



**SUBMISSION
TO MACQUARIE POINT CORPORATION
FOR THE
MACQUARIE POINT MASTERPLAN**

The Tasmanian Polar Network (TPN) is the peak body that represents the interest of Tasmania's burgeoning Antarctic and Southern Ocean science, research, education and commercial sector.

We acknowledge MPC for the launch of the plan and we agree with the broad inclusion of a "commercial/research" area adjacent to the working port – denoted as light blue on the plan.

TPN considers the following points should be considered in the context of developing the area closest to the port and immediately nearby.

1. The TPN has been a strong advocate for compatible development at the site. Stringent measures should be adopted to ensure that development immediately adjacent and near to the working port will never threaten the viability of the port as it operates now and more importantly into the future, when expansion through increased Antarctic, tourism and marine commercial activities is very likely to occur. We cannot afford the port operations to be restricted in hours because of neighbouring development. Typical port associated activities and the noise from ships, logistics and stevedoring must be considered on a 24/7 basis for the future.

2. A long-term vision should be applied to the site to ensure there will be room for future expansion of the Antarctic, tourism and marine commercial sector. Establishment and growth of an Antarctic, marine and associated precinct closest to the port side is likely to be progressive. Consequently it would be short sighted of MPC to under allocate enough area for the sector to expand as demand evolves.

3. Service access to the working port is a critical factor to be considered and integration with Tasports 30 year plan is no doubt very important. Whatever the plans may be, they should ensure that heavy vehicle/delivery/passenger vehicle access and egress is not restricted and that it also caters for expansion of activities at the working port. Additionally, any developments near/adjacent to the port access/egress route(s) should be compatible to ensure that they do not cause land use conflict issues.

4. Science/technology/tourism integration is a real possibility for the area adjacent to the working port. Careful consideration as to how this opportunity may integrate with an appropriate building design and open space is important. The conceptual building layout in the master plan does provide an impression that unimaginative-boxed buildings with narrow walkways, which often act like wind tunnels, may be acceptable for the site. The TPN believes that the area denoted as “commercial/research” lends itself to an iconic building and space design, which pulls together the elements of science, research, education, community and commercial activities.

The TPN would welcome the opportunity to engage further with MPC and trust that our input will be useful.

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