

I support a Tasmanian AFL team and a suitable stadium. I support development.

I do not support a stadium of this size at Macquarie Point, especially with the proposed roof.

I believe the Enabling Legislation for a stadium at Macquarie Point demonstrates a failure of parliament to understand the importance of proper town planning. To sack the Tasmanian Planning Commission demonstrates an appalling disregard for integrity and honesty. Decisions of this significance could establish a precedent in which Hobart loses its own unique appeal. This is a huge complex development and should be scrutinised by established town planning principles. The site is included as a designated planning zone for various Sullivans Cove Precent plans and studies. It is immediately adjacent to Hunter Island, the causeway and European arrival in 1804.

Reference to:

[The Sullivans Cove Planning Scheme 1997](#)

[The Hobart Railyards Urban Design Strategy, Sullivan's Cove Waterfront Authority, 2008:](#)

[Planning Scheme Amendments to Macquarie Point Site Development Plan Planning Report 2018](#)

1. IMPACT ON HISTORICAL SIGNIFICANCE

The site and the adjacent area are the location of the birth of Hobart and includes Hunter Island, Hunter Street, the IXL buildings in Hunter and Evans Streets.

From The Hobart Railyards Urban Design Strategy, Sullivan's Cove Waterfront Authority, 2008: "Sullivan's Cove is one of the world's finest landscape settings" "Sullivan's Cove Australia's most intact historic waterfront"

From The Sullivans Cove Planning Scheme 1997: 7.3.2 Cultural Resource Principals.

Cultural heritage: "The recognisable historic character of Sullivans Cove is not to be compromised by a new development which overwhelms the historic spaces and buildings"

It cannot be compared with interstate cities. A prominent building like the Sydney Opera House for example is not immediately adjacent to a surviving historic precinct.

The Sullivans Cove Planning Scheme 1997, Table 1, Places of Cultural Significance:

R10 Evans Street, Goods Shed, Red Shed and the IXL Buildings in Evans and Hunter Streets are listed as of cultural significance. These building and this area are of major significance concerning the history of Tasmania. No development should diminish their significance.

The proposed relocation of the Goods Shed destroys its historical significance, but this is further diminished by changing the external walls to glass and the connection to the stadium. Relocation is not desirable and in which case it should an isolated structure enhancing the history of the Tasmanian railways.

2. VISUAL IMPACT ON SULLIVANS'S COVE AND HOBART

The building form is too big and dominates Sullivan's Cove and Hobart

There have been numerous studies over many years by competent professional planners, urban designers and architects relating to Sullivans Cove. In relation to the visual impact, they generally indicate the main points to be considered as follows.

- SIZE OF THE DEVELOPMENT

The proposed AFL Stadium building footprint together with the height creates an architectural form that will dominate the Sullivans Cove precinct and change the character of Hobart. The historic facade of buildings along Hunter Street currently unites both sides of the Cove to Salamanca Place. Such a huge structure is likely to be so dominant it will overpower the visual significance of Hunter Street.

The Sullivans Cove Planning Scheme 1997:

6.2 Designing the Future Urban Form.

“Future developments within the Cove should respect the scale of the Cove’s built form - new buildings should not be out of scale with neighbouring buildings, or the general character of the Cove”

23 Schedule 2 Urban Form

“New buildings must not be individually prominent in terms of contrast with neighbouring buildings by being significantly higher or having a larger apparent size when viewed in street elevation”

- HEIGHT

Planning Scheme Amendments to Macquarie Point Site Development Plan Planning Report 2018; maximum height appears to be no more than RL 22.5.

The proposed AFL Stadium roof height is indicated as RL 54 equal to a height above ground of 51 metres. The base of the dome at RL 24 is higher than the IXL buildings across Evans Street.

- VIEWS FROM ACROSS SULLIVANS COVE

The view from Runnymede Street as shown in the Hobart Railyards Urban Design Strategy, Sullivans Cove Waterfront Authority 2008, illustrates how the proposed new building form will dominate the view across the Cove. It appears the view of the Cenotaph, the Escarpment and the hills to the North will be significantly affected. The historic IXL buildings will be visually overpowered. This will also be the case from Princess Park. It would be a pity if the two historic sides of the Cove lost their visual connection.

The significant view from Runnymede Street, outside the entrance of the original Lenna building, is of the IXL buildings with the Cenotaph and Mt Direction beyond. This view of the IXL buildings and the cenotaph will be diminished with a colossal dome.

The views provided by the developer can be deceptive, or not tell the whole story. Aspects that should be considered with viewpoints include the elevation of the ground, height of eye and angle of view of the observer.

The Visual Impact Assessment Report, Macquarie Point Development Corporation 2024, fails to address the various Sullivans Cove planning strategies, indicated in the Planning Scheme or amendments

- **DOMESTIC ROOF CLADDING**

The documents indicate a ETFE fabric, while the government website states the final cladding material has to be determined. This is apparently to alleviate the problems of shadows from the roof structure. **Normal DA planning applications have to state materials and colours. Will the roof be translucent, and what material and colour will it be?**

3. RAILWAY HISTORY AND THE GOODS SHED

The internal perspective views of the Goods Shed don't appear to match the external perspective views. Any tangible evidence of railway history is diminished by the proposed design, together with its relocation.

The Goods Shed and the Red Shed in Evans Street are listed as Places of Cultural Significance in the Sullivan's Cove Planning Scheme 1997.

The Macquarie Point Development Corporation Act 2012 principal objectives 6. (iv) state:

To ensure that the site "is redeveloped in accordance with sound planning, urban design and environmental principals"

The proposed AFL Stadium shows very little tangible evidence of any railway history.

4. RAILWAY CORRIDOR

The future for light rail would be improved if the track terminated as close as possible to the CBD as rail originally did. I support the idea of a modern rail system extending from Hobart to locations like National Park, with travel to various locations along the way. Hobart unlike other cities seems to reject any tourist opportunities of railway travel.

The idea of a future rail link of any type is negligible as any future rail link would terminate further to the North and further from the CBD, beyond the Macquarie Point Site.