Macquarie Point Multipurpose Stadium

Enabling Legislation Report

May 2025 | CONSULTATION DRAFT

Department of Premier and Cabinet

Tasmanian Government


STADIUM
GATE 1

Contents

Introduction

On 13 April 2025, the Government announced the intention to introduce enabling legislation to Parliament to progress approvals for the Macquarie Point Multipurpose Stadium (**the Project)**, as part of the broader Macquarie Urban Renewal Project.

The package developed to support consideration of the enabling legislation includes:

- A **Project Report (this Report)**, incorporating the Project Description and an outline of how all of the issues and opportunities associated with the Project have been considered. This report is supported by a range of supplementary documents that have been supplied by Macquarie Point Development Corporation **(MPDC)** as the project proponent.
- Draft **Permit and Conditions** proposed to mitigate risks associated with the design, construction and operation of the stadium, which is linked to formal documentation on the project scope.
- The **Macquarie Point Planning Permit Bill 2025 (the Bill)** that will, if approved, issue the Permit, support other essential aspects of the approval to construct the stadium and revoke the Order referring the Project to the Tasmanian Planning Commission (**the Commission**) as a Project of State Significance **(PoSS)**.

Project Report

This Report has been written in two parts.

Part One of this report provides a comprehensive overview of the progression to date, and the context leading to the Tasmanian Government's decision to introduce enabling legislation for the development of the Project.

Part One outlines the following key information:

> **Background to the Project** including the establishment of the Macquarie Point Development Corporation (**MPDC**) and the strategic vision articulated through the Mac Point Precinct Plan. It also provides detail about the current PoSS process and the Commission's draft Integrated Assessment Report (**IAR**).

Initiation of enabling legislation including the Tasmanian Government's announcement of its intention to introduce enabling legislation to Parliament. It describes the steps taken by the Tasmanian Government in the development of this legislation and the coordinated approach adopted across State Agencies in formulating advice to Government.

An overview of Macquarie Point Planning Permit Bill 2025 including how the Bill aims to facilitate approvals for the stadium within the broader Macquarie Point Urban Renewal Project, the associated planning permit and conditions, and the broader legislative context.

Part Two of this report aims to provide readers with objective and balanced information on the proposed Macquarie Point Multipurpose Stadium. It outlines the following key information:

Macquarie Point Multipurpose Stadium Project Description including details of its intended uses and activities, a description of the site, and information on land titles and ownership.

Stakeholder perspective and feedback drawn from public and organisational submissions to the Commission regarding the draft IAR. This presents a range of perspectives to reflect the diversity of stakeholder input.

Project information, issues and advice that objectively presents the opportunities and challenges associated with the construction and operation of the stadium. This information is structured to represent how the Tasmanian Government responds to the Tasmanian Planning Commission's PoSS guidelines, and addresses key issues identified through the PoSS process and the Commission's draft IAR.

Information provided does not form an assessment and its objective is not to form recommendations, but is intended to support informed feedback and decision-making.

All care has been taken to ensure this report reflects the objective and unmoderated views of agencies and authorities on the design, construction and operation of the stadium. All agencies and relevant authorities will be requested to provide written assurance to that effect, with copies of the assurances to be appended to this report, once finalised.

Part 1. Macquarie Point Multipurpose Stadium Enabling Legislation

1. Background to the Project

MPDC was established under the *Macquarie Point Development Corporation Act 2012*, which received Royal Assent on 11 December 2012.

MPDC was created to oversee the remediation and redevelopment of the Macquarie Point site in accordance with an Intergovernmental Agreement of June 2012 between the Australian Government and the Tasmanian Government.

The Act outlines MPDC's functions as including the following:

- **Remediation and redevelopment:** Remediating the Macquarie Point land and facilitating its redevelopment.
- **Planning and development:** Preparing and implementing a site development plan that aligns with the objectives of MPDC and ensures the orderly and sustainable development of the site.
- **Land management:** Managing land within the Macquarie Point site, including acquiring, holding and disposing of land as necessary to achieve MPDC's objectives.
- **Infrastructure provision:** Facilitating the provision of infrastructure and services necessary for the development and use of the Macquarie Point site.
- **Stakeholder engagement:** Engaging with stakeholders, including government agencies, the private sector and the community, to promote and facilitate the development of the site.
- **Promotion and investment:** Promoting the Macquarie Point site to attract investment and development opportunities that align with MPDC's objectives.
- **Environmental and cultural considerations:** Ensuring development of the site takes into account environmental sustainability and the preservation of cultural heritage values.
- **Reporting and accountability:** Preparing and submitting annual reports and financial statements in accordance with the Act and other relevant legislation.

These functions empower MPDC to effectively manage the transformation of Macquarie Point into a vibrant, mixed-use precinct that contributes to the economic, social and cultural fabric of Hobart and Tasmania more broadly.

Macquarie Point is a well-known, investigated and prepared site for development. Since the establishment of MPDC in 2012, the Macquarie Point precinct has undergone a considered and evolving transformation.

Originally a railyard and industrial site, the area was identified as a key opportunity for urban renewal, with MPDC tasked with overseeing its redevelopment.

Early planning phases focused on environmental remediation, stakeholder engagement and the development of a long-term strategic vision.

Over the years, the site has attracted growing public interest and investment, culminating in the development of a precinct plan that seeks to balance cultural, economic, and environmental objectives. The precinct's development continues to reflect the aspirations of the Tasmanian community, with a strong emphasis on public space, connectivity, and acknowledgement of Aboriginal heritage and culture.

Mac Point Precinct Plan and stadium

In September 2024, the Tasmanian Government released the Mac Point Precinct Plan, marking a significant milestone in the site's redevelopment. The plan was developed following extensive public consultation, including over 2,200 written submissions and in excess of 100 meetings with local organisations, businesses and individuals.

While the Precinct Plan is the product of MPDC, the Precinct Plan was developed working closely with TasPorts and covers both MPDC land and the Port Commercial Zone owned by TasPorts. The inclusion of the latter ensures the entire precinct is developed in an integrated way, maximising value for the owners and the Tasmanian community.

The Precinct Plan outlines a vision to transform the 9.3-hectare site into a vibrant, mixed-use precinct that is accessible to all people, offering diverse experiences and destinations. The vision for the Precinct Plan was described as:

> *We aspire to build the Mac Point Precinct into a place to gather, celebrate and reflect, through the arts, culture, sport, events and entertainment.*
>
> *We will create a mixed use precinct that is accessible to all people, offers vibrant experiences and destinations and contributes to the delivery of the 30-Year Greater Hobart Plan*[1]*.*

[1] Macquarie Point Development Corporation, Mac Point Precinct Plan, page 5.

Figure 1: The Mac Point Precinct Plan (Source: MPDC)

To support the redevelopment, the Australian Government and Tasmanian Government entered into a funding agreement where the Australian Government committed $240 million to the Macquarie Point Urban Renewal Project. Under this agreement, Tasmania's responsibilities include:

- Producing a refreshed precinct plan for the Macquarie Point site, engaging suitably qualified urban planners to ensure all proposed land uses are compatible and deliver quality design outcomes.
- Engaging with the community and all affected stakeholders, including but not limited to Tasmanian Aboriginal groups, veteran groups and Hobart City Council, to understand the breadth of strategic opportunities of the precinct and consider the findings to inform the precinct plan.
- Maintaining and enhancing existing amenities for the Hobart community and visitors at Regatta Point by ensuring continued public access to the waterfront, existing jetties and marine infrastructure.
- Ensuring the delivery of housing at Macquarie Point, including a portion set aside as affordable, essential worker or social housing.

Stage 1 of the plan includes:

- the upgrade of Macquarie Wharf (under a separate funding agreement), with the immediate priority being the upgrade of Wharf 6 to berth Australia's Antarctic icebreaker, RSV Nuyina
- development of the Northern Access Road
- commencement of work on the multipurpose stadium
- upgrades of Wharfs 4 and 5 to support polar and research programs, defence support and additional commercial opportunities
- commencement of the underground carpark to streamline the construction phase of the stadium.

Stage 2 and 3 will include the development of:

- residential and public foreshore
- Aboriginal Culturally Informed Zone
- Port Commercial Zone
- complementary commercial zones
- Huon Quays.

The proposal for the Macquarie Point multipurpose stadium preceded the Precinct Plan and heavily influenced its development. The stadium proposal arose out of negotiations between the Tasmanian Government and the AFL for a 19th licence to

Figure 2: Tasmanian AFL and AFLW players (source: AFL Tasmania)

be issued to an AFL and AFLW team in Tasmania informed by the recommendations of the "AFL Licence Taskforce Business Plan 2019".

The AFL Taskforce, chaired by Brett Godfrey, found that – *"the existing Tasmanian AFL stadia capacities are incapable of hosting the forecasted average attendance or member demand required in the Business Plan".* [2]

The Taskforce recommended a *"roofed, CBD-based 'Adelaide Oval' multi-purpose facility (be) developed for Hobart to share all AFL content and opportunities with Launceston"* (Rec 5).[3]

Further it noted: *"A 'Clean Stadium' changes the game: Redeveloping UTAS Stadium as the initial primary football venue, but seeking a longer-term Hobart CBD-based, roofed stadium in an appropriate entertainment precinct, would mitigate much of the financial risk for Government"*.[4]

Accordingly, the Club Funding and Development Agreement, signed on 3 May 2023, provides that:

> *"...the Tasmanian Government will develop and fund the design, development and construction of the Stadium and grant long term usage rights in respect of the Stadium to the Club under the terms of a Ground Occupancy Agreement".* [5]
>
> *"Construction of a new stadium in Hobart and a TA Facility in Hobart are essential to the viability and on-field success of any new club based in Tasmania and are some of the conditions for the AFL's grant of a licence for a new club based in Tasmania to participate in the AFL and AFLW competitions."* [6]
>
> *"The Stadium will be a 23,000 seat multi-purpose fixed translucent roof stadium at Macquarie Point in Hobart".* [7]

The stadium is to be operational by 31 December 2028, but no later than 31 December 2030. The minimum specifications require that the stadium be a 23,000-seat multi-purpose fixed-translucent roof stadium at Macquarie Point in Hobart. The stadium must be built in line with the AFL Venue Guidelines (Tier 2 venue), including an oval dimension of 159.5m x 128.5m (boundary line). Upon completion, ownership and ongoing management of the Stadium will be transferred to Stadiums Tasmania.

The Government originally proposed that the stadium be considered as a Major Project under the *Land Use Planning and Approvals Act 1993* (LUPAA)[8]. Soon after the AFL agreement was signed, movement of members to the crossbench left the Government in a minority position.

[2] AFL Licence Taskforce Business Plan 2019, page 10.
[3] AFL Licence Taskforce Business Plan 2019, page 12..
[4] AFL Licence Taskforce Business Plan 2019, page 15.
[5] Club Funding and Development Agreement, Recital G, page 2.
[6] Club Funding and Development Agreement, Recitals C, page 1.
[7] Club Funding and Development Agreement, Schedule 10
[8] Guy Barnett, Minister for State Development, Construction and Housing. Media Release. 7 May 2023.

To secure support of confidence and supply, the Tasmanian Government agreed to several conditions with two independent MPs, one of which was "the Macquarie Point Stadium project to be progressed through the Projects of State Significance and removed from Major Projects".[9]

Figure 3: Artistic impression of AFL in the Stadium (source: MPDC)

[9] Jeremy Rockliff, Premier, Lara Alexander, Independent Member for Bass, Joh Tucker, Independent Member for Lyons. Media Release (with attachment), 20 May 2023.

In August 2023, the *State Policies and Projects Act 1993* was amended to provide an additional opportunity for both Houses of Parliament to approve or refuse any PoSS. Under the legislation, all final orders for projects proposed by the Crown must be approved by Parliament before they have effect.

Previous Projects of State Significance include Lauderdale Quay (2010), Gunns Pulp Mill Proposal (2007), Basslink (2002), OceanPort Hobart (1999), the Taiwan Pulp and Paper Corporation Pulp Mill proposal (1996) and Copper Mines of Tasmania (1994). Of these, three projects were approved (Basslink, Copper Mines of Tasmania and the Taiwan Pulp and Paper Corporation), and only Basslink and Copper Mines of Tasmania progressed to completion.

Project of State Significance process: initiation and design

The Premier issued the relevant direction to the Tasmanian Planning Commission on 16 October 2023 to undertake an integrated assessment of the Macquarie Point Multipurpose Stadium and published a notice in the Tasmanian Government Gazette the same day. The Order initiating the PoSS process was approved by the House of Assembly on 19 October 2023 and the Legislative Council on 8 November 2023.

The direction from the Premier required the Commission to prepare guidelines as the first stage of an integrated assessment of the Project. Draft guidelines were released on 1 December 2023, prompting 548 submissions, and an additional 447 submissions supporting the submission from one submitter. The final guidelines were released by the Commission on 16 February 2024. The Order required the Commission to provide a report to the Premier within 12 months of receiving the documentation from MPDC, or by 17 September 2025.

MPDC commenced development of the design of the stadium in May 2024 and submitted the relevant documentation to Tasmanian Planning Commission on 17 September 2024. Further information was provided by MPDC to the Commission on 31 January 2025, 14 February 2025, 17 February 2025, 4 March 2025, 9 May 2025 and 21 May 2025.

The Commission delegated its powers and functions in relation to the integrated assessment of the Project to a five-member panel **(the Panel)**.

In correspondence to MPDC, the Commission outlined the PoSS process would proceed through five stages:

STAGE	PROGRESS
Stage 1: Preparation of reports: MPDC would be invited to submit its report which addresses the matter in the guidelines.	**Complete**
Stage 2: Views on project from council and agencies: The Panel will request the views of the Hobart City Council **(HCC)** and agencies, which, in the opinion of the Commission, have an interest in the project.	**Complete**
Stage 3: Consultation with council and agencies: The Commission is required to consult with HCC and the agencies in relation to the preparation of the Draft Integrated Assessment Report (draft IAR).	**Complete**
Stage 4: Public exhibition of the draft IAR: The Commission will prepare its draft IAR and publicly exhibit it as required by the Act. Any submissions of HCC and agencies will also be published and the Commission may hold public hearings.	**Complete** pending a determination to hold hearings
Stage 5: Final IAR and recommendations: Following the above, the Commission may modify the draft IAR and prepare a final IAR. After that, the Commission will submit a report to the Minister on whether the project should proceed, and if so, on what conditions.	**Incomplete**

The first four stages of the assessment have been substantially completed, with the public exhibition of the draft IAR being released on 31 March 2025 and closure of the public exhibition and submissions on 8 May 2025.

The draft IAR and public submissions received in relation to it have been reviewed in detail to inform this Report.

Draft Integrated Assessment Report

The Panel determined to draft the integrated assessment report as, in its own words, an 'issues report'. The Panel noted with respect to the draft IAR:

> *"It focuses on key challenges, concerns and potential problems relating to the Project, and their potential effects. It is intended to initiate discussion on those issues and to explore through exhibition and public comment any potential solutions that may alleviate or mitigate the issues. There are aspects of the Project that the Panel*

considers do not present any significant issues, and as such these are not addressed in the draft IAR. The draft IAR is intended to be read in this context".[10]

With respect to the Panel, past IARs have not been drafted in this way. The Lauderdale Quay IAR included a comprehensive overview of both issues raised during consultation and issues addressed. The findings of that panel referenced those matters where the panel was satisfied the project met reasonable expectations, as well as where the panel considered that it did not. The Lauderdale Quay report also identified issues that would need to be conditioned if the project were to proceed.

Concerns have been raised by Legal Counsel for MPDC that the approach to the Macquarie Point Stadium Draft IAR focusses too heavily on the perceived negative aspects of the project, which means public debate will naturally focus on the issues that are yet to be resolved. The positive aspects of the project that were not considered in the draft IAR would accordingly not feature in the public discourse surrounding the report, disproportionally impacting on public sentiment with respect to the project in Tasmania and nationally.

The transition from the draft IAR to a final IAR is likely to require significant amendment, with material and findings added to the final IAR that have not been the subject of public consultation or hearings.

The *State Policies and Projects Act 1993* allows the Commission to consider whether any modifications to the draft IAR should be treated as a further draft IAR for the purposes of the Act. In essence, if the modifications are significant, the Commission may consider holding a further round of public consultation on its report.

The Commission may hold hearings on the first draft IAR during July and at present is required to report to Government on or before 17 September 2025. This timeline will not be achieved if a second round of consultation is held. If the 17 September 2025 deadline is not met, and an extension of time is sought, it would be very difficult, if not impossible, for Parliament to consider the report and debate an order under the PoSS until March 2026. This places the delivery of the stadium beyond the timelines stipulated in the AFL Agreement and in direct resource competition with Olympic stadia builds in Queensland. Construction costs will also increase with the further passage of time.

Legal certainty of the grant of Tasmanian AFL licence is not able to be achieved without planning and other approvals to construct the stadium. These approvals must be timely as they also impact on the operationalisation of the Tasmania Devils Football Club and on the commencement of construction of the $115 million (including a $10m contribution from AFL) Training and Administration Facility. This facility is not required if there is no Tasmanian AFL Licence.

[10] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 5.

Initiation of enabling legislation

On 13 April 2025, the Tasmanian Government announced that it would introduce enabling legislation into Parliament to progress approvals for the Project, as part of the broader Macquarie Point Urban Renewal Project.

The announcement noted there were significant concerns raised about the current PoSS process and that the Macquarie Point precinct was a *'once-in-a-generation project that will set up Tasmania for the future*'.[11] It further suggested that:

> *"It has become clear over the last week that the current process is undermining certainty and confidence in the future of the Precinct and the Tasmania Devils AFL club, impacting construction, recruitment and economic prospects"*

The release noted that *"public representations on the Tasmanian Planning Commission's draft Integrated Assessment Report will continue as planned until May 8, allowing all Tasmanians the opportunity to provide their feedback"*.

Project specific legislation or bespoke approvals processes for significant projects of importance to a State are not unusual. Tasmania has previously approved project specific legislation including Parliament Square[12] and Meander Dam.[13] Many other States provide streamlined planning environments from the start of projects considered important for the relevant State. For example:

- In preparation for the 2032 Brisbane Olympic and Paralympic Games, the Queensland Government introduced legislation in May 2025 to amend the *Brisbane Olympic and Paralympic Games Arrangements (BOPGA) Act 2021 (Qld)* and enable planning approval for construction of Olympic venues.
- Planning approval for the Adelaide Oval redevelopment was achieved through a dedicated legislative process, primarily via the *Adelaide Oval Redevelopment and Management Act 2011 (SA)*.
- *The Major Sport Facilities Act 2001 (Qld)* in Queensland also allows the government to declare venues as "major sports facilities", allowing for streamlined development and management processes.
- *The Docklands Act 1991 (Vic)* granted the Docklands Authority with powers to plan and develop the precinct.
- *The Suburban Rail Loop Act 2021 (Vic)* was enacted by the Victorian Parliament to facilitate the planning, development, and delivery of the Suburban Rail Loop. The Act empowers the Minister to declare specific areas as "SRL planning areas" where the Suburban Rail Loop Authority assumes the role of a planning authority.

[11] Media Release, Jeremy Rockliff, Premier and Eric Abetz, Minister for Business, Industry and Resources, 13 April 2025.
[12] Parliament Square Planning Permit Act 2012
[13] Meander Dam Project Act 2003

- In Victoria, the Victoria Planning Provisions allows the Minister for Planning to assess and approve projects of state significance directly. This provision is applied to developments that are considered crucial for the state's economic growth, environmental sustainability, or social well-being, enabling a more streamlined approval process.
- Under *the Environmental Planning and Assessment Act 1979 (NSW)*, the New South Wales Government can designate projects as State Significant Development or State Significant Infrastructure. This classification allows for a centralized assessment process managed by the Department of Planning and Environment, facilitating streamlined approvals for projects deemed critical to the state's interests. Examples include large-scale infrastructure projects, educational institutions, and energy developments.

Coordination of advice to Government

DPAC is coordinating the development of advice to Government on the Macquarie Point multipurpose stadium and precinct. The role of DPAC is one of facilitation and support, assisting subject matter experts in agencies and relevant authorities to:

- express their views on issues and opportunities associated with the project
- suggest mitigation measures where required
- contribute to the development of draft permit conditions that can mitigate risks during the construction and operation of the stadium.

Agencies and authorities engaged in the process included:

- Department of Treasury and Finance
- Department of State Growth including Transport; Strategy, Housing, Infrastructure and Planning; and Creative Industries, Sport and Visitor Economy Groups.
- Department of Natural Resources and the Environment Tasmania including Aboriginal Heritage Tasmania; Heritage Tasmania; and Land Tasmania
- Department of Health including the Tasmanian Ambulance Service
- Tasmania Police
- Tasmania Fire Service

- Environment Protection Authority (EPA)
- TasPorts
- TasWater
- TasNetworks
- Marine and Safety Tasmania (MAST)
- Hobart City Council (HCC)

Agencies and authorities were asked to focus their attention on the issues raised by the Commission in the draft IAR as well as other matters. A summary of the 141 issues identified in the draft IAR was created, with each issue being assigned to an agency for review. This ensured consideration was given to all of the issues raised by the Panel.

Two cross-agency workshops were held in the week of 28 April 2025 with MPDC and agencies tasked with the exploration of the issues identified in the draft IAR, and other issues. Agencies were requested to consider instances in which **permit conditions** were necessary, and to provide drafts of those relevant conditions.

All Urban Planning Pty Ltd was engaged to work with agencies and authorities to draft the permit and conditions for the project. All Urban Planning Pty Ltd also sought advice from officers of HCC on conditions required to address stormwater issues on the site and construction traffic and parking management. The Department of State Growth also sought advice from utilities about conditions.

To assist with Parliament's consideration of the Project, MPDC was requested to provide a clear and concise **project description** and supporting documentation. This revised documentation consolidates the material submitted to the Commission, ensuring the most up-to-date information is available to assess the project.

DPAC worked with the Department of State Growth to develop drafting instructions for the development of the **enabling legislation**.

All representations submitted to the Commission by 8 May 2025 have been considered in the drafting of this Report and the development of the conditions. A summary of the views expressed in the representations is provided in Chapter 4.

MPDC and Stadiums Tasmania were provided the draft permit and conditions for comment. The relevant Agency, however, provided the final advice on the appropriate form and scope of the conditions.

The Government has released this report, the draft legislation, and the draft permit and conditions for public consultation.

Figure 4 - Artistic impression of Yard 16 (source: MPDC)

2. Overview of the Macquarie Point Planning Permit Bill 2025

The Bill is the enabling legislation for the Project. Broadly, through the introduction of the Bill into Parliament, the Government is seeking to:

- issue the permit (with conditions) that is required to commence the construction of a multipurpose stadium at Macquarie Point
- acquire land necessary for the development of the Northern Access Road (noting its functions in supporting the port, the precinct and other developments on the site)
- provide a mechanism for permitting essential infrastructure required for the operation of the stadium, including the Northern Access Road, and
- consolidate titles to facilitate the construction of the stadium and associated infrastructure.

The permit to be issued under this Bill is limited to:

- the multipurpose stadium
- the relocation of the Goods Shed
- the concourse and plaza surrounding the stadium
- the practice facilities (designed for cricket but more broadly available for other users as a space to warm up/practice)
- the onsite car park.

Infrastructure such as the Northern Access Road and event bus plaza will require a separate permit to be issued at a later date.

Stadium permit

If approved, the legislation will issue the planning permit, with conditions, for the use and development of the stadium. The approval of the permit will mean that further approvals are not required under LUPAA, the *Environmental Management and Pollution Control Act 1994* (EMPCA), the *Historic Cultural Heritage Act 1995* or the *Aboriginal Heritage Act 1975*. Through conditions, these matters will be regulated as if separate permits has been issued in the usual manner under the aforementioned Acts.

The Bill provides the Minister with the power to direct the Commission to amend any relevant planning scheme or order required to remove any inconsistency with the permit (or subsequent permits – see below).

The Bill removes associated infrastructure works from the *Public Works Committee Act 1914* to ensure that the commencement of the construction of essential infrastructure is not delayed. Given the public scrutiny to date, the Parliamentary debate will take its place.

The Bill extinguishes all rights of appeal. This includes the right to appeal to a court or tribunal, to seek review under the *Judicial Review Act 2000* or other proceedings in respect of a permit issued or an act taken under the Act.

The permit does not extend to issuing building approvals required under the Building Act 2016. These approvals will still need to be sought by the proponent from HCC.

Access Network

The Bill will ensure that the Northern Access Road can be built by acquiring land that is in the alignment between the Macquarie Point precinct and McVilly Drive. The Northern Access Road will secure access to the stadium, the port, the Macquarie Point Precinct and the Cenotaph and Regatta Ground. The Northern Access Road will incorporate the bus plaza.

An additional permit will be required for the construction of the road, which will require that the Minister consults with relevant authorities. Appropriate conditions will be attached to the permit covering issues, such as environmental management and Aboriginal heritage.

A permit is not sought for the Northern Access Road and Bus Plaza at this stage, due to the need to complete some final details in the project design and to consult with relevant stakeholders.

The Northern Access Road and Bus Plaza permit is not, however, disallowable. This infrastructure is critical for the ongoing operation of the stadium, the port and the broader precinct. Given that the Bill creates a road corridor for the Northern Access Road, it is not considered necessary or appropriate to return the project to Parliament for futher consideration.

Stadium operations for large events will also require controlled access, at times, to both McVilly Drive and Evans Street. The Bill will transfer the ownership of these roads to the State to make event day controls easier to manage. Specific provision is made to ensure HCC can continue to raise parking revenue in these areas outside of event times.

Subsequent permits

The Bill authorises the Minister for Business, Industry and Resources to issue additional permits required for infrastructure essential to the operation of the stadium.

In developing the permit for essential infrastructure, the Minister must consult with relevant regulators. This is important to ensure that, like the stadium permit, further permits are issued with appropriate conditions.

Additional permits (excluding permits relating to the access network) must be tabled in both Houses of Parliament and are disallowable by the Parliament.

Amendment of permits

It is common, as a project develops, for new information to arise that requires an amendment to either the project scope or the conditions attached to the permit.

While the Bill authorises the Minister to amend the project scope or conditions, any amendments must be done through a transparent process. It is important to note that amendments in scope can only extend to matters captured within the framework of the Bill.

Under the Bill, the Minister is required to consult with HCC and all regulators prior to amending the scope or conditions. As soon as practical after making the order, the Minister must publish a copy of the order, the permit, a statement of the Minister's reasons for making the order and the people consulted before making the order.

The Minister can make minor amendments without the above process. Minor amendments are restricted to changes that:

- do not change the effect of a condition or restriction within the permit
- are unlikely to have a negative impact on any person, and do not or, are unlikely to, cause serious or material environmental harm
- do not change the use or development for which the permit was issued, other than a minor change in the description of the use or development.

Resolve land title and use issues

The Macquarie Point precinct is a patchwork of titles, some of which are covered with easements and covenants. For instance, the title forming the existing road through the site is reserved specifically for transport-related uses. Similarly, the *Rail Infrastructure Act 2007* provides that the Tasmanian rail network's "south line" terminates within the site.

The Bill provides powers for the Minister to subdivide land, adhere/amalgamate titles, and resolve matters relating to easements and covenants, and truncates the rail network to the north of the site. This will tidy up the site ready for the construction of the stadium, and will avoid the need for additional processes and associated time and costs to the stadium program.

Revocation of Project of State Significance status

The Bill revokes the PoSS status of the Macquarie Point Multipurpose Stadium Project.

Figure 5: Stadium render (source: MPDC)

Part 2. Macquarie Point Multipurpose Stadium

Project description | Stakeholder perspectives | Information, issues and advice

3. Project description

Project description

The Project will be an all-weather, roofed stadium that reflects the character and history of the site and Tasmanian brand.

The Project comprises the following core elements:

- the multipurpose stadium and surrounding concourse, and arrival plaza areas
- relocation of the historic Goods Shed to be integrated into the northern section of the multipurpose stadium, while remaining configurable as a standalone structure and facility
- practice cricket wickets, required to service the multipurpose functionality of the facility.

Approval is also sought for a below ground car park that will be developed to support the broader precinct, with car parking to be used for operational and accessibility purposes to support the operations of the multipurpose stadium.

The footprint for this area totals 58,500m^2 and is illustrated in Figure 6. By comparison, the RHH and private hospital footprint bounded by Campbell Street, Liverpool Street, Argyle Street and Collins Street is 23,257 m^2.

The Bill provides a framework to secure land for and then approve the Northern Access Road and bus plaza once design development is resolved.

The project includes signage, provision of public open space, landscaping of the foregrounds and any other element essential for the operation of the stadium.

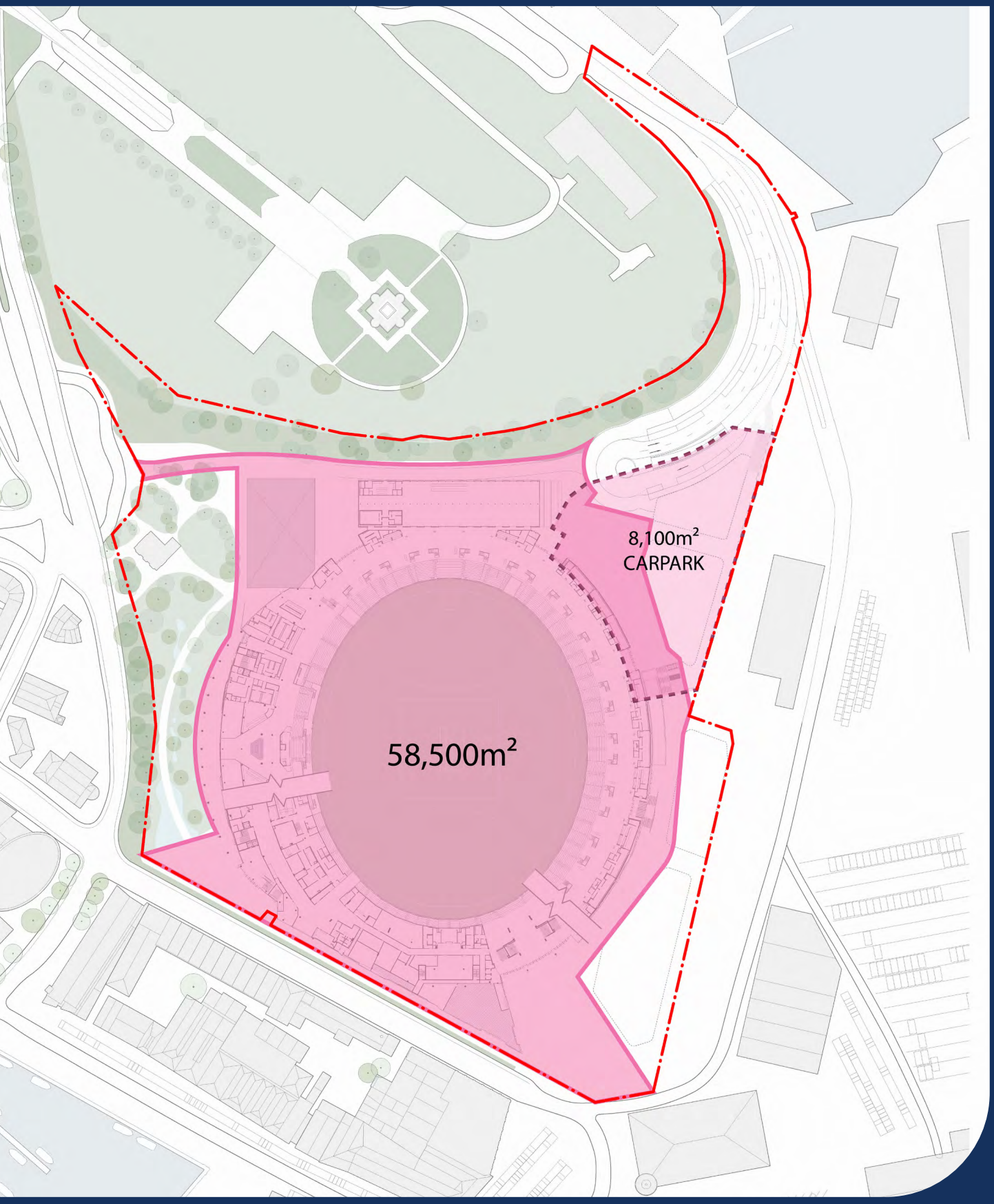


Figure 6. Project footprint within the Macquarie Point sit (source MPDC)

Key features of the Project include:

- 23,000-seated capacity stadium, with 1,500 additional structured standing
- capacity for a further 5000 seats
- 31,500-patron capacity for major concert events
- 1,500-person function room with views to both the field of play and toward kunanyi/Mt Wellington
- 159.5m x 128.5m oval field of play (same as the Melbourne Cricket Ground)
- transparent fixed dome-shaped roof supported by steel and locally sourced and grown timber
- a maximum roof height, at the centre of the dome, externally at 54mAHD, and 25.5mAHD at the perimeter (by comparison the gantry of Tasman Bridge has a maximum height of 58.5m; Royal Hobart Hospital K Block 68.5m; Hotel Grand Chancellor 42m)
- an intimate seating bowl that will bring crowds closer to the action
- a serviced grandstand on the western side with three levels of functional space above the field
- continuous operation of the Goods Shed, and
- a 360-degree central internal concourse that allows for access around the stadium at a continuous level, without unnecessary stairs or lifts to navigate.

The Project is illustrated in the Consolidated Set of Plans attached to the draft project permit.

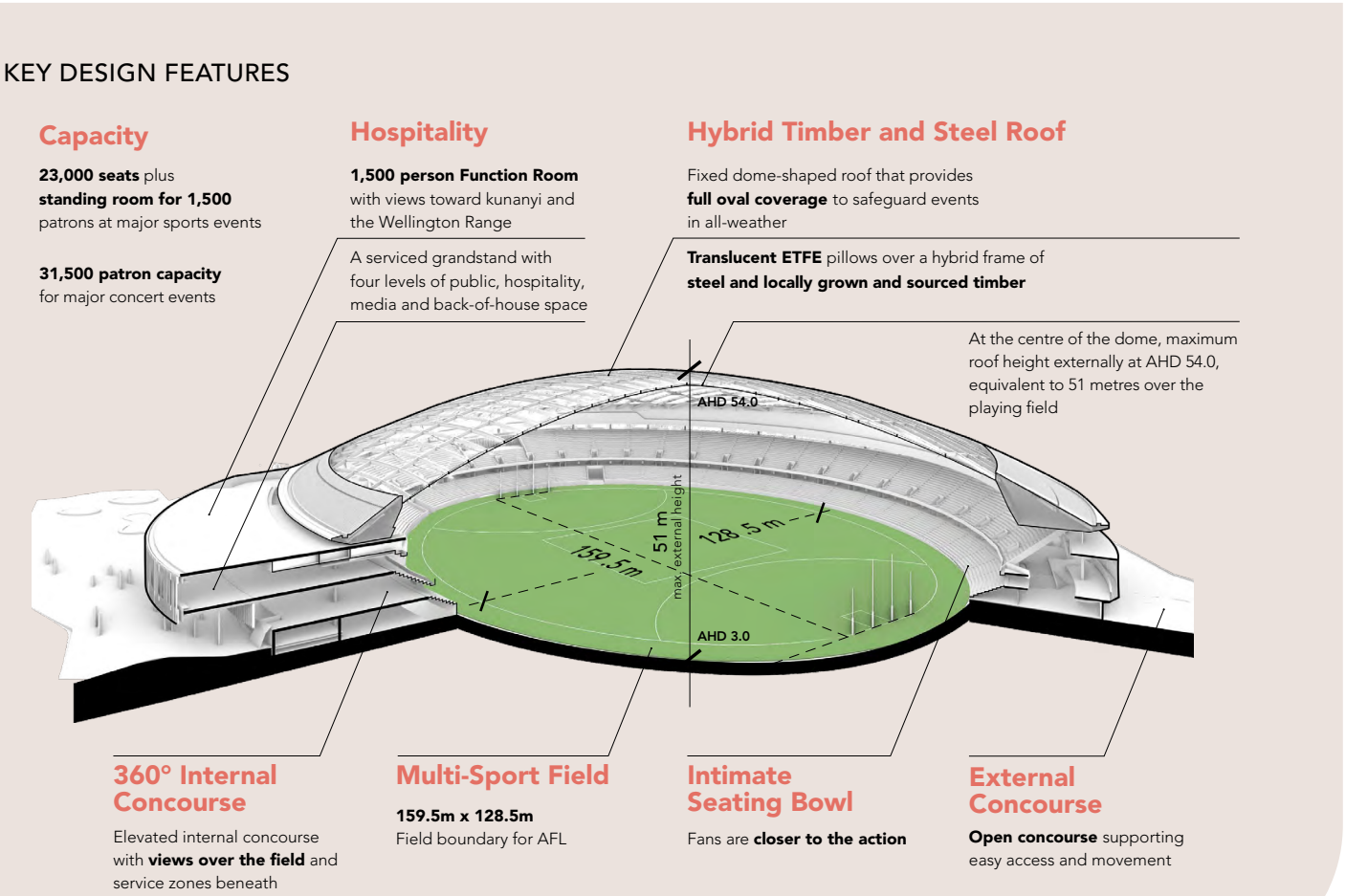


Figure 7: Key design features of the stadium (source: MPDC)

Proposed use and activities

The Club Funding and Development Agreement (2023) requires that the stadium must be a "multi-use sporting and entertainment venue, used for a range of sporting events including AFL, Soccer, Cricket, Rugby Union/League, concerts, and cultural, convention and business events ".[14]

The following outlines the range of activities that could be undertaken within the stadium, associated concourse and public spaces immediately surrounding the stadium.

The multi-use functionality of the stadium is a critical component of the Stadiums Tasmania Operating Model.

[14] Club Funding and Development Agreement, Schedule 10

Figure 8: Artistic impression of AFL game inside stadium (source: MPDC)

Sports

The stadium has been designed to meet the following standards and guidelines to enable a range of sports to be hosted:

- AFL Venue Guidelines/Australian Tier 2 Standards AFL/AFLW Venue Guidelines
- AFL Team Facilities Guidelines 2024
- ICC Rules and Regulations
- Cricket Australia Venue Guidelines (Tier 1 and Tier 2)
- World Rugby Venue Regulations
- NRL Preferred Facility Guidelines
- FIFA Football Stadiums Guidelines
- Football Australia National Club Licensing Regulations (includes minimum stadium requirements)
- Guide to Safety at Sports Ground, Sixth Edition, the 'Green Guide', published by the Sports Ground Safety Authority.

The stadium will also be able to host Tasmania Devils VFL and VFLW events, along with potential for local academy matches and local league competitions.

Work is continuing with Cricket Tasmania and Cricket Australia to identify suitable mitigations to the shading of the roof during day matches. There are several design options that are being considered, including to test different roof materials on site to pilot shadow reduction options. MPDC will continue to work with cricket to test, and trial options to ensure that the stadium is suitable for all forms of cricket.

Figure 9: Artistic interpretation of concert at the stadium (source: MPDC)

Community entertainment and events

The stadium will cater for non-sporting events, such as:

- concerts and live music entertainment
- live action shows
- large-scale trade shows
- business conferences and corporate events
- business functions
- private functions.

Conferences and functions will ordinarily be based in the function rooms at the stadium but will also have access to corporate suites and spaces that can support meetings, the field of play, electronic screens for branding displays, IPTV, PA system and seating bowl. The Goods Shed will also be fitted out to enable events and functions, as well as being accessible to the public as a hospitality venue outside of the activation of the stadium.

The stadium will be able to support community events, such as community sport and farmers markets inside and outside. It will also provide a space appropriate for large training exercises undertaken by the likes of Tasmania Police and emergency services.

Requirements for community events will vary depending on level of investment and desired stadium integration.

Figure 10: Artistic impression inside the Goods Shed (source: MPDC)

Food services, general retail and hotel industry[15]

Cafes, bars, restaurants and retail outlets

The stadium will include retail and hospitality uses that will face externally to the precinct as well as internal to the stadium to support events.

Hospitality and retail spaces that form part of the stadium are expected to be available for use outside of stadium events and operate during usual business hours, including:

- retail outlets (such as merchandise)
- food and beverage outlets (cafe(s), bars/clubs and restaurant(s)).

For example, the relocated Goods Shed will serve as a breakout space during primary events, but may also be used as a bar and space for events, open to the public outside of primary events that activate the broader stadium.

To cater for this, these activities are proposed as separate uses, consistent with the stadium as a multipurpose venue. Future management and operation of these activities (such as hours of operation) will be controlled through planning controls implemented as part of the subsequent planning scheme amendment to implement the broader Mac Point Precinct Plan.

[15] Note that the use of the term 'hotel' is a planning term and is limited to bars/clubs and does not include accommodation in the stadium, however, these will be permitted in the surrounding development spaces in the precinct.

Figure 11: Artistic impression of Yard 16 (source: MPDC)

Passive recreation

The new public open spaces around the perimeter of the stadium may be used for passive recreational purposes from time to time, which may not be directly associated with primary stadium events and activities.

Supporting components and activities

A range of other uses required to support the events and activities mentioned above include, but are not limited to:

- administrative offices
- stadium tours
- external facing catering business (using the production kitchen)
- potential fitness club or leisure club
- supporting businesses around the stadium within the precinct
- car parking.

These components are likely to operate on a day-to-day basis.

Operating hours

Depending on the proposed timing of events, the Event Management Plan is likely to require traffic and pedestrian management measures to minimise the impact on greater Hobart commuter traffic and those not attending an event, as is the case with all current major events permitted in Hobart.

The draft permit sets out the hours during which sporting events and concerts may occur.

Sporting events: These activities will be subject to schedules and fixtures. It is likely that staff activity will begin a number of hours prior to gate opening time and continue a number of hours after patrons have exited the venue.

Entertainment: Some events may require set up in the days leading up to an event. This activity is constrained by the need to cover the playing surface for the least amount of time possible and therefore it may require 24-hour access to the venue. It is also noted that there will be preliminary sound checks and testing of the speaker systems prior to any events. However, these activities occur well before any event.

Conferences and business events: Hours for these events will depend on the hirer and could conceivably occur at all hours (dependant on permits and licensing).

Community events: The nature and type of any given event will dictate whether it is run during the morning, day or evening. It is expected that public access to the venue would occur no earlier than 3 hours before an event. Patrons will exit the venue in a staggered manner with the stadium design to facilitate this movement.

Specific limitations on timeframes or capacity for such events may be based on a range of factors such as liquor licencing, permits for specific events and access to public transport. This will vary between daytime events and evening events.

Food services, bars and retail: While no specific restrictions are proposed on the operation of these uses, planning controls specifying management arrangements (including hours of operation) will be incorporated as part of a subsequent planning scheme amendment for the broad site to implement the Mac Point Precinct Plan.

More information can be found in the Planning Report provided in the reference material.

Macquarie Point – site description

Site description

Macquarie Point is a 9.3-hectare site which includes an original shoreline that was expanded in the late 1800s and early 1900s to make up the now largely reclaimed site nestled between Hobart's CBD and the Port of Hobart. It connects the CBD to the green heart of the city on the Queens Domain, the Hobart Cenotaph and to the Intercity Cycleway and Tasman Bridge.

Road access to the site is via Evans Street, with Davey Street and the Tasman Highway sitting on the western border, and the Brooker Highway and Macquarie Street both meeting at the north-western corner of the site.

Why this site?

The Tasmanian Government released the Strategic Business Case for the Macquarie Point Arts, Entertainment and Sports Precinct in January 2023. The business case followed from an analysis of the suitability of a range of sites for the stadium, including Soldiers Memorial Oval, Upper Domain Road, the TCA Ground, Lower Domain Road, Regatta Point and Macquarie Point.[16]

The location and site offer features and advantages that support the delivery of the Project:

- **State ownership**: This removes the need for extended property acquisition and permission processes.
- **Development-ready site**:
    - Site investigations and preparation: The remediation and extensive pre-development investigations on site will enable construction works to start as soon as approvals are received. Work already completed and referenced in the attachments include remediation, geotechnical data and investigations, archaeological and cultural heritage investigations, and environmental and natural value impact assessments and investigations.
    - Utilities and enabling works: Historical disused infrastructure has already been removed, and supporting utility upgrades and installations are either scheduled, underway or planned to support the development of the site, including the multipurpose stadium.
- **Proximity to the CBD**: Existing hospitality, tourism, walkable destinations and residential areas support access for locals and visitors alike.

[16] Hobart Stadium – Site Selection Process, MCS Management and Consulting, 25 February 2022

- **Entertainment Precinct:** Close proximity to existing entertainment infrastructure to embed the stadium within an existing precinct of theatres, hotels, restaurants, pubs, clubs and key event spaces, such as Princes Wharf 1 and the Salamanca precinct, with potential for further entertainment, hospitality and retail expansion in future stages of the Macquarie Point Precinct.
- **Accessibility**: Close proximity to existing transport services and infrastructure including car parking, the bus network, the CBD bus interchange and the proposed rapid bus network, current and planned ferry terminals.
- **Limited environmental and natural values impact:** As a reclaimed site with onsite investigations already undertaken, potential for environmental hazards and natural values impact is well understood.
- **Part of a mixed-use precinct**: The spaces in and around the stadium and its function room are supported by being part of a mixed-use Macquarie Point precinct that will be used throughout the year.
- **Size of the site:** The size of the Macquarie Point site is unique. While there are brown-field, green-field and infill sites around the CBD for small-scale developments, no other sites offer both the size and proximity that the Macquarie Point site does. Macquarie Point can host larger-scale social and economic infrastructure that smaller sites cannot support or accommodate, or that do not offer the accessibility that is available in this location. Developing Macquarie Point for uses that can be delivered at other sites in central Hobart, would not realise the unique potential for this large area to be used for major state infrastructure.

There are no embedded travel behaviours for Macquarie Point so there is an opportunity to promote active and public transport from day one. The stadium's CBD location supports sustainable event travel planning. It is close to public transport, car parking, major roads and hospitality venues, which can also help manage crowd movement after events.

Land titles and ownership

The site comprises seven land titles as detailed in Table 1. All of these titles are owned by MPDC or are in the process of being transferred to MPDC and constitute the site, as defined in the *Macquarie Point Development Corporation Act 2012.*

Table 1. Land titles and ownership of the Macquarie Point site.

Address	Certificate of Title	Authority / Owner	Status / Description
10 & 18 Evans Street	CT 179192/2,3 and 4 CT 45404/1	MPDC	MPDC ownership
6 Evans Street	CT 129483/6	MPDC	MPDC ownership
2 Davey Street (Royal Engineers Building)	CT 20452/2	MPDC	MPDC ownership
12 Evans Street	CT 210801/1	TasNetworks (electricity substation)	Transfer underway to MPDC

4. Stakeholder perspectives on the Macquarie Point Multipurpose Stadium

This section summarises key perspectives drawn from public and organisational submissions to the Commission regarding the draft IAR. The analysis covers views expressed by individual community members and a range of stakeholder organisations, excluding the formal representations by the Crown as the project proponent.

Methodology

This section is presented to assist with the understanding of the broad parameters of the representations to the PoSS process. It is not an exhaustive or comprehensive summary and reliance should not be placed on this section for that purpose.

To manage the high volume and diversity of public representations made in response to the draft IAR, artificial intelligence (AI) was used to process the documentation into thematic areas. The Guidelines for the Macquarie Point Multipurpose Stadium Project of State Significance and the draft IAR were used to inform this analysis alongside a representation analysis framework based on the guidelines. The AI output was benchmarked for accuracy using a sample of representations. Prominent stakeholder and organisational submissions were considered directly.

A further direct review of submissions will be considered in coming weeks and in advance of the finalisation of the report.

Perspectives from individuals

Most submissions were made by individual Tasmanians, with a substantial majority expressing opposition. These objections largely centred on the financial scale of the project, the perceived opportunity cost to essential services such as health and education, and doubts regarding the stadium's return on public investment. Many individuals argued that the state's economic constraints and social challenges warranted greater prioritisation than a major infrastructure development targeted at elite sport and entertainment. Representations cited the visual impacts of the

stadium in its local context, expressing opposition through reference to established planning, heritage, and urban design principles.

Some individuals expressed strong support. These submissions referenced comparative case studies from other jurisdictions, particularly small cities like Dunedin and Townsville, which successfully integrated centrally located stadiums into their civic and economic fabric. Supporters pointed to the stadium's potential to serve as a catalyst for long-term youth engagement, tourism development, community identity, and the vibrancy of Hobart's central precinct. The integration of sporting infrastructure into the broader cultural and urban framework of Hobart was seen as essential for sustaining momentum in the State's cultural and economic revival.

Organisational submissions

Organisational submissions presented a more evenly distributed view. Among those expressing opposition, many organisations highlighted the inadequacy of consultation processes and the perceived erosion of planning integrity. Objections were raised about visual and commemorative impacts on culturally significant precincts, including the Hobart Cenotaph. Procedural concerns included the bypassing of statutory assessment pathways, reliance on enabling legislation, and an apparent lack of meaningful engagement with local Aboriginal organisations and civic institutions.

Conversely, a number of industry and economic stakeholders – such as the Tourism Industry Council Tasmania, Master Builders Tasmania, and the Tasmania Football Club – argued in favour of the project, emphasising its strategic alignment with economic, social, and urban policy objectives. These organisations viewed the stadium as a rare opportunity to unlock sustained employment, attract interstate visitation, and position Tasmania to host large-scale events that contribute to community pride and cohesion. They also emphasised the potential multiplier effects across sectors including hospitality, construction, and arts and culture.

Advocacy organisations such as the Bicycle Network Tasmania made representations to seek specific infrastructure and service improvements.

Key organisational submissions included:

Hobart City Council

HCC does not support the Macquarie Point Stadium being built at its proposed location, asserting that the negative impacts of the Project outweigh its benefits. Chief among HCC's concerns are the adverse effects on Hobart's built heritage,

particularly the Hunter Street precinct and the Cenotaph, and the dilution of the city's heritage tourism brand. HCC also identified environmental concerns raised by the EPA, insufficient transport infrastructure, and the risk of creating an inactive, underutilised precinct in a location earmarked for more diverse urban renewal under previous plans. HCC voiced strong disappointment the Tasmanian Government chose to abandon the PoSS process.

Despite this opposition, HCC acknowledges some potential benefits associated with the stadium's construction and operation. It recognises the Project's capacity to deliver short-term economic uplift through job creation and business activity, particularly in the hospitality and tourism sectors. Economic modelling commissioned by HCC estimated approximately $143 million in local economic output during the construction phase and ongoing operational benefits of up to $178 million annually in business activity, assuming full realisation of event-day and non-event day visitation. However, HCC also questioned the reliability of these assumptions and warned that similar economic benefits might arise from alternative developments on the same site.

Transport, noise and infrastructure risks were another area of significant concern. HCC identified the need for extensive upgrades to pedestrian infrastructure and traffic management to accommodate event crowds, particularly around the proposed Collins Street pedestrian bridge. It supported the creation of working groups for event planning but criticised the absence of detailed construction programming and impact mitigation for noise-sensitive stakeholders like the Tasmanian Symphony Orchestra and nearby hospitality providers such as the Federal Group. These stakeholders have highlighted likely operational disruptions and damage to the customer experience due to noise, restricted access, and overshadowing.

In summary, while acknowledging the stadium may provide some localised economic benefits and catalyse future urban activity, HCC remains unconvinced of the Project's net value.

Tourism Industry Council Tasmania

The Tourism Industry Council Tasmania (TICT), the peak body for the visitor economy, strongly supports the Macquarie Point stadium as a critical piece of infrastructure to catalyse tourism growth and urban activation. TICT views the stadium not simply as a venue for AFL matches but as a strategic destination driver with the potential to transform Hobart's waterfront precinct. It argues that, like MONA and Cradle Mountain, the stadium can function as a major incentive for travel to Tasmania, generating spillover benefits for regional tourism through extended visitor stays and

repeat visitation. Events, the submission notes, are a crucial motivator for travel. In 2023-24, 95 out of 119 Tasmanian events brought over 112,000 visitors, generating more than 550,000 bed nights and $300 million in economic impact. The stadium is thus seen as a vehicle to smooth seasonality and provide reliable winter and shoulder-season economic uplift.

Figure 12: Tamar Valley sunrise (source: Tasmania Partner Toolkit, credit: Ness Vanderburgh)

TICT challenges the Commission's assumptions around limited interstate visitation and shortened length of stay. It argues the potential of the stadium is underestimated, citing Tasmania's strong expat supporter base in Victoria, which could fuel significant travel to home games. The organisation also references modelling commissioned by HCC, estimating the stadium could deliver substantial economic activity during construction and once operational, including 412 full-time equivalent jobs supported by non-event day visitor expenditure alone. Drawing parallels with Adelaide Oval, TICT underscores how strategically positioned stadium infrastructure can stimulate broader investment, such as hotel development, conference attraction, and increased aviation services.

Beyond leisure tourism, the stadium is anticipated to provide major business event infrastructure benefits. With conferencing capacity increasing to 1,500 delegates through the stadium's event facilities and associated Goods Shed redevelopment, Hobart could pursue an additional 110 conferences, attracting 140,000 delegates and $332 million in expenditure. This is particularly important for Tasmania's event economy, which thrives in shoulder and off-peak seasons and relies heavily on extended delegate stays and dispersal into regional areas. The inclusion of event-ready facilities within the stadium, such as integrated catering and AV infrastructure, is positioned as a competitive advantage for Tasmania in attracting high-yield business travellers.

TICT also acknowledges concerns around traffic, timelines, and budget, but reframes these as surmountable challenges rather than grounds for project rejection. It advocates for transparent milestone reporting and strategic communication to provide public confidence. Ultimately, TICT sees the stadium as an opportunity to elevate Tasmania's profile nationally, support local businesses and workforce development, and provide new professional pathways in tourism, hospitality, and events – benefits it believes are not adequately captured in the current planning assessment framework.

Industry associations

A number of industry associations representing key sectors of Tasmania's economy voiced strong support for the Macquarie Point stadium proposal, framing it as a transformative project for economic growth, employment, and long-term infrastructure capacity. These organisations, while diverse in their focus—from construction and hospitality to business events—converge around the belief that the stadium presents a once-in-a-generation opportunity to stimulate sectoral innovation and uplift.

Master Builders Tasmania (MBT) expressed unequivocal support for the stadium, viewing it as a critical pipeline project for the state's construction industry. Citing its potential to create job continuity following the completion of the Bridgewater Bridge and other infrastructure projects, MBT highlighted the stadium's role in maintaining Tasmania's skilled workforce, particularly through apprenticeships. The submission called for the implementation of a group training organisation model to ensure at least 150 apprenticeships or traineeships are embedded into the build. MBT also stressed the importance of planning clarity, urging the government to coordinate timelines across major projects to avoid bottlenecks or industry overextension.

Figure 15: Industrial Manufacturing (source: Tasmania Partner Toolkit)

The **Tasmanian Hospitality Association (THA)** likewise endorsed the proposal, emphasising the stadium's potential to drive sustained growth in the state's hospitality and service sectors. With Tasmania's hospitality sector contributing over $747 million in gross value add annually and employing more than 25,000 people, the THA anticipates the stadium will provide a major uplift through year-round event activity. It supports using local labour and services during both construction and operation, warning against reliance on mainland contractors for venue management and catering. Importantly, THA sees the stadium as more than just a sports facility – it is a gateway to showcase Tasmanian food, drink and culture to visitors and interstate audiences alike.

Business Events Tasmania (BET) focused on the strategic benefits the stadium offers for growing Tasmania's business events market. BET argues current venue capacity limitations restrict Hobart's ability to host large-scale national and international conferences. The proposed stadium, with integrated conferencing

facilities and redevelopment of the Goods Shed, would increase delegate capacity from 1,100 to 1,500, enabling Tasmania to compete for an estimated additional 110 conferences worth $332 million in direct expenditure. The submission also emphasised that business event delegates stay longer, spend more, and frequently return with others – making this a high-yield, high-impact visitor segment.

Collectively, these industry associations view the stadium not as an isolated investment, but as a linchpin for broader economic development, workforce growth, and brand elevation. Their support is contingent not only on the Project's potential returns, but on its capacity to act as a catalyst for local jobs, skills training, and the emergence of new markets, particularly in business and leisure event hosting. Their submissions reinforce the argument this infrastructure could elevate Tasmania's competitiveness and community capacity for decades to come.

Hobart's cultural institutions

While broadly supportive of Tasmania's continued cultural and civic development, the Tasmanian Symphony Orchestra (TSO) and the Tasmanian Museum and Art Gallery (TMAG) have expressed reservations regarding the potential impacts of the stadium – particularly during construction – on their operations, assets, and public value, and have sought commitments to consultation and safeguards.

The **TSO** outlined a series of material risks to its operations. These include the potential for significant disruption to recording, broadcasting, and rehearsal activities at the Federation Concert Hall, which sits just 170 metres from the proposed stadium. Without adequate noise and vibration mitigation, the TSO warned of substantial financial losses and reputational damage to Tasmania's cultural standing. While supportive of Tasmania's AFL aspirations, the orchestra urged the imposition

of enforceable permit conditions regarding noise monitoring, and funds for soundproofing works to the Hall and assistance for the temporary relocation of some rehearsal and recording activities during construction. It framed these measures not as oppositional, but essential to ensuring coexistence between high-performance sport and world-class cultural production.

Similarly, **TMAG** identified both opportunities and risks. It acknowledged the stadium's potential to boost visitation and drive pedestrian traffic around the museum, but flagged concerns around construction-related vibrations, traffic congestion and parking competition, and impacts on heritage buildings and sensitive collections from construction vehicles and vibration. TMAG sought cooperation with stadium proponents on a range of measures including site access, noise and vibration controls, archaeological protocols, and shared programming and display opportunities.

Community and advocacy organisations opposed to the stadium

Several community groups presented detailed and forceful opposition to the proposed Macquarie Point stadium, citing deep concerns about heritage, democratic integrity, planning consistency, and urban form. The **Glebe Residents' Association (GRA)** strongly objected to the project's scale, visual dominance, and deviation from long-held community-backed master plans for Macquarie Point. They highlighted the stadium's erosion of public open space and warned that it would privatise land historically envisaged as a cultural and mixed-use precinct. The GRA also criticised the lack of community consultation in abandoning the previous vision, which included a Truth and Reconciliation Art Park, and expressed concern the project risks setting a precedent for bypassing established planning processes.

Similarly, **Hobart not Highrise**, a long-time civic advocacy group, opposed the stadium on the basis it would change Hobart's sightlines and built form. Its submission framed the development as imposing and something that disregards key principles from the Sullivans Cove Planning Review, the Central Hobart Plan, and recent height standards reforms – while acknowledging the stadium 'might be a wonderful piece of architecture' in 'a different place'. It objected to the loss of a meaningful public realm and to the visual competition to the intended prominence of the Cenotaph – a landmark of local and national remembrance.

Friends of Soldiers Memorial Avenue also opposed the proposal in the strongest terms, citing the irreversible impact on an important Tasmanian commemorative landscape. Their representation emphasised the stadium's affront to the sanctity and visibility of the Cenotaph and criticised the lack of ongoing consultation with veterans' groups and custodians of remembrance spaces.

Groups such as **Our Place – Hobart** and **No AFL Stadium for Tasmania** argue the project failed to adequately explore alternative sites and has urban design and 'sense of place' impacts at the proposed location, or argue the project reflects skewed political priorities and a lack of transparency. The No Stadium petition – referenced in multiple representations – collected over 32,000 signatures. The Our Place submission also criticised the visual montages accompanying the stadium PoSS application.

Summary

Effective mobilisation of anti-stadium views is reflected in the tenor and volume of submissions, including many pro-forma submissions. The PoSS submission process is more heavily weighted towards anti-stadium views than has been suggested from prior polling (which does not favour the stadium, but to a more balanced degree).

Organisations and individuals submitting in support of the stadium draw on comparative precedents and position the stadium as a symbol of Tasmania's civic ambition and a key piece in broader urban transformation. They also articulate the risk of inertia and the strategic loss if the opportunity is deferred.

Overall, the extent of and reasons for community opposition to the stadium are made clear in the representations, as are the opportunities which would be lost if the stadium does not proceed.

Project information, issues and advice

5. Economic development and social, cultural and community wellbeing

Guidelines for assessment

The Commission's Guidelines for the assessment of the stadium required detailed consideration of the economic, social, cultural and community benefits and cost of the Project. The Guidelines also required a comparison against a base case and a sensitivity analysis in terms of cost-benefit and economic/financial impact.

There are various analytical tools that can be used to assess the economic impact of a project or policy to help inform Government decision-making. In the case of the Project, the economic assessments have consisted of a cost-benefit analysis as well as broader economic analysis, using computable general equilibrium modelling.

MPDC commissioned KPMG to complete the cost-benefit analysis, social and cultural analysis, economic impact assessment, and a financial impact report. It is noted the Panel has also considered the analysis by Dr Nicolas Gruen and has formed its own estimates of costs and benefits.

A key limitation of any economic analysis method is the results will be influenced by the underlying assumptions and judgements made. A cost-benefit analysis includes the appropriate identification, inclusion and quantification of costs and benefits (particularly those that are indirect and those that are hard to quantify). In economic impact analysis, this includes the choices made regarding which variables are fixed and which are determined by the interactions within the model.

Cost-benefit analysis (CBA)

CBA seeks to quantify the value of a project or a policy by identifying, quantifying, and comparing the costs and benefits, including potential impacts that are not priced in markets (such as increased pollution or reduced rates of vehicle accidents). This analysis extends beyond traditional financial assessments by evaluating a project's lifetime costs and benefits, and comparing them against alternative options, including the status quo. By monetising and discounting these factors to present values, the net present value can be estimated, providing a clear indication of a project's overall economic contribution.

The KPMG CBA found the stadium would have a negative net benefit and modelled a benefit-cost ratio of 0.69. The supplementary social and cultural analysis describes a range of qualitative benefits that are partially or not quantified in the CBA.

Alternative analyses, including a proposal of the Panel, have focussed on this number and proposed lower benefit cost ratios, with the Panel's preferred number being 0.53.

It is noted stadium projects do not generally achieve a modelled positive benefit-cost ratio and it has not been the expectation of Government that the multipurpose stadium would be exceptional in this respect. As noted by MPDC in its POSS submission, Allianz Stadium in Sydney had a BCR of 0.62 and the Townsville Stadium had a BCR of 0.21. Government has not made the construction of the stadium and the establishment of Tasmania's AFL teams contingent on achieving a positive BCR.

This report does not attempt to quantify an alternative benefit ratio. Notwithstanding, it is noted:

- Precinct-related costs in the Panel's draft IAR are extensive and do not reflect the planning activity and intended expenditures of Government.
- As discussed in this report, the existing program of renewal for the southern Tasmanian bus fleet and initiatives of the final Keeping Hobart Moving Plan will meet event day bus and public transport needs, and these would proceed even without the stadium. There is no need to purchase additional buses for the purpose of servicing stadium events, and the operational costs of buses serving event routes will be met with a ticket surcharge in the same manner as events at Ninja Stadium.
- There is no definite proposal to deliver a Collins Street footbridge at this time, which is a large cost recognised in the draft IAR, though such a connection may be delivered as part of a program of future pedestrian improvements in future for the city.
- The Northern Access Road was first proposed under the Hobart City Deal in 2019

for the purpose of improving the operations of the Port of Hobart. The road's construction would proceed even without the stadium. The Northern Access Road will be funded separately in the 2025-26 Budget.

- Value management exercises are underway, and this is reflected in adjustments to the project proposal accompanying this report, including the reduced scale and depth of the car park.
- While the benefits associated with the low-carbon precinct design could not be quantified in KPMG's report due to the maturity of design development at this stage, the accompanying social and cultural analysis report notes the stadium should achieve significantly lower operational greenhouse gas emissions than benchmark stadiums.
- MPDC has committed to sustainability principles in its procurement of goods and materials for the stadium's construction and to obtaining Green Star Communities certification for the precinct. This includes matters such as greenhouse gas reduction and sustainable transport, and capitalises on the Government's separate commitments to active travel improvements, modal shift, and lower and zero-emissions public transport.
- Beyond quantifiable benefits to sporting participation and civic pride, the stadium is an opportunity to provide Tasmanians with experiences they would otherwise have to travel interstate, or overseas, to enjoy, and to amplify Tasmania's reputational advantages in sustainability and environmental quality.

As noted above, cost-benefit analyses are strongly influenced by the underlying assumptions and judgments made at the time of the analysis. These assumptions have and will continue to evolve as the project develops, including assumptions around the cost of, and revenue from the stadium.

Some of the Panel's assumptions on project scope are not consistent with the Government's own long-term planning and initiatives underway for Tasmania's transport system and the Port of Hobart, or understate professional and expert efforts to quantify the stadium's benefits to Tasmania's visitor economy. These factors have a large bearing on any benefit-cost ratio calculated for the stadium.

Overall, the range of benefit-cost ratios provided by MPDC's consultants or in commentary regarding the project are within the range of Australian stadium projects and are within the expectations of the Government. The stadium presents a unique opportunity to present Tasmania's environment and sustainability advantages at a scale, and this will have positive and enduring impacts to Tasmania's liveability, its businesses, and the reputation of Hobart as Australia's dynamic small capital city and vibrant host for major events.

Economic impact assessment (EIA)

EIA (including the use of computable general equilibrium (CGE) modelling) seeks to estimate how the economy might react to a major project or a proposed policy change. It will typically simulate the impact on employment and economic activity and may include investment, value added at the industry level, household consumption, exports and tax revenue.

These assessments do not explicitly measure whether such a project or policy is in the public interest; that is, whether the benefits exceed the costs. Rather, they are designed to help understand the broader economic outcomes of a project or policy that decision-makers would take into account along with a range of other factors, such as the costs to government and any major externality effects.

The PoSS submission by MPDC included an economic analysis by KPMG dated 5 September 2024, which estimated the Project would deliver substantial economic stimulus to Tasmania. KPMG's analysis was based on a CGE model which considered the impact of the stadium within a framework of finite and realistic economic constraints.

The Commission found the EIA was 'sound', accepting the project would create 1,510 – 3,229 total full-time equivalent (FTE) job years and generate incremental gross state product (GSP) of $250 million – $269 million over the construction period, and 203 - 204 FTE and incremental GSP of $27 million – $32 million per annum during the operating phase of the stadium.

Financial impact report (FIR)

The Government has announced it will no longer pursue private sector involvement in the financing of the Project, and the stadium construction will be fully funded through a combination of committed funding and borrowings.

Equity funding of $602 million is provided in the 2025-26 Budget and Forward Estimates to MPDC for the Macquarie Point Urban Renewal Project. This is comprised of:

- the remaining $347 million of the State's total commitment of $375 million for the Macquarie Point Multipurpose Stadium, noting that MPDC's 2024-25 Estimated Outcome for this project is $28 million
- $240 million from the Australian Government which is GST exempt
- $15 million from the Australian Football League.

The 2025-26 Budget assumes an estimated cost for the stadium of $945 million. The Government has stated that when the committed equity funding is fully utilised,

MPDC will source the remaining funding required to complete the project through borrowings. As a government entity, MPDC borrows through the Tasmanian Public Finance Corporation at a lower cost of funds compared to private sector sources of finance.

The 2025-26 Budget and Forward Estimates includes a grant, administered by the Department of State Growth, to provide funding for the associated borrowing costs of MPDC.

As stated by the Government, the next stages of the broader Macquarie Point Precinct Urban Renewal Program will be developed following completion of the Project, and proceeds from the realisation of these opportunities will be used to reduce borrowings incurred by MPDC to complete the project. These stages will not be limited to Macquarie Point land and will involve private sector investment. It is anticipated the successful completion of the Project will significantly increase the value of these opportunities and therefore the returns to MPDC.

As noted by the Panel, Stadiums Tasmania as the operator of the venue will likely require ongoing support from Government for its operational costs. At this stage, it is not possible to be definitive about the level of operational support required, as this will be dependent on Stadiums Tasmania's operational model and the extent to which it can be funded through the sale of advertising rights, food and beverage concessions and other commercial opportunities within the stadium. Stadiums Tasmania is currently finalising its operational model and exploring all possible commercial opportunities.

Social and cultural analysis

The expected social and cultural impacts of the proposed stadium are summarised in MPDC's submission to the Commission.[17] Benefits that were assessed as having a high impact included:

- 1510 – 3229 FTE jobs over the six-year construction period. In the peak year of construction, this will represent between 721 – 1576 new jobs. Of these, 588 are projected to be direct jobs.

[17] Macquarie Point Development Corporation, PoSS Summary Report, page 130-133

Figure 16: Industrial Manufacturing (source: Tasmania Partner Toolkit)

- During the construction phase GSP is estimated to increase between $250 million – $269 million. During the peak construction phase, the construction industry's gross value added will be boosted by between $161 million – $168 million.
- Increased interstate visitation, retention of spending where Tasmanians will have access to events they previously would have had to travel for, economic uplift due to event-related spending in the CBD, interstate visitors extending their stay beyond the event itself, supply chain benefits, direct and indirect spending associated with establishing the AFL teams.
- In addition to the impact of the multipurpose stadium itself on civic pride, the increased variety of cultural and sporting offerings that will be available to Tasmanians is likely to positively contribute towards community building.
- The inspiration effect and role model effect can help encourage participation in sport by watching and interacting with professional sports. The new AFL and AFLW teams, as well as new content across other sporting codes, is likely to broaden community engagement with sport.
- Watching live sport provides wellbeing benefits, through increased positive physiological responses, social connection with community and the positive psychological effects of identifying with a team. Another opportunity the new sporting content provides is increased social and community connection, a key contributor to subjective wellbeing.

- The construction of the multipurpose stadium marks a significant development in Tasmania's sports infrastructure and delivers an improved experience for all athletes who play at the venue through a modern design.
- The decision to include a roof as part of the multipurpose stadium's design ensures year-round usability, and may encourage attendance. The roof ensures that events proceed as scheduled, irrespective of rain or wind.
- An important benefit of the development of the multipurpose stadium is its influence on urban renewal (the process of upgrading and modernising parts of a city including infrastructure, housing, and community spaces). Stadia commonly trigger infrastructural improvements, commercial investments, and residential upgrades, beyond the immediate vicinity of the multipurpose stadium.

The MPDC submission also identifies a range of negative impacts, including impacts from noise, traffic and carbon emissions during construction and use. The submission also acknowledges the siting of the stadium will have a negative impact on the Hobart Cenotaph.

The draft IAR notes the Panel considered that the Project had some potential positive effects in relation to health, community engagement and sports diplomacy but these primarily relied on the establishment of the Devils teams and their entry into the AFL and AFLW. The Panel also found other positive social and economic impacts associated directly with the physical establishment of a stadium would rely on Tasmanian Government funding in order to attract high-quality events, and these benefits are not solely dependent on a stadium.

The representation of the Tasmania Football Club as part of the PoSS process states "*the proposed 23,000-seat stadium represents not merely a sporting venue but essential infrastructure that will determine the viability and success of Tasmania's historic entry in the Australian Football League*".[18] It is therefore reasonable to include benefits of the entry of Tasmanian football teams in the AFL and AFLW in the benefits associated with the construction of a stadium. This is also foreshadowed in the guidelines for the assessment, which provide that "*without limiting the scope of social or cultural matters that may be included in this assessment, the reports are to provide information on … the effect of Tasmania having AFL and AFLW clubs*".[19]

The inherent linkage between the stadium and the Tasmanian AFL team is acknowledged in Schedule D of the draft IAR, which states that *"the Panel assesses the value of the stadium to include the value associated with the establishment of the Tasmanian-based AFL team"* and that "*effectively, the benefit of the team and the stadium*

[18] Representation of the Tasmania Football Club, page 1
[19] Tasmanian Planning Commission Guidelines, Macquarie Point Multipurpose Stadium, Project of State Significance, page 9.

are interlinked and cannot be logically or practically separated".[20] It is further noted that the Recommendation 6 of the 2019 AFL Taskforce Report estimated that the operations of the team would contribute $110m per annum to the Tasmanian economy and 360 jobs.

It is not clear how this component reconciles with the Panel's finding that "*there is evidence of a potential positive impact on the sense of community due to the establishment of Tasmanian AFL teams. This sense of community would result regardless of the home stadium of these teams*".[21] There are other areas of the draft IAR that similarly seek to separate the benefits from the team or, in some way, discount the benefits of the stadium.

As noted in MDPC's third representation, the Tasmanian AFL and AFLW teams can be assumed to be established if the Project is delivered, pursuant to the Club Funding and Development Agreement made by the Tasmanian Government and the AFL on 3 May 2023.[22]

It is acknowledged some of the social benefits of the stadium rely on ongoing event attraction funding. The significant benefit of the stadium, however, is that it makes these events possible, through significantly increased capacity in an all-weather venue close to the city and supporting infrastructure and services.

All States and Territories recognise the significant economic benefits of major events. Destination NSW offers the Event Investment Program, which supports events that deliver economic and strategic benefits to Sydney and regional NSW. The program focuses on events that drive domestic and international visitation, provide marketing opportunities, and offer media coverage. Visit Victoria manages the Regional Events Fund, which supports festivals, culinary, sporting, and cultural events that showcase the vibrancy of Victoria's regions.

The Tasmanian Government's current funding structure for events focuses on delivering events with a high return on investment through interstate visitation. The calculated return on investment for every dollar invested by the Tasmanian Government's core event programs in 2024-25 for this financial year was 6:1.

The Panel finds there is some limited potential for the stadium to enhance a sense of community for those that attend events and for those using the shared open space by the public. The Panel notes the positive impacts of the shared open space are reduced by the size and scale of the stadium.

[20] Tasmanian Planning Commission Draft Integrated Assessment report, page 133.
[21] Ibid, page 40
[22] Macquarie Point Development Corporation, Third Representation, Attachment 1, page 8.
[23] Tasmanian Planning Commission Draft Integrated Assessment Report, page 40

The Panel also notes:

> *"Stadiums provide a space and place for communities to come together to experience shared liminal moments. This liminal space - the sport or cultural event - represents a tangible and intangible arena into which people escape temporarily.*
>
> *There is evidence of a strong and enduring sense of community for sport club members and fans".*[24]

Figure 16: Participants at Tasmanian community event (source: Tasmanian Partnership Toolkit)

The Panel notes there are health and wellbeing benefits associated with the establishment of the Tasmanian AFL team but suggests the health benefits presented by MPDC with regard to increased participation in AFL are arguably overstated. The Panel also reasons:

> *There is some evidence of a contribution to subjective well-being for sport fans, but this is largely connected to club membership and team fandom, rather than attributable to a stadium per se. As such, these impacts on social wellbeing are just as likely to occur in other settings (e.g. watching a game at the pub with friends) and via online fan communities, as they are in-person in the stadium itself.*[25]

The Panel also suggests *"there is little to no research evidence of stadiums and their associated major events increasing grass roots participation or physical activity health outcomes".*[26]

[24] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 42
[25] Ibid, page 42

As noted earlier and as stated by the Panel, the benefit of the team and the stadium are interlinked and cannot be logically or practically separated. The representation of the Tasmania Football Club included the following advice:

"*Since the launch of the TFC in March 2024, there was a notable 40% increase in Auskick registrations across the state, throughout the 2024 season, indicating heightened interest and participation in grassroots football. Early into the 2025 season there has been another 25% Auskick and 121% Superkick increase (year to date) on top of the 2024 numbers. This surge reflects the club's potential to inspire youth engagement, commit to self-improvement, promote healthy lifestyles. It will deliver better education outcomes and better health outcomes, as well as providing structured pathways for young athletes to progress to professional levels*".[26]

Figure 17: Tasmanian Auskick players with Rum'un (source: AFL Tasmania)

This increase in participation is consistent with the increase seen with the introduction of Tasmania's first VFL team, as well as the increased participation seen with the establishment of the Gold Coast Football Club and Greater Western Sydney Football Club.[27]

26 Representation of the Tasmania Football Club, page 6

27 Macquarie Point Development Corporation, PoSS Summary Report - Appendix MM, page 32-34

It is noted that the Tasmanian Government's agreement with the AFL commits the AFL to investing $126 million in local grass roots and community football, $209 million in direct funding for the Devils and $35 million in club infrastructure.". This investment would occur because of the delivery of the project and is reasonably taken into account in considering the benefits of the Project.

The concerns of the Panel around direct linkage of health benefits to stadium infrastructure are noted and not explored further.

Figure 18: A sense of Tasmania's identity and pride depicted in a Brand Tasmania montage (source Tasmanian Partner Toolkit).

It is noted the Panel's draft findings are:

- The Panel considers it is reasonable to expect there may be some limited or localised sense of pride around having a stadium that could host events and business events that would not necessarily come to Hobart or Tasmania otherwise.
- The Panel considers there is some potential to realise positive impacts of sport diplomacy outcomes – such as place branding and reputation, tourism and trade – from the hosting of more higher quality and larger events in Hobart and Tasmania. However:
    - MPDC's reports recognise additional and ongoing Tasmanian Government funding for event attraction would be required to win event bids and to support related trade and business activities
    - these benefits cannot be solely attributed directly to the proposed stadium, as some are or could be realised via existing infrastructure.

It is further noted that the Panel advises:

"Built infrastructure such as stadiums and the events they attract have often been used by nations and states in seeking to build a sense of national/state identity and pride. An additional sport diplomacy outcome related to this sense of civic pride is using sporting events to create an identity for the nation, state or city to build and enhance its reputation with others.

There are demonstrated tourism and trade benefits from hosting sporting and cultural events and using events hosted at stadiums to showcase the host city and state. However, for these benefits to be realised, any sport infrastructure development needs to ensure that the surrounding public infrastructure supports these aims, and its use is supported by active programming".[28]

The draft IAR suggested there is significant potential for negative impact on the existing sense of community for residents in the surrounding area, due to changes to the area and increased foot and vehicle traffic, and due to the significant visual change in the landscape.

[28] Tasmanian Planning Commission Draft Integrated Assessment report, page 44

MPDC's response to these concerns is:

"*The Project has been designed and developed to deliver these changes in a way which creates a new, positive relationship between the community and its environment. This potential negative impact is to be balanced against the positive effects of such changes as part of the establishment of Tasmanian AFL and AFLW teams and a stadium to be proud of (see SCA, 'Positive impact 5: Increased civic pride and community cohesion', p 17 et seq). This finding does not align with experiences elsewhere where residential locations near stadiums are encouraged and valued*" [29].

The land has been in preparation for redevelopment since 2012. Any major development would have an effect on the surrounding area, including increased foot and vehicle traffic and disturbance during construction and then operations, relative to the site in its present condition.

The following reports contain more detail on economic development and social, cultural and community wellbeing information for this project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report - Chapter 5
- Economic analysis
- Tasmanian Planning Commission Draft Integrated Assessment Report - Section 1 and 2
- Macquarie Point Development Corporation, Third Representation.

[29] Macquarie Point Development Corporation, Third Representation, Attachment 1, page 9

6. Landscape and urban form

Guidelines for assessment

The Guidelines require consideration of the likely significance of, and the effects of, change resulting from the stadium on the landscape, as a public resource, and on people's views, enjoyment and visual amenity.

The assessment was also to consider the existing urban form of Sullivans Cove and describe and analyse:

- how the built form, massing, bulk, scale, alignment, orientation, detailing and landscaping of the proposed project is informed by the historic, existing spatial and built form of Sullivans Cove
- the effect of any impacts from the proposed project on the existing spatial and built form and historic and cultural value of Sullivans Cove.

Overall, the draft IAR expressed the view that it is unlikely any stadium development within Sullivans Cove could comply with the established principles for the area regardless of design details. The report went further to suggest:

"...the size of the stadium is disproportionate to Hobart's small scale and would be contrary to Hobart's visual values which consists of natural topography, established built form, and urban detail and expression. These visual values are an important aspect of the Tasmanian tourism economy and form an important part of Hobart's visual identity and sense of place".[30]

Landscape and visual values

These elements of the Guidelines were covered in chapter 2 of the submission by MPDC (Landscape and Urban Form).

MPDC reasons:

> *The Multipurpose Stadium will have an effect on views from parts of the city, waterplane and waterfront areas. Due to its location the Multipurpose Stadium will have some impact on the visibility of the Cenotaph and the Cenotaph headland from certain vantage points.*[31]

[30] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 45
[31] Macquarie Point Development Corporation, PoSS Summary Report (September 2024), page 38

The following impacts were identified:

- **Obstruction of views**: The stadium will obstruct parts of views of the Hobart Cenotaph's open setting, framed by the vegetated escarpment, from various vantage points. The effects of change are mitigated by the dome-like form of the roof structure and could be further mitigated through landscape planting on the escarpment edge, reducing the overall impact on the views.
- **Impact on visual connections**: Views from the city, waterfront and neighbourhoods towards the stadium precinct (such as Sullivans Cove) will be altered, as will views from points across the river. The multipurpose stadium will introduce a new contemporary visual element to the scene which aims to be complementary to the setting and reduce the effects of change.
- **Light**: Nighttime illumination of the stadium will impact the visibility of the night sky when lights are in use.

The stadium is a significant structure, larger than any of the surrounding built environment. The stadium will be highly visible from many locations around greater Hobart, including areas of the Eastern and Western shores of the Derwent River.

The draft IAR notes that *"…the size of the stadium would be disproportionate in the context of the small scale of Hobart",* that *"…the stadium is isolated from the majority of the city's taller buildings"* and it is *"…at odds with the natural topography and established built-form pattern"*.[32]

MPDC, in its third representation to the Commission, says the reason this project requires assessment outside of the normal planning process is because of its significant scale and significance for Hobart. MPDC argues "*…impacts to spatial experience are subjective and depend, amongst other things, on a person's perception of the social and cultural value of the relevant built form*".[33] MPDC submits while the Commission has expressed one view of the impact of the scale of the stadium, others will consider their spatial experience to be improved.

The MPDC Planning report outlines the design treatments that seek to minimise the visual effects of the stadium. It states that:

> *… the base of the Cenotaph is situated a further 59.7m (approx.) from the boundary, providing a separation distance of 106.2m (approx.) between the Stadium façade and the base of the Cenotaph. The escarpment has a variable height of up to 8m above ground level, due to the rise of the headland to the north, whilst the base of the*

[32] Tasmanian Planning Commission, Draft Integrated Assessment Report, Page 49
[33] Macquarie Point Development Corporation Third Representation, Page 19
[33] Macquarie Point Multipurpose Stadium – Planning Report, Page 123

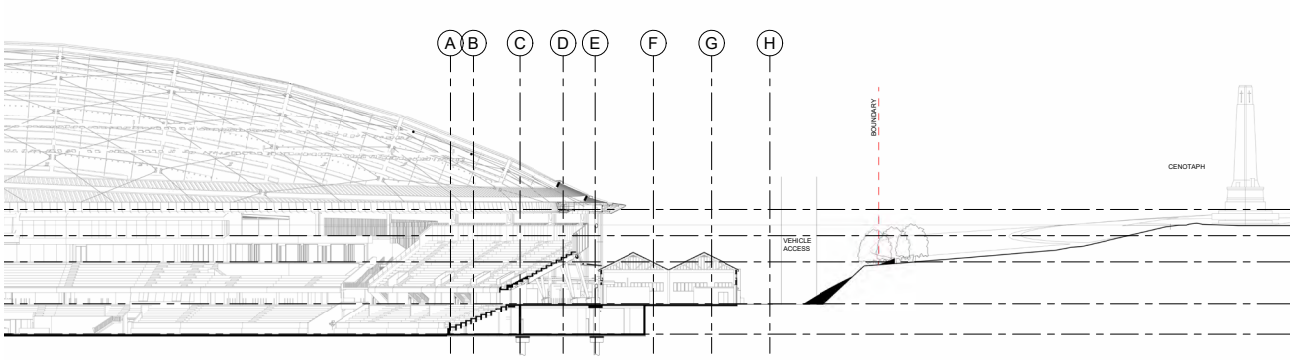


Figure 19: Partial site-section, north-south (source: COX Architects)

Cenotaph is situated even higher, with an approximate height of 22m AHD. The change in ground level and corresponding height of these elements do assist in mitigating the perceived height and overall scale of the Stadium, as illustrated above.[35]

The form of the Stadium is designed around the pitch, which requires an oval shaped design. The effect of this is that large portions of the façade curve back and away from the northern boundary, which also assists in reducing perceived bulk and scale. The relocated Goods Shed, which has been incorporated into the design of the Stadium assists in breaking down the scale of the Stadium whilst providing a transition in height and scale to the escarpment, the Cenotaph and broader precinct.

The siting and built form of the Goods Shed also assists in presenting a human scale interface either side of the north-east and north-west entry gates and associated plazas, as illustrated below.

Figure 20: Artistic impression looking toward the relocated Goods Shed (source: COX Architects)

[35] Macquarie Point Multipurpose Stadium – Planning Report, Page 123

From the north-east, at the intersection between Liverpool Street and the Tasman Highway, the Goods Shed sits below the escarpment edge and will not be visible. However, this changes as vehicles and pedestrians travel further south-east into the city, where greater views and interpretation of the topographical transition into the Cove and the separation afforded between the escarpment, the Goods Shed and the Royal Engineers Building.

The form of the Stadium fills an existing void between the edge of the Cenotaph headland and the existing buildings representing the built edge of the Cove wall along Evans Street.

These factors have been carefully considered in the design and siting of the Stadium, serving to significantly reduce the perceived height and scale of the Stadium. The domed form of the roof which slopes up and away from each façade is broadly complimentary to the surrounding undulating landscape, resulting in an outline that does not sharply contrast against its backdrop and which is drawn from existing landscape features such as the dome like form of the Queens Domain.

This is illustrated in the section below, demonstrating how the stadium will sit in relation to the prominent headland and ridge of the Queens Domain.

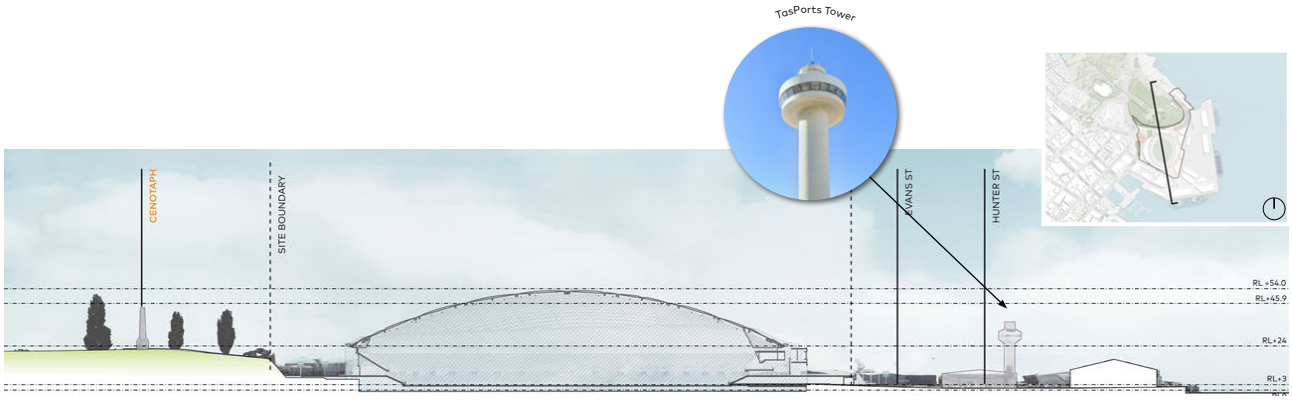


Figure 21: North South long section (Source: Cox Architects)

The rise of the headland builds from the Cove floor to the Cenotaph (at RL. 20) and up to the highest point (at RL 135.). The following section illustrates how the design considerations enable the Stadium to read as an extension to the undulating landforms, without appearing out of scale within the broader landscape. Overall, the Stadium reads as an extension to the undulating composition of the existing landforms, whilst responding to the amphitheatre of the Cove and the broader rise in topography toward the foothills of kunanyi/Mt Wellington.[36]

[36] Macquarie Point Multipurpose Stadium – Planning Report, Pages 114-116

Figure 22: North South long section (Source: Cox Architects)

Similarly, MPDC reflect on the Panel's references to the multipurpose stadium being highly visible. It argues "*visibility is not inherently negative. The stadium has been designed to respond to its local and broader setting, to maximise positive impacts on visual amenity and experience of the place*".[37]

Urban form of Sullivans Cove

The Panel considers the stadium contradicts several key strategy planning principles and strategies for Sullivans Cove and central Hobart. Notably, the Panel identified the Sullivans Cove Planning Review 1991 **(the 1991 Review)** as a key strategy that "*... establishes the foundational development character and history of the areas*".

There is no doubt the vision of MPDC for the Macquarie Point precinct differs significantly from the vision and planning principles established by the 1991 Review. This 1991 Review emphasised the natural amphitheatre character of Sullivans Cove and the need to layer development so it is sympathetic to the natural rise between the floor of the Cove and the neighbouring districts.

The Urban Design Framework presented by MPDC recognises the significance of this character for Sullivans Cove and acknowledges the stadium needs to be designed well to minimise this impact. It recognises, however, there is a trade-off between the social, economic and cultural benefits of the stadium at this location, and some of the long-held principles for design across the district.

MPDC's Urban Design Framework recognises the most visible aspect of the stadium will be roof structure but this has been minimised through the dome shape, which maximises the height at the centre of the stadium, with the height falling in every direction. This shape "*...minimises height where it is not required and establishes a height at the Cenotaph interface that is comparable to the scale of the existing escarpment*".[38]

[37] Macquarie Point Development Corporation Third Representation, Page 19
[38] Macquarie Point Development Corporation Third Representation, Page 19

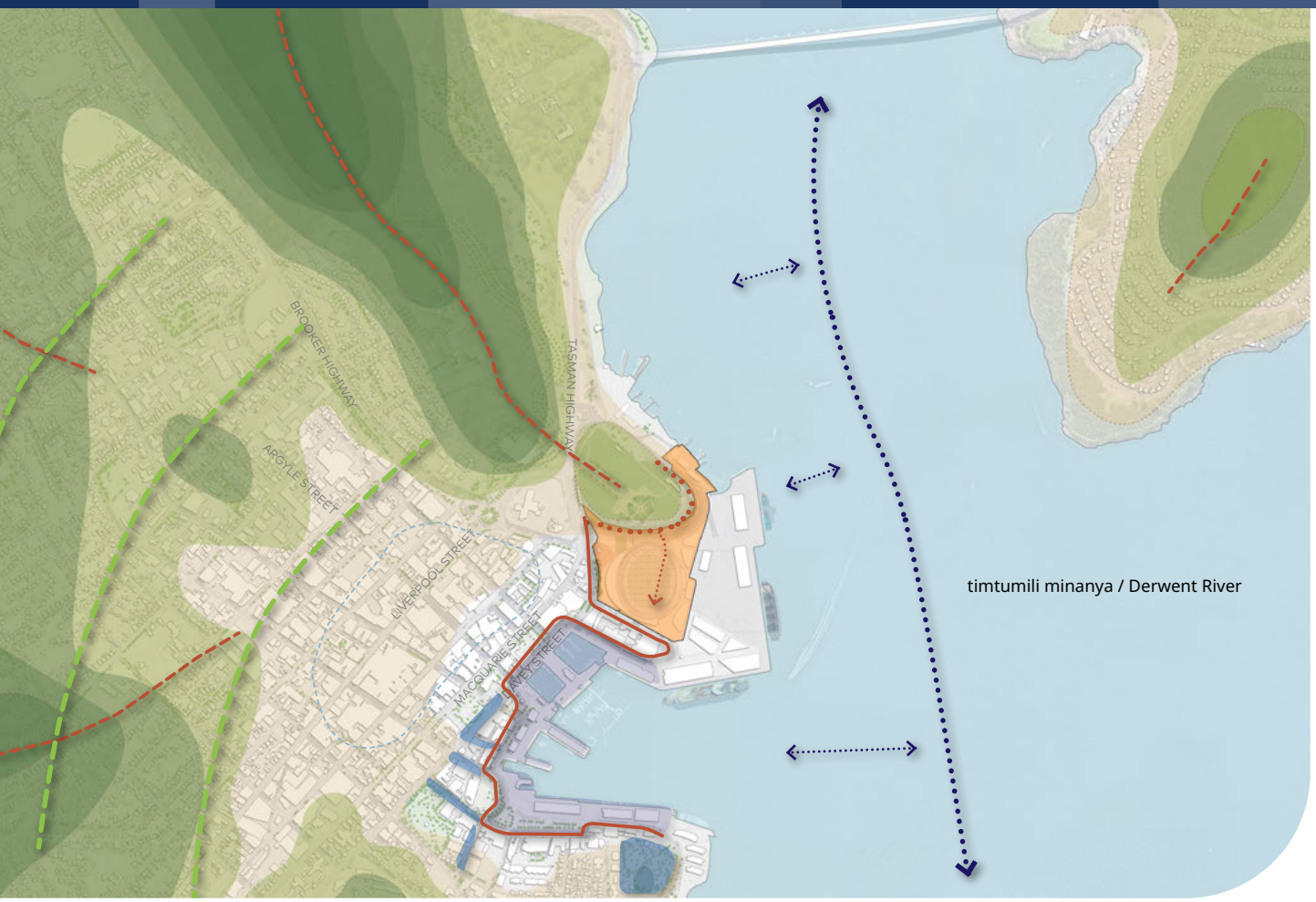


Figure 23: Key Landscape Values (source: Cox Architects)

The shape of the stadium also seeks to minimise its impact on the natural amphitheatre of the cove which, it is acknowledged provides a sense of scale and containment and influences the orientation of the city.

MPDC argues the domed roof of the stadium is designed to "*...reflect the wider landscape by alluding to the layered undulations of the lower foothill, thereby reducing its overall impact on the setting*.[39] By ensuring the edge of the roof and buildings are in line with the escarpment, MPDC reasons the impact of the scale of the stadium is mitigated, to a degree, as the built form "*...forms an extension of the perceived headland [of the Cenotaph] outwards towards the Estuary*".[40] It is assumed the Panel did not agree with this assessment, although the Urban Design Framework is not referenced in the draft IAR.

The material presented by MPDC also reasons the design seeks to respect the heritage-built form of the area by, as is commonly applied, ensuring the form is easily distinguishable in its design. The material reasons the "*...proposal seeks to emphasise this township value by ensuring that new structures are considered 'in the round' and are standalone as opposed to more continuously read built form of areas such as Wapping*".[41]

[39] Macquarie Point Development Corporation, Urban Design Framework, page 67
[40] Macquarie Point Development Corporation, Urban Design Framework, page 67
[41] Macquarie Point Development Corporation, Urban Design Framework, page 68

The Urban Design Framework outlines the landscape and visual value from 11 locations around Hobart, ranging from the Rosny Hill Lookout to the Bridge of Remembrance. In general, MPDC reasons:

- The dome's form of the building is complimentary to the undulating form of the surrounding landscape. Its curved form results in a building outline that does not sharply contrast against its backdrop and appears organic in nature.
- The edge of the dome has been lowered to match the height of the surrounding buildings, allowing only the roof to be visible from the Cove.
- The simple form of the roof assists with reducing contrast and is respectful of the sombre ceremonial nature of the neighbouring Hobart Cenotaph.
- The proposed material and form for the roof will be transparent and very low reflectivity, reducing the visual impact of the roof.
- Trees and other plants can reduce the visual impact of the stadium from some locations.

It is acknowledged the design and placement of the stadium mitigates, to a degree, the landscape and visual impact of the stadium. It does not, however, bring the development into line with the principles of the 1991 Review. MPDC reasons, however, there is no intention to comply with the principle of the 1991 Review as:

> *The Project Site represents a strategic opportunity, where change is appropriate and to be expected.*
>
> *The proposed use for a stadium presents a fundamental shift from prior planning for the Project Site. It brings with it public visitation and public ownership and a sense of place that is wholly different from that which would be expected from other land uses, with the precinct acting as a destination, rather than its historical role as a support or service area. A landmark, or highly visible built form is a reasonable consequence given the strategic potential of the Project Site.*
>
> *Historical planning for Sullivans Cove and central Hobart does not accommodate these potential outcomes.*
>
> *Commencing the assessment of the built form of the stadium by reference to principles that focus on other precincts of Hobart establishes a premise inconsistent with the legislative recognition of the Project Site as a strategic opportunity, and with the project of State significance process.*
>
> *The SDP [Site Development Plan] sets out the planning context for the purposes of the development of the Mac Point Precinct, by building on the character of the Project Site, and considering principles more consistent with its strategic opportunity and specific potential role.*

The architectural response exhibits a high level of consideration for these principles and its physical context, introducing a stadium that is a sculpted form, visually interesting, informed by the place and worthy of its prominence in broader views to the city.[42]

The difference in the current vision for Macquarie Point and the vision outlined in the 1991 Review is acknowledged. The 1991 Review recommended the area intended for the stadium should "*...be a new Zone which is predominantly (though not exclusively) Transportation Services with a concentration of Vehicle Parking and a Terminal for Public, especially Tourist, Transport*".[43] Viewed contemporarily, it is unlikely there would be strong support today to use this site predominantly for vehicle parking.

The MPDC Site Development Plan is described as *"...a plan which outlines the framework for the future use of the site"*.[44] It is unclear whether the Panel supports the plan as it was not referenced in the draft IAR.

The plan directly references the 1991 Review highlighted in the draft IAR. It provides:

"The purpose of the Sullivans Cove Planning Review (SCPR) 1991 and the reflection of these strategic directions and planning principles into the subsequent SCPS, was to guide the redevelopment of the Cove from its early port dominated activity to a mix of uses that serve the growing and changing city in the late 20th century and into the 21st century".[45]

The SDP also provides:

"The maturing city requires careful consideration as to the uses and activities that this large area can provide for given the extremely limited opportunities to expand elsewhere in a very topographically constrained city form and heritage dominated fabric. The reuse of spaces and heritage buildings cannot provide for large floor area or substantially scaled buildings that are increasingly needed for cultural and events activity. The Mac Point site provides opportunities for the establishment of new uses that complement the cultural aspects without significant constraints generated by topography and heritage fabric or concerns about new structures being 'out of scale or character with the surroundings".[46]

The Macquarie Point area can be considered to lie outside the area conceptualised by the cove floor and the built wall and amphitheatre, and this is asserted in the SDP. Evans Street was not identifed as a 'radiating street' and the former railyards were seen as "lost space" in the 1991 Review. This suggests that the spatial principles articulated in the 1991 Review may not readily apply to Macquarie Point and Evans Street, and also suggests that these areas require infill development.

[42] Macquarie Point Development Corporation Third Representation, Page 13-14
[43] Sullivans Cove Planning Review 1991
[44] Macquarie Point Development Corporation Site Development Plan, Page 2.
[45] Ibid, Page 9
[46] Ibid, Page 14

The SDP highlights the history and character of the site differs from the rest of the Cove in that its form was characterised by large functional buildings, including the Railway Roundhouse that was used as inspiration for the design of the stadium.

The SDP also highlights part of the character of the place is change. The report includes a quote from the author of the 1991 Review, Professor Barrie Shelton, that *"People think of the Cove as a heritage place but it has also been a place of continuous change"*.[47] Professor Shelton is also quoted as saying *"it is the change, together with heritage, layers of experience, innovation, addition and succession, which gives the Cove its richness"*.[48]

Figure 24. Hobart Yards and round house in the 1960s (Source: Uncredited, Stations of Tasmania)

[47] Macquarie Point Development Corporation Site Development Plan, page 52
[48] Macquarie Point Development Corporation, Third Representation, page 17

While the report does not lead to clear guidance on the suitability of the stadium's form and scale on the site, it does open up the prospect of design principles that can reflect change, while staying connected to the utilitarian character of the site.

The Mac Point Precinct Plan sets a new vision for this part of Sullivans Cove. It provides:

> *"We aspire to build the Mac Point Precinct into a place to gather, celebrate and reflect, through the arts, culture, sport, events and entertainment.*
>
> *We will create a mixed use precinct that is accessible to all people, offers vibrant experiences and destinations and contributes to the delivery of the 30-Year Greater Hobart Plan".*[49]

The Panel raises concerns about the size of the land available to deliver on this vision, and the impact of the scale of the stadium. This issue is considered in Chapter 9 relating to activity and land use.

The issues of landscape, visual values and urban form cannot be fully resolved objectively for all people. It is, to a degree, about choice and about what vision Parliament has for the use and development of the Macquarie Point precinct.

MPDC has outlined how it has designed the stadium to reduce its visual impact. In the end, however, it is a building of scale that will be visible for many areas around Hobart. As argued by MPDC, some will find this visually appealing, others will not. As previously indicated, this is a choice of whether, on balance, the concerns about visual and landscape values can be justified by the cultural and economic benefits of the stadium and the AFL and AFLW teams.

The following reports contain more detail on the landscape and urban form for the Project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report - Chapter 5
- Urban Design Framework
- Planning Report
- Site Development Plan
- Tasmanian Planning Commission Draft Integrated Assessment Report – Section 3
- Macquarie Point Development Corporation, Third Representation.

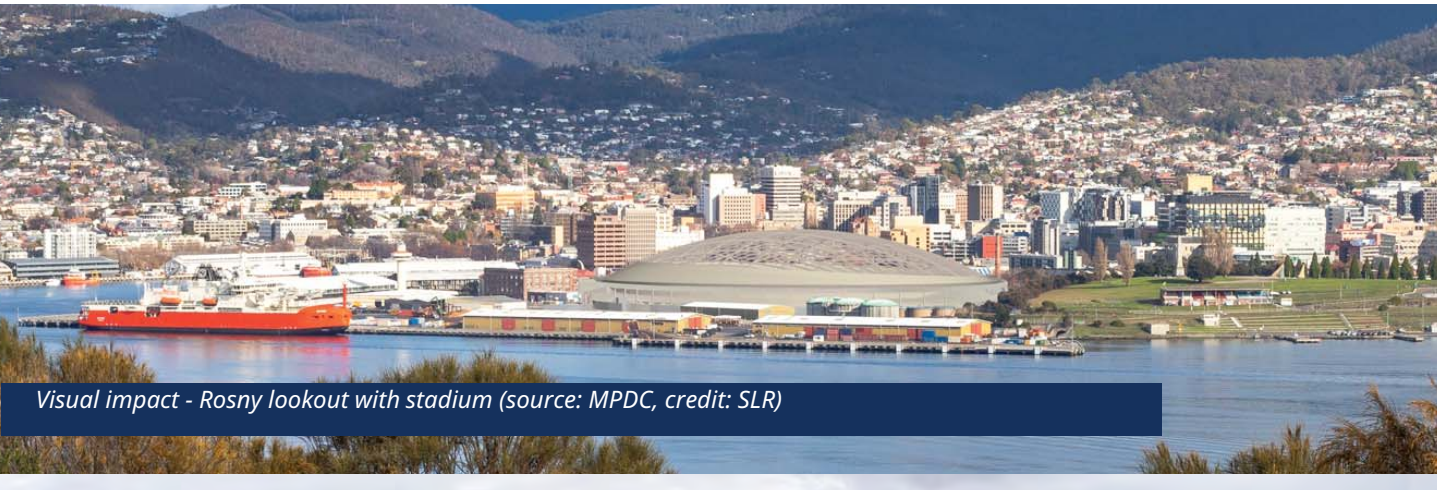
[49] Macquarie Point Development Corporation, Mac Point Precinct Plan, page 5

Visual impact - Rosny lookout without stadium (source: MPDC, credit: SLR)

Visual Impact - Hobart waterfront without stadium (source: MPDC, credit: SLR)

Visual impact - Cenotaph Bridge with stadium without stadium (source: MPDC, credit: SLR)

Visual impact - Brooker Ave with stadium without stadium (source: MPDC, credit: SLR)



Visual impact - Rosny lookout with stadium (source: MPDC, credit: SLR)

Visual Impact - Hobart waterfront with stadium (source: MPDC, credit: SLR)

Visual impact - Cenotaph Bridge with stadium with stadium (source: MPDC, credit: SLR)

Visual impact - Brooker Ave with stadium with stadium (source: MPDC, credit: SLR)

7. Cultural heritage and values

Guidelines for assessment

The Guidelines require consideration of the impact of the project on Aboriginal cultural values, landscape and heritage as well as broader heritage. This includes an assessment of:

- the effects of the proposed project on the character of the landscape and any Aboriginal cultural values
- the known and potential Aboriginal heritage in the vicinity of the project and appropriate mitigation measures
- the historic cultural heritage characteristics, values and significance of the building, structure, streetscape and spaces
- the historic archaeological potential and significance of the project site.

Overall, the draft IAR reasons the Project would have a significant negative effect on the values of places, buildings and activities of historic cultural heritage significance and community significance. The Panel considers "*...the scale of the stadium would dwarf historic heritage elements and diminish their presence, the story they tell of Hobart's historic development, and their prominence as physical landmarks in the landscape. These historic places and buildings hold value to the community and are an important aspect of the Tasmanian tourism economy*".[50]

It is acknowledged that the development of the Macquarie Point precinct, including the scale and form of the proposed stadium, will likely have heritage-related impacts on the site and the nearby heritage places. The key consideration, however, is whether the cost of these impacts on the cultural heritage significance of affected places are outweighed by the social and economic benefits of the stadium and associated activity.

[50] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 56

Aboriginal cultural values and landscape

The Tasmanian Government recognises the importance of Tasmania's Aboriginal cultural heritage to Tasmanian Aboriginal people and to all Tasmanians.

Tasmanian Aboriginal people have a long, rich, and ongoing connection to the Tasmanian landscape.

In its third representation, MPDC notes the following reports have been provided for assessment:

- Draft Macquarie Point Multipurpose Stadium Project of State Significance – Pre-Stadium Cultural and Landscape Values Assessment (AHA690) prepared by Southern Archaeology, Colin Hughes, Caleb Pedder and Sarah Wilcox (dated: 28 August 2024) (Draft CLVA)
- Draft Proposed Multi-Use Stadium at Macquarie Point, lutruwita (Tasmania) Aboriginal Heritage Assessment Report (AHAR) (30 January 2025) and prepared by Southern Archaeology, Colin Hughes and Caleb Pedder
- Appendix M Macquarie Point Stadium Historical Archaeological Sensitivity Report and Archaeological Method Statement.

The draft IAR notes an assessment of the impact the project will have on cultural landscape values was not provided by MPDC in its final form. It does, however, acknowledge MPDC provided a draft Aboriginal Heritage Assessment Report (30 January 2025) which provides a statement of cultural significance by Colin Hughes, a registered Aboriginal Heritage Officer. In its third representation, MPDC notes that the assessment remains in draft form due to the importance of ongoing consultation.[51]

MPDC reasons the architectural design has been carefully crafted to consider the local context, Aboriginal and historic cultural heritage and the Tasmanian brand.[52]

The *Aboriginal Heritage Act 1975* recognises Aboriginal cultural heritage as "any object, site, or place that bears signs of the activities of any such original inhabitants or their descendants, which is of significance to the Aboriginal people of Tasmania". It does not, however attempt to recognise or manage Aboriginal heritage at a landscape level. While planned reforms to the Aboriginal Heritage Act will seek to recognise significance of cultural landscapes, proponents will not be required to manage landscape level values in the same way as physical Tasmanian Aboriginal cultural heritage.

For this reason, no specific permit conditions have been drafted in relation to cultural landscapes. Instead, it is understood MPDC will seek to recognise the character

[51] Macquarie Point Development Corporation, Representation 3, Page 8

[52] MPDC Planning and Urban Design Report

of the landscape and any Aboriginal cultural values relating to the use of the site in spaces in and around the facility, including the proposed Aboriginal Culturally Informed Zone. In its third representation, MPDC note the draft IAR does not address the positive aspects of the Urban Design Framework including "...the integration and acknowledgement of Aboriginal cultural history and values through design and opportunities for Aboriginal contributions to the design and use of public open space".[53]

Aboriginal heritage

The draft IAR acknowledges the considerable number of Aboriginal heritage assessments undertaken at the site and notes MDPC's draft Aboriginal Heritage Assessment Report (AHAR) January 2025 is based on evidence and sound professional judgment.

Stadium site

As acknowledged in the draft IAR, Aboriginal heritage site AH13901, within the Project site, is a midden with associated high-density artefact scatter and significant contact material.

Noting there are active remediation works occurring on site currently, several permits have already been granted under the Aboriginal Heritage Act to interfere with Aboriginal heritage on the site. A separate permit was also granted in August 2022 to allow artefacts to be removed and sent to South Australia for specialist analysis.

Existing permits that provide the final resting place of the Aboriginal heritage recovered from Macquarie Point must be decided by the Aboriginal Heritage Council in consultation with the broader Tasmanian Aboriginal community.

Approval to interfere with Aboriginal cultural heritage during the next phase of works, development of the site, will be approved through the Bill. While this means no further permits under the Aboriginal Heritage Act will be required, the Bill will require work to be carried out to rescue components of AH13901.

The draft permit provides a set of conditions around the management of Aboriginal heritage which largely extends those conditions that already apply to site AH13901 to the next phase of works. In addition, the Bill provides an avenue for the Aboriginal Heritage Council to provide advice to the Minister on any matter relating to the Aboriginal heritage within the development zone. Aboriginal Heritage Tasmania will advise on all matters relating to unanticipated discoveries or new information.

[53] Macquarie Point Development Corporation, Representation 3, Attachment 1, page 25

Northern Access Road

Aboriginal occupation is likely to have encompassed the pre-1800 headland between Macquarie Point and the Hobart Rivulet, however evidence has become disarticulated and dispersed due to physical development and landscaping over the past two centuries.

Described as an extensive Aboriginal shell midden (cultural living site) with associated stone artefacts, AH14278 is visible as seven separate surface expressions, in-situ sub-surface material identified during excavation, and minor inferred sections within undisturbed 'islands' between the railway cuttings. AH14278 extends from the current shoreline to the 19m Australian height datum (AHD) contour on the northeast side of the Hobart Cenotaph ridge, facing a former rocky prominence/reef indicated on historic plans, but which now lies beneath the Macquarie Point Sewage Treatment Plant.

Across much of the site, surficial shell midden material is highly fragmented through erosional processes, vehicle damage and animal diggings. Elsewhere, in-situ shell was observed to be eroding from a low road cutting. The midden material has been identified as being predominately black mussel and a small amount of oyster, while the stone artefacts include flakes manufactured from quartzite, silcrete and chalcedony.

The Northern Access Road will require a separate permit, and that permit will include conditions relevant to the management of Aboriginal heritage on the site. The Macquarie Point Planning Permit Bill 2025 authorises the Minister to issue a permit, but only after consulting with relevant regulators including Aboriginal Heritage Tasmania.

The following reports contain more detail on the Aboriginal cultural values and landscape, and Aboriginal heritage considerations for this project:

- MPDC Summary Report (September 2024) - Chapter 6
- Previous Aboriginal Heritage Investigations (July 2024)
- Historical Archaeological Assessment, Archaeological Sensitivity Report and Archaeological Method Statement – Aboriginal Heritage Investigations (August 2024)
- Pre-Stadium Cultural and Landscape Values Assessment – Southern Archaeological (August 2024)

- Macquarie Point Development Corporation Aboriginal community consultation (January 2025)
- Tasmanian Aboriginal community engagement and Aboriginal Culturally Informed Zone and Stadium (August 2024)
- Southern Archaeology Aboriginal Heritage Assessment Report (January 2025)
- Letter on Macquarie Point Development Corporation Aboriginal community consultation
- Tasmanian Planning Commission Draft Integrated Assessment Report (31 March 2025) – Section 5
- Macquarie Point Development Corporation, third representation.

Historic cultural heritage and community values

The Commission identifies a range of impacts of the stadium on two cultural significant sites: the Hobart Cenotaph and Regatta Grounds/Lower Domain precinct. It also refers to the visual effect of the stadium on heritage-listed places and the dismantling and, in one case, relocation of a heritage-listed building.

The impacts of the stadium on the landscape values of the area have been considered in Chapter 6 – Landscape and Urban Form. Of note, however, was the view expressed by the author of the Sullivans Cove Planning Review 1991, Professor Barrie Shelton, that *"People think of the Cove as a heritage place but it has also been a place of continuous change".*[54] Professor Shelton is also quoted as saying *"it is the change, together with heritage, layers of experience, innovation, addition and succession, which gives the Cove its richness".*[55] This is an important consideration when assessing whether the new vision of the precinct adds a new cultural layer to the use of the site.

[54] Macquarie Point Development Corporation Site Development Plan, page 52
[55] Macquarie Point Development Corporation, Third Representation, page 17

The Hobart Railway Goods Shed and Red Shed

The Panel's view was that the proposed relocation, alterations and future use of the Goods Shed could be better considered to improve opportunities for the demonstration and interpretation of the building's historic cultural significance in relation to transport infrastructure, as well as allow for improved community engagement with the heritage structure:

> *"The Panel considers that the proposed relocation of and alterations to the Goods Shed would have a negative effect on the values and experience of that building … The Panel considers that, on its view of the overall level of significance of the Goods Shed in the context of Tasmania, the treatment of the Goods Shed is not considered to be an issue of critical significance for the Project. However, if the Goods Shed is to be integrated with the design proposal for the site, the Panel considers this should be done in a meaningful way that maximises the opportunity for its value to be understood and enjoyed through use and access."* [56]

While relocation of the Tasmanian heritage listed Hobart Railway Goods Shed and subsequent alterations are likely to diminish the place's demonstration of the development of rail transport and the transition from rail to road-based networks, the development could realise further evolution of Hobart's waterfront from working port to recreation precinct.

The Goods Shed is considered likely to be able to perpetuate its heritage values in the proposed new location, on the northern side of the site, with appropriate interpretation. The proposed new location and orientation have similar relationships with the historical infrastructure and was previously occupied by a railway shed with a direct connection to the rail line. The significant characteristics and historical relationships can largely be perpetuated in the proposed location. Additionally, it is considered that the proposed adaption could enhance public use, access and historical understanding compared to the limited way the building is currently used.

Notwithstanding the provisions in the Bill, the historical significance of the Goods Shed will be respected in the development of the Macquarie Point stadium precinct. Consistent with the Tasmanian Heritage Council's representation to the PoSS process, relocation of the Good Shed will need to occur in accordance with a detailed methodology to be prepared by a suitably qualified and experienced heritage practitioner. This methodology, which will cover dismantling, storing and re-erecting the Goods Shed, will form part of the Conservation Management Plan (CMP). As set out in the draft project permit, the CMP will need to be approved by the relevant regulator prior to dismantling. As further requested by the Heritage Council, the

[56] Tasmanian Planning Commission, Draft Integrated Assessment Report, Page 63

Goods Shed - (source: Tasmanian Archives and Heritage Office)

conditions require that a *"structural assessment and extant recording of the Goods Shed be completed by a suitably qualified structural engineer to ensure the building is relocated with minimal loss of heritage fabric and is conserved with a high degree of integrity and authenticity".*

Hobart Cenotaph

The draft IAR from the Commission notes the Cenotaph has significant value to the community as a place of commemoration, has a high degree of historic cultural heritage significance and is a prominent landform in the city. The Panel considers *"...the stadium would have a significant detrimental effect on the visual amenity of the Cenotaph and the way it is understood and experienced".*[57]

The Panel considers the dominating physical presence of the proposed building, along with associated elements of its use such as noise, lighting and patron activity to/from and within the site, would conflict with and diminish the Cenotaph's values.

In its response, MPDC reasons:

> *"The stadium will obstruct parts of views of the Cenotaph's open setting, framed by the vegetated escarpment, from some vantage points. However, the effects of change are mitigated by the solid built edges of the stadium being at a similar scale to other buildings nearby, and the transparent dome-like form of the roof structure. This could be further mitigated through landscape planting on the escarpment edge, reducing the overall impact on the views.*

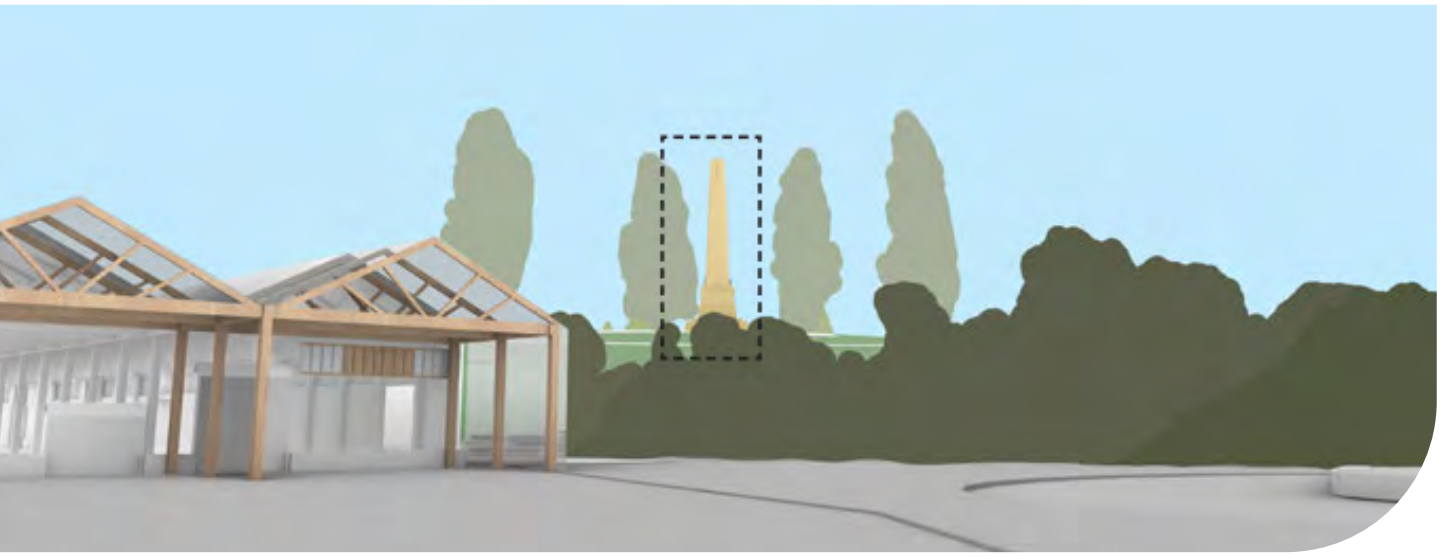


Figure 27: Cenotopah through south-east gate 1

[57] Tasmanian Planning Commission, Draft Integrated Assessment Report, Page 56

The Project will create new views from the public domain to the Cenotaph which presently do not exist, specifically from Evans Street through the stadium structure from the south-east plaza (as shown in Summary Report at figure 2-24 p 55), within the Project Site (which is not currently public accessible) and from within locations within the stadium and Goods Shed. This impact is identified and addressed in the Historic Cultural Heritage Impact Assessment (HIA)".[58]

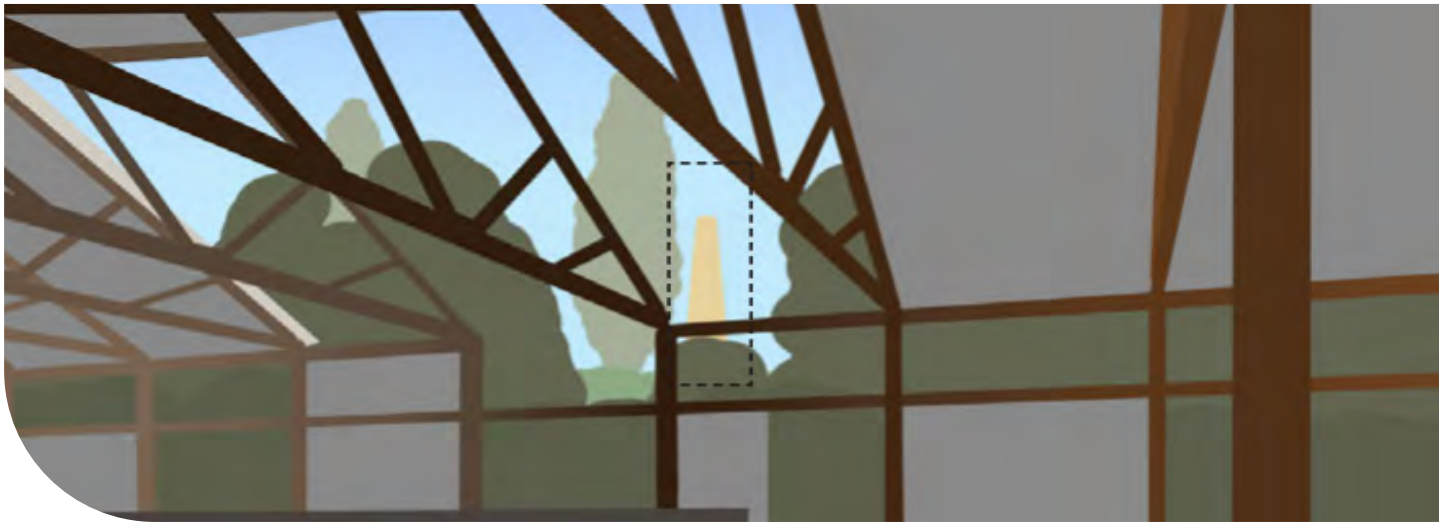


Figure 28: Inside goods shed - render and sketch looking north to the Cenotaph (source: MPDC)

The relative impact of the proposed stadium on the use and visual qualities of the Cenotaph has been considered. While outside of the scope and footprint of the precinct development (and permit), it is recommended that MPDC works with the HCC (as landowner) to develop a landscape plan for new screen planting prior to the commencement of works. The plan should seek to include plantings that are sympathetic to the existing vegetation in the area and heritage values of the place and use semi-mature plantings.

Veteran Commemoration

The Government is conscious of the concerns raised by the veteran community with regard to the impacts of the stadium on the quiet commemoration of our veterans. In addition to highlighting the views to the Cenotaph from within the stadium, MPDC and Stadiums Tasmania will continue to work with the veteran community to identify opportunities to support veterans through the design and activation of the stadium and/or in the development of the broader precinct.

[58] Macquarie Point Development Corporation, Third Representation, page 27

The representation of the Friends of Soldiers Memorial Avenue regarding the limited recent contact with the organisation is noted. There will be further engagement with the veteran community, including the Returned Services League and Friends of Soldiers Memorial Avenue, in the ongoing activation of the precinct.

Regatta Grounds/Lower Domain

The draft IAR includes some detailed commentary on the potential impacts of the Northern Access Road as essential infrastructure for the project on the Regatta Grounds/Lower Domain areas. While it is not within the scope of the Project, it is infrastructure that will be relied upon for the operation of the stadium. The objective of this assessment, therefore, is to consider whether there are reasonable solutions for the development of the Northern Access Road, not whether the Government has chosen the correct solution for the development of this infrastructure.

It is important to note the Northern Access Road did not originate as infrastructure required to support the operations of the stadium. Its origins precede the stadium. The 2019 Hobart City Deal between the Australian Government, Tasmanian Government and four greater Hobart councils provides that a northern entry point to the Port of Hobart will be established to, in part, provide access to separate heavy vehicles from the increasing pedestrian, bike and car traffic around the Macquarie Point site. The established plan to create a Northern Access Road influenced the plans for the operation of the stadium, not vice versa.

The draft IAR includes a number of essential design elements for the Northern Access Road which are generally agreed, noting the operational plans for the Port retain Evans Street as the primary access for oversized vehicles.

The draft IAR reasons that while there is currently a road and rail corridor through the site, the Northern Access Road will be a substantially more significant and dominating piece of infrastructure. This is acknowledged, but the degree to which it will impact on the use of the Regatta Grounds is questioned, and the degree to which the stadium contributes to this impact is questioned.

The Regatta Grounds and the waterfront have historically been separated by an active rail corridor. In more recent times, the areas have been separated by a busy road and car park that extends towards the grandstand. The area that is currently unpaved south of the existing car park is regularly used for overflow parking, creating further barriers between the use of the Regatta Grounds and waterfront.

The draft IAR reasons the visual impact of the stadium would have a significant effect on the sense of openness of the southern Domain area and the wide panoramic

views to the surrounding landscape. It is noted these views are already partially impacted by trees and vegetation and there are opportunities to lessen the visual impact of the stadium on this by further plantings (as noted earlier).

Visual effects on heritage-listed places

The draft IAR considers the built form of the stadium has significant negative effects on the setting of the buildings on Hunter Street, specifically the heritage-listed Henry Jones & Co. IXL jam factory buildings, the Royal Engineers Building and the Victorian and Constitution Docks. The Panel considers that *"the proposed design details are not sufficient to ameliorate the effects of the stadium's built form on the historic cultural heritage significance of surrounding places"* (p62).

MPDC's response to the concerns raised in the draft IAR is:

> *"...the transparent dome-like form of the stadium roof structure and maintaining the built edges of the stadium being at a similar scale to other buildings nearby, minimise this impact.*
>
> *This impact is identified and addressed in the Historic Cultural Heritage Impact Assessment. While the impact cannot be wholly avoided, the Historic Cultural Heritage Impact Assessment provided as part of the POSS Submission outlines specific and general mitigation measures are proposed around cladding, together with measures to offset the impact".*[59]

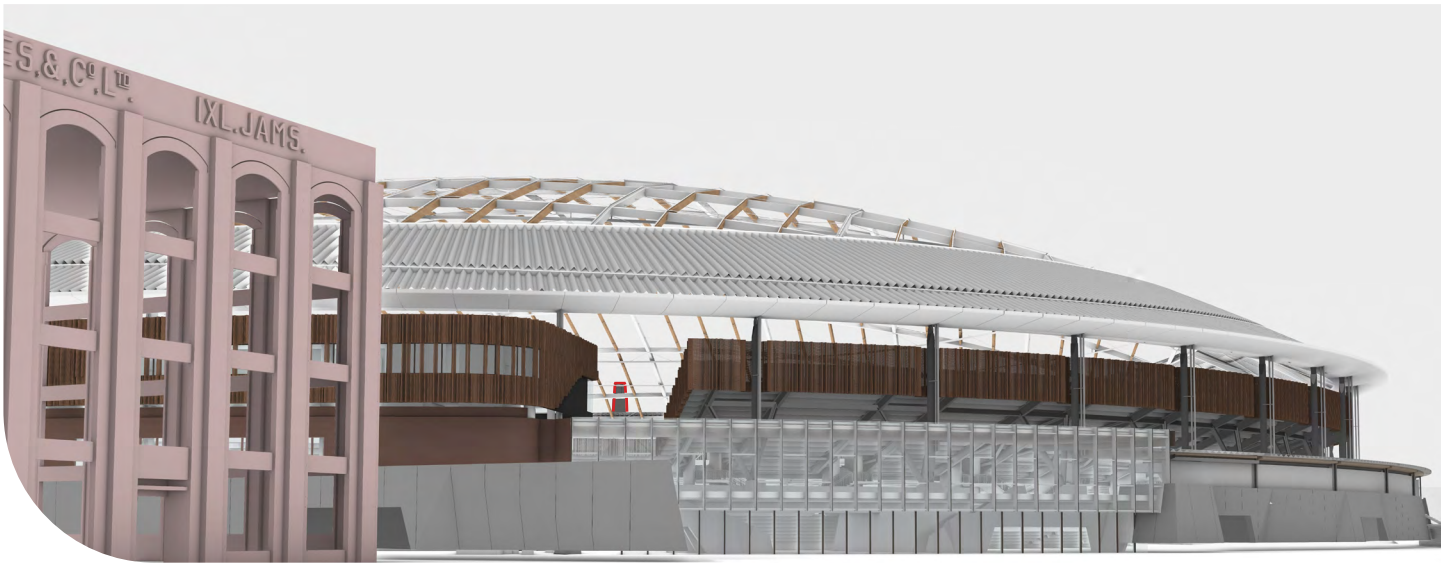


Figure 29: Render of stadium against Jones & Co. IXL jam factory buildings (source: MPDC)

[59] Macquarie Point Development Corporation, Third Representation, page 27

Measures included in the design of the stadium that seek to mitigate these impacts include:

> *The articulated roof edge works to draw emphasis to this lower roof edge height and street wall, rather than the maximum height of the roof at its centre. The Stadium roof has been carefully designed as a fixed, contiguously sloping and light steel and timber structure in order to address the nipaluna/ Hobart urban context. The light coloured ETFE pillows will work in tandem with the roof's form to respond to issues around visual impact. Macquarie Point is a deep site and by restricting the higher roof form towards the centre of the site, this allows greater setbacks from the facade edge which increase progressively as the roof form slopes up toward the centre of the Site. This allows the Stadium's dome to be read in perspective, whilst creating a greater sense of separation and curtilage to, and around existing built forms and landscape elements. Such elements include the 'escarpment' edge below the Cenotaph and the Royal Engineers Building, enabling the Stadium to be interpreted and read as a building 'in the round'.*
>
> *The Stadium adopts a material palette that references the industrial history of the site and is clearly distinct from the surrounding colonial heritage. This includes the concrete base as a conceptual continuation of the concrete apron of the Cove Floor, which is articulated by folds, ramps, stairs, water features, etc which assist in articulating each façade.*
>
> *This references the SDP 2024 which recommends that new buildings on this site should not adopt historical form but should be driven by functionality and contemporary design. More specifically, these materials include:*
>
> - *Cement sheet and metal cladding (various finishes)*
> - *Locally sourced timber cladding*
> - *Aluminium louvres*
> - *Glazing*
>
> *The appropriate choice in materiality and façade articulation plays a crucial role in creating depth to the façade and breaking down the visual scale/mass of the building. The use of lighter and more detailed cladding elements such as those shown above, add depth to the façade and soften the overall appearance of the building across all elevations.*[60]

[60] Macquarie Point Multipurpose Stadium – Planning Report. Pages 116-118

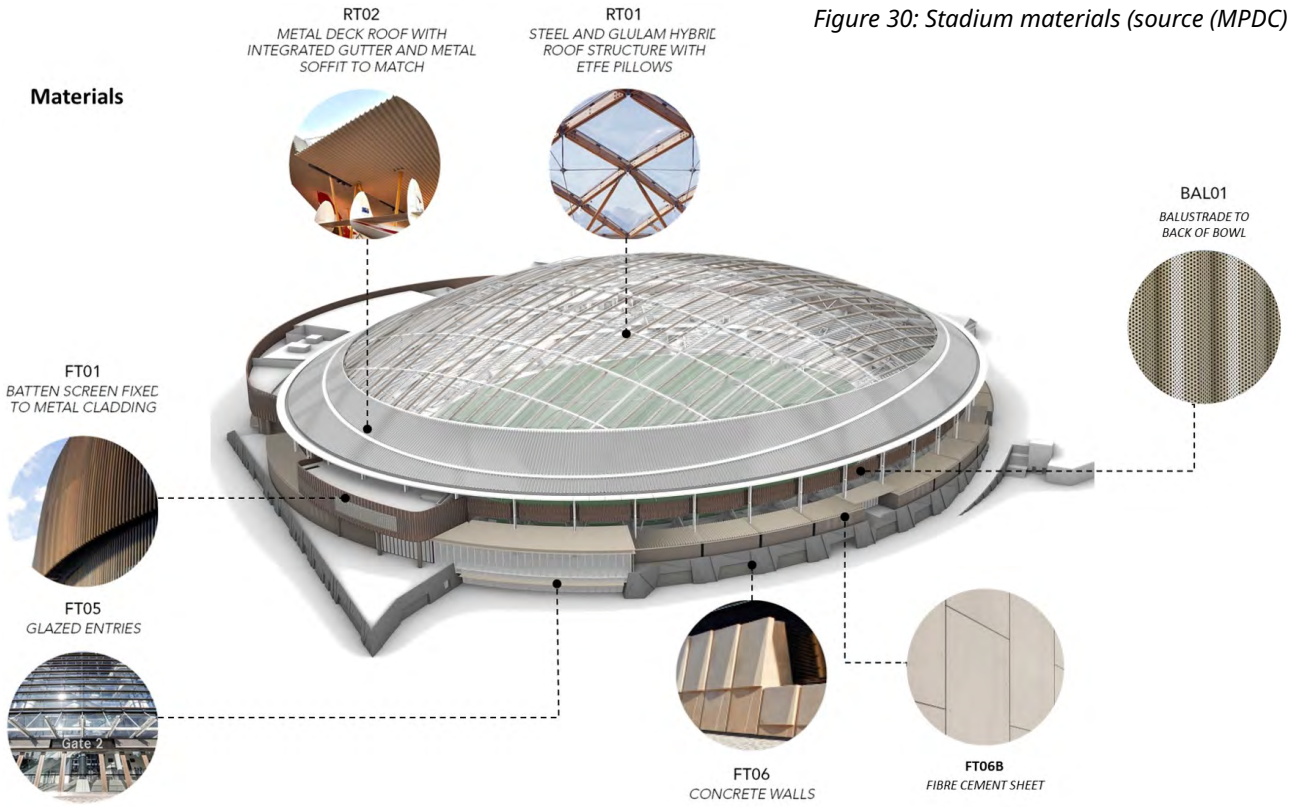


Figure 30: Stadium materials (source (MPDC)

The concerns raised in the draft IAR regarding the impacts on the heritage listed places in Hunter Street and the Royal Engineers Building are acknowledged. While the height and bulk of the stadium are unable to respond to the heritage setting, the use of simplified detail provides a neutral material, colour and textural treatment that could be considered sympathetic to the nearby heritage buildings. Use of a clear domed stadium roof has sought to reduce its inconsistency with nearby heritage buildings.

While outside of the scope and footprint of the precinct development (and permit), it is recommended that a landscape plan for the area around the Royal Engineers Building be prepared by a suitably qualified landscape designer with heritage experience. The implemented plan should respond positively to the heritage values of the place and have regard to any recommendations of the Statement of Archaeological Potential (SoAP).

Historic archaeology

The Guidelines require consideration of the historic archaeological potential and significance of the project site and the likely effect of the proposed project.

The draft IAR accepts the proposed approach of MPDC to monitor historic archaeological elements within the area during construction. The report does however, raise the following concerns:

- *The submissions of MPDC do not consider the impacts of associated infrastructure such as the northern access road, bus plaza, pedestrian infrastructure and sewer diversion in Evans Street.*
- *Excavation will be required in the area of the Royal Engineers Building and Kings Yard, which is archeologically sensitive and there are no detailed plans for these works.*

The Panel notes that a watching brief may also be appropriate but, absent the design for this infrastructure, there is insufficient information for the Panel to have confidence there are no particularly sensitive areas and that adequate techniques and timeframes have been considered.

In response to these concerns, MPDC advised that:

> *Any potential impacts would be addressed through new archaeological assessments…*
>
> *It would be appropriate for the unanticipated discovery plan required as part of the CEMP [construction environmental management plan] to include any extent of excavation/disturbance associated with the Project in any area which has not been the subject of specific historical archaeological assessment to date (i.e., any excavation/disturbance associated with the cricket wickets and areas of landscaping referred to in Draft IAR paragraph 4.3.3(f)).*[61]

These issues have been considered and conditions included in the draft project permit relating to any archaeological values of the site. They include:

- The CEMP is to include a Statement of Archaeological Potential (SoAP) prepared in accordance with the related Tasmanian Heritage Council's Practice Note.
- The CEMP must be accepted to the satisfaction of relevant regulators prior to commencement of works.

[61] Macquarie Point Development Corporation, Third Representation, page 32

- If the SoAP indicates that culturally significant archaeological values may be impacted by the works, then an Archaeological Method Statement (AMS) for managing these archaeological values must be prepared in accordance with the Heritage Council's Practice Note. The AMS must be accepted to the satisfaction of the relevant regulator prior to commencement of works.
- If the AMS recommends any archaeological processes to be undertaken, then these must be completed in accordance with the endorsed AMS prior to the commencement of building excavation work.
- The CEMP must include policies for the management of artefacts and in situ archaeological deposits.

Further information on MPDC's proposed approach to managing archaeological values on the site can be found in MPDC's Historical Archaeological Assessment Sensitivity Report and Method Statement.

The following reports contain more detail on the historic cultural heritage and community values, and historic archaeology considerations for the Project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report - Chapter 6
- Historic Cultural Heritage Impact Assessment
- Historical Archaeological Assessment, Archaeological Sensitivity Report and Archaeological Method Statement
- Tasmanian Planning Commission Draft Integrated Assessment Report – Section 4
- Macquarie Point Development Corporation, Third Representation.

8. Movement

Guidelines for assessment

The Guidelines require consideration of a range of transport demand scenarios and the identification of strategies to achieve outcomes acceptable for both stadium users and the broader transport and movement network. They seek information underpinning user preferences in the choice between active and public transport modes and private cars, and strategies to encourage beneficial modal shift. The Guidelines also seek information as to impacts on adjoining users, including impacts related to parking.

The Guidelines are referenced with more specificity under subsections of this chapter.

Chapter summary

The studies developed for the Project demonstrate the stadium can be serviced adequately under a range of transport and access scenarios.

Planning for the stadium's operations will focus on the development of the Event Management Plan that will contain the detailed strategies for small and large events as well as regular daily activities on the site.

The stadium's location, adjacent to the Hobart CBD, encourages active transport modes and walking to and from places of work, existing car parking areas, public transport connections and visitor accommodation. Hobart has the highest walking journey to work mode share among Australian capital cities, demonstrating the importance and the opportunity of pedestrian access to the precinct.

The stadium's transport planning has been based on a 60 per cent non-car mode share on large event days, with a 70 per cent stretch goal for later years. The achievement of lower non-car shares (meaning more car journeys) is still judged to be within the range of traffic pressure which would be experienced without the stadium's development. Similarly, the studies demonstrate in most situations there are sufficient car parking opportunities in and around the Hobart CBD, although attention is needed in the event management plan to address informal parking, preventing surrounding community facilities from parking competition,

and extending the hours of city car parks for evening events in cooperation with landowners.

The stadium's transport mode targets rely on a combination of event buses and coaches and general and large-scale enhancements to Hobart's general access public transport system. This ambitious agenda is detailed in the draft Keeping Hobart Moving Transport Plan, which is to be delivered progressively and during the stadium's development, including the rapid bus network which is in planning and development with corridors proposed across the south, north, and east of Greater Hobart and expansion of Derwent Ferry network and services. Non-car mode shift will be supported by the provision of reliable, frequent and convenient bus and ferry services combined with integrated (packaged) bus and ferry tickets with event tickets, as implemented at Ninja Stadium in Tasmania and at other stadiums across Australia and New Zealand.

Post-event pedestrian egress and evacuation scenarios require detailed attention to ensure the pedestrian pinch points highlighted in the draft IAR are not realised. A range of pedestrian measures, including widened footpaths in some locations that do not impact on road network capacity, the removal of some car parking, through-block links, and flattened kerbs to the south of the stadium are all measures that will be developed further to support safe and efficient pedestrian movements.

Consideration will be given to co-development with the HCC of pedestrian and cycle infrastructure enhancements that are informed by pedestrian scenario modelling, design investigations and other assessments that identify interventions that would further support the safe movement of people in and around the stadium, the precinct and the areas adjacent to the precinct such as the Hobart CBD and waterfront.

Travel scenarios and management options

The guidelines seek the multipurpose stadium's transport management measures that support "easy, safe, amenable, reliable and convenient door to door" travel opportunities, minimising traffic disturbances and crowd and parking-related disruptions, and support active travel. They seek evidence across a range of attendance and mode share scenarios.

The Tasmanian Government, MPDC, and its consultants have adopted ambitious mode share targets, including 60 per cent 'day one' non-car use and a longer-term 70 per cent goal. While this does not reflect current patterns of access to the Hobart

CBD, it is noted:

- the stadium's central location supports access by more sustainable public and active transport than is possible at Bellerive
- major stadia in Australia achieve very high non-car mode share, including Accor and Suncorp stadia in Sydney and Brisbane. Although Hobart does not have a heavy rail system to support the same non-car mode share as these cities, it is nonetheless appropriate for a new stadium so close to the Hobart CBD to aspire to significantly different patterns of behaviour than currently exhibited
- Hobart has the highest proportion of walking trips for commuting among Australia's capital cities, reflecting the city's relatively compact urban form.

Importantly, it is acknowledged in the multipurpose stadium's transport planning principles that the stadium should prioritise sustainable transport options and complement and leverage existing and future transport options.

For this reason, transport planning for the stadium has focussed on a flexible share of existing buses, event-specific buses, event ferries and the future rollout of Greater Hobart Rapid Buses.

Acknowledging the intention of the integrated assessment process to undertake and mitigate risk, modelling has been undertaken to understand the impacts of downside scenarios which are more dependent on car use.

The draft permit has included conditions pertaining to traffic management including that an Operational Transport Management Plan (OTMP) must be prepared by a suitably qualified person and submitted to and approved by the Department of State Growth no later than 18 months prior to the commencement of multipurpose stadium operations. This aims to ensure traffic, transport, and access arrangements for multipurpose stadium operations are planned and coordinated in a way that supports event needs, minimises disruption to the city and port, and maintains safety, efficiency, and accessibility for all users of the surrounding road network and public realm.

Traffic, freight and transport routes

Generally, the discussion of these matters can be separated into construction phase and operational planning.

Construction phase

Traffic network impacts on the construction phase primarily relate to the movement of trucks for bulk excavation. The draft IAR states on page 98:

> *The Panel considers there is likely to be localised traffic congestion on Davey Street and Evans Street due to construction traffic. The Panel notes there is expected to be a very high level of daily construction vehicle movements. The Proponent estimates 50-55 movements per day on Evans Street … The Panel considers, however, that the amount of materials to be excavated is likely to be higher … therefore the daily number of construction vehicle movements is likely to be higher [and the Proponent notes that] construction of the underground car park alone will generate up to 140 truck movements per day over a period of at least 30 weeks. Evans Street is the only practical entry point to the Port of Hobart for heavy vehicles and the Panel considers it is important that construction of the stadium does not have undue impact on TasPorts operations.*
>
> *The Panel considers it may be desirable that an extension to McVilly Drive (to create the northern access road) is constructed prior to the stadium building, to provide additional access to the stadium site for construction vehicles and reduce congestion risks on Davey Street. However, this has not been proposed by the Proponent, nor assessed for suitability.*[62]

The amount of excavation required for the underground car park has been reduced due to the removal of a level of car parking, which also simplifies its construction.

It is noted the existing road access to the northern part of the site will be available to support part of the bulk excavation phase, and this reduces impacts on other users of Evans Street. The Government will investigate the staged construction of the Northern Access Road if this provides major efficiencies to the construction program.

Generally, the movement of construction vehicles will be managed through the conditioned requirement to develop and have endorsed a Construction Environmental Management Plan and Construction Traffic Management Plan containing reasonable mitigations, including traffic management impacts for all transport users including cars, heavy vehicles, cyclists and pedestrians to manage both safety and congestion.

[62] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 98

Operations phase

TasPorts operations

It is acknowledged the stadium will have some impacts on the operation of the Port of Hobart before, during, and after major events. As provided for in the draft permit and conditions, the Operational Traffic Management Plan will need to include protocols for ongoing coordination with TasPorts.

Outside of event times, the operation of the Port of Hobart will be enhanced by the development of the Northern Access Road, noting Evans Street will remain part of Tasmania's designated National Land Transport Network and the only access for the largest vehicles due to the constraints of the McVilly Drive-Tasman Highway intersection and underpass. To facilitate both the building and operational phases of the stadium and the broader precinct, the Department of State Growth will seek that Evans Street, McVilly Drive and the Northern Access Road become State Roads.

Traffic congestion management

In response to the guidelines, MPDC's consultant WSP has completed traffic impact modelling for events based on projected traffic network capacity and congestion in 2030. Despite the draft IAR's characterisation of the mode share targets as 'unrealistic', the modelling encompasses events of 24,500, 31,500, and 40,000 patrons and 40 per cent and 60 per cent car use. That is to say, the modelling tests scenarios where the non-car share targets are not met.[63]

The modelled system impacts are characterised to be 'acceptably managed' in MPDC's third representation, as *"for a 24,500 seated capacity event, if most patrons arrive by car … traffic will be no worse than the drive to work or school on a weekday morning"*.[64] This is posited for all modelled scenarios other than an event of 31,500 attendees with 60 per cent car use [65] (noting traffic delay numbers were not reported for the 40,000-patron event. The modelling approach was simplified and conservative, as event-related traffic was superimposed on peak weekday PM traffic, despite it being acknowledged in the modelling report peak event-related traffic will actually occur outside these times (egress late evenings and weekends during the day).[66]

Notwithstanding this modelling, an increase in congestion in the roads leading to and surrounding the stadium and CBD is to be expected, and will be subject to detailed

[63] WSP Transport modelling report
[64] Transport Study, WSP, page 45
[65] Ibid. p. 33
[66] Transport Study, WSP report page 39

operational planning to facilitate the safe and efficient movement of all people and vehicles travelling to and traversing through and in the area.

It is also acknowledged WSP's 2030 base case provides (absent event demand) that the Tasman Bridge, Brooker Highway and the Southern Outlet are becoming "quite congested" [67] with the bridge and sections of the Brooker Highway and Macquarie and Davey streets "exceed[ing] capacity." [68] These factors reiterate the basic necessity of achieving modal shift in greater Hobart's transport system, which will benefit the stadium and encourage non-car event use.

Traffic management considerations would also be included in the conditioned Construction Traffic Management Plan and Operational Transport Management Plan.

It is noted that there are options for working with stadium users to align events with periods of lower levels of traffic congestions from normal use of the network. This could be a consideration, for example, in discussing fixtures with the AFL.

Access: mass/public transport, car use and parking

Car use and parking

The Guidelines request strategies to encourage the use of mass or public transport (addressed below) and the management of car parking in the broader area to achieve transport outcomes. Car impacts on the immediate transport network are addressed above.

Generally, it is accepted the location of the stadium in the Hobart CBD maximises the opportunity for walking to the facility and precinct, including for workers already in the city for weekday evening events and games. This is not the case for a current or upgraded Bellerive site for example, or for a site in Hobart further from the CBD, which would draw a higher degree of vehicle use through the same roads with lower walking potential.

Hobart is significantly provisioned for commuter car parking both on streets and in council and private multi-storey facilities. The draft IAR notes:

> *As the timing of many events is outside core business and education times, there is likely to be a very large supply of free and low-cost on-street and off-street parking within convenient walking distance of the stadium, both within the city and its fringes, and adjoining residential areas. Generally, the decision of stadium patrons to drive and park would not be determined by a lack of car parking opportunities.*[69]

[67] Ibid. p. 5
[68] Ibid. p. 31
[69] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 101

MPDC's third representation observes "*City of Hobart parking occupancy data from the 2024 Christmas Pageant event in the CBD with an estimated attendance of 35,000 showed that the city's three multi-storey car parks were collectively only 24.58% full during the event*",[70] and cites the WSP Parking Memo's estimate of 6,000 parking spaces in the surrounding area and low (around 10 per cent) occupancy in the relevant times. A 31,500-attendee event with 60 per cent car use (the modelled scenario which does not achieve the modal shift targets) is estimated to generate 2,600 vehicle trips,[71] which is well within the range of available parking capacity, although it may still cause some traffic congestion on the surrounding road network as drivers arrive and leave an event.

It is generally accepted by MPDC and the draft IAR that there will be no shortage of car parking opportunities in the vicinity of the stadium. It is noted that the WSP Request for Information Response observes (pp. 6-7):

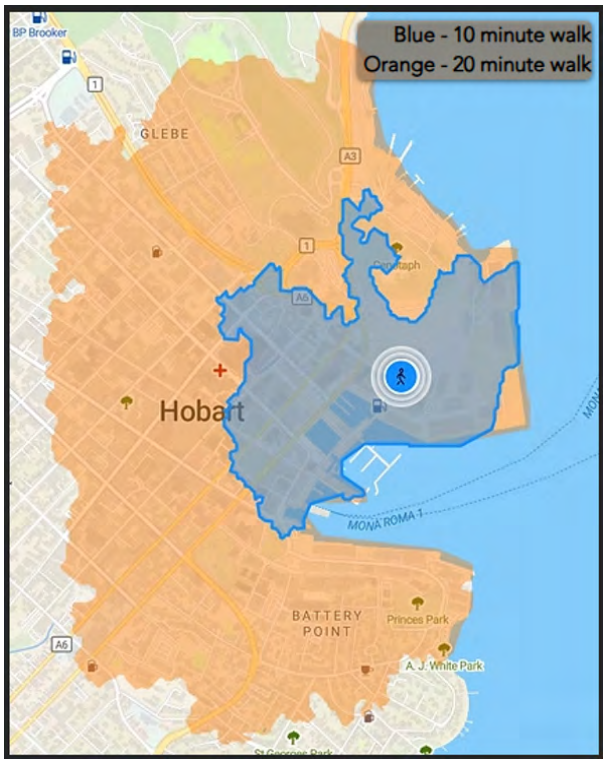


Figure 32: Walking distance to stadium (source: MPDC)

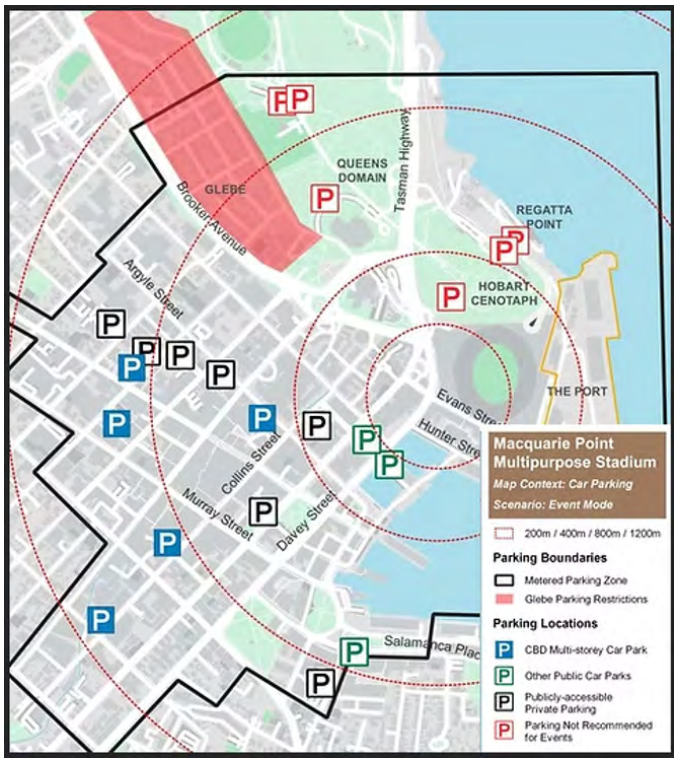


Figure 33: CBD parking (source: MPDC)

[70] Macquarie Point Development Corporation, Third Representation, page 48

[71] Transport Study, WSP, P 30.

Parking supply is an important component of any stadium transport plan and we also recognise that restricting parking supply in coordination with providing the comparative capacity of public transport and through active transport links will support sustainable travel behaviour change, particularly if it is more convenient and cost effective than driving. This has been proven to be a successful approach to planning transport for stadiums both in Australia and throughout the world.

Coordination will be required with stakeholders including HCC to ensure appropriate off-street parking facilities are available during event hours, though commercial incentives would support their availability.

It is acknowledged the Parking Memo notes proximity to the stadium and a desire to avoid parking charges would incentivise informal parking and parking that may generate user conflicts with sporting facilities on the Domain[72] (though the draft IAR notes the Domain is connected to the area by the "relatively safe" Bridge of Remembrance route and so has advantages for event parking).[73]

Planning to manage parking-related amenity impacts for both on and informal off street parking in residential areas including the Glebe, and commercial uses in the surrounding area, will also be required and there are suitable strategies that can be considered (extended parking control hours, residential parking permits, fees) and are able to be implemented in cooperation with HCC.

Enforcement and monitoring activities to dissuade informal parking, coordination with the HCC to achieve extension of hours of parking control around the stadium to manage impacts, and coordination with public and private parking facility operators are matters that would be developed in the event management plan.

Mass and public transport

The guidelines seek advice on the determinants of choices to take up public and mass transit over private cars, and to identify strategies to encourage modal shift, and the level of service provision required to achieve modal targets, including assessing overlapping impacts with peak network usage.

Mass and public transport bus services are slated to account for 31 per cent of the mode split for event travel to the stadium. This nominally comprises 24.5 per cent by event bus, 3.3 per cent by regular public transport and 3.2 per cent by rapid bus. Ferry services to the stadium are nominated to account for 2.3 per cent of mode share. The precise mix of these different public transport modes will be refined as the Event Transport Management Plan is developed.

[72] Parking Memo, Pp. 5, 7

[73] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 101

To achieve these targets, it is premised that services are high quality and frequent with on-road priority, provide access in all directions, and fares/tickets are included in event tickets.[74]

Providing access in all directions means the importance of uplift in the regular public transport network cannot be overlooked. This applies to services on weekends and at night if practical support of stadium operations is to be achieved.

Event buses

Event buses are the key to moving large numbers of patrons without significant car usage.

At a mode share of 24.5 per cent, for a 31,500-patron event this equates to around 7,700 patrons seeking event bus services. At the capacity of a large bus, this equates to over 125 bus trips although this assumes each trip would not depart until it was full. While the number of trips does not equate to the number of buses required, to service the stadium at the close of an event within an acceptable timeframe will mean few buses would be able to make multiple trips. Therefore, the required number of buses to deliver event services will represent a substantial increase to the existing fleet.

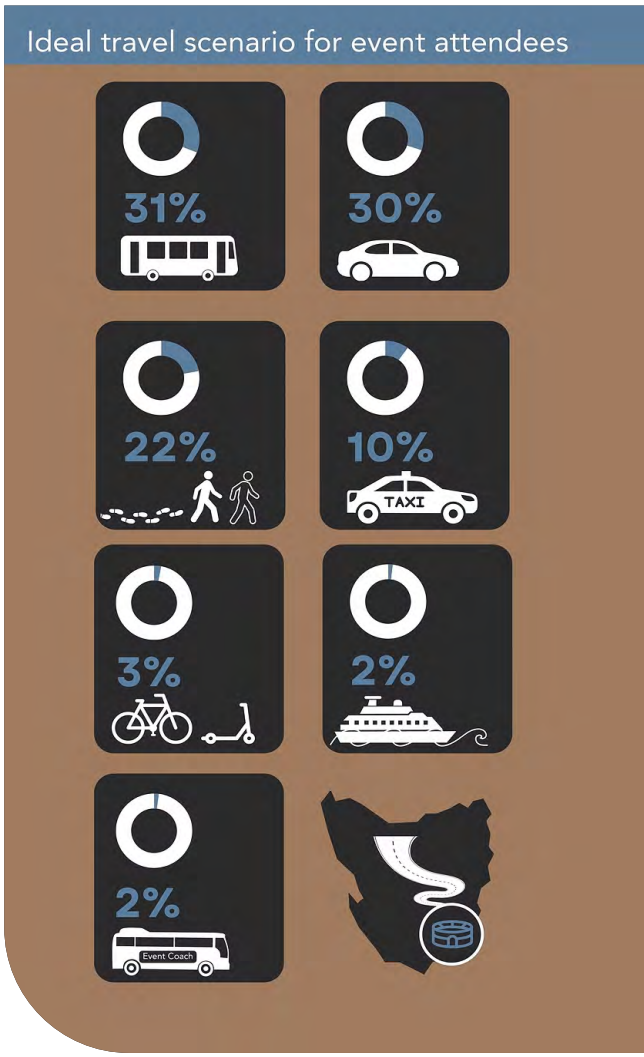


Figure 34: Planned travel mode splits graphic (Source: MPDC)

The event bus service's demands cannot be met from the general public transport fleet, but it is not practical to maintain a fleet solely for event services. Most states and territories make use of existing fleets which are not otherwise in use at event times. This has the further advantage of ensuring the fleet is supported with a pool of drivers. The existing fleets used in this way include school buses and rail replacement buses and (to a smaller extent) some fleet that usually services regular public transport. For this to provide a satisfactory experience, the school fleet used in these cases are low floor vehicles for fast boarding with full accessibility. The fleet is also typically equipped to support real time passenger information and common communications to enable coordination.

[74] Macquarie Point Development Corporation, Third Representation, page 48

It is expected an event bus fleet in the order of 80 buses would be required. This is less than the size of the fleet of large buses currently used to support school bus services in southern Tasmania, making for the opportunity to combine the fleets to service these two transport activities through Disability Discrimination Act compliant vehicles. This would be incorporated into procurement of new contracts required beyond 2029 and by negotiation for services prior.

To deliver an injection of 80 new buses to the fleet State Growth is developing a fleet strategy which will confirm the fleet requirement across general access and school buses that would deliver regular services, as well as be able to support the 'surge buses' required to support events in time for the operational phase of the stadium.

Figure 34: Hobart Metro bus (source: Department of State Growth, credit: Samuel Shelley)

Park and ride

Further work is required on the proposed arrangements for access to event buses via drop off or walk up to park and ride facilities. While it is acknowledged that park and rides will experience contested use with commuters on weekdays, even at other times the facilities are likely to be too small to support the number of patrons needing to move by event bus services.

Accordingly, event bus services will need to be planned to make use of parking in surrounding suburbs and to support dispersion of patrons to suburban bus interchanges where regular public transport can be accessed.

Where the larger park and ride facilities are used for event buses, on ground staffing may be required to assist with bus loading to ensure capacity is adequately used.

Figure 35: Concept design of event bus plaza and buses (source: Department of State Growth)

Event bus plaza

The key piece of infrastructure to support event buses is the event bus plaza. The bus plaza needs to provide passenger amenity and safety in the form of shelter and lighting, adequate waiting space, and wayfinding that supports the safe movement of patrons to and from the stadium and the bus plaza. Adequate pedestrian access (footpath width and grade) to the event bus plaza and wayfinding is critical to support the safe movement of passengers and also ensure efficient boarding of passenger and throughput of buses.

Regular public transport

The 3.3 per cent mode share of event travel with regular passenger transport (about 1,040 patrons) relies on a general uplift to service levels. However, a well-designed service uplift supported by bus priority could result in regular passenger transport delivering a larger portion of the event mode share.

Tasmania has a relatively low public transport mode share compared to other jurisdictions. To drive the mode share targets for events at the stadium, increasing public transport mode share generally by encouraging travel behaviour change will be important. This suggests the need for a general uplift in public transport service levels in greater Hobart on a regular basis, which are then further supported by additional event day services uplift.

Event day services uplift will require planning activity in advance of stadium operations and will need to be supported and coordinated through the new event transport management and coordination function.

Figure 36: Rapid bus concept design (source: Department of State Growth)

Rapid bus

Mode share of a future rapid bus service is listed at only 3.2 per cent, or about 1,000 patrons. A rapid bus network would complement the current Hobart general access bus network and help drive the targeted mode shift.

A strategic business case for rapid bus is currently under development for a greater Hobart rapid bus network. The business case is proposed to be rolled out across Hobart in three directions as follows:

- North - via the Northern Suburbs Transit Corridor
- East – over the Tasman Bridge to the Glebe Hill area
- South – to the Kingston area.

Subject to completion and confirmation of the preferred option from the business case, the Tasmanian Government will seek additional funding for construction at an 80:20 split with the Australian Government to further develop the project and proceed to construction, noting this is likely to be implemented in stages.

Ferry

Ferries are slated to undertake the smallest share of the event public transport task, contributing 2.3 per cent or about 725 patrons. This in part reflects the current availability of terminal infrastructure. The ferry mode share will also be influenced by the vessel type and operating model for the proposed ferry network. There is already an existing ferry service between Bellerive to Hobart which is to be complemented by an expanded ferry network in 2026 with three new wharves to be developed by greater Hobart councils for Wilkinsons Point, Lindisfarne and Sandy Bay.

However, as the public transport ferry network expands, greater terminal capacity will be required to access the centre of Hobart. Given this, it will be important to explore a new central wharf in a location such as the Elizabeth Street Pier to

accommodate the increased demand and to cater for more vessels. The Tasmanian Government will investigate this as part of the draft 10-year ferry action plan.

As part of the Draft River Derwent Ferry Masterplan and draft 10-Year Ferry Action Plan a ferry wharf is proposed at Regatta Point for events. A Regatta Point wharf will assist in dispersing a portion of the crowd away from the Hobart CBD and waterfront

Figure 37: Derwent Ferry (source Tasmanian Partner Toolkit)

instead moving north to Regatta Point. It is likely activation of Regatta Point would be post the Stadium opening and based on further development and demand in the precinct and capacity being reached in CBD pier sites.

Noting the popularity of ferries, there is potential for event patron demand to significantly exceed capacity. It will be necessary to consider how to avoid ferry services being overwhelmed and to encourage patrons to use bus services instead. An event ferry network that is scalable to certain event sizes will need to be developed. This will rely on the event transport management and coordination function.

Event transport management and coordination

While the task to create an event bus fleet in time for the start of stadium operations is large and will require significant lead time, the parallel task of creating an event transport management and coordination function is equally significant.

Event transport management and coordination between the Stadium operator, State Growth and transport operators will be required for events to ensure bus availability

and services plans deliver the safe, reliable and attractive public transports options that would deliver the non-car mode share.

Common communication systems across vessels, buses, event traffic controllers and coordinators will be required to ensure safe and successful event transport management and coordination capability.

Effective traffic management is crucial for event transport. This involves planning and managing the movement of buses to ensure smooth operations. Priority would need to be given to event buses to ensure congestion impacts are minimised. This will be critical to ensuring sufficient take-up of event buses in order to meet the mode share targets.

The event transport management and coordination function is contributed to by event proponents. This cost is typically built into the event ticket price meaning there is no further cost to patrons to use mass and public transport services which assists with generating the required level of mode share and removes the need for event buses to having revenue or ticketing requirements.

This uplift in capacity and traffic management will have a positive impact on greater Hobart beyond stadium operational requirements and on management of future traffic growth.

Other enablers

Ticketing

Event buses would not need to be ticketed, which eliminates delays to embarkation significantly improving the speed and flow of patron access to services and departures from the venue. The cost of the event buses can be accommodated through embedding travel in the cost of event tickets.

Free travel can also be accommodated for event patrons through the common ticketing system which is to be rolled out in 2026. The system has capacity to support provision of event tickets printed with codes for free access. This can be used to allow free access to public transport on the day of an event so event patrons can be encouraged to make use of the network for travel to work or other activities before the stadium event.

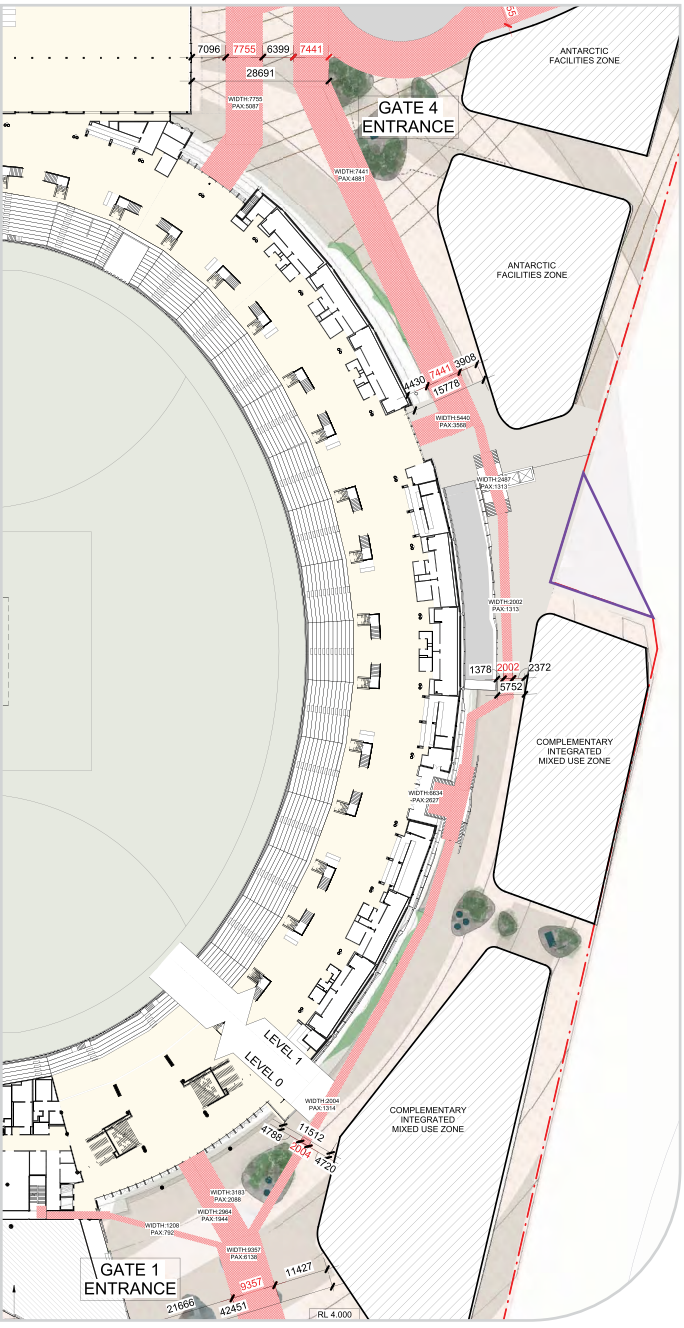
Travel behaviour change

Motivating stadium patrons to adopt non-car modes for travel to events will be an important task. Having the right services is essential. However, additional supporting

measures to give event patrons the confidence to rely on mass and public transport will be needed.

This includes measures to enhance safety and the perception of safety such as CCTV and lighting around the event bus plaza and at terminals and bus interchanges, especially for evening events.

It will also be necessary for the stadium operator to require event proponents to push messaging about the availability of non-car modes to ticket holders.



Pedestrian and cycling movement

The guidelines seek advice on the infrastructure available and improvements required to ensure pedestrians and cyclists have safe, visible, high amenity, direct and convenient routes when moving to and from the stadium and the surrounding area. They seek to capture a range of scenarios, including movement to Salamanca and the CBD, and mass transit (public and event bus) stops and ferry terminals. Information is also sought about secure bicycle parking, and specific advice about a possible Evans-Hunter street through-block link on Crown land (being the University of Tasmania Centre for the Arts buildings).

Regardless of the mode of travel, all attendees to the stadium will complete their journey as a pedestrian. Routes used by pedestrians need to be suitably wide to cater for the number of people, free from obstructions and trip hazards, and be separate from moving vehicular traffic as well as DDA compliant.

The stadium itself will be surrounded by a pedestrian plaza that will facilitate circulation of people. Modelling of stadium evacuation scenarios demonstrates there is sufficient width on the surrounding plaza to accommodate the evacuation of crowds up

Figure 38: Stadium Egress Drawing with identification of TasPort boundary adjustment (Source: Cox Architect)

to 31,500 people within the relevant guidelines. While in some ways this represents a worst-case scenario, additional modelling is being undertaken to confirm the appropriate capacity for pre- and post-event demand scenarios, given the diversity of origins and destinations needing to be catered for. This modelling will also consider key routes to and from the stadium precinct, such as towards the Hobart CBD and waterfront precincts, and towards the event bus plaza.

The WSP Transport Study included preliminary modelling for pedestrians leaving the stadium after major events that indicates congestion in several locations, including Davey Street and along Franklin Wharf. Localised widening is expected to be possible to alleviate several of the issues raised by this modelling, including along Davey Street between Evans Street and Hunter Street, and to enable safe pedestrian movement through the Evans Street-Hunter Street parking zone (ie. removing kerbs and trip hazards). Local pedestrian infrastructure improvements will need to be in place prior to the stadium's opening.

Further modelling of pedestrian movements into the CBD is being undertaken to inform the Operational Transport Plan. The WSP study included a pedestrian and cyclist bridge overpass to Collins Street as depicted in the Mac Point Precinct Plan, though this requires further investigation as part of the pedestrian modelling to determine if this or other pedestrian improvements would best support the safe movements of pedestrians to and from the stadium. Aspirational improvements to the connection between the waterfront pedestrian zone and CBD bus interchange are noted in the draft IAR (page 89) and described in the Central Hobart Plan,[75] and the draft IAR also notes that pedestrian improvements could be made to the Railway Roundabout tunnels. These initiatives will be evaluated with both the Department of State Growth and the HCC for their potential to better disperse pedestrians before and after events, and what upgrades to road, bridge and footpath infrastructure in these areas may be required.

The draft IAR focussed on "likely pedestrian pinch points" to the north, east, and west of the stadium (page 92). Significant care will be taken in the finalisation of the stadium's landscape design to ameliorate these concerns, noting that modelling on the site layout as proposed has suggested pedestrian egress during an evacuation can be managed acceptably, and that pedestrians would be less likely to move around the stadium between gates in an emergency situation. Acknowledging the advocacy of the HCC regarding the eastern site boundary, early discussions with TasPorts has identified boundary adjustments that would create increased space for pedestrians.

[75] Executive Summary P.20

It is expected in the immediate pre- and post-event periods, cycling activity around the stadium will be restricted, both by practical constraints and by regulation. Alternative routes for cyclists would be provided to connect the Hobart CBD to the Intercity Cycleway, using existing facilities including CBD bike lanes, the Rose Garden Bridge and Bridge of Remembrance.

Bicycle parking would, however, be provided at the stadium to support greater active transport mode share (3.3 per cent is assumed by the WSP Transport Study for cycling and other micro-mobility), and provision is made for temporary event bike parking and "micromobility hubs" including to the northwest and southeast of the stadium, on the Cenotaph grounds and across the wider precinct.[76]

Outside of events, the stadium precinct would provide a high-quality environment for walking, wheeling and riding. The Northern Access Road would include a shared path connection between the Intercity Cycleway and the stadium precinct, as well as facilitating connections to the Bridge of Remembrance and Tasman Highway.

During the construction of the stadium and northern access road, safe access for all users of the intercity cycleway and interconnecting footpaths and shared paths must be maintained. This will be managed under the Constructional Traffic Management Plan that MPDC is required to develop and have approved under the permit conditions.

The following reports contain more detail on the movement considerations for the Project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report – Chapter 4
- Transport Study
- Urban Design Framework
- Car Parking and Access Review Planning Report
- Tasmanian Planning Commission Draft Integrated Assessment Report – Section 7
- Macquarie Point Development Corporation, Third Representation.

[76] Cox et al. Urban Design Framework p. 51, MPDC POSS Application p. 11

9. Activity and land use

The Commission's guidelines for the assessment of the multipurpose stadium require a clear description of the proposed uses and activities for the stadium, including any limitations, and how these will be managed and programmed. The relationship between the stadium's use and existing or future uses in the surrounding area must be addressed, along with any constraints these may place on the stadium's capacity to host events.

Potential land use conflicts, such as noise, parking demand, pedestrian movement, and traffic changes, should be considered and identify measures to avoid or minimise impacts with specific attention given to nearby sites.

Overall, the draft IAR found the limited space around the stadium was a major constraint in developing a genuine active mixed-use precinct. The Commission also raised concerns around the potential adverse impacts of the stadium on the other uses in the area.

As a general observation, it is important to consider the stadium in the context of the precinct, and not just the land owned by MPDC. While the draft IAR takes an expansive perspective for some issues, such as for traffic and pedestrian access, it presents a constrictive view on others, such as temporal use and activation.

The Macquarie Point precinct incorporates land owned by a range of State-owned entities and HCC. For commercial activation purposes, this includes MPDC-owned land and the TasPorts-owned commercial precinct adjacent to and south of the MPDC-owned land. While MPDC-owned land available for commercial activation is significant (17,000 m^2), when combined with the TasPorts commercial zone, the area is broadly equivalent to the size of two inner city Hobart blocks (around 50,000m^2). To assist with perceiving the extent of the opportunity associated with the activation of the land connected with the stadium, imagine if the land bounded by the Elizabeth Street mall, Liverpool Street, Harrington Street and Collins Street was available for activation. No one would doubt the significance of this opportunity. The Macquarie Point precinct offers a similar opportunity.

Figure: Community festivals – Chinese New Year (source Tasmania Partner Toolkit), Dark Mofo (credit Adam Gibson), Diwali Festival of Lights (source: Tasmania Partner Toolkit) , Party in the Paddock (credit: Mitch Lowe)

Temporal use and activation

The draft IAR addresses the suitability of the use of this zone against the findings of the 1991 Review. As noted previously, the use of this area of Hobart's waterfront has evolved over time and should continue to evolve. Arguably the 1991 vision for this area as a multi-storey car park is no longer a contemporary view.

The use of this space for sport and other activities appears consistent with the majority of the principles provided in the 1991 Review. The clear exception is the stadium will be of significant scale compared to surrounding buildings. This is a genuine trade-off for the significant economic and social benefits associated with the use and the establishment of an AFL and AFLW teams in and for Tasmania.

The Panel reasons that, "…while the stadium would generate periods of very intensive energy and activity, the built and public spaces the Project provides are likely to be largely dormant outside of event mode". This view of the project, however, does not accord well with the intended use of the stadium all year for a range of events of varying scale.

Stadiums Tasmania is currently finalising its operating model. The assumptions underpinning that model, however, are that the stadium will be activated for the following:

- Major events (e.g. AFL, cricket, concerts etc): 34 events, 37 event days
- Major conference events (450+ delegates, over two days): 40 events, 80 event days
- Smaller events (e.g. corporate dinners, lunches, private functions): 260 event days.

Detailed information on the stadium's use and activities has been provided by MPDC within the Project Description and Planning Report. A range of activities that could be undertaken within the stadium, associated concourse and public spaces surrounding the stadium include:

- sports such as Australian rules football, cricket, rugby and football (soccer)
- community entertainment and events such as concerts and live entertainment, large-scale trade shows, business functions and private functions
- food, retail and hotel industry services, including cafes, bars and restaurants
- passive recreation in the new public open spaces around the stadium
- supporting components and activities such as administrative offices, stadium tours, catering, a potential fitness club and car parking.

MPDC submits that the Project offers a number of key benefits. A summary statement is provided by MPDC in its third representation as follows:

> *"The stadium in this location represents substantial positive change in land use planning terms: the conversion of an underutilised, brownfield site, to land use focused on social and community outcomes. This is an outcome which takes the highest advantage of:*
>
> - *the locational characteristics of the Project Site including:*
>
> - *its proximity to the economic activity of the CBD, which enables uplift through event-related spending in the CBD, and maximises the accessibility of the stadium to members of the local and broader communities;*
> - *the connection via the Project Site of the CBD to the green heart of the city on the Queen's Domain, the Hobart Cenotaph and to the intercity cycleway and Tasman Bridge;*
> - *the accessibility it offers to current and future sustainable travel options;*
>
> - *its access to services infrastructure such as sewerage, water and electricity which, in the context of a project of this nature, is significant of itself and will help avoid additional works and associated impacts".* [77]

Similarly, MPDC argues the draft IAR's perspective on dormancy and underutilisation does not reflect the broader non-event based use of the stadium and associated facilities. This includes:

- business and professional services
- general retail
- food and hospitality services
- community meeting and entertainment spaces
- passive recreation
- a range of other integrated and subservient activities (such as offices and maintenance).

The draft IAR acknowledges there are activities ancillary to the use of the stadium for major events, but reasons they should not be considered as they were not included in the description of the proposed use in the MPDC Summary Report. This may be technically correct for the PoSS assessment, but is not relevant for the broader consideration of the merits of the proposal by Government and Parliament.

[77] Macquarie Point Development Corporation, Third Representation, page 36

The concerns of the location of the Goods Shed, as being *"…physically isolated, visually disconnected and not related to a use to the north that would attract or generate pedestrian activity outside of event mode"* [78] is noted, but is perhaps less of an issue when the broader precinct is activated. It is also noted there are some hospitality venues that have been very successful as destination venues, including the nearby Red Shed. The success of the Goods Shed as a destination venue will undoubtedly depend on what it offers to its patrons.

The Panel notes the nearby zone *"…is proposed to be landscaped and interpreted in manner that reflects Aboriginal community values and culture is more likely to be a place that attracts people outside of event mode"*.[79] This would assist in the activation of this area and be of benefit to the operation of the Goods Shed as a hospitality venue. Some interpretation material may also increase the community's understanding of the history of the place.

The Panel provided findings related to activity and land use in section 6.0 Use and Activity.

> *"Overall, the Panel finds that the limited space around the stadium is a major constraint in developing a genuinely active mixed-use precinct. The spaces around the stadium are constrained, visually disconnected, not easily accessible, overshadowed, and potentially subject to uncomfortable wind conditions. During operation, most space around the stadium would be required for access and egress, with limited or no scope for successful activation through other uses".*[80]

MPDC's third representation responds to the Panel's findings in detail and notes the Project is specifically a multipurpose stadium, as outlined in the Ministerial Order from October 2023, and not a broader 'active mixed-use precinct'. However, the stadium is part of a larger urban renewal effort guided by the Mac Point Precinct Plan, which supports a mixed-use vision for the area. As noted previously, this includes 17,000m^2 available for activation, as well as the significant areas of land associated with the port commercial zone.

As a strategic public land asset, Macquarie Point is intended to become a vibrant, accessible destination for the public.

Additional detailed commentary on the specific draft IAR issues can be found in MPDC's third representation section F. Use and activity.

Note: overshadowing and wind have been considered as part of activity and land use however key substantive issues are considered in Chapter 10 Environmental quality and hazards of this report.

[78] Tasmanian Planning Commission Draft Integrated Assessment Report, Page 73
[79] Ibid, Page 74
[80] Tasmanian Planning Commission Draft Integrated Assessment Report, Page 71

Land use compatibility

Potential land use conflicts including noise and vibration (during construction, regular use and major events), car parking demand and changes to traffic routes, congestion and pedestrian movements have been addressed by MPDC during the PoSS process with key findings outlined in the Noise and Vibration Assessment.

The draft IAR makes some specific reference to potential conflicts with surrounding land uses, which are considered in the following sections.

Port of Hobart

The draft IAR reasons *"...the current traffic and parking arrangements for coaches and other vehicles to pick up and drop off cruise ship passengers adjacent to or near by the cruise terminal is likely to be either limited or not practicable during peak pedestrian movement periods associated with events at the stadium. This would affect both businesses providing coach and touring services and visitors to Tasmania"*.[81]

This is acknowledged as a risk that will need to be managed during the operation of events at the stadium and the scheduling of arrival and departure times for cruise ships. It is not, however, beyond what is feasible in terms of planning and traffic management. It is noted that areas of the wharf, including Evans Street, are already closed for events, such as the Hobart Airport Marathon, the Wooden Boat Festival and Dark Mofo. The Department of State Growth will routinely work with the event manager and TasPorts to ensure there are suitable arrangements in place to allow for conflicts to be managed and the safety of pedestrian and other users maintained.

MPDC advises Evans Street and the Northern Access Road will only be closed to general traffic during the activation of the stadium for major events. During major events, access will be maintained for local traffic and traffic essential to the event only. TasPorts is aware and is comfortable with this situation.

Tasmanian Symphony Orchestra

Tasmania places significant value in the Tasmanian Symphony Orchestra (TSO) and its performance space at the Federation Concert Hall. Mitigating the impacts on the TSO is a priority for Government and MPDC.

Both the Panel and the TSO have raised issues about the impact of the Project on the ongoing viability of the TSO. In its representation to the draft IAR, the TSO provides:

[81] Tasmanian Planning Commission Draft Integrated Assessment Report, Page 75

From the announcement of the Multi-purpose Stadium at Macquarie Point, the TSO has held fears for its continued operations and solvency during the stadium's construction and operation.

...

If the impacts of noise and vibration are not addressed, TSO's exports are at risk, as well as live audience retention, growth and revenue. All of this could potentially render the TSO's financial position unsustainable.[82]

MPDC's original PoSS submission, and subsequent representations, have acknowledged the unique impact of noise on the Federation Concert Hall (home of the TSO). MPDC has also worked with TSO during previous civil works on site, including proactively installing and monitoring vibration and noise events.

The TSO's representation to the PoSS process notes the orchestra is a full supporter of the Tasmania Devils and its need for fit-for-purpose facilities. The representation further acknowledges there is a need to work constructively with MPDC to ensure the best possible outcome for the precinct.[83]

The TSO further notes in its representation:

A range of engineering, legislative and management controls are proposed. Adopted together, they will protect these high-value Tasmanian assets to the best extent under the circumstances. The total cost of controls is $4.45 million. This includes capital costs of $2.35 million and temporary relocation measures estimated at $2.1 million.[81]

...

The TSO request is that:

i. *The proponent to meet the costs of engineering controls to protect Federation Concert Hall and the Orchestra Centre from noise and vibration impacts. Also to meet the flow-on effect costs of implementing the engineering controls;*
ii. *TSO to be compensated should it have to cancel scheduled concerts or commercial activities;*
iii. *Completion of a Preliminary Construction Noise and Vibration Assessment and a Detailed Noise and Vibration Management Plan for construction contracts;*
iv. *Operational Controls for the continuing operation of the stadium post-construction;*
v. *Adoption of the powers and measures under the Environmental Management and Pollution Control Act (EMPCA) as the principal enforcement mechanism.*

[82] Tasmanian Symphony Orchestra Representation, page 4
[83] Tasmanian Symphony Orchestra Representation, page 45
[84] Tasmanian Symphony Orchestra Representation, page 4

The Tasmanian Government is committed to ensuring that Federation Concert Hall and the stadium are able to operate simultaneously, ensuring Hobart is a vibrant cultural and sporting capital. The Government will include in the project funding for the required engineering controls to protect Federation Concert Hall and the Orchestra Centre from noise and vibration impacts. It will also meet the flow-on effect costs of implementing the engineering controls.

The draft permit conditions require the proponent to develop and submit for approval both a Construction Management Plan (which will need to include provisions around noise management) and an Operational Noise Management Plan. The EPA will regulate construction noise, while operational noise will be managed through the normal process of the HCC.

Upper Queens Domain

The draft IAR notes the Upper Domain may be used by patrons attending events at the stadium for car parking. This is acknowledged, though the HCC's representation in response to the draft IAR identifies that event management plans and parking strategies (such as fees) can readily mitigate impacts on uses on the Domain, and that the Domain offers both parking space and high-quality pedestrian links to the stadium and precinct.

Other use and activity in the surrounding area

The draft IAR notes traffic management plans would need to be developed for the management of Evans Street and Hunter Street during the construction of the stadium. This is noted and agreed and will be included as a condition of the Project proceeding in the form of an Operational and Transport Management Plan.

The Panel also notes there will need to be suitable traffic and pedestrian management plans in place during the operation of events at the stadium. This is also agreed and included as a condition of the operation of the stadium.

The noise and vibration assessment for the Macquarie Point Stadium found the greatest risk of vibration impacts will occur during construction. Nearby sensitive sites (such as apartments and hotels) and heritage listed buildings may be affected, particularly during rare large-scale concerts. However, these can be managed through mitigations including selection of foundation methods.

Regular stadium operations are also expected to comply with local noise regulations. Mitigation measures include implementing a Construction Management Plan (which will need to include provisions around noise management), ongoing monitoring, and careful event planning to minimise disruption.

Parking demand, traffic and transport congestion, pedestrian movement considerations

This matter is addressed in the Movement chapter.

The following reports contain more detail on the activity and land use for the Project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report – Chapter 8
- Urban Design Framework
- Tasmanian Planning Commission Draft Integrated Assessment Report – Section 6
- Macquarie Point Development Corporation, Third Representation.

10. Environmental quality and hazards

The Commission's Guidelines require that the project is assessed in terms of its impact on environmental quality and the ability to mitigate known hazards. The guidelines specifically refer to an assessment of wind effects, overshadowing, light, noise and vibration, water quality and water management, solid waste and hazardous material management, environmental hazards (including groundwater and contamination) and climate change.

Wind effects

The Commission's Guidelines for assessment require consideration of the effect of the Project on the patterns of air movement and pressure, user comfort and safety of the public having regard to the existing wind conditions of the project site. This includes an assessment of things like wind directions, winds speeds and wind tunnels.

The draft IAR suggests wind comfort levels for sitting and strolling at key waiting areas such as entrances, the bus plaza and the Aboriginal Culturally Informed Zone are expected to be generally poor.

MPDC's third representation points to the wind studies conducted and provided to the Panel[85] and notes these concluded in most cases, that the proposed buildings within the Project area will result in similar or improved pedestrian comfort conditions compared to not having the buildings. The wind study also shows wind comfort is expected to be good within the stadium.

More broadly, patron and pedestrian comfort has been an active consideration in the design of the stadium and the broader precinct plan.

As pointed out in MPDC's third representation, the draft IAR failed to acknowledge that:

[85] Appendix O – Wind Comfort Assessment for Visitors and the Precinct Area and Annexure C - AECOM Australia response on Wind 4 March 2025

- there are no wind safety concerns in relation to the Project
- the comfort level within the stadium is good
- other factors outside the scope of a wind assessment affect comfort levels including temperature, humidity, solar radiation and clothing.

As noted by MDPC in its third representation, further wind modelling will inform the detailed design phase of the project to ensure the projected wind safety and wind comfort levels can be practically achieved if required.

This means, if required, further mitigation measures can be incorporated into the design of the surrounding concourse. MPDC's third representation notes this could include suitable plantings or shade structures.

Overshadowing

The Guidelines require consideration of effects of shadow impacts from the Project on the project site and adjacent areas including (but not limited to):

- public open space
- roads, access ways, footpaths and open areas
- other buildings, private open space, and windows.

The draft IAR only makes cursory references to overshadowing noting this may limit the attractiveness of public areas within the precinct. The draft IAR[86] mentions the need to consider this in the design of the western space however solar study diagrams provided in MPDC's Summary Report[87] shows the western side of the multipurpose stadium will receive full sun from midday through the afternoon throughout the course of the year.

As noted in MPDC's third representation, the draft IAR does not identify the avoidance of any overshadowing on the Hobart Cenotaph at any time which ensures uninterrupted sunrises and sunsets during commemorative events. This is a positive outcome associated with the design of the stadium.

Light

The Guidelines require consideration of the cumulative impact of proposed lighting for the project, taking into account surrounding sources of lighting and adjacent land uses.

[86] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 74

[87] Macquarie Point Development Corporation, PoSS Summary Report (September 2024) – sect 7.2

Overall, the draft IAR noted lighting would be most impactful on adjacent residential amenity, particularly during nighttime events. It also raised concerns about the potential for light to impact drivers and port operations.

With any outdoor lighting it will rarely be possible to contain all light within the boundaries of the property on which the lighting system is installed. Some light will inevitably be spilled outside the property boundaries, either directly or by reflection. However, as noted in MPDC's initial PoSS submission[88], the stadium has been designed in a way that minimises spill light and glare.

As noted in MPDC's third representation, its Lighting Assessment and Electrical and Hydraulic Infrastructure Report[89] shows there is unlikely to be adverse effects arising from stadium lighting on:

- neighbouring properties
- flora and fauna
- port uses
- traffic
- the Cenotaph.

Figure 39: Artistic impression of stadium at night (source: MPDC)

[88]Macquarie Point Development Corporation, PoSS Summary Report – sect 7.3
[89]Appendix P – Lighting Assessment and Electrical & Hydraulic Infrastructure

MPDC notes that:

> *Drivers are unlikely to be negatively affected by any direct lighting or glare as traffic is outside the focal point of the sports lighting and the roof and façade will provide shielding. As outlined in reporting, lights will be directional and external lighting will point down. There will be no lighting that appears to cause a material risk to traffic than would otherwise occur for basing a landmark with lighting for safety in the surrounding areas.*
>
> *...*
>
> *The lighting design has considered the extent of the light spill, which is calculated to be minimal.*
>
> *...*
>
> *The detailed design of the stadium façade and decorative lighting scheme is being progressed through the detailed design process, and will meet requirements set out in the Event Management Plan.*
>
> *...*
>
> *the Lighting Assessment Report 2024 concludes that the Hobart Cenotaph's decorative lighting will not be negatively impacted.*
>
> *...*
>
> *From a navigational perspective, the lighting would be perceptible but the measurable light contribution to the urban coast would be negligible.*[90]

Further to the above, based on the modelling available, TasPorts has no concerns regarding the impact of the stadium's lights on port operations.

As is the case with all developments, and as noted by MPDC in its third representation, the stadium will need to comply with Australian Standard AS4282: Control of the obtrusive effects of outdoor lighting.

Noise and vibration

The Guidelines require the consideration of noise impacts arising from the Project and their potential to cause nuisance, having regard to the existing noise and vibration conditions of the project site. Matters relevant to the Project include (but are not limited to) consideration of:

- the noise generated by different types of events

[90] Macquarie Point Development Corporation, Third Representation, page 72-74

- the potential for noise to cause a nuisance and impact other surrounding properties and land users
- the times of day and days of the week when noise will be generated at the site.

Overall, the draft IAR expressed a view that construction (particularly during excavation and operational noise is likely to adversely affect the amenity of adjacent land users and residents.

The draft IAR acknowledges the site is dominated by significant traffic noise (including from large and heavy vehicles), port activities, occasional helicopter noise and current works at the project site. In this regard, it should be noted MPDC has been undertaking remediation works at the site since 2015.

Current site works are being conducted in accordance with MPDC's current Construction Noise Management Plan and the Tasmanian Government understands it has had no substantive noise complaints to date.

The draft IAR and MPDC's noise assessment[91] show Sullivans Cove Apartments and Zero Davy Boutique Apartments will be the most impacted by construction. Noise levels are estimated to be up to 80 decibels during bulk excavations and piling which is classified as highly noise affected.

Sullivans Cove Apartments and Zero Davy Boutique Apartments, along with Macq01, are also likely to experience moderately intrusive noise during the substructure and stand construction phases, with other surrounding hotels to be impacted by clearly audible noise across some stage of construction. MPDC has advised that it has no record of noise complaints from these parties during previous construction / civil works. MPDC also notes that there is an established practice of working to minimise noise impacts, including for example, seeking forward schedules from the TSO to inform works planning and using noise and vibration monitors.

As foreshadowed by MPDC in its various submissions to the PoSS process, construction will not be able to commence until a Construction Environmental Management Plan (CEMP) has been approved by relevant regulators, including the independent Director of the Environment Protection Authority (EPA) Tasmania.

The proposed conditions for the project include that MPDC produce a Construction Environmental Management Plan (Construction EMP) at least 30 days prior to the relevant construction stage, or by a date otherwise agreed. The Construction EMP must address the management of noise. The permit further provides for the hours of construction. Construction activities outside of these hours cannot occur without the written consent of the independent Director of the EPA.

[91] Appendix Q – Noise and Vibration Assessment and Noise Assessment Supplementary Report.

The draft IAR notes noise from events held at the stadium would likely cause some level of nuisance to users closest to the stadium. MPDC's third representation notes *"noise from sporting events and general operations of the Stadium are predicted to be 'just noticeable' or 'unlikely to be noticeable' relative to existing ambient noise levels at sensitive receptors around the site*[88]*."* As shown in the noise modelling, certain noises, such as game sirens and music during concerts will exceed those noise levels. Existing land uses should also be noted here, given both the Red Shed and the Goods Shed currently hold events, including events with live music, throughout the year. Events are also currently held on the Macquarie Point site for Dark Mofo each year.

Before events are held at the stadium, the operator (Stadiums Tasmania) will need to produce for approval, prior to the commencement of stadium operations, an Operational Noise Management Plan prepared by a suitably qualified acoustic consultant. This plan will establish the protocols and any operational restrictions that must be followed to ensure the noise requirements are satisfied.

The Tasmanian Government acknowledges noise may affect the experience of users of surrounding buildings and spaces both during construction and when the stadium is operational (particularly when events such as concerts are held). The draft IAR provides a range of specific findings on the impact of noise on other nearby land and priority uses. Specific impacts, including on the Tasmanian Symphony Orchestra, are covered earlier in this report in Chapter 9 relating to activity and land use.

While noise impacts cannot be avoided, a key decision for Government and Parliament is whether they can be mitigated as far as reasonably practical. It is important to recognise there are some trade-offs for surrounding residences, noting the majority are occupied as holiday or temporary accommodation. While noise impacts during construction may be inconvenient, there will be benefits for hotels and short-stay accommodation operators once the stadium is operational. Research from other jurisdictions has shown high-profile events can increase occupancy and average daily rates, contributing to substantial revenue spikes.[93]

Water quality and water management

The Guidelines required for the assessment requires the consideration of the potential effects of the design and operation of the Project on site and surrounding hydrology, water quality and stormwater drainage.

Overall, the draft IAR expressed a view that stormwater released from the site would not achieve water quality targets. The Panel also had some unanswered questions about how any impacts on marine life and runoffs from flood events would be managed.

[92] Macquarie Point Development Corporation, Third Representation, page 66

[93] Needle Movers: The Top Events Driving Australian Hotel Demand, CBRE

As noted in MPDC's third submission, an assessment of marine natural values indicates the Project poses minimal risk to threatened and vulnerable marine communities.[94] As noted in the assessment, verified records of spotted handfish (Brachionichthys hirsutus) were identified within 500m of the proposed development. Noting no water construction activities are planned, advice from the Department of Natural Resources and Environment Tasmania's (NRE Tas) threatened species team is the impacts of potential contaminated stormwater runoff should be managed through appropriate mitigation measures such as sediment traps and silk curtain. NRE Tas will provide specific conservation advice as the Project progresses.

MPDC's submission to the PoSS process recognises the importance of effective stormwater management in protecting water quality and preventing flooding. The Stormwater Management Plan provided by MPDC to the Commission provides a conceptual analysis of assessment of stormwater management for the proposed Macquarie Point precinct.[95]

The model's result indicates the discharge objectives cannot be met with the inclusion of the proposed stormwater management controls. The ability of the site to achieve discharge objectives is significantly affected by the presence of a very large extent of roof area (primarily the stadium roof). Further conditions in relation to stormwater will be applied to the Project noting the requirement for a roofed stadium is a condition of the Tasmania Government's Club Funding and Development Agreement with the AFL.

The draft IAR raised concerns that stormwater during flood events may intensify flooding in nearby areas and on adjacent land. As noted in MPDC's third representation, further modelling has been undertaken which shows areas immediately surrounding the stadium are safe for emergency egress, if required.

Solid waste and hazardous material management

The Guidelines require consideration how solid, hazardous or controlled wastes are to be used, stored, treated and disposed of. This involves consideration of waste minimisation and the management of any identified human health impacts.

As noted in the draft IAR, legacy contamination is a feature of the broader Macquarie Point site due to a sustained history of industrial use including rail, gasworks and bulk fuel storage and handling, as well as the reclamation of large areas from the estuary using uncontrolled fill. The draft IAR does not acknowledge the existing

[94] Macquarie Point Development Corporation, Third Representation, page 79

[95] Appendix S - Stormwater Management Plan (26 August 2024) (SWMP) and Annexure T Stormwater management comments (Stormwater RFI) acquarie Point Development Corporation, Third Representation, page 792

legislative framework that applies to the site, with section 39F of the *Macquarie Point Development Corporation Act 2012* specifying development of the site cannot occur until remediation works have been completed to a standard acceptable to an accredited environmental auditor. While the auditor cannot provide a final opinion until remediation works are complete, the onsite auditor has noted there is no obvious impediment to the site being able to be remediated.[96]

The draft IAR suggests the total amount of materials that require excavation may be underestimated by MDPC and there may be landfill capacity issues in disposal. Since submission of its third representation, MPDC has revised the car park plans which has required a recalculation of excavated volumes.

Updated advice from MPDC is that around 190,000 cubic metres of historical fill will be excavated to accommodate both the stadium and underground car park, with around 10% estimated to be level 3 waste, and the balance level 2 or below. A further 19,800 cubic metres of rock (dolerite) and 2,300 cubic metres of estuarine sediment will be removed. The Government understands that the level 3 waste can be accommodated at the Copping regulated waste disposal cell (C Cell). Now that the volumes have been recalculated, MDPC will finalise its plan for the remaining excavated material, noting that some may be suitable for on-site remediation and/or use in the development of the Northern Access Road. MPDC will continue to liaise with local facilities to ensure that waste, that needs to be disposed of off-site, can be accommodated within existing landfill capacities.

Environmental hazards

The Commission's Guidelines require consideration of any measures required to mitigate impacts on public health, or risks to, public health.

The draft IAR noted that *"where excavation is close to and/or within contaminated groundwater, development costs and construction timelines have the potential to substantially increase if the groundwater characteristics are not well understood and considered."* As noted in MPDC's submission to the PoSS process, groundwater monitoring has been conducted and while some contaminated groundwater may remain direct contact or incidental ingestion is considered unlikely considering the planned future uses of the site.

As provided for in the proposed permit conditions the proponent's Construction Environmental Management Plan will need to will need to include a specific plan to assess and manage contaminated groundwater.

[96] Annexure U - Tetra Tech Coffey Environmental Auditor opinion 30 January 2025

Climate change

The Guidelines require the assessment of climate risk and vulnerability, with a particular focus on sea level rise.

The draft IAR does not make any specific reference to climate change. MPDC has considered climate change impacts in several of its studies, including its flood report which considers current and future climate scenarios. MPDC has also provided a Climate Change Heat Risk Assessment (Appendix X to MPDC's PoSS submission).

While not part of the guidelines specifically, the Project's design has a focus on sustainability. The stadium will actively support the precinct in achieving its targeted Green Star Communities rating by providing on-site solar energy generation, rainwater harvesting and urban heat island reduction strategies. The use of Tasmanian timber in the roof structure further reflects the Project's commitment to sustainability noting that timber stores carbon and is naturally renewable.

The following reports contain more detail on the environmental effects, quality and hazard considerations for the Project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report - Chapter 7
- Wind Assessment
- Lighting Assessment and Electrical & Hydraulic Infrastructure
- Noise and Vibration Assessment
- Construction Management Plan
- Stormwater Management Plan
- Stormwater Assessment
- Natural Values Assessment
- Solid Waste and Hazardous Material Management
- Overland Flood Assessment
- Coastal Inundation Assessment
- Preliminary Results of Acid Sulfate Soil Investigation
- Site Remediation Strategy
- Heat Risk and Climate Change Assessment
- Site Environment Management Plan
- Tasmanian Planning Commission Draft Integrated Assessment Report -Section 7
- Macquarie Point Development Corporation, Third Representation.

11. Other planning matters

Section 9 of the Guidelines developed by the Commission for the assessment of the project includes a collection of other matters that should be considered in the assessment. They include signage, construction management, utility services, emergency management and incident response.

These issues are considered further in this section.

Signage

The Guidelines require a comprehensive analysis of the proposed signage's visual, structural, cultural, wayfinding, and safety impacts, along with detailed plans and strategies for integration with existing signage and the surrounding environment. This includes consideration of:

- cumulative effects on buildings and area amenity, including visual clutter
- impact on heritage places/buildings and existing signage
- impact on pedestrian movement and safety
- content, size and dimensions of signs
- colour and illumination of signage
- wayfinding/signage strategy.

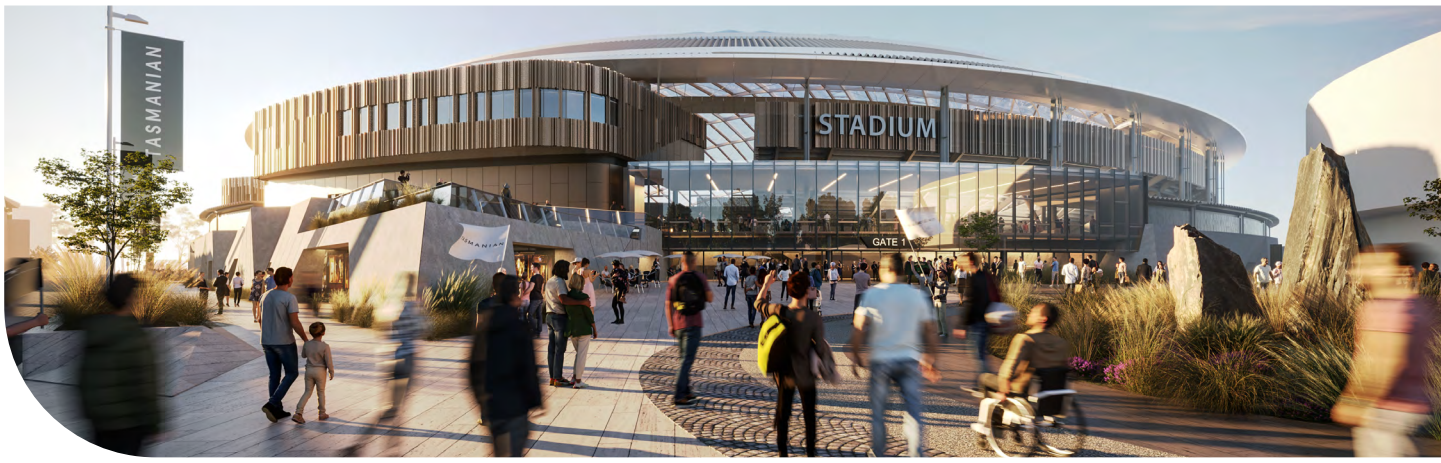


Figure 40: Stadium signage render of name sign and gate sign (Source: Cox Architects)

MPDC provided a signage strategy as part of its original submission to the Commission. The signage strategy outlines that signage is to be kept to minimum and is proposed to be integrated with the stadium and the landscaping noting that:

"Signage is an important design element needed for large venues such as the Stadium to ensure the smooth movement of large groups of people during event days, both during daylight and night time hours. To achieve this, signage needs to be clear, highly legible and, of a scale that is proportionate to the stadium building and surrounding space.

The overarching signage strategy is to provide a system that responds appropriately to the context of existing wayfinding beyond the site and reflects the character and design principles of the Multipurpose Stadium".[97]

MPDC's signage strategy outlines that signs will need to be of a reasonably large scale to ensure information can be seen above crowds, landscaping elements and structures, while having a relationship that responds to the proportions of the multipurpose stadium. The strategy encompasses four levels of sign types, each delivering necessary information and visual cues at different stages of the visitor journey. They are:

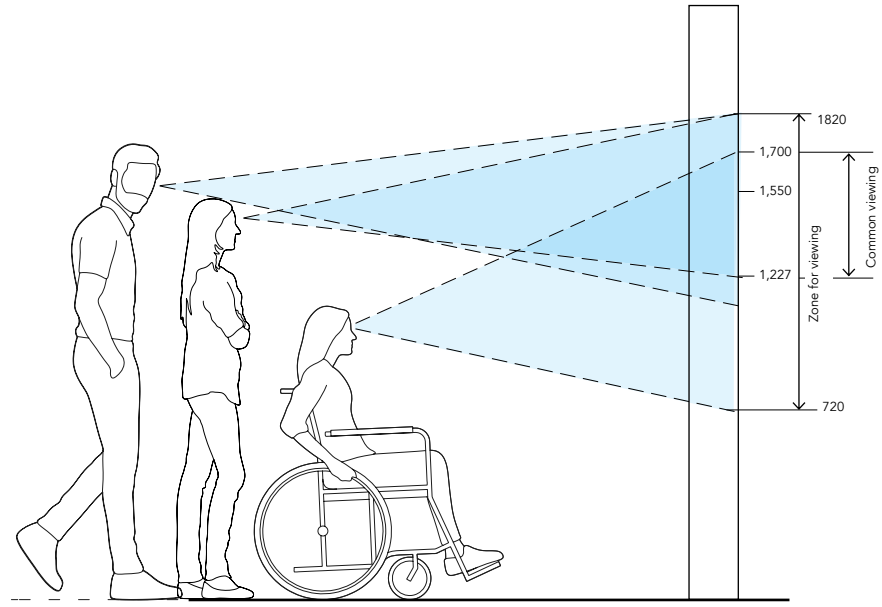
- stadium name signs
- stadium totem signs
- gate entry signs
- directional signs.

It should be noted the signage details are not yet specifically defined but rather provided as characteristics, principles, indicative scale and examples. Consistent with MPDC's signage strategy, inclusive design practices will be adopted to ensure that signage can be easily understood and used by people of all abilities.

The Panel provided findings related to signage in section 3.4 Signage[98] about the size of signage relative to the surrounding heritage buildings and area and noted limited information was available to it on the details of proposed signage.

MPDC's third representation[99] advises the current level of detail provided is appropriate for the present assessment stage with details of signage to be appropriately dealt with by condition.

[97] Macquarie Point Development Corporation, PoSS Summary Report, page199
[98] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 54
[99] Macquarie Point Development Corporation, Third Representation, page 23-24



Zones for viewing and common viewing.

Sample of international standard symbols that will used in signage to help create a universally accessible system.

Figure 41: Zones for viewing and common viewing and sample of international standard symbols that will used in signage to help create a universally accessible system

Additionally, the signage is appropriately integrated into the stadium's design, so its visual impact should be assessed in relation to the stadium itself rather than nearby buildings, with its role in identification and wayfinding remaining important despite the stadium's own landmark presence.

The signage will be kept to a minimum and will be integrated with the stadium and the landscaping. In accordance with the draft permit and conditions, MPDC will be required to provide details of signage attached to the multipurpose stadium and within the project land within its Public Domain and Landscaping Plan. This Plan must be approved by the Minister or their delegate prior to the commencement of works.

The following reports provide more detail on the proposed management of signage:

- MPDC Summary Report (September 2024) – section 9.1 and 9.2
- Signs report
- Tasmanian Planning Commission Draft Integrated Assessment Report – Section 3.4
- Macquarie Point Development Corporation, Third Representation.

Construction management

The Guidelines require details on construction management process, timeframes, traffic management, excavation requirements, overall methodology and reporting and monitoring. Strategies must be outlined to manage significant impacts, ensuring construction proceeds within environmental limits and without causing major harm to surrounding land uses or infrastructure.

Figure 42: Construction workers (source: Department of State Growth)

A preliminary Construction Environment Management Plan (CEMP) has been provided by MPDC (prepared by Zancon) as well as additional comments regarding car park construction and site dewatering management. The preliminary CEMP outlines the works associated with the construction and provides an overview of how works will be carried out in a manner which limits undue impacts on the environment and the community.

The Panel noted a lack of detailed information on the construction program and schedule for the Project and its associated stadium components, making it difficult to assess timing, sequencing and potential cumulative impacts from nearby developments. The Panel noted this uncertainty presents significant risks to the Project's timeline and budget.

Indicative timing provided by MPDC in its third representation anticipates "construction would occur over up to 42 months. Activities during that indicative period, and indicative schedules for them, are provided in the PoSS submission including the CEMP".[100]

[100] Macquarie Point Development Corporation Third Representation, Page 81

As noted in the preliminary CEMP, this document is subject to change and will be updated after the Design & Construct Contractor is engaged. As noted in MPDC's original PoSS Summary Report and third representation, this is consistent with best practice for major projects.

Stadiums are large, multifaceted building projects and often involve a significant number of trade packages (over 30-60) of varying size and complexity. The final construction methodology is highly dependent on finalising the design and selecting the preferred contractor. Through the procurement process, MPDC will evaluate the potential contractor's proposed construction methodology. This will involve selecting the method that results in the best overall project outcomes (including cost and time).

The draft permit allows the proponent to submit a Staging Plan identifying the scope of each stage and how permit obligations will be managed across each stage. Consistent with an approved staging plan, the proponent will then be permitted to submit CEMPs ahead of each relevant stage.

A CEMP for each relevant stage must be submitted to the relevant regulators at least 30 days prior to the commencement of the stage to which the CEMP relates. As part of these conditions the CEMP must:

- Ensure construction impacts are proactively managed through an adaptive and integrated environmental management framework that is embedded in staging and works planning, approved by the Minister or delegate, and responsive to environmental risks at each phase.
- The CEMP comprehensively addresses environmental, heritage, utility, and infrastructure protection requirements, consistent with the conditions and responsibilities of relevant regulators identified in this permit.

Other plan requirements that are conditioned by the permit relating to construction management include a:

- Construction Traffic Management Plan (CTMP) to ensure construction-related traffic is planned and managed in a manner that minimises disruption to the road network, protects public safety, and complies with the requirements of the road authority.
- Dilapidation report to ensure the condition of nearby buildings and public infrastructure is documented prior to construction, and to assist in managing construction impacts through appropriate recording and monitoring

There will also be conditions around the monitoring of any environmental impacts of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construction with the draft permit requiring an annual environmental review to be submitted to the EPA.

The following reports contain more detail on the construction management for the Project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report - section 9.3
- Construction Management Plan
- Tasmanian Planning Commission Draft Integrated Assessment Report Section 9.0
- Macquarie Point Development Corporation, Third Representation.
- Macquarie Point Development Corporation, third representation.

Utility services

The Guidelines require demonstration that the project can occur within the capacity of existing utility services, including electricity, gas, water, stormwater and sewerage. Where relevant, any required augmentation of utility services must be viable and supported by asset managers. If the development directly impacts existing utility services, assets must be capable of being relocated or modified in an acceptable manner.

As outlined in MPDC's third representation, the project takes "advantage of its access to services infrastructure such as sewerage, water and electricity which, in the context of a project of this nature, is significant of itself and will help avoid additional works and associated impacts".[101]

MPDC provided a Utility Services report as part of its original submission to the Commission, prepared by JMG. The report provided a detailed assessment of existing service infrastructure within the site and surrounding area that found upgrades and provision of new infrastructure will be required to service the multipurpose stadium, while also catering for expected future demand associated with the broader Mac Point Precinct Plan.

The following services/infrastructure are covered within the MPDC Project Summary and Utility Services Report, with "services plans show that there is sufficient capacity in the existing network for all major services with some slight augmentation required to align boundary connections".[102] Please refer to reports for detailed information:

[101] Macquarie Point Development Corporation Third Representation, Page 36
[102] Macquarie Point Development Corporation, PoSS Summary Report, p. 207

- Sewer: The site is well positioned for connection to existing and planned TasWater sewer infrastructure.
- Water: The site is well positioned for connection to existing TasWater water infrastructure, with high-pressure supply and large-capacity mains nearby.
- Stormwater: The site is in close proximity to the Derwent Estuary and should be adequately serviced by existing stormwater infrastructure.
- Electrical supply: The proposed supply arrangement for the precinct is to provide TasNetworks supply to the district infrastructure scheme.
- Gas: Gas is not proposed as an energy source for the site.
- Telecommunications: The site is currently serviced by Telstra, with future NBN connections to be applied for dependent on detailed service requirements, and site infrastructure pathways.

As summarised in the project description the proposed site and location offers a development ready site for utilities and enabling works with "historical disused infrastructure has already been removed, and supporting utility upgrades and installations are either scheduled, underway or planned to support the development of the Site, including the Multipurpose Stadium".

As stated in MPDC's third representation, *"the Draft IAR does not engage with benefits of locating the stadium at the Project Site in servicing terms (noting existing access to sewerage, water and electricity), which include but are not limited to avoiding the need for more substantial works".*[103]

The Government and Parliament should consider these benefits.

The Government have received advice from utilities on appropriate conditions for the proposal which have been included in the draft permit.

The following reports provide further detail of the management of utilities required for the construction and operation of the stadium and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report – Chapter 9.4
- Macquarie Point Development Corporation, Third Representation.

Emergency management and incident response

The Guidelines require a description of the overall design of emergency exit routes and safe areas, ensuring spectators can evacuate within an acceptable timeframe.

[103] Macquarie Point Development Corporation Third Representation, p.41

Plans are required to demonstrate how emergency services can access all parts of the stadium from the public road network. Additionally, the criteria and processes for designing and managing evacuation procedures and emergency access should be clearly defined to ensure safety and effectiveness. Evacuation procedures and emergency service access should align with broader traffic and transport functions.

MPDC provided an Emergency Management and Incident Response report as part of its original submission to the Commission, prepared by Intelligent Risks Pty Ltd.

Emergency Management Plan: As outlined by MPDC in the Project Description, the preliminary emergency management plan has considered various scenarios, noting that full stadium evacuations are rare but have been modelled to ensure safe pedestrian flow and adequate trafficable widths. All scenarios assume an 8-minute full evacuation, in line with international safety standards.

The stadium design includes 8m-wide external clearance and both internal and external ring roads to allow for emergency vehicle access.

As noted by MPDC in its third representation, the full emergency plan is confidential for security reasons. It has been developed in consultation with Department of Police, Fire and Emergency Management, with ongoing engagement to continue to support event planning and stadium operations.

The Northern Access Road around the Regatta Grounds is important for emergency service vehicle access to firefighting infrastructure for the stadium including booster and fire control locations. Tasmania Fire Service feedback to consultant fire engineers is to exclude this area as part of the evacuation strategy. Fire evacuation modelling is yet to be finalised.

The Panel provided findings related to emergency management and incident response in section 7.1.2 Evacuation scenario pedestrian movement.[104] Their key concerns focused on the operation of the stadium and included:

- **Insufficient pedestrian capacity:** The Panel found the development plans do not provide adequate pedestrian pathway capacity within the site or to the broader precinct to safely evacuate crowds over 24,500 within the required timeframe. Risks increase significantly with larger crowds. Stadiums Tasmania anticipates crowd sizes of 35,000–39,000, yet evacuation planning has not been scaled to meet this peak demand.
- **Environmental constraints and bottlenecks:** The Panel raised issues about physical barriers and pinch points in the surrounding area, which could lead to dangerous congestion, impede emergency vehicle access, and result in unsafe pedestrian behaviour during evacuations.

[104] Tasmanian Planning Commission, Draft Integrated Assessment Report, page 90-92

- **Emergency vehicles and evacuating pedestrians:** The Panel identified potential conflicts between emergency vehicle access and pedestrian evacuation routes, particularly during the critical 8-minute evacuation window. Specific conflict zones include Evans Street, the bus plaza/Northern Access Road, and the perimeters of the stadium. The panel found current plans do not adequately address the need for wider or dedicated routes to accommodate both peak pedestrian flows and emergency vehicles, and does not consider traffic management alone to be an adequate solution.
- **Overcrowding risk:** Without significantly wider evacuation paths and better mitigation of pinch points, the surrounding areas are likely to become overcrowded and unsafe during evacuations for events exceeding 24,500 attendees.

MPDC's third representation responded to these concerns with advice that *"the design of the stadium provides adequate space and well resolved environments for pedestrian movement before and after events, and while no event is occurring. Direct and substantial attention is given to planning for emergency scenarios including the extraordinary circumstance of a total evacuation, including through design and modelling demonstrating that there are no 'pinch points' or other restrictions stopping relevant standards being met".*[105]

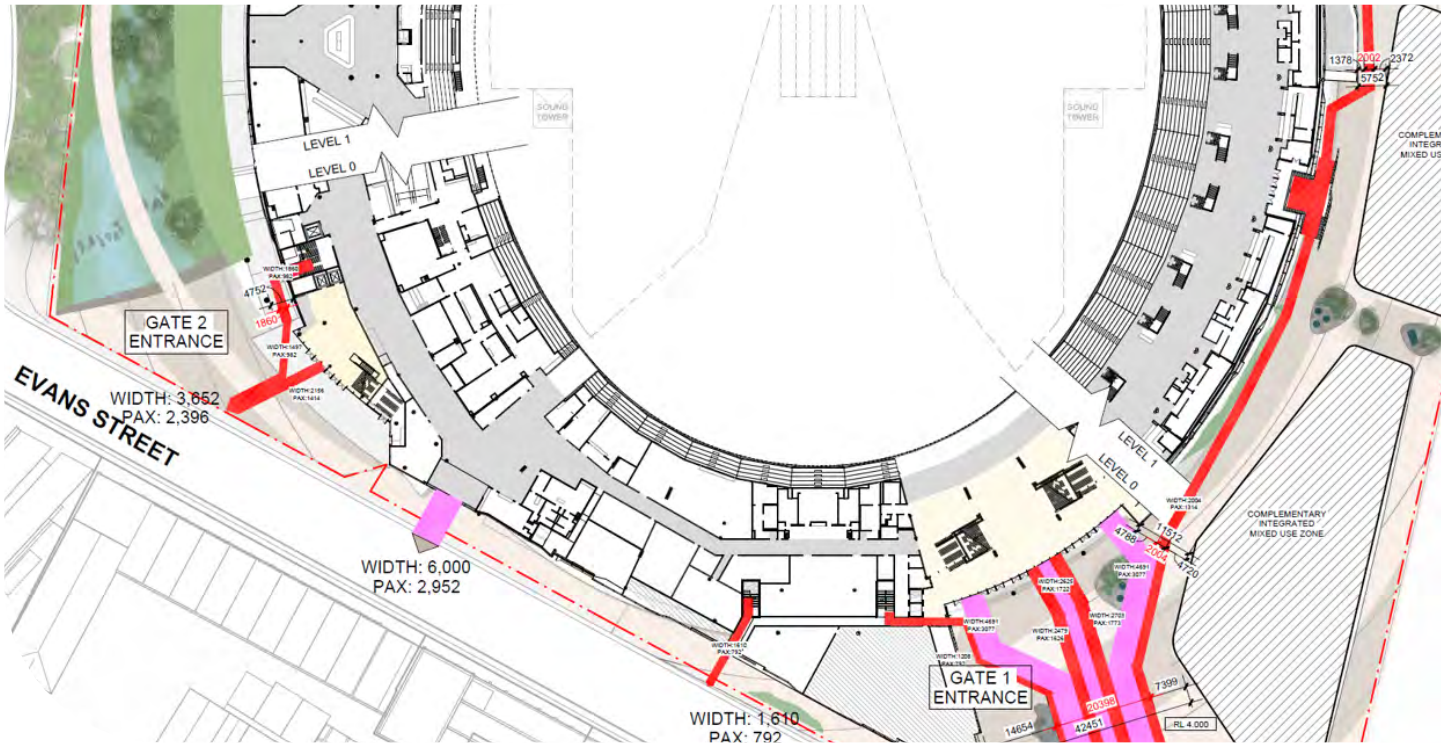

Figure 43: Emergency egress concert mode (source MPDC, credit Cox Architects

[105] Macquarie Point Development Corporation Third Representation, p.42

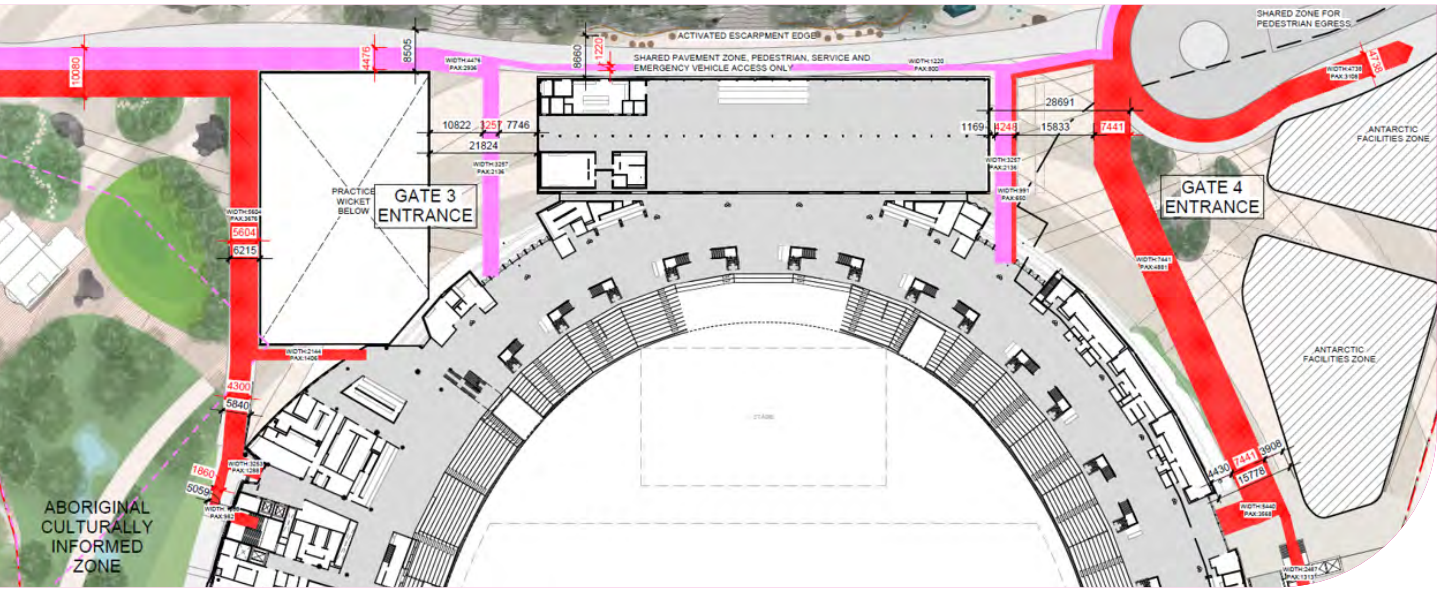

Figure 43: Emergency egress concert mode (source MPDC, credit Cox Architects

Tasmania Police, Tasmania Fire Service and Ambulance Tasmania have been consulted on the ability to manage a range of emergencies having regard to the location and constraints of the site. Advice from all services is that an emergency could be managed reasonably, including evacuating patrons and accessing the site with emergency vehicles during the evacuation providing plans comply with minimum standards or requirements set out in national and international guidance documentation.

Tasmania Police noted emergency services would be forward deployed into the stadium during large events (such as AFL games and concerts). MPDC note the design of the stadium includes an emergency management coordination centre that would provide a suitable command space for emergency services. Emergency management plans may also seek pre-deployment of Ambulance Tasmania and Tasmania Fire Service.

Tasmania's emergency services have an expectation that MPDC develop, deploy and test suitable emergency management plans for the operation of the stadium at the proposed location, ensuring it complies with minimum standards or requirements set out in national and international guidance documentation.

Additional detail commentary on the specific draft IAR issues can be found in MPDC's third representation section.[106] In addition, site plans are provided which show the egress areas required and space available, reflecting sufficient space for safe movement, including in the event of an emergency.

[106] Macquarie Point Development Corporation Third Representation, section G

Crime prevention

The draft IAR raises issues with the open areas surrounding the stadium are spatially constrained which would "create a poor solution from a Crime Prevention Through Environmental Design (CPTED) perspective, meaning the areas are not likely to be, or cause people to feel that they are, safe places. They are not likely to be desirable or attractive places to visit outside of event mode".

Advice from MPDC counters this observation noting that *"design elements to support a safe space and crime prevention include active and passive systems. These include CCTV in the precinct and stadium supported by compliant external lighting. On site security, incident room, forward control room, event control room, interview room, police reception, police office, three first aid rooms, ambulance parking, medical rooms. Emergency vehicles have 360 degree external access and dedicated back of house spaces with secure below ground road. There are emergency exits throughout the stadium. There has also been crime prevention implemented through environmental design, such as removing dead ends and creating clear lines of sight (ie. entrapment spaces)".*

Tasmania Police is content with the ability of Macquarie Point to maintain a safe open and accessible space around the stadium, acknowledging the presence of various mitigation strategies including (but not limited to) urban design, lighting and surveillance measures.

The following reports provide further information about the emergency management arrangements for the Project and are available in the supporting documents and supplementary information to this Report:

- MPDC Summary Report – Chapter 9.5
- Emergency Management and Incident Response
- Tasmanian Planning Commission Draft Integrated Assessment Report Section 7.1
- Macquarie Point Development Corporation, Third Representation.

Summary of observations

The Macquarie Point Multipurpose Stadium was the vision of the 2019 AFL Team Taskforce. It was identified as the missing foundation that would ensure a Tasmanian AFL team – the dream of generations – could be realised and would be sustainable.

An enormous amount of work has gone into the design of a stadium that is uniquely Tasmanian and is suitable for the Macquarie Point site. Its dome roof maximises the activation of the space and minimises its visual impact.

The industrial finishes link it firmly to the heritage of the space, while presenting a new vision for the city and the State.

The Commission's assessment of the Macquarie Point stadium as a Project of State Significance was valuable in focusing expert attention across Government to those issues that need to be addressed. This process has helped identify the necessary conditions for the Project's successful construction and long-term operation.

This report consolidates the key issues raised in the Commission's draft IAR with the proposed actions and mitigations from the Macquarie Point stadium team. It presents a project that is well prepared and ready for Parliamentary consideration.

The Macquarie Point Multipurpose Stadium is a catalyst for decades of urban renewal, injecting vitality into Hobart and driving economic growth through tourism, hospitality, and the high-value national and international conference market.

Designed to be iconic and highly accessible, the stadium will become a landmark destination. Like Adelaide Oval, it will draw crowds on foot from across the city, energising local bars, restaurants, and small businesses before and after events.

Its scale and visibility will make a bold statement. While some may initially find its prominence challenging, for many it will symbolise progress, community activation and a new vision for Macquarie Point – one grounded in inclusion and shared experience.

The report confirms there are no critical barriers to the stadium's construction or operation. The site can accommodate the development, and viable plans can be developed to manage aspects such as traffic, pedestrian flow and emergencies. While further work is needed to refine these plans, nothing fundamentally undermines the proposal.

Ultimately, like any planning decisions, this is a choice. The stadium will impact on the operation of the Port of Hobart, but this can be managed. The stadium will be visible over the Hunter Street heritage streetscape. The operation of the stadium will need to respect the cherished commemorative value of the Cenotaph. What this report shows, however, is that this is a legitimate choice. The stadium can be fully realised and be a positive opportunity for Tasmania.

The draft Bill, Permit and Conditions and this report are currently released for consultation. A more detailed summary of observations will follow after public submissions have been received.

Annexure 1: Reference Material

Project supporting documentation

These documents are provided from Macquarie Point Development Corporation (MPDC) to provide further information to support the proposed development of the Macquarie Point Multipurpose Stadium. Some of these documents were submitted to Tasmanian Planning Commission as part of an application to the PoSS assessment process.

References to the PoSS guidelines or provision of information to the Panel assisting with the assessment, should be ignored for the purposes of supporting Parliament's consideration of the project.

These documents will also form part of the draft project permit attached to the Bill.

All reports are available on the consultation website during the consultation period.

Planning related reports

Planning report	The Planning Report addresses the planning aspects of the multipurpose stadium, with respect to built form, scale and urban design. It determines the overall contribution to the urban form and character of Sullivans Cove and the broader Hobart CBD.
Stadium Design Description	The Stadium Design Description addresses requirements relating to the architectural and functional design, and describes the stadium.
Signage strategy	Signage is an important design element for large venues such as the stadium. Signage ensures the smooth movement of large groups of people during events, both during daylight and nighttime hours. To achieve this, signage needs to be clear, easy to read and big enough in proportion to the stadium and surrounding spaces. The overarching signage strategy provides a system that responds appropriately to the context of existing wayfinding beyond the site and reflects the character and design principles of the multipurpose stadium.

Emergency management and incident response	The Emergency Management and Incident Response report addresses the overall design of emergency exit routes and spaces from the multipurpose stadium and access routes for emergency services. The report is extensively illustrated with evacuation diagrams for all levels of the multipurpose stadium. The publicly available report is a summary version. The full version cannot be made public for security reasons, however the Department of Police, Fire and Emergency Management has been consulted and has received the full report.
Car parking and access review	The Car Parking and Access Review report reviews car parking and access requirements for the project, allowing for the site to operate efficiently. Note that the report requires updating to reflect the latest iteration of the car park design, in the revised design the car park Finished Floor Level is to 3m depth which is above groundwater level.
Site Development Plan	In making recommendations for use and built form, the Site Development Plan provides a comprehensive analysis of the urban form of the Cove, and the role of the site within that context. The plan was prepared specifically to guide development in the context of delivering the vision of the Mac Point Precinct Plan and has informed the proposed Multipurpose Stadium.
Transport study	The Transport Study estimates travel demands and considers a range of options for a feasible Transport Implementation Plan for the multipurpose stadium and the site in a variety of scenarios.

Heritage related reports

Aboriginal Heritage	
Previous Aboriginal Heritage Investigations	A total of four Aboriginal heritage assessments have been undertaken at Macquarie Point since 2015, with the majority of the site considered to be of low to indeterminate sensitivity. Three phases of salvage excavations were undertaken by archaeologists working with Aboriginal Heritage Tasmania officers. Consultation regarding methods and results took place with Aboriginal community members and the excavations were undertaken with approval from Aboriginal Heritage Tasmania.
Historic Archaeology	
Historical Archaeological Assessment, Sensitivity Report and Method Statement	The Historical Archaeological Assessment report concludes that the Project area generally has low archaeological sensitivity, consisting mostly of reclaimed land that has been disturbed by 20th century development.

European heritage	
Historic Cultural Heritage Impact Assessment	The Heritage Impact Assessment provides an independent, expert analysis of the impacts of the proposed development on the heritage places, including cumulative impacts of the broader setting and context of central Hobart and Sullivans Cove. Further, it identifies mitigation measures for the identified adverse impacts.
The Goods Shed Initial Conservation Management Plan	A Conservation Management Plan is provided to guide the dismantling, relocation and adaptive reuse of the Goods Shed proposed as part of the wider Macquarie Point Stadium proposal.

Environmental related reports

Wind Assessment	The wind assessment covers the impact of wind in the Project and wider precinct. This shows wind comfort is expected to be good within the stadium and in most cases, the proposed buildings within the project area result in similar or improved pedestrian comfort conditions compared to not having the buildings.
Lighting assessment and electrical and hydraulic infrastructure	This Lighting assessment considered the lighting impact on neighbouring properties, flora and fauna, port uses and nearby traffic. It concludes there should not be adverse effects arising from the stadium lighting, including the cumulative impact when taking into account surrounding sources of lighting. The report also covers electrical and hydraulic infrastructure.
Noise and vibration assessment	The Noise and Vibration Report provides an overview of the potential noise and vibration impacts associated with the Project, during both construction and operation. The report demonstrates that with appropriate mitigation measures, the noise and vibration impacts from the stadium can be effectively managed to minimise disruption to the surrounding community.
Geotechnical Factual Report	The Factual Report provides an objective description of the geotechnical works carried out at Mac Point and the tests rock and soil samples were subject to. The purpose of the report are to inform the foundation design of the stadium.
Geotechnical Interpretive Report	The Geotechnical Interpretive Report provides the interpretation of the historic collection of geotechnical information by others and the results of the geotechnical investigations carried out in 2024.
Stormwater Management Plan	The Stormwater Management Plan outlines the proposed stormwater management arrangements, including modelling that confirms how the above-mentioned quality and quantity targets will be achieved via several stormwater treatment methods.

Stormwater Assessment	The Stormwater Assessment provides analysis of the stormwater management system to manage runoff generated from stadium including the plaza, likely proposed buildings and the stadium roof. This report provides a high-level overview of the existing and proposed conditions.
Remediation	
Site Remediation Strategy	The Site Remediation Strategy indicates the site is substantially remediated, however, given the site's history, it notes potential for some residual comminated material to be present on the site. This material can be managed through careful management and planning. MPDC is well experienced in the management of potentially contaminated soil and is well-placed to respond to any legacy materials identified.
Site Environment Management Plans	Site Environment Management Plans have been prepared for the site, identifying known areas of contamination and provide appropriate management measures to address potential human health and environmental risks associated with subsurface contamination. These documents were combined into a sitewide plan, which will be updated following the completion of current remediation works. Attached to the plan is an environmental auditor opinion of the proposed remediation and management that concludes there is no obvious impediment to the site being able to be remediated, and residual contamination managed, in a way that allows the proposed development to occur. It should be noted that no environmental auditor can reasonably pre-empt or predict exact findings of future environmental auditing.
Solid Waste and Hazardous Material Management	The Solid Waste and Hazardous Material Management report outlines likely waste generation streams, disposal methods and collection times.

B) Other Supplementary information

These documents are provided by MPDC for Government and the Parliament as supplementary information to enable its consideration of the Project. Supplementary information may have been submitted to the Commission in support of the PoSS application.

Mac Point Precinct Plan	A precinct plan has been developed to support the urban renewal of the Macquarie Point site (the wider precinct is not included within the Project scope). The plan is provided as supplementary information to demonstrate the aspiration for the wider precinct to be mixed-use accessible to all people and offering vibrant experiences and destinations.

Economic analysis

There are four key reports covering the economic analysis of the Project.

It should be noted that these were point in time reports to assist decision-makers. The scope, cost and revenue of the stadium continues to evolve as the project progresses through design and development stages.

Cost Benefit Analysis	The Cost Benefit Analysis quantifies all the monetisable benefits of the multipurpose stadium, acknowledging many social and cultural benefits, which are the key incentives of a stadium, are not able to be quantified and included.
Economic Impact Assessment	The Economic Impact Assessment provides information on the key economic impacts during the construction and operational phases of the Project.
Financial Impact Report	The Financial Impact Report provides an understanding of the financial implications of the multipurpose stadium during construction and the operations period, the direct costs and revenues associated with the implementation of the Project, and the ongoing operation of the multipurpose stadium.
Social and Cultural Analysis	The Social and Cultural Analysis captures a broad view of the impacts, both positive and negative, and with a particular emphasis on the impacts that cannot be quantified for the cost-benefit analysis.

Aboriginal heritage

Letter on MPDC Aboriginal Community Consultation	The letter on Macquarie Point Development Corporation Aboriginal community consultation sets out the work done on analysis of the project on Aboriginal cultural values and landscape, and evidence on consultation with the Aboriginal community.
Pre-Stadium Cultural and Landscape Values Assessment	This Pre-Stadium Cultural and Landscape Values Assessment considers the Aboriginal cultural values and landscape in relation to the Project.
Draft Aboriginal Heritage Assessment Report	The draft Aboriginal Heritage Assessment Report considers the background analysis and previous work at the area as well as identifies and considers Potential Areas of Sensitivity (PAS) which may be relevant to the place.
Tasmanian Aboriginal community engagement and Aboriginal Culturally Informed Zone and Stadium	This document provides an overview of Tasmanian Aboriginal community engagement undertaken by MPDC.

Environmental

Remediation: Preliminary Results of Acid Sulphate Investigation	The Acid Sulphate Investigation considers the likelihood of acid sulfate soil or potential acid sulfate soil being encountered during future development of the site. It also provides guidance for management or mitigation methodologies that may be required during future development or for any further investigation that may be warranted to allow safe implementation of the proposed development of the site.
Groundwater: Conceptual Hydrogeological Model and Numerical Model Memo	Groundwater monitoring has been undertaken on the site since 2013 for various environmental purposes. The data from these logs (as well as more recent short-term logs) shows groundwater in the vicinity of the site is not affected by tidal influence. However, temporary fluctuations do occur in the data due to rainfall, which is expected in soil stratigraphy.
Construction Management Plan	The Construction Management Plan demonstrates the works associated with the construction of the stadium is possible and can be carried out in a manner that will not unduly impact the environment and the community. This document provides initial high-level assessment and guidance for the contractor who will prepare their own detailed construction and environment management plan that will provide more detail on such elements as the stages and periods of construction, including details on the daily timeframes for key elements of the construction process.
Natural Values Assessment	A Natural Values Assessment has been completed to address the Mac Point Precinct Plan area. This included an intertidal survey. The findings of the analysis indicated the construction
Coastal inundation Assessment	An inundation assessment of potential coastal hazards was undertaken to develop a better understanding of the exposure of the site to coastal inundation under current and future climate scenarios. The site has a projected 1 per cent annual exceedance probability (AEP) storm surge level of 2.2m Australian height datum (AHD) and is well protected from wave overtopping by surrounding infrastructure and buildings. As the site boundary at Macquarie Point, with the exception of the Regatta Grounds, is at or above 3.0m AHD in either its current or future proposed levels, the site is not subjected to coastal inundation from a 1 per cent AEP storm event up to the year 2120 (including climate change).

Overland flood assessment	The Overland Flood Assessment assessed the potential risk of flooding across the site, resulting from overland flow during significant rainfall events. Overland flow risk generally occurs when existing stormwater/ drainage infrastructure becomes overwhelmed, resulting in flood waters impacting surrounding land. The purpose of the report is to develop a better understanding of the exposure of the site to flooding under current and future climate scenarios. Given the location of the site and the modelled flood results, there are no expected impacts on any part of the site.
Heat Risk and Climate Change Assessment	A desktop assessment was undertaken to develop a better understanding of the current temperature profile of the site and of the projected future impacts to the site from changes in the climate. The assessment included the current and future heat risk for the site. The Project incorporates strategies to address the impacts of climate change, including the implementation of measures to reduce the urban heat island effect and improve energy efficiency.

Other planning matters

Services report – infrastructure strategy	A detailed assessment of existing service infrastructure within the site and surrounding area has been undertaken. This analysis has confirmed upgrades and provision of new infrastructure will be required to service the multipurpose stadium, while also catering for expected future demand associated with the Mac Point Precinct Plan. The services plan shows there is sufficient capacity in the existing network for all major services with some slight augmentation required to align boundary connections.
Urban Design Framework	The Urban Design Framework considers the landscape, including an analysis of all areas of land and water within Hobart where there may be an impact from the proposed multipurpose stadium. This has informed the design of the multipurpose stadium to both minimise negative impacts upon the surrounding landscape and to complement, connect and celebrate the existing landscape surrounding the site.
Site Development Plan	In making recommendations for use and built form, the Site Development Plan provides a comprehensive analysis of the urban form of Sullivans Cove, and the role of the site within that context. The plan was prepared specifically to guide development in the context of delivering the vision of the Mac Point Precinct Plan and has informed the proposed multipurpose stadium.
Egress drawings	Drawings show the egress routes in the case of an emergency for both a sold-out AFL game (26,120 people total including media and staff) and concert event (33,000 people total including staff).

Project of State Significance key documents

Three key documents have informed the current Project of State Significance process for the Macquarie Point Multipurpose Stadium to date. These documents have also informed the structure and content of this Report.

Project of State Significance Final Guidelines – Tasmanian Planning Commission	The Commission developed guidelines for the Macquarie Point multipurpose stadium project required under section 20(2B) of the State Policies and Projects Act 1993 (the Act). These guidelines are to be followed in the preparation of reports to be presented for the purposes of the integrated assessment of the project. The guidelines are not criteria for the assessment of the project.
Macquarie Point Multipurpose Stadium PoSS Summary Report - MPDC	The Project of State Significance (PoSS) Summary Report has been prepared by MPDC to respond to the items raised in the project-specific guidelines developed by the Commission for the assessment of the Multipurpose Stadium as a Project of State Significance under the process set out in the Act. The report uses a series of chapters to respond to the Commission's guidelines for the integrated assessment of the project.
Macquarie Point Multipurpose Stadium Draft Integrated Assessment Report - Tasmanian Planning Commission	The Act requires the Commission to prepare a draft Integrated Assessment Report (draft IAR) and exhibit it for public comment. The Commission has delegated its powers and functions in relation to the integrated assessment of the Project to a five-member panel. The Act defines an 'integrated assessment' as: in relation to a project of State significance, a consideration of environmental, social, economic and community issues relevant to that project and any other such issues as may be prescribed. The draft IAR is written by the panel as an issues report that draws out and considers issues relevant to the Project. The public exhibition of the draft IAR was released on 31 March 2025 and closed for public exhibition and submissions on 8 May 2025.

Draft Integrated Assessment Report – Issue Summary

The Commission's delegated panel (the Panel) completed a draft Integrated Assessment Report (draft IAR) as part of the Project of State Significance (PoSS) process. The Panel determined to complete the draft IAR as an 'issues report'. The Panel noted:

"It focuses on key challenges, concerns and potential problems relating to the Project, and their potential effects. It is intended to initiate discussion on those issues and to explore through exhibition and public comment any potential solutions that may alleviate or mitigate the issues. There are aspects of the Project that the Panel

considers do not present any significant issues, and as such these are not addressed in the draft IAR. The draft IAR is intended to be read in this context"[1].

The following summarises key issues identified through the PoSS process and the Commission's draft IAR as well as where you can find further information within this Report.

Section	Topic	Draft IAR Section	Macquarie Point Report
Economic Effects	Cost-Benefit Analysis	1.1 (page 17)	Chapter 5 (page 47
	Economic Impact	1.2 (page 36)	Chapter 5 (page 49)
	Financial impact	1.3 (page 37)	Chapter 5 (page 49)
Social and community issues	Sense of Community	2.1 (page 39)	Chapter 5 (page 53)
	Health and Wellbeing	2.2 (page41)	Chapter 5 (page 54)
	Sport Diplomacy Outcomes	2.3 (page 43)	Chapter 5 (page 57)
Urban Form Planning	Urban form of Sullivans Cove and Hobart city	3.1 (page 45)	Chapter 6 (page 63)
	Landscape and Visual Effects	3.2 (page 49)	Chapter 6 (page 59)
	Project Design	3.3 (page 51)	Chapter 6 (page 25) Chapter 3 (page 59)
	Signage	3.4 (page 54)	Chapter 11 (page 122)
Historic cultural heritage and community values	Cenotaph	4.1 (page 56)	Chapter 7 (page 79)
	Regatta ground/Lower Domain precinct	4.2 (page 58)	Chapter 7 (page 81)
	Historic cultural heritage	4.3 (page 60)	Chapter 7 (page 76)
	· Visual effects on heritage listed places	4.3.1 (page 60)	Chapter 7 (page 82)
	· Dismantling/relocation of heritage listed building	4.3.2 (page 62)	Chapter 7 (page 77)
	· Historic archaeology	4.3.3 (page 65)	Chapter 7 (page 85)
Aboriginal Heritage	Aboriginal heritage materials	5.1 (page 67)	Chapter 7 (page 74)
	Aboriginal cultural values and landscape	5.2 (page 69)	Chapter 7 (page 73)

Use and activity	Temporal Use and Activation	6.1 (page 71)	Chapter 9 (page 106)
	Land Use Compatibility	6.2 (page 75)	Chapter 9 (page 109)
	· Port of Hobart	6.2.1 (page 75)	Chapter 9 (page 109)
	· Tasmanian Symphony Orchestra (TSO) and Concert Hall	6.2.2 (page 77)	Chapter 9 (page 109)
	· Upper Queens Domain	6.2.3 (page79)	Chapter 9 (page 111)
	· Other Uses and activity in the surrounding area	6.2.4 (page 81)	Chapter 9 (page 111)
Transport and Movement	Pedestrian Movement	7.1 (page 85)	Chapter 8 (page 101)
	· Post-event pedestrian movement	7.1.1 (page 85)	Chapter 8 (page 92)
	· Evacuation scenario pedestrian movement	7.1.2 (page 90)	Chapter 8 (page 129)
	Mass passenger transport and transport modes	7.2 (page 93)	Chapter 8 (page 92.94,95)
	Transport system effects	7.3 (page 97)	Chapter 8 (page 89)
	Parking	7.4 (page 101)	Chapter 8 (page 92)
Environmental effects	Site contamination and suitability	8.1 (page 103)	Chapter 10 (page 119)
	Groundwater	8.2 (page106)	Chapter 10 (page 118)
	Stormwater	8.3 (page108)	Chapter 10 (page 118)
	Excavated material management	8.4 (page 110)	Chapter 10 (page 119)
	Noise	8.5 (page111)	Chapter 10 (page 116)
	Lighting effects	8.6 (page114)	Chapter 10 (page 114)
	Wind effects	8.7 (page115)	Chapter 10 (page 113)
Construction program and sequencing	Construction program and sequencing	9.0 (page117)	Chapter 11 (page 125)
Ministerial Direction Matters	Impacts on surrounding area and uses	10.1 (page119)	Chapter 9 (page 114)
	Generation of social, economic, and cultural bene its to the region and State;	10.2 (page119)	Chapter 5 (page 50)
	Consistency with the Mac Point Precinct Plan	10.3 (page 120)	Chapters 1, 3, 6