

# Macquarie Point Northern Access Road

## Public Works Committee Submission



# Table of Contents

<b>1. Introduction</b> .....	3
<b>2. Need for works</b> .....	4
<b>3. Related works</b> .....	5
<b>4. Proposed works</b> .....	6
4.1 Capital works .....	6
4.2 Materials .....	7
<b>5. Benefits</b> .....	8
<b>6. Progress to date</b> .....	8
<b>7. Potential impacts and opportunities</b> .....	9
7.1 Community .....	9
7.2 Environmental and heritage .....	11
<b>8. Funding and cost</b> .....	14
<b>9. Timing</b> .....	16
<b>10. Conclusion and recommendation</b> .....	17

<b>QA information</b> for template <sup>1</sup>	
Template approved by	Adrian Paine, Director Programming and Delivery
Date template approved	21 June 2023
Update date	27 August 2024 <ul style="list-style-type: none"> <li>• New template for standard departmental styles</li> <li>• Minor update to wording in Materials section</li> </ul>

# 1. Introduction

This document is a submission to the Tasmanian Public Works Committee (PWC) for its hearing into the Macquarie Point Northern Access Road works scheduled for February 12 2026.

The planning stage is currently underway for the redevelopment of the Macquarie Point site including the construction of a new multi-purpose stadium, Antarctic facilities zone and mixed-use development zone. Additional developments are also proposed for the existing foreshore area in the vicinity of the Domain and Regatta Grounds.

Essential to the redevelopment of these sites is the provision of a new Northern Access Road. The Macquarie Point Northern Access Road project will provide a northern entry point to the Port of Hobart and Macquarie Point Multi-Purpose Stadium. The road will also provide access to TasPorts, TasWater, and other owners and businesses with the precinct.

Jointly funded by the Tasmanian and Australian Governments, this project has been allocated \$3 million for the planning and preliminary design, and an additional \$75.9 million for construction. The \$78.9 million total budget allocation for the Macquarie Point Northern Access Road is in addition to the Macquarie Point Stadium and urban renewal funding.

This submission has been developed by the works proponent, the Tasmanian Department of State Growth.

The proposed works are located on the Macquarie Point Precinct, bounded by the Hobart Cenotaph to the north, Tasman Highway/Davey Street to the west, the Sullivans Cove precinct to the south and the River Derwent to the east as shown below.



**Figure 1: Macquarie Point Northern Access Road**

## 2. Need for works

The Macquarie Point Northern Access Road is important as it supports ongoing port operations, in particular Antarctic logistics as part of Tasmania’s role as a Gateway to the Antarctic and Southern Ocean. The northern access will also be a key piece of enabling infrastructure for future passenger transport planning, will improve access to the Regatta Grounds foreshore area, pedestrian and cycling links and support access to and from Macquarie Point, and the stadium.

Originally conceived more than seven years ago in the development of the Hobart City Deal, the primary purpose of the Northern Access Road is to unlock opportunities for further economic development of important public land and provide additional access to the Port of Hobart as it continues to expand operations and reduce reliance on the Evans Street access to the Port.

The new road also provides safe and efficient access to the Macquarie Point precinct, for both heavy vehicles to the Port or the stadium precinct, and infrastructure to support efficient passenger transport operations for stadium events.

The project also enables improvements to the traffic efficiency and safety at the McVilly Drive interchange by addressing some current issues that can cause congestion at peak times. The scope will include an upgrade to both the northbound and southbound Tasman Highway on-ramps at McVilly Drive to cater for increased heavy vehicle traffic originating from the Port of Hobart operations and from the Macquarie Point precinct.

If the project could not proceed, these needs would not be met and traffic congestion issues would increase on Tasman Highway, Davey Street and Evans Street once the new Port and Macquarie Point Stadium Precinct became operational, generating additional traffic movements.

The stated objectives of the Macquarie Point Northern Access Road project are:

- to provide safe and efficient vehicle access between the northern side of the Macquarie Point precinct and the Tasman Highway;
- to provide the hardstand areas and passenger amenity infrastructure necessary to support efficient operation of public transport to and from Macquarie Point during major events at the stadium;
- to plan, design, coordinate and undertake the development in a manner that appropriately considers the needs and interests of other development and utility services projects in the area, adjacent stakeholders and existing users of the area.

### 3. Related works

There are a range of adjacent projects surrounding the Macquarie Point Development site, which include:

- **Macquarie Point Multipurpose Stadium:**  
The Macquarie Point Multipurpose Stadium is a major infrastructure project central to the urban renewal of Mac Point, featuring a 23,000-seat roofed stadium that will serve as the home ground for Tasmania's AFL team. The surrounding precinct will include Aboriginal cultural zones, landscaped public areas, Antarctic and mixed-use facilities, and underground vehicle and parking access.
- **Macquarie Point Waste Water Treatment Plant Decommissioning:**  
TasWater is replacing the Macquarie Point Sewage Treatment Plant with a compact, modern pump station as part of the Selfs Point Sewer Transformation Project, which includes a new 4.3 km pipeline connecting to the future Selfs Point facility. The pipeline route follows the rail corridor past key landmarks like the Regatta Grandstand and Tasman Highway before reaching Lower Domain Road.
- **Macquarie Point Wharf No.6:**  
TasPorts is redeveloping Macquarie Wharf 6 to include modern wharf infrastructure and shore power capabilities, supporting the Australian Antarctic Program and becoming the permanent base for the RSV Nuyina.

- **Macquarie Point Urban Development:**  
The state government has committed to redeveloping the Regatta Grounds foreshore area into a residential and urban renewal project, featuring around 99 apartments, limited commercial space, and parking for 59 vehicles.
- **Historic Tram Museum:**  
An approved development application proposes an Historic Tram Museum near Huon Quays and the Regatta Grounds foreshore area, with no planned parking or vehicle access, and a future stage allowing occasional tram operations on the existing rail line.
- **Regatta Point Ferry Terminal:**  
The Tasmanian Government is exploring ferry service expansion to Lindisfarne, Wilkinsons Point, and Sandy Bay, with 'Regatta Point' identified as a potential terminal site.
- **Northern Suburbs Transit Corridor:**  
A rapid bus service is proposed for the Northern Suburbs Transit Corridor, as one component of a broader Rapid Bus Network proposed for Greater Hobart.

We understand this to consist of a dedicated busway with one option being investigated for the route of this corridor to follow the existing rail line around the foreshore near Queens domain and the Botanical Gardens.

- **Lane Use Management System**  
Department of State Growth is in the planning stages of a new Lane Use Management System for approximately 3 km of the Tasman Highway/Tasman Bridge. The new Lane Use Management System will replace the existing tidal flow Lane Control System, which has reached the end of its serviceable life.

## 4. Proposed works

### 4.1 Capital works

The works for the Northern Access Road project are generally comprised of two main parts:

#### **Northern Access Road:**

- New road extending from Tasman Highway through to northern side of Macquarie Point development site via the existing rail corridor.
- Turning circle at the Northern Access Road termination.
- Vehicle access to TasPorts and TasWater facilities and the stadium.
- Installation of four (4) bus stopping zones and extended paved hardstand area with pedestrian shelters for event day public transportation services.
- Relocated vehicle access to City of Hobart carpark, Domain Shipyards and Regatta Grounds foreshore area.
- New bridge structure over Domain Shipyards access road

- New pedestrian underpass for the Intercity Cycleway
- New shared use paths on either side of the Northern Access Road
- New roadway and pedestrian lighting
- Retaining walls along majority of new road length (both upslope and downslope)

#### **Tasman Highway Modifications:**

- Addition of a southbound acceleration lane joining onto the third lane that develops at the Brooker Highway Intersection
- Tasman Highway modification to create a short northbound acceleration lane from McVilly Drive
- Relocated shared use path where impacted by southbound acceleration lane
- Half clover-leaf widening to accommodate 26m B-Doubles
- Removal of footpath on eastern side of clover-leaf and underpass
- Pedestrian crossing improvements

Concept design plans of the proposed works are included in Attachment A.

## **4.2 Materials**

The works are substantially road and bridge construction.

The road design has been completed in accordance with Austroads Guidelines with the road pavements designed for a service life of at least 20 years and major structures designed for a service life of 100 years.

The majority of the materials for the road construction are aggregates sourced from local quarries that have been certified in accordance with Transport Victoria specifications as adopted by the Department of State Growth. These aggregates include the crushed rock used to build the underpinning structure of the road (the pavement), as well as stone used in sealing (when mixed with bitumen) and used in concrete elements (when mixed with cement and water).

All road construction must meet the department's road and bridge specifications which have been developed from the Transport Victoria specifications as amended to reflect Tasmanian conditions, industry products and construction methods. The quarries are certified under a Quality Assurance process administered by Transport Victoria which includes regular audits. The department decided several years ago to enter into an arrangement with Transport Victoria to use their specifications under licence, with appropriate modifications, rather than to divert substantial departmental resources into the professional maintenance and upkeep of these documents. This approach enables Tasmania to leverage off the depth of knowledge and resources available in a larger state.

Concrete structures, line marking, road barriers and other traffic furniture are likewise designed and constructed in accordance with Austroads Guidelines and sourced from local suppliers where available.

Concrete is manufactured in Tasmanian concrete plants from locally sourced stone and water with either locally produced or imported cement. Some concrete is poured on site (for example, bridge piers or bus stop bases), while other concrete products are manufactured offsite in casting yards elsewhere in Tasmania (for example, drainage culverts).

Steel is commonly fabricated outside Tasmania, with some final detailing in Tasmania. For example, poles and sheet metal inputs for signage are imported into Tasmania with the final signs being printed and assembled here. Metal barriers are typically manufactured on the Australian mainland or overseas and assembled in Tasmania.

Electronic components, where required, are imported into Tasmania as there is no local manufacturing base.

## 5. Benefits

The expected positive outcomes and benefits from this project are:

- enhanced resilience for port operations by providing a second access point;
- facilitation of development and changes of land use along the road corridor;
- improved safety and connectivity for pedestrians and cyclists between the Intercity Cycleway and Hobart city;
- a functional, safe and efficient bus plaza that allows for the transportation mode share targets of the stadium operator to be realised;
- improved access to the Macquarie Point precinct from the Tasman Highway, via McVilly Drive, with minimal traffic impacts on the Tasman Highway, which is already heavily constrained;
- historic patterns of use of the area are not significantly impeded; and
- creation of economic and social benefits resulting from the capital infrastructure investment in accordance with the Australian Government requirements and the Tasmanian Government's Buy Local policy.

As detailed estimates of costs and benefits for the project are not yet available, a Benefit Cost Analysis has not been completed at this stage.

## 6. Progress to date

The project has recently completed the Scoping Phase. Completed activities include:

- Land survey
- Contamination survey
- Geotechnical investigations
- Environmental investigations
- Heritage desktop assessment (Aboriginal and historic)
- Targeted engagement with key stakeholders
- Traffic modelling

- Preparation of initial version of Concept of Operations
- Options analysis
- Concept Design

Activities underway currently include:

- Design refinement and value engineering
- Additional environmental investigations
- Project planning and regular coordination with adjacent projects

Impacts arising from the investigations and engagement are addressed in the section below.

Future activities are discussed in the section on Timing later in this document.

## 7. Potential impacts and opportunities

### 7.1 Community

The stakeholder engagement undertaken to date has consisted of targeted engagement with key site users/owners, proponents of adjacent projects, regulatory authorities, adjacent land owners and some road user representative groups. Future consultation will be extended to the broader community including specific consultation with the Aboriginal community.

The engagement has identified the following community impacts and opportunities, with actions to date and proposed.

<b>Community impact</b>	<b>Involved parties</b>	<b>Actions implemented to date</b>	<b>Potential actions (to be resolved during design finalisation)</b>	<b>Notes</b>
Aboriginal sites impacted	Aboriginal community	Reviewed site characteristics and consulted with Aboriginal Heritage Tasmania	Consultation with Aboriginal community.  Preparation of Aboriginal Heritage Assessment Report	-
Rail corridor access removed	Tram restoration society, general public	Consultation with Tram restoration society	Further consultation with tram restoration society to determine better suited location for proposed museum	-

<b>Community impact</b>	<b>Involved parties</b>	<b>Actions implemented to date</b>	<b>Potential actions (to be resolved during design finalisation)</b>	<b>Notes</b>
Regatta grounds access	Regatta Association, City of Hobart, general public	Consultation with Regatta Association and City of Hobart	Design to be updated to provide appropriate vehicle and pedestrian access points.  Further consultation with affected groups.	-
Cenotaph access and amenity	RSL, general public	Consultation with RSL	Design to include path to Cenotaph from existing stairs.  Sight lines from cenotaph to Northern Access Road to be checked.  Further consultation with affected groups.	-
Active transport, particularly the Intercity Cycleway	Active transport users	Consultation with cycling groups	Active transport connections to be prioritised in design.  Further consultation with cycling groups and general community consultation.	-
Traffic congestion	Travelling public	Traffic modelling of development case.	Further traffic modelling to be undertaken to confirm impacts and correlation with existing issues.  Design mitigations to be explored as necessary pending final traffic modelling	-

<b>Community impact</b>	<b>Involved parties</b>	<b>Actions implemented to date</b>	<b>Potential actions (to be resolved during design finalisation)</b>	<b>Notes</b>
Soldiers Memorial Avenue trees and walk access	Friends of Soldiers Memorial Avenue, general public	Consultation and site induction with Friends of Soldiers Memorial	Design development to avoid impacts to trees and improve safety of pedestrian access.  Further consultation with Friends of Soldiers Memorial Avenue	-
Traffic Management during construction	Travelling public	Nil	Project phasing and construction specifications to provide requirements for minimising traffic impacts during construction	-

The FAQ document for future public consultation is appended in Attachment B.

## 7.2 Environmental and heritage

The multi-disciplinary investigations undertaken to date have identified the following environmental risks, impacts and opportunities with actions to date and proposed.

<b>Environmental / heritage topic</b>	<b>Potential impact or opportunity</b>	<b>Actions implemented to date</b>	<b>Potential actions (to be resolved during design finalisation)</b>	<b>Notes</b>
Aboriginal heritage	Impact to registered heritage site AH-14278	<p>Completion of Cultural Due Diligence Assessment</p> <p>Coordination with Aboriginal Heritage Tasmania</p> <p>Notification to Aboriginal Heritage Council</p> <p>Exploration of options to minimise impacts</p>	<p>Aboriginal community consultation</p> <p>Completion of an Aboriginal Heritage Assessment Report</p> <p>Submission of permit application to Aboriginal Heritage Tasmania</p>	-
Historic heritage	Impact to Tasmanian Heritage Register site 'Cenotaph, Anzac Parade and Queen's Battery'	A review of the Tasmanian Heritage Register to establish site boundaries	<p>Engagement with Heritage Tasmania</p> <p>Submission of a permit application through Development Application.</p>	-
Historic heritage	Impact to Tasmanian Heritage Register site 'Soldiers Memorial Avenue, South African (Boer) War Memorial, and 2/40th Infantry Battalion monument'	<p>A review of the Tasmanian Heritage Register to establish site boundaries</p> <p>Engagement with the Friends of the Soldiers Memorial Association</p>	<p>Engagement with Heritage Tasmania</p> <p>Further engagement</p> <p>Engagement of an arborist to assess potential impacts to memorial trees.</p> <p>Submission of a permit application through Development Application.</p>	-

Environmental / heritage topic	Potential impact or opportunity	Actions implemented to date	Potential actions (to be resolved during design finalisation)	Notes
Environmental	Potential impact to native vegetation community (Lowland <i>Themeda triandra</i> grassland (TASVEG 4.0 unit – GTL)) which has the potential to qualify as the critically endangered LNGT ecological community	Completed Natural Values Assessment for the site  Undertaken additional summer survey to determine eligibility of community. Community found not eligible.	Referral of the project under the provisions of the Act is not required.	-
Environmental	Potential impact to species listed under the Tasmanian Threatened Species Protection Act 1995 including single <i>Eucalyptus risdonii</i> , single <i>Vittadinia muelleri</i> and multiple <i>Austrostipa bigeniculata</i> .	Completed Natural Values Assessment for the site	Explore options and mitigations to avoid impact  Submit Permit to Take application in accordance with the Act	-

## 8. Funding and cost

The project has a funding commitment of \$75.9 from the Tasmanian Government in the 2025-26 budget in addition to \$3.0M allocated in the 2024-25 budget for scoping, planning and design development.

The current cost estimate is summarised below.

Item	Cost estimate	Notes
Base Estimate	\$49,045,697	Works including investigations, design, community engagement, approvals, acquisition (including related compensation), project management and construction.
Contingency	\$26,975,133	Contingency 55% of base estimate.
Escalation	\$2,221,869	Escalation 4.7% of base estimate. Refer below for discussion.
Total	\$78,242,699	

Note, given that the project is at Concept Design Stage, the project cost estimate has been completed as a deterministic estimate with the contingency value based on the range recommended by Infrastructure Australia guidelines. The estimate has been prepared in accordance with Association for the Advancement of Cost Engineering (AACE) Class 5 guidelines.

This demonstrates that the Northern Access Road works are forecast to be delivered within the original budget. Due to the relatively early stage of design development, the contingency allowances are quite large. It is expected that further design development will allow the estimated cost of the Northern Access Road, including Tasman Highway on-ramp upgrades to be refined and ensure that it remains within the budget allocation. Opportunities for Australian Government contribution to the Tasman Highway improvement component will be explored given the expected benefit to the National Land Transport Network connection to the Port of Hobart.

### 8.1 Contingency

The contingency allowance provides for contingent events – that is events which may or may not occur. For this project, key contingent risk items include:

- Delays to program caused by:
  - Service relocation process
  - Environmental/heritage/planning approvals
  - Stakeholder opposition
  - Scope change

- Land acquisition
- Adjacent project changes/clashes
- Site conditions risk including:
  - Unforeseen geotechnical conditions such as
    - Unsuitable foundation material
    - Softer subgrade than anticipated requiring additional treatment or importation of material
    - Rock in excavations increasing cost and time during construction
  - Contaminated material found requiring remediation or disposal
- Construction risks including
  - Service/utility strike
  - Unanticipated discovery of Aboriginal artefacts
  - Adjacent construction activities restrict/limit access to and from site
- Market factors including:
  - Contractor availability
  - Material availability

## 8.2 Escalation

The escalation allowance is a provision in costs for changes in economic and market conditions over time.

Estimates of escalation are not intended to be precise forecast of future prices, they are approximations intended to represent the average trends for a large group of projects in a broad region.

The escalation rate has been determined in accordance with Australian Government guidelines. The Australian Government commissions considerable economic investigation in order to provide state specific forecast escalation, and the department has not diverted resources into challenging these Australian Government requirements.

## 9. Timing

Past and current activities are described in the “Progress to Date” section above. Future activities include:

### Engagement

- Aboriginal community consultation (Q1 2026)
- Public consultation (Q1 2026)
- Engagement with service authorities (ongoing)
  - TasNetworks
  - TasWater
  - Telstra
  - NBN

### Approvals

- Public Works Committee hearing (Feb 2026)
- Submit development application for relevant works (April 2026)
- Submit Aboriginal Permit application (May 2026)

### Design Development

- Preliminary Design (April 2026)
- Detailed Design (July 2026)
- Final Design (October 2026)

### Delivery Phase

- Advertise tenders (Q4 2026)
- Assess tenders and award contract (Q1 2027)
- Construction period (2027 – 2028)

These works are being presented to the PWC at this time noting that the design is under continued development. Many details are to be resolved in the coming development phase and community feedback will become better understood. The project is presented to the PWC at this time as it provides further opportunity for community and stakeholder input into the project before design details are finalised and become more difficult to influence.

## 10. Conclusion and recommendation

The proposed Macquarie Point Northern Access Road works have been developed to support a range of critical infrastructure projects such as, supporting Antarctic logistics, future public transport planning, and improved access to the broader Macquarie Point precinct and the stadium. Its objectives include providing safe vehicle access to the Tasman Highway, coordinating development with surrounding projects and stakeholders and enabling public transport operations during major events.

The proposed works comprise of upgrades to the existing road network, a new road to access the Macquarie Point precinct, a bus plaza for public transportation to the stadium, and improved access to the Port's key services.

Key benefits of these works include:

- Enhanced resilience for port operations
- Facilitation of development and changes of land use along the road corridor
- Improved safety and connectivity for pedestrians and cyclists
- A functional, safe and efficient bus plaza
- Improved access to the Macquarie Point precinct from the Tasman Highway, via McVilly Drive
- Minimal traffic impacts and improved road safety on the Tasman Highway
- Historic patterns of use of the area are not significantly impeded
- The creation of economic and social benefits

The works are at the concept design phase, with construction tenders scheduled to be advertised in late 2026, subject to receipt of PWC and other relevant approvals.

The cost estimate is considered appropriate for the scale and scope of works proposed and with careful design and scope management the works should be delivered within the available budget.

These Macquarie Point Northern Access Road works are a fit for purpose and value for money solution to address the need of supporting critical infrastructure, access and public safety in the Macquarie Point Precinct.

## Attachments

Attachment A

Plans

Attachment B

Consultation FAQ



Department of State Growth

Salamanca Building, 4 Salamanca Place  
Hobart TAS 7000 Australia

Phone 1800 030 688

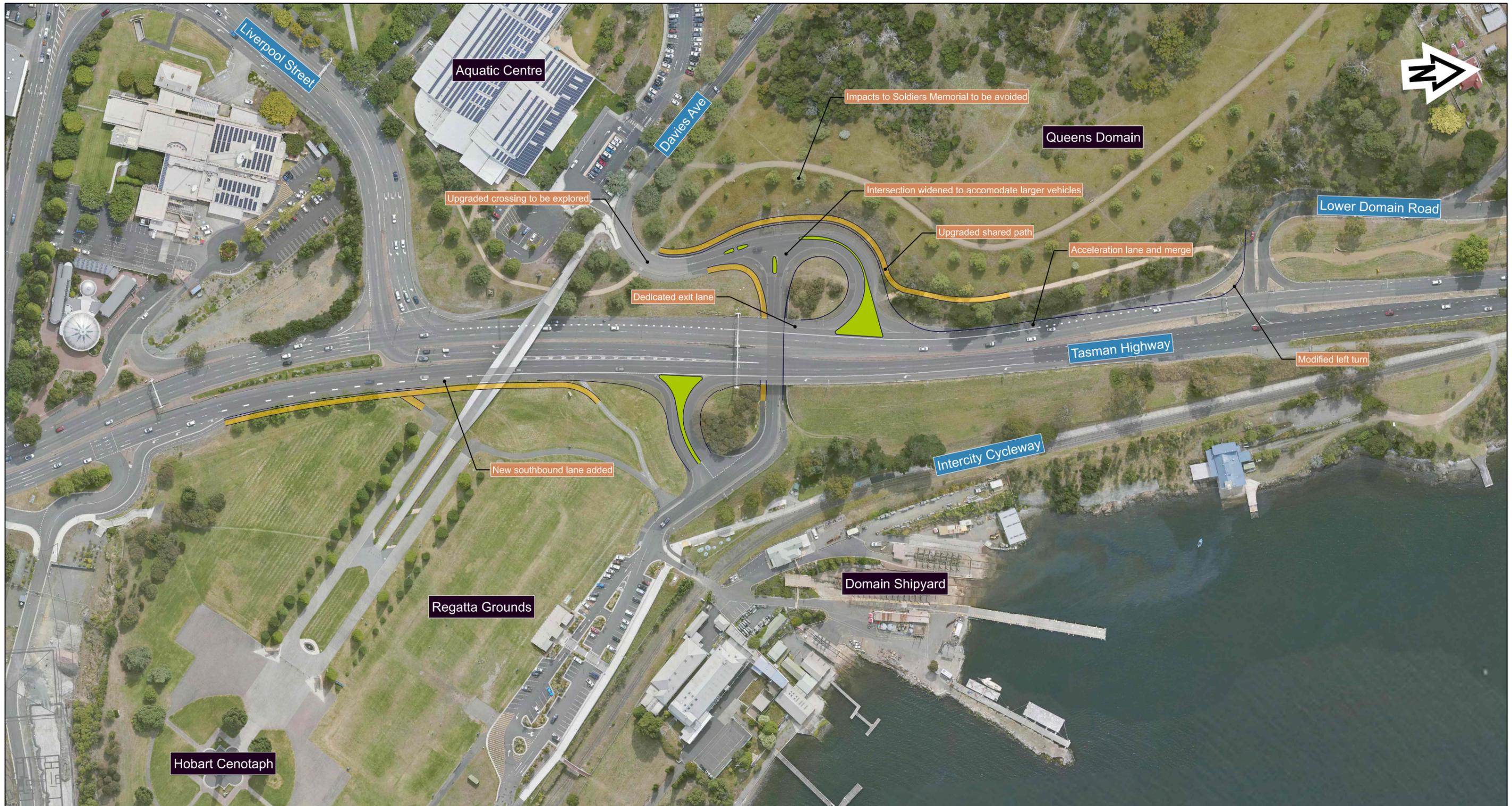
Email [StateRoadsProgrammingTeam@stategrowth.tas.gov.au](mailto:StateRoadsProgrammingTeam@stategrowth.tas.gov.au)

Web [www.transport.tas.gov.au](http://www.transport.tas.gov.au)

© State of Tasmania January 2026

# Tasman Highway Upgrades

## Concept Design - For Consultation Purposes



Site Layout

# Macquarie Point Northern Access Road

## Concept Design - For Consultation Purposes



Site Layout

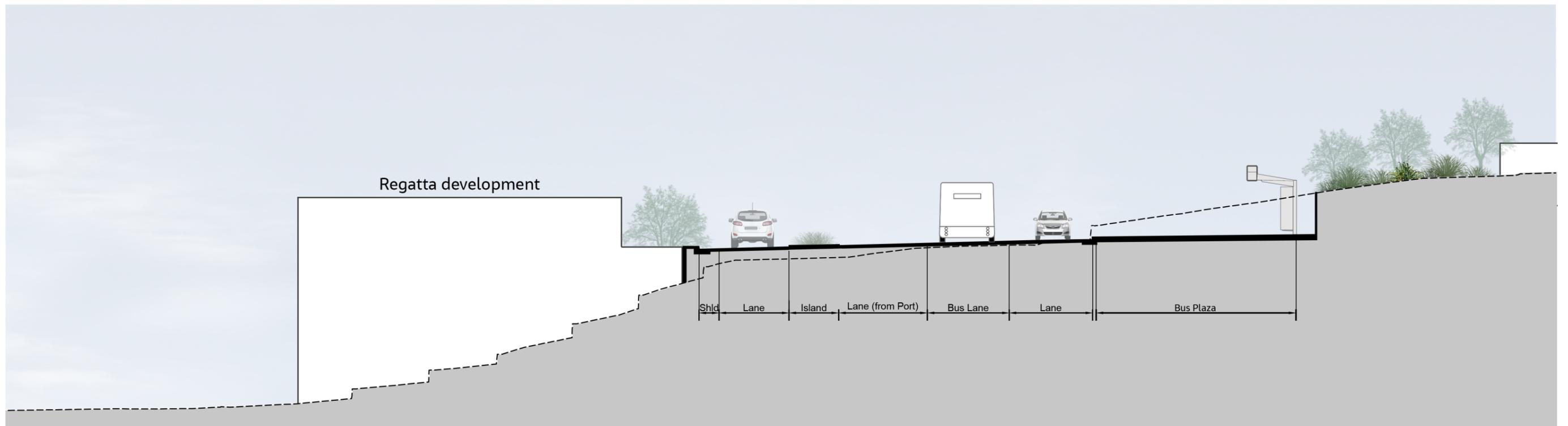
Legend	
	New road pavement
	New shared use path
	New traffic island

# CONCEPT SECTIONS



DESIGN ———  
EXISTING - - - -

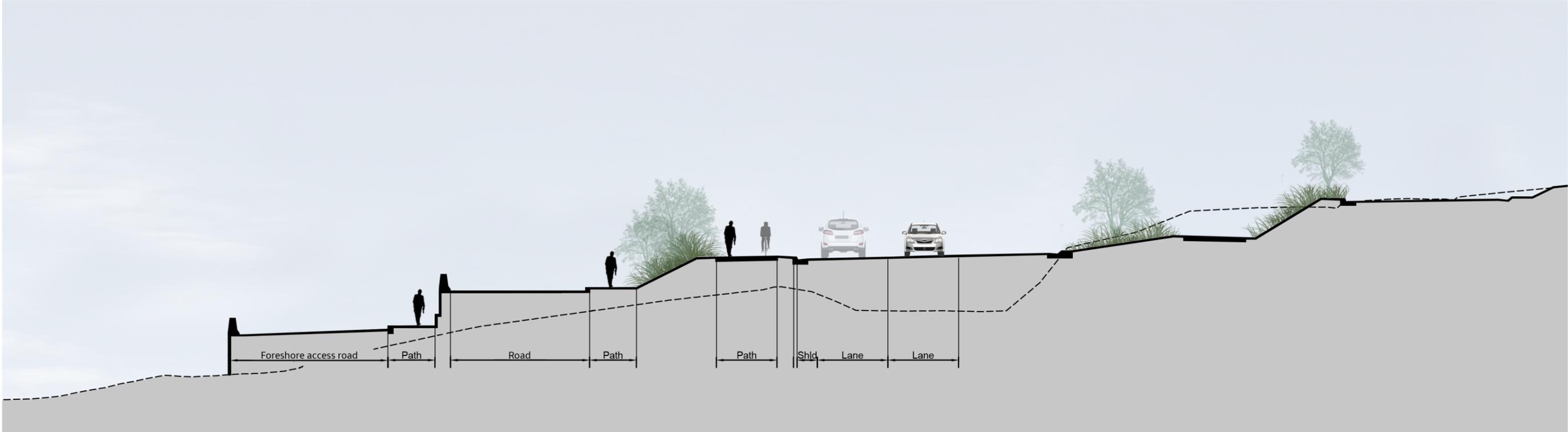
SECTION 1



DESIGN ———  
EXISTING - - - -

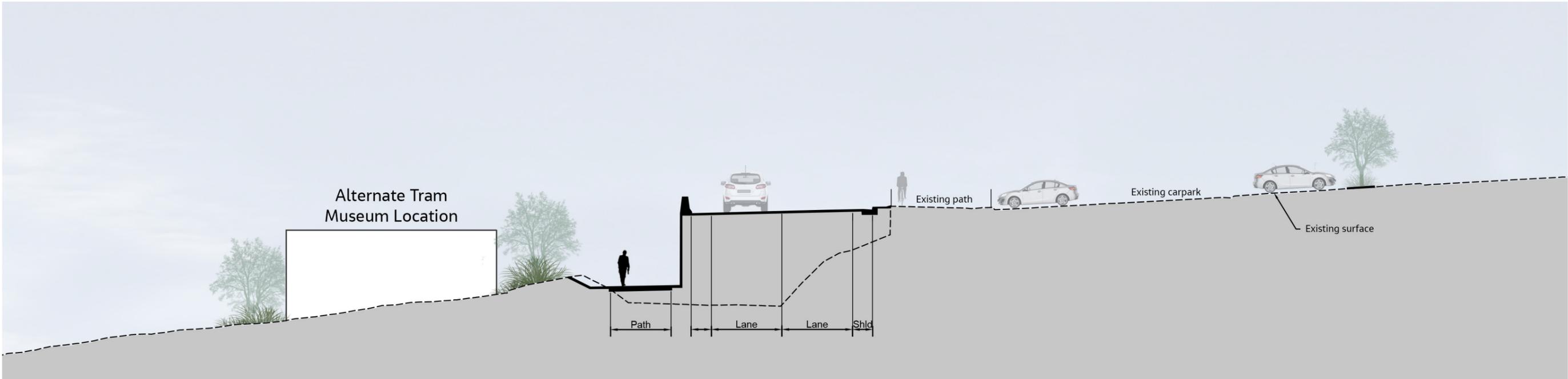
SECTION 2

# CONCEPT SECTIONS



DESIGN ———  
EXISTING - - - -

SECTION 3



DESIGN ———  
EXISTING - - - -

SECTION 4

# Macquarie Point Northern Access Road

## Project overview

The Macquarie Point Northern Access Road Project is a key infrastructure initiative tied to the broader redevelopment of the Macquarie Point Precinct and will provide a northern entry into the Port of Hobart.

The project aims to enhance transport efficiency, enable public event access and integrate with surrounding developments including TasPorts' operations and TasWater upgrades.

The project is in the Concept Design phase, and we are consulting with stakeholder to further inform the design.

Construction is expected to start in the second half of 2026.

## FAQs

### What is the purpose of building the Northern Access Road?

The Northern Access Road aims to provide a safe and efficient northern entry into the Port of Hobart and the Macquarie Point Precinct. It will support public transport access during major events at the multipurpose stadium and improve connectivity to surrounding infrastructure.

### Where will the road be built?

The Northern Access Road is expected to run from the Tasman Highway / McVilly Drive interchange around the north-eastern side of the Hobart Cenotaph towards the stadium and port and will include a bus plaza serving stadium event traffic.

As the road will provide an important northern access to the port, the route must be closely linked to the port entry point, as well as the stadium entry.

### What are the project benefits?

The project will:

- Improve freight access by providing an alternate entry into the port, reducing congestion on existing roads and streamlining logistics.
- Support the redevelopment of the Macquarie Point Precinct by becoming an essential road to manage increased traffic and enabling construction activity.
- Enhance connectivity to underutilised areas within the Macquarie Point Precinct, making them more viable for commercial, residential, and public space development.
- Divert heavy vehicle traffic away from central Hobart, improving safety and amenity for pedestrians and cyclists.
- Facilitate integration with utilities and services such as water, power and public transport to support the urban renewal of Macquarie Point.

### **Why is it necessary to build the road now?**

The Northern Access Road was originally intended to improve how freight would access the Port of Hobart but has now become essential due to the broader redevelopment of the Macquarie Point Precinct, including the stadium and mixed-use precinct.

The new road will ease congestion, boost connectivity, and unlock future investment, and the event bus plaza will ensure smooth transport for large crowds during major events.

### **Is the Northern Access Road being built primarily to service the stadium?**

Although the road isn't designed exclusively for the stadium, the stadium's development has significantly elevated its importance. Alongside supporting the stadium, the road will improve freight access, public transport and long-term redevelopment across the Macquarie Point Precinct.

### **What is the purpose of the event bus plaza?**

The event bus plaza will make it easier to get to major events at the stadium, with eight bus bays designed for quick and efficient public transport access to the area.

### **What other infrastructure is included in the redevelopment of the Macquarie Point Precinct?**

The Northern Access Road is part of the redevelopment of the Macquarie Point Precinct, which includes the stadium, TasWater upgrades, TasPorts wharf redevelopments and improvements to public spaces.

### **How will the project integrate with all of the other projects being delivered as part of the Macquarie Point Urban Renewal Program?**

To ensure the Northern Access Road Project is delivered efficiently, it needs to be planned and built in close consultation with other projects in the area.

The project team is working closely with the Macquarie Point Development Corporation and other stakeholders to ensure the road is integrated with the stadium development and operates effectively under event and non-event conditions.

### **What are the environmental and heritage concerns and how are they being addressed?**

Concerns have been raised about potential impacts on heritage sites including the Cenotaph and Regatta Grounds, reduced river access and impacts to Aboriginal Heritage. These issues are being carefully considered during the planning phase of the project, and we are working closely with stakeholders to better understand their needs and expectations.

### **The draft concept designs show the road being built over the rail corridor. Will this rule out future passenger rail into Hobart?**

While the Northern Access Road will improve road connectivity into Macquarie Point, it overlaps with the disused South Line rail corridor at McVilly Drive.

It will be necessary to consider how the delivery of the project may affect activation of the Northern Suburbs Transit Corridor at this location.

The Tasmanian Government is developing a strategic business case for a future rapid bus network for Greater Hobart, which incorporates the Northern Suburbs Transit Corridor.

The delivery of the future transit corridor will be a critical consideration in planning for the Northern Access Road.

**Will the project impact the Regatta Grounds and the operation of the Royal Hobart Regatta?**

The proximity of the Northern Access Road to the Regatta Grounds means that there may be some impact to the way the Regatta Grounds operate during events, including the Royal Hobart Regatta.

The full extent of this impact is still being assessed, and we are working closely with the Royal Hobart Regatta Association and other important stakeholders to better understand their needs and incorporate their feedback into our designs.

**Will the Northern Access Road impact the Hobart Cenotaph?**

The Northern Access Road is proposed to pass near the north-eastern side of the Cenotaph. It won't directly affect the site, with the proposed concept design aiming to minimise any potential visual impact and the overall character of the site.

We are working closely with RSL Tasmania and other stakeholders to better understand their concerns and potential mitigation measures.

**Will the car park adjacent to the Hobart Cenotaph be removed?**

It is not expected that the project will significantly impact the car park or toilet block, although it may alter the flow of traffic in the car park. We are working closely with City of Hobart to manage and mitigate any potential impacts.

**Will the project impact the Soldiers Memorial Avenue?**

The proposed design for the Northern Access Road is not expected to impact any of the trees or plaques on Soldiers Memorial Avenue.

We are working closely with Friends of Soldiers Memorial Avenue (FOSMA) to manage and mitigate any impacts, including a commitment that anyone working on the project will receive a site induction from FOSMA before working in the area.

**Is there a plan in place for how people will access the Macquarie Point Precinct for major events?**

Yes, planning and consultation with key stakeholders is underway to develop a Hobart-wide strategy for major events including safe pedestrian movements, road closures, traffic signals and event bus staging.

**What are the next steps in the project?**

Feedback from public consultation and stakeholder discussions will be reviewed and where feasible, integrated into the developed designs.

Site investigation, including geotechnical investigations, Aboriginal Heritage surveys and flora and fauna assessments will continue through until the end of the year.

**When is construction expected to start?**

Construction is expected to start in the second half of 2026.

**Will there be land acquisition?**

Some land acquisition is likely however it is expected that this will be limited to publicly owned land.

**Where can I get more information about the project?**

Please contact the project team on 1800 100 255 or by email

[majortransportprojects@stategrowth.tas.gov.au](mailto:majortransportprojects@stategrowth.tas.gov.au)

