



CITY OF HOBART

MINUTES ATTACHMENTS

THE HOBART WORKSHOP COMMITTEE MEETING

OPEN PORTION OF THE MEETING

MONDAY, 15 JUNE 2026

AT 4.00PM

VENUE: LADY OSBORNE ROOM

TABLE OF CONTENTS

7.1	Presentation - Tasmanian Government Health Officials - RHH Project Update Including Road Impacts	
A.	7.1 RHH ED Expansion Briefing - City of Hobart 150626	2
7.2	Central Hobart Plan - Planning Scheme Amendments Update	
A.	7.2 Update on Central Hobart PPZ June 2026	19
7.3	MacPoint Master Plan Briefing	
A.	7.3 Mac Point Master Plan - Overview June 2026	39

RHH Emergency Department Expansion Briefing



City of Hobart

15 JUNE 2026

Introductions

Andrew Hargrave

Deputy Secretary - Infrastructure

Simon Dunne

Director – Programming and Delivery

Michael Pears

Project Manager – RHH Emergency Department Expansion

RHH Key Projects

Completed

J-Block Cardiology and Sleep Studies (March 2023)
ICU Expansion (May 2023)
A-Block Endoscopy Unit (June 2023)
Emergency Department Expansion Phase 1 (January 2023)
Neurology outpatients (mid-2024)

In Progress & Planning

Emergency Department Expansion Phase 2
A-Block Redevelopment (including A-Block lift replacement)
Second Cardiac Catheterisation Lab
Relocation of Paediatric Outpatient Clinic

Related Projects

Public Diagnostic Breast Care Centre (completed May 2026)
RHH Pharmacy Redevelopment (in progress)

Emergency Department Expansion

Phase 1 – Complete

Creation of an ED Short Stay Unit (LG H-Block)
Additional 28 treatment points

Phase 2 (Transition Works) – Complete

Staff amenity upgrades (LG A-Block)
New ED waiting area (LG H-Block)
Temporary ED Short Stay Unit (L3 J-Block)

Phase 2 (Main Works) – Underway

Once complete: total of 120 treatment points and points of care
New and improved health services as outlined on upcoming slides

Project objectives

Increasing the number of treatment points across the ED's acute treatment, resuscitation, procedures, fast track, and ambulatory assessment areas.

Separating ambulance and ambulatory presentations.

Providing a safe, low stimulus area to meet the needs of mental health patients and older persons.

Separating Adult and Paediatric Treatment Spaces to meet patient needs.

Providing additional consult and interview spaces to meet demand.

Creating a new lift for discreet patient transport.

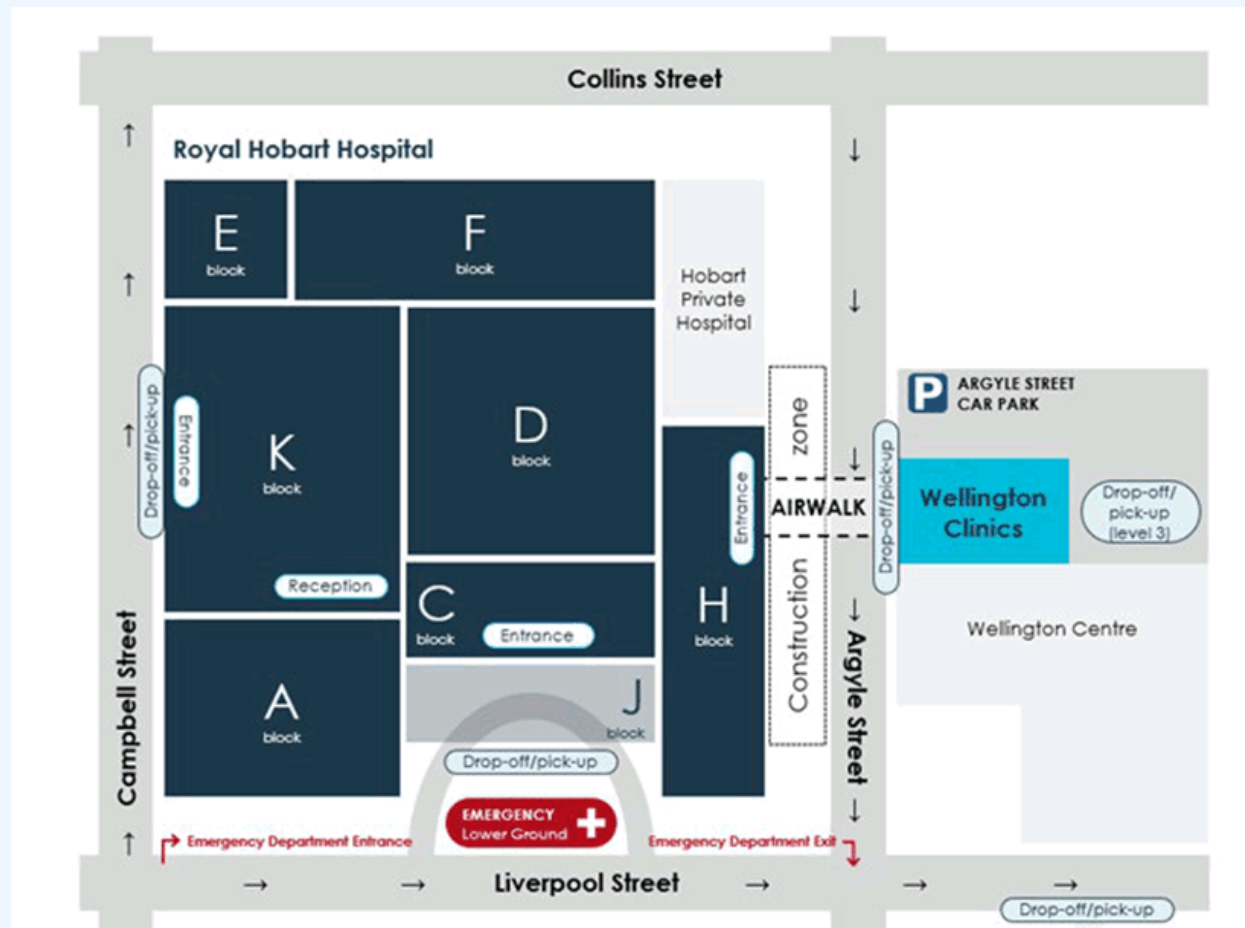
Developing and adjusting new operational workflows and models of care in the ED.

New and improved health services

Rapid intervention and treatment zone (RITZ).	Low acuity adult area (Fast track on 3J).	Acute care zone to meet requirements for care of older patients and patients presenting with mental health concerns.
Additional medical imaging facilities.	Resuscitation zone.	Mental health zone.
Physically separated paediatric short stay and acute care area.	Dedicated waiting areas.	Improved support facilities for clinicians and area staff.

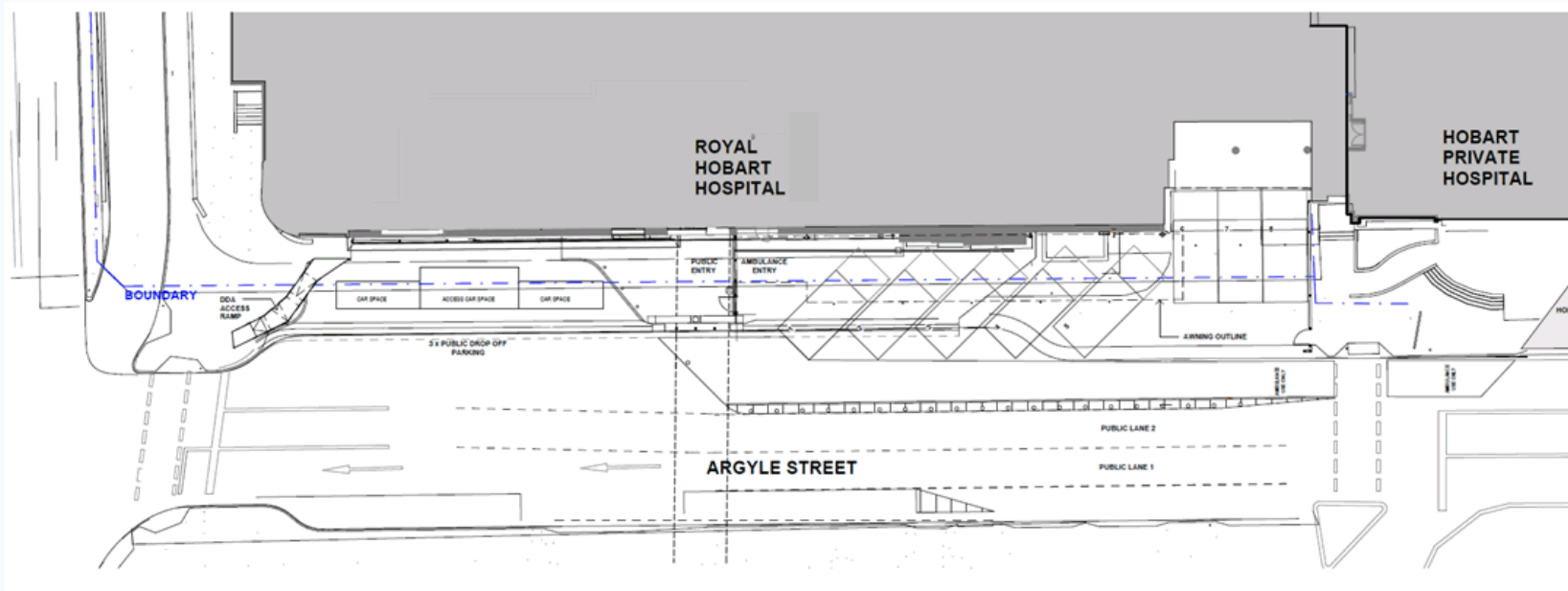
Royal Hobart Hospital

Layout for reference and discussion



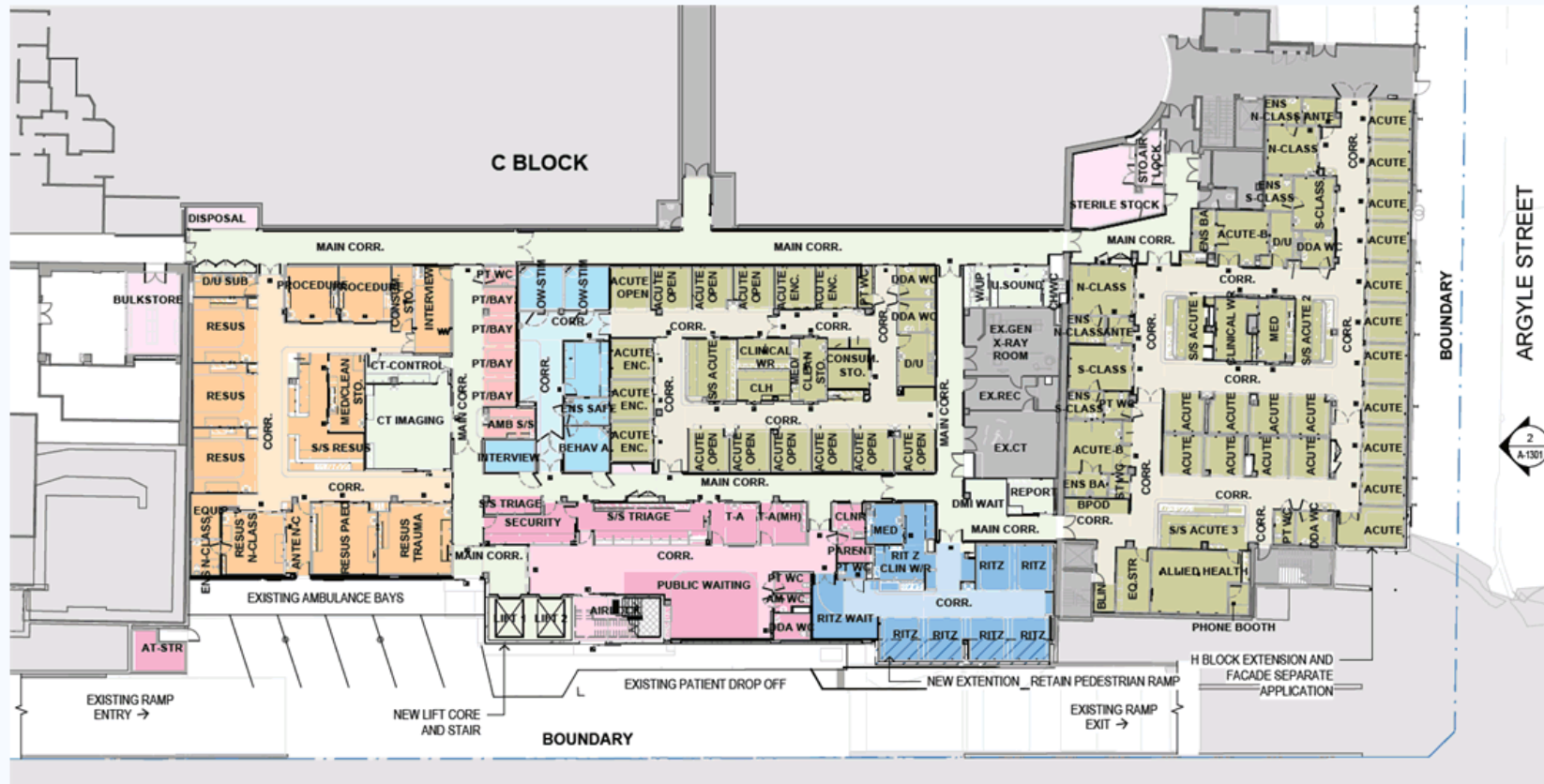
Argyle Street awning & civil works

Preparing for ED to transition from Liverpool Street to Argyle Street



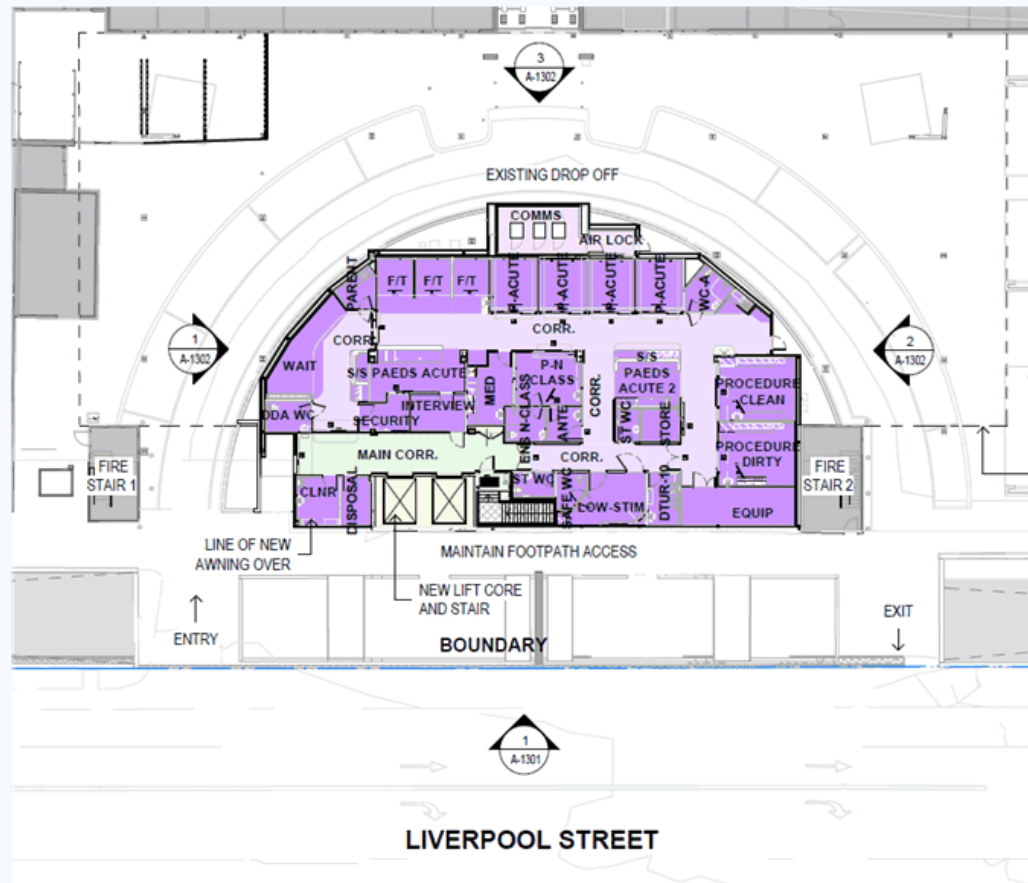
Main Emergency Department

Refurbishment of the Main ED on Lower Ground Floor of J-Block
Creation of Acute Zone 2 and Ritz on Lower Ground Floor of H-Block



Paediatrics Emergency Department

Creating a new Paediatrics ED on Ground Floor of J-Block



Mental Health Short Stay Unit and ED Fast Track

Creating a new Mental Health Short Stay Unit on Level 3 of C/D Block
Creating a fast track unit on Level 3 East of J-Block



Current project impacts



Future project impacts



Consultation with City of Hobart

The ED Expansion project, has been approved by the City of Hobart via two Development Applications. For the Argyle Street Awning and the Main Works.

All building and plumbing permits have now been approved.

The Project Manager meets fortnightly with the City of Hobart's Senior Roads and Traffic Engineer to provide regular project updates.

Public communication

To raise community awareness about the Emergency Department move, and related changes for pedestrians and vehicles using Argyle Street.

- Ongoing: dedicated page on Department of Health website www.health.tas.gov.au/RHH-EDMove
- Two weeks before ED entrance move: start print, digital / social media and radio advertising to broadly raise awareness of the move and timing.
- Three days before ED entrance move: update print / social media advertising messaging and update for local media.
- From day of move (for following two weeks) updated print, digital and radio advertising to reinforce new ED entrance location.

Roadside signage for vehicles / pedestrians will also be updated and we will engage directly with neighbours and provide supporting information within the Hospital.

Questions?





Department of **Health**
GPO Box 125
Hobart TAS 7001
1300 135 513
www.health.tas.gov.au



City of Hobart presents

Central Hobart Plan - PPZ Update

Hobart Workshop – 15 April 2026

hobartcity.com.au



Purpose of the Workshop

Workshop Objectives

Brief elected members on key components of the draft Central Hobart Particular Purpose Zone (PPZ) and gather feedback on the proposed direction.

Focus Areas

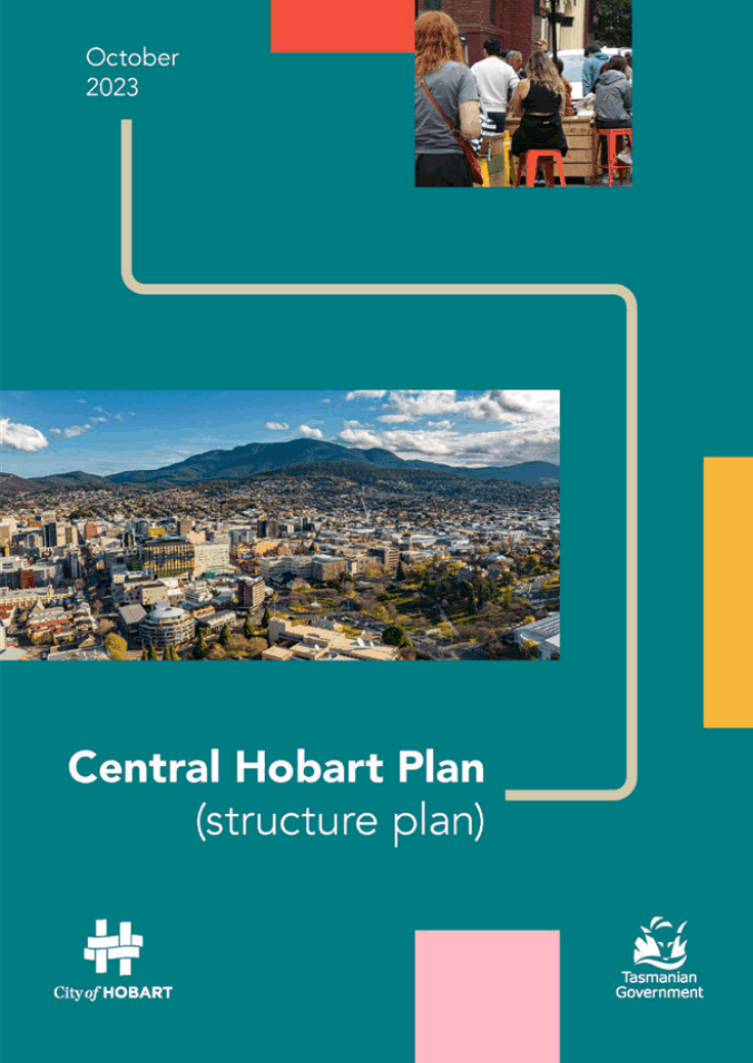
Covers planning scheme amendment approach, building heights framework, and strategic development site pathways.

Strategic Alignment with CHP

Aligns with Council's Priority Action 3.1 in the CHP to translate policy into statutory controls supporting housing and urban renewal.

Feedback and Refinement

Provides opportunity for discussion to refine before next stage



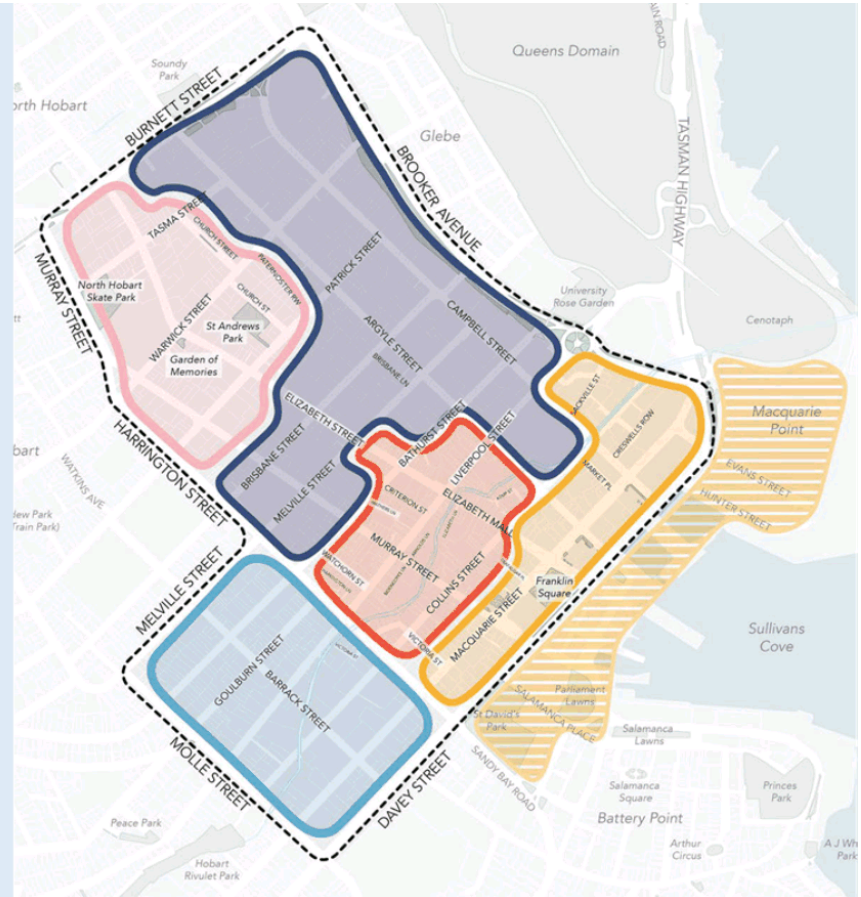
October
2023

Central Hobart Plan
(structure plan)

City of HOBART

Tasmanian
Government

Why a PPZ for Central Hobart

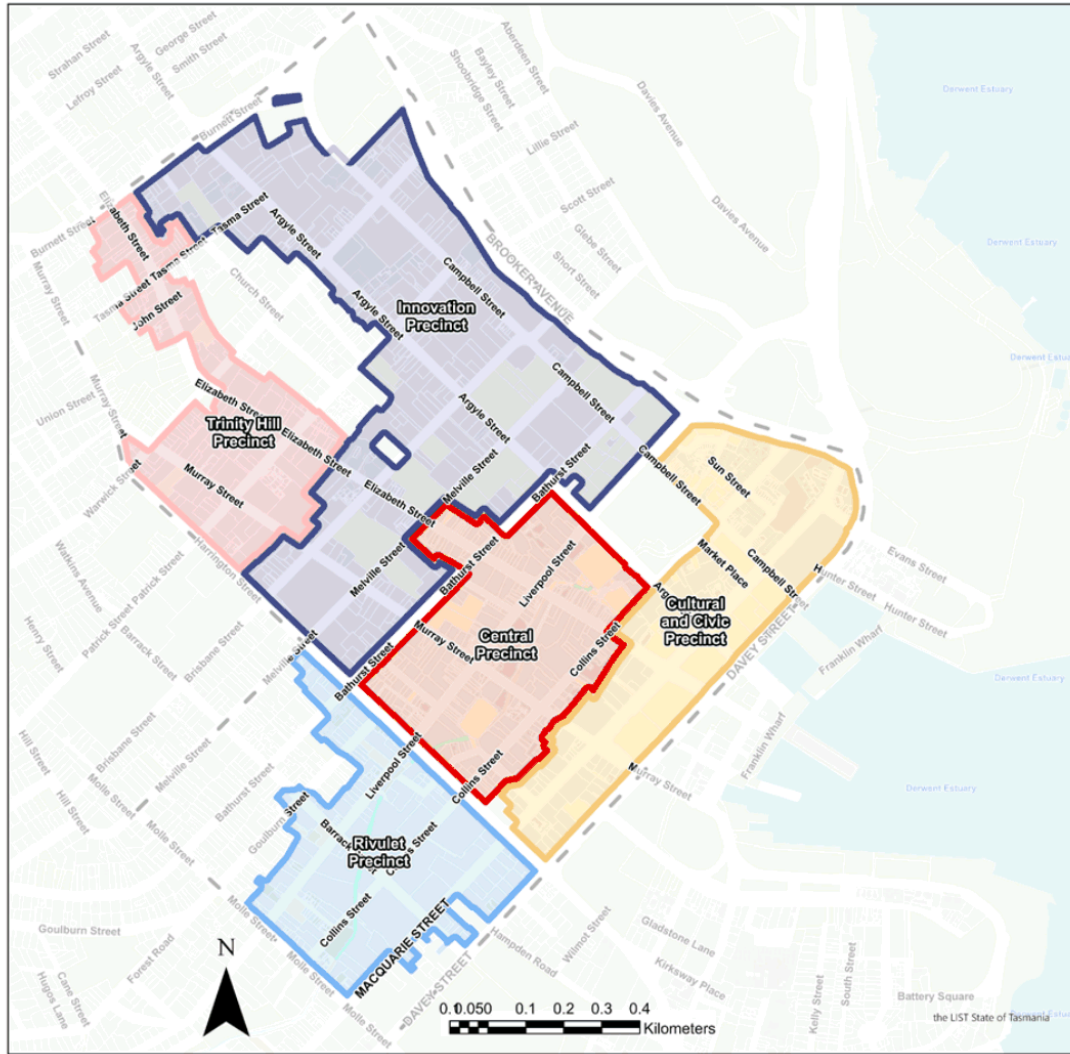


- Boundary (Plan area)
- Public open space (existing)
- Hobart Rivulet
- Central Precinct
- Civic and Cultural Precinct
- Civic and Cultural Precinct (beyond Plan area)
- Innovation Precinct
- Trinity Hill Precinct
- Rivulet Precinct



Central Hobart proposed PPZ building heights

- Original_CHP_Boundary
- CHP_Proposed_PPZ_Boundary
- Cadastral Parcels
 - Authority Land
 - Casement
 - Private Parcel
 - Water
- Cadastral Parcels
 - Authority Land
 - Casement
 - Private Parcel
 - Water



Central Hobart proposed PPZ precincts

- Original_CHP_Boundary
- Central Hobart Precincts (based on new PPZ boundary)
 - 1. Trinity Hill Precinct
 - 2. Innovation Precinct
 - 3. Central Precinct
 - 4. Cultural and Civic Precinct
 - 5. Rivulet Precinct
- Cadastral Parcels
 - Authority Land
 - Casement
 - Private Parcel
 - Water
- Cadastral Parcels
 - Authority Land
 - Casement
 - Private Parcel
 - Water

Why a PPZ for Central Hobart

Introduction of PPZ

It will replace fragmented controls with a cohesive planning framework for Central Hobart.

Built Form Framework

Clearer building heights, setbacks, and street wall standards guide development to align with urban design objectives.

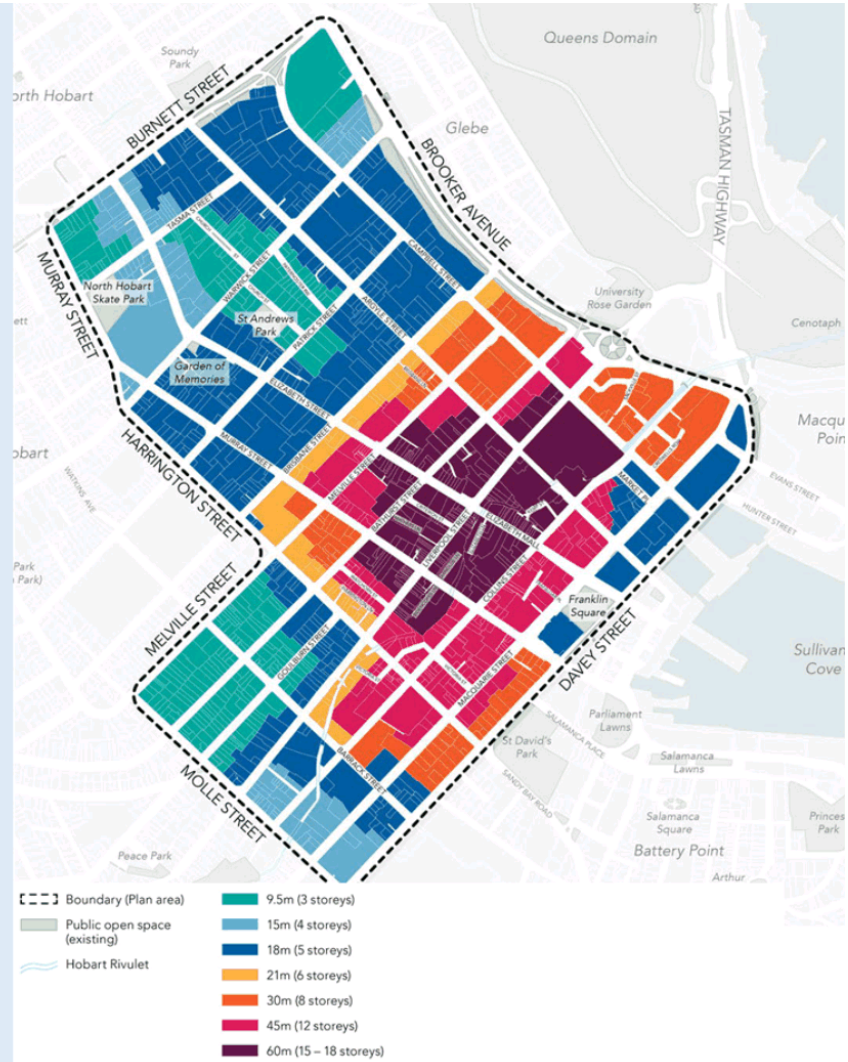
Introduction of a 'Strategic Development Sites' Overlay

The overlay addresses key redevelopment opportunities to support growth and high-quality urban environments.

Planning Outcomes

The PPZ will promote a compact, mixed-use urban environment enhancing housing, economic activity, and public realm quality.

Building Heights



Building Height pathways

Approach

Building height requirements are separated into two standards:

- Standard 1 for applies to all buildings; and
- Standard 2 for buildings over 21 metres

Standard 1

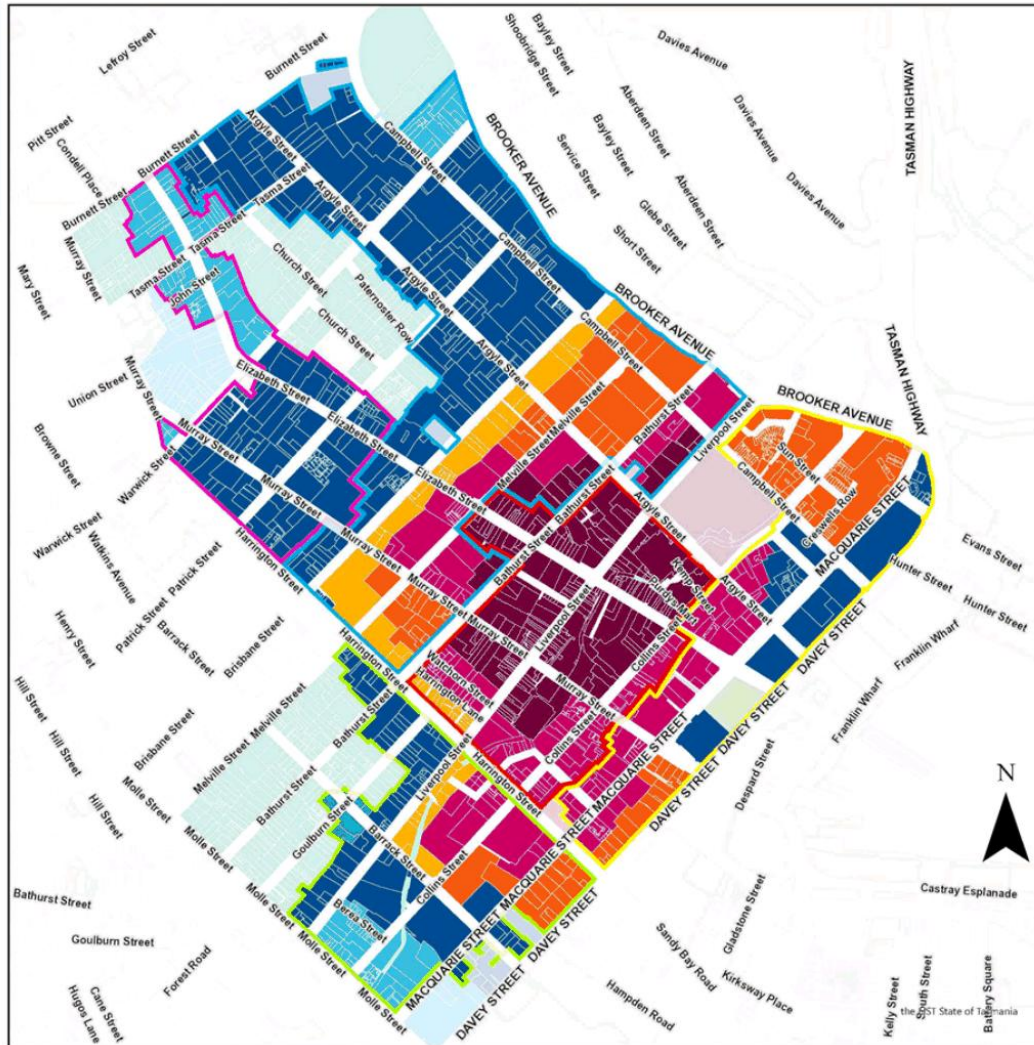
Acceptable solution pathway as per height limits shown in CHP

Performance criteria pathway for where there are significant social/economic benefits. Buildings also required:

- To demonstrate design excellence; and
- Support public realm improvements

Standard 2

Buildings over 21 metres to positively contribute to city and streetscape through high-quality design as demonstrated in Urban Context Report. Framework also includes shadow and wind impact assessments ensuring pedestrian comfort and neighbor amenity.



Central Hobart Proposed PPZ : Draft Building Heights & Precincts

Building Height

- 11m (3 storeys)
- 15m (4 storeys)
- 18m (5 storeys)
- 21m (6 storeys)
- 30m (8 storeys)
- 45m (12 storeys)
- 60m (15-18 storeys)

-

Central Hobart PPZ Precincts

- 1. Trinity Hill Precinct
- 2. Innovation Precinct
- 3. Central Precinct
- 4. Cultural and Civic Precinct
- 5. Rivulet Precinct

Cadastral Parcels

- Authority Land
- Casement
- Private Parcel
- Water



Public benefit and amenity considerations

Public Benefit Integration

Height framework requires developments to demonstrate socio-economic contributions and support for the capital city role.

Financial Contributions for Amenities

Developments exceeding height controls must contribute financially towards civic amenities, enhancing community infrastructure.

Amenity Impact Assessments

Technical assessments ensure developments do not cause unreasonable overshadowing, wind, or sunlight impacts on public spaces.

Balanced Urban Livability

The framework balances increased building intensity with environmental quality and livability for residents and visitors.

Resolution: Report on planning controls for affordable housing

Inclusionary zoning / density bonuses

Report has been required to consider whether these mechanisms would be appropriate to encourage more affordable housing

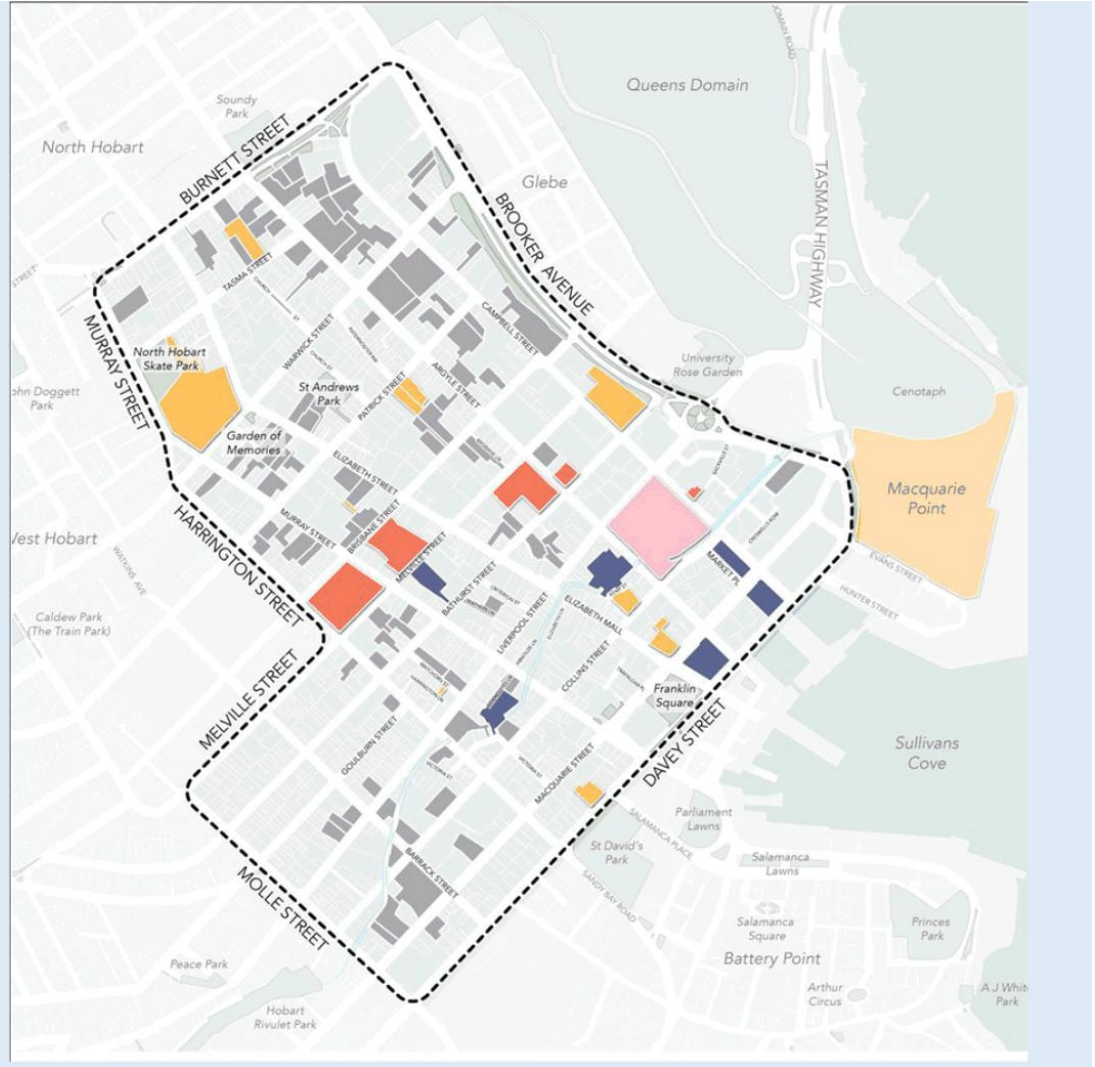
Affordable housing

Defined in the planning scheme but there is no way of controlling what is affordable if the housing is in the private market, unless it is through a community housing provider.

Flexibility

It may be preferable to allow a discretionary pathway for development over a certain height which is not only tied to affordable housing, to provide maximum flexibility.

Major Strategic Development Sites



Purpose of a Strategic Development Site Overlay

Guiding Strategic Redevelopment

The overlay guides redevelopment of key sites with strategic potential to promote urban renewal.

Preventing Piecemeal Development

It prevents fragmented development to ensure coordinated, comprehensive urban growth.

Supporting City Objectives

The overlay aligns development with goals of a compact, walkable, and vibrant city.

Encouraging Investment and Clarity

It provides clear signals to developers, encouraging investment in quality outcomes.

Opportunity sites

Two-Pathway Development Framework

Acceptable solution pathway permits minor works without full site planning.
Performance criteria guide major integrated redevelopment.

Site Development Plan Requirements

Major redevelopment requires a Site Development Plan detailing land use, infrastructure, public spaces, and development stages.

Flexibility and Heritage Provisions

The overlay allows variations to other performance criteria for exceptional outcomes and includes heritage considerations with strong justification. These provide 'above and beyond' proponent benefits where warranted by long term planning

Notice of Motion: Deferred to workshop

Limiting Car Yard proliferation in the CBD



Draft 'Use' Standard for Bulky goods

Acceptable Solution

- Not permitted in Central, Civic & Cultural Precincts
- Maximum 1,500 m² floor area
- No outdoor display of goods
- Must be fully contained within a building
- Active shopfront required to the street

Performance Criteria

A bulky goods or other large-format retail use must be located, designed and operated so that it:

- (a) supports Central Hobart's role as a compact, mixed-use, pedestrian-focused city centre
- (b) is well integrated into the surrounding area, with human-scale buildings, active frontages and high-quality streetscape interfaces
- (c) is not vehicle-dominated or yard-based, and does not include outdoor sales yards, display areas or large areas of hardstand
- (d) keeps parking, loading, servicing and vehicle access secondary to streets and public spaces
- (e) is compatible with the long-term mixed-use evolution of Central Hobart, including buildings that can adapt to more intensive uses over time
- (f) aligns with the Zone Purpose and Precinct objectives



Questions:

- 1. In principle, do you support allowing proposals that exceed the building height map to be considered on a performance-based assessment basis?**

- 2. Are you supportive of managing ‘bulky goods’ uses (such as car yards) by introducing a ‘use standard’ in the Local Provisions Schedule?**



Next steps:

- Identifying strategic sites and incorporating feedback from elected members will refine the planning framework.
- Further workshop to step through the PPZ in detail.



Q & A



Thank you



Mac Point Master Plan





Figure 17: Historic shorelines (source: Macquarie Point historic shorelines Hobart Railyards Urban Design Strategy 2008)

- Natural shoreline
- 1827 shoreline
- 1852 shoreline
- 1891 shoreline
- 1897 shoreline
- 1937 shoreline
- 1954 shoreline
- 1970 shoreline
- Present day shoreline
- Location of Lords Residence 1815-1821 and Engineers Yard
- Location of Round House 1914
- Location of railway lines
- Historic Creekline
- 2007 footprints of significant remaining heritage buildings
- Approx. location of Queens Battery (1842-1865) covered over in 1924 for Cenotaph Monument





MAC POINT PRECINCT PLAN

We have developed a refreshed Precinct Plan to support the urban renewal of the Mac Point site.

Mac Point Precinct Plan

Our vision

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

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

Our role

The Macquarie Point Development Corporation is a Statutory Authority responsible for the remediation, redevelopment and transition of Mac Point into a vibrant mixed-use precinct.

As part of the development of this plan, we were asked to consider how the site can support: a Multipurpose Stadium, an Aboriginal Culturally Informed Zone, an Antarctic Facilities Zone, and a residential development that includes affordable housing for key workers in the health sector. More detail on this request is available in the Ministerial Direction available at macpoint.com/reporting.

Your feedback

The Mac Point Precinct Plan has been informed by:

- more than 2,200 written submissions
- meetings with more than 100 local organisations, businesses and individuals
- collaboration with and input from TasPorts, the Department of State Growth (including Infrastructure Tasmania (ITas)), Stadiums Tasmania, Brand Tasmania, Homes Tasmania and the Department of Health.

A summary of the key themes from our consultation and copies of written submissions received are [available below](#).

What we found

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

CONSULTATION

Initial Consultation

A summary of our initial consultation to inform the Draft Precinct Plan can be found here: [Consultation Summary](#)

Written submissions

Written submissions received in response to our public consultation process are also available below. Please note, these do not include submissions where the author requested that their input be kept in confidence.

Survey responses

Volume 1: [Questions 1-8](#)

Volume 2: [Questions 9-14](#)

Submissions made via a third party website

[Consolidated submissions](#)

Other written submissions

[Index and Consolidated submissions](#)

Consultation on the Draft Precinct Plan

Further feedback was sought on the Mac Point Draft Precinct Plan.

The consultation period on the Draft Plan ran from October until November 2023, with 234 responses received. These submissions were received via:

- an online survey on the Mac Point website.
- free-form written submissions received via email or in hard copy.

Feedback was received in a range of formats - via responses to the survey questions and through pre-prepared, template responses. Other individual stakeholders and organisations provided written submissions.

Survey Responses

[Volume 1](#)

Submissions made via a third party website

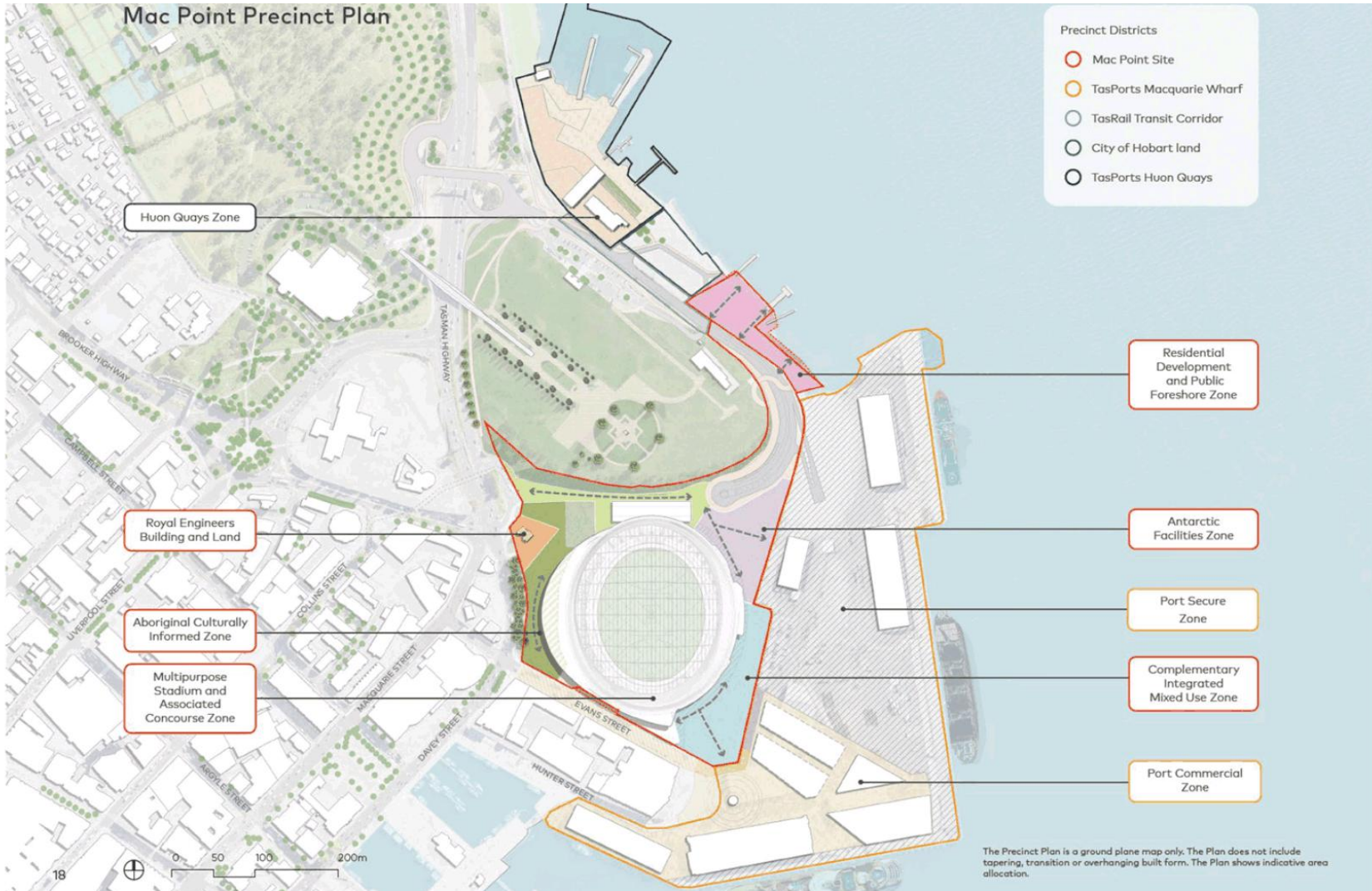
Consolidated submissions: [Volume 1](#), [Volume 2](#)

Other written submissions

[Index and Consolidated submissions](#)

Key Themes

The key themes across both consultations are set out on [page 15 of the Precinct Plan](#)





The purpose of the plan is to:

- identify urban design principles and parameters that will underpin the proposed development
- 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.

The Master Plan will form part of a package to be submitted later this year to seek an update to the planning scheme.

Master Plan objectives are to:

- complement and not compete with neighbouring sites
- create connections, including accessible public spaces
- celebrate and preserve heritage, through acknowledging and sharing the site's Tasmanian Aboriginal cultural and European industrial heritage, including through adaptive reuse of built form
- reintegrate through public spaces and pedestrianisation
- delivery of the identified Zones, with strategic staging
- enable the success of each Zone, through the provision of essential services, inter-zone connectivity, and accommodate a range of uses
- drive sustainable outcomes
- express the Tasmania Brand, including showcasing local materials, site heritage and create a unique destination



European Heritage

Macquarie 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.

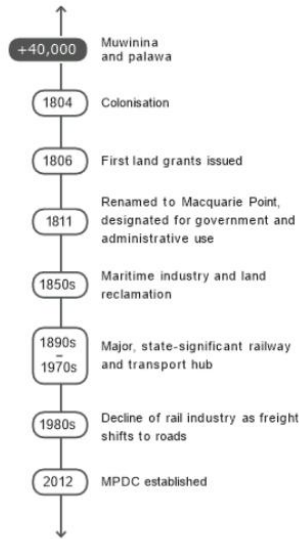


Figure 28: 1950s, c.TAHO, PH30-1-3699, Royal Engineers Building, Lower end Macquarie Street, Hobart



Figure 29: Hobart Regatta, Tasmanian Archive and Heritage Office



Figure 30: Van Diemens Land - p.2 - Vue de la rade de Hobart-Town, Ile Van-Diemen - [Paris] : Tastu, [1833]



Figure 31: Aerial view of Mac Point, 1946



Figure 32: Cattle Jetty Abattoirs, c1872.



Figure 33: 1954, TAHO, Hobart Railway Terminus

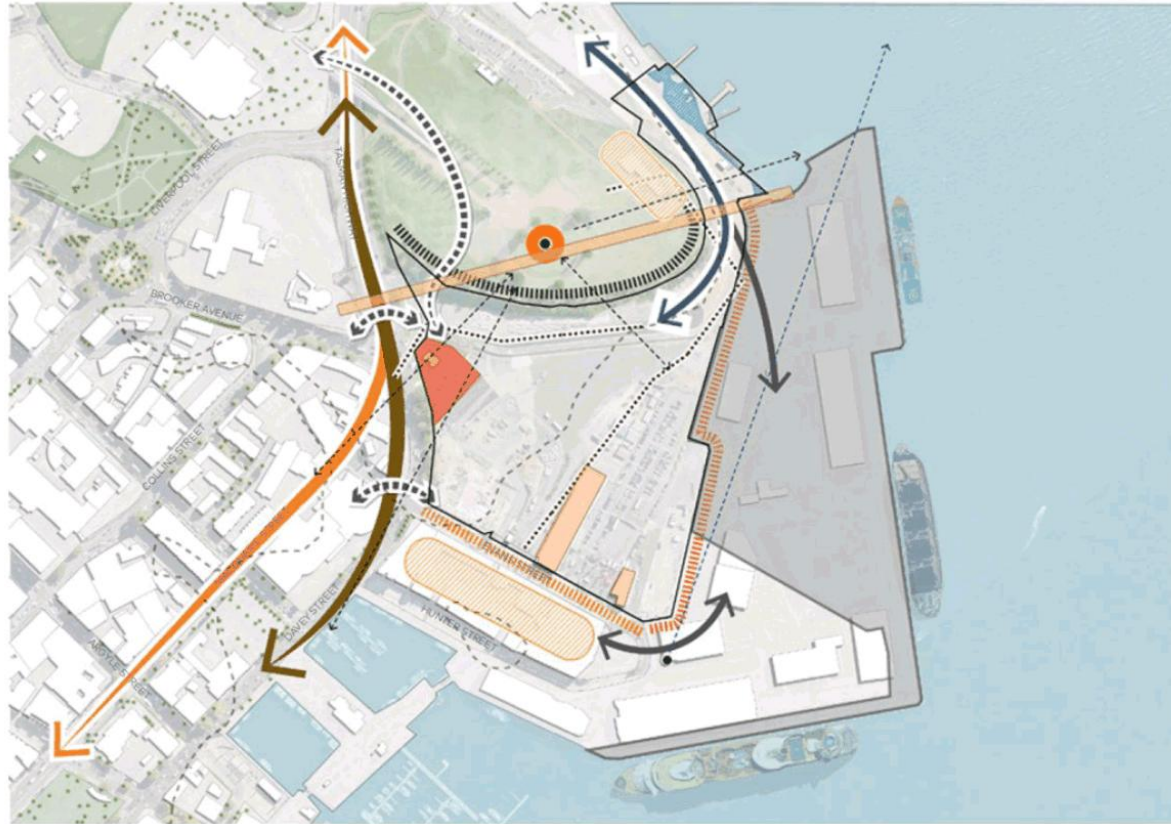


Figure 62: Site Considerations



Site Opportunities

A key focus 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.

The Site's rich historical and environmental context provides inspiration for its future character. The original shoreline and the former railway corridors offer 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. Protecting and framing key views—such as the sightlines to the Cenotaph and the Tasman Bridge from the TasPorts Tower—will enhance the visual experience of the Site.

Framing key 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.

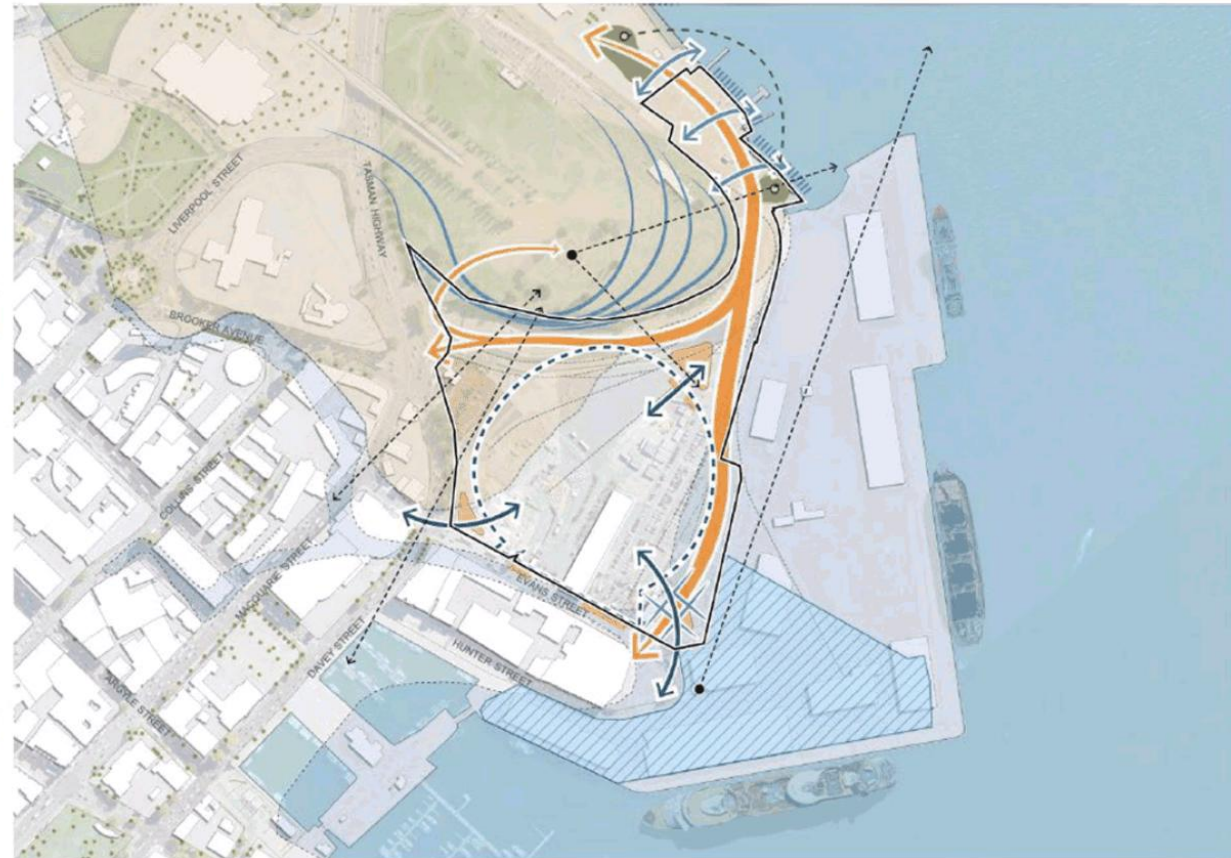
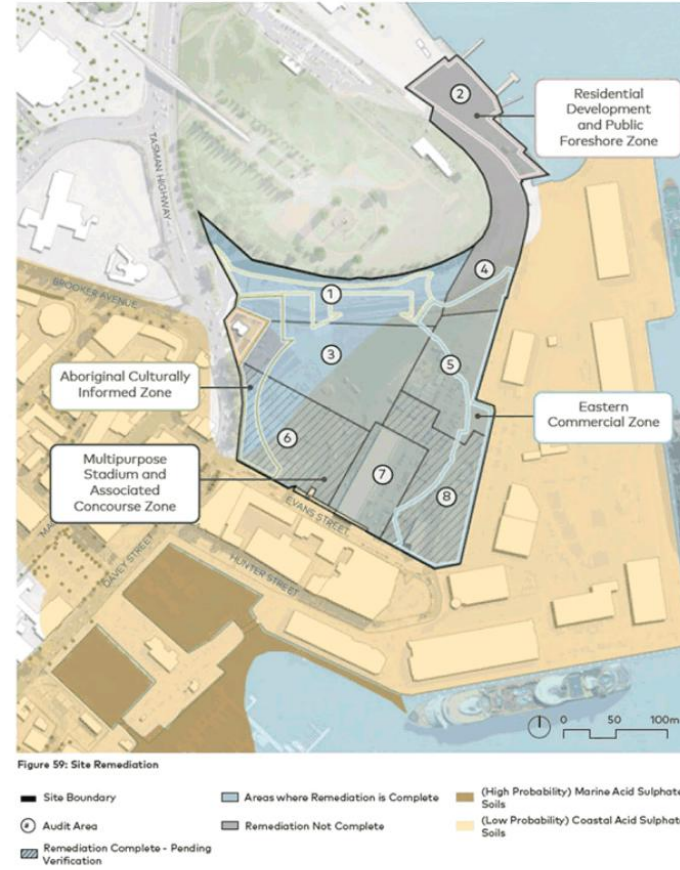
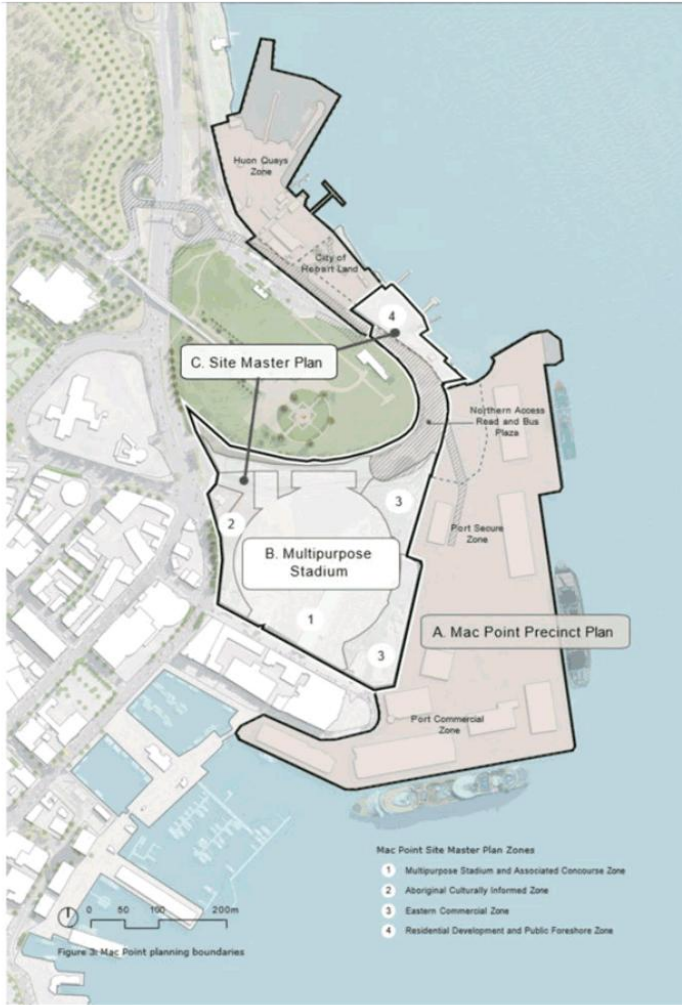


Figure 5: Site Opportunities





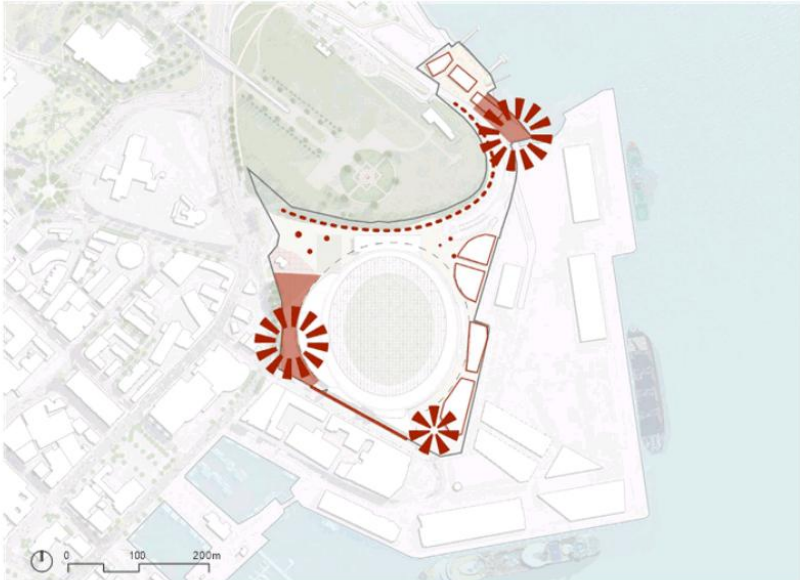


Figure 8: Design with Country

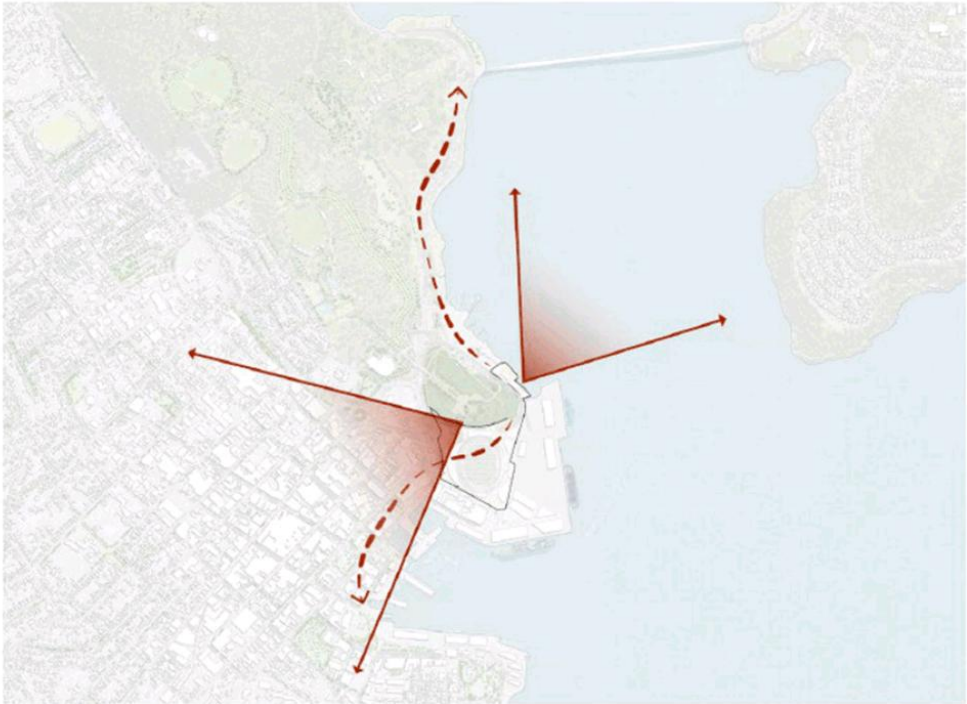


Figure 65: Connecting to the Broader Landscape

Site Master Plan



Illustrative Site Master Plan

The masterplan 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 masterplan.



Figure 12| 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 | 0 50 100m |
| 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 | |
| 14. Water front Promenade | 15. Small-local open space | 16. Potential Ferry Terminal | 17. Boat Launch | 13. Regatta Point Residential | | |

Site Activation

The masterplan seeks to create a series of dynamic and integrated precincts, that are welcoming and feature uses and activities year-round.

Regatta Residential Foreshore Development 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

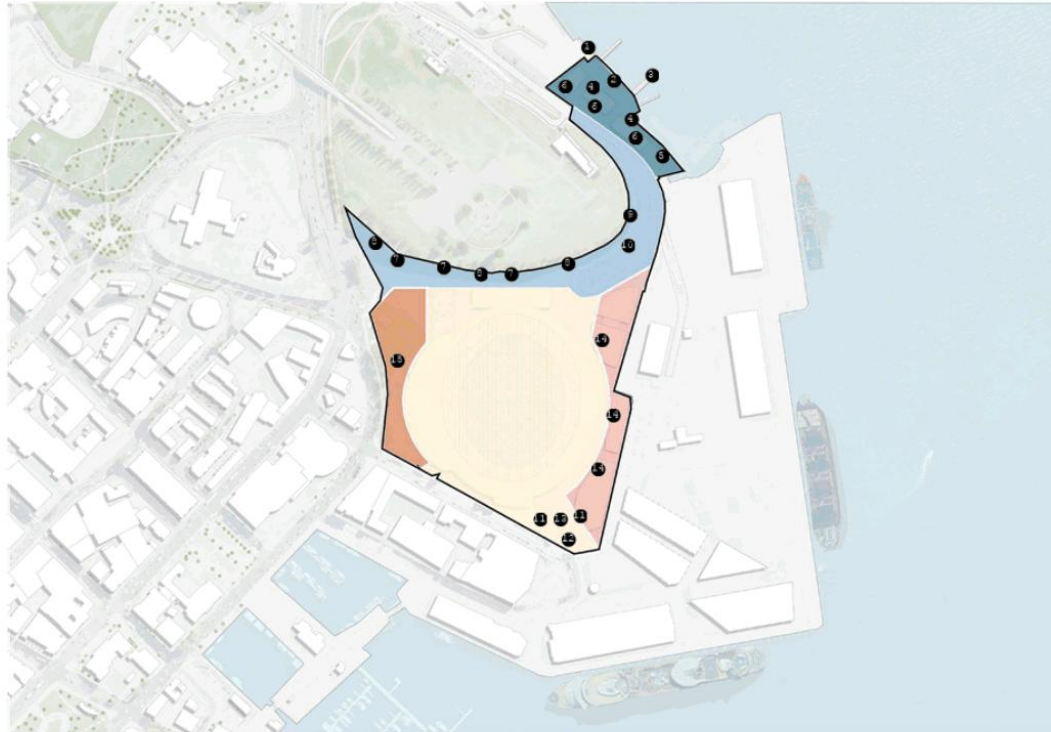


Figure 11: Uses and activities present in the public domain



Built Form Strategy

There are three Zones in the site in which future built developments are planned and where built form strategy will be applicable; the Eastern Commercial Zone, Residential Development and Public Foreshore Zone and 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. As part of the Cove Floor, future developments should also incorporate the notion of building on reclaimed land. This should be expressed in terms of setbacks, form, scale and materiality.

To the north east of the site, the Residential Development and Public Foreshore Zone at Regatta Point sits outside of the Cove Floor and as such will reflect characteristics unique to its waterfront location. Developments should have a lighter grounding to the site and allow the slope of the site down to the water to be comprehensible and celebrated.

The northern Rivulet to River area is considered as one of the major plaza/open spaces of the site with minimal built form and is not included within the Built Form Strategy.

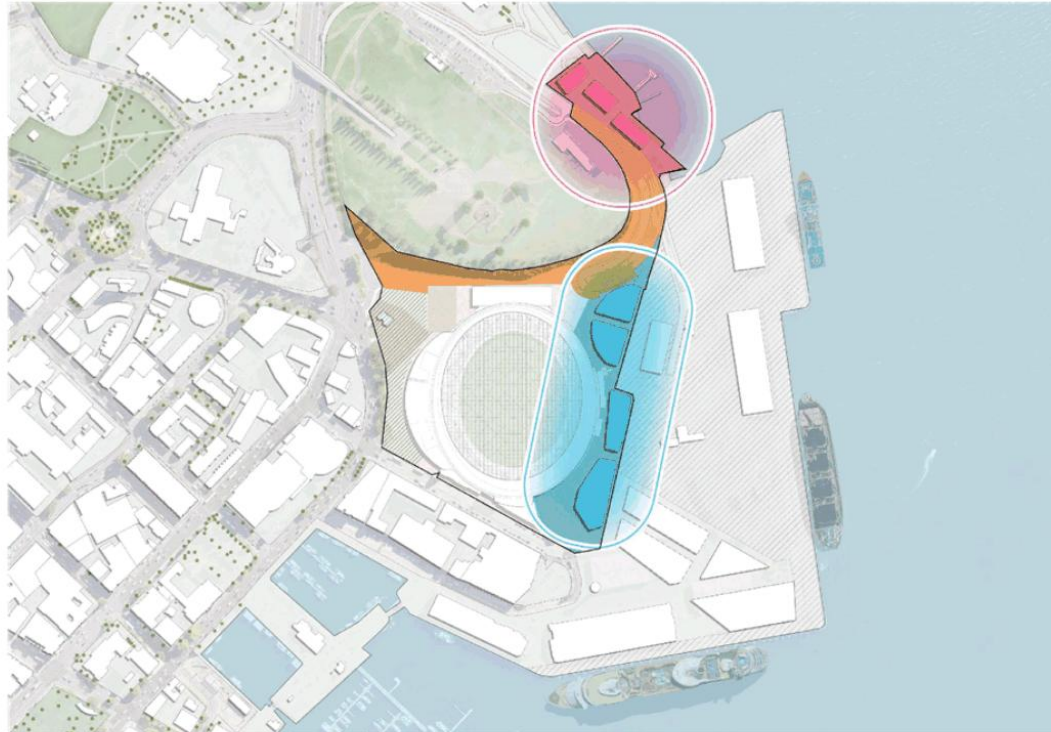


Figure 15: Mac Point Master Plan highlighting the three Zones for future built form development



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.

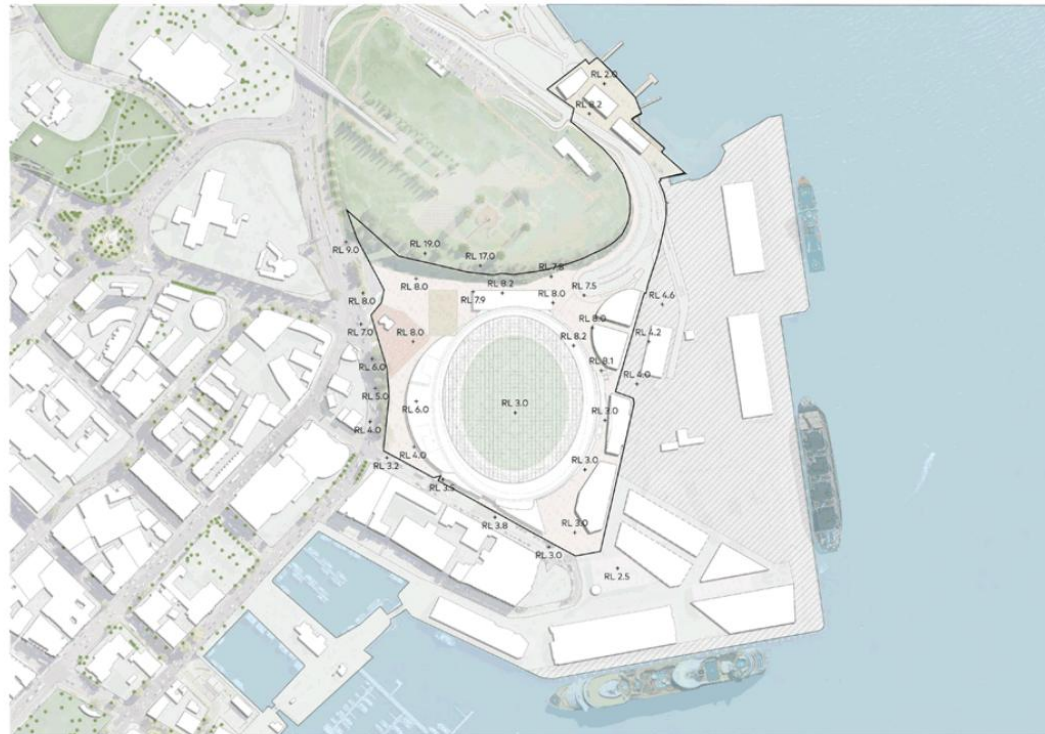


Figure 14 Site Levels

■ Site Boundary

+ Reduced Level of Site (RL)



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.

North Eastern Commercial Zone
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.

South Eastern Commercial Zone
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.

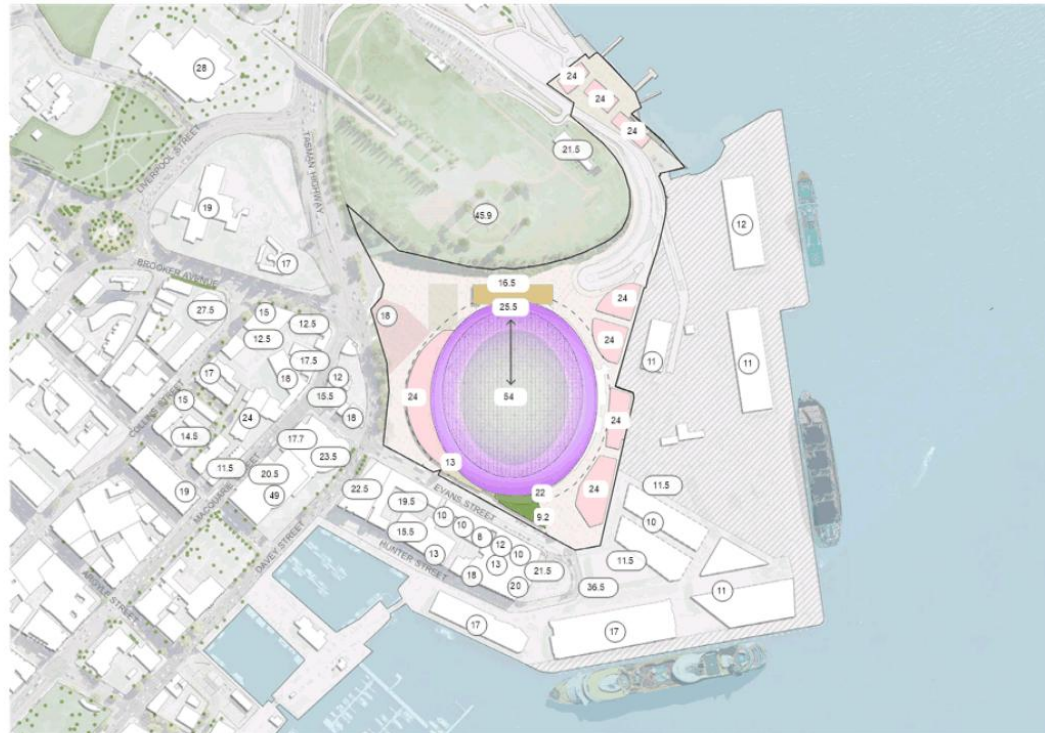


Figure 22: Building Envelope Heights

Site Boundary	54m AHD	24m AHD	22m AHD
16.5m AHD	13m AHD	9.2m AHD	Building height (m) (AHD)





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

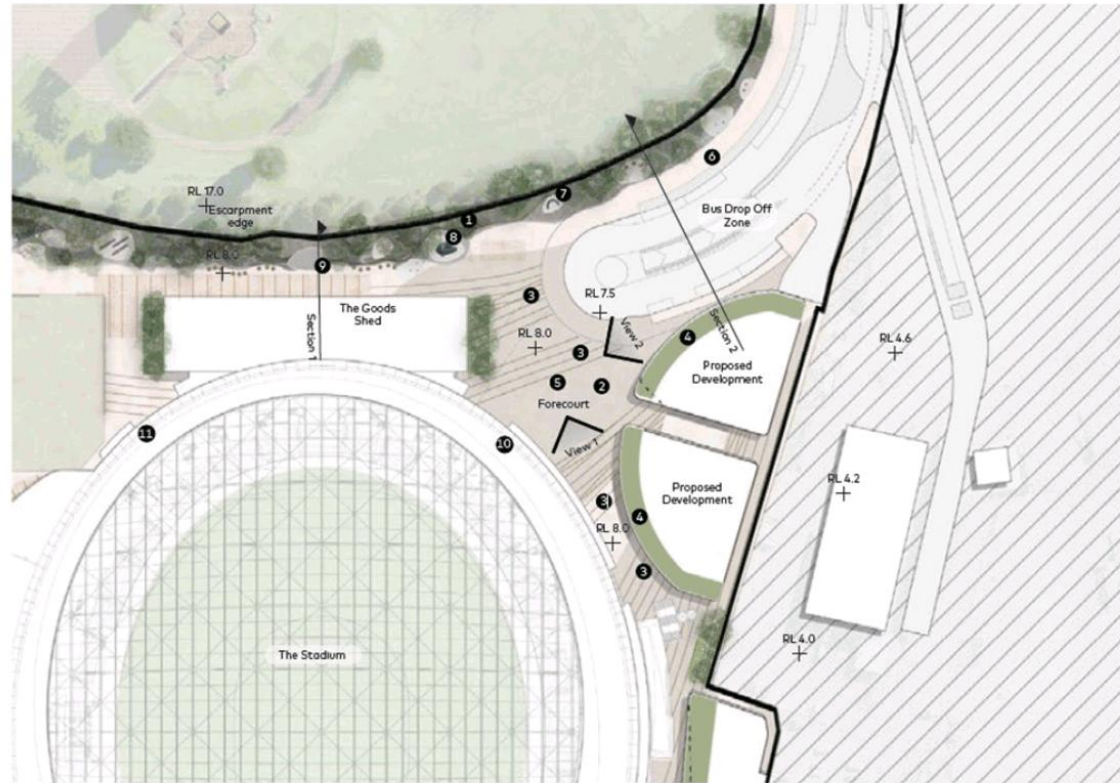


Figure 76: Eastern Commercial Zone (North)

- | | | | | | |
|-----------------|---------------------------|---|------------------------------|-----------------------------|--------------------------|
| ■ Site Boundary | ■ Mixed concrete finishes | 1 Vegetation planting | 4 Potential rooftop greening | 7 Potential parkour area | 10 Gate 4 Stadium Access |
| ■ Vegetation | ■ Rooftop planting | 2 Potential historical shoreline interpretation | 5 Gathering space | 8 Potential bouldering wall | 11 Gate 3 Stadium Access |
| | | 3 Potential historical rail line interpretation | 6 Bus waiting areas | 9 Potential outdoor stage | |





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

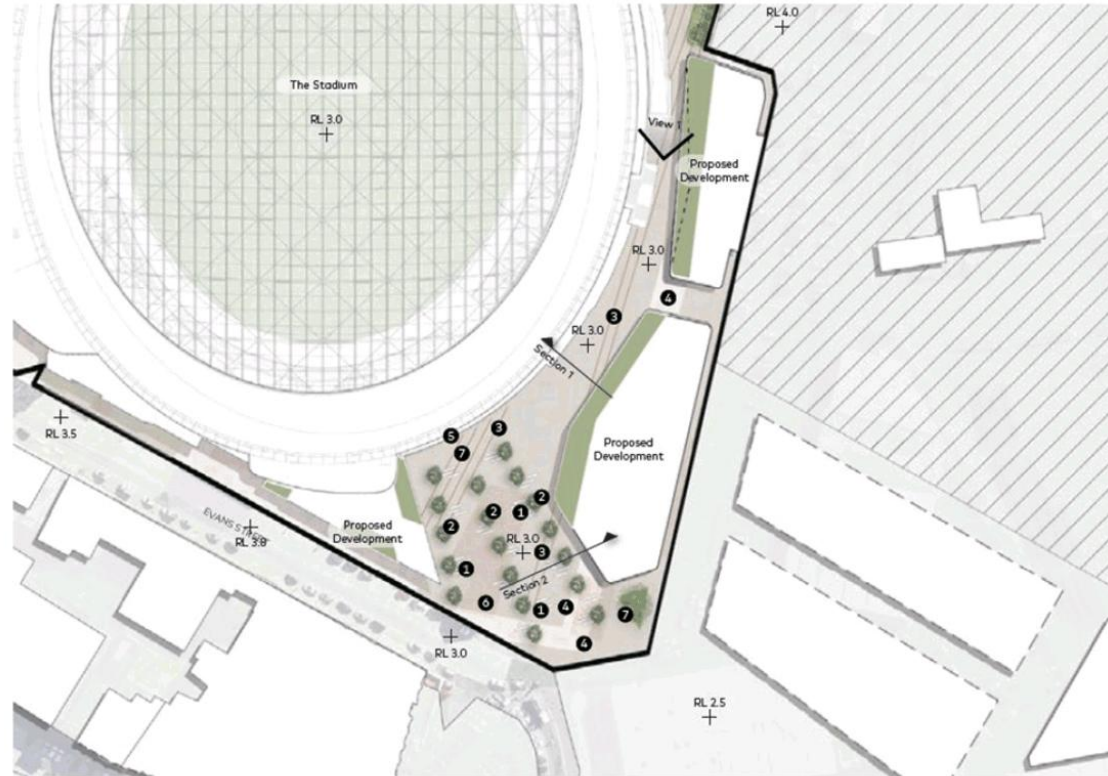


Figure 78: Eastern Commercial Zone (South) envelope

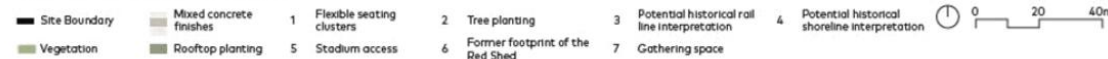




Figure 1B: Artist's Impression of Residential Development and Public Foreshore

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.

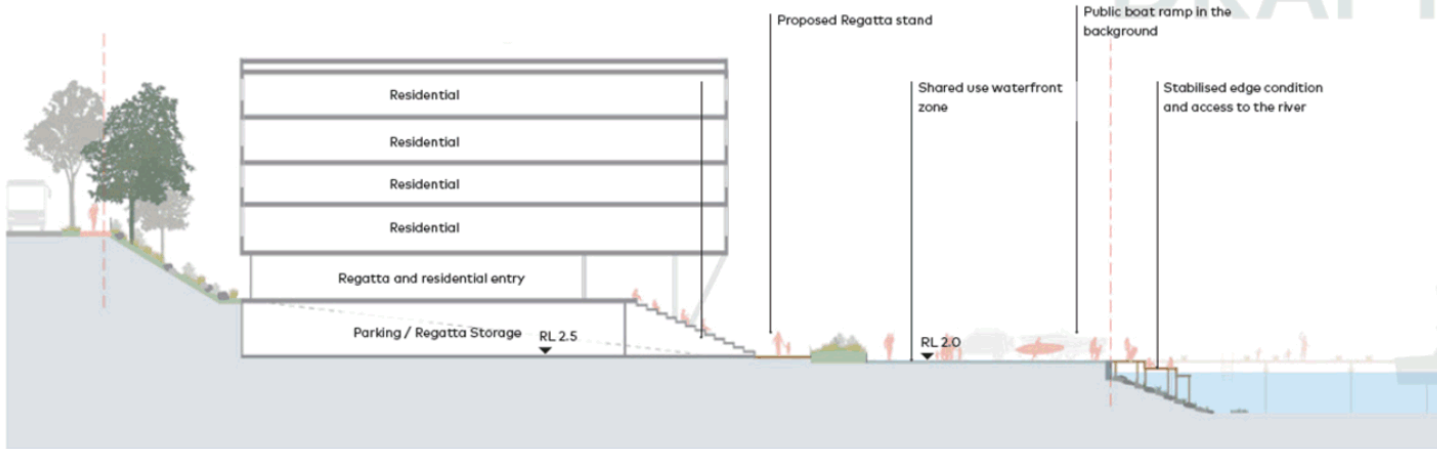
The proposed residential development will alter the outlook from the Regatta Stand towards Ross Bay. The development provides an opportunity to incorporate new viewing areas, enhancing its function and presence. Engagement with the Regatta Association has informed this approach and will continue to guide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



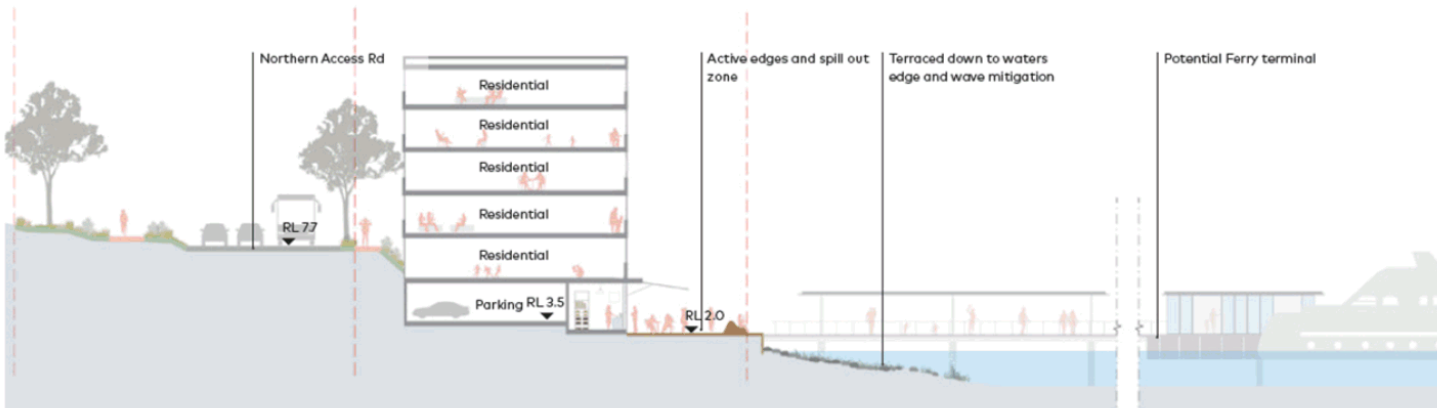
Figure 79: Residential Development and Public Foreshore Zone

- | | | | | | | |
|-----------------|--------------------------|---------------------------------|---|---------------------------------------|---|--------------------------------------|
| ■ Site Boundary | ■ Vegetation in planters | 1 Open space | 2 Inclusive raised walkway to the foreshore | 3 Waterfront shared use zone | 4 Buffer planting | 5 Permeable pedestrian access points |
| ■ Vegetation | | 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 | |

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Residential Development and Public Foreshore Zone Section 01
1:200



Residential Development and Public Foreshore Zone Section 02
1:200

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. Doane 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

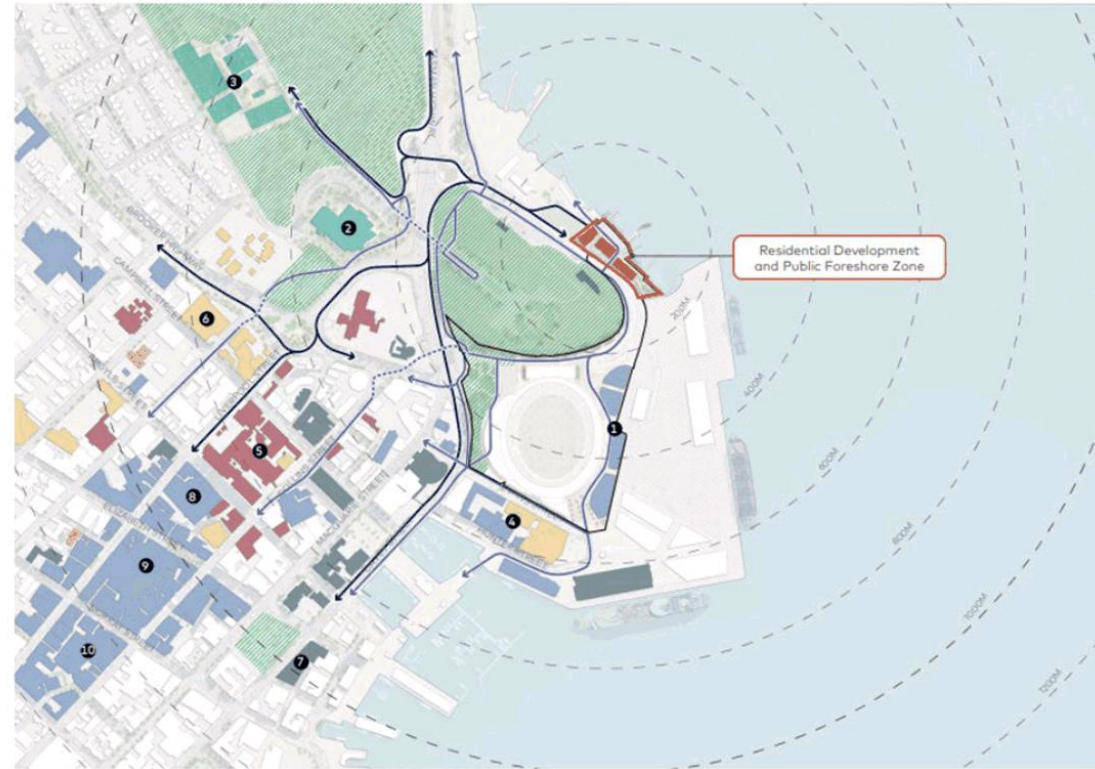
- 6. TasTAFE**
- Drive time: 5 minutes
 - Walk time: 15 minutes

- 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

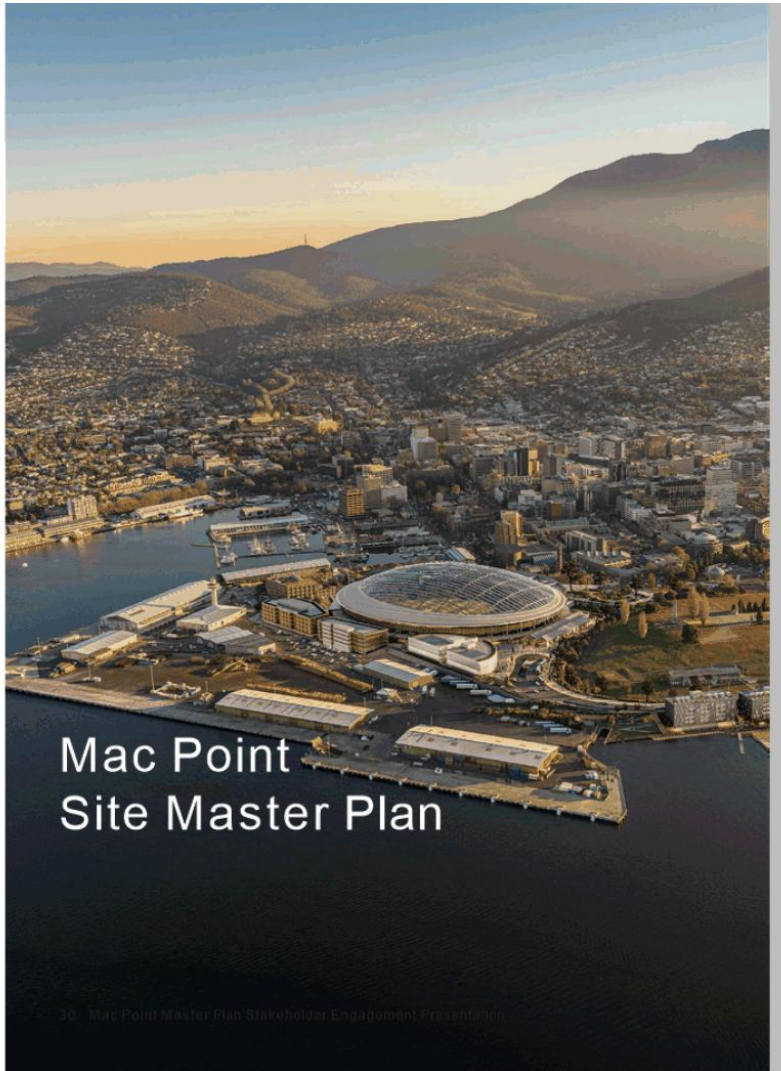
- 9. Elizabeth Street Mall**
- Drive time: 10 minutes
 - Walk time: 22 minutes

- 10. Centrepont Shopping Centre**
- Drive time: 10 minutes
 - Walk time: 24 minutes



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





Project Timeline

MPDC Act (2012)	The Macquarie Point Development Corporation (MPDC) formed under the MPDC Act in 2012 to remediate the land and prepare it for development.
Draft Precinct Plan (2023)	The Macquarie Point Development Corporation released the Draft Precinct Plan, outlining a proposed vision for the site, including public spaces, cultural and commercial uses, and the integration of a multipurpose stadium. Public consultation began following its release.
Mac Point declared a Project of State Significance (2023)	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.
Site Development Plan (2024)	As Macquarie 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 (2024)	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.
Project of State Significance (PoSS) submission (2024)	The PoSS submission for the Macquarie Point Stadium, outlining its environmental, social, and economic impacts, was lodged on 17 September 2024 and assessed by the Tasmanian Planning Commission.
Site Master Plan and Housing Plan	On 12 March 2026 the Australian Government accepted the Macquarie Point Site Master Plan and Housing Plan, which were subsequently made publicly available on the MPDC website.
Urban Design Guidelines	We Are Here
Planning Scheme Amendment	The amendment ensures that future development reflects the Site's strategic vision while supporting economic, cultural, and social outcomes for Hobart and Tasmania.

