

Statement of Reasons

In accordance with section 26(7) of the *State Policies and Projects Act 1993*, my reasons for recommending the Governor make an Order, enabling the project to proceed on conditions, are set out in the attached Schedule.

Dated 13 October 2025

A handwritten signature in black ink, consisting of stylized, overlapping loops and a long horizontal stroke extending to the right.

KERRY VINCENT MLC

MINISTER FOR HOUSING AND PLANNING

SCHEDULE

In accordance with section 26(7) of the *State Policies and Projects Act 1993* the Minister's reasons for recommending the Governor make an Order, enabling the Project to proceed on conditions, are set out below.

A Great Opportunity

- This project represents a generational opportunity to reshape the urban and cultural fabric of Hobart. The stadium is not only a standalone facility, but it will also be a catalyst for broader precinct revitalisation, unlocking the potential of Macquarie Point as a dynamic civic, recreational, and economic hub.
- Its delivery will activate underutilised waterfront land, enhance public access and connectivity, and create a landmark destination that reflects Tasmania's identity and aspirations.
- Few projects offer scale, visibility, and legacy impact of this proposal, and its successful realisation will mark a defining moment in the evolution of Hobart as a contemporary capital city.
- While the stadium will bring significant change to the existing environment of Macquarie Point by having a strong visual presence, this change is worth it for the long term social and community benefits that will flow from the range of potential activities that will occur and acting as the catalyst and home for our very own AFL and AFLW teams.

The *State Policies and Projects Act 1993* provides for an integrated assessment of a proposal, to commence once both houses of Parliament approve an Order (made by the Governor) declaring a project to be a Project of State Significance.

The effect of the approved Order declaring a project to be a project of state significance is to effectively 'switch off' the provisions of any Act, planning scheme or interim order which relates to the approval of use or development in the area of the proposed development.

The role of the Tasmanian Planning Commission (the Commission) is to provide advice and recommendations to Government to assist it to make the final decision in the process. The recommendations of the Commission are not the final decision itself.

When preparing the final Order to approve (or otherwise) the project of state significance, the process allows for the Minister responsible for the *State Policies and Projects Act 1993* to form a different view and opinion to that provided in a report from the Tasmanian Planning Commission panel appointed to assess the project.

In this process decision makers are not legally bound to follow the advice of the Commission or base their decision upon any existing planning schemes, strategies or historic planning principals. In fact, section 26(7) of the *State Policies and Projects Act 1993* specifically provides for the scenario where a Minister wishes to submit an Order to Parliament that differs from the recommendations of the Commission.

In making the final decision, decision makers are able to consider a broader range of matters than those considered by the Tasmanian Planning Commission Panel, such as taking account of all the potential social and community benefits that this project will bring to the State.

This statement of reasons sets out why I have formed a different opinion to that of the recommendation from the Tasmanian Planning Commission's Panel in terms of the

Macquarie Point Stadium Project and provides the reasoning as to why I am recommending the project proceed subject to conditions.

During the PoSS process a draft set of conditions was submitted to the Panel for consideration, shown as 'Attachment F' in the Panel's Integrated Assessment Report. I note these conditions were agreed upon by all relevant regulators. These form the basis of the conditions in this Order, with minor modifications that I have determined need to be made, based on suggestions contained within the report from the Panel.

The details of the conditions in this Order and the changes that have been made to those draft conditions are set out in Part B.

Changes are largely based on clarification/refinement of the intent of the draft conditions to make sure the project can be implemented and used as intended or they relate to suggestions provided in the Commission Panel's report.

Part A – Strategic Reasons – Key points

Site Selection – the ideal location for a new stadium

- The site at Macquarie Point is the preferred site for the stadium, especially due to its proximity to Hobart's CBD, less than 1km away, and because the site will be more cost effective to build on this site.
- Providing a stadium with a roof will ensure the best possible experience for players, spectators and performers all year round.

Reasons

The Tasmanian Government's vision is to turn Macquarie Point from an underutilised wasteland into a vibrant mixed-use precinct offering retail, arts, hospitality, residential and entertainment opportunities. Central to this development is the stadium, a marquee opportunity that will drive private investment and unlock broader opportunities across the site. The stadium will be:

- The home ground for Tasmania's new AFL and AFLW teams (the Tasmanian Devils) and Cricket (the Hurricanes).
- Tasmania's premier venue for sports (all codes), arts, entertainment, and major events.
- Tasmania's jewel for attracting large scale conferences, expos and business events.
- A catalyst for economic growth, tourism, and private investment across the Macquarie Point precinct, and beyond.

The Government's strategic business case, released in February 2020, for the stadium project noted that Tasmania needs a contemporary stadium to house AFL/AFLW games and other large events, building on providing the best possible experience for both spectators and players alike. The report found that the new stadium needs to have a roof to be able to host events year-round without worrying about weather, which in turn will provide more opportunities to increase annual revenue and reduce financial risks to Government. The report also found there is a lack of suitable venues to host major conferences above 1,100 people in Hobart, meaning these opportunities are often lost to the mainland.

The stadium site selection process report, released in February 2022, indicated that out of the six sites considered, the Macquarie Point site is the preferred location.

The key elements in the initial site selection consideration covered seeking a site, such that the location of a new stadium:

- Has an acceptable level of walking distance (no more than 1500m) from the Hobart CBD, to maximise use of existing accommodation, hospitality, passenger transport and CBD parking.
- Maximises the promotional benefit of the venue to the State.
- Minimises impact on residential areas.
- Is located on a site that is capable of containing a circle with a radius of 140 metres.

The 140 metre radius measurement was established by reviewing other stadium sites around Australia including the Adelaide Oval and Metricon Stadium which neatly fit just inside this area. This dimension enables a national standard sporting facility to be located with enough room for the playing ground, the seating stands around the playing ground and areas outside the stadium to allow for safe gathering for patrons before and after the event.

The site selection report discovered that:

- There is a lack of suitable sites within proximity to Hobart's CBD that are large enough and development ready to enable locating a stadium.
- Existing grounds, such as York Park, Bellerive Oval and North Hobart Oval, are constrained by a lack of room to allow for upgrading to house a larger modern contemporary stadium and would likely require removal of housing and installation of significant associated infrastructure including car parking, wider footpaths, bus plaza, drop and pick up areas, ride share facilities, etc.
- Developing a modern stadium anywhere on the Queens Domain would be expensive and deliver a much higher impact on nearby residents in the Glebe and would provide limited connectivity to the city being up on a hill.
- Essentially starting a fresh with a 'clean stadium' changes the game for Tasmania to host national scale events and large conferences.

Additionally, development of a stadium at Regatta Point by reclaiming land in the Derwent River has potential to disturb habitat for the spotted handfish, which is listed as critically endangered under Commonwealth legislation, the *Environment Protection and Biodiversity Conservation Act 1999*.

While the existing facilities at York Park, Bellerive Oval and North Hobart Oval could be upgraded, they are all more than 1,500 metres from Hobart's CBD and come with their own set of development challenges.

I note the following issues with upgrading these facilities for the intent of providing a long-term national level standard stadium home for our AFL/AFLW Team.

- Redevelopment of the Bellerive Oval to the desired size of a modern stadium would result in the closure of Church Street, part of Derwent Street and Beach Street. It would also need the acquisition and removal of up to 25 homes. Further, an event hosting 23,000 people would create significant pressure on Clarence Street, Cambridge Road and Rosny Hill Road, and none of these roads can readily be upgraded as a result of the surrounding developments and landscape, resulting in significant traffic impacts on these roads with very limited means of being mitigated.

- Similarly, redevelopment of North Hobart Oval would result in the closure of part of Argyle Street and Ryde Street. It would also need the acquisition and removal of up to 50 homes, 30 of which are located within a local heritage precinct.
- While the redevelopment of York Park could be achieved without removing existing houses or road closures, a key criteria for the site selection was proximity to the Hobart CBD essentially.

Alternatively, the Macquarie Point site is development ready. There is minimal amounts of site work required to prepare for construction, no existing homes requiring removal or relocation, and, other than constructing the Northern Access Road, the local road network will not be impacted directly by the footprint of the stadium precinct like other sites investigated. Consequently, pre-construction costs for this site are lower than they would be for those other existing oval sites and venues assessed in the site review.

Therefore, the initial scoping of the project concluded that the stadium, is best located at the Macquarie Point site and providing a roof will increase the experience for both players and spectators, as well as increasing opportunities to host more events year-round. The choice of site is strategic and deliberate, consistent with successful stadium developments across Australia, including Adelaide and Perth. These findings led to the making of the agreement between the AFL and the Tasmanian Government.

The agreement between the AFL sets out that to have an AFL/AFLW team, the Tasmanian Government will provide a stadium with a transparent roof with a seating capacity of 23,000 seats and the stadium must be located at Macquarie Point, as set out in schedule 10(1a) of the agreement. The inclusion of a Tasmanian club in the AFL paves the way to make the AFL/AFLW a truly national competition.

Without this stadium, Tasmania risks losing not only the AFL licence but also decades of economic opportunity across sport, business events, and the arts.

Social benefits – helping young Tasmanians

- The Government wants to provide more opportunities for young people to remain in the state and to create more opportunities for them to aspire to play sport at the highest level.
- The Government considers that there are additional social benefits that the assessment process found difficult to measure and quantify, yet they should be considered as part of this proposal.
- The Government wishes to create more jobs.

Reasons

Social benefits are difficult to quantify in dollar terms and many fall outside the scope of the Commission's project of state significance assessment process and final report. Research shows that the biggest supporters of the stadium are younger Tasmanians. This project offers a compelling reason for young Tasmanians and future generations to stay, live, and contribute to our State. The stadium will create pathways in sport, employment, and community engagement that foster talent retention and attraction while strengthening pride and belonging.

Tasmanians have been advocating for their own AFL/AFLW team for decades. This is demonstrated by the current Tasmania Devils membership of approximately 210,000. Establishing our own team in the AFL/AFLW will create a greater sense of civic pride around the state. It will provide a link to our past as a founding state of AFL football, present and future as a heartland for AFL/AFLW football in Australia.

The Stadium will act as a driver to support improved public transport in the Greater Hobart area. While not directly part of the Order to approve the stadium, the Northern Access Road will improve access to the Hobart Port and make operations more efficient, especially those associated with the upgraded Antarctic precinct on the Port.

Job creation will consist of 1,510 to 3,229 during construction and 238-276 per year for ongoing stadium operations, diversifying the States economy and providing a means for fewer young Tasmanians to leave the state looking for employment. Tasmania is currently losing too many young people and families.

Additional spending in the vicinity of the stadium on events days will also create more jobs.

Most importantly, the presence of an AFL/AFLW team right here in Tasmania will inspire greater participation in sport, supporting improved health and a more positive outlook on life, as demonstrated by a 40 per cent increase in Auskick registrations across the state since the launch of the Tasmania Football Club. The AFL will further enhance this by more investment in football across the state in the order of approximately \$360 million. A similar increase in participation was observed by the JackJumpers with basketball participation rates in Tasmania increasing by 29 percent from 13,345 in 2020 to 17,206 in 2023.

Having our own AFL/AFLW Team will contribute to growing the Tasmania Academy of Leadership in Sport, recently launched by the Tasmania Football Club in partnership with TasTAFE, Tasmanian JackJumpers, Cricket Tasmania and Netball Tasmania.

These social benefits represent an investment in our young people who are our future, which is an investment worth making.

Building for a growing population

- The Government is looking to the future and wishes to provide our growing population with a broader range of facilities and opportunities for social interaction and sports participation at the national level.
- The stadium will be an iconic destination for both Tasmanians and tourists.

Reasons

This is a bold aspirational project that transforms the underutilised Macquarie Point area by providing a national standard event facility for Tasmania, right in the heart of our capital city. Something the State currently does not have.

Greater Hobart (GCCSA) includes almost 255,000 people directly and provides services to the broader population of over 575,000 in Tasmania. The State's population is expected to grow by around 63,000 people statewide, with over half of that growth (35,000) expected to occur in Greater Hobart.

Greater Hobart plays a critical role in providing services to all Tasmanians, that cannot be maintained in smaller cities and towns. For example, the Royal Hobart

Hospital is Tasmania's principle tertiary hospital, providing statewide specialist services such as neuro- and cardiothoracic surgery.

Tasmanians also deserve the capacity to host a state-based football team and attend large-scale concerts and events. Hobart has the local population and capacity to attract the visitors that makes that possible.

By enhancing liveability through high-quality infrastructure, supporting workforce development, and creating opportunities, the stadium aligns with the Tasmanian Population Policy's goals of attracting and retaining people and skills, contributing to a more resilient, connected and future-ready State. A balanced demographic better ensures the needs of all age groups are more able to be met over time.

By way of comparison, Christchurch and Dunedin in New Zealand have current populations of around 410,000 and 120,000 respectively. Both cities have a major event roofed stadium capable of hosting concerts and national level sporting events. Also, Townsville has a population of around 170,000 and their stadium is set up for concerts and basketball. The city of Greater Geelong has a population of around 276,000, similar in scale to Greater Hobart and has a stadium with a capacity of 40,000 people.

While it is acknowledged that much of the commentary about the size and bulk of the stadium in relation to the site has relevance, it can equally be considered that the success of the stadium requires it to be iconic, that is, stand out and be an attraction. Other stadiums in Australia are draw-card facilities, such as the Adelaide Oval, SCG, MCG and Perth Stadium. These iconic stand-out buildings, even offer stadium tours, external gathering spaces with statues immortalising our great sporting legends of the past, museums and improved public infrastructure (walkways). In some respects, the Macquarie Point multipurpose stadium is an intergenerational opportunity, and viewing the stadium through the lens of being functional infrastructure to just play AFL may well be selling the opportunity short.

The Macquarie Point multipurpose stadium is an opportunity for Hobart to have its own stadium which is an iconic, innovative centrepiece or drawcard in its own right. In this respect it needs to strike the right balance by respecting its surroundings, but also be unique and innovative enough to stand out.

Economic benefits of the project

- The Stadium will be a positive catalyst of change and economic activity.
- Building the stadium and starting an AFL/AFLW team is a once in a lifetime opportunity that the State should not ignore.
- Delaying the construction of a stadium to provide the home of an AFL and AFLW team would ultimately cost the Tasmanian community more.

Reasons

The Commission's role in the project of state significance (PoSS) process is to act objectively and provide an unbiased apolitical view on the proposal, which it has done. In doing so, the Commission has sought to quantify the economic benefits and impacts as much as possible. However, I am of the view that the limitations in the project of state significance process mean that the Commission's assessment has not fully captured all the direct and indirect economic benefits that will flow from getting the project underway and starting our very own AFL/AFLW Team, such as the

creation of jobs as a result of the stadium acting as a catalyst for increased investment in tourism and the significant expansion of the professional sports industry in Tasmania.

Over the 30-year period of the stadium use, increased investment in tourism facilities, visitor spending and increased levels of Tasmanian's staying in the state will result in significant boosts to the state's economy.

The stadium investment is a once-off capital spend that will generate economic activity in Tasmania and provide ongoing, positive economic impacts to the State. This project is more than just an investment in the stadium, it is an investment in the future of our young people and can be appropriately managed as part of the State's capital expenditure. Over the life of the stadium, the State will invest billions in hospitals, roads and bridges.

The Commission report notes three key elements that lead to economic benefits of the stadium. These are:

- The level of spending from 'new' visitors.
- Retention of spending from Tasmanians not travelling to events.
- Increased AFL investment.

In relation to the Commission's economic benefit assumptions, a range of assumptions have been made with respect to the economic modelling of costs and benefits associated with the stadium. Economic assumptions can often overlook complex social, environmental and wellbeing impacts and changes in these assumptions can introduce significant variation into the results of long-term projections.

The Commission's report claims that the stadium is too expensive. However, while I acknowledge it is difficult to quantify the true economic impacts accurately, I am of the view that this project will bring increased economic benefits to the State and additional, broader benefits to Tasmanians. Having a world-class facility to host events all year round will boost confidence in the business community to invest in our state, through the development of hotels and investment in Tasmanian staff.

I acknowledge that the Commission has placed emphasis on its cost benefit assessment and benefit-cost ratio (BCR). BCRs are a useful tool for assessing the economic efficiency of infrastructure projects by comparing the expected benefits to the costs. However, BCRs are one input among many in decision-making, especially for social infrastructure.

Social infrastructure projects often deliver significant non-economic benefits that are difficult to measure, such as improved health, education, equity, and community wellbeing/pride. While BCRs provide valuable insight, they should be considered alongside broader strategic, social, and policy objectives to ensure balanced and equitable investment decisions. It is common for stadium projects to deliver a BCR of less than 1, as can be seen by other stadiums around Australia that have been built.

In 2021, Infrastructure Australia also published guidance on its Assessment Framework. The *Guide to multi-criteria analysis* notes that "a single weighted score is intuitively appealing" and that "the results can often imply a misleading level of accuracy and cause results to be treated like a definitive benefit-cost ratio. As a result, we prefer a multi-score approach".

The UK Treasury's (HM Treasury) 2025 Green Book – the UK Government's guidance on assessing the costs, benefits and risks of different options to achieve government objectives – published a finding that there is continued over-emphasis on BCRs in decision-making. The guidance is to be updated to "provide greater clarity on the role of the BCR in appraisal. It will make clear that the Green Book does not endorse the use of arbitrary 'BCR thresholds'. It will outline that a BCR of less than one does not automatically constitute poor value for money."

For example:

- The Victorian Parliamentary Budget Office estimated in 2024 that the Suburban Rail Loop would have a BCR between 0.6 and 0.7 under its base case.
- Infrastructure NSW's final business case summary for a new High School in Sydney delivered BCRs of less than 1 for all short-listed options.
- Allianz Stadium in Sydney had a BCR of 0.62 and Townsville Stadium had a BCR of 0.21.
- NSW's preferred option for delivering the Zero Emission Buses Greater Sydney Tranche 1 project had a BCR of 0.75.
- The ACT Auditor-General found that the Light Rail Stage 2A had a BCR between 0.4 and 0.6.

Essentially, the AFL/AFLW team and its stadium are a 'once in a lifetime opportunity' that will come with some costs that appear expensive, but also its an opportunity the state cannot afford to pass up. Some people say we cannot afford to build the stadium, but equally due to the social benefits, and the civic pride that will come with our own stadium and AFL/ALFW team – it is an opportunity we cannot afford to let go.

Building a facility like this stadium in 10-20 years' time will cost the Tasmanian taxpayer much more than the current estimated cost, or put another way, the state cannot afford to wait to build a new facility, we must act now. For example, it was recently reported that a redevelopment of the MCG would cost \$6 billion to increase capacity and add a roof.

This project, through its 1,500-person conference facility, will also enhance the business events sector in Tasmania. Currently, Hobart is limited by its current 1,100 delegate conferencing capacity. The flow on economic impacts of bringing more business event travellers to the State should not be underestimated noting that conference delegates are the highest yielding visitor, spending around three times more than leisure tourists.

The site and surrounds – making an iconic building amongst heritage places

- The Government wishes to build an iconic structure that will stand out on the Sullivans Cove waterfront.
- The stadium will be a structure the community will be proud of, want to be a part of and attend events there.

Reasons

Early site investigations and the requirements for the facility, have landed on a stadium design/configuration with a roof to be located at the Macquarie Point site.

For the stadium to proceed, the scale and bulk of the stadium is something we should accept. Stadiums by their very nature are bulky buildings and will come with visual impacts no matter where they are located.

The Government accepts that the stadium is big and bulky when sited within the Macquarie Point site and will have a visual impact on the surrounds of the site, the heritage values of the Cenotaph and the general appreciation of Sullivans Cove waterfront.

However, I consider these apparent negative effects are offset by the many positive social benefits, particularly due to the proximity of the site to the Hobart CBD. Consequently, the Government considers those impacts to be acceptable.

I consider the following matters as relevant in forming this view:

- The site selection process identifying this site as the preferred site to locate a national standard stadium, especially due to the lower estimated construction costs.
- The social benefits from having an AFL/AFLW team of our own, through a greater sense of civic pride and increased sports participation.
- Increased opportunities for socialising.
- Greater likelihood of attendance at live events due to being able to sit in a roofed stadium.
- Tasmanians who currently cannot afford to travel to national events would now have an opportunity to experience a national event without leaving the state.
- Potential to unify all Tasmanians, instead of the north-south divide.
- The jobs that will be created through construction and ongoing use of the stadium.
- New national scale events occurring right in the CBD of Hobart.
- The increase in the brand of Hobart to attract more visitors.
- Higher retention of our young people.
- Improved public transport in Hobart.
- Improved Port operations in Hobart through developing related projects such as the Northern Access Road.

The Government wants this building to stand out in its location and to become an iconic drawcard structure within the Hobart waterfront. Siting the stadium at Macquarie Point will deliver that iconic once in a generation building that will be seen from many vantage points around the Greater Hobart area.

I consider that the PoSS process provides for consideration of alternate local strategic planning/visions for the site as part of an integrated assessment of the proposal in terms of environmental, social and economic terms. This means not being restricted to consideration against historical planning documents such as the 1991 planning review for the Sullivans Cove waterfront.

The project of state significance process under the Act, sets aside all existing use and development related planning schemes, legislation and regulation, allowing contemplation of development that sits outside the confines of the established historical planning vision for the site. This is essential for transformative projects that truly change the way that we look at existing space. Had our own AFL team and stadium been a realistic proposition back in the early 1990s when those planning

principles were set, then the principles may well have referred to such an iconic transformative use and development for the site.

Therefore, just as the Commission formed a view of the stadium in relation to these established planning principles, the Act allows the view that existing planning principles can be given less or no weight in making a final decision on this project. To go further, I have formed the view that those old planning principles undervalue the potential of the Macquarie Point site and to assess the proposal against a set of planning principles that are purposefully 'switched off' via the legislation is in some respects counterintuitive to the intent of the process. The assessment task is to determine the benefits and impacts of the project and then form a view as to whether the benefits of the project outweigh the impacts.

Giving less weight to the old planning principles enables more weight to be given to the most recent Mac Point Precinct Plan, which explicitly provides for a stadium. The stadium fulfills the core function of that precinct plan. This approach also enables greater recognition of the social benefits that this project will have.

The Government accepts that there will be some impacts on the **heritage** features that surround the stadium but these impacts have been mitigated to as great an extent possible. Such as ensuring that timing of events is programmed to reduce impacts upon the highly valued Cenotaph. Any negative perceptions about the visual prominence of the stadium should be balanced against the positive transformation opportunities that the stadium project will provide in this location.

The Order contains conditions that require an events management plan to be prepared, which will require consideration of timing of events to respect key Cenotaph ceremonies, such as the ANZAC day dawn service. The Order contains a suite of heritage conditions, which will require heritage matters to be managed respectfully during construction and operation of the stadium.

Other temporary events occur right on the Cenotaph grounds, such as the regatta, Hobart show and Circus events. While the Stadium will be used daily for various functions and operations, noise and lighting impacts associated with concerts and large sporting events will not be a daily occurrence therefore limiting any impacts on the Cenotaph as a place of quiet contemplation.

The TPC report noted that with respect to the heritage listed buildings on Hunter Street the closest views of those buildings will have no adverse effects from the stadium, but the middle to longer views of those buildings will be impacted. In line with the Governments desire to provide an iconic stand out building on the site, these impacts on longer views of those **heritage** listed buildings are considered acceptable.

Part B – Conditions

Introduction

The Commission report indicates that on various matters, the issues can be managed through implementation of the stadium. I consider the stadium can be delivered on the site, and operate safely and sustainably, provided the use and development is carried out in accordance with all additional required approvals and the suite of conditions included in the Order.

The conditions in the Order are based on the draft conditions submitted to the Commission during the PoSS process, as detailed in Appendix F of the Integrated Assessment Report. Key changes to those conditions are listed below.

The Office of Parliamentary Counsel has made minor amendments to the conditions recommended to the panel for clarity and legal precision and definitions have also been included for clarity.

At condition A5, the Order provides for an increased concert capacity from 31,000 up to 38,000 only for special events. The Order requires special events to be approved by the Secretary of the Department, including approval of a special event management plan and a special event transport plan. As a result of this change for special events, condition D2 now provides a means for operational hours for special events to be approved by the Secretary of the Department outside of the normal operating hours and to also extend the hours for event lighting to enable safe pedestrian exits from the event.

Condition A10 now refers to consultants in a general sense, rather than to specific consultancy firms. These references have been removed to enable more flexibility in the future choices around the use of consultants to undertake the work required in this condition.

Condition B4 provides the specific details that the Public Domain and Landscaping Plan must include. As suggested by the Commission Panel, this plan is now required to consider measures that can be implemented to minimise discomfort from damaging wind for people gathering outside the stadium, as listed in item (j).

Condition D6 includes a list of management plans. This list now includes the Operational Noise Management Plan. Through the operation of condition D13, noise impacts will now be reviewed after events in line with other matters listed in condition D13 and lead to ongoing improvements to the operation of the stadium. Further, condition D13 now includes the ability for the Secretary to approve or not approve any amendments to operational plans that have been identified through the reviews.

Condition D7 sets out the requirements for the contents of the Events Management Plan. There is now a specific reference to considering events occurring at the Cenotaph in point (h) to make sure that key events at the Cenotaph can continue in the manner that they have always done.

Condition D10 sets out the requirements for the contents of the Flood and Emergency Evacuation Plan. There is now a specific reference for the plan to identify locations of evacuation points during emergencies.

Condition D11 sets out the requirements for the contents of the Operational Transport Management Plan. As suggested by the Commission Panel, this plan now has a specific requirement for the plan to consider the quality/suitability of footpaths used by stadium patrons at point (g) around the vicinity of the stadium and for the plan to consider the use of taxi/ride share services in managing the flow of traffic at point (f).

Condition D12 sets out the requirements for the contents of the Operational Noise Management Plan. Condition G2 sets out the requirements for the matters for the complaints register to contain. This has been expanded to include keeping of record of how a complaint has been resolved to the satisfaction of the complainant.

I have also determined that the Order needs an additional 2 conditions, as follows:

- A new condition, A4 which requires the Secretary of the Department to maintain a register of decisions made under the Order and to table the register in Parliament quarterly for a period of 7 years.
- In recognition of the potential archaeological heritage value of the Royal Engineers Building and Kings Yard, a new condition H10 has been included so their heritage value can also be included within the Heritage Conservation Management Plan required under condition H9.

Condition summary

The Tasmanian Planning Commission acknowledged aspects of the proposal can be adequately managed if appropriate conditions are applied. This includes car parking management, traffic/transport management, noise and vibration management, contaminated land management, lighting and wind discomfort.

In acknowledging those findings, I am of the view that there are a range of risks that need to be managed by conditions in the Order to ensure that construction of the stadium occurs as planned, and its ongoing use is conducted in a manner that the community would expect. Issues that should be covered by conditions in the Order are briefly set out below:

Design plans - to be clear what the Order is approving. The Order is approving the current proposal, which is for a multipurpose translucent roofed stadium with seating capacity of 23,000 and a further 1,500 standing capacity capable of hosting national level sporting and concert events, with up to 38,000 for concerts. Included is a conference facility for up to 1500 people, exterior landscaping and signage, car parking, infrastructure relocation, relocation of the goods shed and a subdivision consolidation of the existing lots on the site.

Infrastructure Provision – ensuring the stadium has appropriate water, sewer, road, stormwater and electricity services provided to it.

Matters to have in place before use commences – to provide a link to other related projects that are proposed in the general area and to ensure patrons of events can enjoy the experience as intended.

Construction management – to minimise impacts on those living, visiting or working in close proximity to the stadium site and any external impacts on the environment can be managed

Operational management – to create a transparent means of setting out how events at the stadium will be managed, covering issues such as traffic, pedestrian safety, emergency management, waste management, lighting, wayfinding signage, open space around the stadium and noise management.

Ongoing reviews of operational management plans – to keep management plans up to date over time and correct any unforeseen issues that may occur or include any learnings from hosting events.

Subdivision – to enable consolidation of existing lots on the site. As the site currently consists of multiple titles and implementation of the project will be easier if it is located on a single title.

Heritage management – to ensure that Aboriginal heritage is respectfully identified, managed and preserved. To manage the relocation of the ‘Goods Shed’ and create archival records of other buildings on the site that will be removed, such as the locally listed Red Shed and the Hydro Electric Commission substation Building.

Environmental issues – to ensure that construction and ongoing use of the site is appropriately managed

Stormwater management and water quality – to ensure that any stormwater released from the site is appropriately treated and released at the appropriate rate, so as to protect water quality in the River Derwent and Hobart Rivulet.

Specific condition details

The Order contains conditions on the following topics -

Design Quality, the Order provides a condition (A11) which requires setting up a Design Quality and Integrity Review Panel to provide a review of the Public Domain and Landscaping Plan, the Signage and Wayfinding Plan and the Design Plans. This additional review will ensure the stadium quality is the best it can be, see Schedules 1 and 2 for the requirements of the Design Quality and Integrity Review Panel.

Detailed design plans are required to be submitted, as this is a normal type of condition for developments of this scale. This recognises that further detailed design work is required once the Order is approved, see Schedule 1 of the Order for the requirements and also to see the finer details of what the Order is approving (A7) and Schedule 2 which lists all the approved plans/documentation. These listed design plans include retention of the Goods Shed by relocating it to the northern area of the site.

Use of stadium for events should not occur until all required infrastructure and waste management facilities are in place and management plans relating to ongoing use of the stadium have been prepared, including the Northern Access Road and bus plaza. The Order contains a condition to this effect, see Schedule 1 for these requirements listed in D1.

Signage, landscaping, – as noted in the Commission report small improvements can be made to the signage and landscaping plan to improve the visual effects of the stadium on the Royal Engineers Building and to improve comfort from cold wind for event patrons waiting to enter the stadium. The Order contains a condition to this effect, see Schedule 1 for the requirements of the Landscaping (B3) and Signage Plans (B5).

Lighting management - as noted in the Commission report, lighting can be managed but there is still further work to determine if the stadium can operate with unrestricted lighting hours or if a lighting curfew would be required. Such requirements are intended to apply to sports lighting, not security lighting. To further resolve this matter, the Order contains a condition to this effect, see Schedule 1 for the requirements of the Integrated Lighting Strategy (D3).

Car parking – as noted in the Commission report management solutions will likely be capable of ensuring other users of the Queens domain are accommodated and that any solutions will need to be constantly and actively

managed. The Order contains a condition requiring the preparation of a car parking management plan as part of the transport management plan, see Schedule 1 for the requirements of the Transport Management Plan (D11), which contains requirements for managing car parking and making use of car parks within the vicinity of the stadium during events. This plan also forms part of the Operational Management Plan, which is required to be reviewed under the terms of condition D13.

Infrastructure improvements/alterations need to be made for the stadium, such as electricity, sewer, water and stormwater connections/services. The Order contains conditions requiring these infrastructure upgrades to occur for the stadium, see Schedules 1, 6 and 7.

Construction management plans are required to enable specification of matters to be managed during construction. Preparation of these plans will involve consultation with TasWater, HCC and the EPA, see Schedules 1 and 5 (C1).

Traffic management – as noted in the Commission report, relying on public transport is supported, issues with traffic need to be managed to align with Port operations and the broader transport system, including use of public transport and taxi/ride share services. The Order contains conditions to this effect, requiring the preparation of a comprehensive traffic management plan covering public transport, traffic movement, port operations and taxi/ride share services, see Schedule 1 (D11).

Pedestrian Safety - as noted in the Commission report further work needs to be done in relation to pedestrian safety and that consideration should be given to options that could improve pedestrian outcomes for the city. The Order contains conditions to require the emergency management plan to consider pedestrian evacuation locations and the pedestrian movement needed to get to those, and also more generally a review of local footpaths to make sure they are suitable for the volume of stadium patrons both before and after events, see Schedule 1 for the requirements of the Events Management Plan (D7), Emergency Management Plan (D10) and Transport Management Plan (D11).

Emergency Management - as noted in the Commission report achieving requirements for emergency evacuation may require design changes and/or infrastructure provision in the immediate area surrounding the stadium. The Order contains conditions to require a Security Management Plan to clarify these requirements, which will be set by the emergency management authorities (Tas Police, Tas Fire and SES), see Schedule 1 (D8).

Noise and vibration - as noted in the Commission report there is an agreement in place between the Tasmanian Symphony Orchestra (TSO) and the proponent to remedy any noise impacts that the stadium or its construction may have on the TSO building. As there will be noise impacts during construction and during operation of the stadium, the Order contains a condition requiring the preparation of a noise management plan, see Schedules 1 and 5 (C1 & D12).

Historic Cultural Heritage – as noted in the Commission report the treatment of the Goods Shed is not ideal, but also not considered to be an

issue of critical significance for the project and dismantling and removing the Red Shed will not unreasonably affect the historic significance of the building or the site. The Order contains a suite of heritage conditions to ensure that the heritage values of these buildings are retained in a manner that is reasonably possible in the context of the broader project, see Schedule 4.

Aboriginal Heritage – as noted in the Commission report works on the site can be managed in an appropriate way to minimise disturbance on Aboriginal Heritage sites. The Order contains a suite of conditions to ensure that any impacts on Aboriginal Heritage are respectfully identified, managed and preserved where possible. Noting that the Commission panel recommends undertaking a more meaningful consultation with the Aboriginal community, see Schedule 3.

Environmental issues –as noted in the Commission report the site has a legacy of contamination and shallow groundwater. Construction of the stadium will create noise and vibration issues as well as disposal of waste issues. The Commission report noted that remediation of contaminated soil can be acceptably managed. The Order contains conditions to require preparation of a construction management plan and a waste management plan, see Schedules 1 and 5 (C1&C2) and (D9).

Stormwater management – water quality of discharged stormwater is required to meet the targets set out in the State Stormwater Strategy to be able to comply with the State Policy on Water Quality Management 1997. The Commission report notes that the draft conditions did not require this outcome, however, condition SW8 in the Order provides for this outcome to be achieved, see Schedule 7.

Compliance

The Order sets out which authority is responsible for the enforcement of each condition in Schedule 8.

Administration

The Order is required to be made to ‘switch off’ the requirement set out in section 19(2) of the SPP Act. Once this is done the proponent will be able to make applications to Hobart City Council for other developments on the site, if required.

Part C – Matters not included in or covered by the Order

There are some aspects of the broader stadium project for which planning approval will be sought through separate approvals processes to this Order. These are:

- Development of Northern Access Road and/or improvements to McVilly Drive
- Bus Plaza for events
- Off-site footpath improvements
- Urban renewal housing project (near Regatta ground foreshore) and
- The relocation of sewerage treatment plant currently located at the northern end of Macquarie Wharf near the regatta grounds.