part of the TasPorts Master Plan).

Stage 3

- Eastern Commercial Zone
- Huon Quays.

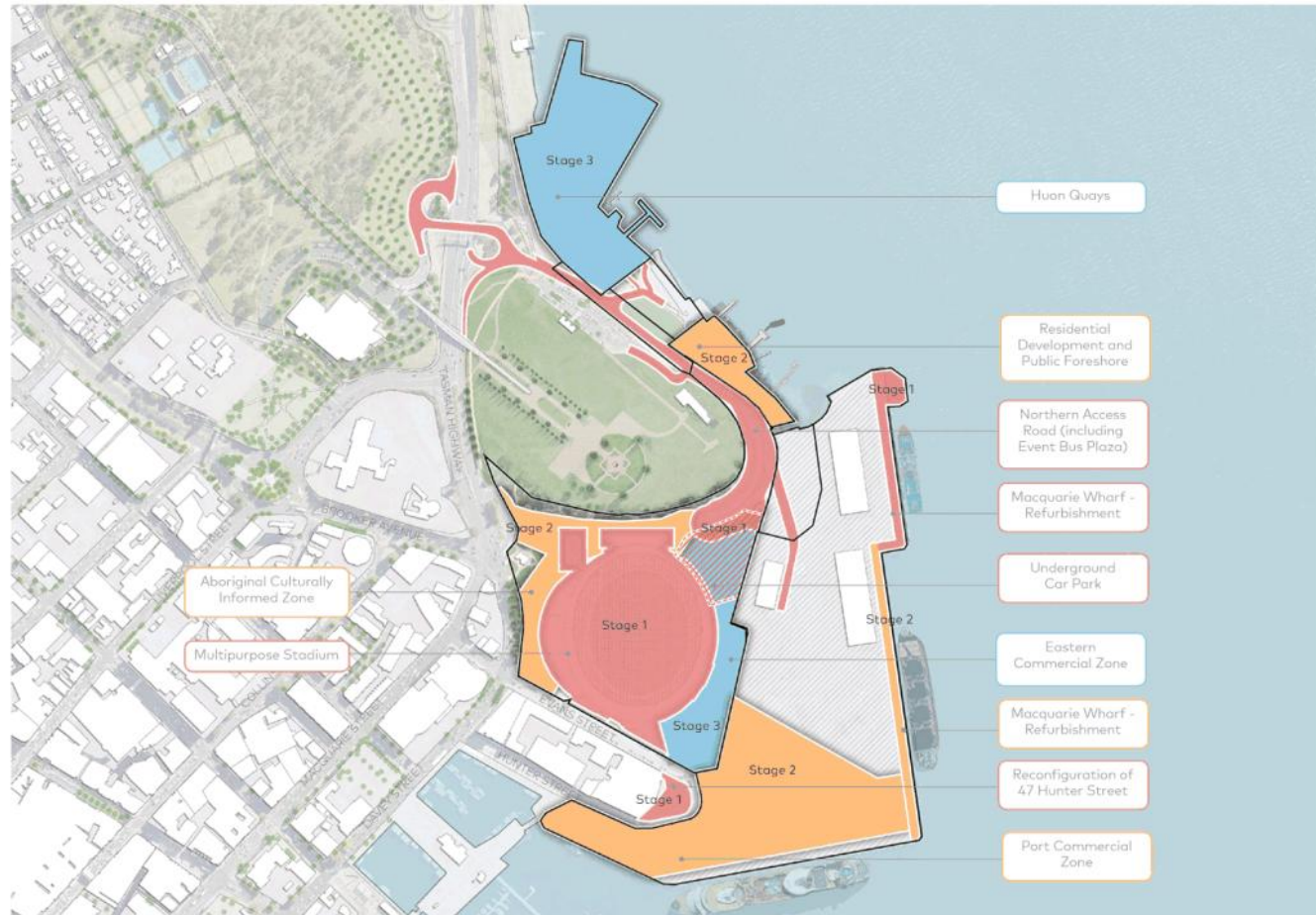
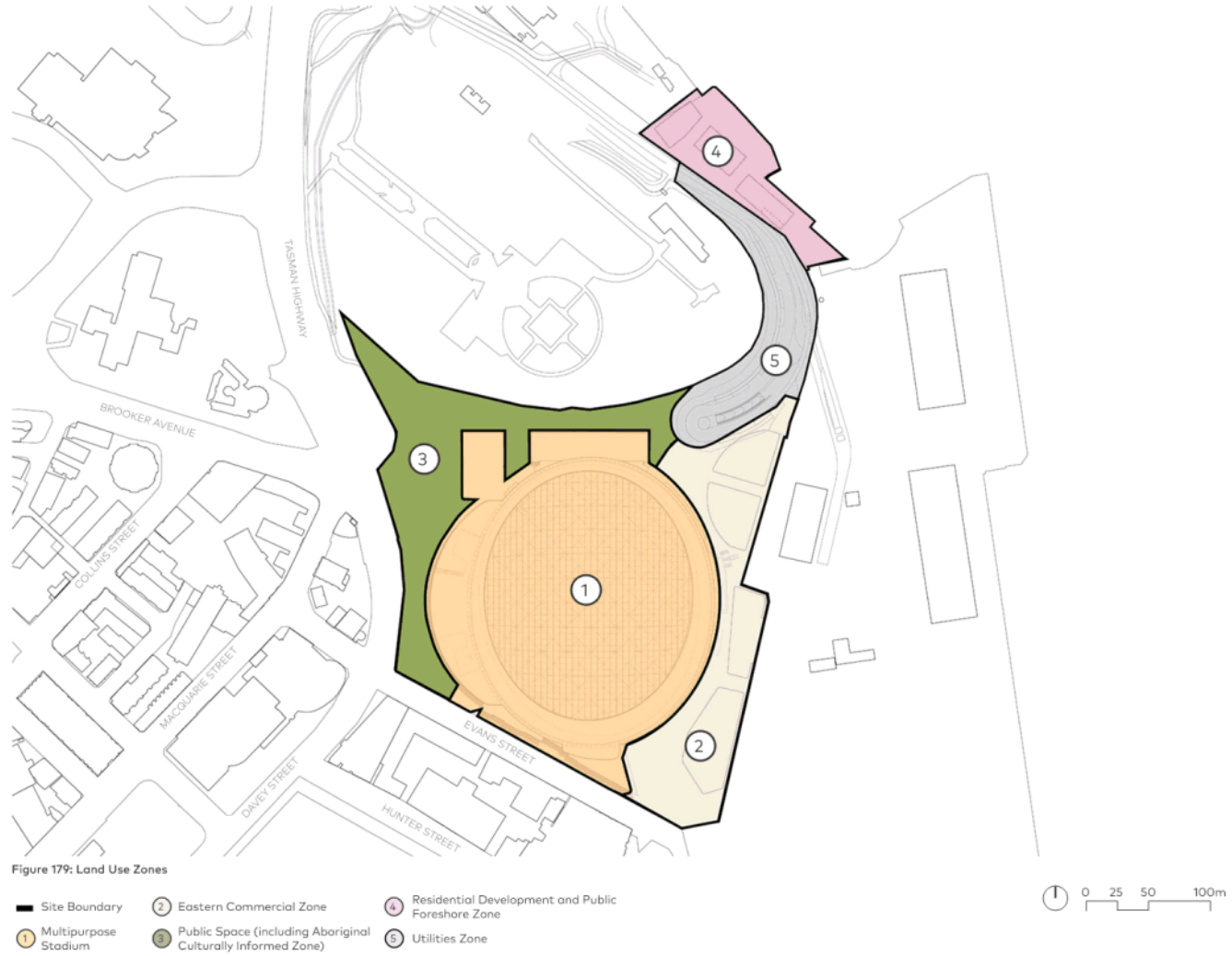


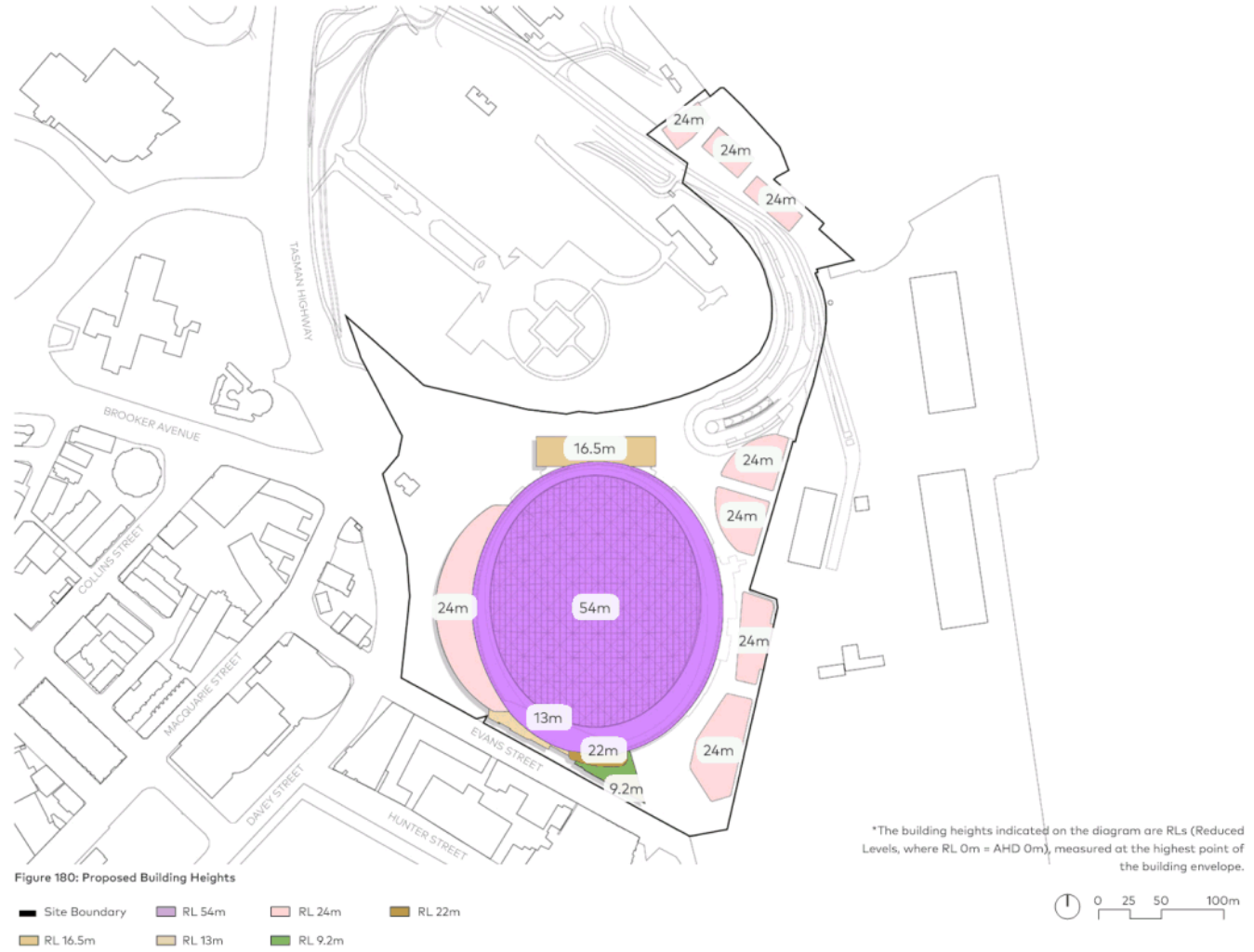
Figure 178: Staging



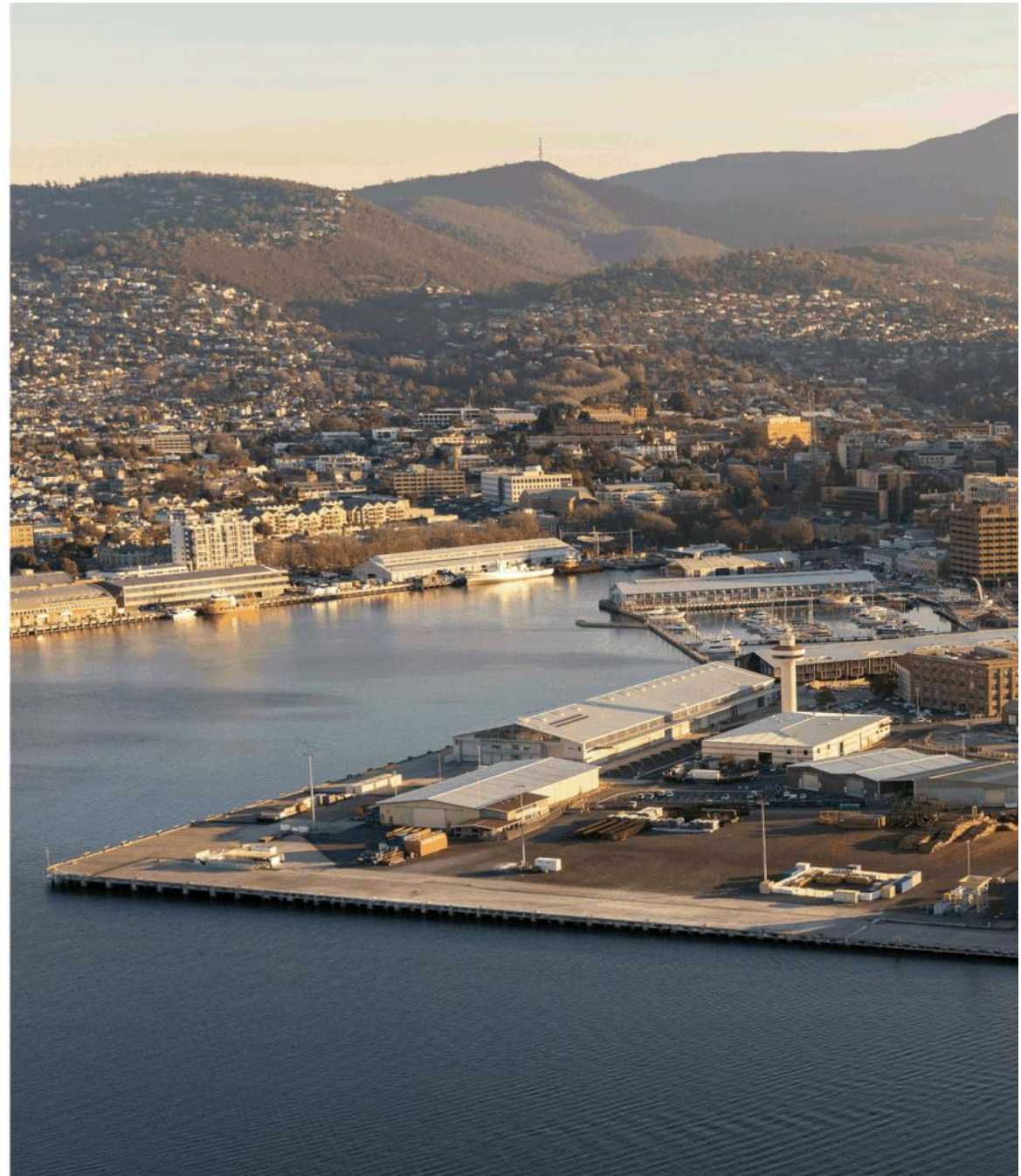
8.3. Land Use Zones



8.4. Height of Buildings



9.0 Appendix





REFERENCE CONCEPT ONLY

Proof of Concept

The following proof of concept represents just one of many permutations of what may be developed under the proposed controls and uses within the Master Plan and are not representative of any specific development outcomes that may be achieved.





REFERENCE CONCEPT ONLY

Overall Yield

Proof of Concept Yields Overall

Totals showing Option 1 Scenarios:
(Inclusion of Regatta Stand within the Residential development and the Eastern Commercial Zone with underground carpark)

- 93 Dwellings
- 186 Residents
- 1,802 Jobs
- Residential GFA = 8,370m²
- Commercial GFA = 27,036m²
- Total = 35,406m² GFA

Totals showing Option 2 Scenarios:
(Residential development without the inclusion of Regatta Stand and the Eastern Commercial Zone with underground carpark)

- 99 Dwellings
- 198 Residents
- 1,810 Jobs
- Residential GFA = 8,910m²
- Commercial GFA = 27,155m²
- Total = 36,065m² GFA

Assumptions

- 80% GBA to GFA (average across all buildings and uses)
- 90m² GFA per dwelling
- 2 persons per dwelling
- 15m² GFA commercial per job

Note:

The design of the Northern Access Road shown in the following diagrams is indicative only and may change as the Department of State Growth continues its development.

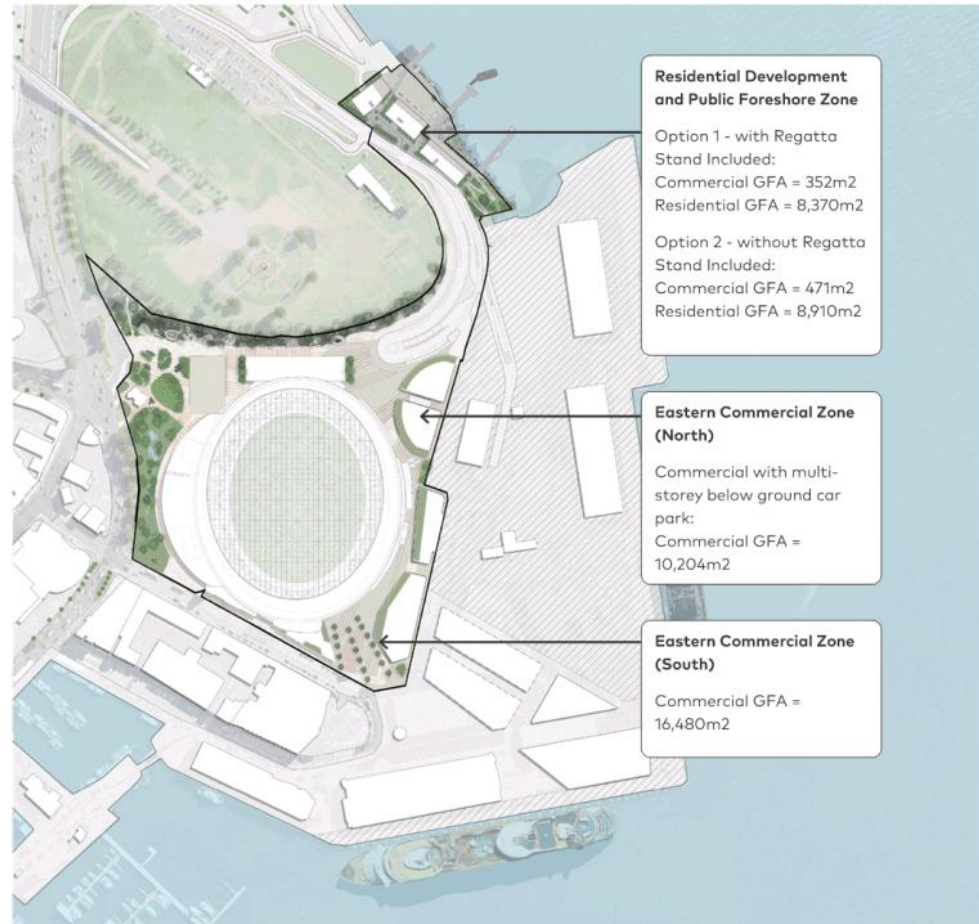


Figure 182: Overall Yields

REFERENCE CONCEPT ONLY

Residential Development and Public Foreshore Zone

Option 1 - Residential with Regatta Stand - Lower Ground / Basement

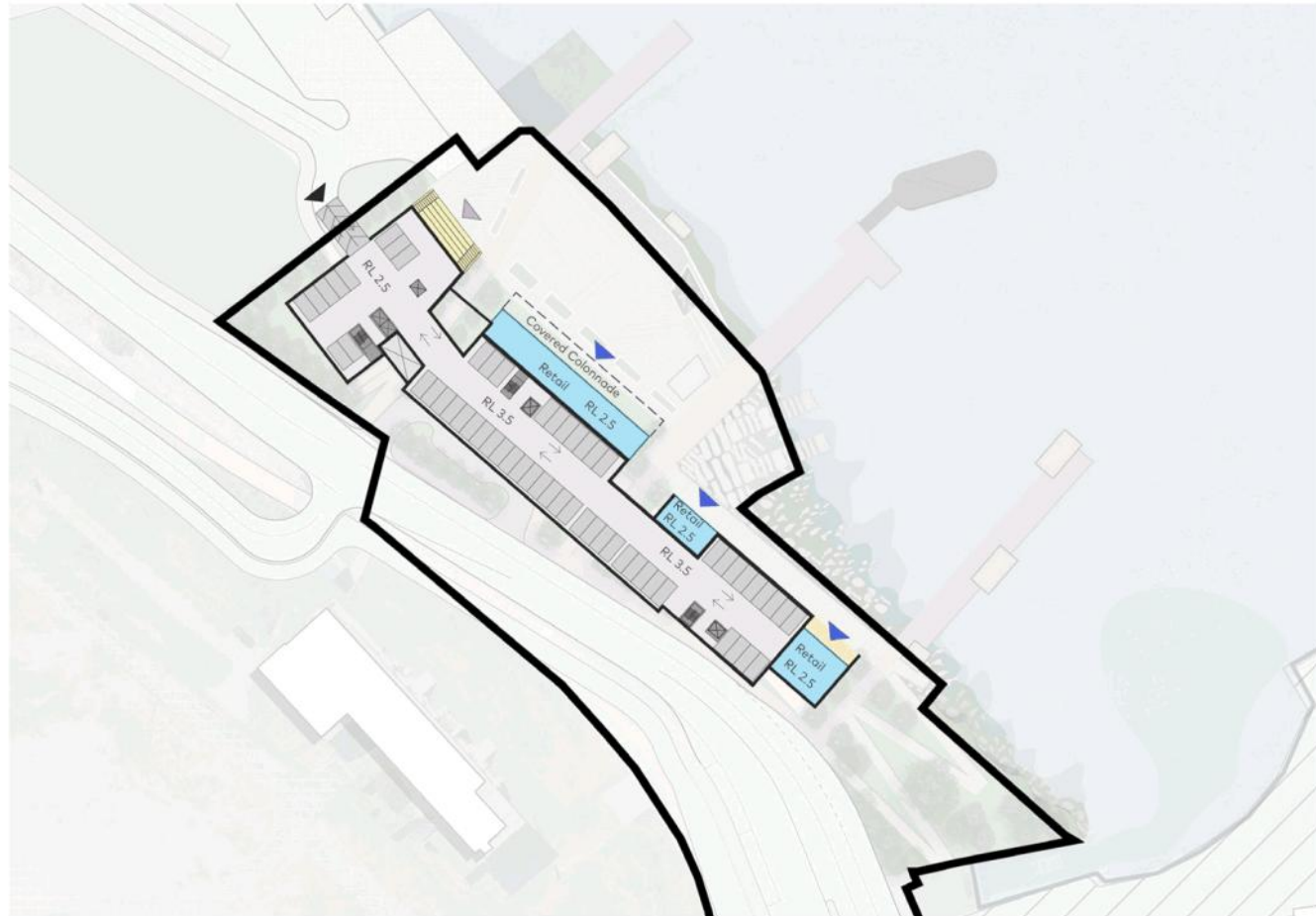


Figure 183: Residential Development and Public Foreshore Zone



REFERENCE CONCEPT ONLY

Option 1 - Residential with Regatta Stand -
Upper Ground/Building Entries



Figure 184: Residential Development and Public Foreshore Zone

- | | | | | |
|-----------------|-----------------------|----------------|---------------------------|-----------------|
| — Site Boundary | Regatta Public Access | Regatta Stands | Apartments | Parking Entry |
| ☒ Lift | Core | »» Ramp | ▲ Residential Lobby Entry | ▲ Regatta Entry |



REFERENCE CONCEPT ONLY

Option 1 - Residential with Regatta Stand -
Typical Upper Level



Figure 185: Residential Development and Public Foreshore Zone

- Site Boundary
- Apartments
- Lift
- Core



REFERENCE CONCEPT ONLY

Option 1 - Residential with Regatta Stand - Yields

Residential Development and Public Foreshore Zone										
Option 1 - Regatta Point with Regatta Facilities										
Level	Use	Floorplate GBA	Number of Floors	Total GBA	GBA to GFA Efficiency	Total GFA	GFA per Apartment	Total Apartments	Jobs	Car Spaces
Lower Ground/Basement	Commercial	440	1	440	80%	352	0	0	23	
	Basement	2,287		2,287	80%	1,830	0	0	0	59
Upper Ground/Building Entries	Regatta Facilities (Building 1). GBA Including stand.	676	1	665	80%	301	0	0	0	
	Residential (building 2 and 3)	1,483		1,483		1,187	90	13	0	
Upper Levels	Residential	2,245	4	8,979	80%	7,183	90	80	0	
Total		7,131	6	13,854		10,852		93	23	59

Assumptions
80% GBA to GFA (average across all buildings and uses)
15m ² commercial GFA per job

REFERENCE CONCEPT ONLY

Option 2 - Residential without Regatta Stand
- Lower Ground/Basement

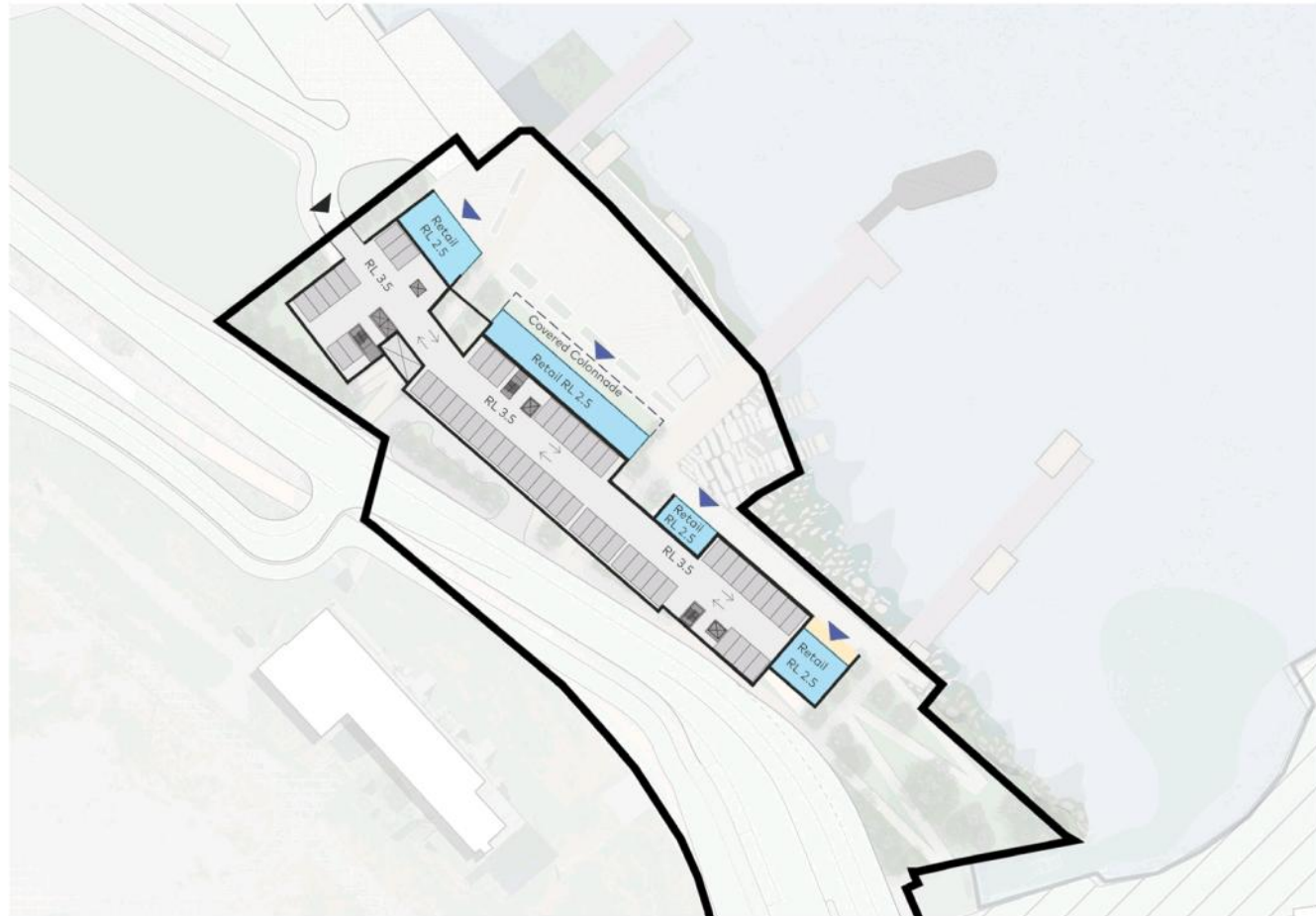


Figure 186: Residential Development and Public Foreshore Zone

- Site Boundary
- Car Park
- Retail / Commercial
- Commercial/Retail Entry
- Lift
- Core
- Ramp
- Parking Entry



REFERENCE CONCEPT ONLY

Option 2 - Residential without Regatta Stand
Upper Ground/Building Entries



Figure 187: Residential Development and Public Foreshore Zone



REFERENCE CONCEPT ONLY

Option 2 - Residential without Regatta Stand
- Typical Upper Level



Figure 188: Residential Development and Public Foreshore Zone

- Site Boundary
- ☒ Lift
- ▭ Car Park
- ▭ Core
- ▭ Apartments
- ▭ Ramp



REFERENCE CONCEPT ONLY

Option 2 - Residential without Regatta Stand
- Yields

Residential Development and Public Foreshore Zone										
Option 2 - Regatta Point without Regatta Facilities										
Level	Use	Floorplate GBA	Number of Floors	Total GBA	GBA to GFA Efficiency	Total GFA	GFA per Apartment	Total Apartments	Jobs	Car Spaces
Lower Ground/Basement	Commercial	588	1	588	80%	471	0	0	31	
	Basement	2,139		2,139	80%	1,711	0	0	0	59
Upper Ground/Building Entries	Residential	2,159	1	2,159	80%	1,727	0	0	0	
							90	19	0	
Upper Levels	Residential	2,245	4	8,979	80%	7,183	90	80	0	
Total		7,131	6	13,865		11,092		99	31	59

Assumptions
80% GBA to GFA (average across all buildings and uses)
15m ² commercial GFA per job

REFERENCE CONCEPT ONLY

Option 1 - Residential with Regatta Stand - Section through Building 1



Figure 189: Key Plan

Option 2 - Residential without Regatta Stand - Section through Building 1



Figure 191: Key Plan

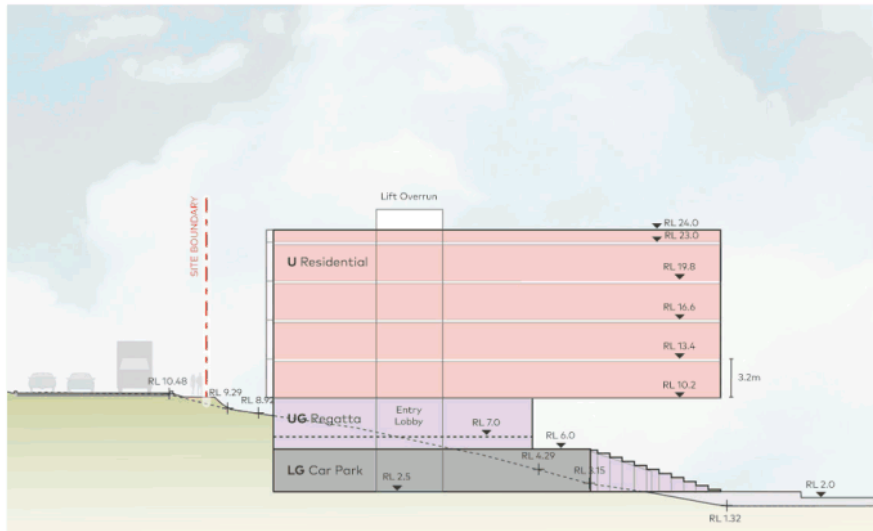


Figure 190: Option 1 - Residential with Regatta Stand - Section through Building 1

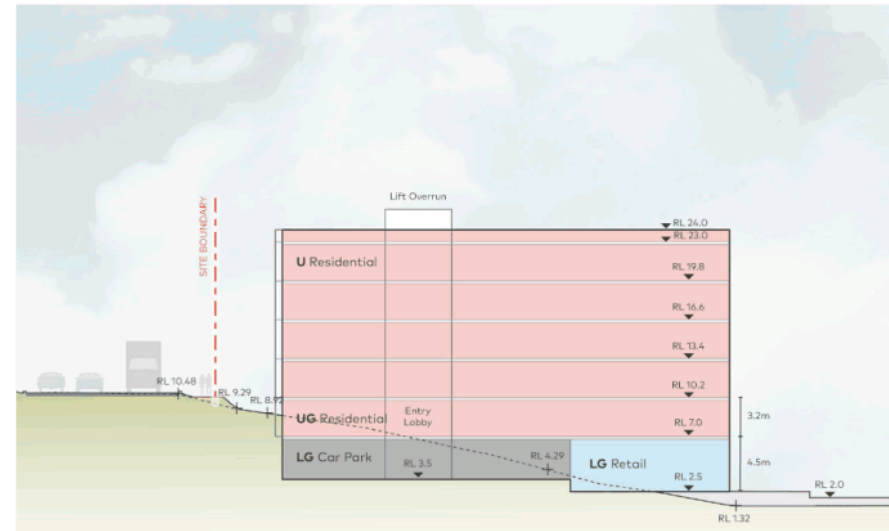


Figure 192: Option 1 - Residential without Regatta Stand - Section through Building 1



REFERENCE CONCEPT ONLY

Section through Building 2
(Same for both options)



Figure 193: Key Plan

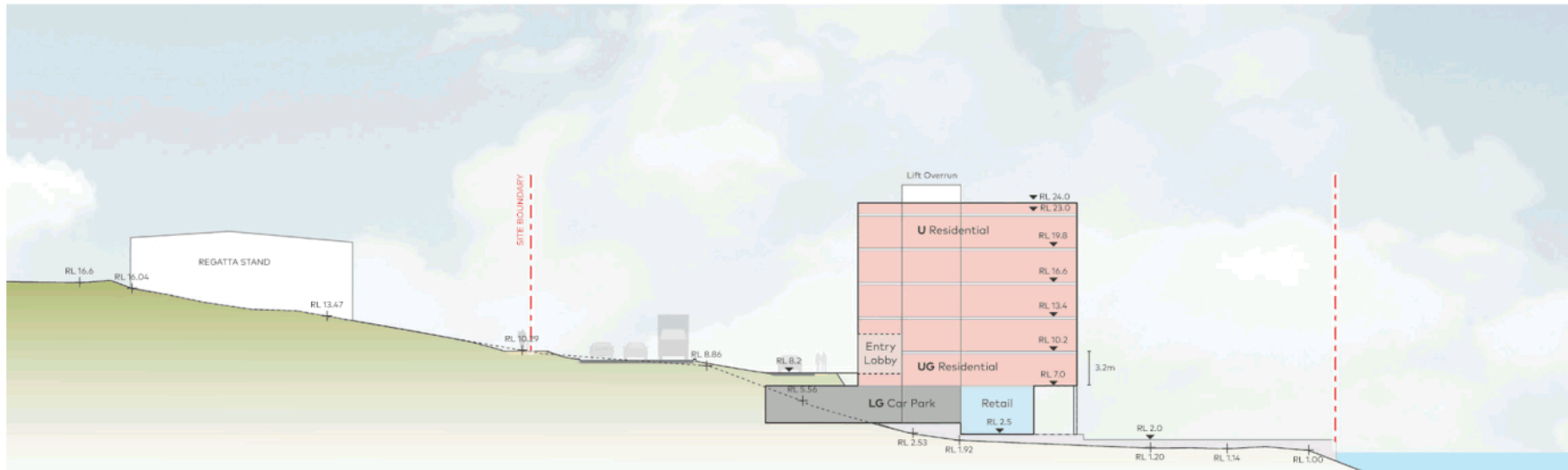


Figure 194: Section through Building 2

REFERENCE CONCEPT ONLY

Section through Building 3
(Same for both options)



Figure 195: Key Plan

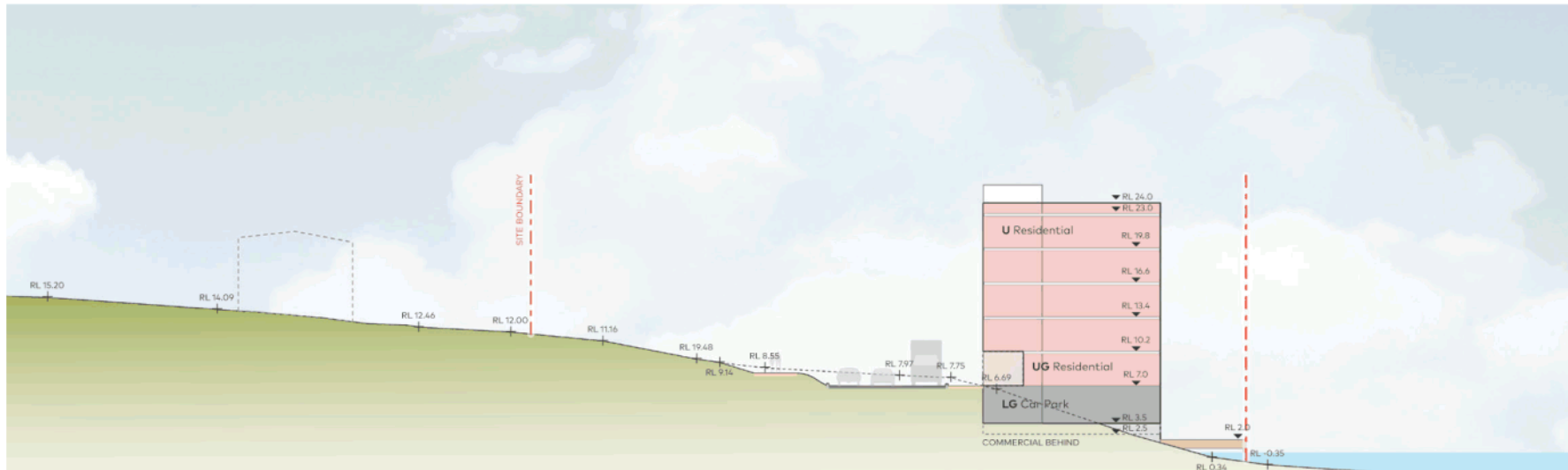


Figure 196: Section through Building 3



REFERENCE CONCEPT ONLY

Eastern Commercial Zone (North)

Option 1 - Commercial with multi-storey below ground car park - Basement 1 of 2 levels

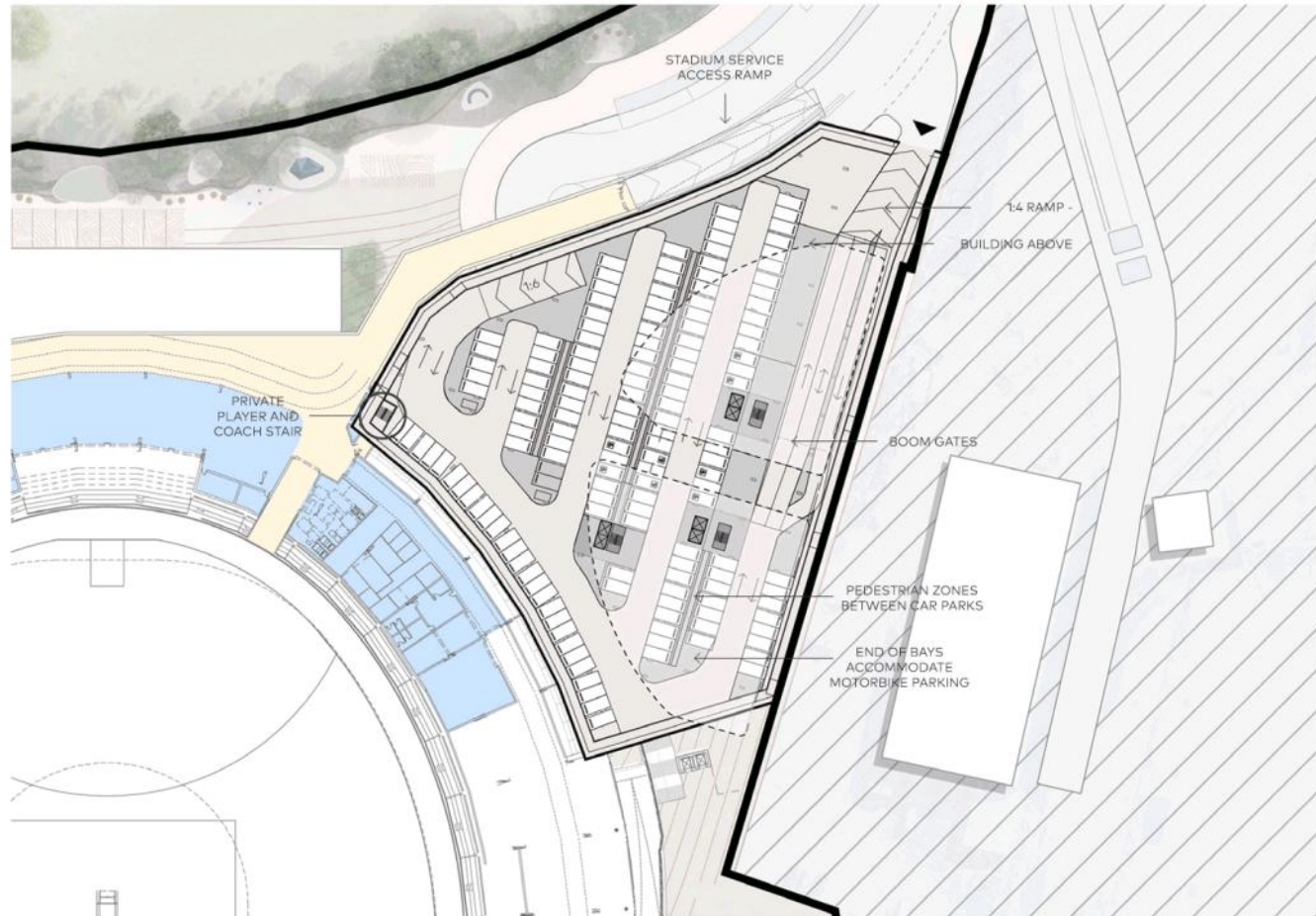


Figure 197: Eastern Commercial Zone (North)

- Site Boundary
- ▣ Car Park
- ▣ MPMS Internal Uses
- ▣ MPMS Circulation Spaces
- ⊠ Lift
- ▣ Core
- ⋯ Ramp
- ▶ Parking Entry



REFERENCE CONCEPT ONLY

Option 1 - Commercial with multi-storey below ground car park - Typical Ground Level and Building Entries

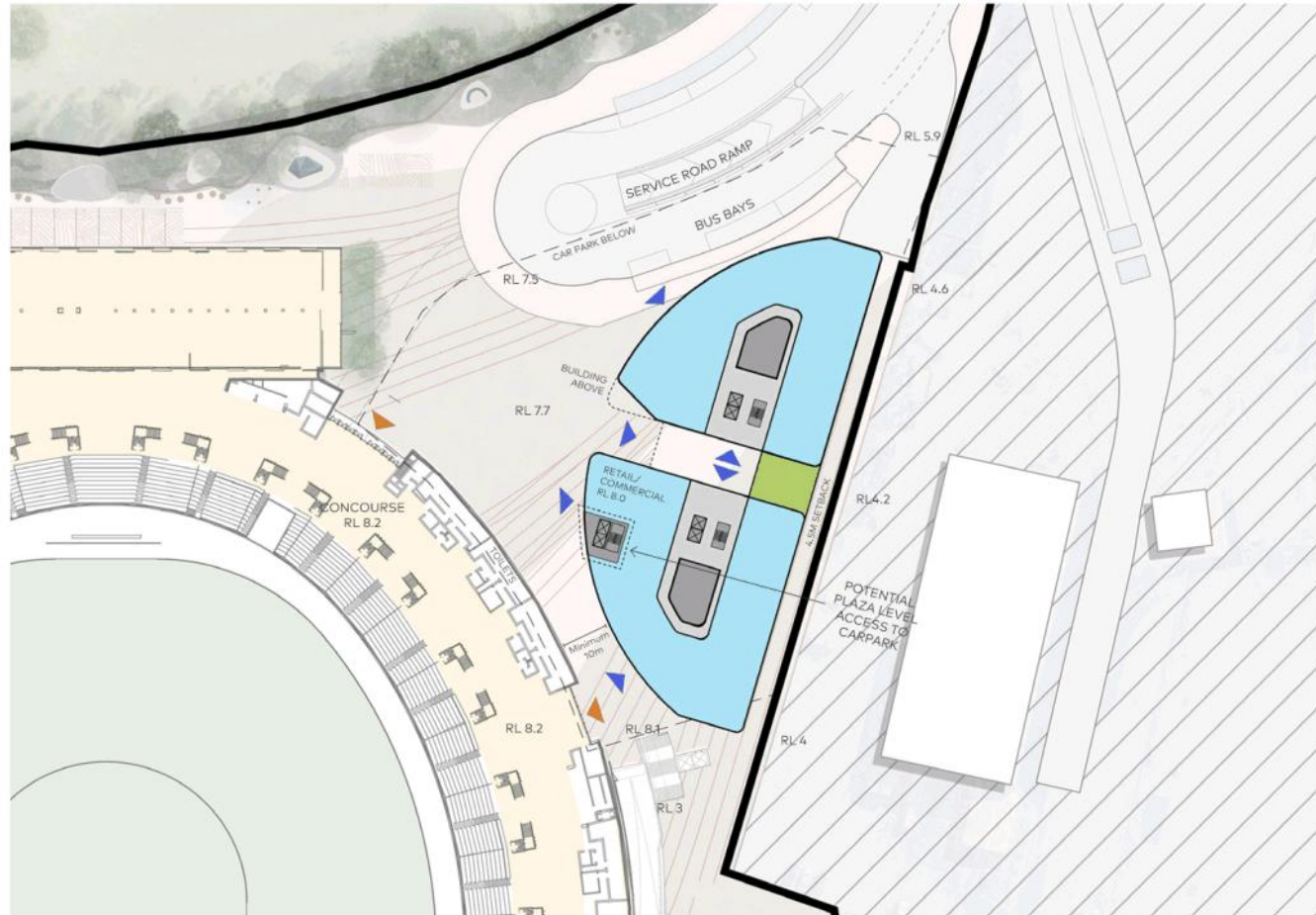


Figure 198: Eastern Commercial Zone (North)



REFERENCE CONCEPT ONLY

Option 1 - Commercial with multi-storey below ground car park - Typical Upper Level

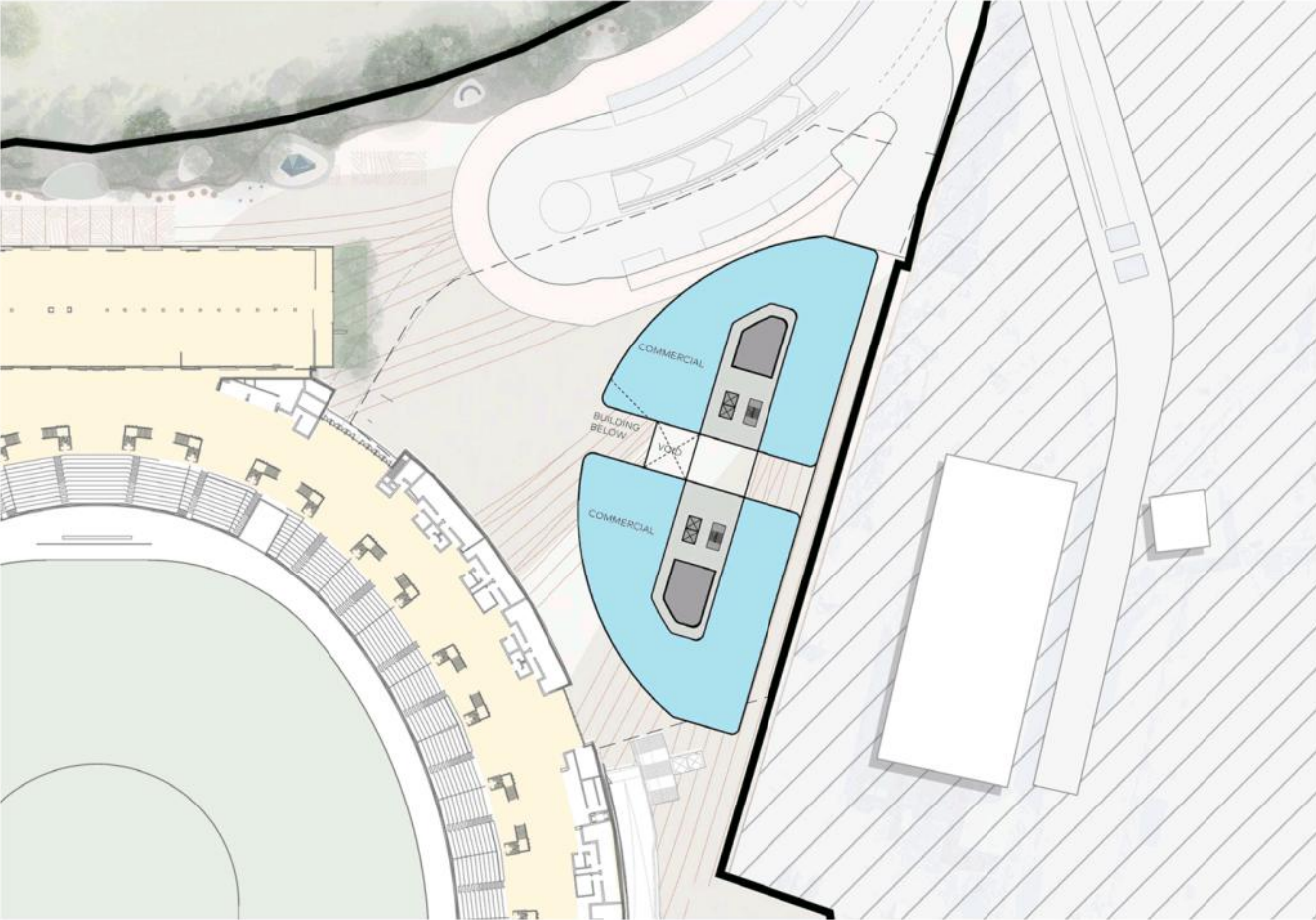


Figure 199: Eastern Commercial Zone (North)

- Site Boundary
- Car Park
- Commercial
- ⊠ Lift
- Core
- » Ramp



REFERENCE CONCEPT ONLY

Option 1 - Commercial with multi-storey
below ground car park - Yields

Eastern Commercial Zone (North)								
Option 1 - Commercial buildings with underground carpark								
Level	Use	Floorplate GBA	Number of Floors	Total GBA	GBA to GFA Efficiency	Total GFA	Jobs	Car Spaces
Ground	Commercial	3,225	1	3,225	80%	2,580	172	
Upper	Commercial	3,177	3	9,530	80%	7,624	508	
Basement (B1-B2)	Carpark	8,057	2	16,114	80%	0	0	339
Total		14,458		28,869		10,204	680	339

Assumptions
80% GBA to GFA (average across all buildings and uses)
15m ² commercial GFA per job

REFERENCE CONCEPT ONLY

Option 1 - Commercial with multi-storey below ground car park - Section

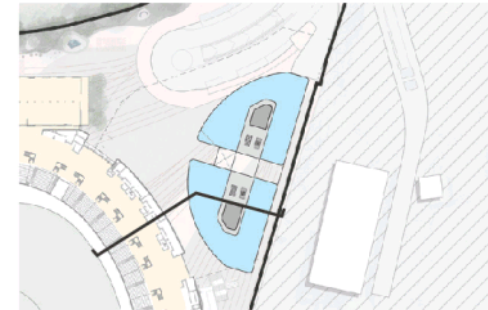


Figure 201: Key Plan

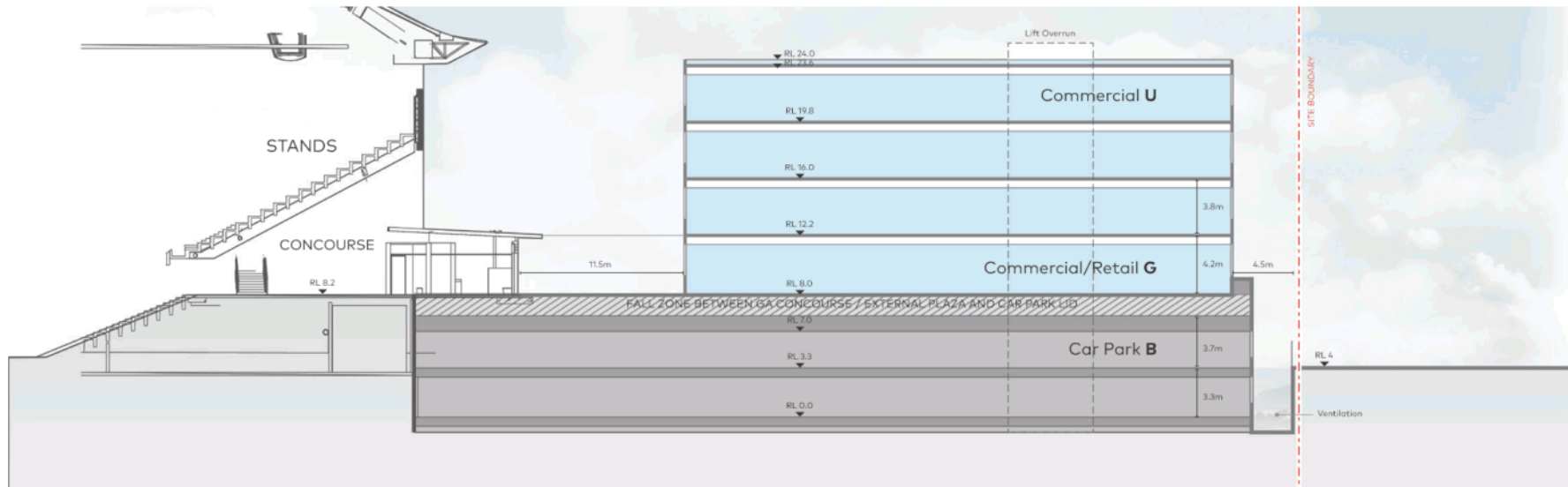


Figure 200: Option 1 - Commercial with multi-storey below ground car park - Section

REFERENCE CONCEPT ONLY

Option 2 - Above ground car park - Basement level 1

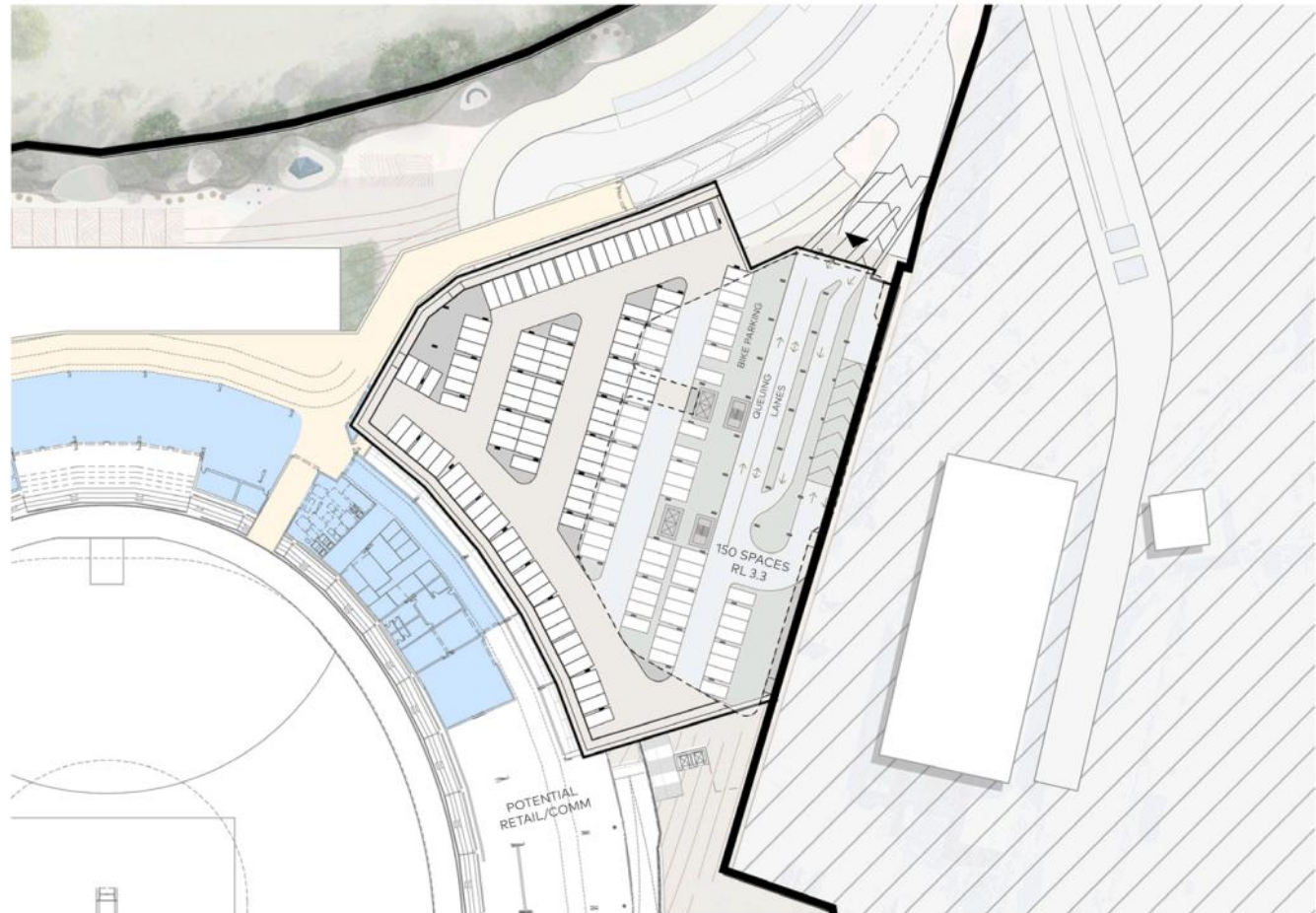


Figure 202: Eastern Commercial Zone (North)

- Site Boundary
- Car Park
- Commercial
- Lift
- Core
- Ramp
- Parking Entry



REFERENCE CONCEPT ONLY

Option 2 - Above ground car park - Typical Ground Level and Building Entries

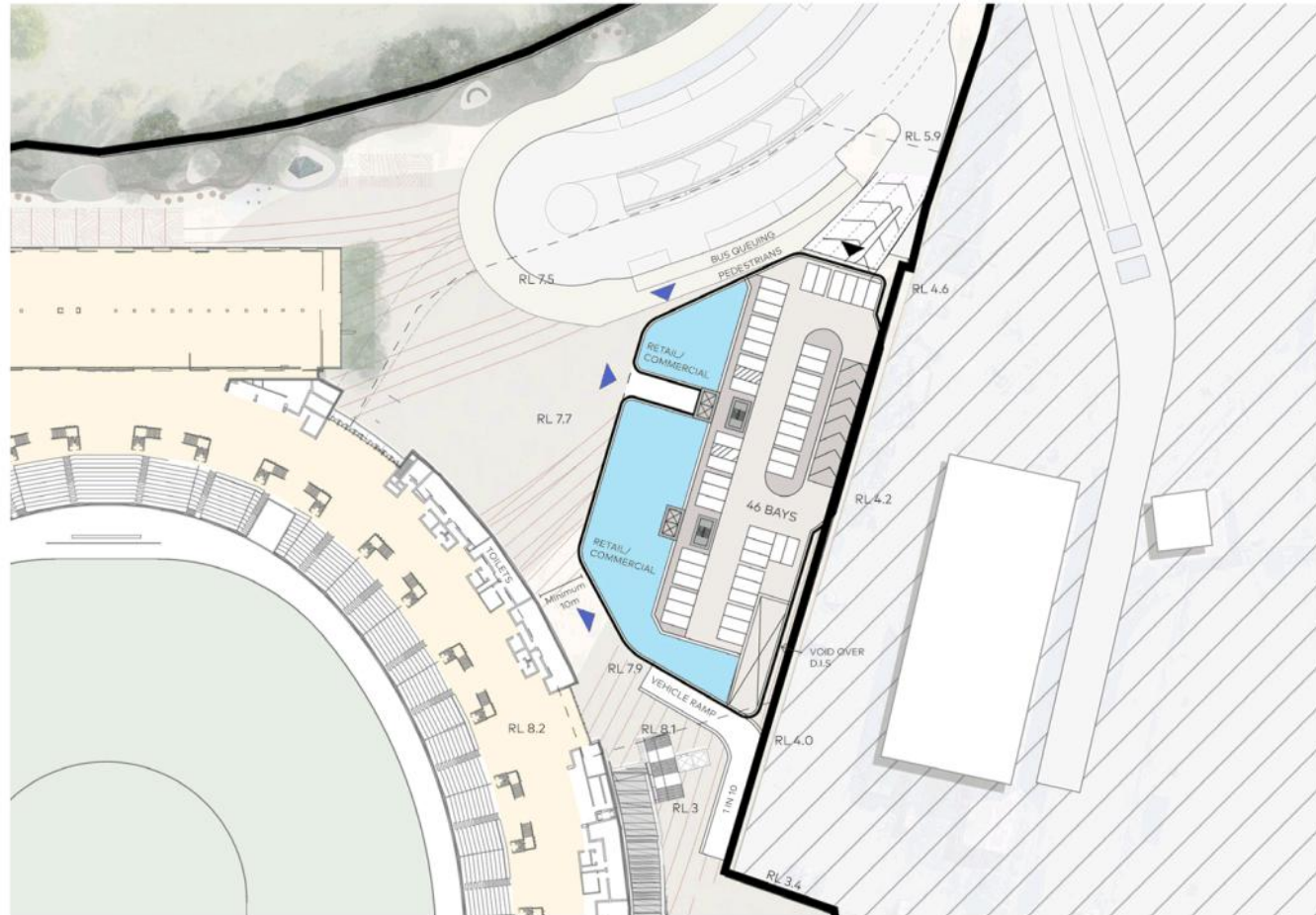


Figure 203: Eastern Commercial Zone (North)

- Site Boundary
- Car Park
- Commercial
- Parking Entry
- Lift
- Core
- Ramp
- Commercial/Retail Entry



REFERENCE CONCEPT ONLY

Option 2 - Above ground car park - Typical Upper Level

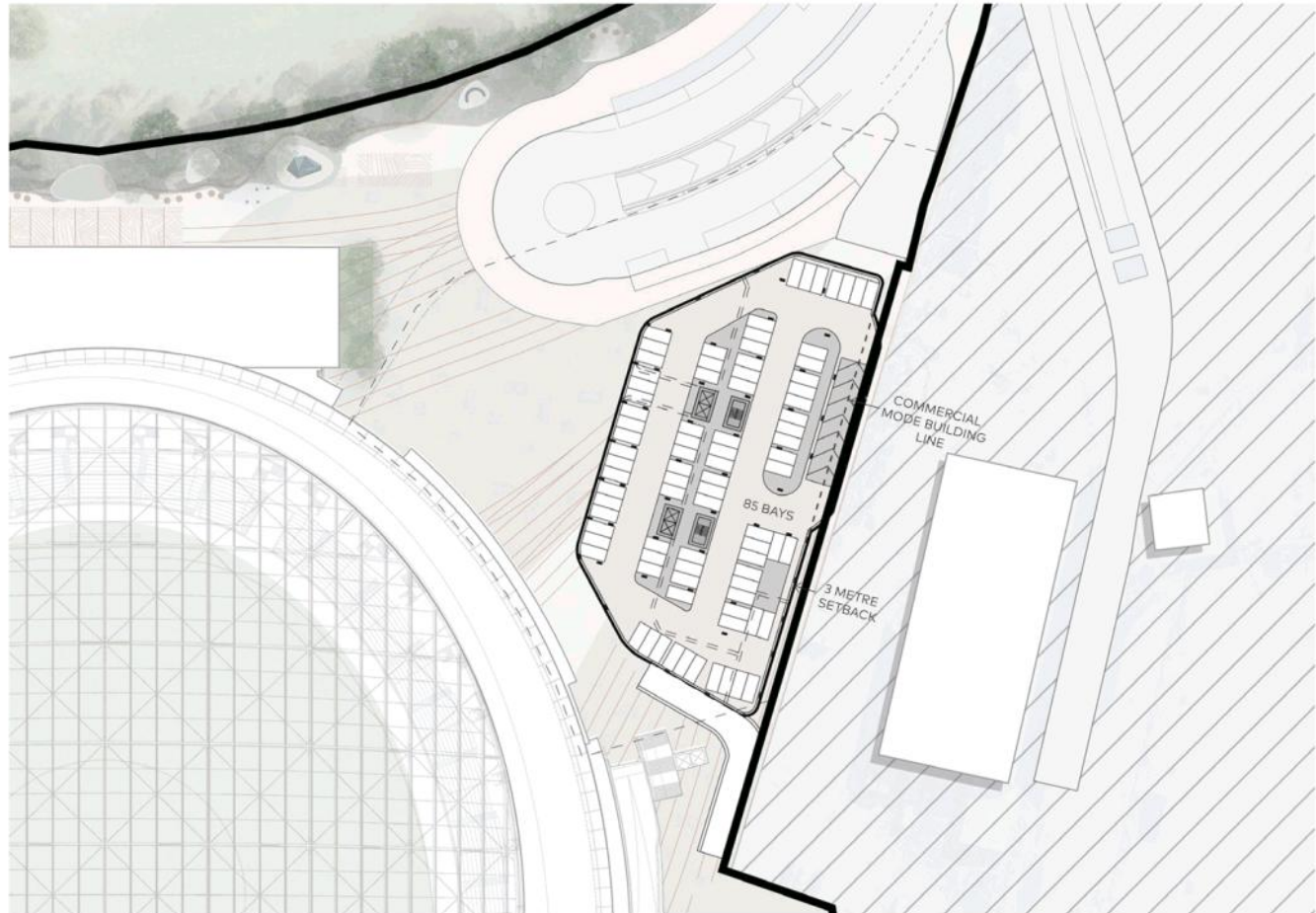


Figure 204: Eastern Commercial Zone (North)

- Site Boundary
- Car Park
- ⊠ Lift
- Core
- »» Ramp



REFERENCE CONCEPT ONLY

Option 2 - Above ground car park - Yields

Eastern Commercial Zone (North)							
Option 2 - Carpark above natural ground level							
Level	Use	Floorplate GBA	Number of Floors	Total GBA	Total GFA	Jobs	Car Spaces
Ground	Commercial	3,354	1	3,354	1,169	78	532
	Carpark				0	0	
Upper	Carpark	3,427	3	10,282	0	0	
Basement (B1)	Carpark	8,057	1	8,057	0	0	
Total		14,838		21,693	1,169	78	532

Note: This reflects a 4m ground floor-to-floor height and a 3.8m floor-to-floor height for the upper floors.

Eastern Commercial Zone (North)								
Option 2 - Carpark above natural ground level repurposed for future commercial								
Level	Use	Floorplate GBA	Number of Floors	Total GBA	GBA to GFA Efficiency	Total GFA	Jobs	Car Spaces
Ground	Commercial	3,427	1	3,427	80%	2,742	183	
Upper	Commercial	3,427	3	10,282	80%	8,225	548	
Basement (B1)	Carpark	8,057	1	8,057	80%	0	0	150
Total		14,911		21,766		10,967	731	150

Assumptions
80% GBA to GFA (average across all buildings and uses)
15m ² commercial GFA per job

REFERENCE CONCEPT ONLY

Eastern Commercial Zone (South)

Typical Ground Level and Entries

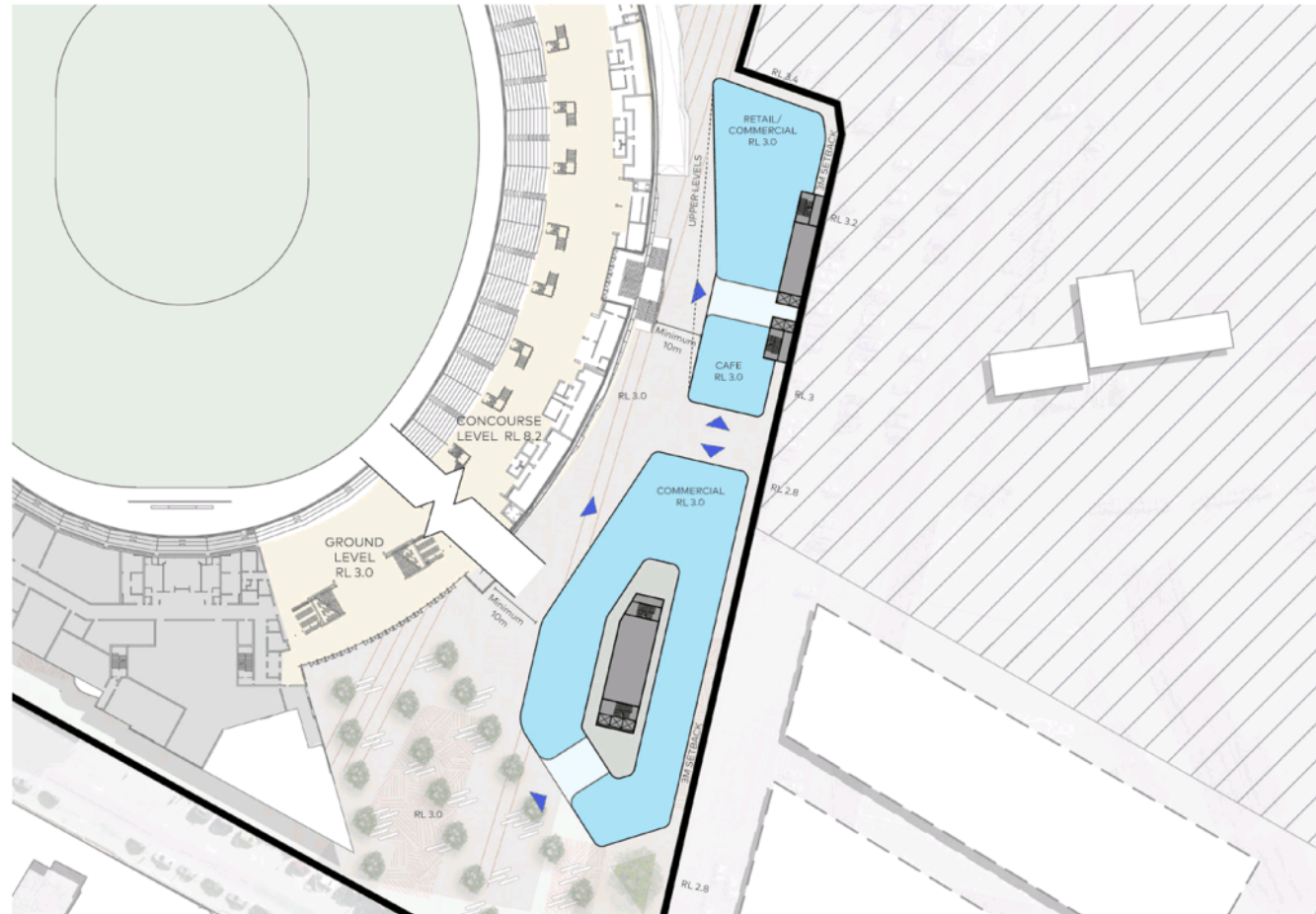
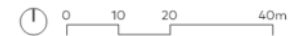


Figure 205: Eastern Commercial Zone (South)

- Site Boundary
- Lift
- Core
- Commercial/Retail Entry
- Commercial



REFERENCE CONCEPT ONLY

Typical Upper Level

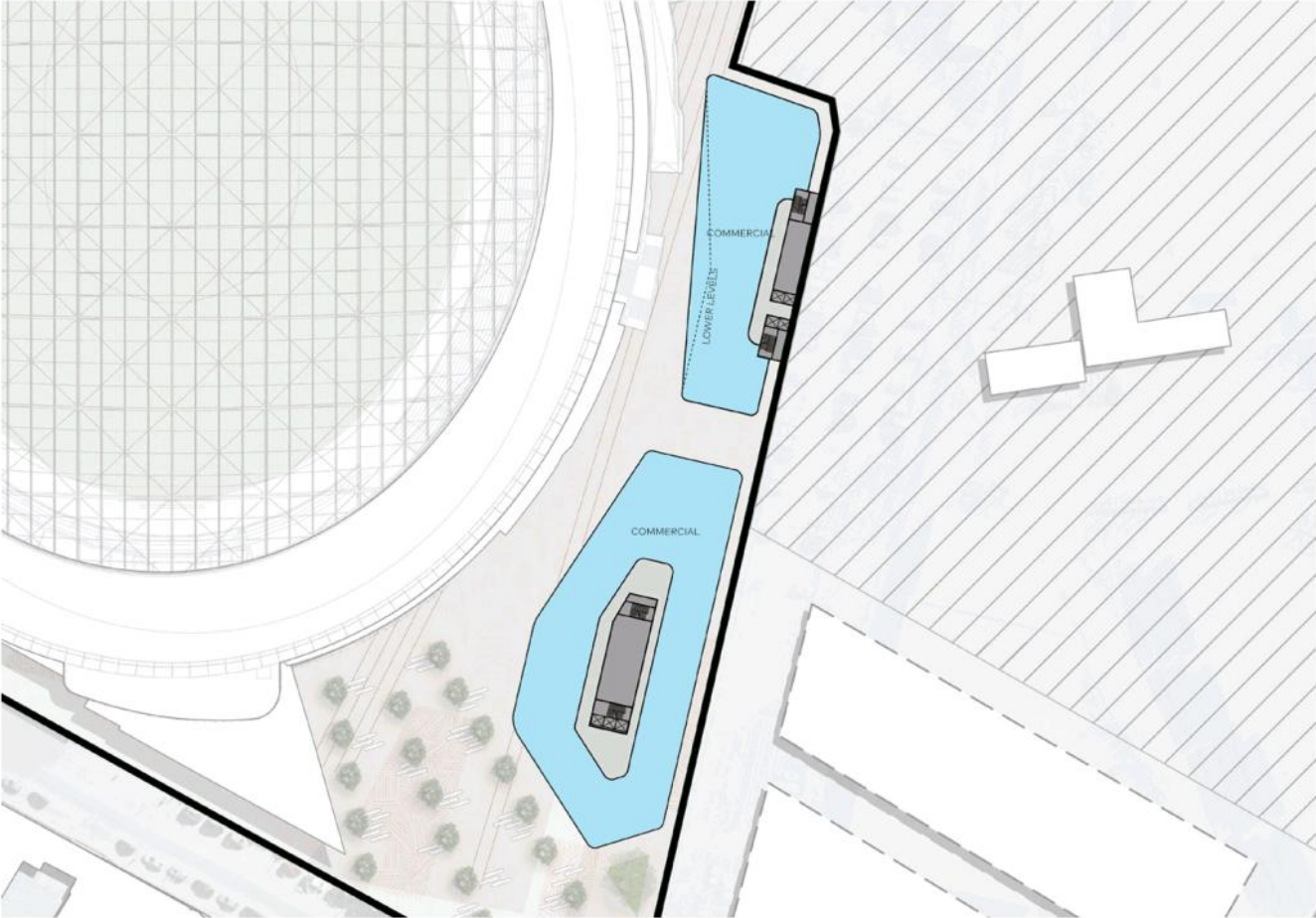
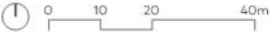


Figure 206: Eastern Commercial Zone (South)

- Site Boundary
- ⊠ Lift
- Commercial
- Core



REFERENCE CONCEPT ONLY

Eastern Commercial Zone (South) Section



Figure 208: Key Plan

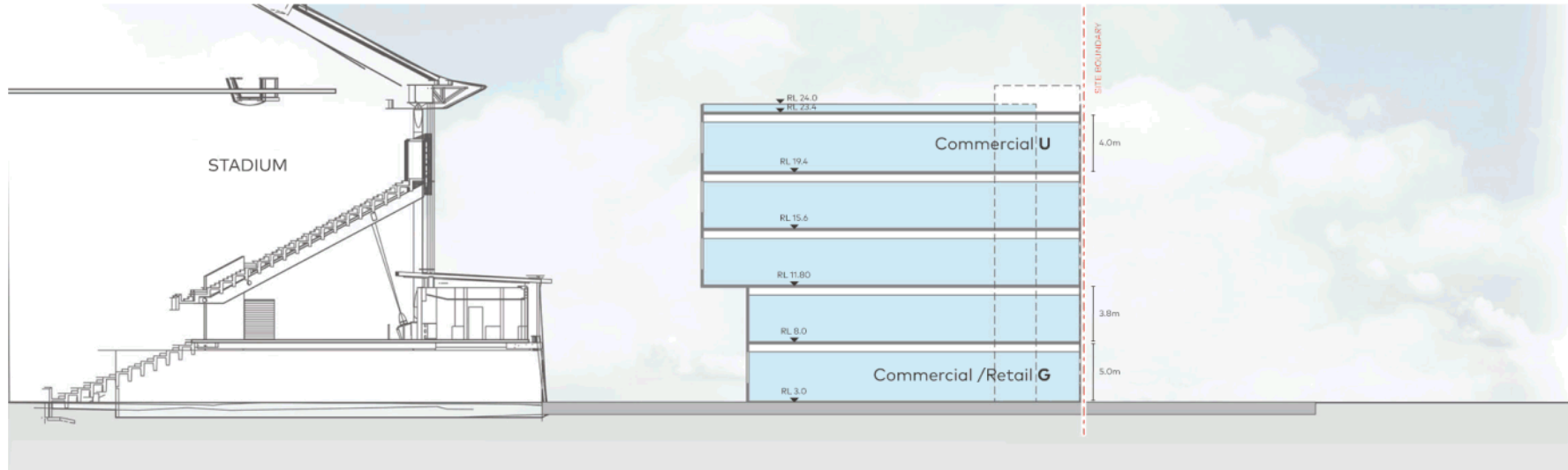


Figure 207: Eastern Commercial Zone (South)



REFERENCE CONCEPT ONLY

Eastern Commercial Zone (South)
- Yields

Eastern Commercial Zone (South)							
Building Number	Use	Floorplate GBA	Number of Floors	Total GBA	GBA to GFA Efficiency	Total GFA	Jobs
Building 1	Commercial	1,467	2	1,467	80%	2,348	157
	Commercial	1,601	3	1,601	80%	3,843	256
Building 2	Commercial	2,572	1	2,572	80%	2,058	137
	Commercial	2,572	4	2,572	80%	8,232	549
Total		8,213		8,213		16,480	1099

Assumptions
80% GBA to GFA (average across all buildings and uses)
15m ² commercial GFA per job

Terms and Definitions

Term	Definition	Abbreviation	Term	Definition	Abbreviation
Mac Point Site	The Site Master Plan applies to this area analogous with the Central District of the Mac Point Precinct Plan, excluding the Stadium.	The Site	Sullivans Cove Planning Scheme	The SCPS is the guiding strategy for the Hobart waterfront, spanning from Battery Point to Regatta Point. It outlines a land use vision that preserves the area's unique built character while emphasising the surrounding landscape. The strategy is structured around key principles, organised by Activity Areas and Key Sites.	SCPS
Mac Point Precinct	The area covered by the Mac Point Precinct Plan, including the Mac Point Site, Huon Quays, and the Port Secure and Commercial Zones.	The Precinct	Cove Floor	The concept of the flat fill surface of Sullivans Cove such as wharves, docks and associated areas, including Mac Point, having a recognisable identity contained by the built form (Cove wall) and topography.	
Precinct Plan District	A development area within the Mac Point Site, defined by the Mac Point Precinct Plan.	District	Plaza	The activated areas linking the Site to the Stadium	
Precinct Plan Zone	Analogous with Precinct Plan Districts.	Zone	Floor Space Ratio	The permissible ratio of development Gross Floor Area (GFA) to the site area.	FSR
Mac Point Multipurpose Stadium	The proposed new Multipurpose Stadium to be constructed at Mac Point.	The Stadium	Intercity Cycleway	Shared-use track that extends along a former rail line that extends from the Site to Claremont in the north.	
Site Development Plan	A Site Development Plan describes how the development of a Key Site can meet and exceed the requirements of the Sullivans Cove Planning Scheme (SCPS) (1997)	SDP	Relative Level or Reduced Level	The level of the finished surface relative to the Australian Height Datum (AHD).	RL
Macquarie Point Development Corporation	The Macquarie Point Development Corporation is a statutory authority as set out in the State Service Act 2000. It was established through the Macquarie Point Development Corporation Act 2012 and is responsible for the remediation, redevelopment and transition of Mac Point into a vibrant mixed-use precinct.	MPDC	Australian Height Datum	Relative height of a point in relation to Australian mean sea level.	AHD
Regatta Point	Analogous with the Residential Development and Public Foreshore Zone of the Precinct Plan. Also known as the Regatta Grounds.		Macquarie Wharf	Analogous with the Port of Hobart and TasPorts land.	
John Colville Memorial Grandstand	Heritage grandstand that overlooks Regatta Point.	Regatta Stand	Port Secure Zone	TasPorts-owned land used for port activities with restricted access.	
			Port Commercial Zone	TasPorts-owned land open to the public, permitting pedestrian access to and from the Site.	
			Hobart Cenotaph	War memorial commemorating Tasmanian war dead, situated on a prominent rise to the north of the Site, within the Queens Domain.	The Cenotaph
			Queens Domain	Historic parkland extending to the north of the Site along the western shore of the Derwent River.	

