Macquarie Point Multipurpose Stadium Project of State Significance: Urban Design Framework

August 2024

Acknowledgment of Country

The authors of this Report acknowledge the traditional owners of this land, the muwinina people, and pay respect to those that have passed before us.

We acknowledge today's Tasmanian Aboriginal people, the palawa, their Elders, and their enduring custodianship of lutruwita/Tasmania.

Contents

*** Tasmanian Planning Commission (TPC) Guideline**

Purpose and Format of this Report

The Macquarie Point Project of State Significance: Urban Design Framework is an appendix to support the application for the Macquarie Point Multipurpose Stadium (the Stadium) through a Project of State Significance (PoSS) process.

The PoSS assessment by the Tasmanian Planning Commission (TPC) focuses solely on the Stadium and its immediate concourse. Throughout the design process, additional areas have been incorporated into the PoSS Project. The Macquarie Point Development Corporation (MPDC) has considered heritage preservation guidelines in determining the optimal location for the Goods Shed, which will serve as a retail and hospitality venue integrated into the Stadium's façade. Due to space limitations, practice wickets for cricket will be located outside the Stadium grounds. The underground car park within the Antarctic Facilities Zone has been included in the PoSS application to streamline the construction phase.

While the PoSS applies specifically to the Stadium, adjacent land parcels are not included in this assessment. However, a designated zone of influence extends beyond this boundary to impact the movement and function of the surrounding area.
The Mac Point Site (Site) encompasses the Stadium, adjacent areas, and the Residential and Public Foreshore Zone at Regatta Point. Additionally, the Mac Point Precinct includes the Site, Huon Quays, and Port Zones.

The Site will feature complementary developments that will follow the standard Planning Scheme Amendment process. This includes an Aboriginal Culturally Informed Zone developed in partnership with the Tasmanian Aboriginal community, as well as an Antarctic Facilities Zone to support port operations and provide office space. The Complementary Integrated Mixed Use Zone will offer retail, arts, hospitality, and entertainment options. A Residential Development and Public Foreshore Zone will also be established at Regatta Point.
The vision is to transform the Mac Point Precinct into a place for gathering, celebration, and reflection through the arts, culture, sport, events, and entertainment. This includes creating a mixed-use Precinct that is accessible to all, offers vibrant experiences and destinations, and contributes to the delivery of the 30-Year Greater Hobart Plan.

The purpose of this report is to document the intended responses of the broader Site to the requirements outlined in the urban design and planning sections of the Tasmanian Planning Commission's (TPC) Guidelines. Additional technical studies have been prepared separately to address other non-urban design and planning requirements specified in the TPC Guidelines.

To facilitate easy reference across multiple reports, appendices, and the TPC Guidelines, the Urban Design Framework report is organised to align with the structure of the TPC Guidelines. For example, section 1.1 of this report corresponds to section 1.1 of the TPC Guidelines.

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TPC Guideline 1.0 - Proposal

1.1 Description of the proposed project

1.1.1 Open spaces associated with and to be delivered as part of the proposed project

The delivery of the plazas for the purposes of accessing the Multipurpose Stadium is part of the PoSS application and included within the Project boundary.

The plazas will meet the minimum requirements for size, levels and finishes to facilitate the safe arrival and departure from the stadium. However, the level of finish and detail will be dependent upon staging and may not initially be representative of the desired future character and programming of the plazas contained within the following pages.

In addition, the emergency access road and shareway from the Northern Access Road to the Tasman Highway will also be delivered as part of the Project however it may not be representative of the level of finish contained within this chapter.

Open spaces will play a crucial role in supporting the Stadium, offering a variety of benefits that enhance both functionality and overall experience during and outside of events. These spaces will be designed to manage large crowds, providing areas for people to gather before and after events, reducing congestion at entry and exit points, and ensuring safe and accessible movement paths for all.

Plazas at the entries to the Stadium, will create a welcoming atmosphere, allowing visitors to relax, socialise, and enjoy amenities. Defined by a truly Tasmanian landscape, these spaces will feature generous seating, flexible hard-paved areas, and ephemeral landscape programs that adapt to the seasonal character. Additionally, they will accommodate various activities beyond Stadium events, such as live sites, cultural events, outdoor dining, markets, play, and community gathering, maximising the use and activation of the Site.

Open space will be embellished with native plants, local materials, water features, art, and interpretive elements, while providing environmental benefits such as improved water quality, reduced urban heat island effect, and increased nature in the city (flora and fauna) which all play a critical role in the health and liveability of cities. Each plaza will serve as both an entry and exit to the Stadium and as a dedicated open space, accessible even when no events are taking place, fostering a sense of ownership and pride among Hobartians.

Each space will reflect the cultural and historical context of the precinct, celebrating the Site's transformation from natural coastline to a built Cove Floor, supporting intuitive wayfinding and legibility, and providing a platform for cultural expression.

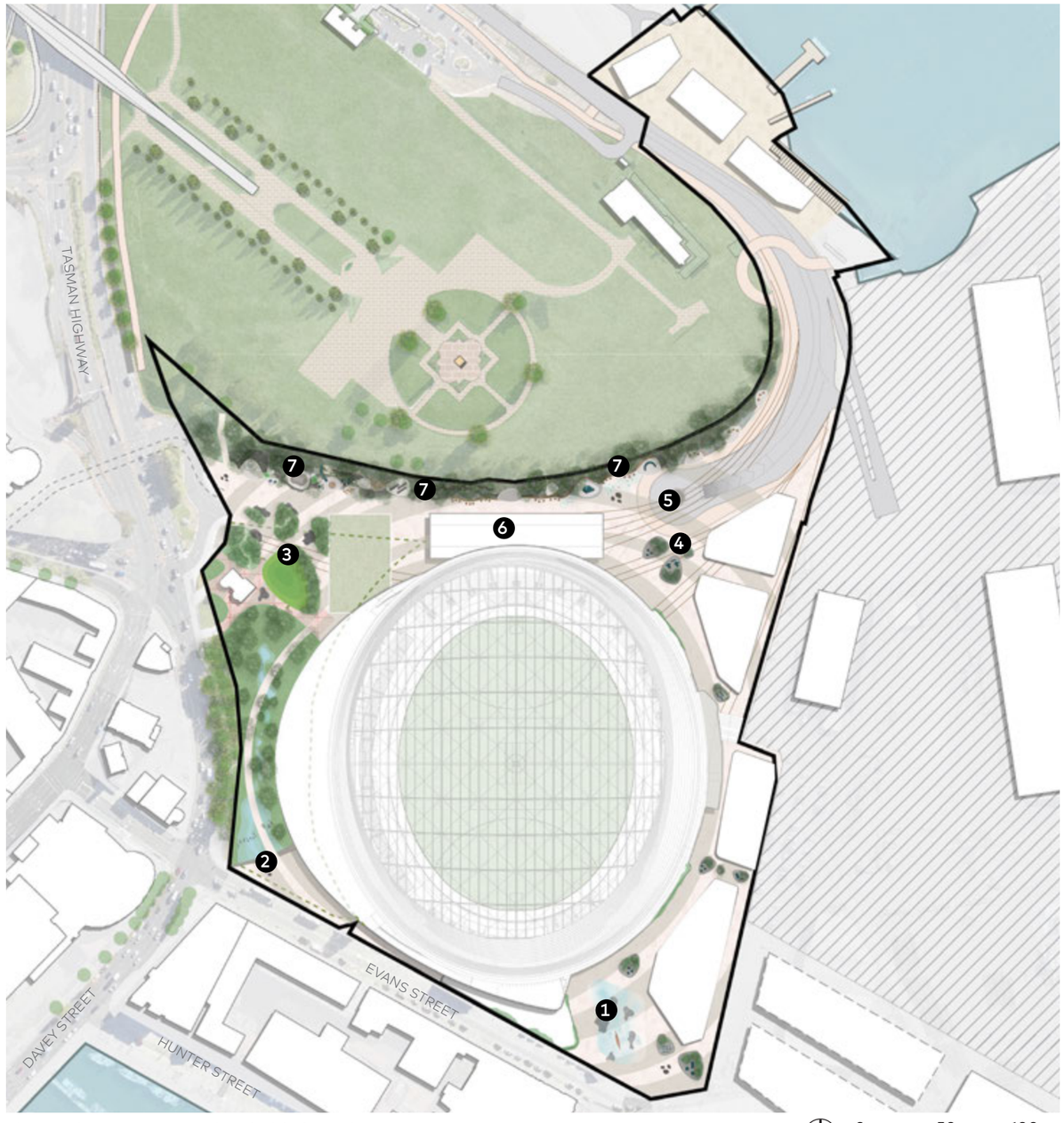


Figure 1: Open spaces associated with the project

Connection to Country:

Through an understanding of deep time and recent histories, Mac Point will become a Precinct that reawakens the untold stories of Country, leading the process of understanding the harm caused to the original owners and their unceded land. It will acknowledge and celebrate Palawa heritage, culture, arts and community. Connections to Country work towards understanding the Site on Country, exploring de-colonising Country, healing Country, caring for Country, revealing Country, and sharing Country.

Strategies:

1. Reveal the original flow of the Hobart Rivulet and the meeting of fresh and salt water.
2. Reveal the original shoreline of Country.
3. Use recycled glass and oyster shell bands within the exposed concrete paving, representing cultural resources and ingenuity.
4. Sharing of cultural practices through canoe, fire, and spears.
5. Locate the Guardian Stones across the Site at key nodes defining the whole precinct as an Aboriginal cultural place.
6. Integrate interpretation and art that tell the Aboriginal stories of place from deep time to the present. Provide scope for engagement of Aboriginal artists throughout the Site.
7. Using the basket weave as inspiration for the Stadium build. Connection to Sky Country through the Stadium roof and lighting levels that protect the night sky.
8. Look to the ingenuity of the Muwinina, embedding sustainability practices of repurpose, recycle, and reuse – a reference to the making of tools out of glass as their world disappeared before their eyes.
9. Truth telling - broken spears, etched language/ names and the ephemeral use of ochre.

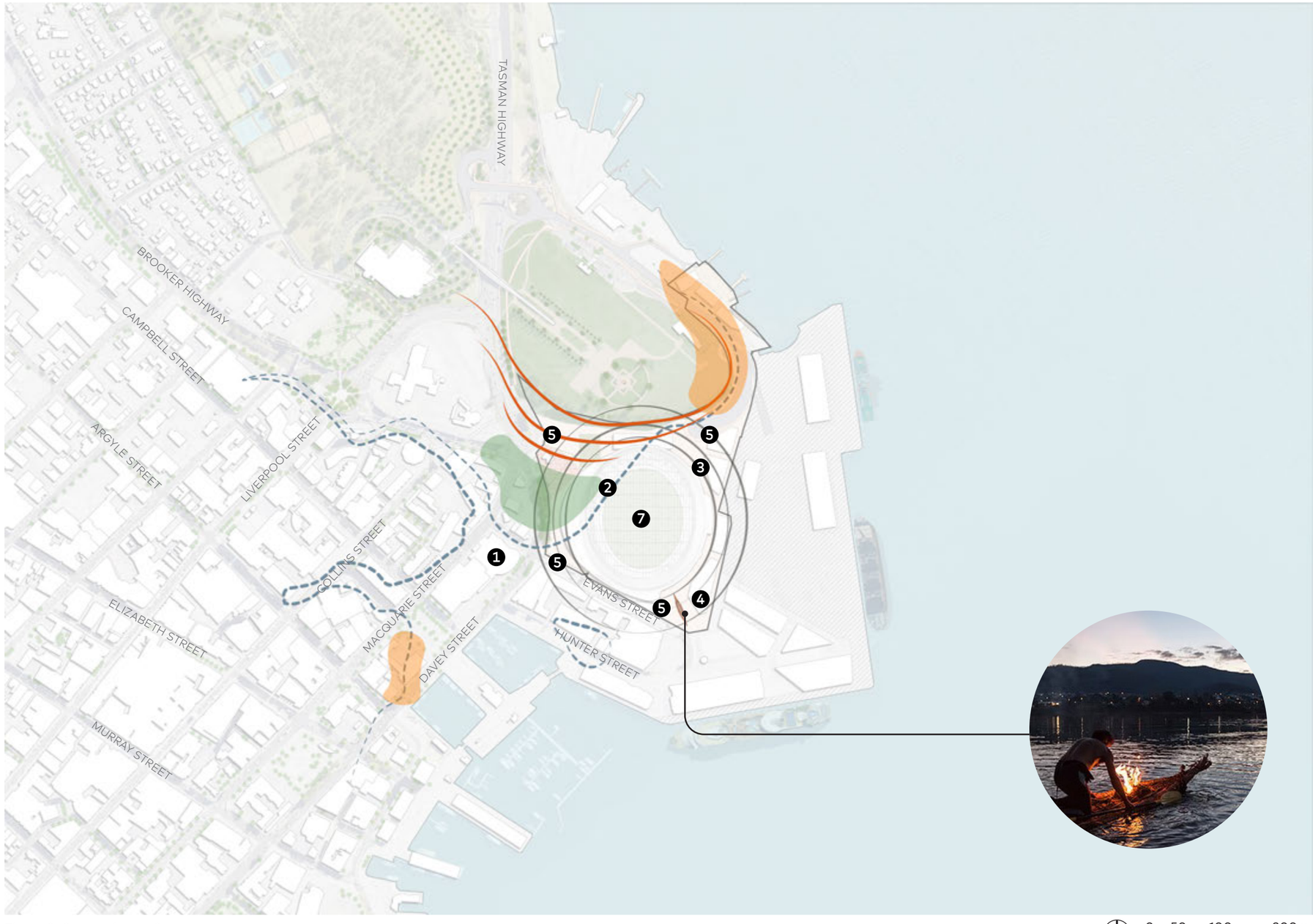
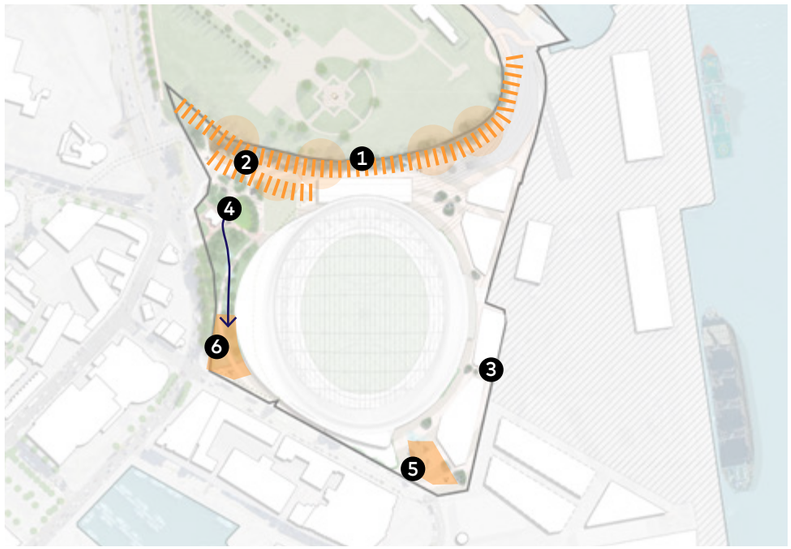


Figure 2: Connecting to Country

The public realm is interpretive, responsive, and readable, revealed through a series of place-based principles.

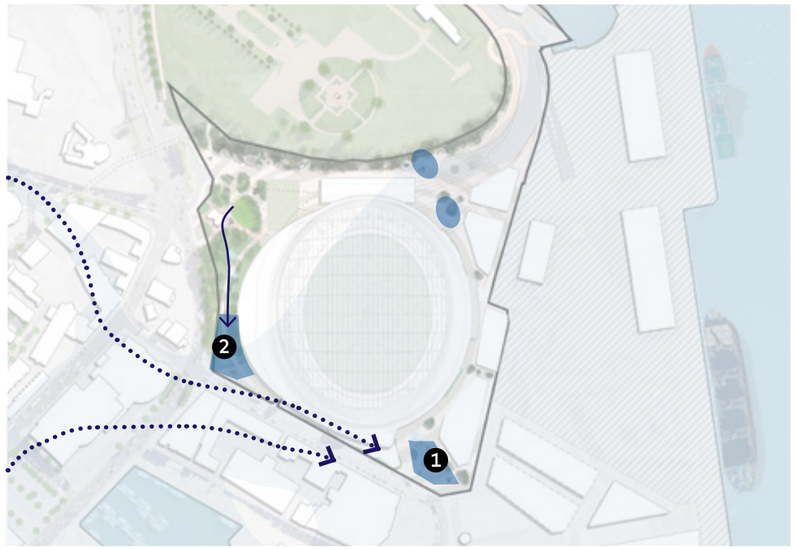


Geological Foundations:

Express the unique geological foundations of Hobart through dolerite strata and sedimentary foundations.

Strategies:

1. Activate the northern escarpment as a connected and multilevelled place for all ages play and performance.
2. Reveal historic quarrying activity by protecting the escarpment and scattering raw stone in the nearby area.
3. Pull back the concrete Cove Floor to reveal natural aggregates as areas of occupation and activation.
4. Create an undulating landscape that encourages people to engage and occupy its topographies.
5. Use dolerite boulders as distinct seating opportunities.
6. Define low points that hold water on the surface emulating rock pool formations.

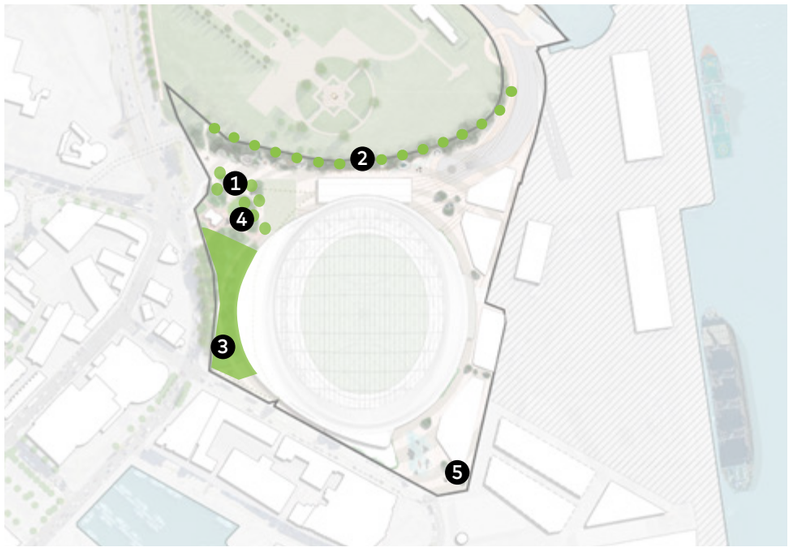


Hydrological Confluence:

Reintegrate the ebbs and flows of water as a crucial part of the Site's past and future resilience.

Strategies:

1. The built Cove Floor now reduces the Site's relationship with estuarine flows and varying water levels of the Derwent River– ephemeral water features to the east will reinterpret the Site's connection with water.
2. Harvest water from hard surfaces and roofs and store in wetlands reconnecting the Site with natural hydraulic systems.
3. Use water stores to passively charge soils and irrigate plantings.
4. Cleanse water through natural processes before entering to the River systems.

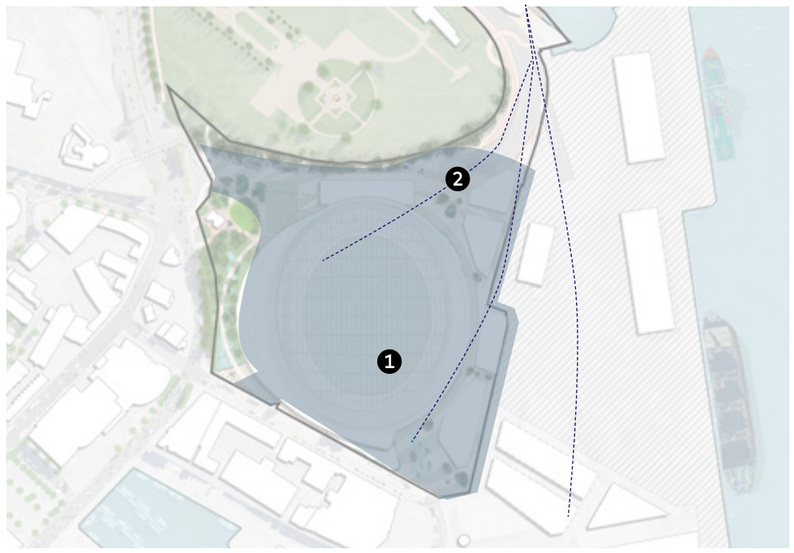


Ecological Diversity:

A rich ecological past is re-established through native plantings that support the local biodiversity of salt and freshwater ecologies.

Strategies:

1. Re-establish copses of native Casuarina forests and ground covers to define natural ground and create a home for native fauna.
2. Use tree planting to soften the impact and scale of the Stadium within a sensitive landscape context.
3. Establish native wetland species to cleanse water before entering the River.
4. Provide lawned areas for people to occupy and enjoy.
5. Utilise trailing groundcovers to soften the concrete of the Cove Floor.
6. Use tree planting to mitigate winds and urban heat island effect.

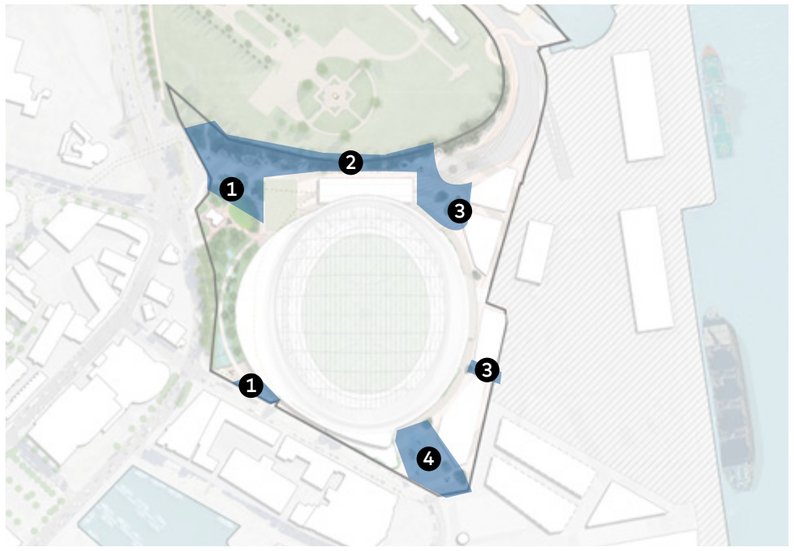


Industrial Wharf:

Create a landscape that honours the industrial legacy of the Cove Floor while transforming it in ways that point to a sustainable future.

Strategies:

1. Extend the working Cove Floor through exposed concrete as the dominate surface material.
2. Reveal the rail alignments of the old rail yard through surface material change.
3. Recycle existing site materials and source new materials locally.
4. Express the industrial character of place through robust material choices such as steel and large profile timbers.
5. Create a generous scale to urban furniture and landscape elements.

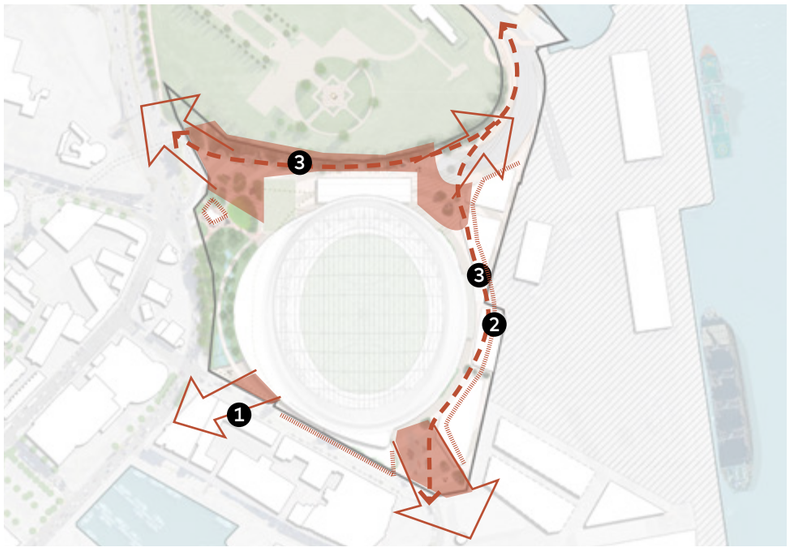


Activation and Engagement:

Engage the community in the activation of the Site and provide an array of programs and cultural experiences.

Strategies:

1. Develop multiple flexible settings that provide for a range of group sizes from the singular to large mass gatherings.
2. Integrate sports and recreation spaces focused around the active escarpment
3. Integrate active play, exercise stations and youth programs throughout the Site.
4. The South-Eastern Plaza will be activated through the use of ephemeral water play, bringing life to the space outside of event times. These water elements are designed with flexibility in mind, allowing for full deactivation during large-scale events or partial adjustment to maintain important pedestrian pathways. A sophisticated series of pre-programmed sequences will animate fountains, responding to the day, weather, and events. This dynamic display will reflect the daily rhythms of the precinct, marking key moments such as morning commutes, lunch breaks, and evening transitions, and ensuring the plaza remains an engaging space throughout the day.



Connectivity and Porosity:

Provide an engaging and safe environment that encourages day to day community occupation, manages large crowds and supports a calendar of events, ceremonies, and moments.

Strategies:

1. Develop an open porosity across the Site, to the Stadium, and to the broader city.
2. Support a portion of active edges within the mixed use development zone in the broad locations shown in the diagram adjacent.
3. Extend the Intercity Cycleway from the north to the city.
4. Integrate logical wayfinding and interpretive signage to help reveal and orientate the Site.
5. Provide a safe and engaging nighttime space through human scale and low-energy lighting.
6. Create a pedestrian-orientated Site through open movement, key sightlines, navigation cues, nodal points, and amenities.

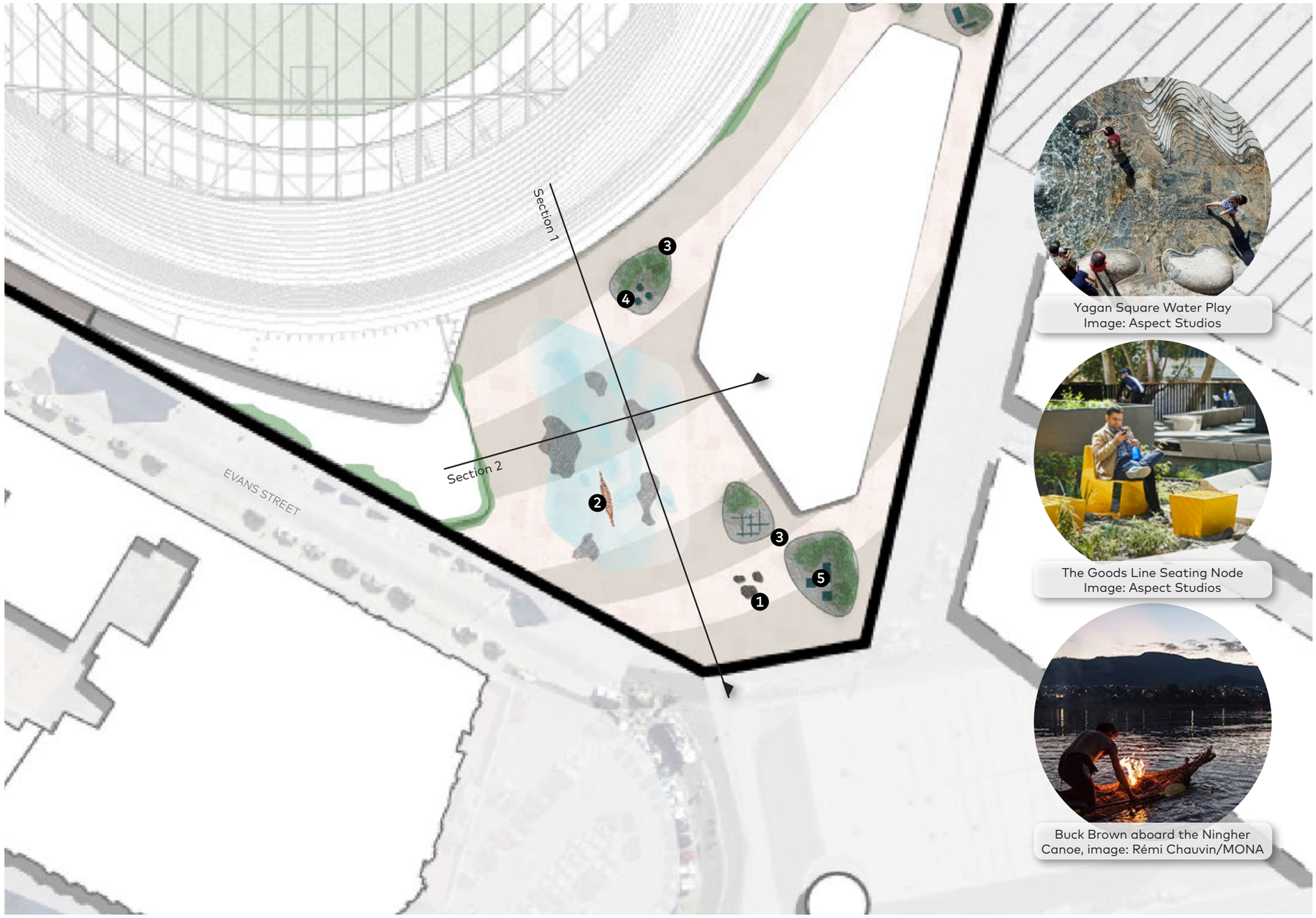
The South East Plaza: Cove Floor

Positioned below the natural foreshore, this plaza is an adaptable space where the confluence of water and the movement of tides can be experienced in a playful manner.

The space may be activated through the use of ephemeral water play features. These water elements could be designed with flexibility in mind, allowing for full deactivation during large-scale events to accommodate crowds or partial adjustment to maintain important pedestrian pathways. A series of pre-programmed sequences could animate fountains, responding to the day, weather, and events. This dynamic display will reflect the daily rhythms of the precinct, marking key moments such as morning commutes, lunch breaks, and evening transitions, and ensuring the plaza remains an engaging space throughout the day.

This approach establishes pedestrian priority and builds on the principles defined in the 'Hobart Public Spaces and Public Life – a city with people in mind' report by Gehl Architects 2010, including:

- Develop the waterfront into a true city destination
- Develop a continuous waterfront walk
- Create diverse spatial experiences along the waterfront
- Introduce activities related to the water Everyday life and great events.



Yagan Square Water Play
Image: Aspect Studios

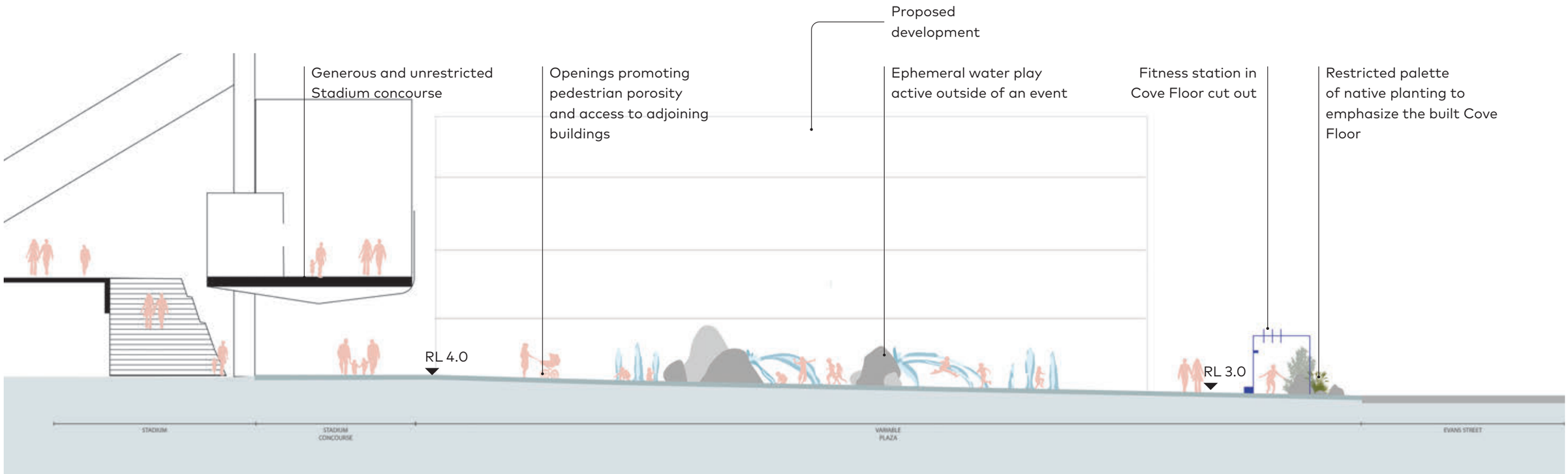
The Goods Line Seating Node
Image: Aspect Studios

Buck Brown aboard the Ningher Canoe, image: Rémi Chauvin/MONA

Figure 3: South East Plaza

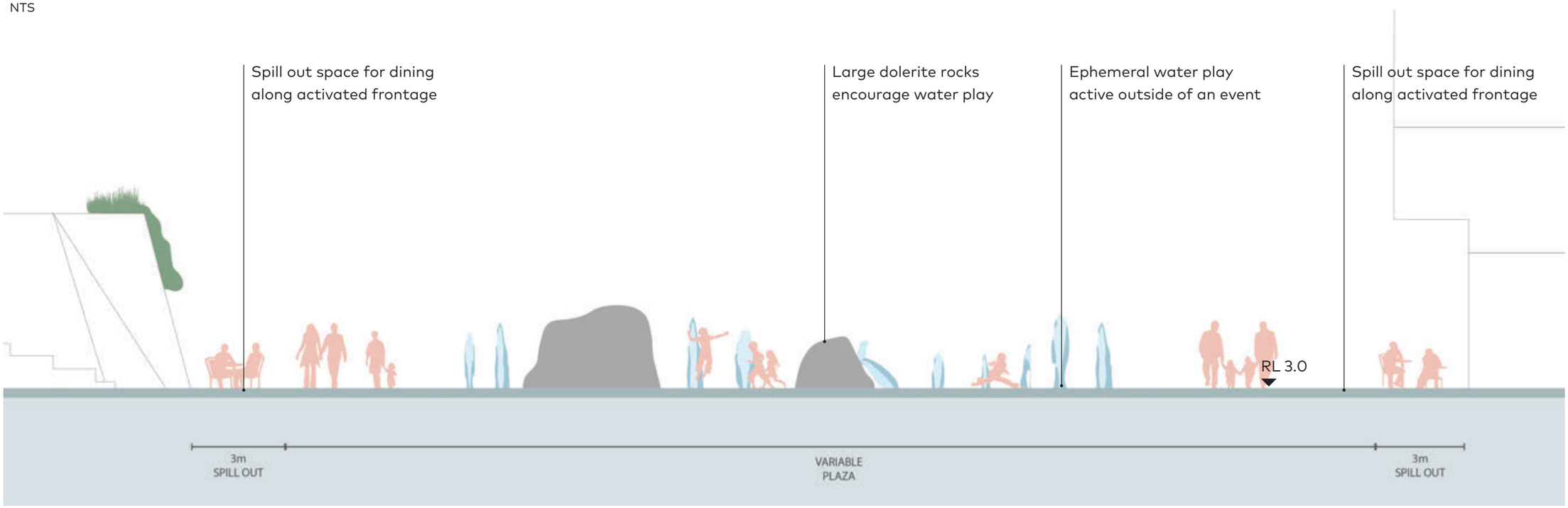
NTS

- Site Boundary
- Dolerite
- Glass aggregate concrete
- Oyster shell aggregate concrete
- Coastal groundcover planting
- Ephemeral water play
- 1 Custodian rocks
- 2 Traditional canoe sculpture
- 3 Cove Floor cut outs nodes
- 4 Gathering space
- 5 Fitness stations



Section 1 - South East Plaza

NTS



Section 2 - South East Plaza

NTS

The South West Plaza: Original Shoreline

This small plaza sits on the meeting point of the built and natural Cove Floor. The space collects water from the wider site creating a natural rain garden and echoing the tidal ebbs and flows of water on the original shoreline. The rain garden can be explored along a boardwalk, with mist rising from the sandy shores.

Where the built and natural Cove Floor meet, a linear seating edge extrudes from the Cove Floor. The seating edge allows for groups to linger and meet prior to entering or leaving the Stadium. As a secondary entry this plaza draws people in from Evans Street to the VIP entrance of the Stadium.

The Aboriginal Culturally Informed Zone to the north will be informed by a separate co-design process with the Tasmanian Aboriginal Community.

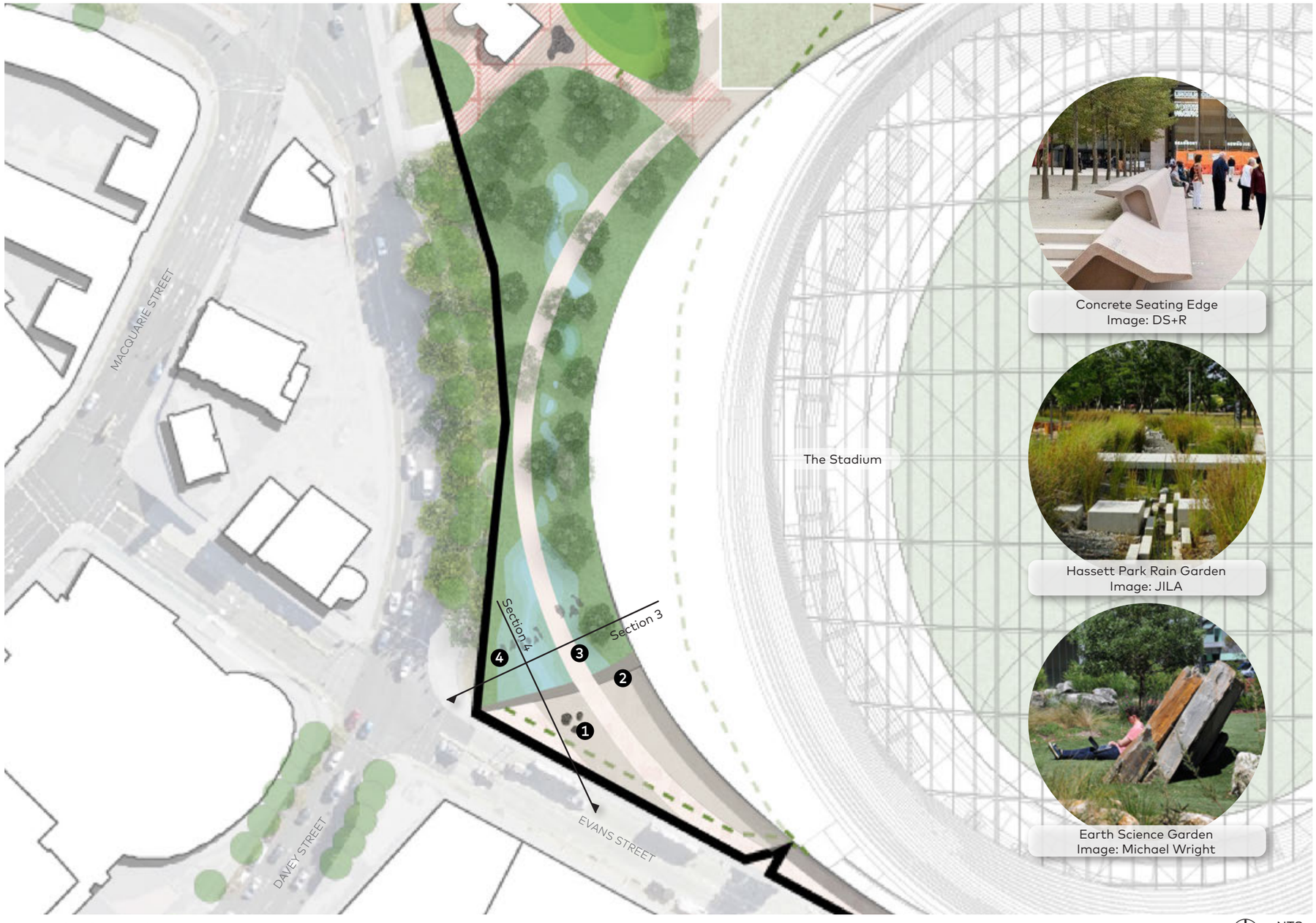
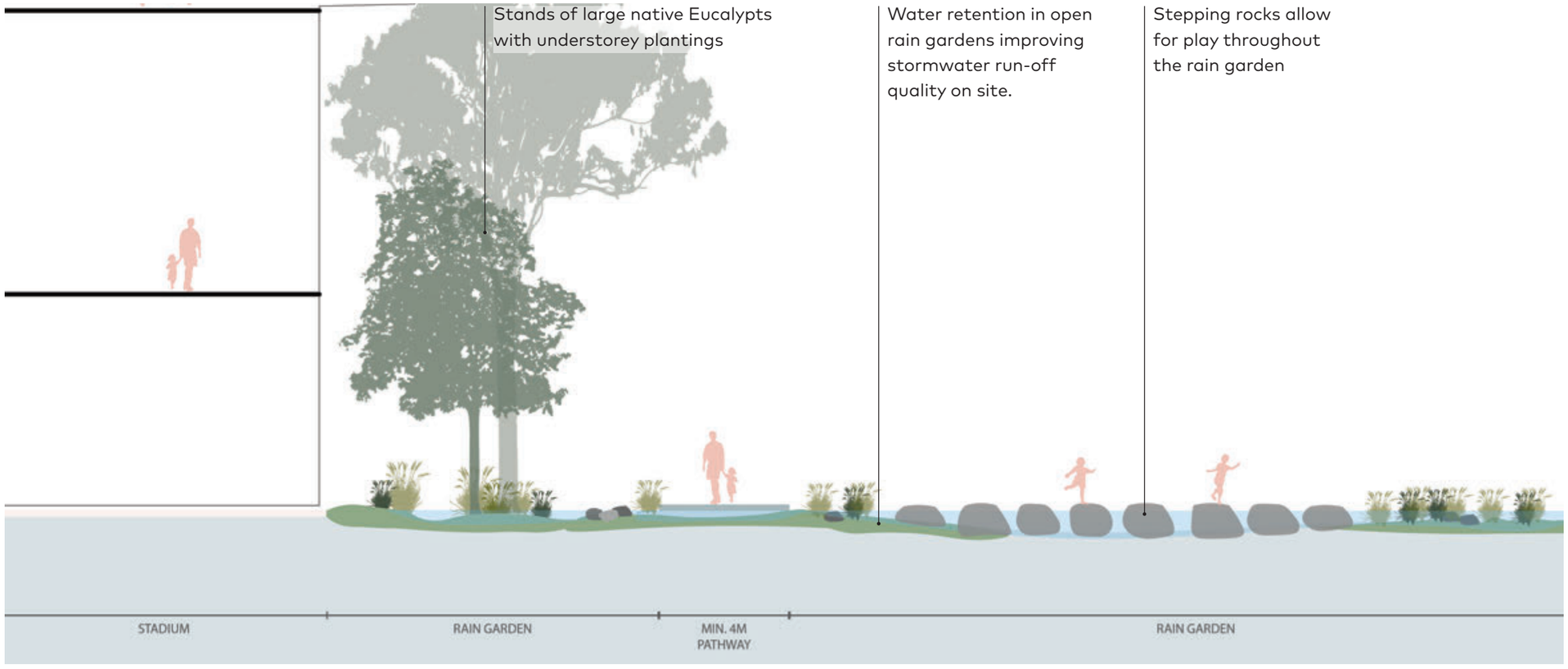
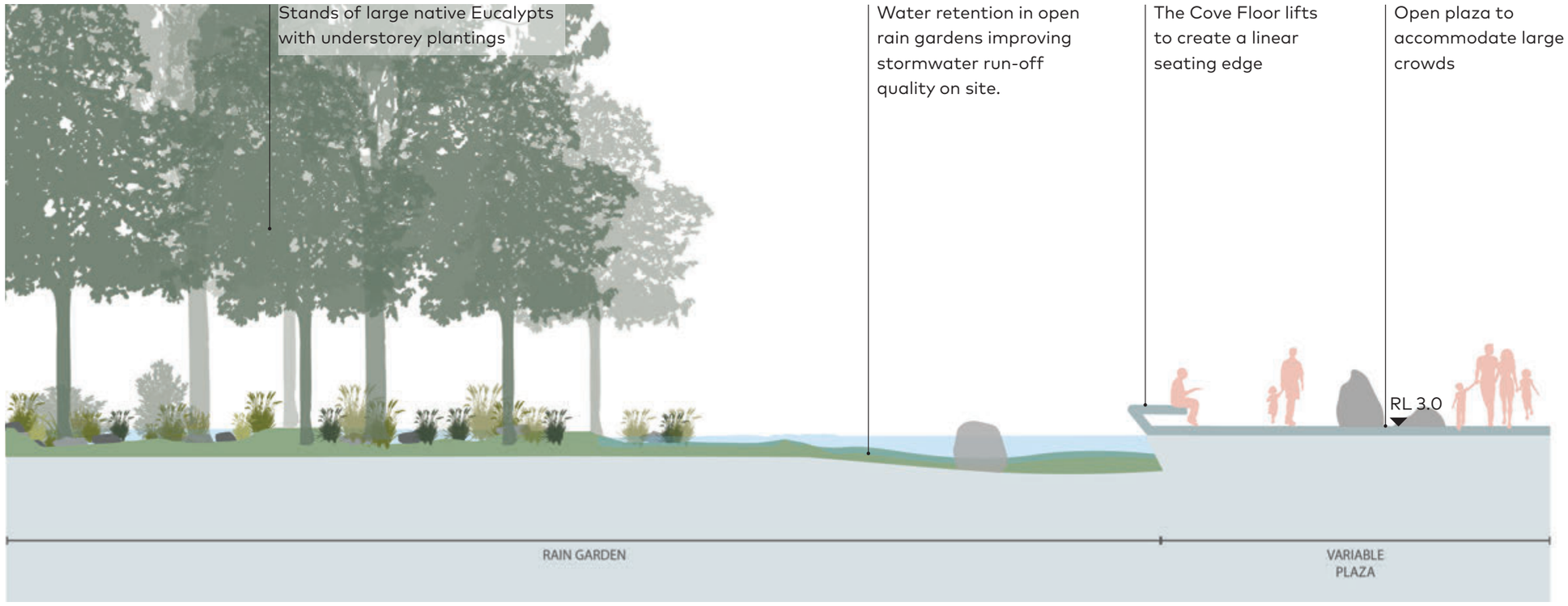


Figure 4: South West Plaza



Section 3 - South West Plaza

NTS



Section 4 - South West Plaza

NTS

The North East Plaza: Escarpment Edge

This plaza is a gateway for pedestrians and cyclists with a focus on efficient movement. A large expanse of hardscape is provided to facilitate the arrival and departure of crowds via the Bus Plaza. Misting sculptures will help to create a sense of arrival at the bus drop off zone and along the active transport corridor. Misting sculptures playfully reintroduce water to this space that historically was below the shore line.

This space will prioritise the movement of people as they arrive and leave the Stadium as well as transition between spaces surrounding the Stadium.

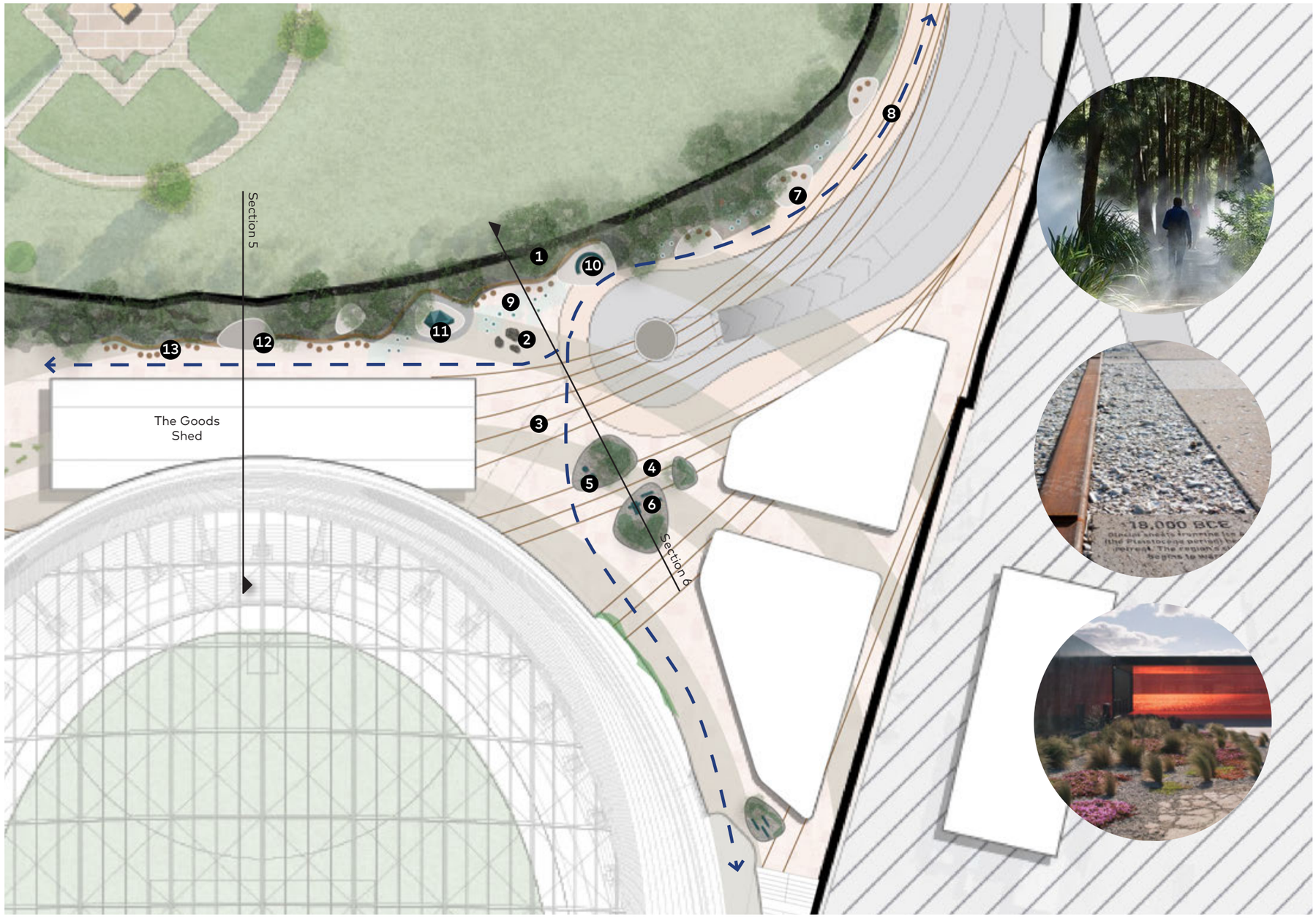
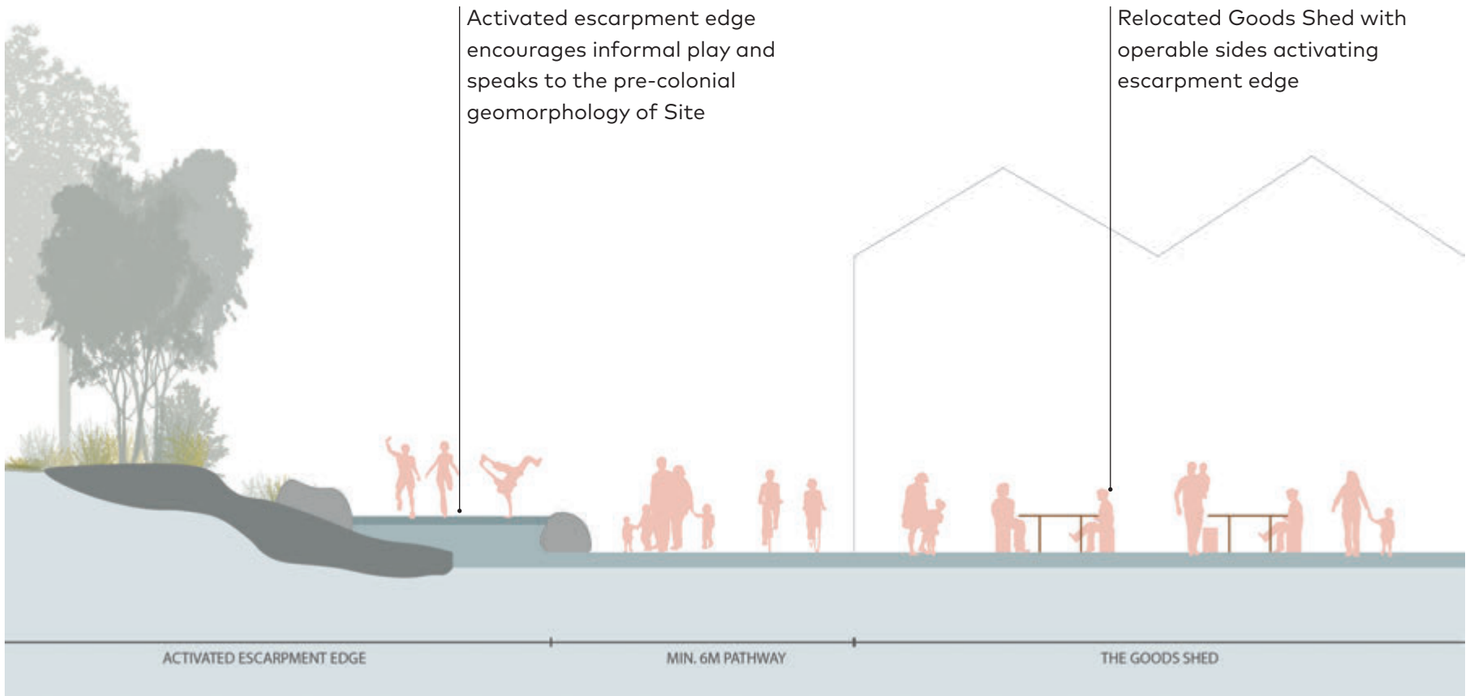


Figure 5: North East Plaza

NTS

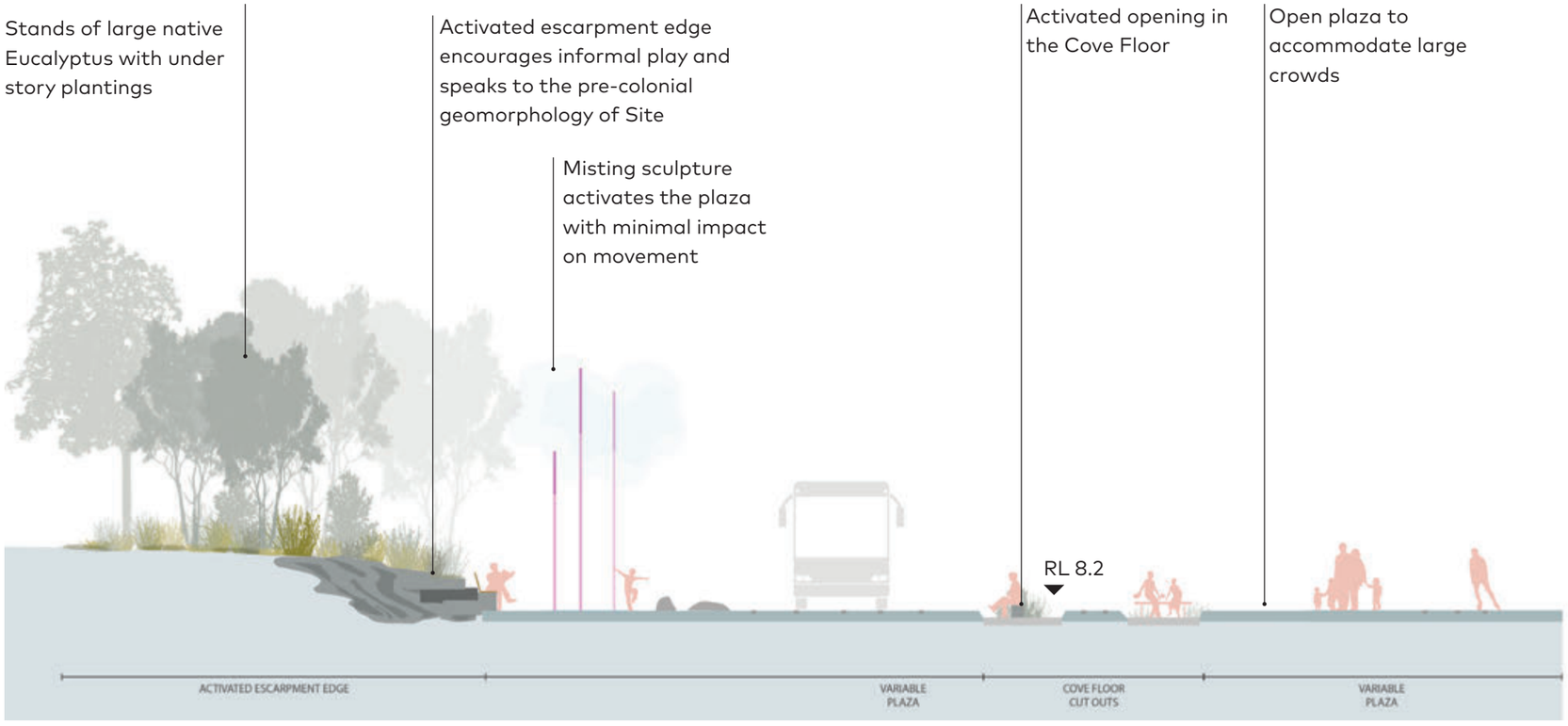
- Site Boundary
- Aggregate
- Dolerite
- Pedestrian and Cycle movement
- Glass aggregate concrete
- Shell aggregate concrete
- Coastal groundcover planting

1 Sheoak tree planting
2 Custodian rocks
3 Former rail line inlays
4 Cove Floor cut outs nodes
5 Gathering space
6 Fitness stations
7 Bus waiting areas
8 InterCity Cycleway
9 Salt spray misters
10 Parkour area
12 Outdoor stage
13 Long table (outdoor dining)



Section 5 - North East Plaza

NTS



Section 6 - North East Plaza

NTS

The North West Plaza: Cove Slopes

The pre-colonial transition from natural headland to shore line is expressed in geological rock formations and vegetated ecological islands. The headland becomes an occupiable edge with opportunities for informal play such as climbing walls, viewing platforms and slides. Casuarina islands are dotted throughout the plaza, reminiscent of the pre-existing foreshore.

The plaza aims to create a respectful landscape setting for the Royal Engineers Building defining it as a key gateway feature. An existing staircase links pedestrians to the Cenotaph, the Bridge of Remembrance, and Queens Domain Parklands.

The Aboriginal Culturally Informed Zone to the south will be informed by a separate co-design process with the Tasmanian Aboriginal Community

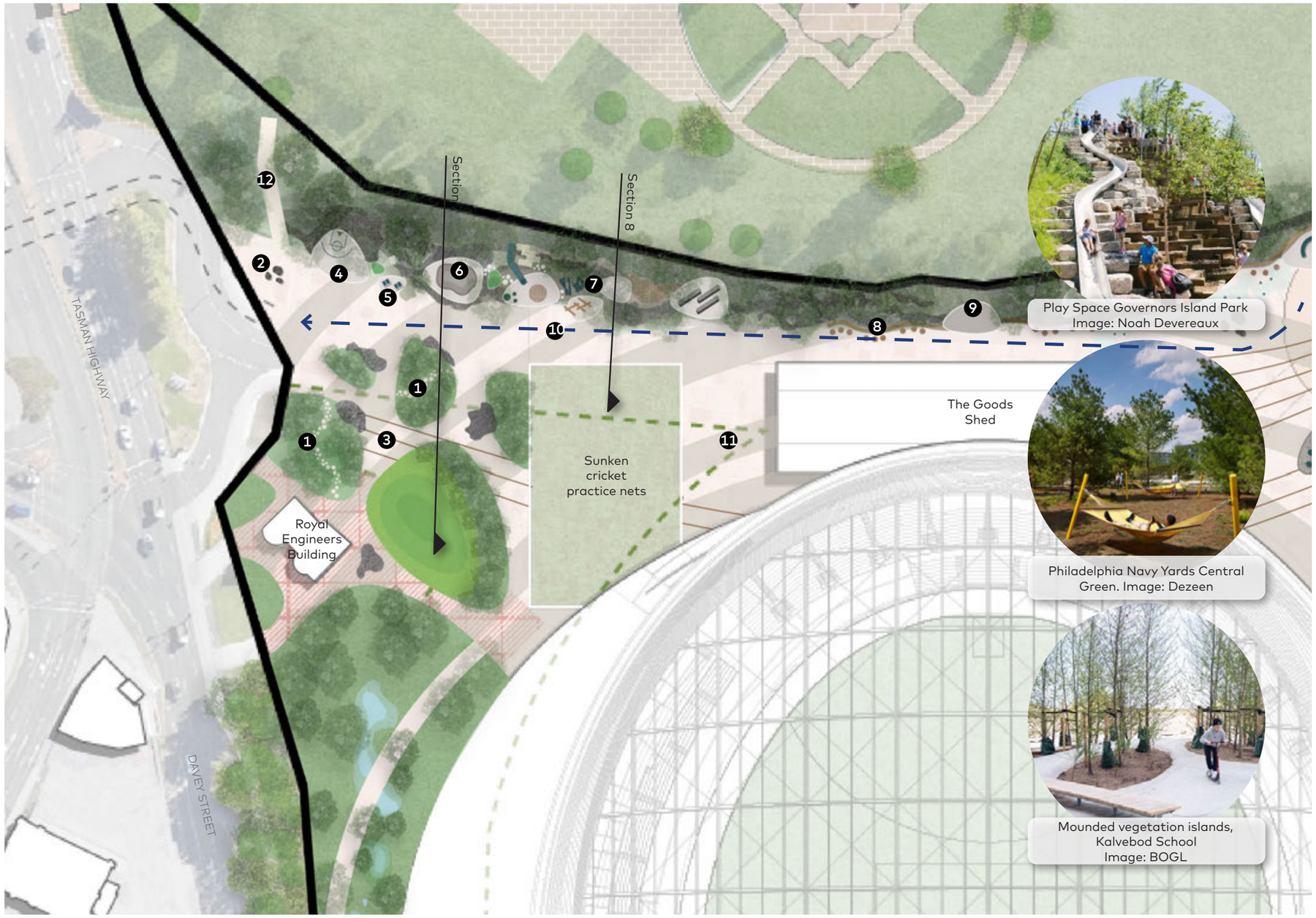
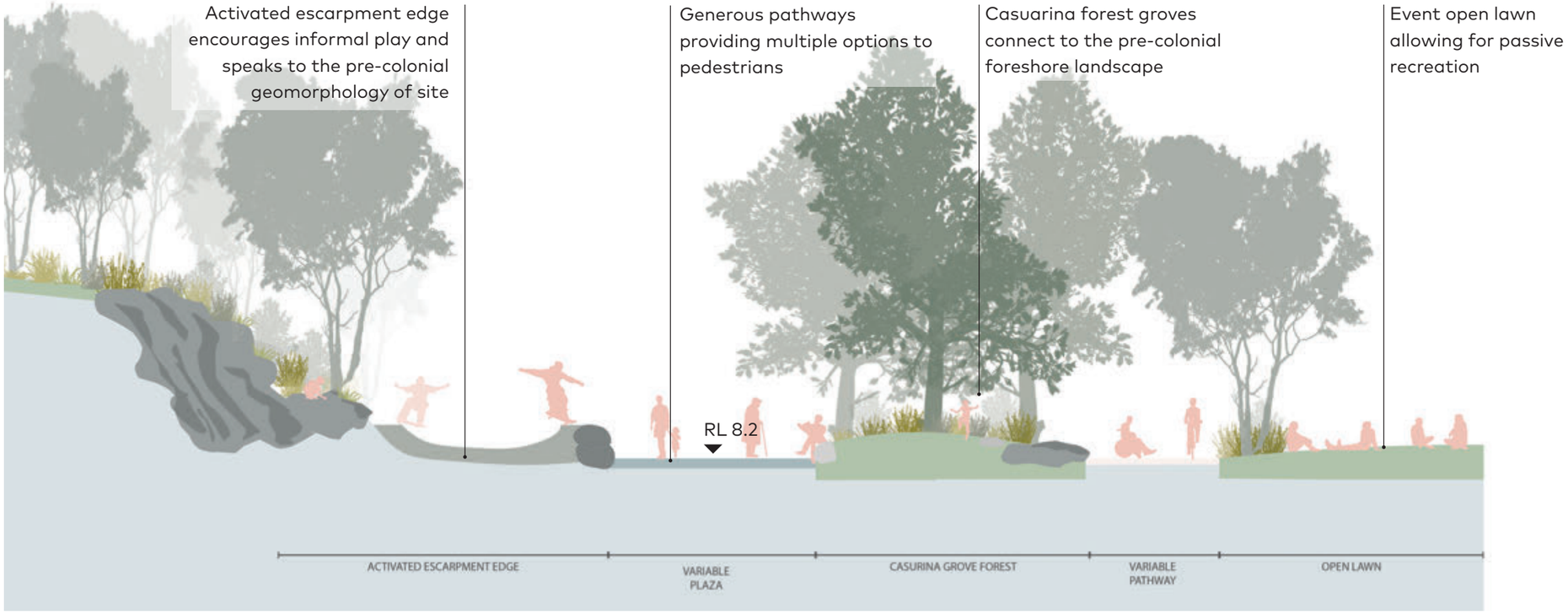


Figure 6: North West Plaza

NTS

Site Boundary	Shell aggregate concrete	1	Sheoak groves	4	Half basket ball court	7	Terraced play area	11	Stadium Access
Glass aggregate concrete	Coastal groundcover planting	2	Custodian rocks	5	Outdoor table tennis	8	Long table (outdoor dining)	12	Existing Cenotaph stepped link
Dolerite	Event sun lawn	3	Former rail line inlays	6	Skate bowl	10	InterCity Cycleway/ Emergency and Service vehicle access		



Section 7- North West Plaza

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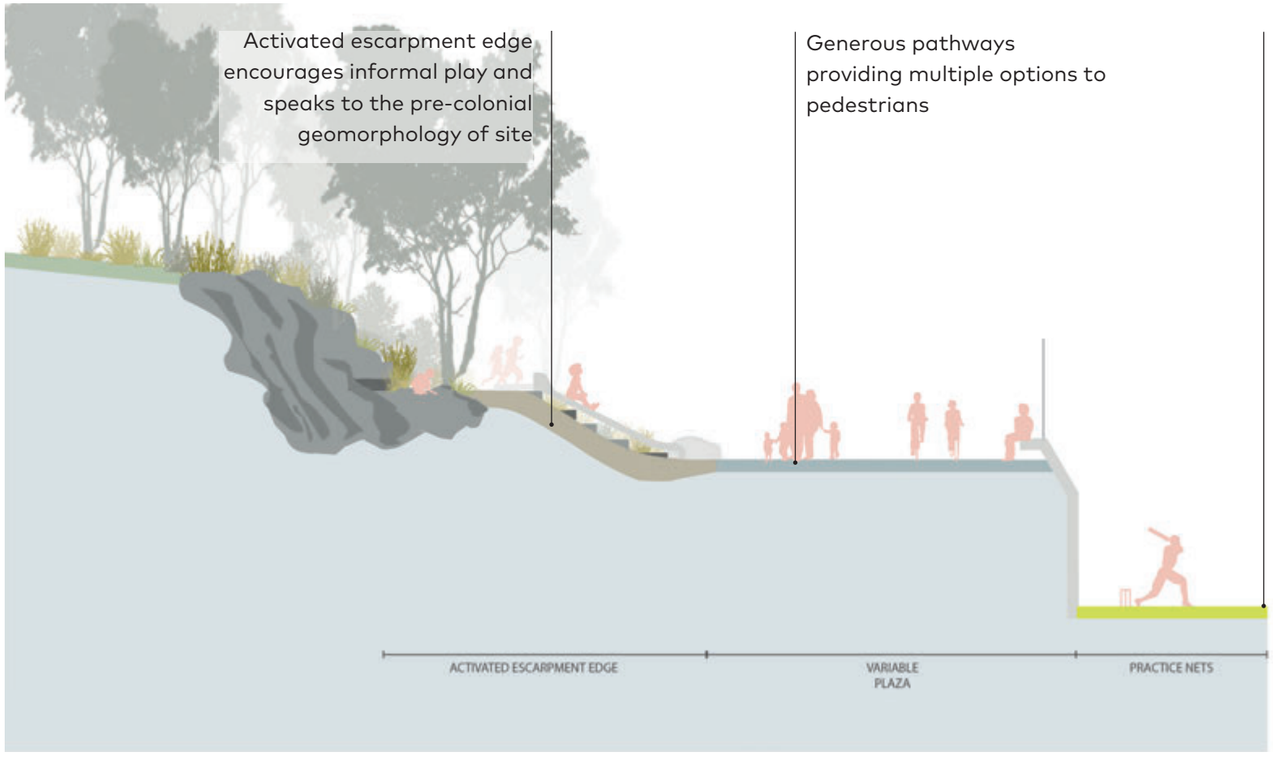


Section 8 - North West Plaza

NTS

1.2 Site Description

1.2.1 The reports are to provide plans and a description of the project site and its surrounds

Titles and ownership

Title SP179192, owned by the Macquarie Point Development Corporation (MPDC), encompasses most of the Macquarie Point Site. Title SP129483, also owned by MPDC, will be merged with SP179192. Additionally, title SP20452, currently owned by the Crown, is in the process of being transferred to MPDC.

Along Evans Street, at the southern boundary of the Site, there are additional land titles that MPDC is currently discussing with relevant landowners to transfer to MPDC, with the exception of a small parcel owned by the City of Hobart. MPDC does not own the small triangular parcel of land on the southern boundary, this is owned by the City of Hobart. The current plans for the Stadium do not infringe upon this area.

The title for the Crown land parcel at Regatta Point is currently under creation. On completion of the new title, the land will be transferred to MPDC.

In the north of the Site, SP176538 cuts through MPDC land and follows the course of the Hobart Rivulet underneath the Cenotaph. The Northern Suburbs Transit Corridor will be maintained.

In the immediate vicinity of the Site, Title SP129483 represents TasPorts land, encompassing all Port land to the south and east. This includes Hunter Street, which is owned by Hobart City Council. Title P20452, located at the north-western edge of the Site, incorporates portions of the road reserve along the Tasman Highway.

Figure 7: Site titles

1.2 Site Description

Titles and ownership

Site Boundaries

The Macquarie Point Site is oriented along the western bank of the Derwent River. The Site is bounded by the Hobart Cenotaph to the north, Davey Street to the west, Evans Street to the south, and TasPorts land and the Derwent River to the east, comprising a site area of approximately 10 hectares.

The Project of State Significance boundary encompasses the footprint of the Multipurpose Stadium, the external concourse and Stadium entry plazas for pedestrian circulation and emergency vehicles, practice cricket wickets, the relocated Goods Shed and underground car park.

Although the Stadium has a defined geographic boundary for the purposes of the PoSS, its zone of influence extends beyond this boundary to encompass the uses, spaces, places, movement, and function of the surrounding Site. This zone of influence includes the Bus Plaza and Northern Access Road, which do not form part of the PoSS.

The Site Master Plan - subject of a separate planning application - boundary encompasses the entire Macquarie Point Development Site.

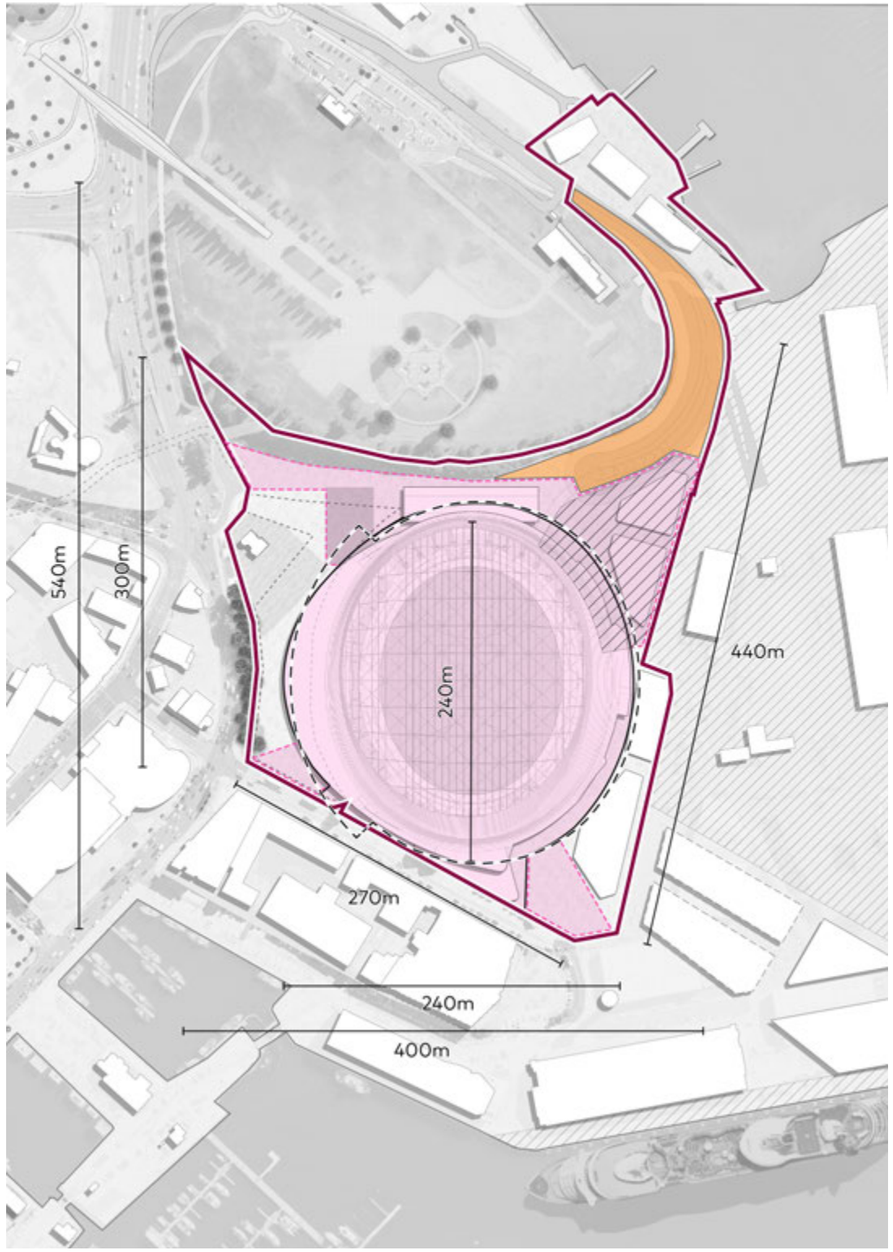


Figure 8: Site boundaries and dimensions

- Project of State Significance boundary
- Ancillary Stadium functions within PoSS boundary
- Original Illustrative Project of State Significance Boundary
- Zone of Influence boundary
- Underground car park
- Site Master Plan boundary

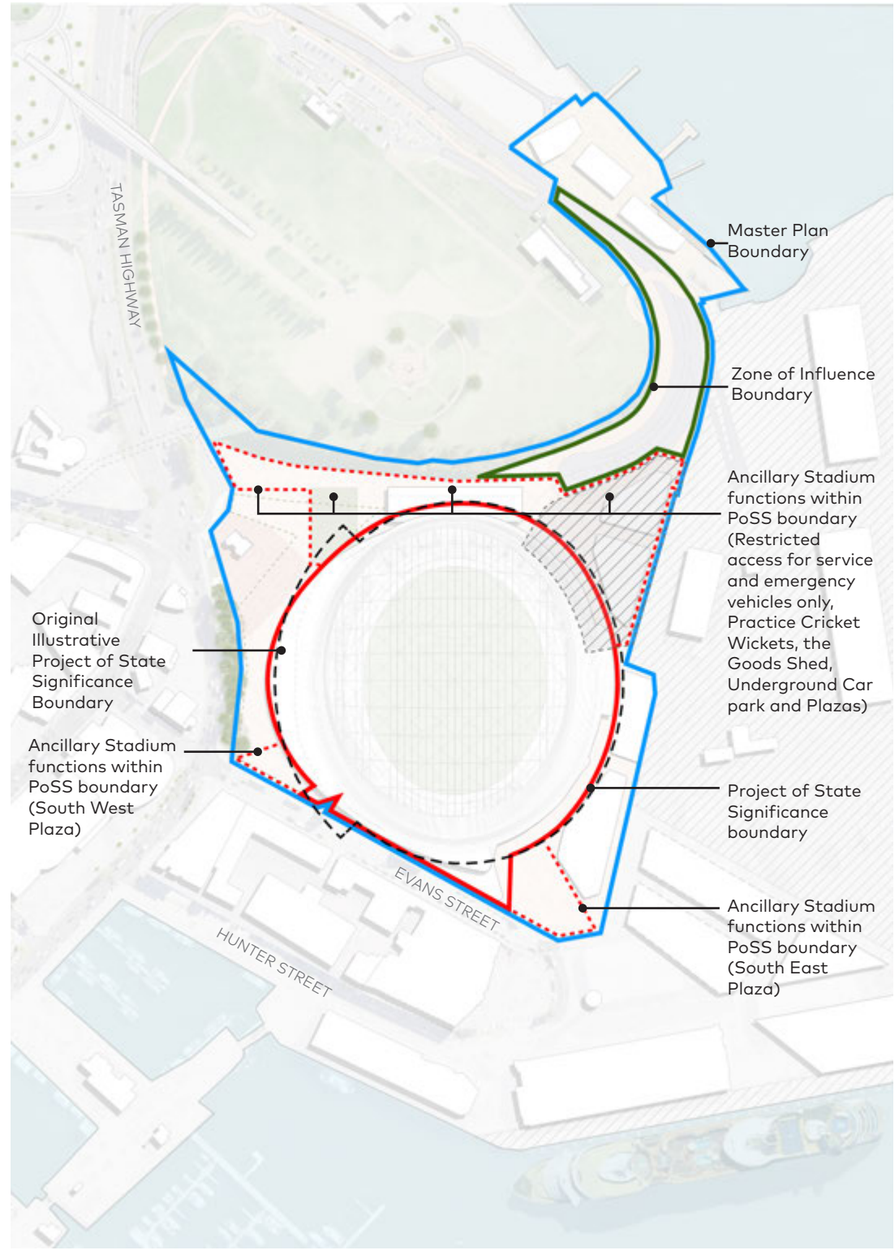


Figure 9: Site boundaries

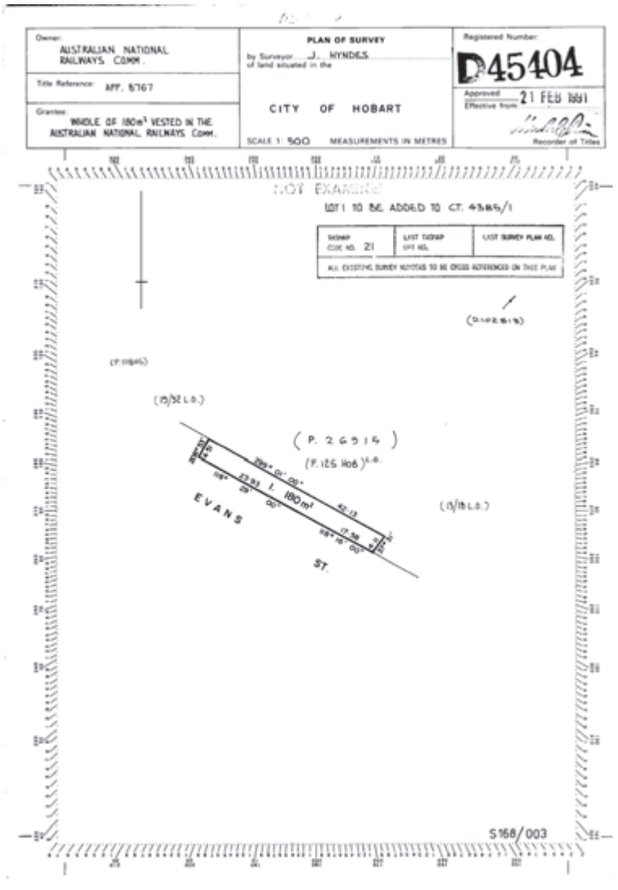
- Project of State Significance boundary
- Ancillary Stadium functions within PoSS boundary
- Original Illustrative Project of State Significance Boundary
- Zone of Influence boundary
- Underground car park
- Site Master Plan boundary

1.2 Site Description

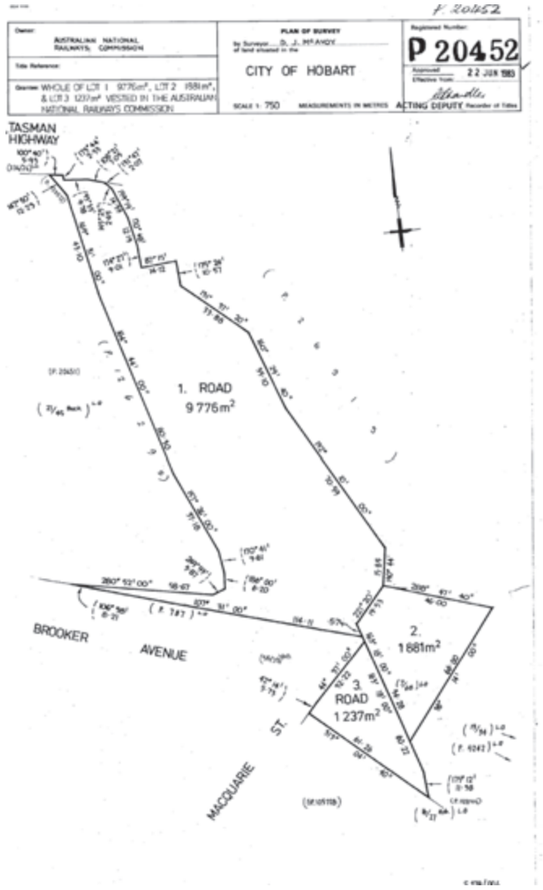
Titles and ownership

Current folios of the Register for all of the project site, including the plans and any schedule of easements, rights-of-way, covenants and other reservations affecting the project site and Macquarie Point Site

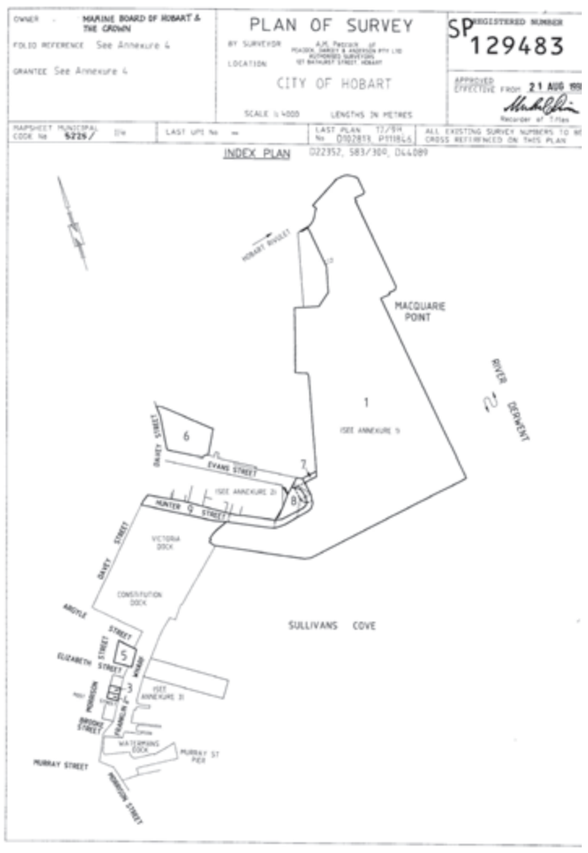
D45404



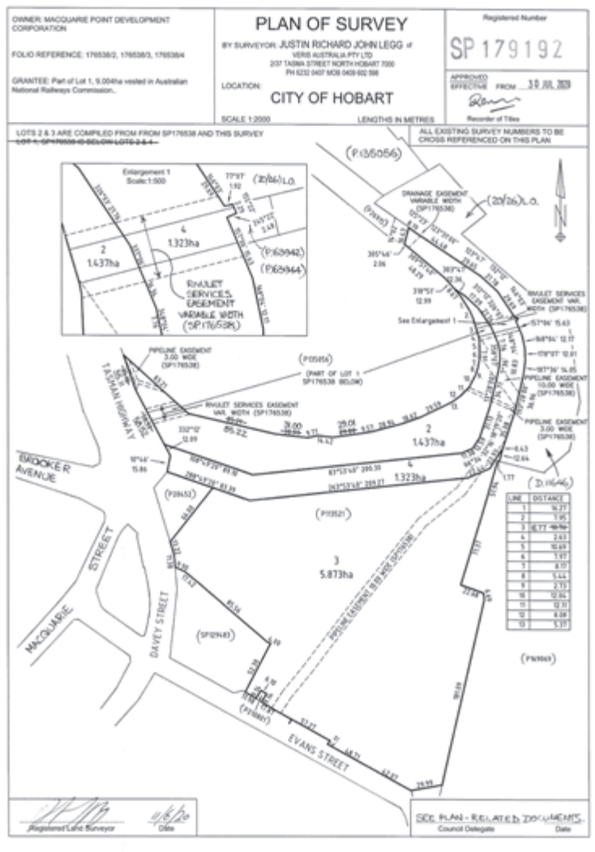
P20452



SP129483



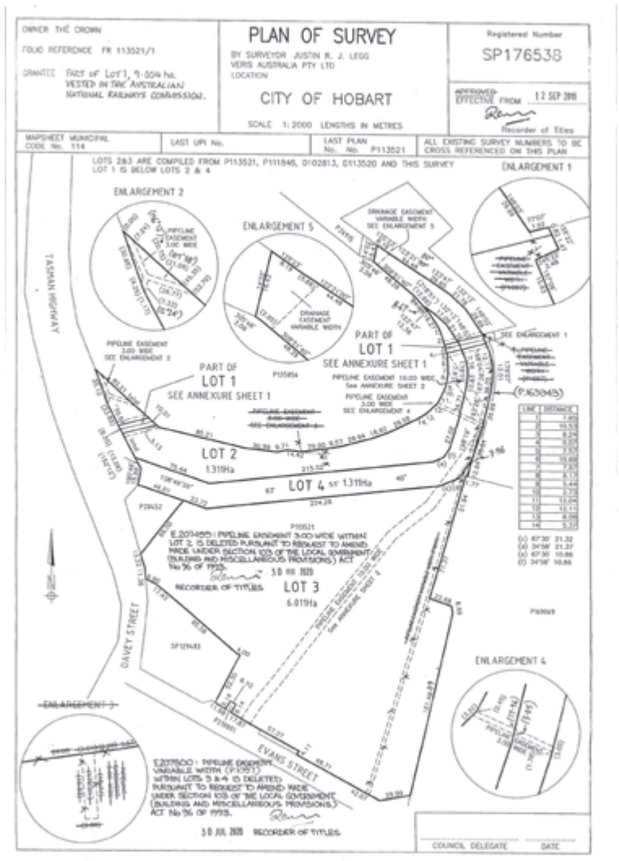
SP179192

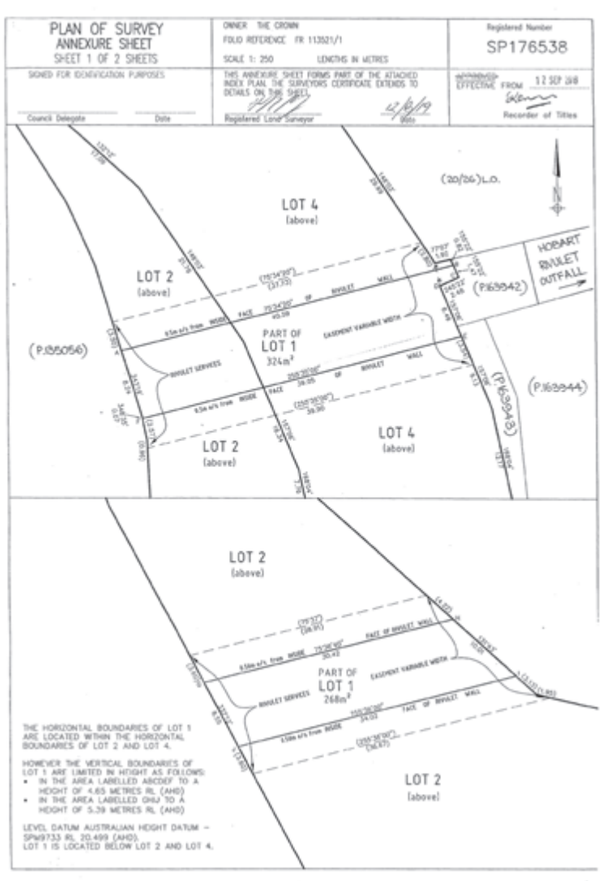


1.2 Site Description

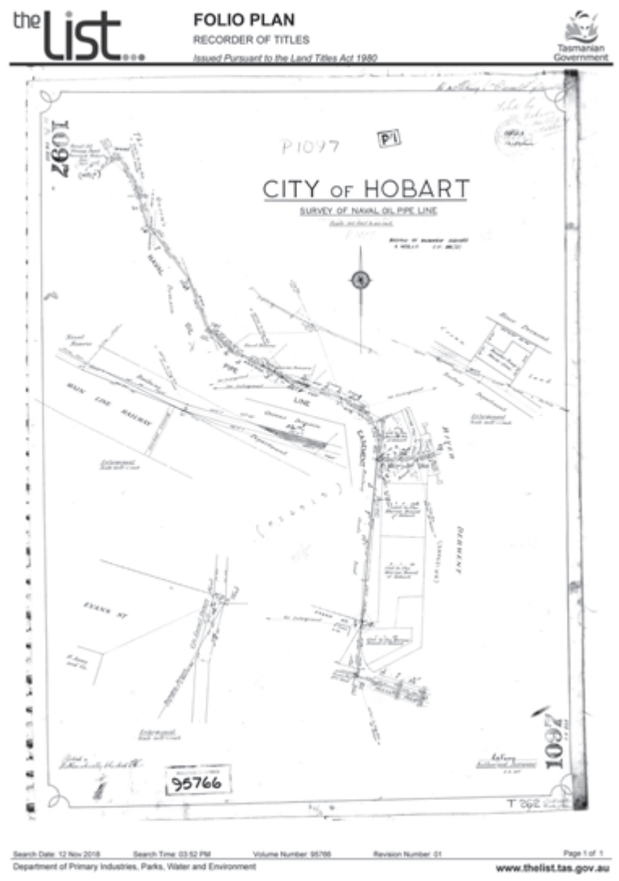
Titles and ownership

SP176538





NAVAL OIL PIPELINE



1.2 Site Description

Titles and ownership

Ownership of the project site and surrounding land

The Site comprises of authority freehold land that is owned and operated by MPDC or Crown Land.

The context of land tenure around the Site consists predominantly of land that is owned and operated directly by state or local government or through state government entities, while private freehold land is located west of Davey Street and along Evans Street to the south.

The lot immediately east of the Site comprises of authority freehold land under the management of the TasPorts state government agency. A lot between the Site and TasPorts is owned by TasWater encompassing their wastewater treatment plant. North of the Site, the lots are owned by local government. Public reserve land immediately south of the Site containing the UTAS School of Creative Arts.

Despite being operated or inhabited by different entities, the significant government land ownership of the Site and its surrounds offers the opportunity for collaboration and co-opting design directions to produce cohesive land uses and activities across the wider Mac Point Precinct.

Figure 10: Land ownership

1.2 Site Description

Services and Access

Infrastructure Constraints

A broad-scale overview of the combined infrastructure and utility services across and around the Site reflects the collective constraints and opportunities for earthworks and connections to existing services.

The majority of services can be seen to divert around the Site, concentrated along Evans Street in the south and the TasWater treatment plant in the north, with the principle areas of focus comprising of the underground services cutting through the centre of the Site and along the northern Site boundary.

Services to the north of the Site comprise of underground telephone and electricity cables, gas mains and stormwater drainage pipes that largely align comfortably with the orientation of the Northern Access Road. An underground electricity conduit also connects to underground services at the access road but deviates through the length of the Site to connect to services along Evans Street in the south.

TasWater infrastructure is concentrated around the north of the Site including the sewer trunk main running through the Site. This will be retired and reloacted in accordance to the needs of future developments due to plans for decommissioning the adjacent sewerage treatment plant by 2025.

Closer analysis of infrastructure and utilities around the Site is available within de-constructed maps dedicated to each of the individual services.

Figure 11: Combined Infrastructure Constraints

1.2 Site Description

Services and Access

Water Pipes

Water pipes carrying drinking water within the context area primarily comprise of reticulation mains that align with the surrounding street network and the perimeter of the Site with connections to the TasWater wastewater treatment plant.

Bulk transfer mains are also located along Campbell Street and continuing south down Davey Street away from the Site. Segments of abandoned mains are found running down from the reticulation main adjacent to the Cenotaph and continuing down the docks at Sullivan's Cove.

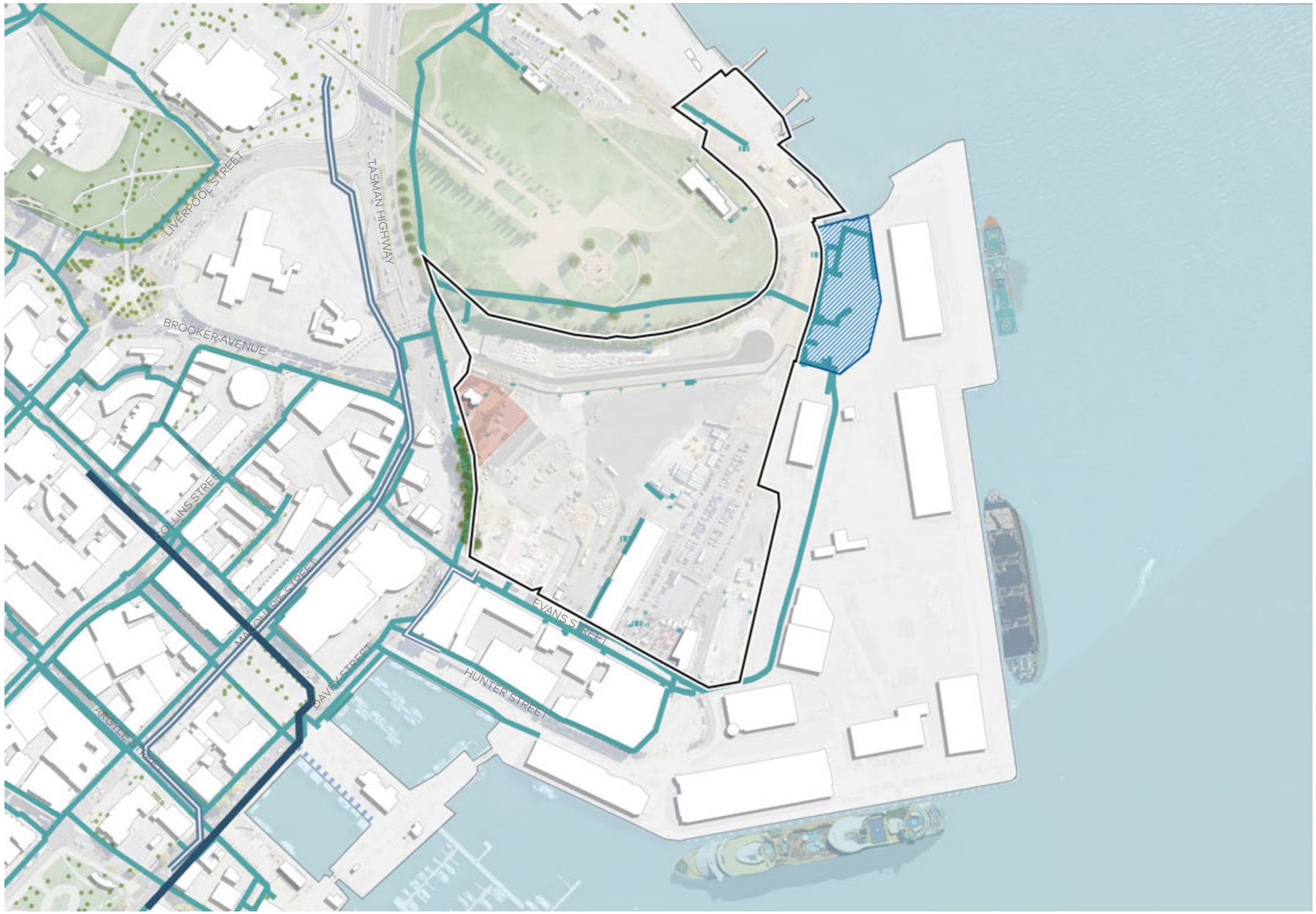


Figure 12: Existing Water Pipes

1.2 Site Description

Services and Access

Sewerage Pipes

Sewerage infrastructure within the context area comprises of a combination of trunk, reticulation and pressurised mains running across and around the Site with connections to the TasWater treatment plant which is due to be decommissioned by 2025.

Pipes that segment the Site include a section of a reticulation main in the north-eastern corner and a trunk main running through the centre of the Site and across Evans Street towards the CBD. Both of these sections originate from the treatment plant and will be relocated in accordance with plans for decommissioning the plant - the reticulation main through the centre of the Site will be relocated to the eastern Site boundary.

Reticulation mains also connect to the Site at the Royal Engineers Building and surrounding structures at the corner of the Brooker and Tasman Highways.

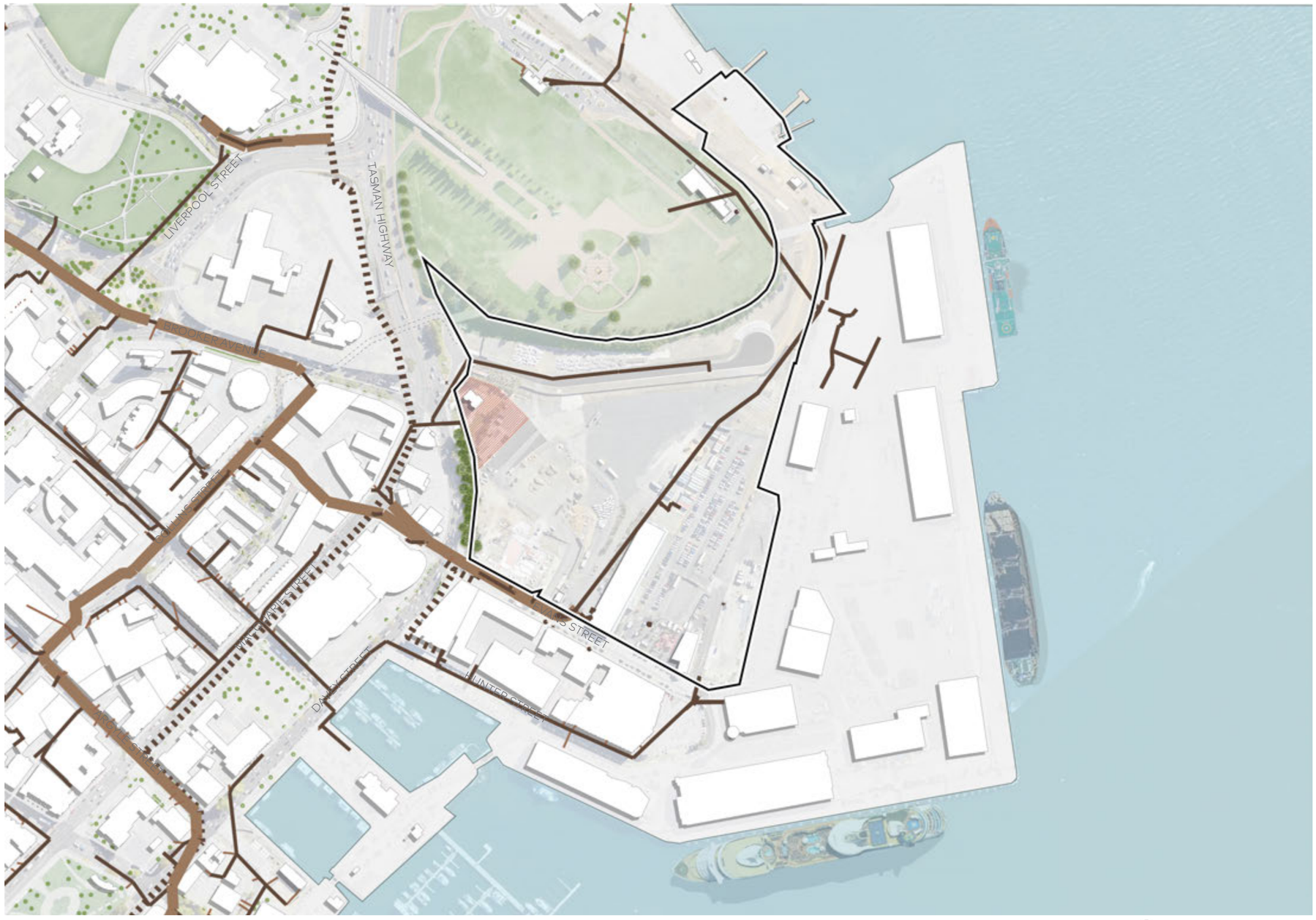


Figure 13: Existing Sewerage Pipes

1.2 Site Description

Services and Access

Stormwater and Drainage

Stormwater collection within the Site aligns to the old gutter systems attached roads and pathways that previously covered the Site, with connection to drainage pipelines leading to Hobart Rivulet and diversion tunnel that empties into the Derwent Estuary. These components of the stormwater drainage network alleviate the flooding potential across the north of the Site and help divert additional water flows away from areas south of the Site along Evans St.

Additionally, there is a major stormwater line at the south-eastern corner of the Site discharging into the River.

Figure 14: Existing Stormwater and Drainage

1.2 Site Description

Services and Access

Telecommunications and Electricity Infrastructure

Provisions of subterranean and surface level telecommunications and electric infrastructure are found across and around the Site. These underground services currently align with the existing road terminating in a cul-de-sac at the northern point of the Site and provide power to traffic lights between the Brooker and Tasman Highways.

In the south west corner of the site, there is underground electricity main that traverses from 8A Evans Street along the boundary fence adjacent to Davey Street, continuing along the Evans Street perimeter. The existing transmission line that crosses the site will eventually be removed.

Above ground telephone run across the southern and eastern boundaries of the Site while also segmenting across a portion in the north-western corner, with an optical fibre line is also buried along the southern boundary at Evans Street.

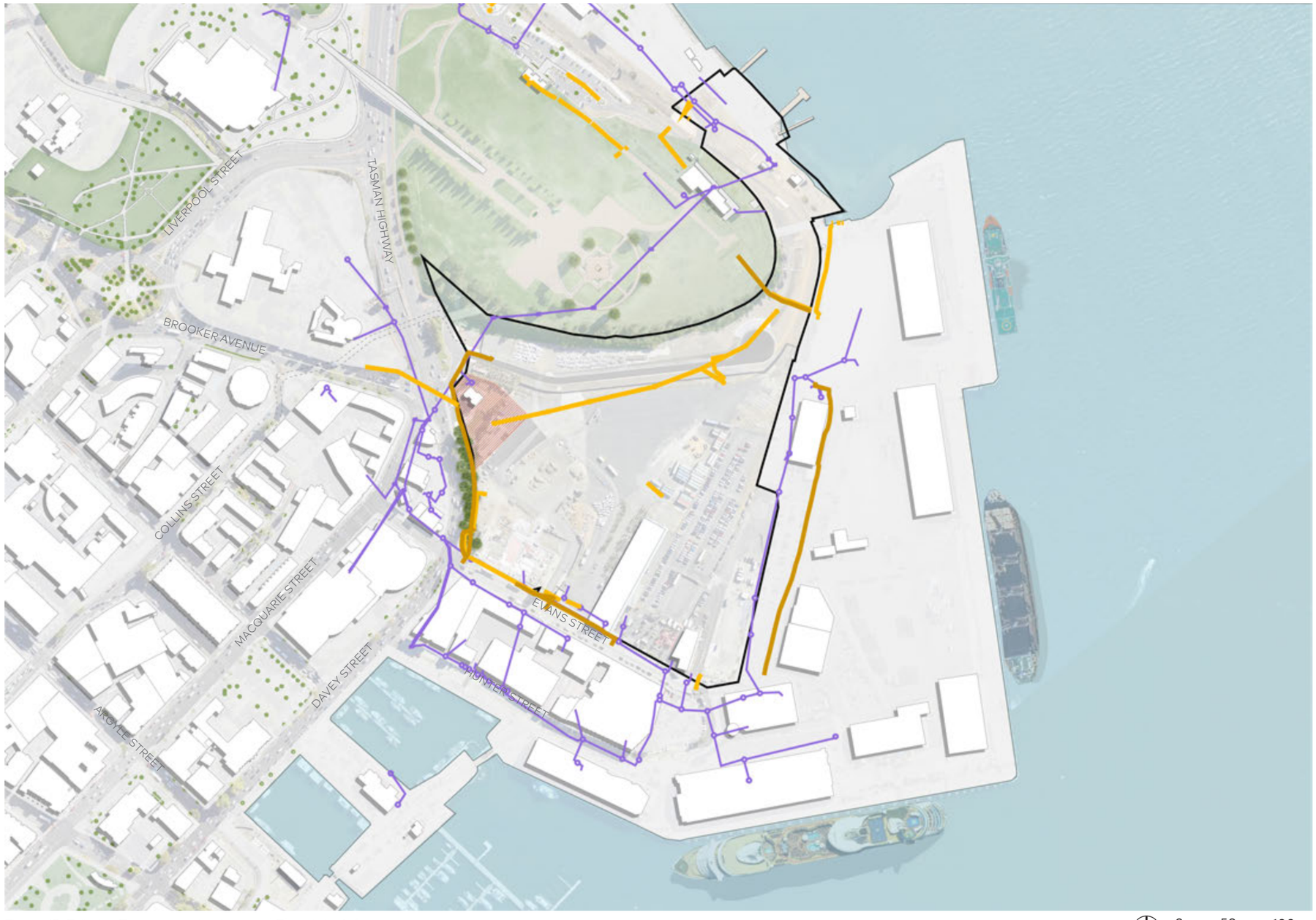


Figure 15: Existing Telecommunications and Electricity Infrastructure

1.2 Site Description

Services and Access

Gas Infrastructure

Gas infrastructure in the area has minimal intersection with the Site with the majority of operational and abandoned pipelines confined to the street networks surrounding the Site.

Operational infrastructure comprises of a gas main attached to Campbell Street that transitions to smaller connections at Macquarie Street and extending east along Hunter Street across the Site's southern boundary. A section of underground gas pipes is also found within the north-western corner of the Site situated near the Royal Engineers Building.

An extensive network of abandoned gas pipes also runs through the surrounding streets, attached to the old Hobart Gasworks building that sits adjacent to the Site at the corner of Macquarie Street and the Brooker Highway.

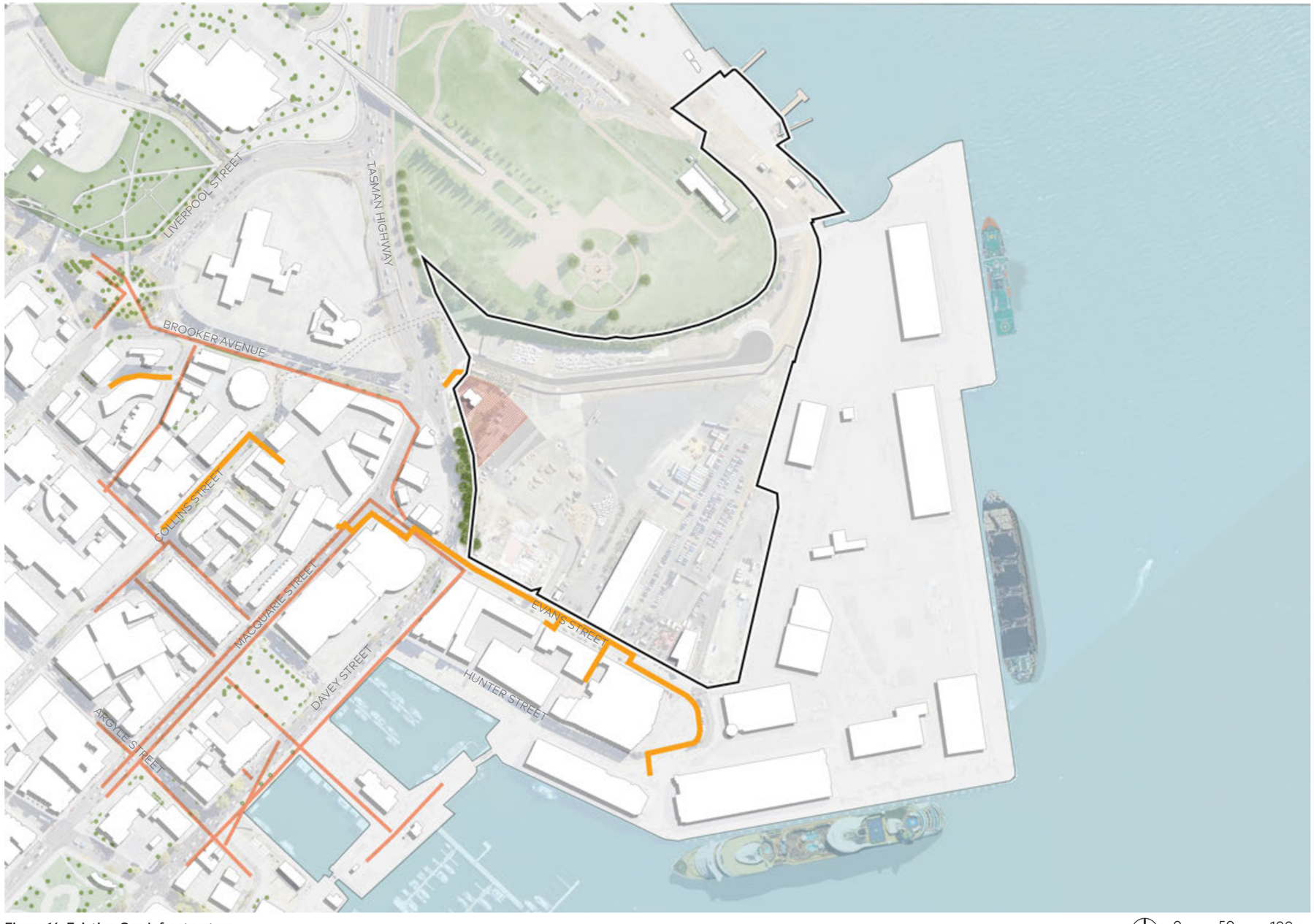


Figure 16: Existing Gas Infrastructure

1.2 Site Description

Services and access

Existing pedestrian and cycle access

Pedestrian infrastructure around the Site is currently supported by a range of bike paths, footpaths, pedestrian bridges and light controlled crossings.

Pedestrian infrastructure around the Site is constrained by major roads including Davey Street, Macquarie Street and the Brooker and Tasman highways. North of the site, pedestrian crossings across the Tasman Highway are supported by the Bridge of Remembrance, a pedestrian footbridge linking the Cenotaph to the wider Queens Domain. However, there are limited pedestrian connections between the Cenotaph and the Cove Floor.

Active transportation to the Site is supported by the Intercity Cycleway that starts/concludes south of the Site in Sullivan's Cove, running north into Glenorchy and up to Claremont.

Pedestrian access to the foreshore at Macquarie Wharf is currently restricted, however the TasPorts wharf masterplan provides an opportunity to enhance pedestrian circulation around the Site and towards the foreshore.

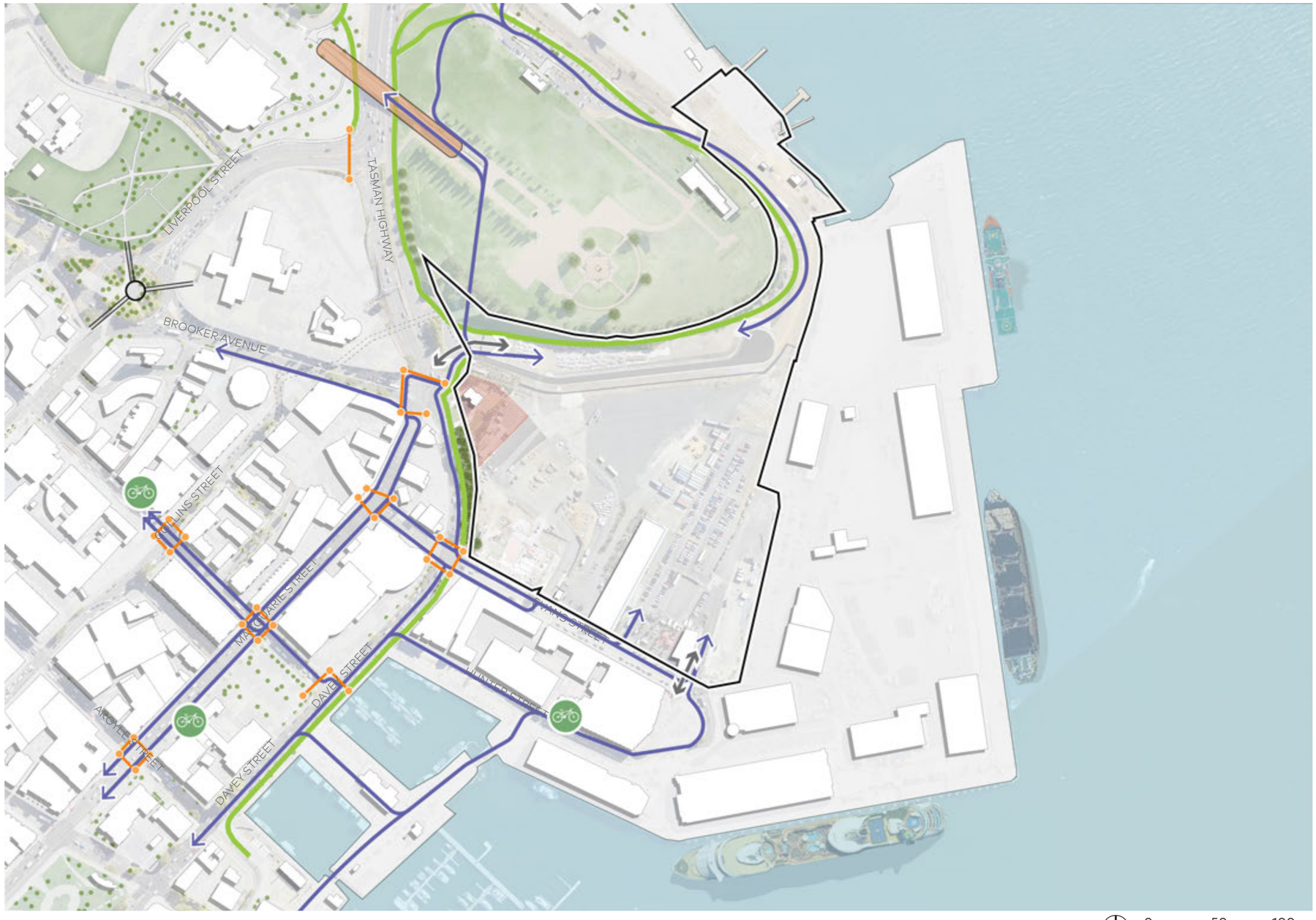


Figure 17: Wider pedestrian and cycle access

1.2 Site Description

Services and Access

Existing Public Transport Access

The Precinct is currently serviced by a combination of bus and ferry services, linking the Site to the wider Hobart area and the eastern bank or the Derwent River.

The bus stop nearest to the Site is situated approximately a five-minute walk away at Macquarie Street before Campbell Street, offering regular and express services towards the eastern suburbs. Further services across the Hobart bus network are available from the Hobart City Interchange located an approximately 10-minute walk south of the Site at Franklin Square and Elizabeth Street Mall.

Ferry services across the estuary are currently operated as a public transport commuter trial service operating a 15-minute route between Brooke Street Wharf in Sullivan's Cove located 10-minute south of the Site, and Bellerive Pier on the eastern shore. Services are currently limited with plans from the Tasmanian Government for expanded service.

Pedestrian access to transportation nodes are constrained by major roads separating the Site from the Hobart Interchange and other bus services.

The location of Mac Point on the edge of Hobart's CBD presents a unique opportunity for the Site and associated transport access plan to support economic development, leverage existing transport networks and act as a catalyst for uplifting existing infrastructure and services, providing more sustainable transport choices and opportunity for people across Greater Hobart both on event and non-event days.

Figure 18: Existing Public Transport Access

1.2 Site Description

Services and Access

Existing Transport Access

Existing parking provisions in the local area largely comprise of on street parking with a number of small public car parks. Existing parking spaces may support visitation to the Site but are also required to service various other destinations across the Hobart CBD and Sullivan's Cove. All parking in Hunter Street and across the waterfront is owned, operated or leased to tenants by TasPorts.

Redevelopment of the Site will involve the removal of the Macquarie Point surface parking lot and approximately 450 public parking spaces.

Various state and local government transport infrastructure and service projects are planned to be implemented alongside the development of the Mac Point Site, including a Rapid Bus network, expansion of the ferry network, and walking and cycling improvements.

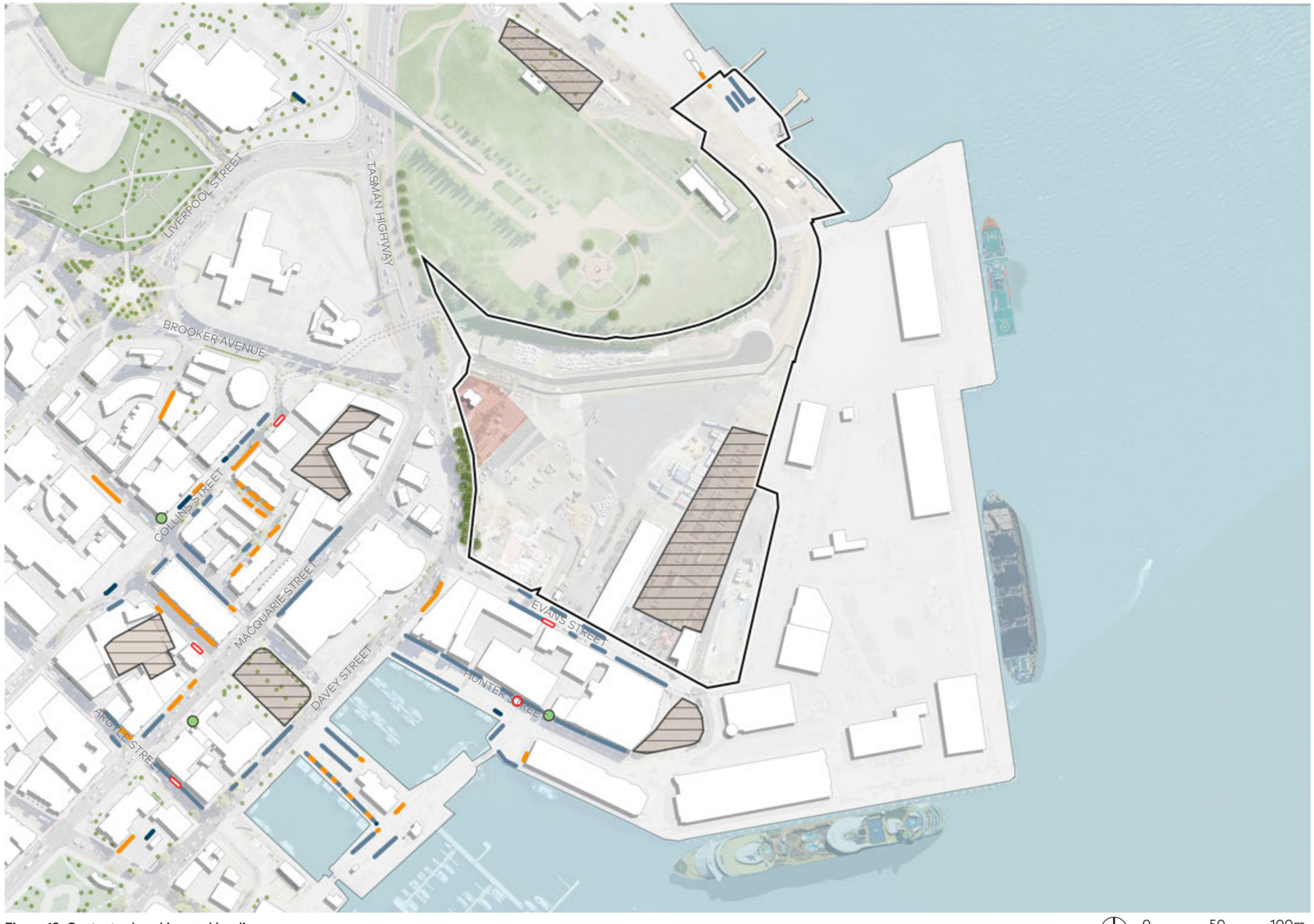


Figure 19: Contextual parking and loading

1.2 Site Description

Existing physical properties

Existing buildings, significant structures and open space

Significant Structures

The Victoria Dock waterfront and Victoria Dock are home to significant remnants of Hobart's maritime and manufacturing industry. The current Centre for the Arts and the adjacent warehousing were once the premises of the Henry Jones & Co IXL Jam business, a brand that played a significant role in Tasmania's economy throughout the 20th century.

The Site includes the Royal Engineers Building, which represents the state's early colonial built history. Additionally, the Goods Shed and Red Shed are remnants of the former railway-logistical role played by Macquarie Point.

The Hobart Rivulet flows beneath the Cenotaph through a man-made diversion tunnel constructed between 1915 and 1918. This tunnel was a significant development for Macquarie Point, as it allowed the old watercourse to be filled in, creating the space needed for the construction of Evans Street.

The Cenotaph has historic cultural heritage values because it is a prominent landmark within Hobart. The open space surrounding the Cenotaph and Soldiers Memorial Walk serves as a ceremonial and commemorative area, regularly used for formal gatherings, especially on Anzac Day. The Cenotaph, Anzac Parade and Queen's Battery are prominently located on a rise north east of the central business district of Hobart, close to the banks of the Derwent River.

The prominent TasPorts Tower marks the entrance to the Port lands located to the east of the Site. Nearby is the MACq1 Luxury Hotel and the Hobart Cruise Terminal, which also functions as the MAC 02 events space.

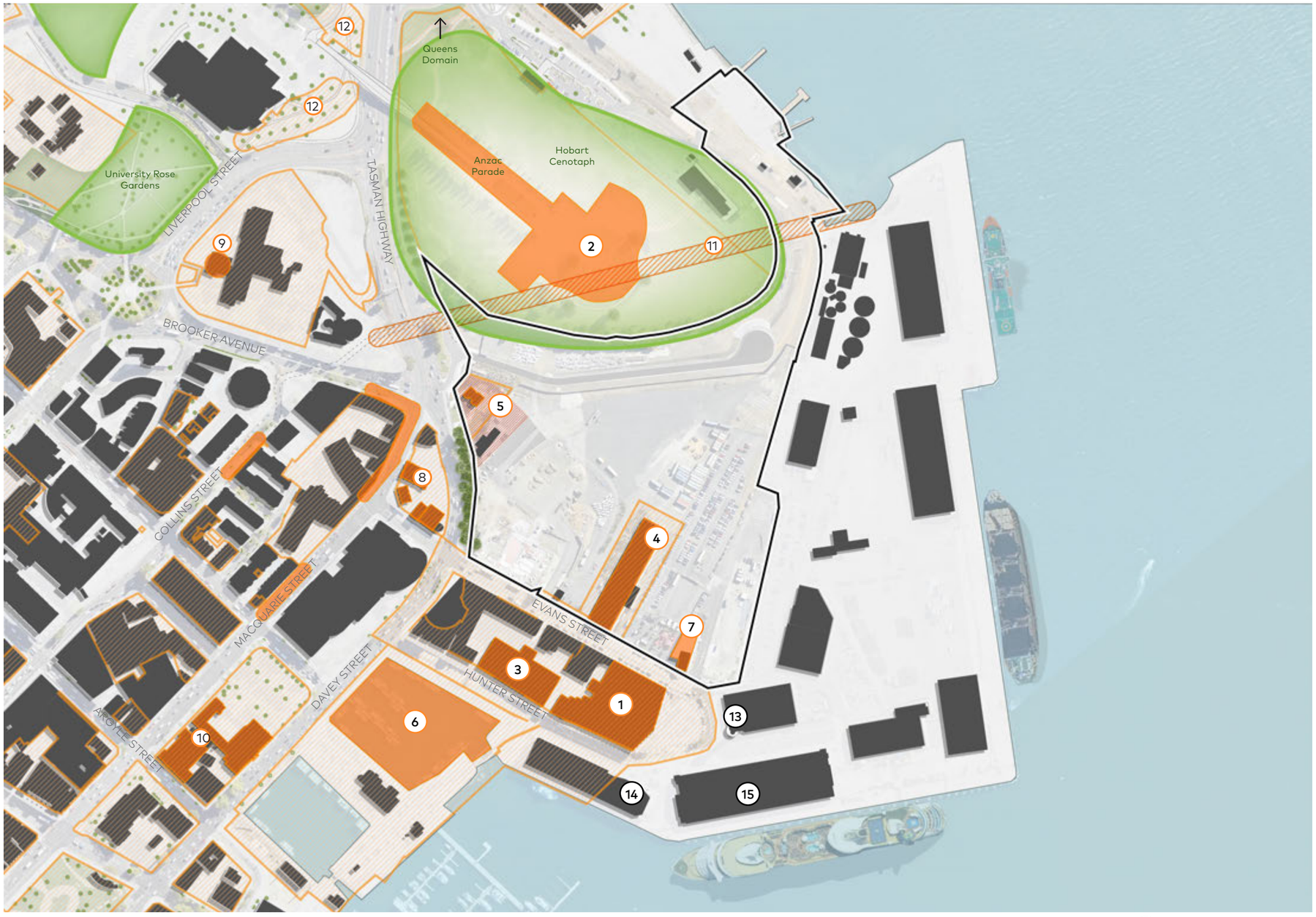


Figure 20: Existing buildings, significant structures and open space

- Site boundary
- Significant structure (SCPS 1997 Listed Places of Cultural Significance)
- Heritage
- Green space
- Built form
- (1) UTas Centre for the Arts
- (2) Cenotaph and Cenotaph Avenue
- (3) Henry Jones & Co IXL Jam Factory
- (4) Hobart Railway Goods Shed
- (5) Royal Engineers Building and Stone Post
- (6) Victoria Dock and Sesquicentennary Memorial
- (7) Red Shed
- (8) Hobart Gas Works complex (incl. chimney)
- (9) Former Hobart Railway Station
- (10) Tasmanian Museum and Art Gallery Complex
- (11) Hobart Rivulet
- (12) Soldiers Memorial Avenue
- (13) TasPorts Tower (non-heritage)
- (14) MACq1 Hotel (non-heritage)
- (15) Cruise Terminal (non-heritage)

1.2 Site Description

Existing physical properties

Existing built form height, massing and finishes

Following the closure of the Hobart Railway in 1978 and subsequent remediation works, few existing structures remain within the Mac Point Site with the exception of a few notable buildings. Located in the north west corner of the Site, the Royal Engineers Building remains as a prominent example of Gothic Revival style, a style which is relatively scarce in Hobart. At 8a Evans Street, there is a commercial office building scheduled for eventual demolition, but will be retained throughout construction. A Hydro-Electric Substation building along Evans Street will also be demolished.

Two warehouses, referred to as the Goods Shed and the Red Shed, are positioned along the southern part of the Site. Originally constructed in the early 1900s, the Goods Shed and the Red Shed maintain much of their original finishes consisting of timber gable frames and corrugated iron cladding. The Goods Shed will be retained and relocated on Site. The Red Shed will be dismantled and stored as part of the Project once a new location and function are identified.

The area adjacent to the Site similarly reflects Hobart's industrial heritage with a series of early 1900s redbrick warehouses and factory buildings located along Evans Street, along with a series of Georgian warehouses dating back to 1825 positioned along the waterfront promenade at Hunter Street. The Site's interface along Davey Street is also characterised by notable heritage structures, consisting of the Hobart Gas Company chimney stack and surrounding redbrick and sandstone buildings constructed in 1890.

Another prominent structure is the TasPorts Tower, which rises to RL36.5 on the Site's southern interface. Existing building heights across the precinct remain generally low consisting of 1-4 storey buildings of approximately 20m in height, with heights intensifying as the built form transitions towards the Hobart city centre. The Hobart Cenotaph with its position on the headland above the Cove Floor along with the Gas Company chimney stack stand as prominent landmarks in the surrounding area reaching a maximum height of RL +45.9.

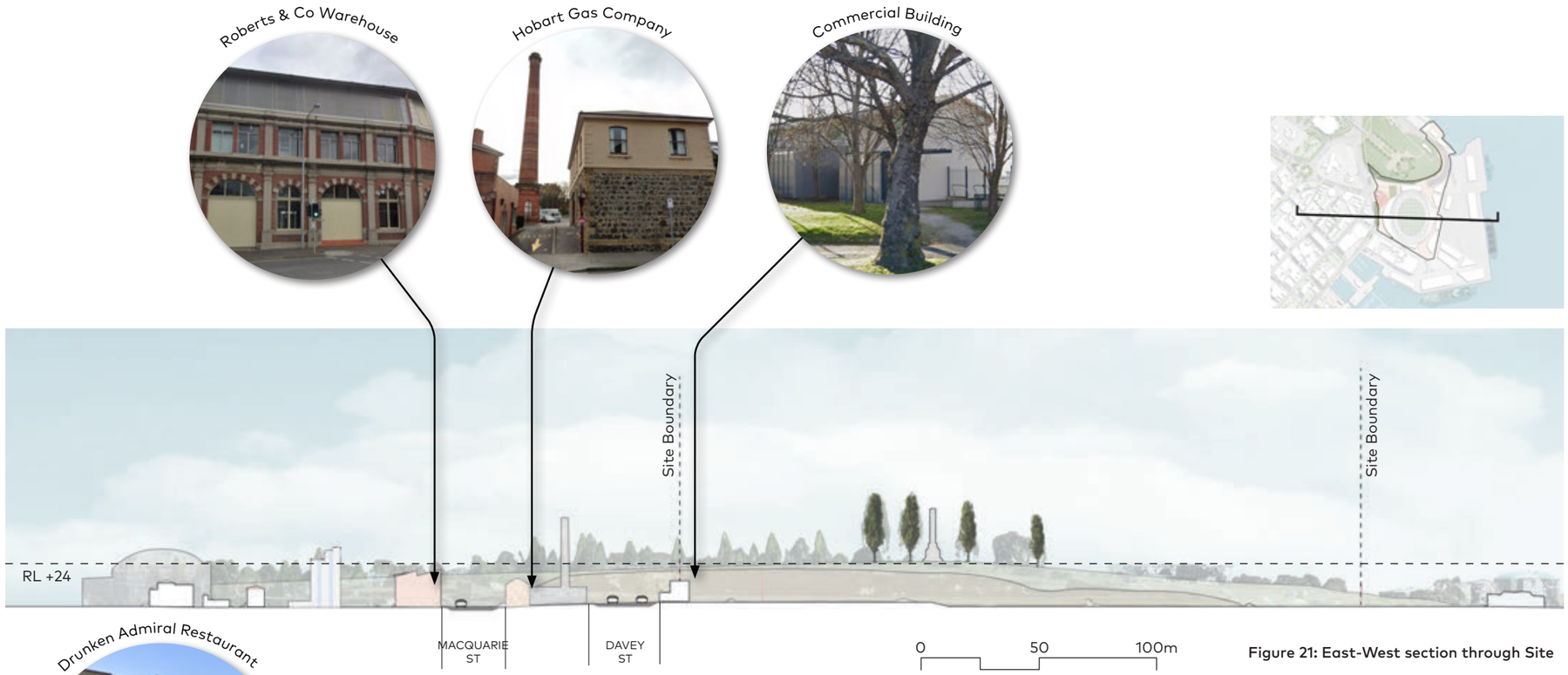


Figure 21: East-West section through Site

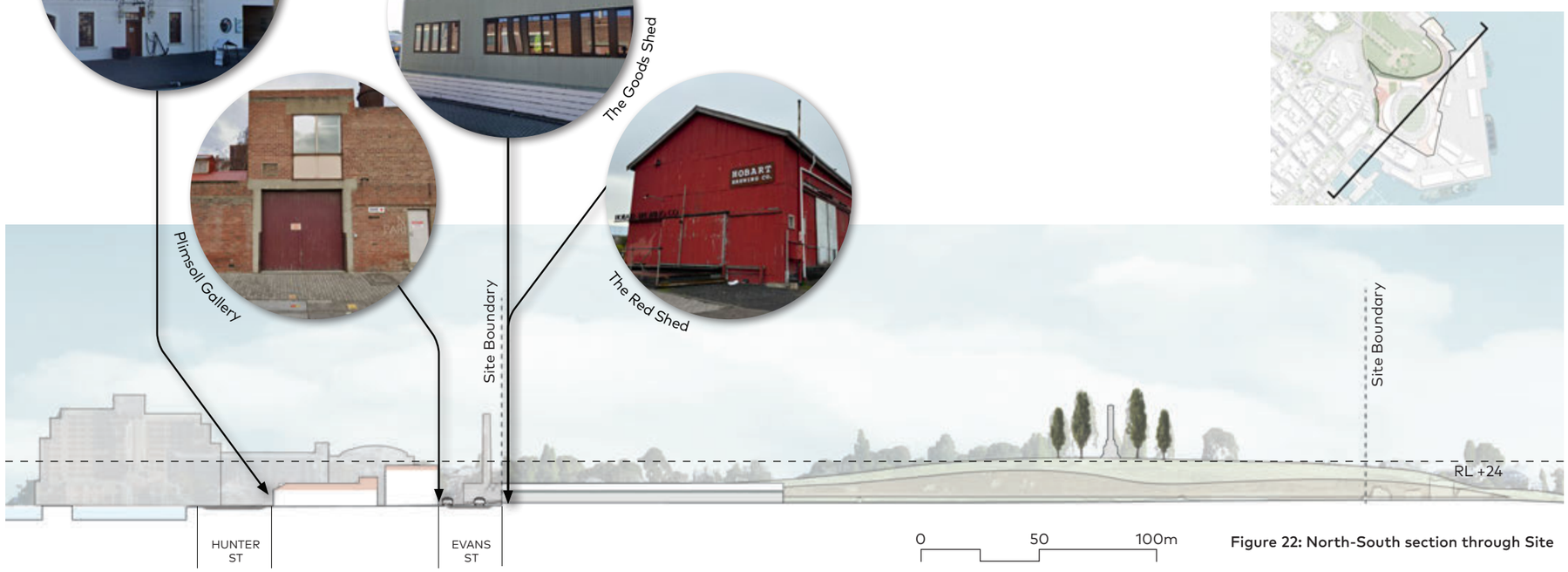


Figure 22: North-South section through Site

1.2 Site Description

Existing physical properties

Existing topography and contours

The majority of the Site maintains a consistent flat grade pertaining to previous activity on the Site and land reclamation efforts. The northern boundary of the Site is contained by the rock escarpment of the Cenotaph headland, at an elevation of 8m at the interface before steeply increasing to a peak of 22m at the Hobart Cenotaph. The topography levels into a more gradual and scalable slope towards the east of the Site, linking to the Cove Floor and allowing site boundaries to permeate further along the foreshore.

The immediate street network to the west of the Site maintains a similar elevation before gradually sloping upwards towards the south, and further inland towards the west. The resulting landforms position the Site within a modest valley that descends eastward to meet the foreshore of the Derwent Estuary, and southerly towards Evans Street, interfacing at elevations of 4m and 3-4m respectively.

Figure 23: Existing Topography and Contours

1.2 Site Description

Existing physical properties

The hydrology of the Site including any water bodies, waterways, catchments and natural drainage lines on or adjacent to or impacted by the project site

Stormwater collection within the Site aligns to the old gutter systems attached roads and pathways that previously covered the Site, with connection to drainage pipelines leading to Hobart Rivulet and diversion tunnel that empties into the Derwent Estuary. These components of the stormwater drainage network alleviate the flooding potential across the north of the Site and help divert additional water flows away from flood prone areas south of the Site along Evans Street.

The Site is expected to avoid flooding from Hobart Rivulet but may experience limited inundation events up to the 1% Annual Exceedance Probability (AEP) with climate change. Nearby local roads, particularly at the intersection of Davey Street and Campbell Street extending to Hunter Street, face flooding during all modeled events with moderate depths and significant velocities.

The natural groundwater flow paths are visualised in the accompanying diagram. The Site and its surrounding area contain several seawalls, which may act as a barrier to these groundwater flows.

Hydrology modelling further shows that the majority of temporal variability in water events tends to be due to rainfall recharge within the northern unpaved area of the Site.

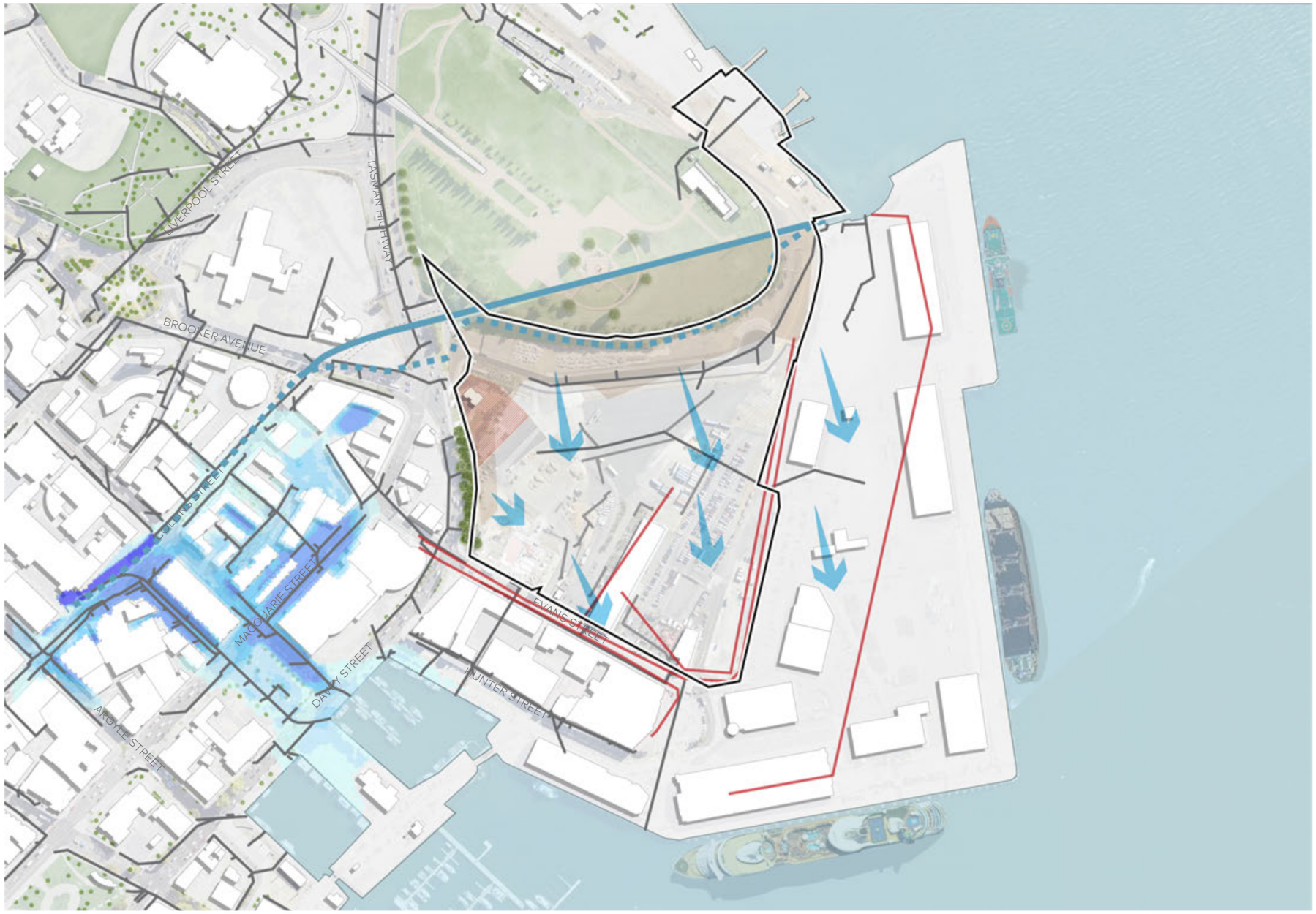


Figure 24: Existing Hydrological conditions

1.2 Site Description

Existing physical properties

Existing geology and geomorphology

The original shore of the Mac Point Site, occupied for millennia by the muwinina band of the South East Nation, has undergone significant modifications since 1828. Early depictions show it as a grassed slope leading to a sandy beach, with exposed beach or bedrock at low tide.

The southern part of the site near the Lord's Residence and Engineers Yard likely retains original ground levels, whereas northern sections may have lost evidence due to ground modifications and fill placements during Sullivans Cove reclamation. These changes, coupled with soil disturbance from 19th-century land clearance, may have displaced artefacts.

Mac Point has served various functions over time, since European settlement, including education, defence, livestock management, sanitation, waste management, industry (such as gas works), transport, and Port facilities. Its expansion involved gradual reclamation efforts starting with a stone causeway in 1820 and subsequent seawall constructions, altering historical shorelines. The geological makeup, influenced by Derwent Estuary's formation during Gondwana's breakup, features Triassic sandstone and mudstone overlain by Jurassic dolerite, shaped by Hobart and Park Street rivulets along fault lines. Local and dredged fill materials have further shaped the landscape, emphasising the Site's diverse historical and geological significance and guiding current understanding and management practices.

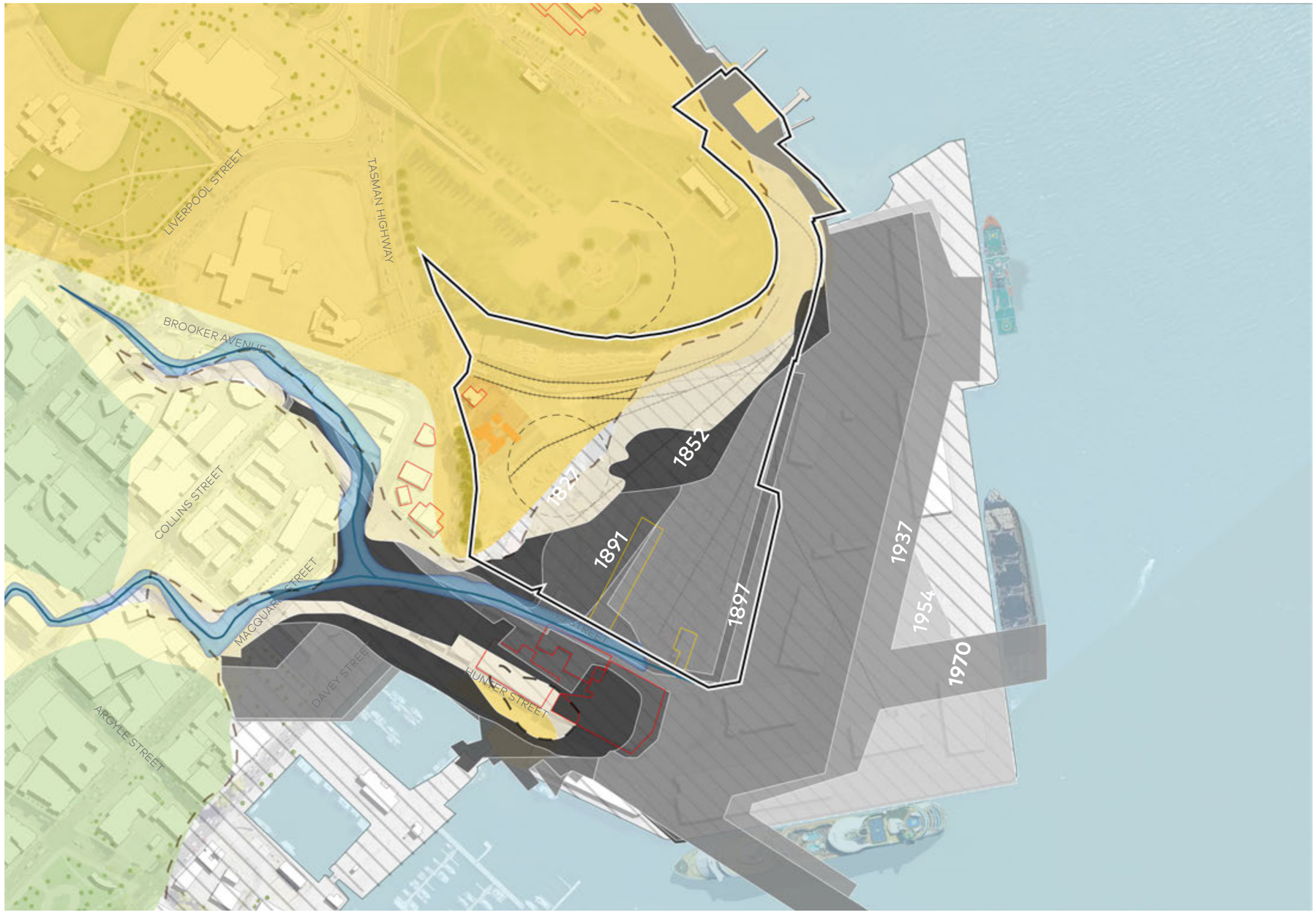


Figure 25: Historic Shoreline (Source: Macquarie Point historic shorelines Hobart Railyards Urban Design Strategy 2008) and geological makeup

1.2 Site Description

Existing physical properties

Areas of public open space

The Site is surrounded by numerous active and passive open spaces of various scales. The Queens Domain encompasses over 230 hectares of a variety of attractions and facilities valued nationally, statewide, and locally. These include:

- Sites of Aboriginal occupation and heritage.
- Cultural elements like the Royal Tasmanian Botanic Gardens, Government House, the Soldiers Memorial Avenue, the Cenotaph, Regatta Grounds, University Rose Garden and other heritage buildings.
- Regional/state-level sporting facilities for tennis, swimming, diving, athletics, cricket, and football.
- Spectacular landscape settings, including vistas fronting Government House, views of Kunanyi / Mt Wellington, its foothills, and the Timtumili Minanya / Derwent River.
- Formal gardens, exotic plant collections, and rare indigenous grassy woodlands with endangered plant species.
- Open space and recreational facilities: a playground, walking/running tracks, parks, picnic settings, and a café/restaurant at the Botanical Gardens.

The Hobart Cenotaph is a visible landmark set within a ceremonial landscape that forms the northern boundary of the Site.

Franklin Square is a historic urban park in the heart of Hobart. It features lawns, mature trees, central water feature and statues. The square offers a serene retreat for city dwellers and visitors and is a popular events venue in summer months. As one of the few open spaces in Hobart's centre, it contributes significantly to Hobart's sense of place.

Several other smaller parks and recreational ovals are scattered throughout the surrounding area. Open spaces found at Rosny Point and Rosny Hill Lookout offer nature walks and vistas towards Hobart's CBD.

Figure 26: Existing Open Space

1.2 Site Description

Existing physical properties

Existing vegetation types and ecological vegetation classes

Given the majority of the Site is reclaimed land, there are no significant trees identified within or around the immediate vicinity of the Site, with the nearest allocation of significant trees found along the Soldier's Memorial Avenue at the western end of the Bridge of Remembrance. There are two Soldier Memorial Avenue trees located near the Cenotaph.

Trees within the Cenotaph Park are not identified under significant trees map, however the parks heritage protections extend to the Site's vegetation, specifically in regard to trees lining the approach and encircling the Cenotaph itself.

Vegetation and trees around the Site are found along the Davey Street boundary and the Cenotaph rock face with minimal trees or vegetation within the Site itself.

Figure 27: Existing Vegetation

1.2 Site Description

Existing physical properties

Existing vegetation types and ecological vegetation classes

The Domain retains nationally significant remnants of its once extensive grassy woodland landscape. Amongst the seven native plant communities mapped on the Domain, two are significantly rare. Lowland Themeda triandra grasslands are listed as 'Critically Endangered' under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC) and Eucalyptus globulus forest and woodlands are listed as Threatened under the Nature Conservation Act 2002.

These communities include over 130 native plant species of which 3 are listed as endangered or vulnerable under the EPBC and a further 16 are listed as rare or threatened under the Threatened Species Protection Act 1995.

As well as its importance for its rarity value, the native vegetation of the Domain substantially contributes to its visual appearance, the dusty buff colours of its grasses and the silver grays of its tree species giving it a distinct hue.

The Mac Point Site is of a heavily altered state, with lost vegetation and ecologies. Referencing nearby Rosny Point and Shag Bay Point, the pre-urban condition can be imagined as a mix of Allocasuarina verticillata forest and coastal scrub.

Figure 28: Existing vegetation types and classes

1.2 Site Description

Existing physical properties

Existing aerial of project site

Figure 29: Site aerial source: Metromap 28/03/2024

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1.3 Proposed use and development

1.3.1 The reports are to provide full details and plans, including sections and elevations, of the proposed project

Use

PoSS - Proposed Stadium uses

The Stadium will incorporate a variety of uses that provide functional and operational support to events including major sporting competitions, cultural festivals, music concerts and international artists. These uses inside the Stadium include food and beverage and events and hospitality. Some of these spaces can also operate independently outside of events.

Proposed Site uses outside of the PoSS

To the southeast of the Stadium, mixed-use areas will offer opportunities for Tasmanian businesses to thrive. This could include small-scale retail shops, food and beverage outlets, and venues for community events such as markets and pop-ups to promote Tasmanian produce and support local artisans.

In the northeast, the proposed Antarctic Facilities Zone will cater to the operational needs of Antarctic organisations. Strategically located near Port and logistical infrastructure at Macquarie Wharf, it will integrate with existing Antarctic sector activities and nearby commercial and retail offerings in the mixed-use zone. This area will provide office spaces and facilities tailored for Antarctic-related operations and institutions.

Potential residential development at Regatta Point provides an opportunity to complete the urban renewal of the Site. It will be delivered with an activated ground floor of commercial, retail and/or food and beverage uses and enhanced public foreshore to open up and encourage public use of the space.

Figure 30: Use

1.3 Proposed use and development

Building Envelope Heights

PoSS - Proposed Stadium heights

Within the PoSS boundary, the dome-like torus design of the Stadium features a 54m roof height externally at its centre and a 25.5m roof height at the perimeter. This ensures the structure achieves maximum height efficiency where needed, while maintaining a scale compatible with existing buildings and sensitive interfaces with adjacent landmarks such as the Cenotaph and historic Evans Street. The relocated Goods Shed retains its current height.

Site building heights outside of the PoSS

The proposed RL24 building envelope heights for the mixed-use area adjacent to the Stadium respond to several considerations. The RL24 proposed building envelopes align with the established height datum set by the existing built form on the southern side of Evans Street, ranging approximately from RL19 to RL24 from the Concert Hall through to ZeroDavey and the IXL building. Additionally, the Evans Street road reserve, approximately 20m wide, acknowledges minimal development on its northern side, allowing for future definition of streetscapes and plazas as pedestrian-scale spaces, with a 1:1 ratio between building height and public domain width.

Buildings to the east of the Stadium, though not directly responding to existing built form, are proposed with an RL24 building height limit. This is informed by the potential relationship with the Stadium in collectively shaping the public domain, with roof heights at the perimeter starting at RL25.5.

The development at Regatta Point will be sympathetic to the stepped topography of the foreshore and will provide an opportunity to create high amenity, medium density apartments with an open northeast aspect overlooking the Derwent River.

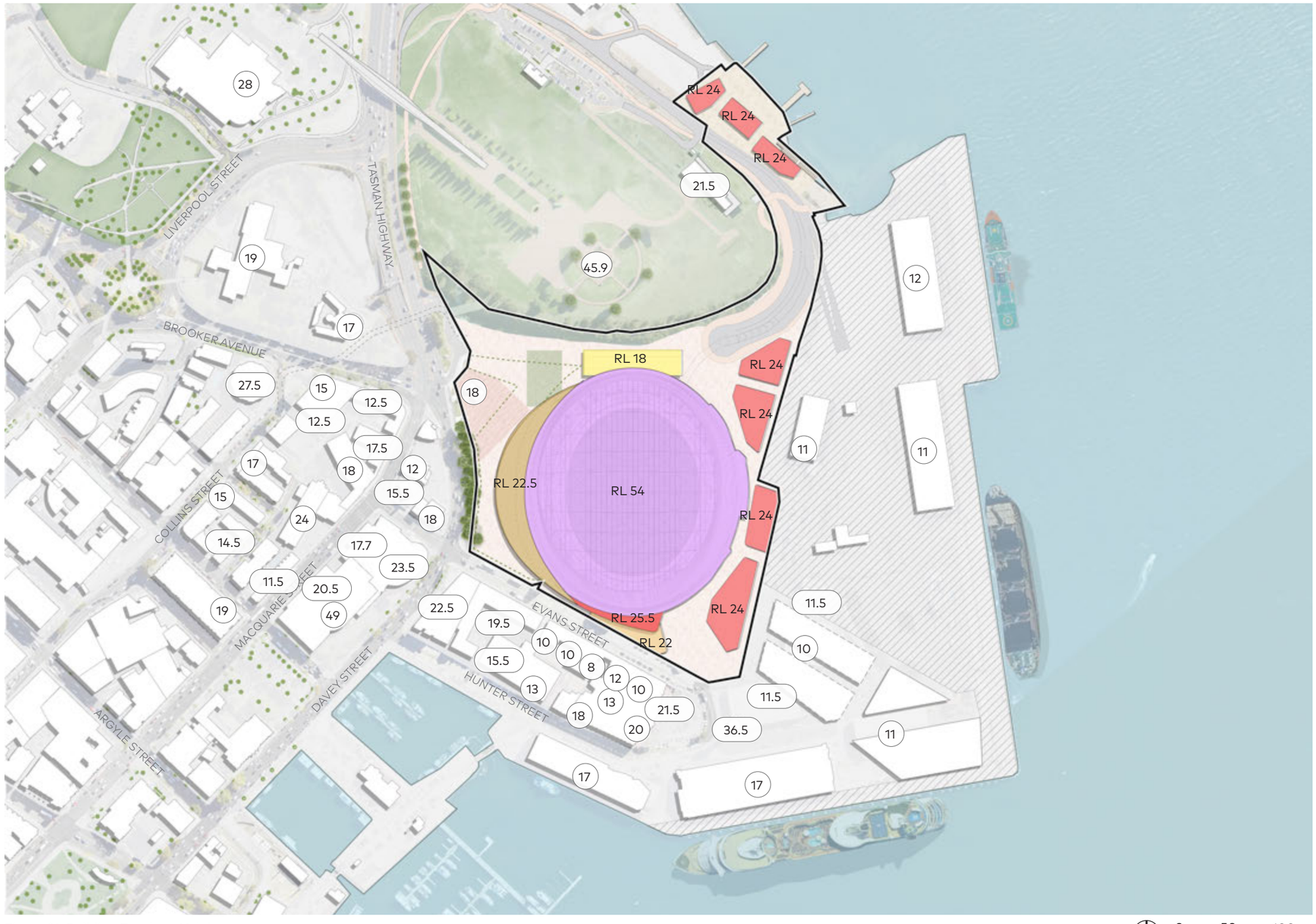

Figure 31: Building Envelope Heights

- Site Boundary
- Building envelope height 18RL
- Building envelope height 22RL
- Building envelope height 22.5RL
- Building envelope height 24RL
- Building envelope height 25.5RL
- Building envelope height 54RL
- (#) Building Height RL (AHD)

1.3 Proposed use and development

Sections and Elevations

The proposed stadium is designed to fit within the Hobart CBD's built context using a dome-like, torus form. This design achieves the required height for events such as cricket at the central peak, with the roof sloping downward in all directions. It meets the minimum clear height requirements for both football and indoor cricket while minimising the overall bulk of the structure. As a result, the height at street level aligns with the scale of surrounding buildings, reducing the potential for overshadowing or impacting the Cenotaph and maintaining the urban landscape's integrity.

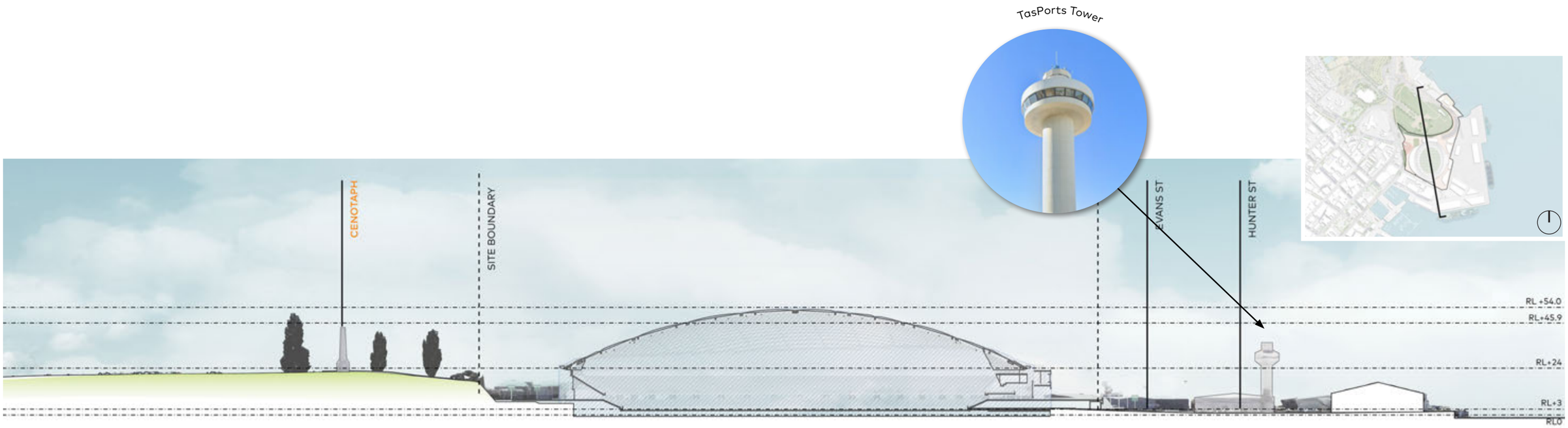

Figure 32: North-south section through Cenotaph and Macquarie Wharf

1:2000 @ A3

0 50 100 200m

1.3 Proposed use and development

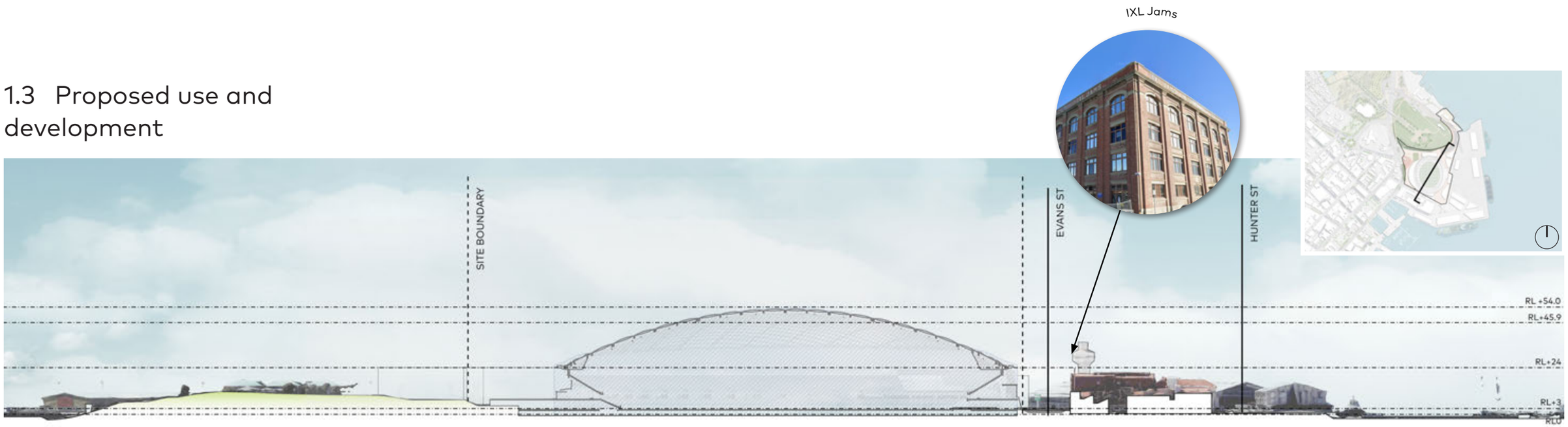

Figure 33: North east-south west section through Site and Evans Street

1:2000 @ A3

0 50 100 200m

Figure 34: North east-south west section through Site and Constitution Dock

1:2000 @ A3

0 50 100 200m

1.3 Proposed use and development

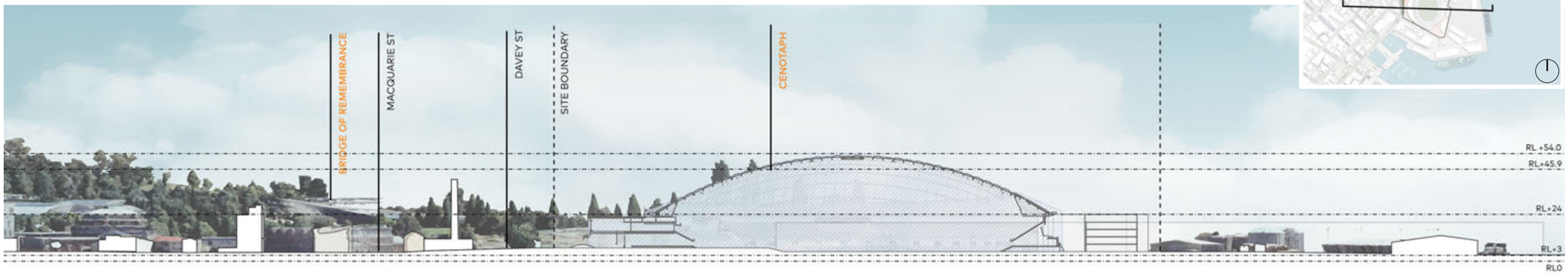

Figure 35: East-west section from Port lands to Collins Street

1:2000 @ A3

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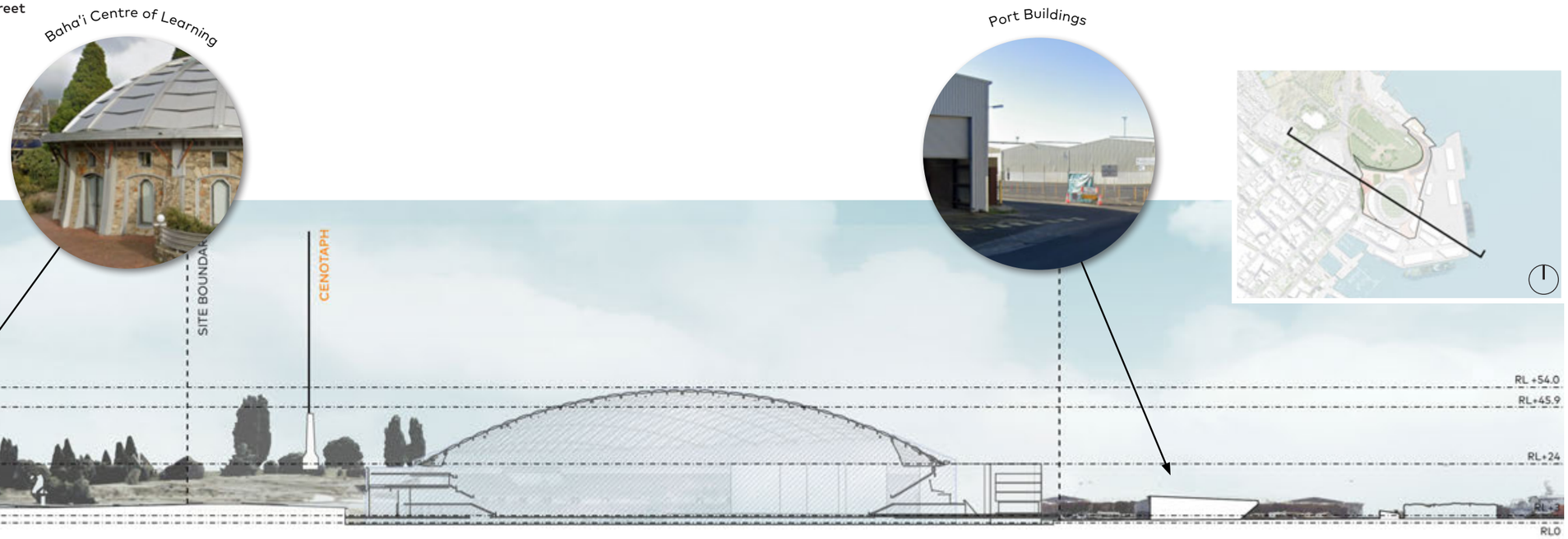


Figure 36: North west-south east section through former railway station Site and port

1:2000 @ A3

0 50 100 200m

1.3 Proposed use and development

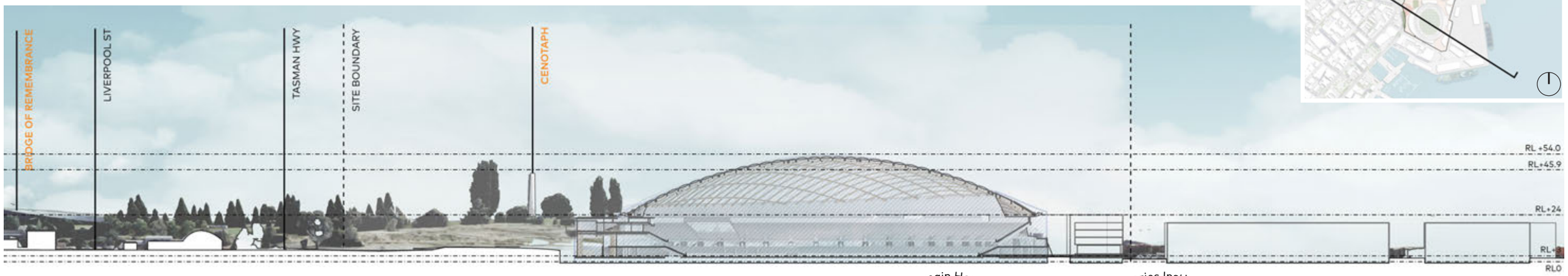


Figure 37: North west-south east section through former railway station Site and port

1:2000 @ A3

0 50 100 200m

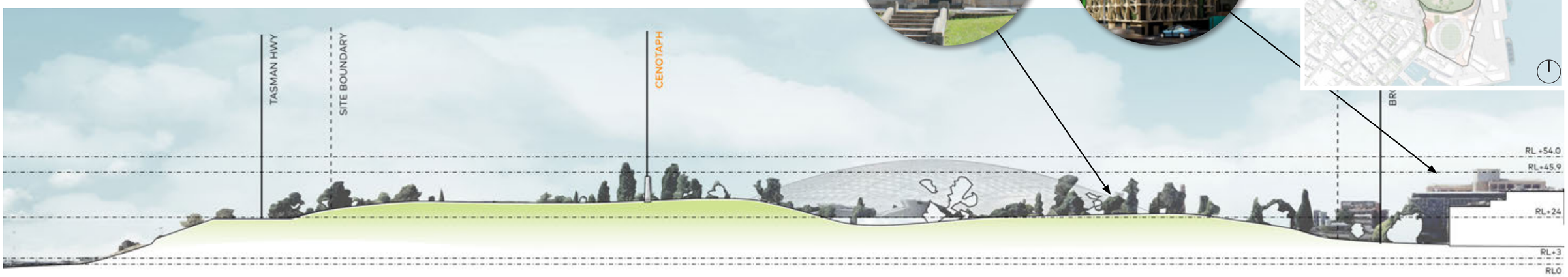


Figure 38: North east-south west section through Queen's Domain to the north of Site

1:2000 @ A3

0 50 100 200m

1.3 Proposed use and development

Landscaping and relationship to surrounding lands and linkages

1. South East Plaza
Opening onto Evans and Hunter Streets, the South East Plaza is characterised by its connection to the built Cove Floor and historic wharfs. Extending the industrial character of the working waterfront, a restrained and durable surface links the Stadium's main pedestrian access to Franklin Wharf, the waterfront, and the broader city. The South East Plaza connects to the large area of hardscape incorporating the eastern end of Evans Street which functions as both parking and a vehicular transport for the Port and Cruise terminal.

2. South West Plaza
A secondary pedestrian arrival experience is defined at the intersection of Evans and Davey Streets. This small plaza, where the built and natural Cove Floor meet, will be highlighted through the meeting of hard and soft treatments. Oriented to the southwest, the plaza will connect to the City CBD along Davey and Macquarie Streets. The temporary closure of Evans Street during events will support this connection.

3. North East Plaza
Defined by the natural headland, the North East Plaza connects north to the Regatta Grounds, Huon Quay, and along the waters edge reaching to the northern suburbs such as Cornelian Bay and Moonah. As the northern gateway for pedestrians and cyclists from the Intercity Cycleway, and event buses, service vehicles and private vehicles, this entry focuses on efficient linkages for multiple modes. The space also considers the interface and access to the working port.

4. North West Plaza
Located on natural ground, the North West Plaza will reflect the pre-colonial ecological condition and remnant vegetation of Queens Domain. It provides a key arrival experience from the west for pedestrians and travellers from the north via the Brooker Highway. The plaza aims to create a respectful landscape setting for the Royal Engineers Building, defining it as a key gateway feature. An existing staircase links pedestrians to the Cenotaph, the Bridge of Remembrance, and Queens Domain Parklands. A proposed bridge will connect this space to Collins Street and the city centre.

Figure 39: Landscape and Surrounding Linkages

1.3 Proposed use and development

Transport

New transport infrastructure

A series of transport infrastructure projects are planned for the Site and surrounds. These projects are not dependent on the Stadium's completion; instead, the Stadium will benefit from these projects.

The future Northern Access Road is essential for future access to existing Port facilities to the southwest, and logistics for Stadium uses, event buses and active transport connections.

Complementing accessibility at the Site's western boundary is the proposed Collins Street Active Travel Bridge, allowing cyclists and pedestrians to avoid street-level crossings, providing more 'green time' to traffic.

An extensive rapid bus network will supplement event buses on event days. Three routes are proposed, each running through the Hobart CBD to connect to Blackmans Bay, Glebe Hill and Claremont. These routes will service the Site at stops on the Tasman Highway and Brooker Highway. The location of the rapid bus stops within the Hobart CBD is yet to be determined.

Figure 40: New transport infrastructure

1.3 Proposed use and development

Transport

Proposed Active Transport Access and Circulation

Current pedestrian and bicycle mobility around the Site is centred along the Davey Street corridor connecting to the Intercity Cycleway to the north and offering links towards the Hobart CBD and Sullivans Cove foreshore in the south. While this corridor supports a significant amount of pedestrian traffic, it is constrained by its proximity along a multi lane highway and limited pedestrian crossings making it unsuitable for accommodating the anticipated demands related to Stadium events.

Proposed developments subsequently seek to encourage pedestrian and bicycle circulation away from the Davey Street corridor to reduce pedestrian, cyclist and traffic conflicts along the existing shared path. During events, cyclists will be redirected to the Rose Garden Bridge to connect with the CBD via Bathurst Street.

The introduction of a proposed active transport bridge along the highway would allow pedestrian and bicycle traffic between the Site and the CBD to be redirected to Collins Street as a more appropriate pedestrianised corridor envisaged under the Central Hobart Plan.

Additionally, the eastern periphery of the Stadium can serve as a more desirable cycling route alignment for accommodating commuter traffic along the foreshore at Sullivans Cove. Improvements to the public domain along the foreshore can additionally encourage pedestrian movement away from Davey Street and towards the Brooke Street and Domain wharves.

Figure 41: Proposed access and circulation

1.3 Proposed use and development

Transport

Changes to existing transport assets

During events, Evans Street and Hunter Street will be closed to support additional pedestrian flows toward the CBD. Cyclists transiting through the Site will be diverted to the north, through the University Rose Garden and across the Bridge of Remembrance to reach the Intercity Cycleway. Here, temporary secure bicycle parking will be provided for those wishing to attend events.

On non-event days, Evans Street will continue to serve as access for vehicles to and from the Port and Cruise Terminal. These movements can be scheduled around the requirements for closing Evans Street for large events.

Figure 42: Changes to existing transport assets

1.3 Proposed use and development

Transport

Proposed Access and Circulation

The Northern Access Road has been designed to accommodate required vehicle access and mobility to the Port and the Stadium. The Northern Access Road will enter the Site as a loop road connecting to the Tasman Highway off Mcvilly Drive and distributing bus and service vehicle traffic to the Site. Access from the Northern Access Road leads to underground private vehicle parking within the Antarctic Facilities Zone. The public domain to the north of the Stadium will function as a shared pedestrian zone, with restricted access for service and emergency vehicles only, allowing for a continuous road connection between the Northern Access Road and Davey Street.

Vehicles will have direct access to the Port:

- via a separate lane on the Northern Access Road, distinct from general traffic accessing the Stadium and its surroundings
- via managed local vehicle access on Evans Street.

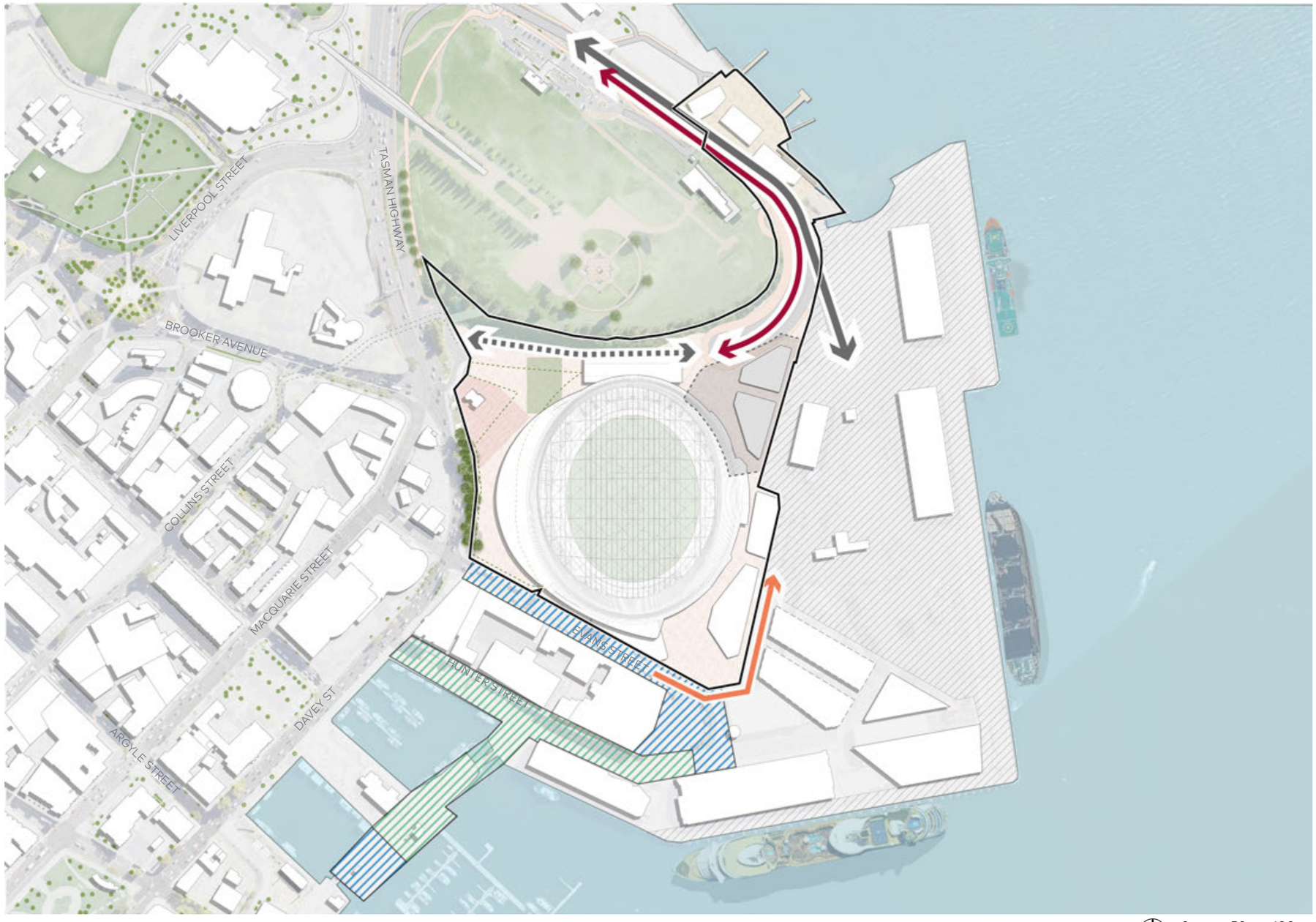


Figure 43: Proposed access and development

1.3 Proposed use and development

Transport

Proposed pedestrian access

The pedestrian network around the Stadium will be required to accommodate large volumes of patrons during ingress and egress periods associated with major events along with ensuring the safe and effective flow of pedestrian foot traffic to the Site and between transport connections.

Outside of events, pedestrian access to, within, and through the Site will be available, with restrictions limited to entry and exit from the Stadium.

Pedestrian movement is supported by through site links located along either side of the Stadium's exterior that connect to pedestrianised zones along the Northern Access Road and Evans Street.

Additionally, the distribution of pedestrian traffic from the Site will be directed towards lower traffic areas at Hunter Street, signalised intersections along Davey Street and the proposed pedestrian bridge over the Tasman Highway.

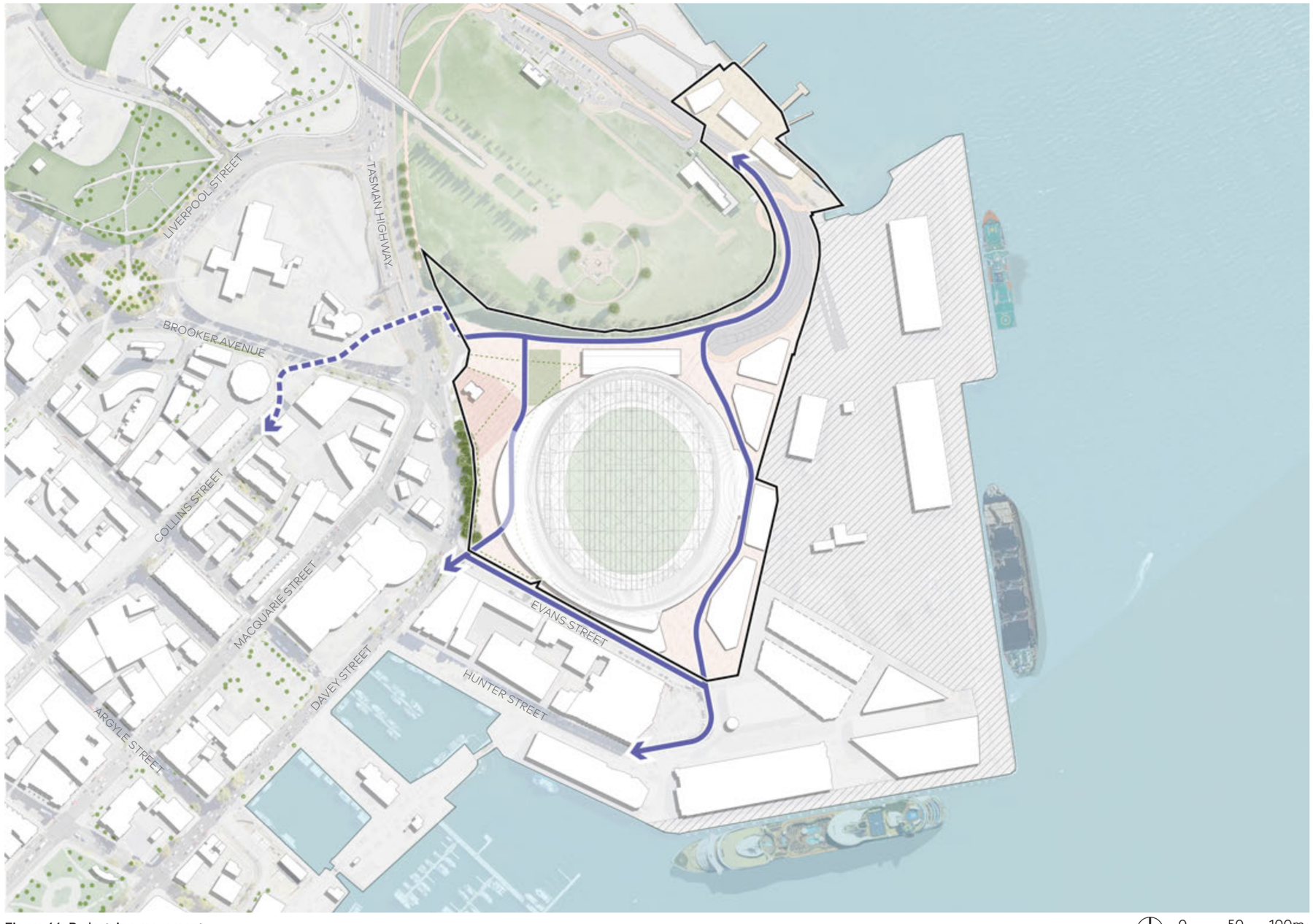


Figure 44: Pedestrian movement

1.3 Proposed use and development

Transport

Proposed vehicular access

The Mac Point Site is designed around pedestrians, active transport and buses, with vehicle movement largely restricted to managed access for service/ emergency vehicles and local traffic.

The extension of the Northern Access Road will serve as the primary road connection to the Site facilitating access to private vehicle parking in the Antarctic Facilities Zone and a Bus Plaza for servicing Stadium events. Additionally, the Northern Access Road will provide uninterrupted vehicle access to Macquarie Wharf, with additional access for long and over-height vehicles along Evans Street, as well as access to the Cruise Terminal. The area between the Northern Access Road and the Tasman Highway will function as a closed pedestrian zone with managed access for events, service and emergency vehicles only.

The servicing of the Stadium involves vehicles entering via a ramp from the Northern Access Road, traveling along an internal service road beneath the stands, and exiting onto Evans Street. The semi-circular service road provides access to all the main hospitality and tenant spaces on the western side of the Stadium.

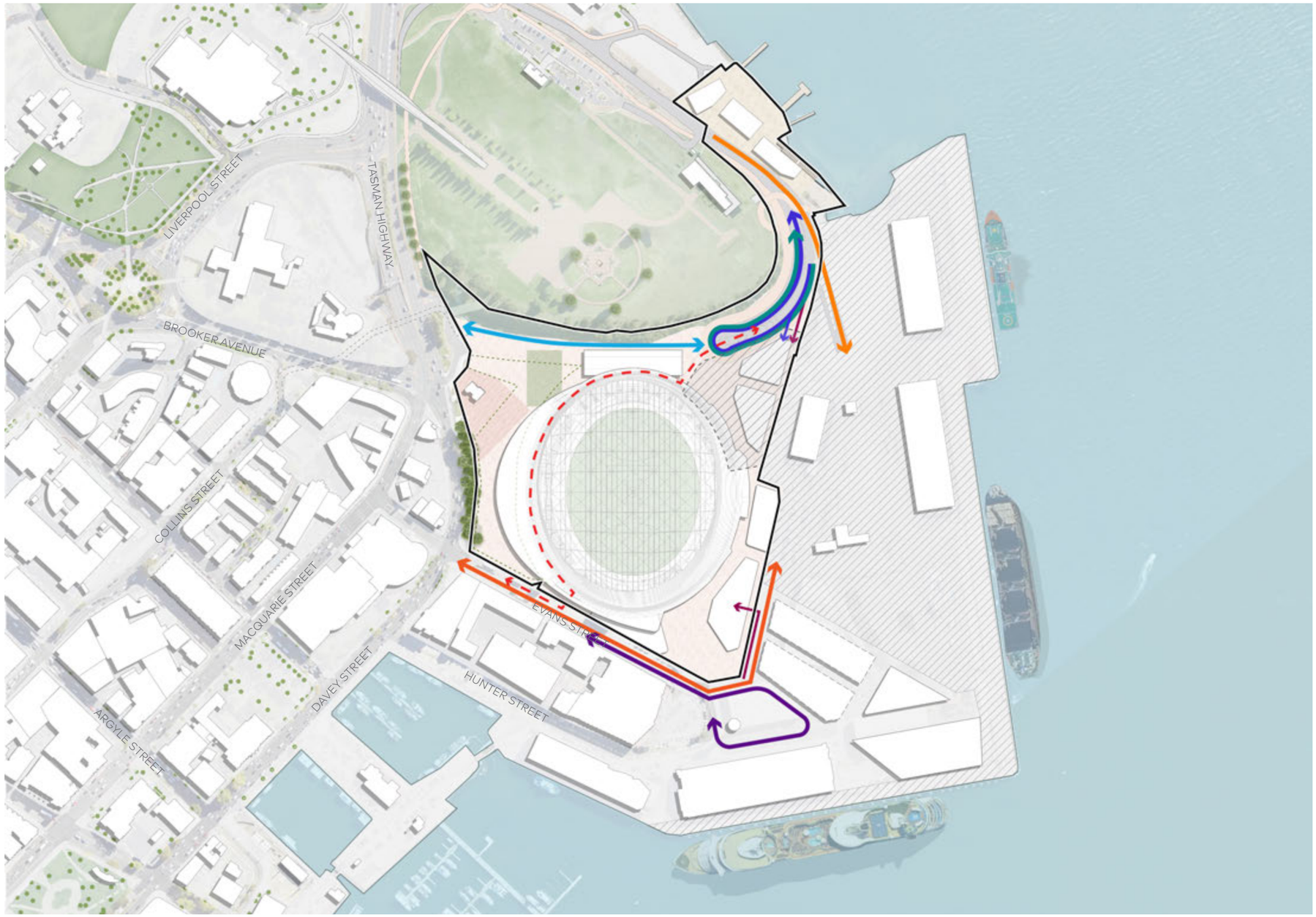


Figure 45: Proposed vehicular movement

1.4 Design and management response

Public open space on the project site in the adjacent and broader area

Please refer to the following sections within the Urban Design Framework report for more information:

1.1.1 Open spaces associated with and to be delivered as part of the proposed project; and

4.1 Landscape and visual values.

1.4 Design and management response

Significant places in the adjacent and broader area such as public parks, cultural venues, leisure or business locations and any proposed linkages to the project site

The Site has extensive pedestrian linkages to surrounding cultural, recreation and commercial attractors. Immediately to the south is the University of Tasmania's Creative Arts Precinct and the Plimsoll Gallery. Nearby, Hunter Street hosts a string of restaurants and cafés.

Argyle Street, Collins Street and Macquarie Street lie at the centre of Hobart's business district and contain a large number of commercial buildings, eateries and retail offerings, as well as Tasmanian Government services and employment hubs.

Major performance venues like the Theatre Royal and the Federation Concert Hall can be found to the west of the Site, with the latter directly on the Site's western interface. Continuing south on Davey Street, the Tasmanian Museum and Art Gallery, the Maritime Museum, and Mawson's Huts Museum are located along Argyle Street.

The Cruise Terminal, located to the southeast of the Site, is significant as it functions as a primary entry point for international cruise ships, facilitating tourism and contributing to the local economy.

The parkland of the Queen's Domain and the Cenotaph is a significant place for both passive and active recreation. Extensive green space stretches north along the left bank of the Derwent River, and consists of bushland interspersed by formal gardens and sportsgrounds. The Doone Kennedy Hobart Aquatic Centre is a major recreation facility and is located on Queens Domain land adjacent to the University Rose Garden. The University of Tasmania's Menzies Institute for Medical Research can be reached from the University Rose Gardens via the Rose Garden Bridge.

Figure 46: Significant Places

1.4 Design and management response

Public Realm Treatments and Frontage

Surface Materials:

The surface materials are to reflect the layered histories of the Site. Concrete speaks to the Cove Floor and industrial working Port. Interpretations of the pre-invasion coast line and wider landscape may be expressed through surface materials including oyster shells aggregates and dolerite formations.

Trees and understorey planting:

Casuarina forest groves in the North West Plaza are indicative of the original coastal edge while eucalyptus stands speak to the original vegetation of the headland. Low shrubs and rocky outcrops occur to the south to allow for a reading of the working Cove Floor.

Water features and structures:

The misting sculpture playfully reintroduces water to the North East Plaza. The sculpture will also create a sense of arrival at the north western gate and act as a wayfinding device within the civic plaza. Ephemeral water flows and water jets in the South East Plaza speak to the historic ebbs and flows of water and the confluence of fresh and salt water. The rain garden will hold the overland flow of water on the original shoreline and include a boardwalk, allowing people to walk across the misty garden.

Furniture and lighting:

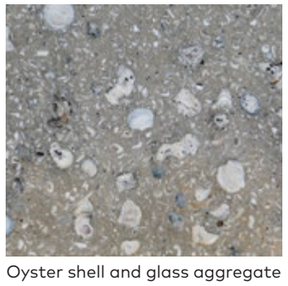
Lighting poles and bollards are to have a warm colour temperature and cast light in a downward direction. Lighting should only be on when needed and will be no brighter than necessary in order to protect views to the Tasmanian dark sky.

Dolorite rock formations provide informal seating opportunities while curved timber benches hug the escarpment and allow for groups to meet or pause upon arrival. The concrete Cove Floor lifts and folds to allow for seating in the South West Plaza at the edge of the original shoreline.

Surface materials


The concrete Cove Floor


Interpretive paving


Oyster shell and glass aggregate


Dolerite formations

Trees and understorey planting


Low shrubs and rocky formations


Casuarina forest groves


Eucalyptus stands

Trees

- Allocasuarina verticillate
- Acacia dealbata
- Acacia mearnsii
- Bursaria spinosa prickly box
- Eucalyptus amygdalina
- Eucalyptus pauciflora
- Eucalyptus ovata
- Eucalyptus risdonii
- Eucalyptus viminalis
- Eucalyptus pulchella

Shrubs

- Beyeria viscosa
- Carpobrotus rossii
- Themeda triandra
- Poa rodwayi
- Rhagodia candolleana
- Myoporum insulare
- Astroloma humifusum
- Xerochrysum papillosum
- Ehrharta stipoides
- Clematis microphylla

Water features and structures


Natural rain garden


Misting sculpture


Ephemeral flows

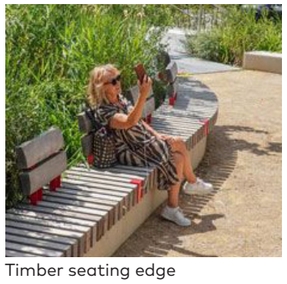

Water jets and bubblers

Furniture and lighting


Luminaries with a warm 2200 K colour temperature


Luminaries with a warm 2200 K colour temperature


Dolerite rock formations


Timber seating edge


Folded concrete

1.4 Design and management response

Plans and a description of the location, use and height of existing buildings and the location of any private and public open space on the project site and adjacent area

Location, use and height of existing buildings

The Site includes the Goods Shed and Red Shed, which were once industrial buildings and have now been repurposed to host event spaces, offices, and food and beverage offerings. The Goods Shed has an approximate height of RL 11.5. In the northeast of the Site is the culturally significant Royal Engineers Building, now housing the Tasmanian division of Engineers Australia.

The block bounded by Evans Street and Hunter Street contains several uses, including the University of Tasmania's School of Arts, a row of restaurants and hotels on Hunter Street, and apartments facing Davey Street. This block is bookended by buildings approximately RL 21, rising to meet the Federation Concert Hall opposite at RL 23.5.

The Hobart City Centre is home to several culturally prominent buildings, such as the Tasmanian Museum and Art Gallery, the Maritime Museum, and the Theatre Royal. These buildings create a largely consistent skyline at approximately RL 20. The western interface of Macquarie Street is occupied by commercial uses, adjacent to pockets of low-rise residential areas at approximately RL 15.

To the east of the Site, the industrial Macquarie Wharf is notable for the TasPorts Tower, which stands at RL 36.5. Industrial buildings extend northwards to Regatta Point.

The Hobart Cenotaph park serves as the main open space adjacent to the Site, providing public access directly from the northern boundary. To the west, the University Rose Gardens offer additional public greenery in close proximity.

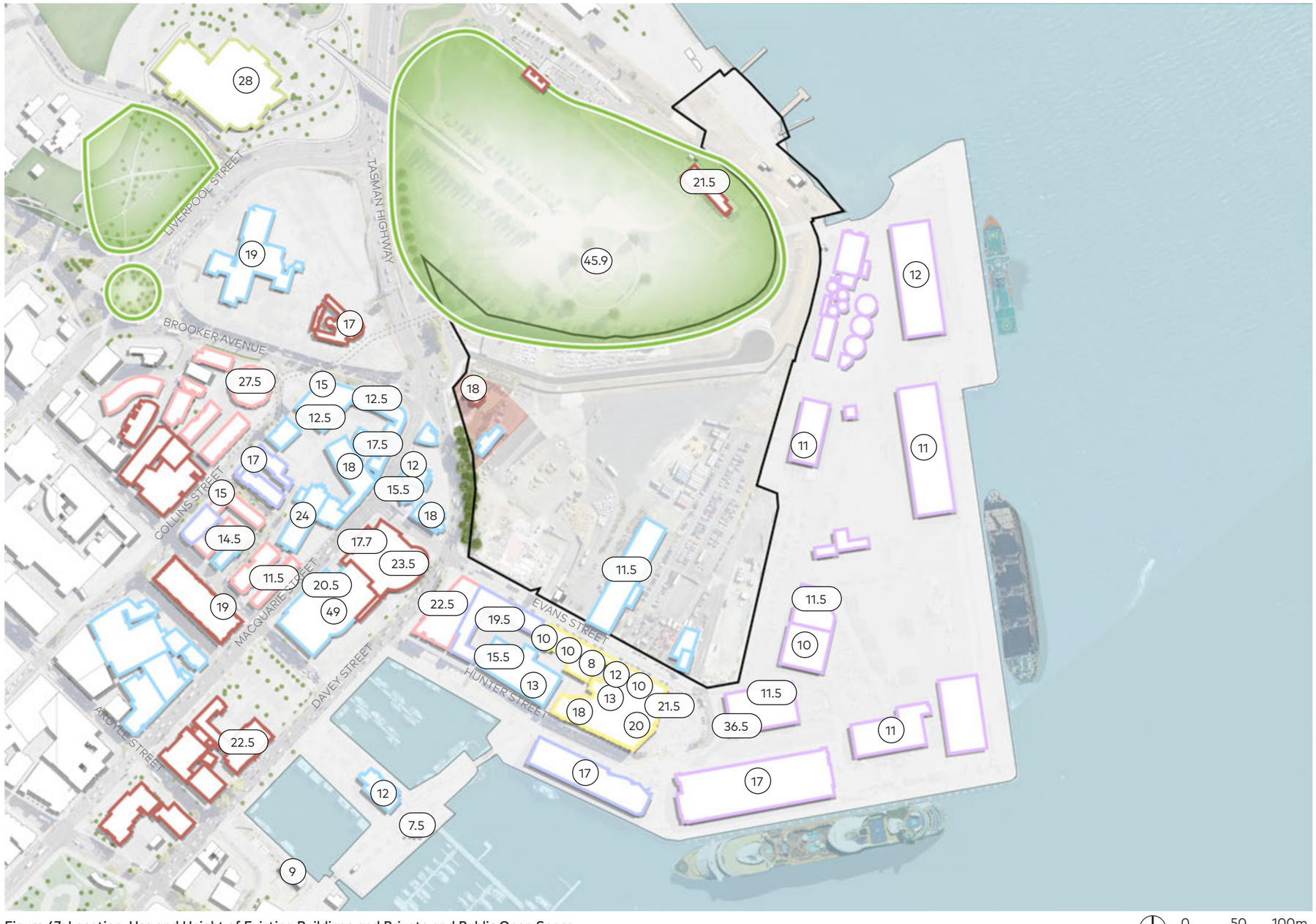


Figure 47: Location, Use and Height of Existing Buildings and Private and Public Open Space

1.4 Design and management response

Existing views to and from the project site

Please refer to section 4.1 Landscape and visual values within the Urban Design Framework report for more information.

1.4 Design and management response

Pattern of subdivision and development in the adjacent area

The surrounding area to the Site contains a range of subdivision sizes. The southern boundary interfaces with large industrial lots on Evans Street where warehouses have been converted into apartments. Most lots directly adjacent to the Site are of larger size, containing education and arts land uses such as the School of Creative Arts and the Federation Concert Hall.

In contrast to the City Centre to the west, the Domain and Cenotaph to the north of the Site feature large lots designed for recreational uses. The proposed Stadium will continue this pattern of large subdivisions to the south, maintaining the established sense of scale from the north.

The surrounding area follows a comparable layout, featuring sizable parcels primarily designated for health, education, and other public purposes. Additional large allotments serve commercial functions, including the ABC Broadcasting Centre, Hotel Grand Chancellor Hobart, and retail establishments.

In contrast, smaller lots are dispersed throughout Hobart's CBD, with the northwest exhibiting a higher concentration of small lots due to its residential nature.

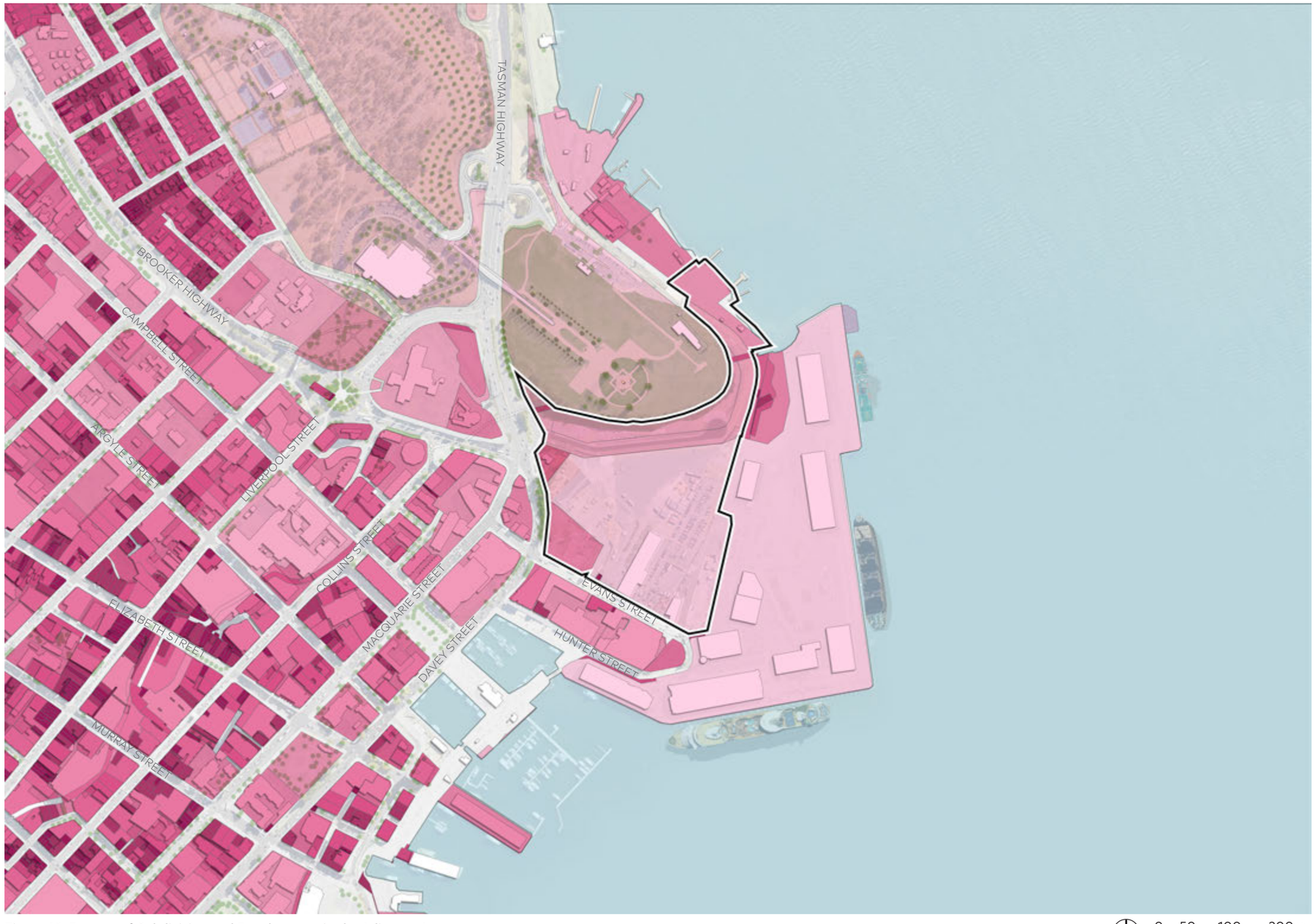


Figure 48: Pattern of Subdivision and Development in the Adjacent Area

1.4 Design and management response

Areas of natural hazard

Hobart is prone to flash flooding events characterised by shallow and fast-moving waters due to its location between kunanyi/Mt Wellington and the Derwent Estuary, stemming from heavy rainfall and/or high tides.

The Coastal Inundation risk in the adjacent diagram depicts a projected 1% AEP event in the year 2120. Coastal inundation will not impact the Site directly, though the TasPorts land to the east and Hunter Street to the south will see flooding to a depth of 1-1.5 metres.

The Hobart Rivulet does not pose a flood risk to the Site, though Collins Street (where where the rivulet is exposed), Campbell Street, Macquarie Street and Davey Street will be submerged up to two metres in a 1-in-100 year event. High velocity flows are channelled along Campbell Street through to the waterfront.

The prevailing winds in Hobart and at the Macquarie Point Site are north-westerly, experiencing additional south-easterly winds in the Summer months.

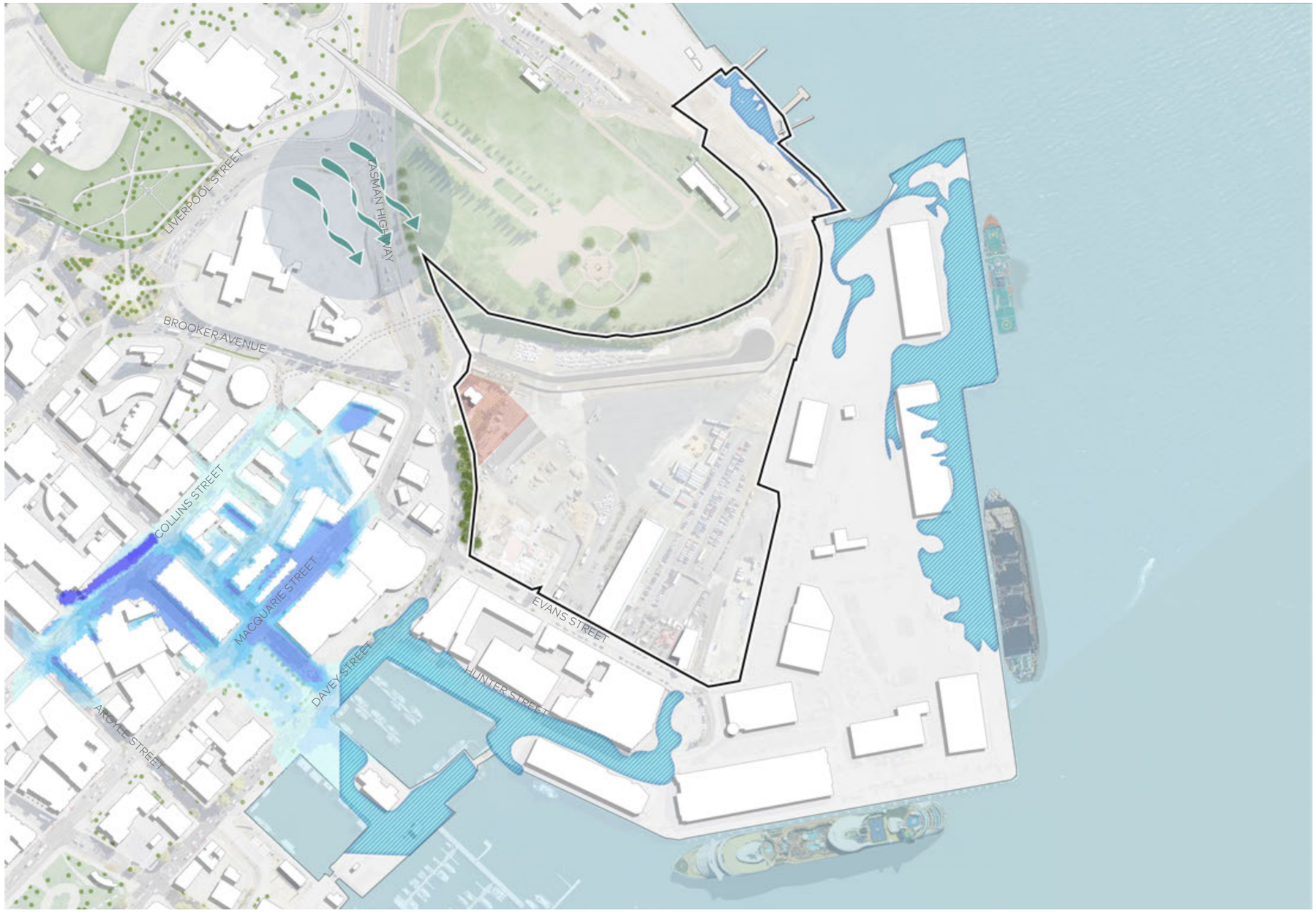


Figure 49: Areas of Natural Hazard

1.4 Design and management response

Areas of human-made hazard

The Site Suitability study identifies appropriate land uses for defined areas of the Site relative to potential contamination and remediation. The centre of the Site (Area 3) experienced remediation activities, including the removal of contaminated soil and infrastructure. It is suitable for residential, commercial, and public uses, with conditions focused on groundwater management, ventilation for methane, and prevention of soil access through hard surfaces.

The north of the Site (Area 1) underwent significant remediation, including the excavation of contaminated soil. This area allows for various uses, such as residential and commercial, with similar conditions to Area 3. The central-east (Area 5) can support residential uses but only above the ground floor, with remediation actions including LNAPL extraction and removal of impacted soils and pipelines.

In the south-west (Area 7), contamination investigations have been conducted, but no remediation has taken place. A Site Suitability Statement confirms it is suitable for retail, commercial, recreational, and less sensitive uses, with requirements for hard surfaces to prevent soil access, proper asbestos handling, and groundwater monitoring. Site Suitability Statements have not yet been issued for the remaining areas (6 & 8); however, physical remediation in both of these areas is nearing completion.

The Site has a low probability (6-7%) of Potential Acid Sulfate Soils (PASS) with no prior identifications of PASS or Acid Sulfate Soil (ASS). In contrast, underwater sediment to the south has a high probability of subaqueous marine acid sulfate soils.

The acoustic environment is mainly influenced by traffic noise from Tasman Highway, Davey Street, Macquarie Street, and local roads. Loading activities at the wharf did not noticeably affect nearby residential areas. During construction, efforts were made to minimise noise impacts, and no significant vibration sources were noted in the vicinity apart from road traffic.

Figure 50: Areas of Human-Made Hazard

1.4 Design and management response

The architectural form, style, building details and materials of the adjacent area

Evans Street Eastern End

- Simple Edwardian two storey red brick warehouses and factories constructed by Henry Jones IXL Jam Company in the 1910s characterise the Eastern End. Some of the warehouses have been adaptively reused into modern apartments, where the retained heritage features at ground level facade with contemporary architectural style and construction materials, such as glass and metal.

Evans Street Western End and Gas Works

- Established by the Hobart Gas Company in 1854, the some of the original Gas Works buildings still stand along Macquarie and Evans Streets. The remaining one and two storey structures that have been retained have been repurposed for commercial use, most notably as the Gasworks Cellar Door recognisable by their brick and sandstone exteriors. The Gas Works are juxtaposed next to the Federation Concert Hall, offering a colourful, modern facade of brick, blue metal and concrete.

Hunter Street

- Hunter Street is characterised by its Georgian architectural style, with sandstone buildings finished in a combination of exposed brick, and façades painted in a range of pastel colours, and distinctive corner quoins. The buildings were originally used as shipping and trade warehouses dating back to 1825.

Royal Engineers Building

- Constructed in 1847, the Gothic Revival style building is a significant heritage structure found within the Site. Categorised by the sandstone exterior, it is highly visible because of its prominent position near the transport hub of the city and, to a lesser extent, because of its axial relationship to Macquarie Street.

Figure 51: Evans St, East End warehouses. Source: Cumulus


Figure 52: Renovated warehouses on Evans St. Source: Cumulus

Figure 53: Modern apartments facing Davey St. Source: Cumulus


Figure 54: Hunter St, East End. Source: Cumulus


Figure 55: Adaptive reuse of Hunter St warehouses. Source: Cumulus


Figure 56: Hunter St colourful façades. Source: Cumulus

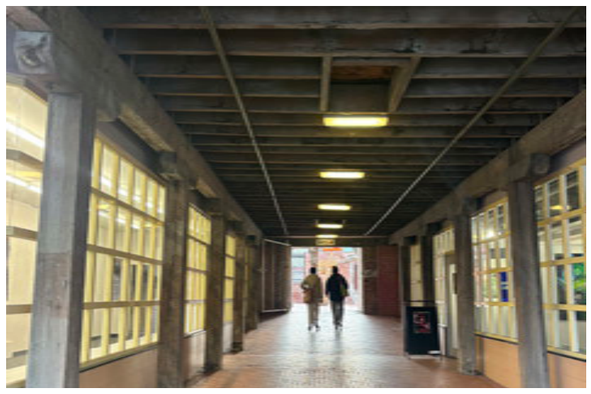


Figure 57: Passage from Hunter St to Evans St. Source: Cumulus

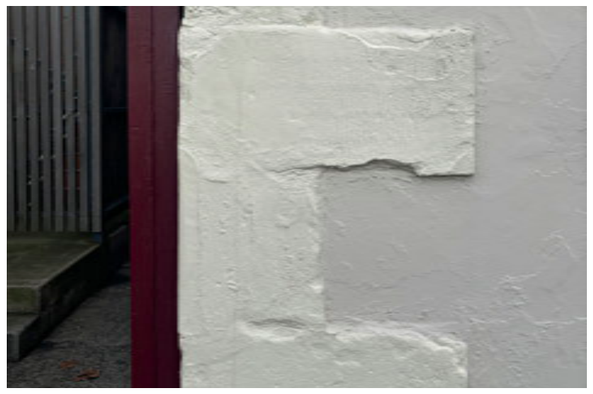


Figure 58: Corner Quions. Source: Cumulus


Figure 59: Royal Engineers Building. Source: Cumulus

1.4 Design and management response

Any other notable physical or cultural characteristics of the project site, adjacent area or locality including sites, places or items of cultural heritage significance.

The reports are to indicate where any management action or other undertaking outlined in this section is proposed to be given effect through an approval or permit for the project that may be granted.

1. **Former HCC/City Motors Garage facade**
   Remnant of the improvements to Collins Street following the 1920s realignment of the Hobart Rivulet.

2. **Former Hobart Railway Station**
   In operation from 1871 until the early 1980s, the site is representative of the era of passenger rail travel in Tasmania.

3. **Former MTT (Metro) Headquarters**
   Representative of the development of public transport in Tasmania.

4. **Hobart Gas Works Complex (incl. chimney)**
   Marking the entrance to the Hobart CBD from the Tasman Bridge approach, the Gas Works is significant to the history of electricity in Tasmania.

5. **Roberts and Co. Wool Stores**
   Tracks the economy of Hobart through wool exports, the working class Wapping neighbourhood, and later soap manufacturing.

6. **Tasmanian Museum and Art Gallery**
   Associated with the pattern of land reclamation on Dunn Street and pre-1840s archaeological remains of the waterfront.

7. **Victoria Dock and Constitution Dock**
   Closely linked with the development of Hobart's waterfront and the focal point of the Sydney to Hobart yacht race.

8. **UTas Centre for the Arts**
   These waterfront buildings (along with the Henry Jones factory) represent early industry and trade in Hobart.

9. **Cenotaph and Cenotaph Avenue**
   The Cenotaph and surrounds is a culturally significant area for ceremonies and gatherings.

10. **Henry Jones & Co IXL Jam Factory**
    Remnant of a celebrated Tasmanian brand and significant export.

11. **Hobart Railway Goods Shed**
    The Goods Shed and Red Shed are remnants of the former railway industry on Macquarie Point. The Goods Shed will be retained and relocated on Site.

12. **Royal Engineers Building and Stone Post**
    Representative of early colonial development.

13. **Red Shed**
    The Red Shed will be dismantled and stored as part of the Project once a new location and function are identified.

14. **Soldiers Memorial Avenue**
    Established in memory of the Boer War.

The mitigation measures focus on reducing visual and structural impacts by minimising overall height, simplifying the dome's articulation, and maximising transparency through careful material selection and detailing. Strategies include avoiding highly reflective surfaces and strong, contrasting colours, as well as designing signage and lighting to harmonise with the historic context. The project also emphasises the respectful integration of heritage elements, such as the heritage-listed Goods Shed. Offset measures involve documenting and protecting heritage sites during construction, interpreting heritage and indigenous values, and monitoring vibration impacts on nearby heritage structures.

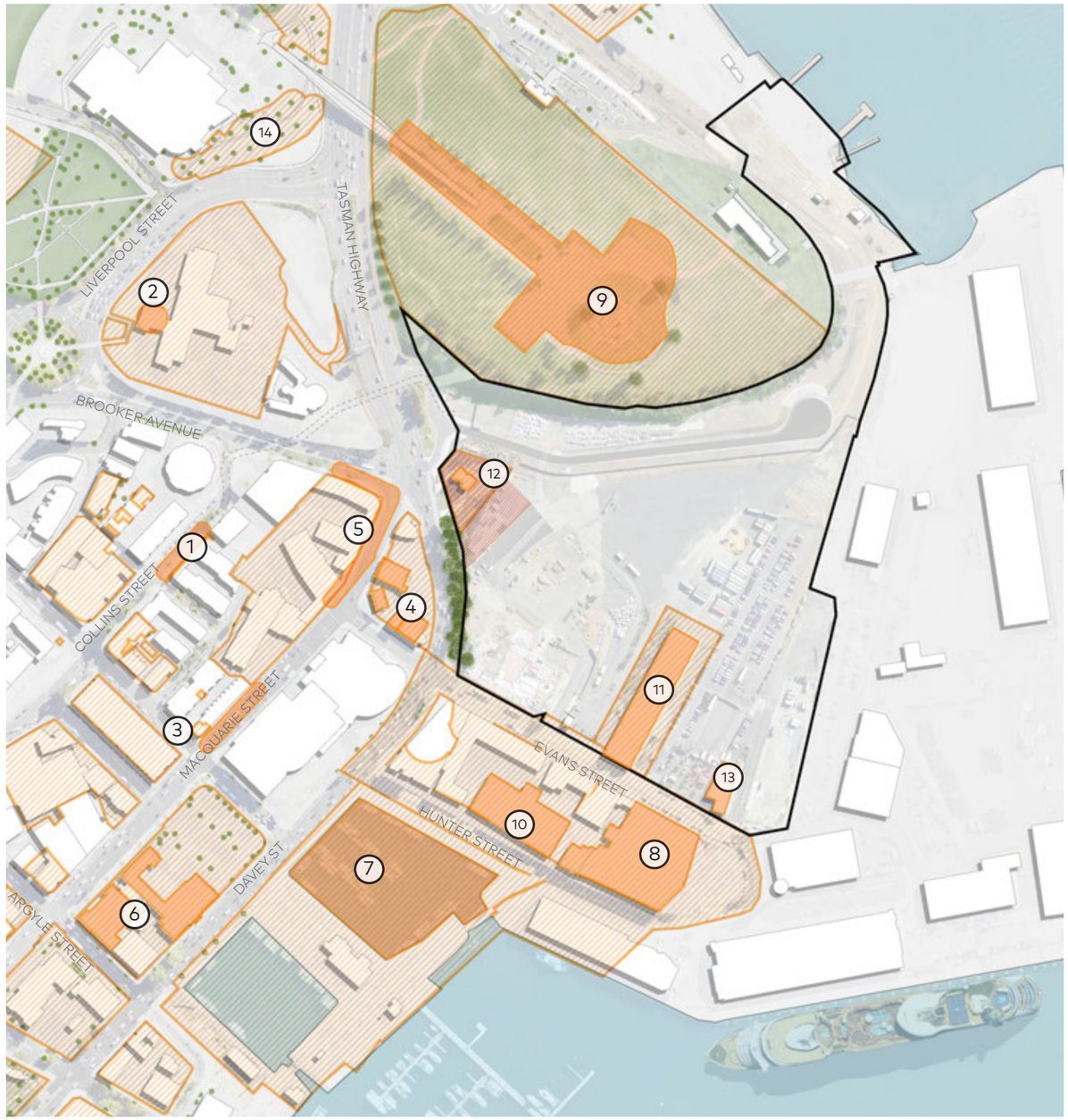


Figure 60: Culturally significant structures

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TPC Guideline 4.0 Landscape and Urban Form

4.1 Landscape and visual values

4.1.1 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 Stadium will have an effect on views from parts of the City, waterplane and waterfront areas. Due to its location the Stadium will affect the visibility of the Cenotaph headland from certain vantage points. The following effects have been identified:

- Obstruction of Views: The Stadium will obstruct parts of views of the Cenotaph's open setting, framed by the vegetated escarpment, from various vantage points. The effects of change could be mitigated through landscape planting on the escarpment edge and dome-like torus form of the roof structure, reducing the overall impact of 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 Stadium will introduce a new visual element to the scene which aims to be complementary to the setting and reduce the effects of change.
- Light and Noise Impacts: Night-time illumination of the Stadium will impact the visibility of the night sky. Noise from events at the Stadium will affect the City and the urban amphitheatre.

Wherever possible the significance of effects have been minimised and the landscape values protected. The most visible aspect of the Stadium will be the roof structure. The design has adopted a dome-like, torus form. This allows the maximum height to be achieved at a central point from which the roof surface falls in every direction. The result is an overall form that minimises height where it is not required and establishes a height at the Cenotaph interface that is comparable to the scale of existing escarpment. For further detail refer to section 4.1.2.

Figure 61: Visual effects

4.1 Landscape and visual values

4.1.2 The reports are to assess the effect the proposed project has on:

Landscape and townscape values and characteristics of the project site and broader area

The visual context of Site is complex, with the surrounding areas of human made and natural elements significantly contributing to Hobart's character and values. Key landscape and townscape characteristics, as well as the potential impact of the proposal on these features, include:

- At the widest perceptible landscape scale, the landscape is defined by the natural/urban amphitheatre of kunanyi and the Wellington Ranges. This provides a sense of scale and containment, and influences the orientation of the City. From a landscape perspective, the proposal is expected to have a low impact on the amphitheatre. The dome of the Stadium is designed to reflect the wider landscape by alluding to the layered undulations of the lower foothills, thereby reducing its overall impact on the setting.
- The landforms ridges and headlands of Battery Point and the Domain / Cenotaph serve a visual role in reinforcing the enclosure of the Cove. The edge of the curved roof line and proposed buildings sits at a similar level to the Cenotaph headland which is part of the natural edge. The impact is mitigated as the built form forms an extension of the perceived headland outwards towards the Estuary.
- The landscaping plans aim to acknowledge the natural escarpment edge formed by the former quarry by proposing a response that incorporates the natural edge condition and level changes.
- The River is a prominent natural feature, and the harbour water plane is valued as an extension of the natural horizon containing the city. This plane is typically viewed from the Cove slopes and headlands. The development proposes a domed roofline, designed to minimise the impact on the visibility of the natural horizon.

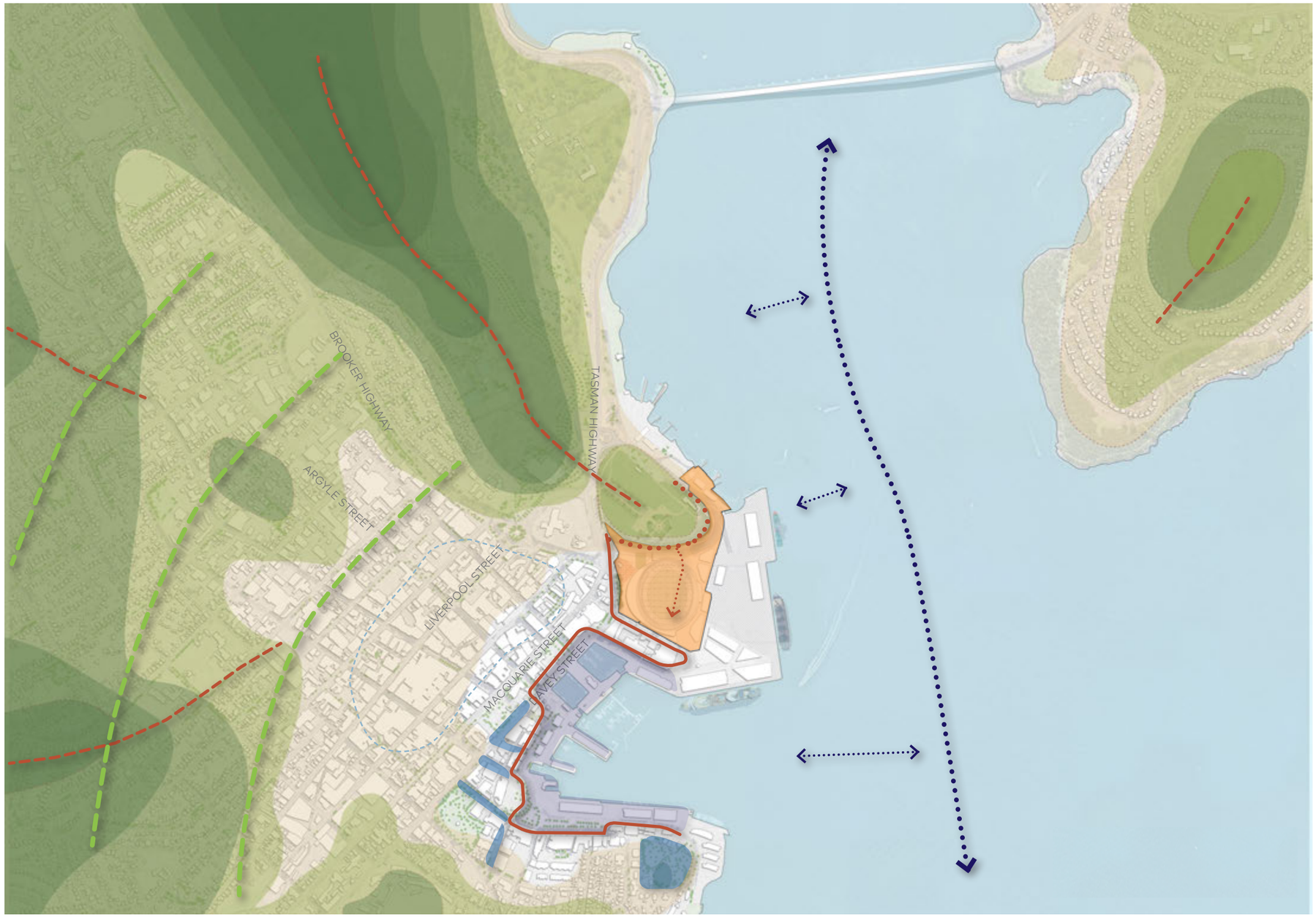


Figure 62: Key Landscape Values

4.1 Landscape and visual values

- A townscape feature that is informed by the landscape is perceived in the built form of the City which responds to the slopes and ridges of the urban amphitheatre. This is conveyed through the bulk and height of buildings that increase in height as they reach the City centre, located in the basin. The proposed structure responds to this character in both scale and form, in that it does not compete or conflict with its surrounds. The bulk and height is respectful of the hierarchy of height and mass of surrounding townscape and does not compete with the taller structures found in the basin / city centre.
- The Cove Floor has a consistent character of flatness, industry and utility which is reflected in the structures there. The proposal seeks to emphasise this townscape value by ensuring that new structures are considered 'in the round' and are standalone as opposed to the more continuously read built form of areas such as Wapping.
- The urban grid of Hobart features radiating streets from the waterfront and forms part of the townscape character. It has a finer grained structure, street forming buildings and pedestrian scale. The proposal, as it sits on the more utilitarian and industrial Cove Floor seeks to be differentiated from this townscape character and not compete with it.
- The piers and concrete aprons of the Cove Floor form part of the townscape character, maintaining the City's maritime history. They are also key social, civic, and cultural spaces and provide access to the waters edge. The proposal will continue to respect this character by promoting the civic and cultural use of the Site and promoting movement across the Cove and access to the waters edge. The landscaping introduces new forms of activation, including play structures and seating areas, that will enhance these civic values.

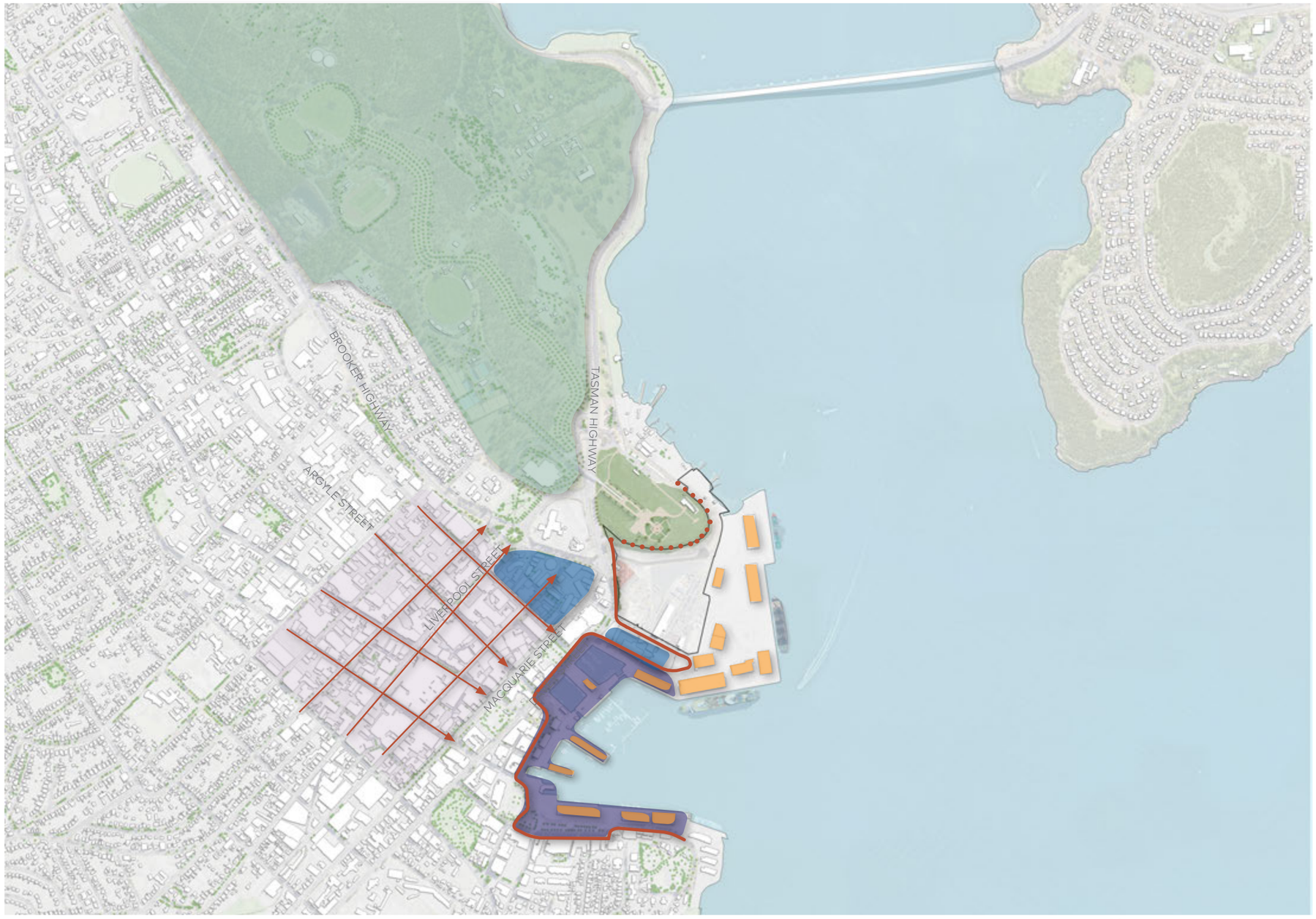


Figure 63: Key Townscape Values

4.1 Landscape and visual values

Spatial and physical use and enjoyment

1. **Hobart Cenotaph**
   The Hobart Cenotaph is sited upon a large, passive expanse of green space with a paved corridor leading from the Remembrance Bridge to the Cenotaph. The space serves as a commemorative and ceremonial area, occasionally hosting temporary events such as the Circus and Show (1a) and music events. The Regatta Stands (1b) serve as a viewing area for the annual Royal Hobart Regatta.

2. **The Domain**
   The southern end of the Queen's Domain meets the University Rose Gardens to the northwest of the Site. The section near the Site includes remnant grassland and woodland and provides a pedestrian connection to Davies Avenue and active open spaces beyond.

3. **University Rose Gardens**
   These formal gardens feature geometric floral plantings and rolling lawns. Seating is provided, but other facilities are minimal - the space is primarily used for pedestrian movement between the Aquatic Centre, Domain and the City Centre.

4. **Railway Roundabout**
   The Railway Roundabout is a transitory space that includes a fountain within a paved plaza at its centre. Seating is provided, though its primary function is to provide links with surrounding streets through its underground passageways.

5. **Franklin Square**
   Franklin Square is a landscaped plaza in the Central Business District and offers respite from the surrounding hardscape. Public art, sculpture, seating, and giant chess are offered to visitors. The plaza also acts as a gathering place for events and demonstrations.

6. **Mawson Place**
   Mawson Place is a concreted public plaza on the Constitution Dock waterfront. Seating is positioned to take advantage of views over the dock, and is situated next to the Waterside Pavilion, an events space.

7. **Regatta Point**
   The green space at Regatta Point slopes down to the riverbank and is terraced to provide seating for events like the Moscow Circus and Hobart Show. This space is situated north of the Intercity Cycleway and the Cenotaph and hence receives little incidental patronage.

8. **Soldiers Memorial Avenue**
   The Soldiers Memorial Avenue is part of the Queen's Domain. The space connects people via the footbridge to the Rose Garden/City and extends up towards the Domain.

9. **Tasmanian Museum and Art Gallery (TMAG)**
   The Dunn Place entrance to TMAG provides a small naturalistic landscaped area with established gum trees and native planting that connects with the gallery courtyard.

10. **Doone Kennedy Aquatic Centre**
    The Aquatic Centre is a popular active recreation space throughout the week. The landscaped frontage is often used by patrons waiting to be picked up.

11. **Sullivan's Cove**
    The wharves at Sullivan's Cove carry vehicle traffic and provide parking, though they remain a popular place for pedestrians to stay and take in views of the city and appreciate the area's history. These wharves act also as vantages points for the arrival of the Sydney to Hobart yacht race.

Figure 64: Spatial and physical use and enjoyment

4.1 Landscape and visual values

Views in to the Site, and the general visual amenity experienced by people and the likely significance of visual effects

Key Viewpoints into the Site:

1. Rosny Hill Lookout
2. Bridge of Remembrance
3. Hobart Cenotaph and Memorial precinct
4. Brooker Avenue
5. Corner of Macquarie Street and Murray Street
6. Wharf No 1. Sullivans Cove
7. Derwent River, Mona Ferry route
8. Corner of Davey and Argyle Street

Figure 65: Key plan of assessed viewpoints

4.1 Landscape and visual values

View 1: Rosny Hill Lookout

Visual Description:

- Prominent vegetated hills including kunanyi / Mt Wellington in the background.
- Barely perceptible views of the Cove.
- Finer grained built form within the CBD stands out behind the Site.

Visual Impact of development:

- The overall sensitivity of the receptors at this viewpoint would be rated as High.
- Impact Magnitude Rating for this receptor in the long term would be Medium.
- The impact of significance for receptors at this viewpoint would be considered Moderate-High.
- Result in minor loss of key features or introduction of additional features in the key view resulting in a minor change to the overall character view.

Mitigating features:

- The domed 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 simple form of the roof sits below and in contrast to the visual prominence of the rectilinear forms of the city in the background.
- The curve of the roof allows the building outer edges to be lowered to a level close to the surrounding context - i.e. the buildings on Evans St, the forms of the future development parcels and the Cenotaph Headland.
- The proposed ETFE cladding on the dome will be translucent, and reflect colours of the surrounding city, landscape and sky. Reducing visual impact.

Figure 66: View 1 - View of proposed development

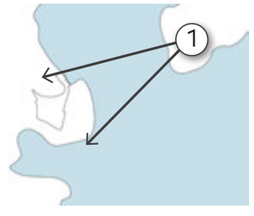


Figure 67: View 1 - Key Plan

Figure 68: View 1 - Photograph of the existing view

4.1 Landscape and visual values

View 2: Bridge of Remembrance

Visual Description:

- Elevated vantage point with axial views towards Cenotaph.
- Distant partial views of Derwent River and adjacent headlands.
- The Site is not highly visible due to sunken location below the Domain.

Visual Impact of development:

- The overall viewpoint sensitivity would be rated Very High.
- Impact Magnitude Rating High – Considerable Change.
- The impact of significance for receptors at this viewpoint would be considered High.

Mitigating features:

- The domed form of the building is complimentary to the undulating form of the surrounding landscape. Its three dimensional curve results in a building outline that does not sharply contrast against its backdrop and is organic in nature. By reducing the edge of the dome the overall impact on the harbour view is reduced and mitigated.
- Tree planting could be positioned at the base of the escarpment edge, complementing the existing planting and reducing the visual impact of the Stadium's underside bowl and enhancing the framing of the Cenotaph.
- The roof presents as a simple geometric form that is respectful to the sombre ceremonial nature of the Cenotaph. It does not contain any unnecessary decoration or adornment that might be visually distracting
- The proposed ETFE cladding on the dome will be translucent reducing the visual impact of the roof as it reflects colours of the surrounding landscape.

Figure 69: View 2 - View of proposed development

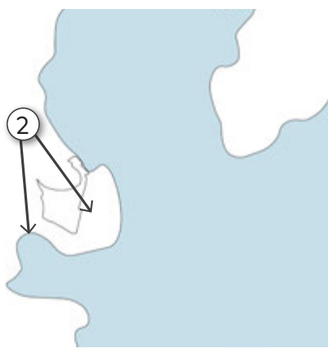


Figure 70: View 2 - Key Plan

Figure 71: View 2 - Photograph of the existing view

4.1 Landscape and visual values

View 3: Hobart Cenotaph and Memorial Precinct

Visual Description:

- Panoramic view towards the River, Cove and edge of the City, distant views of headlands and suburban built form on foothills of Mount Nelson.
- The Cenotaph's views are currently affected by nearby developments in Hobart. Views of Sullivans Cove, Salamanca, and Parliament are obstructed, and cruise ships at the Macquarie Point Cruise Terminal occasionally block the Derwent River view.

Visual Impact of development:

- The overall sensitivity of the receptors at this viewpoint would be rated as High.
- Impact Magnitude Rating Very High – Considerable Change.
- The impact of significance for receptors at this viewpoint would be considered Very High - High.

Mitigating features:

- Tree planting could be positioned at the base of the escarpment edge, creating a canopy height that complements the existing shrubbery framing the Cenotaph. This will reduce the visual impact of the Stadium's underside bowl and enhance the framing of the Cenotaph.
- The domed form of the building is complimentary to the undulating form of the surrounding landscape. Its three dimensional curve results in a building outline that does not sharply contrast against its backdrop and is organic in nature. By reducing the edge of the dome the overall impact on the harbour view is reduced and mitigated.
- The roof presents as a simple geometric form that is respectful to the sombre ceremonial nature of the Cenotaph. It does not contain any unnecessary decoration or adornment that might be visually distracting.
- The proposed ETFE cladding on the dome will be translucent reducing the visual impact of the roof as it reflects colours of the surrounding landscape.

Figure 72: View 3 - View of proposed development

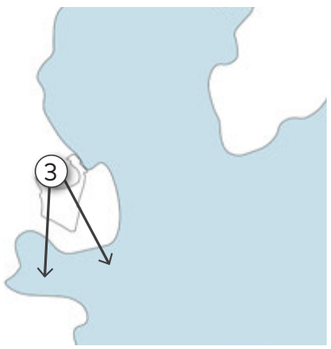


Figure 73: View 3 - Key Plan

Figure 74: View 3 - Photograph of the existing view

4.1 Landscape and visual values

View 4: Brooker Avenue

Visual Description:

- Viewpoint on the Brooker Avenue, towards the Royal Engineers Building.
- Site is visible within the view.

Visual Impact of development:

- The overall sensitivity of the receptors at this viewpoint would be rated as Medium.
- Impact Magnitude Rating Medium – Moderate Change.
- The impact of significance for receptors at this viewpoint would be considered Moderate.

Mitigating features:

- Tree and shrub planting will be strategically positioned between the existing Royal Engineers Building and the proposed Stadium. This will enhance the visual clarity of the two structures. The heritage Royal Engineers Building will stand out prominently, framed by mid-ground planting that highlights its significance. Additionally, the mid-ground planting will serve as a natural screen, minimising the visual impact of the Stadium's underside bowl while accentuating its lightweight roof.
- The domed roof features a geometric form that marks the termination of Brooker Avenue and serves as a backdrop to the Royal Engineers Building. The edge ring of the roof creates a horizontal datum that allows for a clear view of the traditional roof geometry of the Royal Engineers Building.

Figure 75: View 4 - View of proposed development

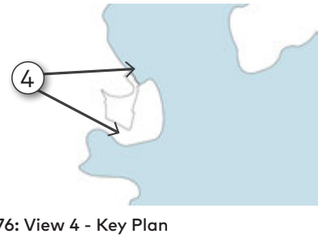


Figure 76: View 4 - Key Plan

Figure 77: View 4 - Photograph of the existing view

4.1 Landscape and visual values

View 5: Corner of Macquarie Street and Murray Street

Visual Description:

- Viewpoint of the Site towards the Cenotaph as experienced by pedestrian, cyclist or motorist.

Visual Impact of development:

- The overall sensitivity of the receptors at this viewpoint would be rated as High
- Impact Magnitude Rating as Very Low – Barely Perceptible Change.
- The impact of significance for receptors at this viewpoint would be considered as Minor-Moderate.

Mitigating features:

- No mitigation features required.

Figure 78: View 5 - View of proposed development

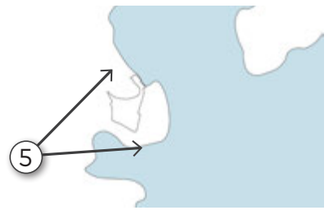


Figure 79: View 5 - Key Plan

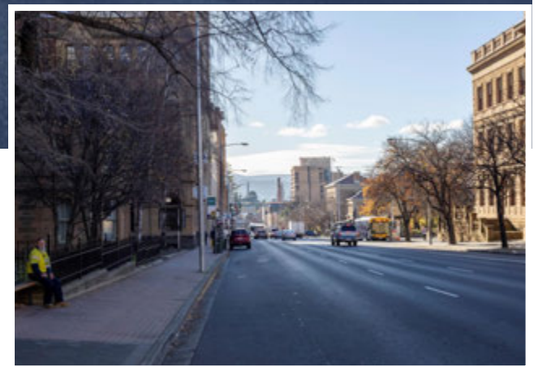


Figure 80: View 5 - Photograph of the existing view

4.1 Landscape and visual values

View 6: Wharf No. 1 Sullivans Cove

Visual Description:

- Viewpoint across Sullivans Cove toward Sullivan Cove Apartments.
- Views of the Cenotaph and surrounding vegetation are visible but not prominent.

Visual Impact of development:

- The overall sensitivity of the receptors at this viewpoint would be rated as High.
- Impact Magnitude Rating High – Considerable Change.
- The impact of significance for receptors at this viewpoint would be considered High.

Mitigating features:

- The edge of the dome has been lowered to match the height of the surrounding buildings, allowing only the roof to be visible from this angle. This adjustment reduces the building's apparent height and enables it to integrate more seamlessly with its context.
- The roof features a simple geometric form that aligns with its heritage setting. Despite its large scale, the dome is utilitarian in design, lacking decoration or adornment that could be visually distracting or competitive with its surroundings.
- The proposed ETFE cladding on the dome will be translucent, reducing the visual impact of the roof by reflecting the colours of the surrounding landscape and sky. It is expected that the cladding will also allow glimpses through the timber structure, which has been engineered to maximise transparency to the landscape beyond.

Figure 81: View 6 - View of proposed development

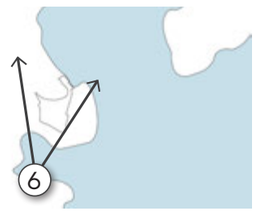


Figure 82: View 6 - Key Plan

Figure 83: View 6 - Photograph of the existing view

4.1 Landscape and visual values

View 7: Derwent River, MONA Ferry Route

Visual Description:

- Viewpoint located on the River from the Mona Ferry. Typically viewed by tourists and visitors to MONA.

Visual Impact of development:

- The overall sensitivity of the receptors at this viewpoint would be rated as High.
- Impact Magnitude Rating Medium – Moderate Change.
- The impact of significance for receptors at this viewpoint would be considered High-Moderate.

Mitigating features:

- Although the view illustrates the visual impact of the Project within its surrounding context, the proposed built form of the Complementary Integrated Mixed Use Zone and Antarctic Facilities Zone will be visible from this view. The surrounding buildings are subject to a separate planning pathway and will be designed to integrate with the existing and proposed built form.
- The edge of the dome has been lowered to match the height of the surrounding buildings so that it both reduces the apparent height of the building as well as allows the building to sit in its context.
- The roof presents as a simple geometric form that is respectful to its setting. The overall height has been kept as low as possible so that the roof does not intrude into the skyline, instead the organic shape of the roof can be read as part of the surrounding undulating landscape.
- Although large in scale the dome is utilitarian in nature without decoration or adornment that might be visually distracting.
- The proposed ETFE cladding on the dome will reduce the visual impact by being translucent as it reflects colours of the surrounding landscape.

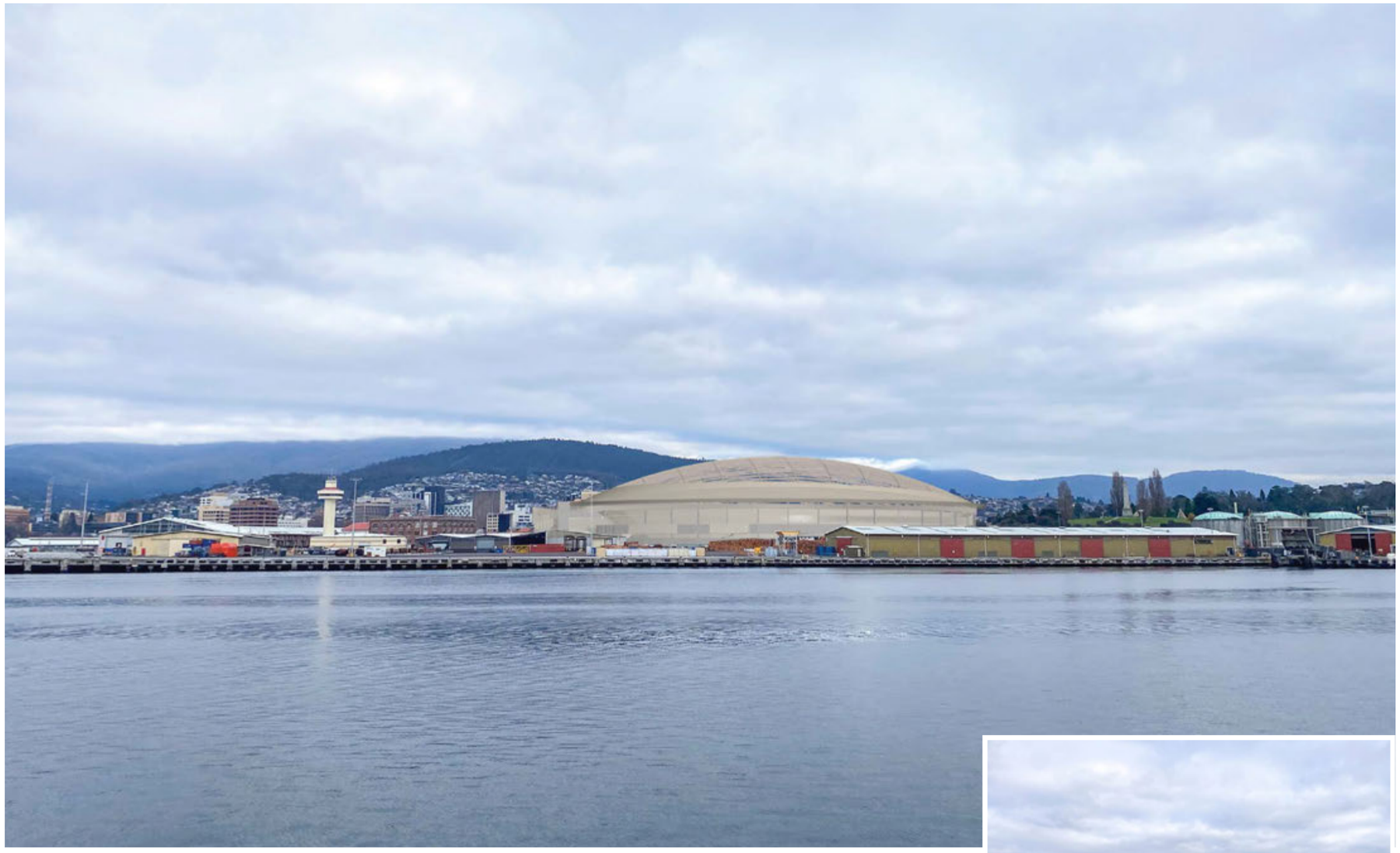


Figure 84: View 7 - View of proposed development

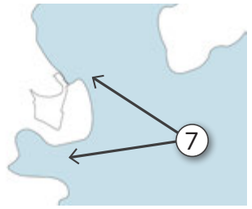


Figure 85: View 7 - Key Plan

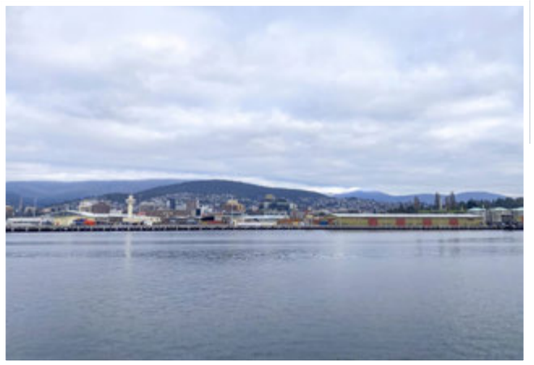


Figure 86: View 7 - Photograph of the existing view

4.1 Landscape and visual values

View 8: Corner of Davey and Argyle Street

Visual Description:

- View from Davey Street and Argyle Street corner at the edge of Constitution Dock.

Visual Impact of development:

- The overall sensitivity of the receptors at this viewpoint would be rated as Medium.
- Impact Magnitude Rating Medium – Moderate Change.
- The impact of significance for receptors at this viewpoint would be considered Moderate.

Mitigating features:

- From this angle, the domed roof features a simple geometric form that is positioned behind the existing heritage buildings on Hunter Street, aligning with its setting. The dome is utilitarian in design, lacking decoration or adornment that could be visually distracting. It does not compete with its surroundings and can be viewed as an additional layer of development consistent with the historic development pattern of the Cove.
- The edge of the dome has been lowered to match the height of the surrounding buildings, which reduces its apparent height and allows it to integrate more seamlessly with its context. The uniform roof soffit creates a simple horizontal datum that allows for a clear view of the traditional roof geometry of the heritage buildings.
- The proposed ETFE cladding on the dome will be translucent, minimising the visual impact of the roof by reflecting the colours of the surrounding landscape and sky. It is expected that the cladding will also provide glimpses through the timber structure, which has been engineered to maximize transparency to the landscape beyond.

Figure 87: View 8 - View of proposed development

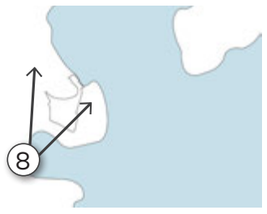


Figure 88: View 8 - Key Plan

Figure 89: View 8- Photograph of the existing view

4.1 Landscape and visual values

Views in to and out of the Site, and the general visual amenity experienced by people and the likely significance of visual effects

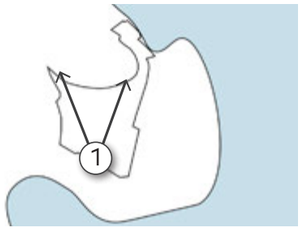
Key Viewpoints out of the Site:

1. Potential new views to the Cenotaph from inside the Stadium and the Goods Shed.
2. Potential new views to the Cenotaph from the South East Plaza on Evans Street.
3. Potential new view towards Cenotaph on the existing axis from Mac Point through to Bridge of Remembrance.
4. Potential new views to Sullivans Cove and the River from the media lounge/function room, concourse and south east plaza.
5. Potential new view to the mountains from function room.

Figure 90: Plan of potential new view points from within the Site

4.1 Landscape and visual values

The following diagrams depict potential new views of the Cenotaph and the headland afforded by the delivery of the Project.



These potential views are created through considered openings in the Stadium facade and seating arrangement, aiming to frame views of the Cenotaph and Domain headland to the north. To enhance the visitor experience by enabling appreciation of the surrounding landform, historical significance, and overall context.

Figure 91: View 1 - Key Plan

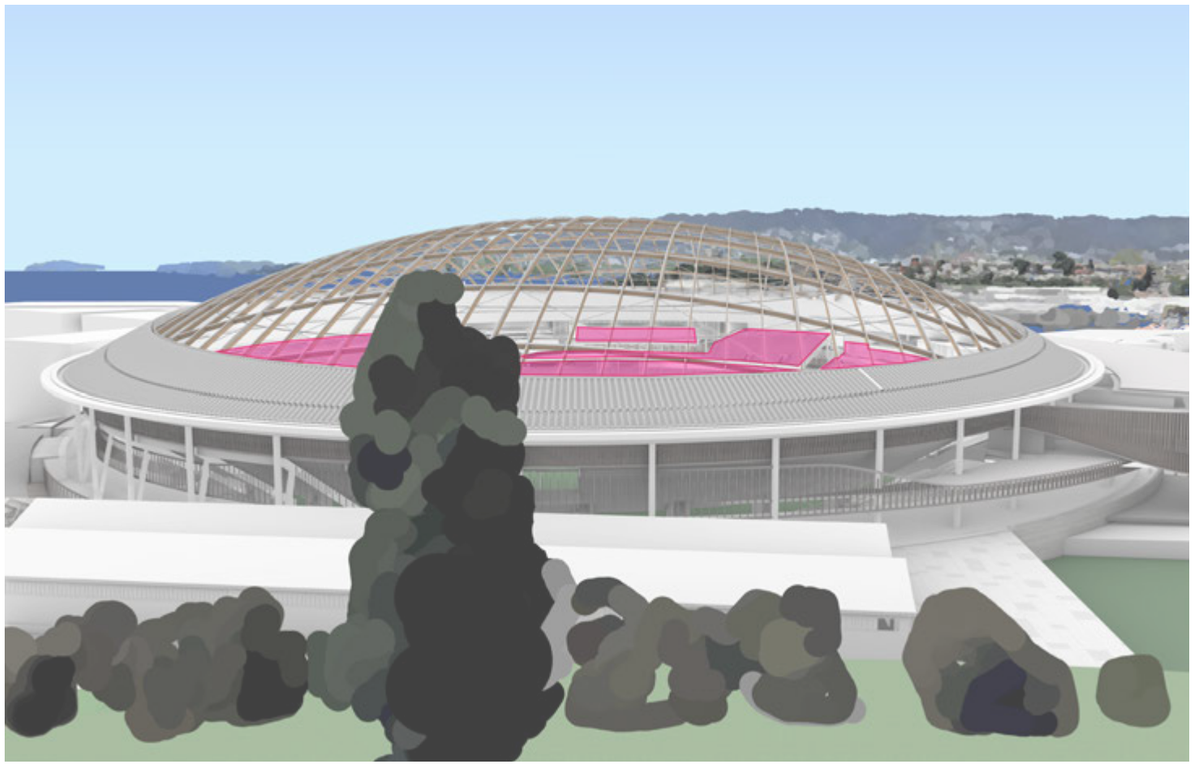


Figure 92: View 1 - View showing the extent of the seating area (in pink) within the Stadium with a potential new view of the Cenotaph (camera located at the Cenotaph)

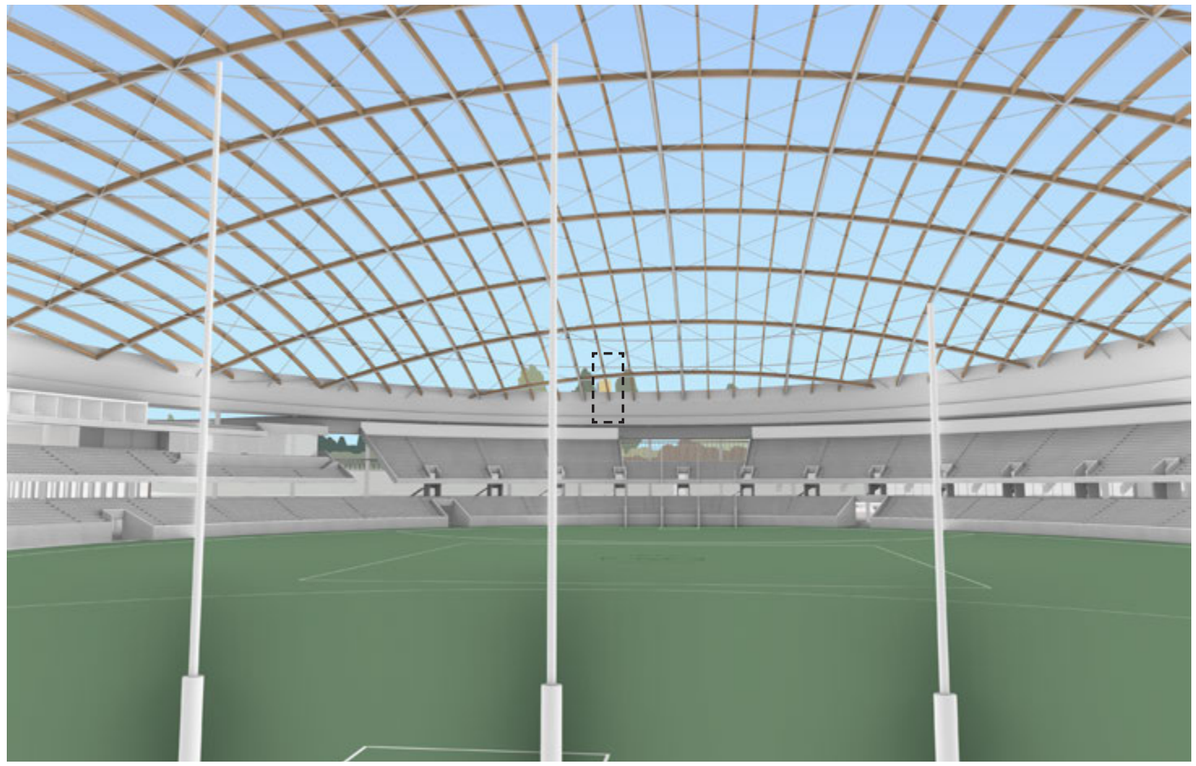


Figure 93: View 1 - Potential new view to Cenotaph from Stadium lower bowl

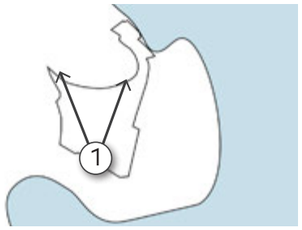


Figure 94: View 1 - Key Plan

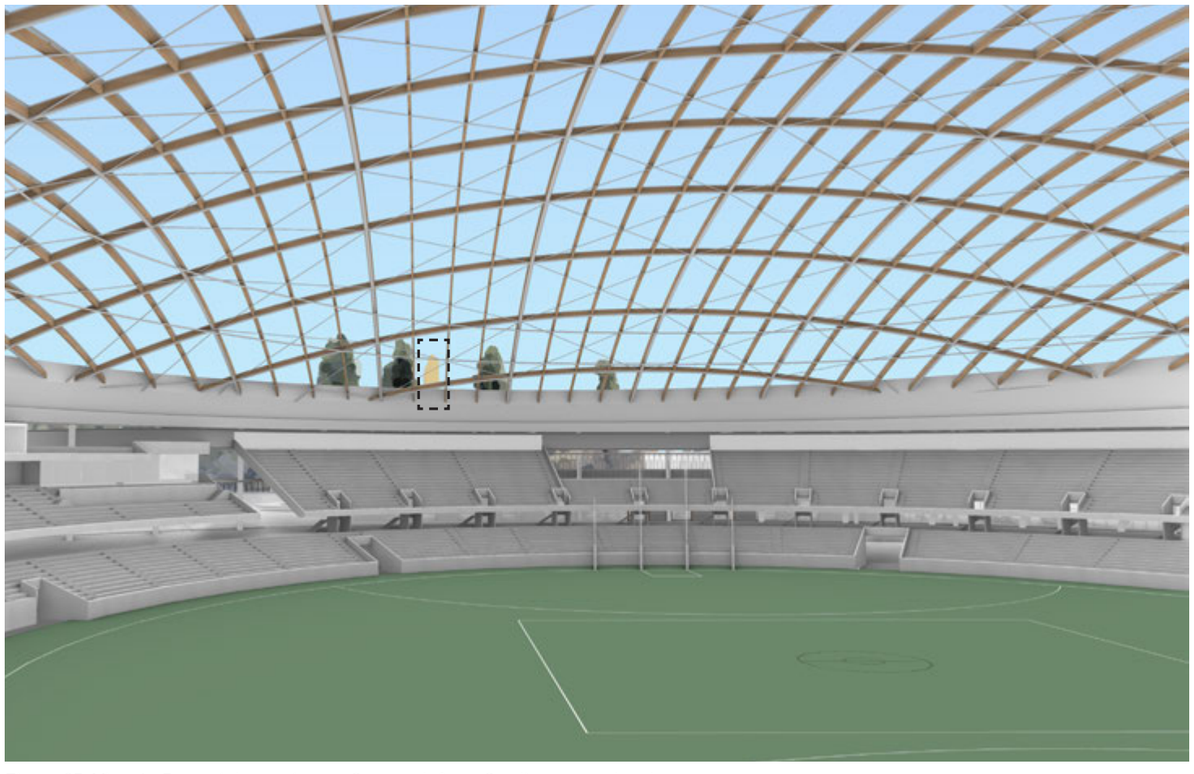


Figure 95: View 1 - Potential new view to Cenotaph from Stadium upper bowl

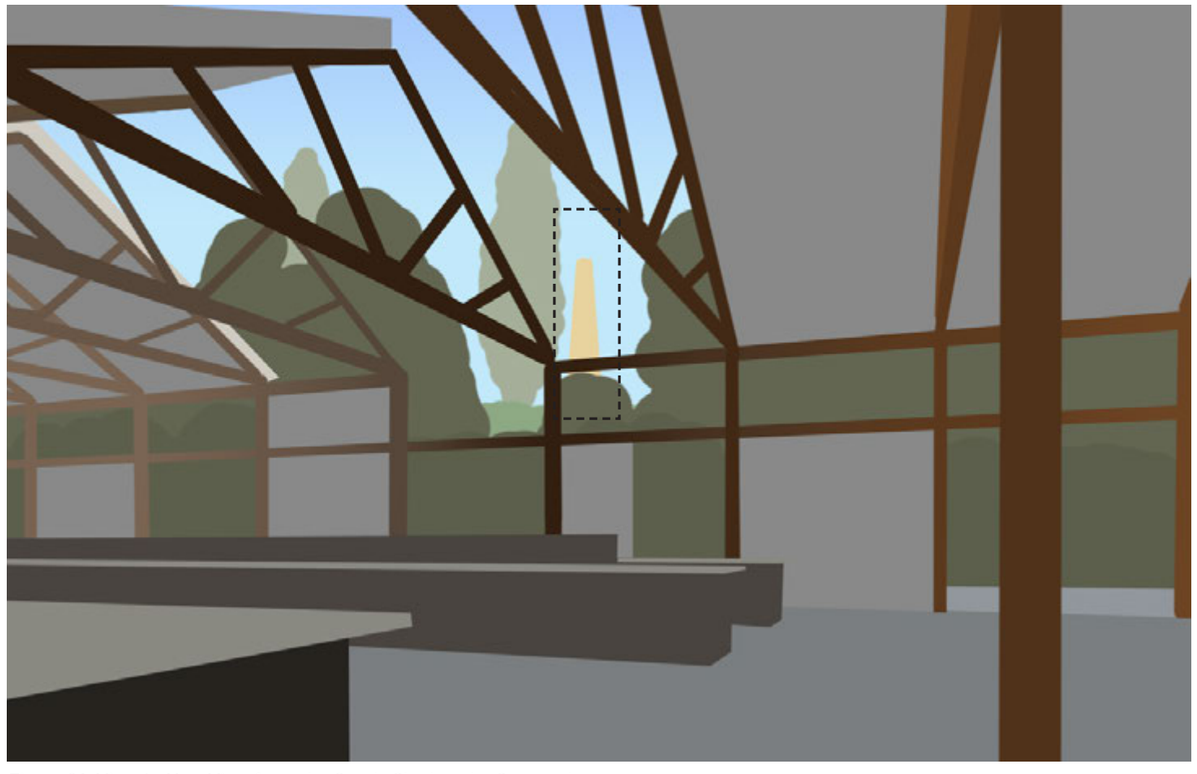


Figure 96: View 1 - New View from the Goods Shed to the Cenotaph

4.1 Landscape and visual values

The following diagrams depict potential new views of the Cenotaph and headland afforded by the delivery of the Project.

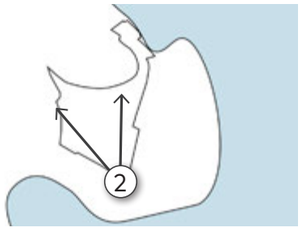


Figure 97: View 3 - Key Plan

This potential view towards the Cenotaph, aims to enhance the amenity by allowing visitors to appreciate the Site's context and history, and facilitating orientation for those approaching from the South East Plaza and Evans Street.

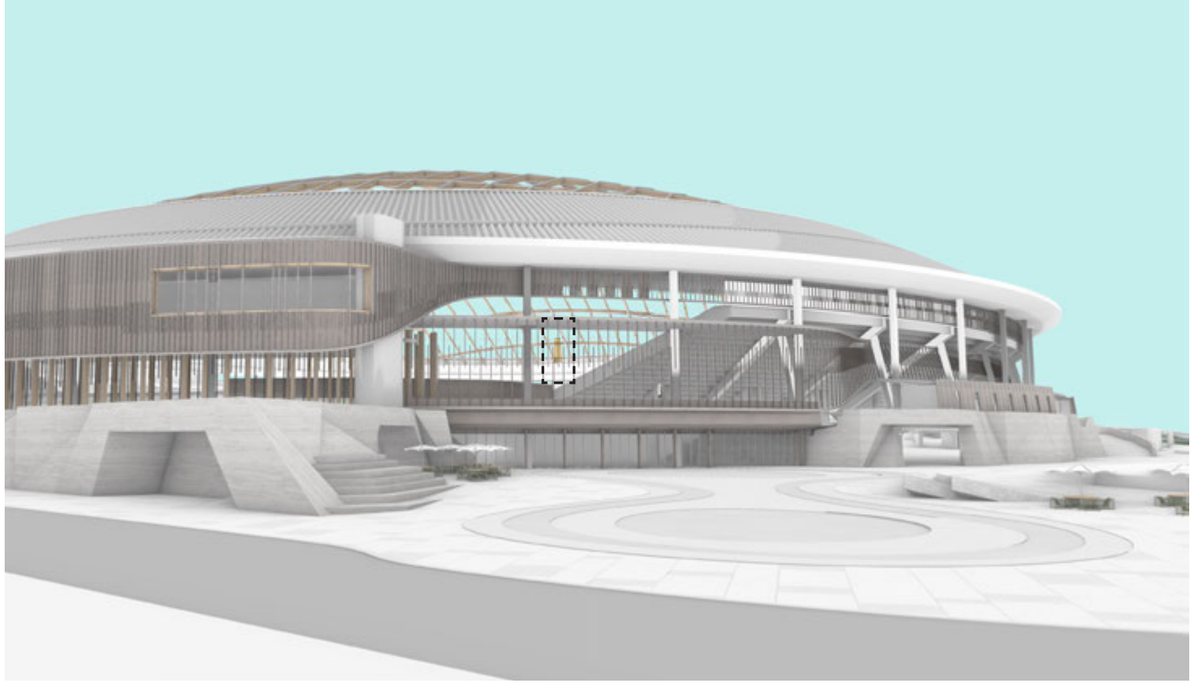


Figure 98: View 2 - New view to Cenotaph from public plaza on Evans Street

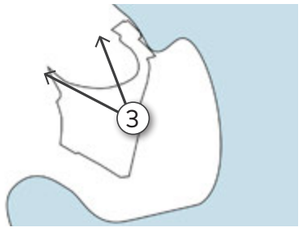


Figure 99: View 3 - Key Plan

The potential views of the Cenotaph from the North East Plaza reinforces its prominence, along with the Domain headland in relation to the Site. This perspective creates a sense of enclosure for the plaza, integrating it with the Cove Floor and fostering an appreciation of the Cenotaph as a key landmark within the city and a significant ceremonial place.

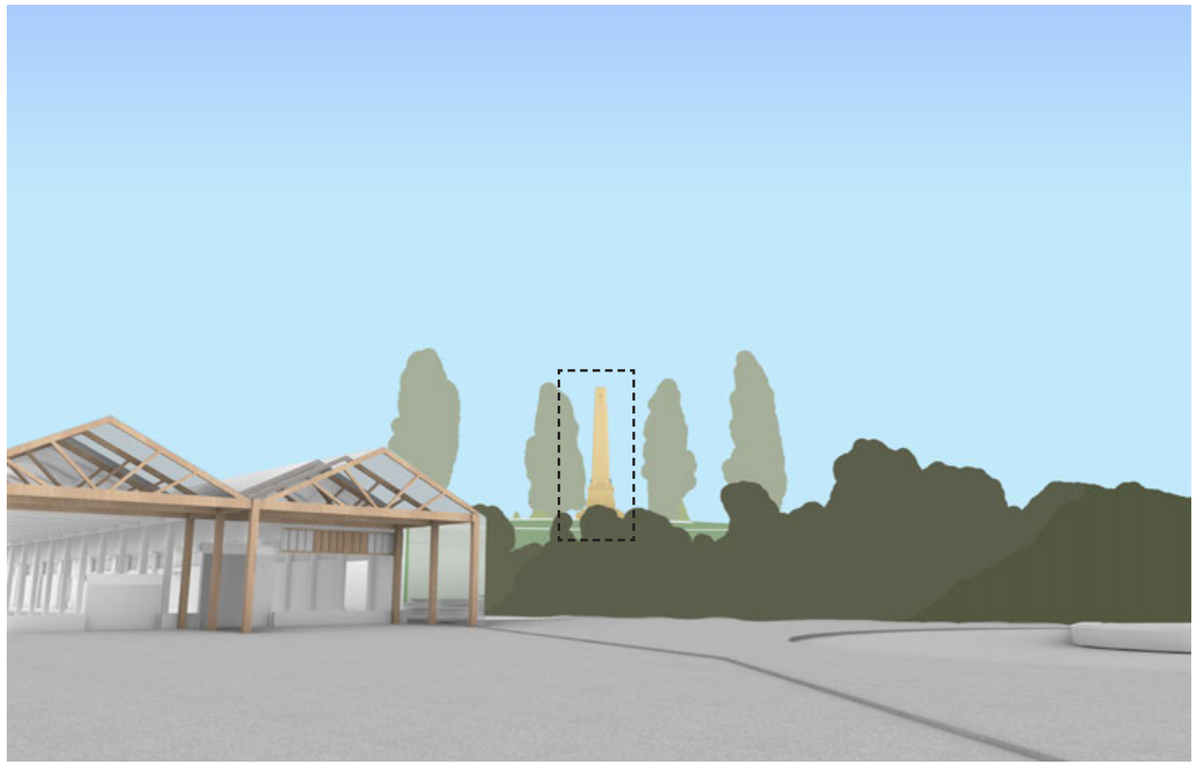
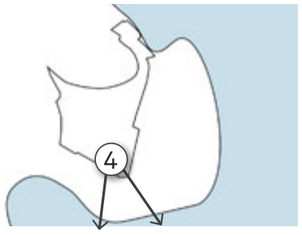


Figure 100: View 3 - New view towards Cenotaph on the existing axis from Mac Point through to the Cenotaph and on to the bridge of remembrance

4.1 Landscape and visual values

The following diagrams depict potential new views of the River and Sullivans Cove afforded by the delivery of the Project



From the South East Plaza and within the Stadium, these potential viewpoints will offer vistas of the River and Sullivan's Cove, enhancing the experience for visitors who can interpret the topography and engage with the waterfront.

Figure 101: View 4 - Key Plan

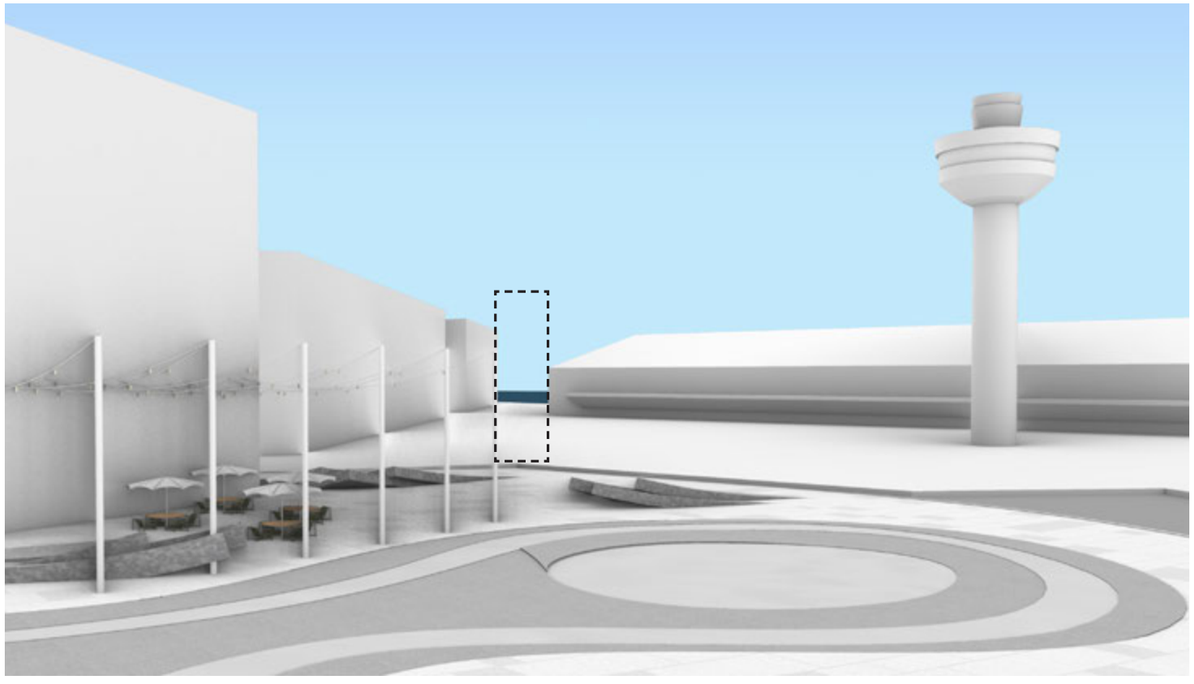


Figure 103: View 4 - New view to River from south east plaza (assumed Port development envelopes on the left)

Figure 102: View 4 - New view to Sullivans Cove from media lounge/function room

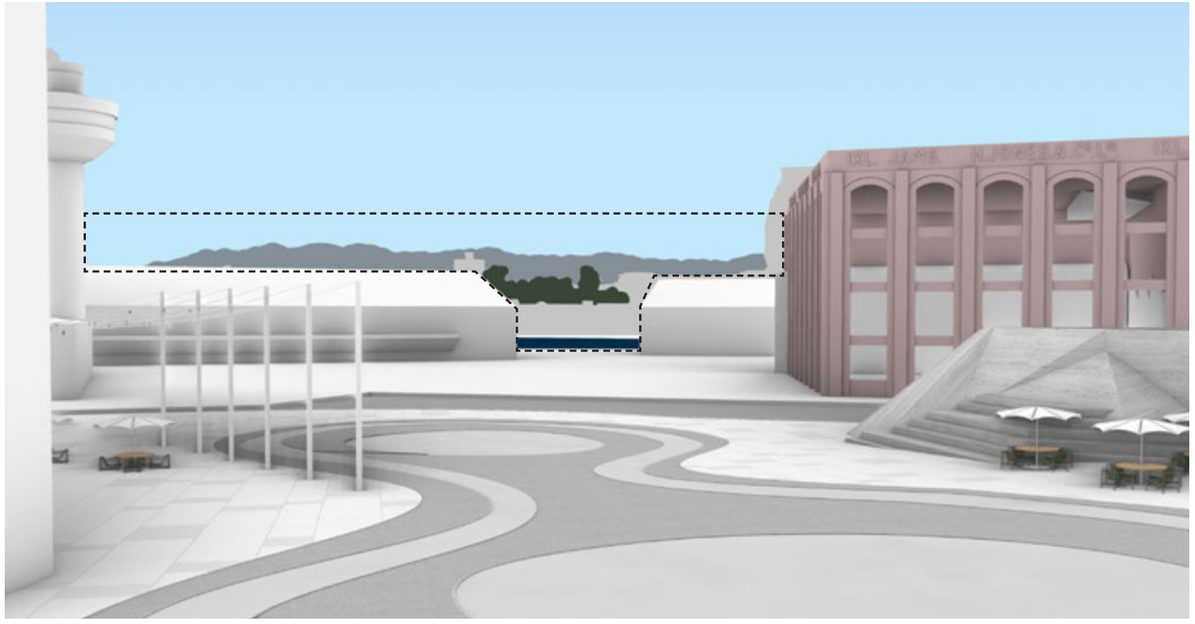
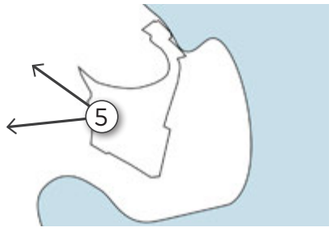


Figure 104: View 4 - New view to Sullivans Cove from south east plaza

4.1 Landscape and visual values

The following diagrams depict potential new views of the hills and mountains afforded by the delivery of the Project



Looking west from within the Stadium, this potential view primarily captures the surrounding landform, offering spectators a perspective that emphasises the city's topography and underscores the visual significance of the urban amphitheatre.

Figure 105: View 5 - Key Plan

Figure 106: View 5 - New view to the mountains

4.1 Landscape and visual values

4.1.3 In preparing the reports, specific consideration is to be given to:

Historic character of the landscape is incorporated into and shapes the character of the locality. The historic landscape character will be derived from understanding how the long sequence of events and actions are visible in today's landscape and the broad patterns and character that this sequence reveals

The Macquarie Point Master Plan establishes a sensitive framework in response to the shifting history of the landscape character of the Macquarie Point Site. It acknowledges the Site as it stands today has been heavily industrialised, and, that prior to European invasion, at the mouth of timtumili minanya (the Derwent River), there was a seasonally changing landscape.

Macquarie Point was cared for by the Muwinina band of the South Eastern Nation for thousands of years. Under their custodianship, the land and water supported their cultural practices, traditions, hunting and gathering.

Reminders of the culture of the Muwinina are evidenced by numerous shell middens and artefact scatters along the "coastal fringe"[1] of timtumili minanya (the Derwent River) at Queens Domain and Battery Point[2]. Historical accounts of the pre-European landscape at Macquarie Point document a place with distinct contrast to today's heavily developed Port site. Early colonial depictions portray "the original shoreline as being a grassed slope leading to a sandy beach with large swathes of beach or bedrock exposed at low tide"[3].

The Aboriginal Archaeological Assessment for Macquarie Point Testing Works by Austral Tasmania Pty Ltd describes the site's geological context and soil landscapes as being sited at the junction of two geological conditions[4]. To the north, a "raised Jurassic formation of dolerite rock" rises from timtumili minanya (the Derwent River) and extends to the north-west. To the east, there has been heavy reshaping of the shoreline and is described in the report as "a low-lying, man-made deposit of undifferentiated Quaternary sediments at the base of the hill, used as reclamation fills during the 20th century"[5]. The timtumili minanya (the Derwent River) is now "between 150 and 500 metres from the original shoreline"[6].

Dolerite strata rock formations are referenced in the Master Plan's landscape response through use in striated seating and informal play opportunities.

An 'Open Space' framework designed for people to gather while managing large crowds will create spaces which echo the types of open land formations of the Site. In the South West Plaza, for example, tidal ebbs and flows of the original shoreline will be read through the collecting of water, the design of a rain garden and 'sandy shores'. The Master Plan landscape plan uses water as a tool to reference the original Site as a 'coastal edge'.

The Hobart Rivulet flowed along the western side of the Site and Hunter Island, now part of the Hunter Street ground plane, sat offshore. Macquarie Point was "said to be covered with 'ancient trees' and dense scrub"[7].

Recent archaeological digs at Mac Point have revealed several stone cutting tools as well as glass tools skilfully crafted by Tasmanian Aboriginal people from glass bottles left by European Colonists.

Since European invasion, the Macquarie Point Site has sustained continual industrial change, natural landform disturbance and substantial land reclamation. The Site's natural watercourse outlets, coastline and landforms are heavily obfuscated by the development of the past two centuries.

European settlement of Hobart in 1804 precipitated the beginning of quarrying, farming and land reclamation at Macquarie Point. The decision to establish the settlement at Sullivans Cove provided the colony with a "deep water port", "a reliable source of freshwater" and a "small, secure islet suitable for the early administration, landings and initial storage of goods"[8].

The Master Plan retains and activates the escarpment along the Cenotaph headland as a remnant reminder of this history of quarrying and the sloping headland.

In January 1806, Land Grants were issued for agriculture[9]. Then, in 1811, Governor Lachlan Macquarie visited the area, writing of its "extensive fine prospect down the River to Hobart Town" and describing it as "a very pretty Point of Land on the west side of Newtown Bay"[10]. He renamed the site, then know as 'Fosbrook's Point', 'Macquarie Point'. Land at Macquarie Point began acquisition by the Government in 1821[11].

Reclamation at the Macquarie Point Site formed part of a wider program, beginning in the 1820s, to remake Sullivans Cove[12]. The slaughterhouse sale and stock yards required additional land which was reclaimed in the mid-19th century. A seawall retaining wall, constructed using dolerite, was built at the shallow mouth of the rivulet, forming a basin to fill with rubble.

The Hobart Gas Company, established in 1854[13], required the construction of a new plant and equipment, housing and gas holders.

In 1825, the Hobart Rivulet's course was diverted through a channel along Collins St, extricating land for reclamation along the central Cove[14]. In the early twentieth century, the Rivulet's outflow point was again diverted from Evans Street to the junction at the Regatta Grounds and Macquarie Point through the Domain Diversion Tunnel under the Cenotaph[15].

Construction for the railway line began in 1872[16], again requiring the remodelling of the Site's original ground plane. Stone was cut to lay the tracks, altering the natural rock escarpment. The completed line opened in 1876[17]. The last passenger train in Hobart departed on the 18th of July 1978[18]. The Goods Shed, one of the three heritage buildings on the Site will be moved but retained on Site, integrated into the Stadium's program.

Bulk oil storage sites were constructed at Macquarie Wharf in the late 1920s[19].

After World War II, the Port facilities were expanded to allow for mechanical cargo handling. This included the "creation of a marginal wharf with a massive concrete apron behind"[20]. This 'concrete apron' (also referred to as the 'Cove Floor' in the Sullivans Cove Planning Scheme) is proposed as being integrated into the ground plane for the Stadium.

From an ecological and landscape perspective, the post-European historical development, enabling the development of Hobart as a city, is a story of disruption of the natural landscape through reclamation, pollution and heavy industrial use. The Master Plan works to reveal this history of heavy industry while returning areas to a more natural and remediated condition.

References:
1: Austral Tasmania Pty Ltd. Authored by David Marcus. Aboriginal Archaeological Assessment for Macquarie Point Testing Works (Hobart. 2014). 28.
2: Austral Tasmania Pty Ltd. Aboriginal Archaeological Assessment for Macquarie Point Testing Works. 40.
3: Austral Tasmania Pty Ltd. Aboriginal Archaeological Assessment for Macquarie Point Testing Works. 7.4, 5 and 6: Austral Tasmania Pty Ltd. Aboriginal Archaeological Assessment for Macquarie Point Testing Works. 6.
7: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary (Hobart. 15 January 2013). 6.
8 and 9: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 10.
10: Macquarie. Lachlan. Volume 19: Journal to and from Van Diemen's Land to Sydney in N.S. Wales. Tuesday 26 November 1811. File 32 of 90. https://www.mq.edu.au/macquarie-archive/lema/1811/1811nov.html#nov26.
11: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 4.
12: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 25.
13: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 22.
14 and 15: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 23.
16, 17 and 18: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 28.
19: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 34.
20: Austral Tasmania Pty Ltd. Macquarie Point Development Project Historical Summary. 36.

4.1 Landscape and visual values

Figure 107: Possibly by George William Evans, *View of Sullivans Cove*, 1804.

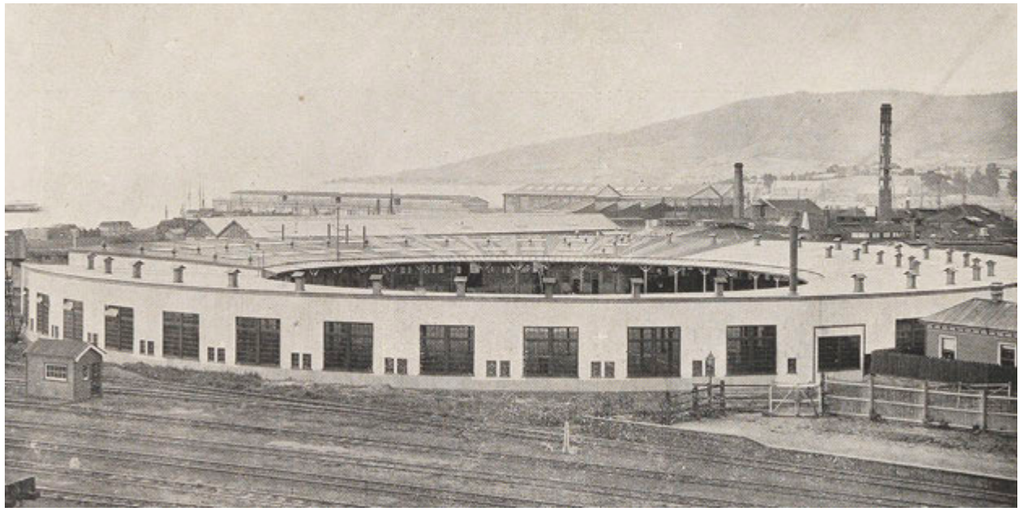


Figure 108: "Improvements at Hobart Railway Station, Locomotive Round House", *The Weekly Courier*, 23 December 1915

Figure 109: George William Evans, *South west view of Hobart Town*, 1819.

Figure 110: Cattle Jetty Abattoirs, c1872.

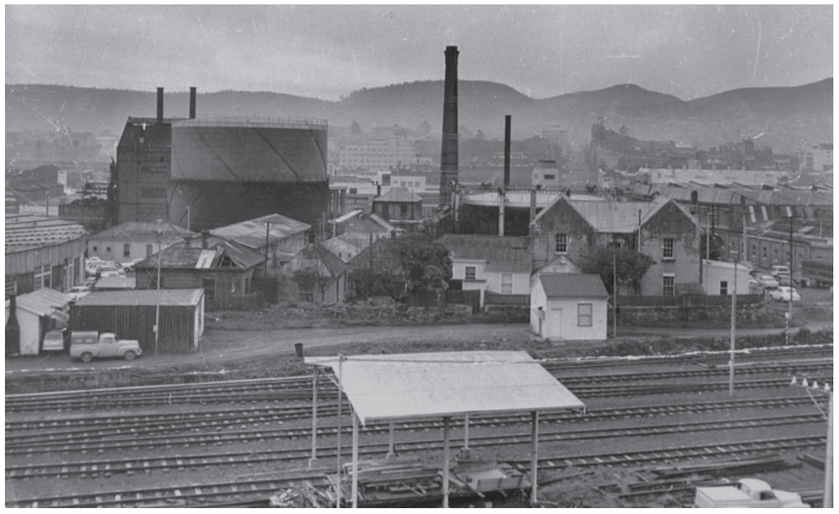


Figure 111: Hobart Railway Station- showing lines, back of Gas Works, looking up Macquarie Street, 1967.

References:

Figure 107: Possibly William, George Evans. View of Sullivan Cove. 1804. Watercolour, image 21.5 x 33.9 cm, mounted on card 23.5 x 35.9 cm. Image courtesy of the Mitchell Library, Sydney. Reference Code 441875. https://collection.sl.nsw.gov.au/record/YezdMQb9.

Figure 108: "Improvements at Hobart Railway Station, 1-Locomotive Round House", The Weekly Courier, 23 December 1915, p.23. Image courtesy of the State Library of Tasmania. SD_ILS:582993. https://libraries.tas.gov.au/Digital/WEEKLYCOURIERINSERTS/fdb02809-1e80-4915-bad2-95631a564d21.

Figure 109: William, George Evans. South-west view of Hobart Town. 1819. Watercolour, image 14 1/2 X 21 in. pasted on backing board. Image courtesy of the Dixson Galleries, State Library of NSW. Reference Code 839693. https://collection.sl.nsw.gov.au/record/npAd7mX1.

Figure 110: Cattle Jetty Abattotoirs. c1872. Photograph, 104 x 181 mm. ; on mount 115 x 190 mm. Image courtesy of the Allport Library and Museum, State Library of Tasmania. SD_ILS:684606. https://libraries.tas.gov.au/Digital/AUTAS001126252691/AUTAS001126252691.

Figure 111: Hobart Railway Station- showing lines, back of Gas Works, looking up Macquarie St. 1967. Photograph. Image courtesy of the Tasmanian Archives. PH30/1/1339. https://libraries.tas.gov.au/Digital/PH30-1-1339/PH30-1-1339.

4.1 Landscape and visual values

Assessment of historic and landscape character

Historic cultural heritage significance of registered and listed heritage places and precincts

Macquarie Point contains three buildings of historic cultural heritage significance. These are the Hobart Railway Goods Shed (Tasmanian Heritage Register - Unique ID Number 10995 and Ref. 125 on the Sullivans Cove Planning Scheme), the "Red Shed" (Ref. 126 on the Sullivans Cove Planning Scheme Place of Cultural Significance) and the Royal Engineers Building.

The Hobart Railway Goods Shed was constructed in 1914 to 1915 and is representative of the development of rail transport in Tasmania after World War I. Extended in 1946-1949, the original shed was approximately 90m long and 23m wide and was integral to the railway system for movement of goods within the state until the 1970s.

The Goods Shed was converted to a transit warehouse in the 1980s. This change of use was emblematic of broader, more widespread change in Tasmania. During this time, road transport became the primary method of moving goods throughout the state. The Goods Shed is a notable and rare reflection of the importance and scale of Tasmania's railway system in Hobart's development and represents a bygone history. It is an unusually large building for a Goods Shed[1].

In addition to its function as an architectural cultural artefact, the Goods Shed was constructed using increasingly rare techniques including the use of concrete walls and deck, heavy timber framing, a double pitched trussed roof and clerestory windows[2]. Additions in the post-war period demonstrate adaptive reuse strategies[3].

The Red Shed is a place of local heritage significance and is of moderate heritage significance in comparison to the larger Goods Shed. Relocated from an unknown off-site location, the shed is a "typical example of a smaller shed serving a local community or area"[4]. Likely constructed in the late nineteenth or early twentieth century, it was relocated to Macquarie Point in the 1950s[5]. It is the shed's structure itself that holds much of its heritage value[6]. Like the Goods Shed, it contains "atypical detailing and design" now almost gone from Tasmania[7].

The Royal Engineers Building at 2 Davey Street was constructed in 1846 in response to a significant expansion in the role of the Royal Engineer[8]. During the 1840s, the Office of the Royal Engineer was responsible for the design, construction and maintenance of "all convict and military buildings, fortifications and hospitals"[9], civil government works and military and convict projects. Built in a Gothic revival style, the double storey building is a "significant element in the urban streetscape, having an axial alignment with Macquarie St"[10] and is significant in its affiliation with Major J.C Victor, the Director of Public Works and a Royal Engineer between 1842 and 1848[11].

The location of the Royal Engineers Building at the end of the Brooker Highway gives the building a visual prominence however this is not reflective of its original historic context.

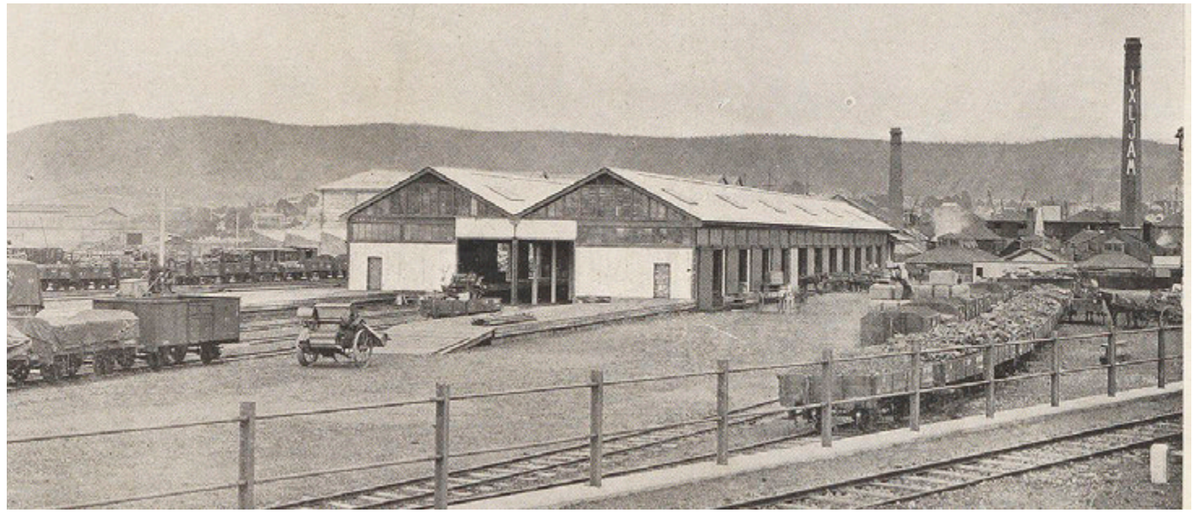


Figure 112: The 'New Goods Shed' constructed in 1915.

Figure 113: The Red Shed as it stands today

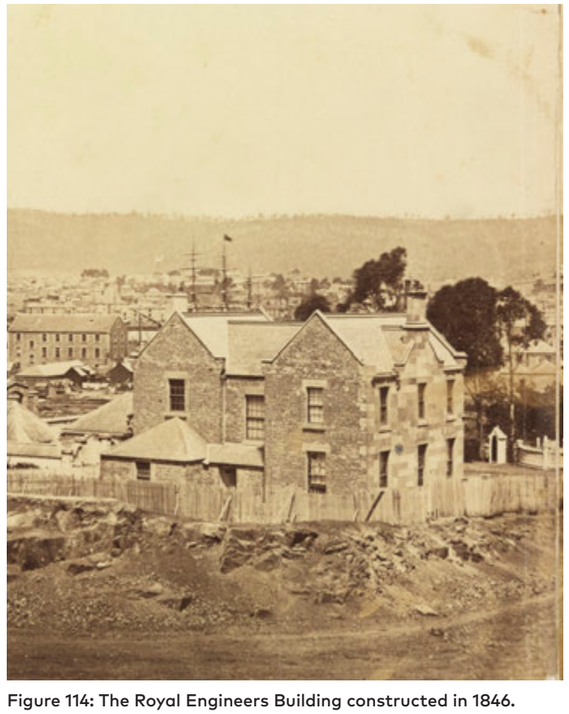


Figure 114: The Royal Engineers Building constructed in 1846.

1: Heritage Council Tasmania, Tasmanian Heritage Register Datasheet for Hobart Railway Goods Shed, 3.
2, 6 and 7: Austral Tasmania Pty Ltd, Built Heritage Assessment for the Macquarie Point Site. (Hobart, 2015), 61.
3: Austral Tasmania Pty Ltd, Built Heritage Assessment for the Macquarie Point Site. (Hobart, 2015), 32.
4: Austral Tasmania Pty Ltd, Built Heritage Assessment for the Macquarie Point Site. (Hobart, 2015), 60.
5: Austral Tasmania Pty Ltd, Built Heritage Assessment for the Macquarie Point Site. (Hobart, 2015), 26.
8 and 9: Austral Tasmania Pty Ltd, Macquarie Point Development Project Historical Summary. (Hobart, 2013), 18.
10 and 11: Heritage Council Tasmania, Tasmanian Heritage Register Datasheet for Royal Engineers Building and Stone Post, 2.

Figure 112: "Improvements at Hobart Railway Station, 2-New Goods Shed", The Weekly Courier, 23 December 1915, p.23. Image courtesy of the State Library of Tasmania. SD_ILS:582993. https://libraries.tas.gov.au/Digital/WEEKLYCOURIERINSERTS/fdb02809-1e80-4915-bad2-95631a564d21.
Figure 113: The Red Shed, viewed from Evans Street, looking north east. 2024. Photograph. Image courtesy of Cumulus Studio.
Figure 114: Sharp, John Mathieson. Hobart Town from the Domain. 1857. Panorama photograph, in Abbot album, item 8. Image courtesy of the W.L. Crowther Library, State Library of Tasmania. https://libraries.tas.gov.au/Digital/ABBOTTALBUM/ABBOTTALBUM_AUTAS001136186327.

4.1 Landscape and visual values

The Goods Shed is located approximately halfway along the Evans Street and runs north east to south west. Due to its large footprint and existing siting, for the construction of the Stadium and for the Goods Shed itself to be retained, it is required to be relocated.

The proposal includes the dismantling and relocation of the original, historic section of the Goods Shed to a prominent public space in the northern part of the Site, emphasising the Site's historical significance. It should be noted that the more recent extension of the Goods Shed will be removed but not relocated. This new location preserves the Goods Shed's connection to its cultural heritage as a railway building. Although the original rail lines are no longer on-site, the design will reference and interpret this history, including the re-establishment of the rail pit. The Shed structure will be featured prominently at the Stadium's entrance, serving as a new hospitality hub that activates the northern entry plaza.

Throughout the week, the venue will serve as a community cornerstone, hosting local events, markets, and live performances that draw in residents and tourists alike. The seamless integration of the old and new not only breathes new life into the Goods Shed but also strengthens the cultural and social fabric of Hobart, offering a unique and engaging space that celebrates both its heritage and its future.

While no longer present on Site, it is intended that the rail lines are alluded to and interpreted through the design and expressed through the re-establishment of the rail pit. To ensure the Precinct is read as a cohesive scheme, materials from the historical layers of the Site—including the timber and concrete seen in the Goods Shed—will be integrated into the character of the Precinct.

The Red Shed will be dismantled and stored as part of the Project once a new location and function are identified.

The Royal Engineers Building will remain as it currently stands. Proposed landscaping will ensure its continued prominence at the intersection and axis of Brooker Avenue, Macquarie Street and Davey Street.

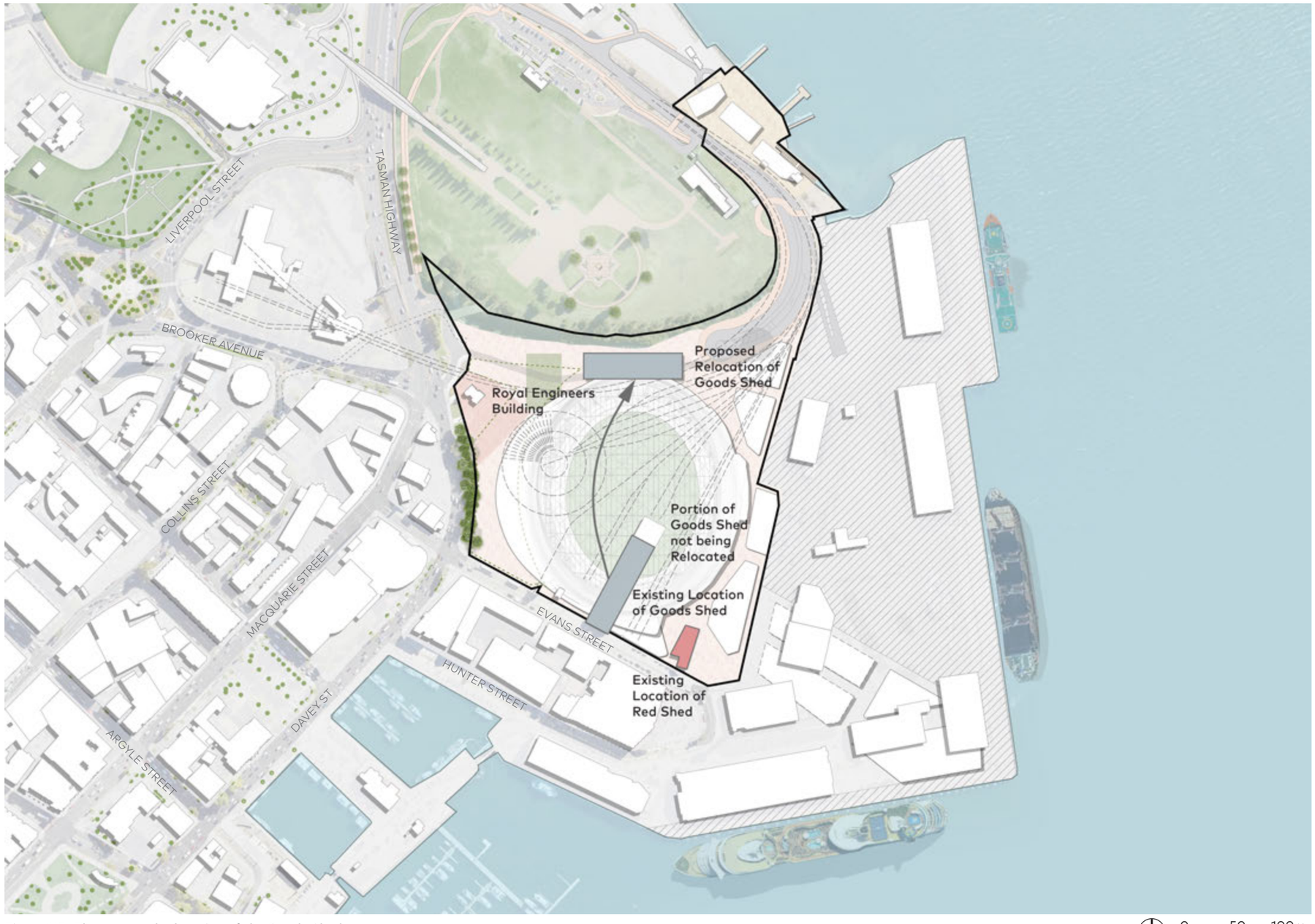


Figure 115: The proposed relocation of the Goods Shed

4.1 Landscape and visual values

Cultural significance of known Aboriginal heritage

The following response has been provided by Palawa Community member Theresa Sainty, as part of her input into the Stadium design.

Reading of Country: A description of the Site/Country from deep-time to today

Palawa people of Lutruwita/Tasmania have been here since the time of Creation; since two Star Brothers, Muyini and Rrumitina created Palawa, the First Ancestor to walk on the earth. After which the ground was cut to make the islands, mountains, waterways and seas. For so long there was little to no acknowledgment of there being any history of Nipaluna/Hobart prior to 1803-04, in fact, that could be said of this whole island of Lutruwita/Tasmania.

No acknowledgement of the Muwinina having lived in their Ancestral homelands, which included the country at and around Nipaluna. Nothing about the ingenuity of a people who had cared for their Country for millennia. Missing. Forgotten. Like they never existed. Over the past few years however, there has been a change. With the dual naming of Kunanyi/Mount Wellington, and more information about original nomenclature, more and more of the general public are using those placenames. In fact generally speaking, there is a thirst for knowledge about our Palawa Ngini (Old People). An appetite for truth-telling. Of course, this can be confronting – for us (as the storytellers) and for some settler descendants. We at milangkani Projects are committed to truth-telling and representing our Elders with integrity and authenticity. We are proud to be part of a Community that is the oldest living culture in the world.

Nipaluna/Hobart is part of the unceded country of the Muwinina people of the South East Nation; and although there are no living descendants of the Muwinina, this is still unceded Country – taymi ningina raytji warr!!! An abundance of freshwater and marine resources, land animals, birds (and their eggs), and plants provided sustenance and enabled the people to continue with culture; expertly and sustainably managing their country, so that there would be plenty from season to season. Since the time of Palawa, Muwinina families lived within their Country – including this place now called 'Hobart'. Long-held cultural knowledge and an innate connection with the environment informed every aspect of their daily lives. Reciprocity was key to the survival of all species.

Here, where the city of Hobart now stands, the Muwinina witnessed the incursion of the new-comers into their traditional homelands – being locked out of those sacred places needed for ceremony; or to collect cultural resources, and hunt as a result of the 'gifting' of their lands to colonists. THEIR lands – gifted by people who had no legal right to do so. IMAGINE how they felt as the people kept coming, and with them more and more country as carved up, fenced off and no longer accessible. Descendants of a number of the original settlers of Lutruwita continue to benefit from stolen lands.

Any physical evidence of the Muwinina people having been in this part of their Country has either been severely impacted or destroyed forever due to the building of hard infrastructure, including bridges and dwellings. The building of infrastructure changed forever the ability of the Muwinina to care for Country in proper way. Re-routing the natural flow of water courses such as the Hobart Rivulet also changed the ability of people to read Country. The original shoreline of Timtumili Minanya at and around Mac Point, the front of the RTBG and what is now the TMAG is no longer the same as it was when Muwinina families collected shellfish for feasts. Hunter Street has replaced Hunter Island. A new foreshore 'fashioned' by colonists to suit their lifestyles and industry. The twists and turns of Old Water Country knowledge destroyed forever.

This is part of the tragedy of the Muwinina who sadly are no longer here. Waranta tangara nara; milaythina-nara.

And so, the huge responsibility of the surviving Palawa Community is to ensure that Palawa Ngini tunapri makara paywuta; that we pay our respect to all Palawa Ngini (Ancestors); and to Palawa Elders – past and present.

Cultural informed design

In addition to specific consultancies, consultation with the Tasmanian Aboriginal community, and cultural heritage investigations completed and underway, the concept design for the Stadium and surrounding landscape designs are being informed by Palawa community members Dean Greeno and Theresa Sainty to support the development of culturally informed designs.

This will continue to be a focus during the detailed design process, including identifying opportunities for Tasmanian Aboriginal people to contribute artworks, opportunities to potentially highlight cultural practices and share stories, and to culturally inform the detailed design process as guided by consultation with community, and continuing to work directly with community members during implementation, including Theresa and Dean.

4.1 Landscape and visual values

Spatial characteristics of the broader area

Hobart is a compact city within an expansive landscape. This landscape creates many of the key spatial characteristics of the wider area.

Kunanyi to the south west of the Site overlooks nipaluna/Hobart and forms a 'mountainous backdrop' to the Mac Point Precinct. The view towards Wellington Park is particularly picturesque at sunset when sunlight separates the landscape as individual foothills.

At an urban and city scale, Macquarie Point lies 'cradled' in the natural amphitheatre formed by kunanyi to the south west falling towards timtumili minanya (the Derwent River) to the east.

The Derwent River to the east of the Site forms another key spatial condition at Mac Point and creates a continual plane of dark tidal water. This flat horizon contrasts with the rising Cenotaph Headland to the north of the Site and the emergence of the landscape from the water. The Hobart Botanical Gardens and Queens Domain lie beyond.

Sullivans Cove planning scheme sets up a relationship between what is referred to as the 'Cove Wall' and the 'Cove Floor'. Under the Cove Floor condition, the spatial and urban character includes the "hard, flat fill surface floor" built on largely reclaimed land[1]. In these areas, "regular spacing of elements is encouraged".

In secondary Cove Floor spaces, "modest irregular utilitarian character is encouraged"[2]. The 'Cove Wall' provides a vertical boundary to the 'Cove Floor' and is created largely by historic buildings. 'Buildings in the round'—those with sufficient curtilage to be read as standalone forms—create a third condition within the Cove and are a predominate typology to the north east of the Sullivans Cove Precinct.

Figure 116: Spatial conditions formed by the natural landscape surrounding the Site

References:
1 and 2: Sullivans Cove Planning Scheme 1997. Hobart City Council (Hobart, 10 May 2023), 109.

4.1 Landscape and visual values

Spatial characteristics of the broader area

Overlaid on the broader natural landscape are several built spatial characteristics.

Hobart's, largely orthogonal, CBD grid lies to the west of the Site. The Brooke Street Pier, Elizabeth Street Pier and Franklin Wharf extend the city grid along the waterfront.

Macquarie Point is located within Sullivans Cove, "recognised as a special place by the people of Tasmania"[1].

The section "Values and Strengths of the Cove" in the Planning Scheme outlines the unique character of this area. The Cove represents "Australia's most intact historic waterfront", harbours an operating port, historic buildings and parks, Parliament House, university and research buildings and provides a "cultural, artistic and festive" hub for the city[2].

Within this context, the Cove Floor of Sullivans Cove is analogous to the stage set which Hobart's natural amphitheatre looks onto. This is reinforced by the differing expression of buildings on the Cove Floor which have distinct forms and are individually prominent. Under this 'building in the round condition', roof forms are a defining characteristic.

The Site acknowledges its place within this larger landform by continuing the development patterns of the Cove (this is described in greater detail in section 4.2, particularly 4.2.1) while integrating a gently sloping and translucent roofscape to soften the visual impact of the development.

The Site's industrial history has resulted in the smoothing and flattening of the once sloping shoreline. Today, the industrial Site has a largely gravel and concrete ground plane.

Figure 117: Spatial conditions formed by the urban built characteristics of the Site

References:
1 and 2: Sullivans Cove Planning Scheme 1997. Hobart City Council (Hobart, 10 May 2023), 7.

4.1 Landscape and visual values

The existing urban morphology of the broader area, how previously adopted plans and strategies related to future urban form contribute to the landscape character of the area, and the effect that out of scale buildings have on the historic and landscape character of the area

Several frameworks govern development at Mac Point. These frameworks were established prior to the concept of the Stadium and do not account for the potential inclusion of a Stadium.

Sullivans Cove Planning Scheme (1997) came into effect in December 1998 and contains objectives and principles derived from a large number of studies, reviews and plans. The scheme recognises Sullivans Cove as being "a place for recreational and commercial opportunities for the Tasmanian community and visitors to Hobart which should be maintained, enhanced or developed"[1]. The planning scheme is performance based and recognises there are many ways to achieve environmental, social and economic outcomes which benefit the whole community[2]. The Sullivans Cove Planning Scheme guides and supports the direction of the Cove from a predominantly Port area to a mixed-use zone.

The Planning Scheme sets out a preferred direction for development within the Cove. This includes promoting economic growth through cultural activities and facilities, supporting tourism, retail and commercial uses, integrating the Port with wider transport uses, employing technology and allowing for the continuation of Port and maritime activities. The proposed Stadium aligns with these aims.

The Greater Hobart Act (2019) sets a number of Objectives including "the development of new, cultural, sporting, recreational and community facilities, that complement, link to, and contribute to, the cultural experiences able to be provided in the Greater Hobart area" and "to encourage, promote and provide for the development of hubs for specialised purposes such as science, sport, recreation, social activity, economic activity, technology, industry, education or the arts"[3].

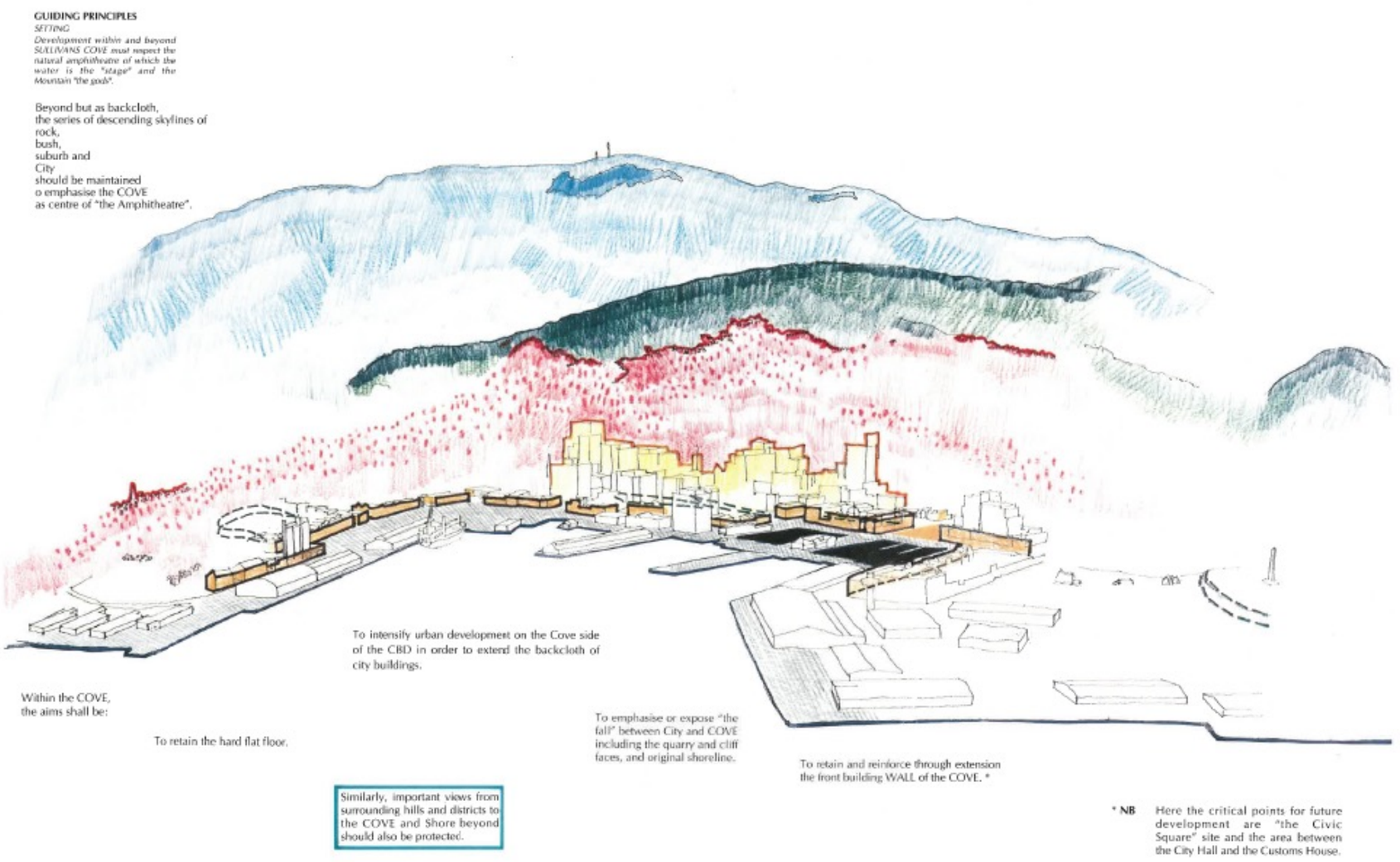


Figure 118: Sullivans Cove Planning Scheme (1997) sets up a framework for development

References:
1. Sullivans Cove Planning Scheme 1997. Hobart City Council (Hobart, 10 May 2023), 3.
2. Sullivans Cove Planning Scheme 1997. Hobart City Council, 5.
3. Greater Hobart Act (2019), https://www.legislation.tas.gov.au/view/whole/html/inforce/2019-12-25/act-2019-021.

4.1 Landscape and visual values

The Stadium aligns with the objectives set out in previously adopted plans by providing a multi-purpose venue that can accommodate a wide variety of uses while also having a number of specific uses (such as an AFL / Cricket ground) which are specifically accommodated within the precinct.

Under the Greater Hobart Act (2019) and at the request of the Great Hobart Committee, the Greater Hobart Plan was prepared. This creates an overall framework for how growth in the city is managed.

Endorsed in October 2023, the Central Hobart Plan (structure plan), extended the Central Hobart precinct into Sullivans Cove, labelling the Mac Point Site as a "Civic and Cultural Precinct". Again, the Stadium aligns with this objective by activating the northern end Sullivans Cove as an dynamic and lively cultural precinct.

Sullivans Cove Planning Scheme (SCPS), The Greater Hobart Act (and Greater Hobart Plan) and the Central Hobart Structure Plan work together to provide frameworks for sympathetic and appropriate development at the Mac Point Site. The proposed Master Plan for Macquarie Point aligns with the aims set out under these documents.

As is typical in capital cities, building heights in Sullivans Cove and Hobart's wider CBD have increased over time. The 19th century buildings in Sullivans Cove create a 2-5 storey datum of sandstone and brick. The precinct's later 20th and 21st century buildings represent a dramatic increase in height and bulk experienced in the Cove, disrupting this earlier datum. To the west of Sullivans Cove in Hobart's CBD, buildings are generally taller, while towards the periphery and city fringe, buildings reduce in height and scale.

Within Sullivans Cove, buildings which have notably pushed into the preferred heights set in the SCPS include the construction of Zero Davey and the IXL Apartments in the early 2000s. Further from the Mac Point Site, Salamanca Square and Mews and the Silos have also extended above the heights of the original 19th century sandstone and brick buildings.[1]

While development of the greater Sullivans Cove precinct is constrained and limited in scale by the dominating heritage fabric, the Site through continual change to the landscape as a result of heavy industry, 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."[2]

The Stadium seeks to build upon this opportunity and extend the civic and cultural use of the Cove Floor into the Site without the same scale constraints, to forge a strong connection to the greater Sullivans Cove precinct.

The proposal utilises the deep nature of the Site, offsetting the Stadium from the Evans Street edge and pushing the highest point of the development into the middle of the Site. The inclusion of generous curtilage as 'apron' will work to ensure the relationship between the building's footprint and height feels proportionate and contextual.

With the adoption of the domed roof typology, the curved shape of the roof allows the Stadium building's outer edges to be lowered to a height in keeping with the surrounding context - i.e. the buildings on Evans Street and the Cenotaph Headland. This both reduces the apparent height of the building as well as allowing the building to sit comfortably in its context. This ensures that the building will always be read in perspective, rather than in elevation.

The roof presents as a simple geometric form that is respectful to its heritage setting and although large in scale, the dome is utilitarian in nature, without decoration or adornment that might be visually distracting. It does not attempt to compete with its surroundings.

The building envelopes of the future development parcels within the Master Plan also sit at a similar height level to the Evans Street frontage further strengthening the relationship between the Master Plan and the urban morphology of the Site and context.

Figure 119: Artist's impression of the proposed Multipurpose Stadium in the context of Sullivan's Cove and the Hobart CBD

References:
1. Risby, Brian. Macquarie Point Site Development Plan. April 2024.
2. Risby, Brian. Macquarie Point Site Development Plan. April 2024,14.

4.1 Landscape and visual values

Area within which the proposed project is visible, the number and range of people and groups who may experience views and viewpoints and where they will be affected

The Cenotaph and The Domain
Elevated above the escarpment the Cenotaph and Domain headland offers panoramic views. Existing view lines to and across the Site are obscured by vegetation revealing scattered views in the approach to the Site. The viewpoint is predominantly used by pedestrians with additional engagement from tourists and during ceremonial activities.

The City Centre
The urban grid and built form of the Hobart City Centre while scaling down in approach to the foreshore still appears as a "Wall" obscuring view across the Cove. Key view corridors along Macquarie Street will have minimal disruption while elements of the project will be visible in the approach along Davey Street and the Brooker Highway. Views will predominantly be experienced by eastbound and northbound motorists, pedestrians and cyclists.

The Cove
Views of the Site are typically restricted by existing buildings and the Domain escarpment, though elements of the proposed project will be visible above the surrounding built form. While existing buildings typically maintain consistent scale and height, there are several existing prominent outliers sitting at a similar height to the proposed project. Views will predominantly be experienced by tourist and local workers in the Cove area.

Derwent River and Surrounding Headlands
Due to its location on the Cove foreshore, views to the Site are most prominent from across the Derwent River. Visual disruptions can be minimised by embedding the proposed project within the existing built through utilising complimentary building materials and design. Views are limited to water craft including the MONA ferry along with various headland vantage points accessed by local roads, cycleways and walking paths.

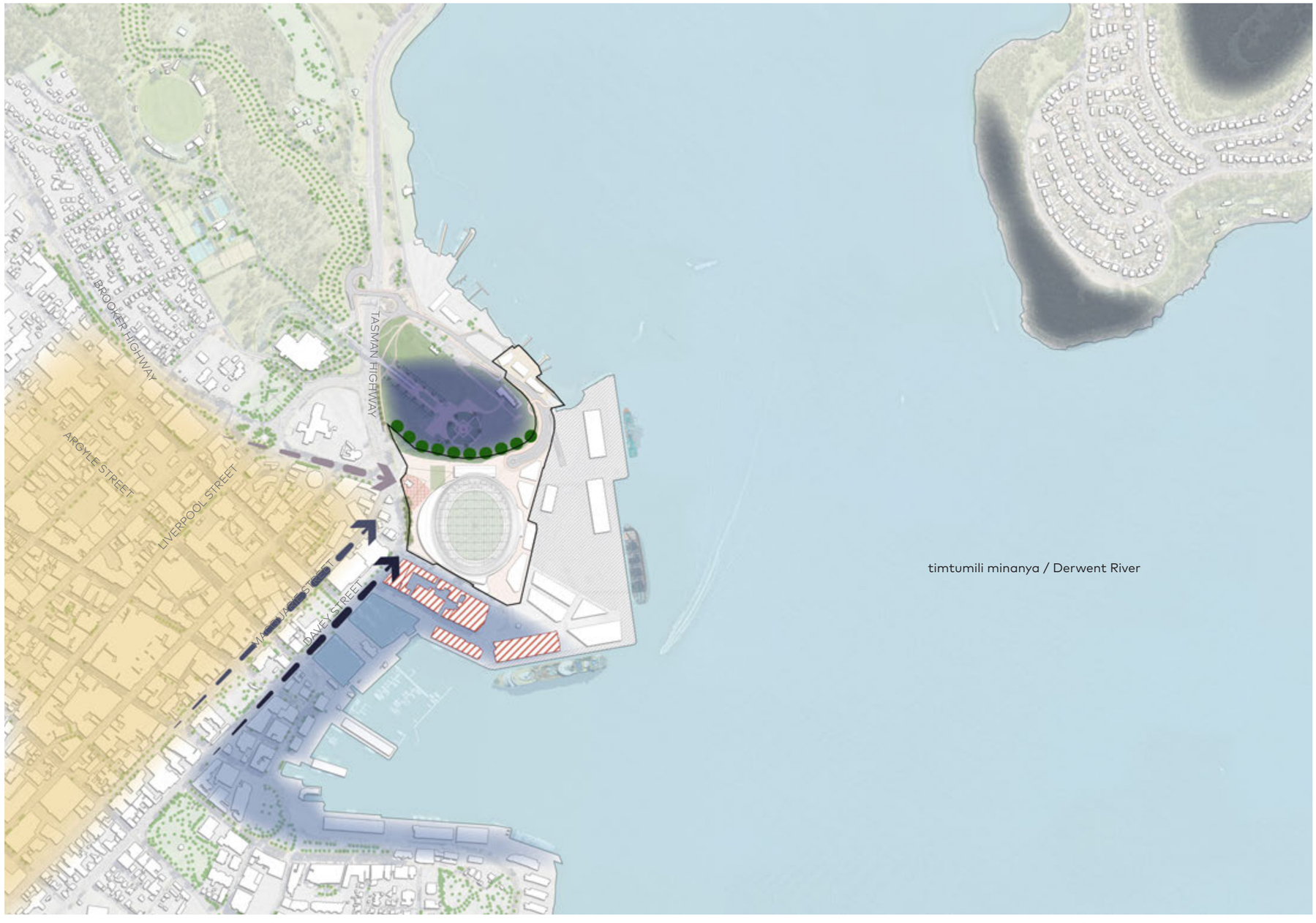


Figure 120: Area within which the proposed project is visible

4.1 Landscape and visual values

Visual and spatial experience of the proposed project - Where people experience the proposed project while moving in the broader area, the sequential visual experience is to be assessed

It is anticipated that the proposed project will have a visual and spatial influence along a series of key static and sequential views as individuals transition throughout the surrounding context.

Within the primary road approaches to the Site the proposed project will influence existing view corridors for pedestrians and motorists heading eastbound along the Brooker Highway along with one-directional southbound traffic along Davey Street. Northbound traffic along Macquarie Street will see minimal visual impact by the proposed project.

Pedestrians and cyclist will see visual impacts within the northern approach to the Site along the Bridge of Remembrance before reaching the Hobart Cenotaph at the Domain headland.

Pedestrian approaches from the south through Sullivans Cove will also experience visual impacts from roof elements of the proposed project emerging over the existing built form at Hunter Street.

At the adjacent headland, pedestrian paths to Rosny Point along with road and pedestrian links to the Rosny Hill Lookout will additionally have view lines towards the city influenced by the proposed project.

Ferry links between the Brooker Street Wharf and MONA along with additional water traffic will see significant influence to city view lines when transitioning pass the Domain headland and Macquarie Wharf.

Figure 121: Visual and spatial experience of the proposed project

4.1 Landscape and visual values

Spatial and location characteristics of the Cenotaph headland within the surrounding townscape and landscape at a local and subregional level

The Cenotaph and the headland upon which it is located are prominent geographical features within the local context of the Site. The Cenotaph itself is a visual subregional marker and can be viewed from a number of vantage points around Hobart. These views are documented in other sections of this report.

The headland is a relatively low geological feature, located at the eastern end of a topographical isthmus that bookends the ridgeline that extends through the Queens Domain and to the lower foothills which create the Urban Amphitheatre within which the Hobart CBD is located. The headland itself is visible and experienced;

- at a local level from the south west and west at from Davey Street and the Tasman Highway
- at a local level from the north west from the Bridge of Remembrance
- at a subregional level from the north and on/along the River.

The views adjacent document the local experience of the headland and the Cenotaph following an arrival sequence from the north west with the Project shown to the right hand side of the views along the Cenotaph axis.

Figure 122: View 1 - From Bridge of Remembrance looking south east towards Cenotaph

Figure 123: View 2- Looking south east towards Cenotaph

Figure 124: View 3- Looking south east towards Cenotaph

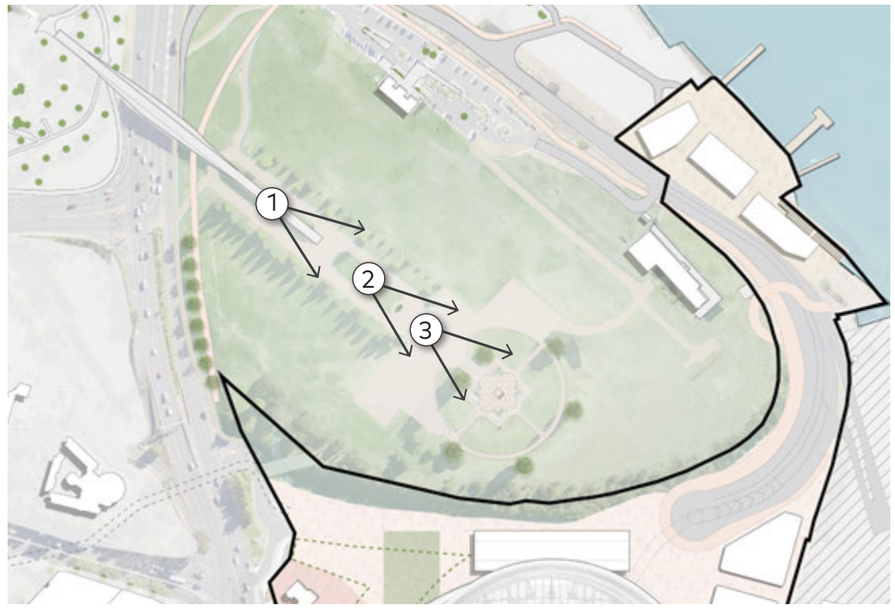


Figure 125: Key Plan of views

4.1 Landscape and visual values

The proposed development would impact the Cenotaph headland, whether it be through the direct obstruction of views or impacting the nature of views in which the Cenotaph is visible. The impacts on the Cenotaph headland and the arrival experience to the Cenotaph are documented in the images adjacent and oppposite.

Whilst this may be a consideration from external viewpoints, the development will create other opportunities for views to the Cenotaph and the headland and community interaction with the Domain that presently do not exist.

For example, crowds entering a number of external concourse areas will be able to clearly see the Cenotaph. This is in contrast to the existing situation where the lack of access to the Site, creates physical and visual separation with the Cenotaph.

Entering the Site for an event, with the backdrop of the Cenotaph, could raise awareness of the two elements together. The association of the Stadium and the Cenotaph could reasonably be seen to strengthen the value and meaning of the local context rather than diminishing the relevance of the Cenotaph.

The adjacent images show two of the views from the headland that will be impacted by the Project, along with a new view of the Cenotaph and the headland that will be revealed by the project.

Figure 126: View 4- Looking south east towards Cenotaph

Figure 127: View 5- Looking south east towards Cenotaph

Figure 128: View 6- Looking north west towards Cenotaph and headland from within the relocated Goods Shed

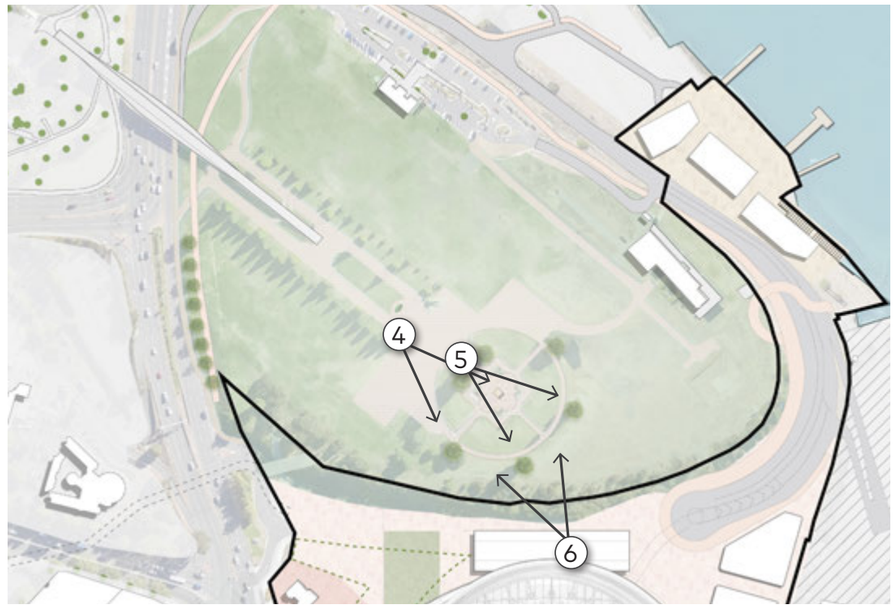


Figure 129: Key Plan of views

4.1 Landscape and visual values

The section adjacent shows the Project in the context of the northern edge of the Urban Amphitheatre, created by the ridgeline that extends eastwards from the foothills, through the Queens Domain and is terminated by the Cenotaph headland. The relatively low scale of the headland is demonstrated in the section opposite which shows the highest point of the headland at approximately RL24.

The image below shows how the headland, upon which the Cenotaph is now located, and its relationship with the local context has changed significantly over time. The reclamation of land at Mac Point has led to the headland becoming integrated within a larger landmass and diminished the prominence of the headland as a geographical feature. The image also shows how the built form, uses and activities to the immediate south of the headland, on the Mac Point site, have constantly changed over time. These changes have altered the relationship between the headland and the adjacent townscape and landscape significantly over time and the Project will continue this pattern of urban morphology.

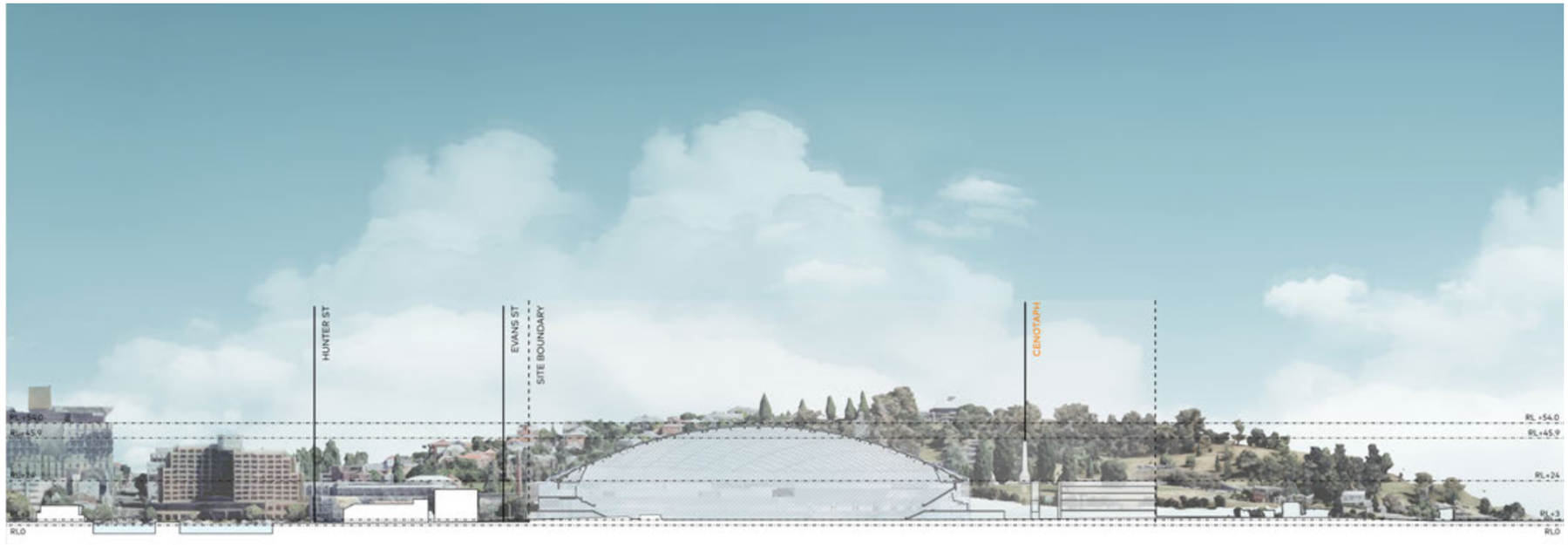


Figure 130: Section showing the comparative heights of the Cenotaph, Queens Domain, the Stadium and the city edge

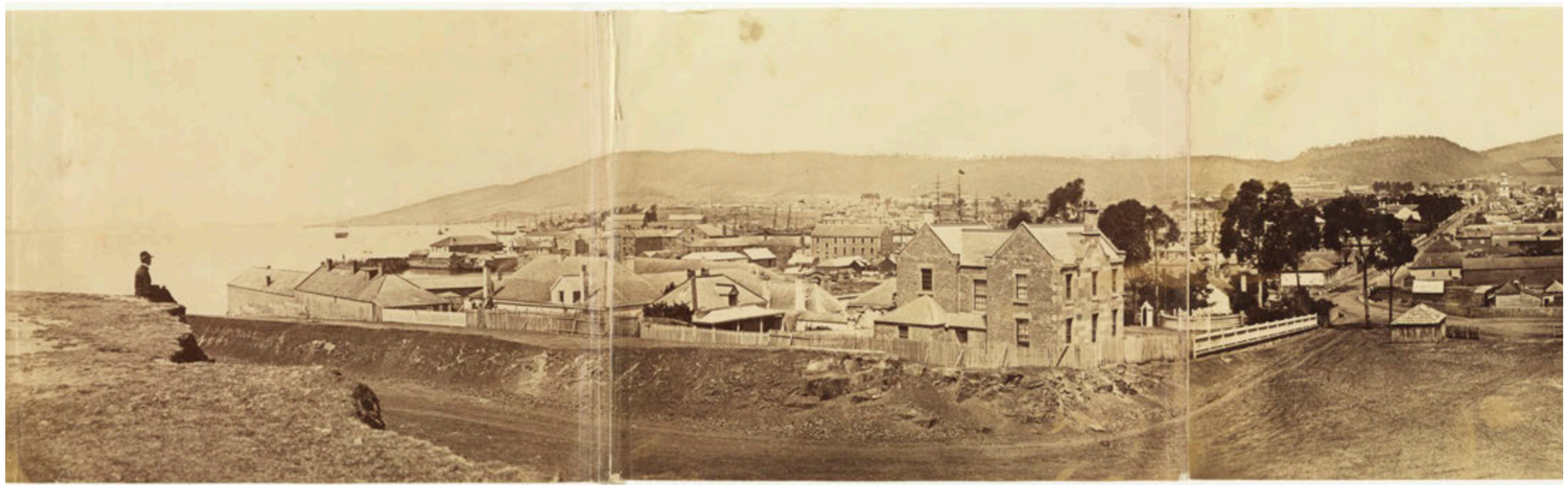


Figure 131: Early panorama photograph showing the headland at the Cenotaph (Sharp, John Mathieson. Hobart Town from the Domain. 1857. Panorama photograph, in Abbot album, item 8. W.L. Crowther Library, State Library of Tasmania. https://libraries.tas.gov.au/Digital/ABBOTTALBUM/ABBOTTALBUM_AUTAS001136186327

4.1 Landscape and visual values

Spatial and location characteristics of the surrounding landscapes, and their roles and values

- The Urban Amphitheatre provides a sense of containment and dominates views of the horizon to the south west. It has visual prominence and plays a role in ensuring that the City is read within a larger landscape.
- The water plane of the Derwent Estuary provides an expansive and undeveloped natural vista / horizon to the west and south of the city centre but can be read as contained within the wide opening of the estuary due to views of Long Point and Betsey Island in the distance.
- The Headlands of Queens Domain / Cenotaph and Battery Point play a role in bookending the Cove and define the extent of the Cove Floor. The height of the Domain above the floor reinforces the ceremonial role of the Cenotaph.
- The Cove Floor: Provides and apron that connects the foreshore. Including flatness and utility of the working Port.
- The Cove Slope: Defined as the areas of natural ground level in the Cove that were not subject to land reclamation.
- The Cove Wall: This is the wall of built form around the Cove. There is also a natural wall that includes the historic quarry edge/escarpment that holds the Cenotaph landscape and Queens Domain. It provides a sense of scale and containment from which the Cove, and Cove Floor can be appreciated.
- The Basin is the area where the original rivulets met the estuary it is now part of the CBD of Hobart.

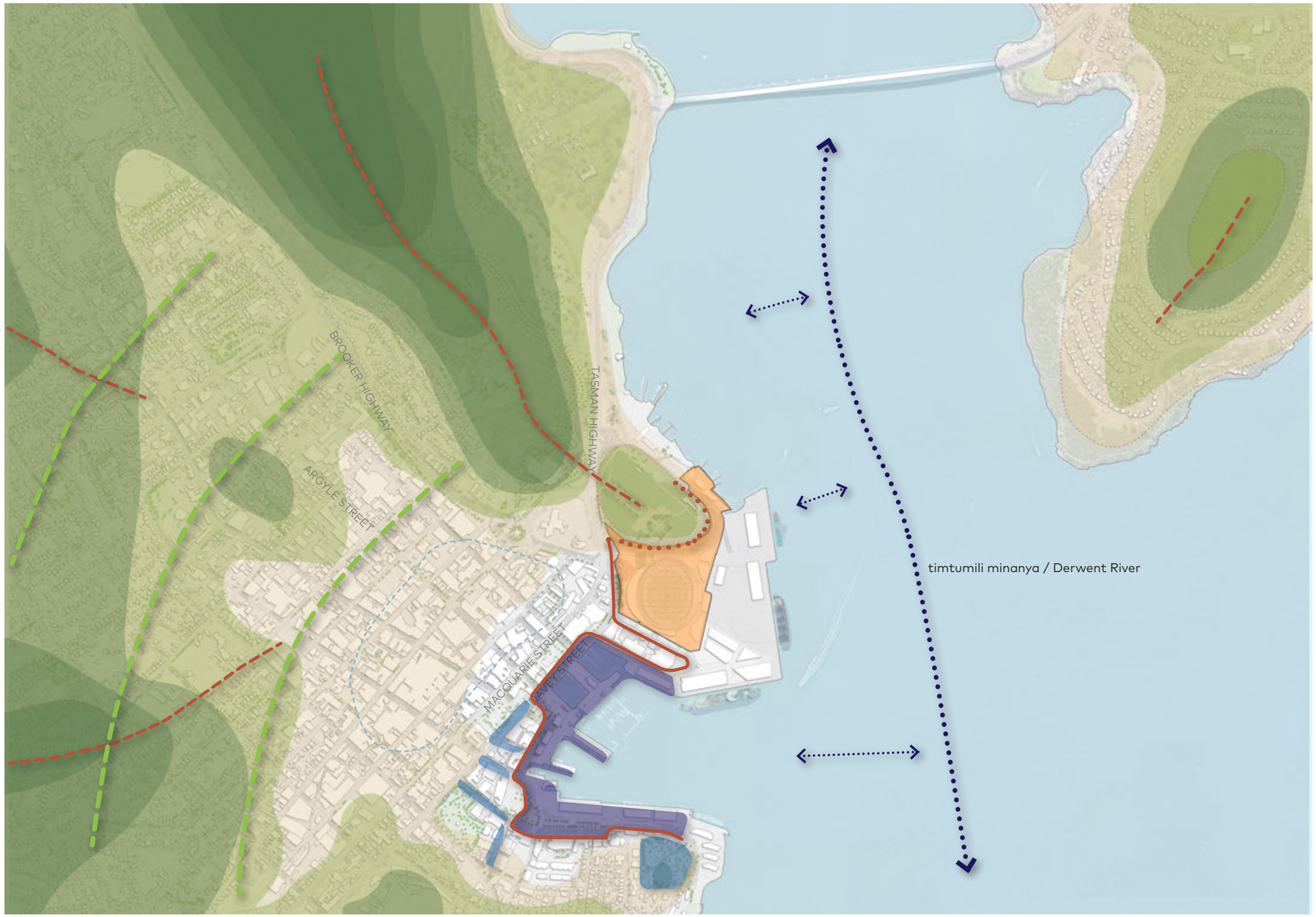


Figure 132: Key Spatial elements

4.1 Landscape and visual values

4.1.4 The reports are to provide plans, including sections and elevations, maps and graphics that show, illustrate and describe:

Landscape character of the area and the significance of effects to landscape values

- At the scale of the urban amphitheatre, the domed form of the building is considered complimentary to the surrounding undulating landscape. The curved form of the building results in an outline that does not sharply contrast against its backdrop and can be referenced in existing landscape features. This is conveyed in the section opposite which demonstrates how the Stadium will sit in relation to prominent headland and ridge of Queens Domain. 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.). Overall it sits in harmony with the undulating composition of the existing landforms and is in scale with the landscape.
- The existing character of the Cove being a space with a sense of enclosure, developed through the topography (of surrounding ridges) is also maintained by the proposal. The proposed domed form provides a built form extension of the headland along the natural northern end of the Cove. The scale of the building reinforces the sense of enclosure of the Cove and maintains the presence of the headland in relation to the basin / Cove Floor. The extension of the perceived headland outwards towards the Estuary is not detrimental to the overall landscape values as it keeps in character with the existing landscape.

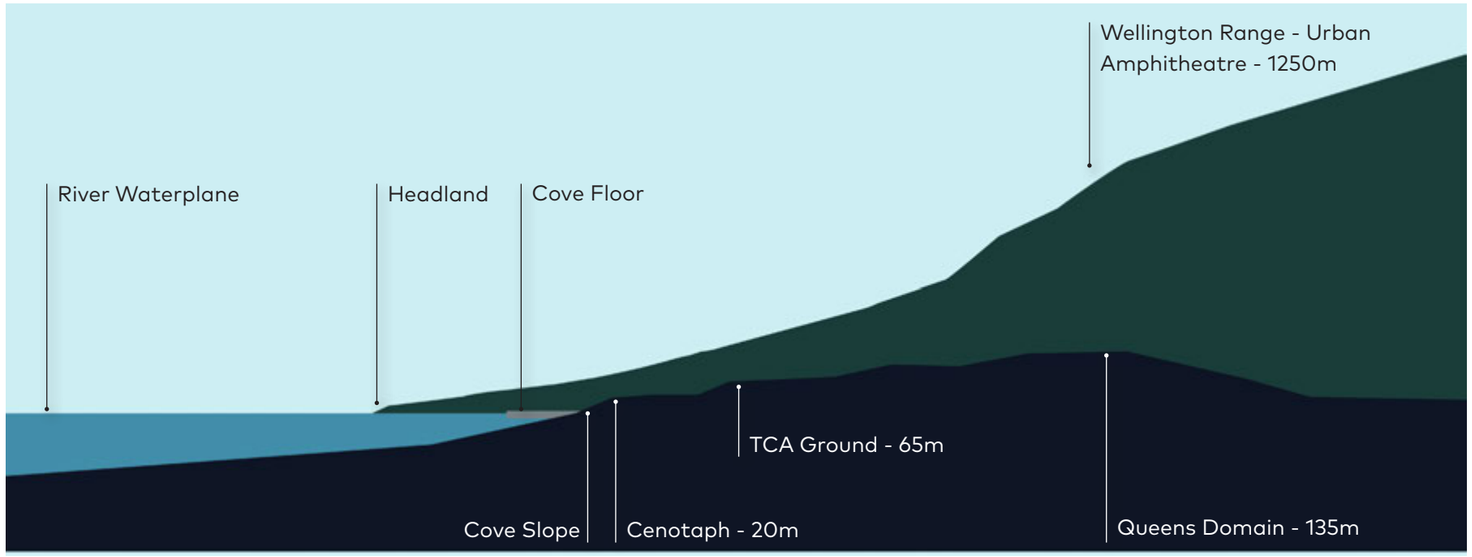


Figure 133: Existing section demonstrating proposed relationship to the urban amphitheatre

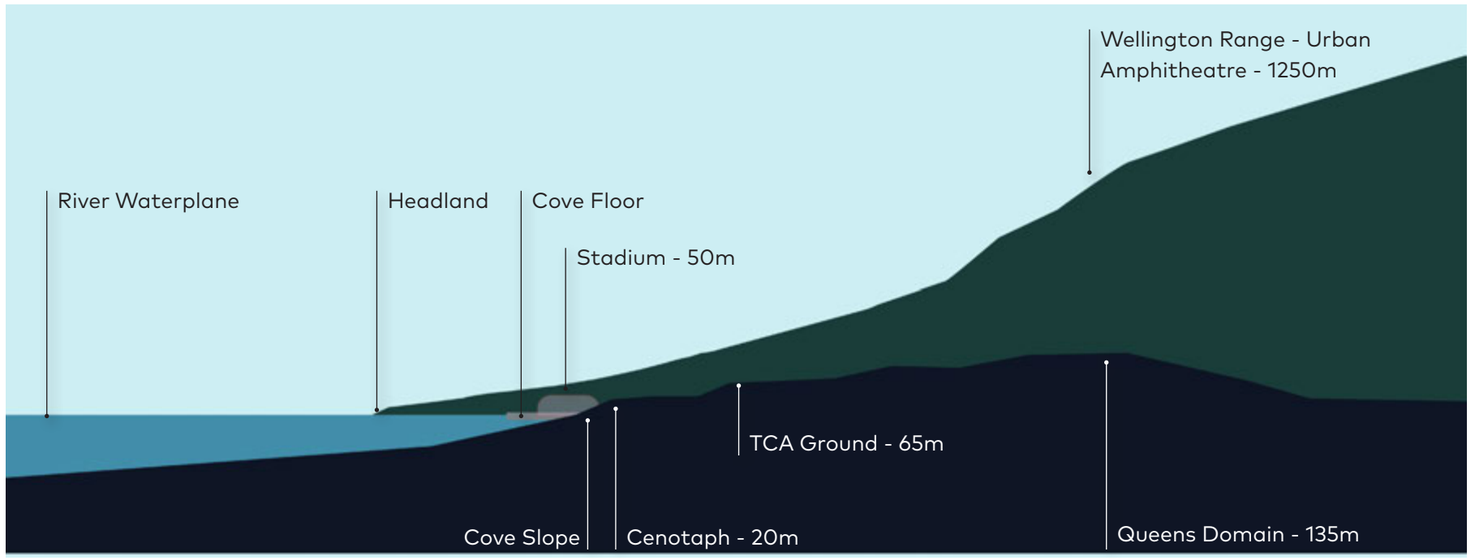


Figure 134: Proposed section demonstrating proposed relationship to the urban amphitheatre

4.1 Landscape and visual values

Historic character of the area and how layers of history are revealed through visual and spatial indicators

Sullivans Cove is Australia's most intact historic waterfront.

The precinct's early 19th century historic Georgian buildings position the Cove at the scale of the pedestrian, create a highly walkable precinct. The celebrated heritage buildings at Salamanca and along Hunter Street form much of the 'wall' condition within the planning scheme and are constructed using a masonry material palette of sandstone and brick. Their largely commercial use creates a feeling of welcome and invitation along Salamanca Place and Hunter Street.

Buildings in Sullivans Cove belonging to the 'Cove Floor' and the 'buildings in the round' typology are often maritime buildings or buildings associated with the operations of the Port. They have been constructed across a longer spanning timeframe and vary more widely than their early counterparts in architectural style, scale and material. Sullivans Cove ground plane is largely concrete with some areas of differentiating aggregate colours.

The Stadium is positioned as a series of 'buildings in the round' that acknowledge their siting on the Cove Floor as a place of reclamation and heavy industry. Proposed materials reflect this historical aspect of the area as opposed to the sandstone and brick materiality of the Cove Wall. The Stadium roof will be constructed from steel and timber with an ETFE translucent skin. The Stadium's material palette is contemporary and future focussed while drawing on the material palette of Sullivans Cove, the Goods Shed and the Cove Floor.

The lower perimeter of the Stadium which addresses the street frontage is proposed to be a series of battened screens that weave and undulate to unify the form, heavily driven by programmatic function. Sculptural concrete and gabion walls form much of the lower levels creating a folded terrain. Parts of the 'concrete apron' will be peeled up to reveal artefacts of industry and pre-colonial ground underneath, folding and morphing creating terracing, seating and informal play areas.

Figure 135: Federation Concert Hall and the Chimney at Gas Works - two varied 'Buildings in the Round'

Figure 136: Sandstone of the 'Cove Wall' at Salamanca Place

Figure 137: The timber facade of MACq 01 Hotel

Figure 138: The corrugated iron Goods Shed '

Figure 139: Evans Street which forms another significant section of the 'Cove Wall' expressed in brick

Figure 140: Elizabeth St Pier - a gabled example of a 'building in the round'

Figure 141: Hunter Street which contributes to the 'Cove Wall' of Sullivans Cove

Figure 142: The Marine and Safety Tasmania Tower

Figure 143: Salamanca Place which forms a significant section of the 'Cove Wall' at Sullivans Cove expressed in sandstone

4.1 Landscape and visual values

Historic character of the area and how layers of history are revealed through visual and spatial indicators

In addition to referencing the Project's built context through creating a framework for 'buildings in the round' with materiality that speaks to the surrounding urban fabric, the Project references the broader history of the Site to pull to the surface layers obscured by recent industrial events.

These design responses work together to ground the precinct within a lineage of continuing development along the waterfront.

The Project will:

1. Reinstate the natural headland
2. Repurpose the Goods Shed
3. Reveal the Rivulet
4. Reframe the industrial character
5. Reveal the Cove Floor
6. Reimagine the amphitheatre
7. Reinterpret the escarpment
8. Re-establish the intertidal zone

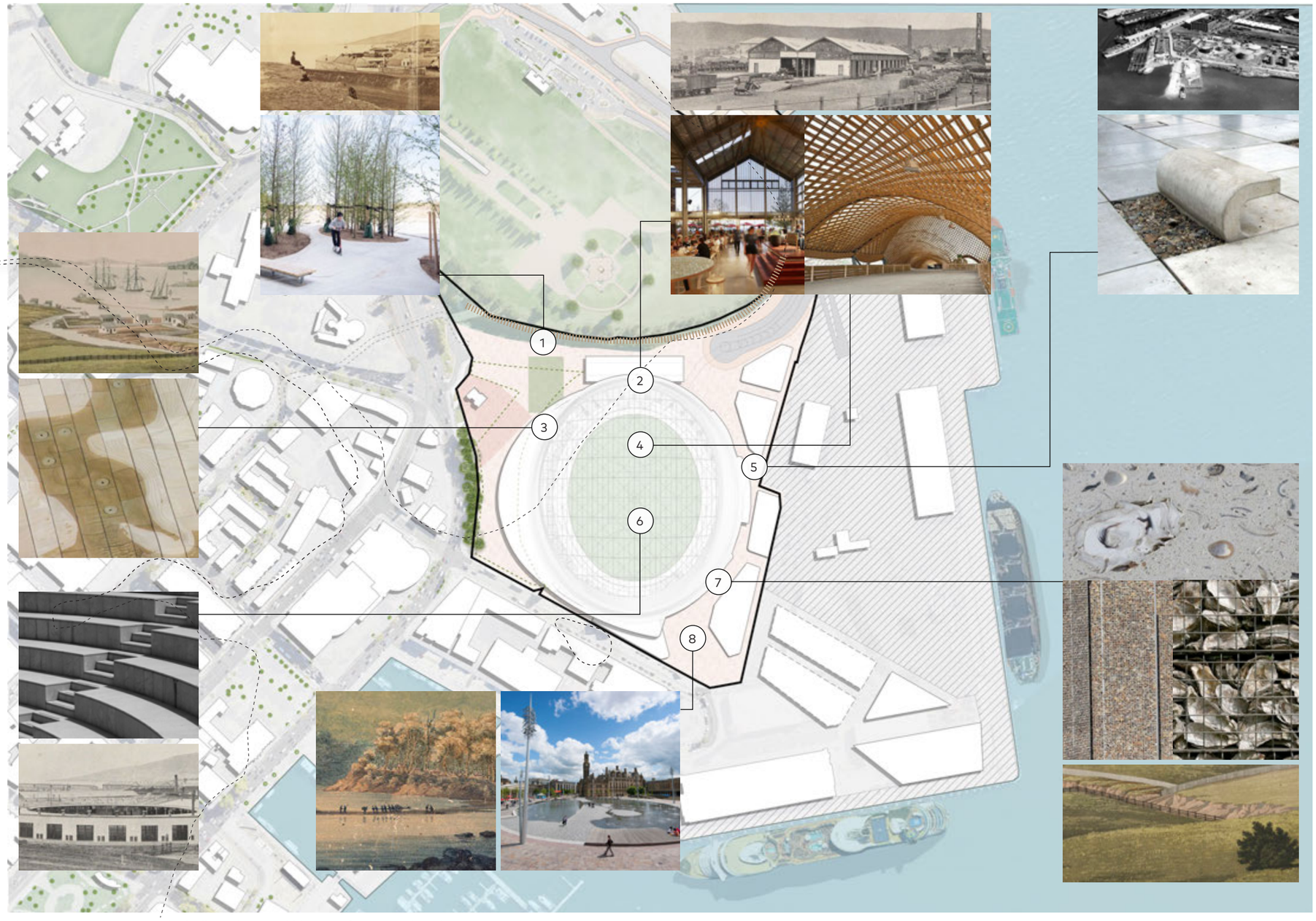


Figure 144: Responses to the built and natural history of Macquarie Point

4.1 Landscape and visual values

Historic, existing and planned urban morphology of the area, and how this character is represented in the landscape

The landscaping of the Site seeks to form a relationship to history of the Site and the construction of the Cove Floor. Landscape detailing will represent and reinterpret characteristics of the Sites unique history. This includes details such as:

- The representation of the original shoreline extent and Hobart Rivulet through the Site using paving and landscaping gestures that indicate where the natural and man-made floor is located.
- Representing the built Cove Floor, industrial history, and connection to the working Port, extending from the south into the precinct. Reference will be made through surface materials that follow the paths of the original railway lines in the northeast.
- Reference to the process of land reclamation over time will be made through the revealing of water in the landscaping with ephemeral water features that remind visitors that the Site was once part of the Estuary.
- There will be no major tree planting on the reclaimed areas of the Site, in reference to the original condition of the river plane.
- The area of the former quarry escarpment edge will be protected and interpreted through the north and northwestern plaza landscapes. The historic use of the Site will be able to be appreciated through the treatment of these edge conditions.
- The introduction of civic spaces to the Site will extend the activity of the Cove Floor through the Site ensuring that it remains a place for the community.

These details will strengthen the precinct's connection to the Cove Floor, whilst highlighting the unique characteristics of different areas within the precinct.

Figure 145: Urban Details

4.2 Urban form of Sullivans Cove

4.2.1 The reports are to describe the existing urban form of Sullivans Cove and describe and analyse:

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 urban form of Sullivan's Cove is strongly influenced by the concepts of the Cove Wall and the Cove Floor (or Concrete Apron). Within the Cove there are two predominant development patterns.

Development behind the Cove Wall is largely urban in nature, conforms to the city grid with articulated street walls, consists of a range of building types and contains a mix of historic and modern buildings.

In contrast to this, development within the area of the Cove Floor consists of buildings that are; standalone structures; generally industrial or maritime in nature; have sufficient curtilage that the buildings can be read in the round; and allow the concrete apron of the Cove to be expressed.

While the buildings along Evans Street form a 'Cove Wall', the SCPS provides less guidance on whether the Mac Point Site should be read as part of the 'Cove Wall' or 'Floor'. As noted by Brian Risby in his Site Development Plan, the Mac Point Site allows for "a significant new type of activity in the Cove". As a site of heavy industry, historically buildings within the Mac Point Site were of a stand alone typology and are clearly articulated as "buildings in the round" with more in common with the rest of the Cove Floor than that of the urban development of the city.

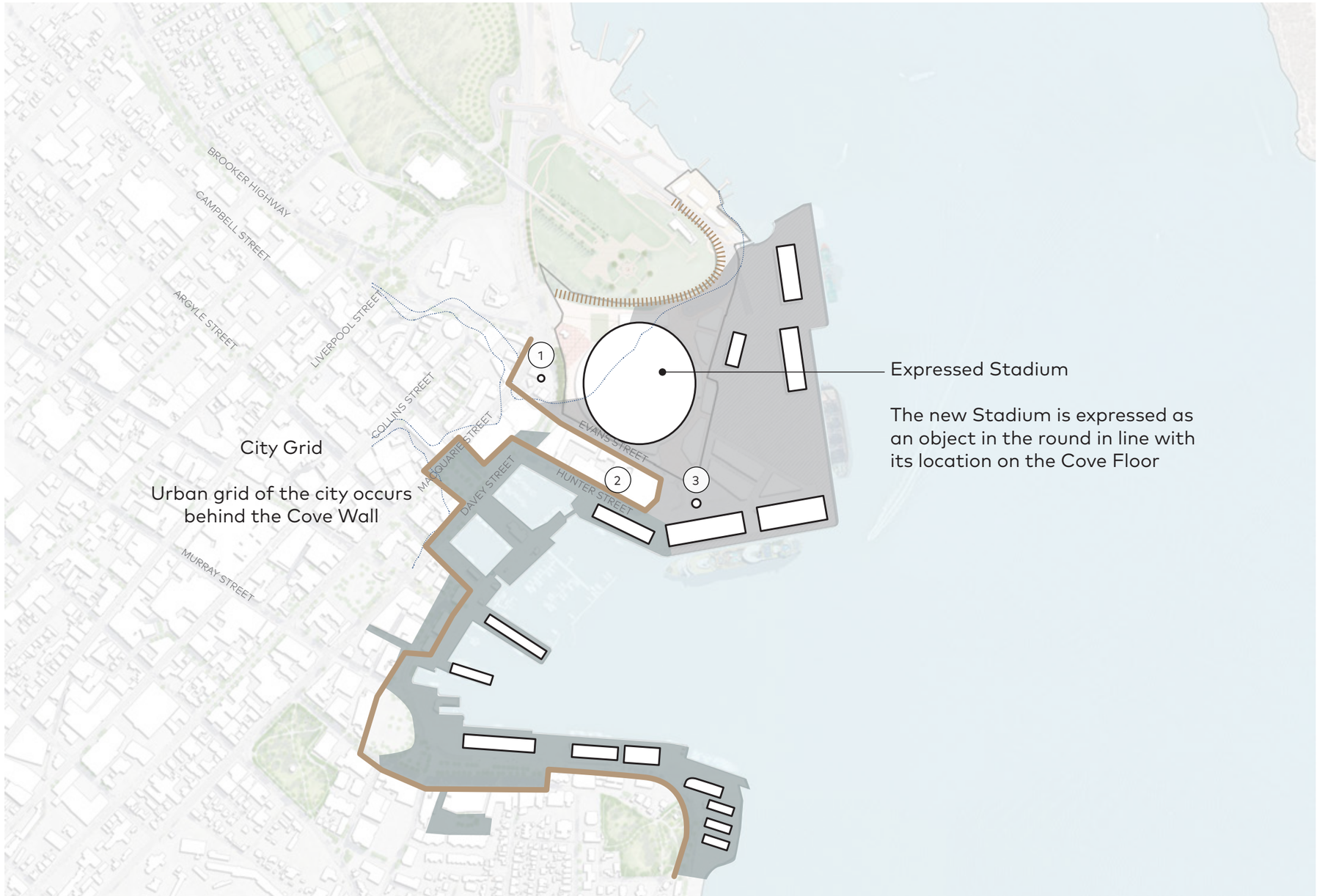


Figure 146: Historic, existing spatial and built form of Sullivans Cove

4.2 Urban form of Sullivans Cove

Buildings on the Cove Floor are singular in expression and generally conform to one of two predominant historical geometric typologies.

The first of these are the long rectilinear gabled roof warehouse structures which run parallel to the edge of the wharf or as extensions to historic street axes.

The second type are circular in shape and often have a height that is out of keeping with surrounding context such as the Port Watch Tower, the Gas Works chimney, or the original round house which is no longer present.

Many of the buildings on the 'Cove Floor' articulated as 'buildings in the round' are located within direct proximity to the Mac Point Site.

The watch tower and the round house are useful precedents in conceptualizing and positioning the form of the Stadium. Although both of these structures are circular, one has an outward focus and the other inward. The site and the use of the Stadium requires the focus of the form to be both inward and outward to respond to and engage with the place and the play, simultaneously.

The built form in the Master Plan naturally lends itself to be conceptualised as a 'building in the round' with curtilage for crowds during events.

By considering the Stadium in this way, the Master Plan reinforces the continued narrative of the 'Cove Floor' - in particular the historic lineage of singular buildings, utilitarian in nature and scaled appropriately for their use within the Site.

Figure 147: Photograph of Hobart from Bellerive, c1914 (Littl, Wxilliam James. Hobart from Bellerive (118 New Series) [shows Domain and Gas Works]. c1914. Photograph: glass plate negative. Image courtesy of the Tasmanian Archives. NS526/1/1. https://libraries.tas.gov.au/Record/Archives/NS526-1-1)

Figure 148: Artist's impression of the proposed Stadium within the wider context of Hobart.

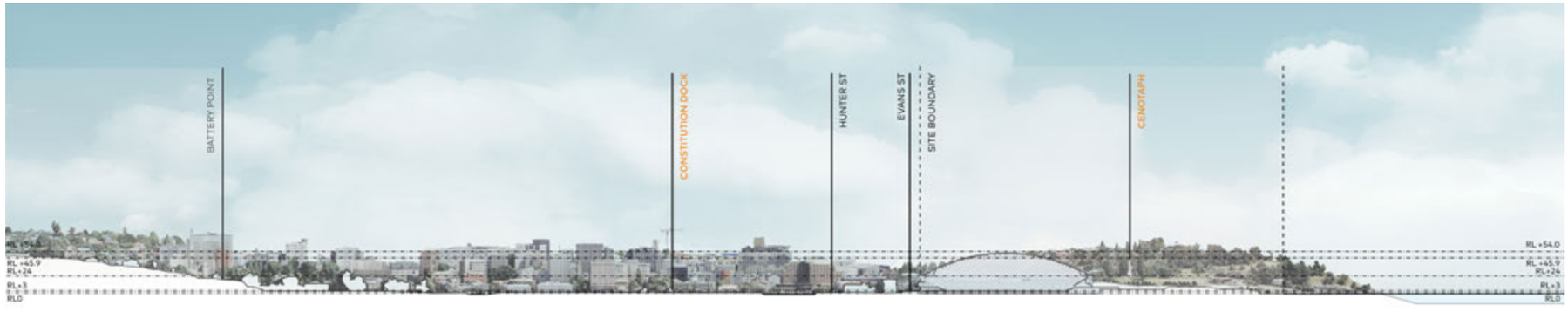


Figure 149: North south section through Sullivans Cove and through the Cenotaph headland showing the Stadium within its wider context

4.2 Urban form of Sullivans Cove

Along the southern side of Evans Street, existing building heights vary from approximately RL8 to RL22.5, with the two corner buildings—Zero Davey and the IXL Buildings—representing the tallest buildings along this section of 'Cove Wall'. The Concert Hall on the corner of Evans and Davey Sts and the Grand Chancellor Hotel, at RL23.5 and RL49.5 respectively, are tall buildings within this local context.

The proposed Stadium too will be a large building. The proposal uses a series of horizontal datums and contrasting facade materials to break down the form of the building, working to reduce the visual impact of its mass. The Stadium concourse is at RL8.2 forming a lower band, while the L2 Media Pod is at RL16.695, forming another.

The Stadium's articulated roof edge and soffit at RL25.5 rises gradually to RL54.0. This articulated roof edge works to draw emphasis to this lower roof edge height 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. By restricting much of the higher roof form towards the centre of the Site, there is sufficient setback to allow the Stadium's dome to be read in perspective.

Future development parcels to the eastern and northern extent of the Site are proposed at an height of RL24. This height will tie into height datums of the Stadium proper.

Figure 150: Artist's impression of the proposed Stadium within the wider Master Plan framework. Proposed building heights along Evans Street will align with the predominate existing building height.

Figure 151: Section showing Stadium datums in relation to its Evans Street context

4.2 Urban form of Sullivans Cove

Effect of any impacts from the proposed project on the existing spatial and built form and historic and cultural value of Sullivans Cove

Sullivans Cove is an active Port that has sustained continual industrial change over the past two centuries. This change, required in order to meet the needs of a growing city, has been constant throughout the development of Macquarie Point since European colonisation.

Like most capital cities, nipaluna/Hobart has expanded over time with city buildings themselves increasing in height and footprint through the widespread adoption of steel, reinforced concrete and glass. The proposed Stadium is envisioned as a positive and progressive future-focussed step for Macquarie Point.

The Stadium will be a large and individually prominent, public building. The restriction of the maximum height of the building towards the centre of the Site, the roof's articulation in a light colour, and the inclusion of generous curtilage as 'apron' will work to ensure the relationship between the building's footprint and height feels proportionate and contextual. The building will always be read in perspective, rather than in elevation.

The Stadium precinct is proposed as a public space. Public spaces— places for all people—offer a different purpose to other use categories and have a level of prominence within a city. These spaces act as wayfinding devices, provide spaces for large public gatherings, and, if developed well, can be places of civic pride. It is common for large public/ cultural buildings to occupy harbourside spaces previously utilised for freight and redeveloped into cultural precincts. Examples of these large public buildings with visual dominance include theatres, opera houses, libraries and stadia. The Stadium itself has been sensitively conceptualised to reflect its Tasmanian context so that it feels inherently and unmistakeably Tasmanian and resonates with Hobartians.

Figure 152: The Stadium will be articulated as a 'building in the round' with generous public space and parkland

4.2 Urban form of Sullivans Cove

4.2.2 The reports are to describe:

Planning history of the spatial and built form of Sullivans Cove

The Sullivans Cove Planning Review (SCPR) in 1991 recognised the importance of preserving the Port while steering future development towards a mixed-use future. This overlapping of uses is indeed part of what contributes to the dynamic and unique character of Sullivans Cove. It is a place of movement, travel, arrival and departure. Historically utilitarian in nature over time it has been moving towards a precinct that supports culture, entertainment, and festivity.

Macquarie Point held much of the transport function of Sullivans Cove by housing the former railway yards. By the 1970s, road networks had become the predominant artillery method of transporting goods within the state, making redundant the use of the site as a railway centre. This allowed for new imaginings for the use of Macquarie Point.

Sullivans Cove Planning Scheme outlines a 'preferred future' for the Cove. Key objectives which relate to the Macquarie Point Site include:

- Enhancing economic development through education, arts, culture, and related facilities
- Encouraging tourism, retail, and commercial activities
- Combining Port functions with transport and technology
- Securing the future of the Port and maritime operations.

In many ways, these objectives have assisted in guiding the changing uses of buildings around the Mac Point Site today. Macquarie Wharf Shed No.2 is now a cruise ship and entertainment venue, the Henry Jones building now contains an art hotel and retail spaces, and the Red Shed houses a brewery.

Figure 153: Listmap Historic Aerial Imagery - Macquarie Point 1961 to 1970

Figure 154: Listmap Historic Aerial Imagery - Macquarie Point 2015 to 2016

Figure 155: Listmap Historic Aerial Imagery - Macquarie Point 1971 to 1980

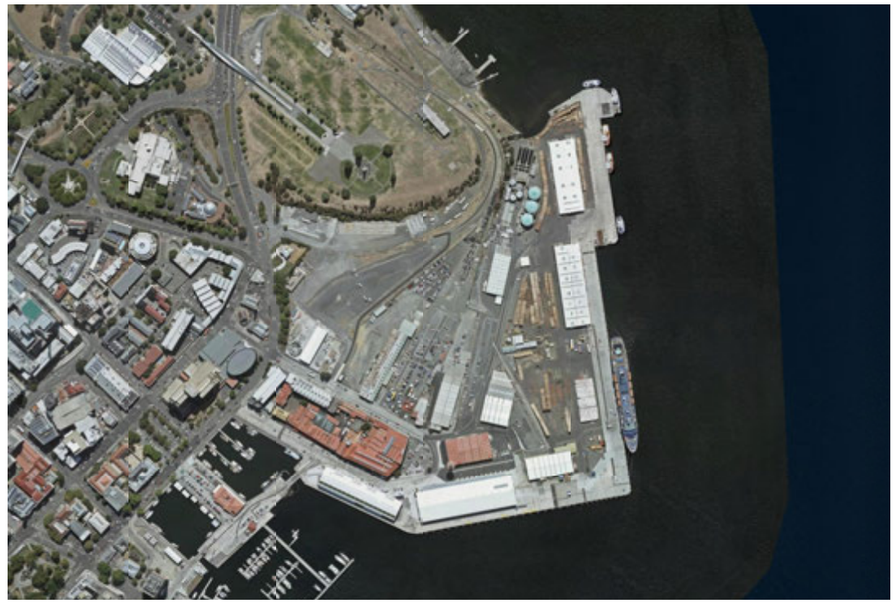


Figure 156: Listmap Historic Aerial Imagery - Macquarie Point 2018 to 2019

4.2 Urban form of Sullivans Cove

History of master plans and Site development plans for the Macquarie Point Site

Mac Point represents a large percentage of available development land within Sullivans Cove. As a large scaled site in close proximity to the heart of Hobart, it lends itself to being highly appropriate for a cultural rich mixed-use development for the City of Hobart and the wider Greater Hobart region. Since its cessation of use as a railway site, several master plans and site development plans have been commissioned and produced by varying consortium's.

In 2015, MPDC commissioned John Wardle Architects to produce "New Territory from Old Ground; Macquarie Point Strategic Framework and Master Plan". This framework was positioned as a mixed-use development "characterised by a series of public open spaces ... arrayed across the site.1" The ground plane proposed a network of pedestrianised streets running north-south. Commercial tenancies (research and office) were located to the east of the Site, residential buildings were grouped towards the west of the Site while retail shell sleeved much of the frontage of the two central development laneways. In this scheme, the Goods Shed was positioned as the "gravitational heart" of Macquarie Point, pulling people along Evans Street into the Site, towards a north facing plaza space.

Like the Stadium proposal, the 2015 Master Plan employed a 'building in the round motif', however, rather than a Stadium, the scheme proposed a torus building form in the footprint of the original 'round-house' echoing the original building form.

It proposed a park to the north-east corner of the Site and a sinuous park along the cliff face of the Cenotaph headland. Similarly to today's proposed master plan, the 2015 Master Plan included a forecourt at the south-east corner of the Site, however this was envisioned in the existing Hunter/Evans Street carpark.

Figure 157: The 2015 "New Territory from Old Ground; Macquarie Point Strategic Framework and Master Plan" overlaid on the 2024 Stadium Master Plan

4.2 Urban form of Sullivans Cove

History of master plans and site development plans for the Macquarie Point Site

In November 2015, the Tasmanian Government commissioned MONA to develop an approach to public space at Macquarie Point. The Mona Vision 2050 aimed to "re-imagine the site as an internationally significant cultural precinct, in the Heart of Hobart" by centring on a 650m long art park which would acknowledge the aboriginal community as the first people of lutruwita/ Tasmania as well as a place for truth telling and healing from the state's dark history. Extending beyond Mac Point's current development envelope, the scheme positioned the Site as a cultural hub and included space for galleries, an Antarctic science and research centre, a hotel and residential developments.

The Mona Vision 2050 presented a new public threshold between the Cenotaph and Queens Domain with Hobart's historic harbour. In contrast to the urban infill approach of the previous Master Plan, the scheme consisted of several iconic buildings and distinct building envelopes that appeared more like objects in a parkland setting.

MONA's proposals redirected focus for the development from referencing its recent industrial history towards an acknowledgement of nipaluna/ Hobart's darker past and provided a vision for a space of cultural recognition.

When the State Government directed MPDC to prepare a Master Plan using a reduced site boundary based on this initial MONA vision, elements such as the Aboriginal culturally informed park and cultural focus were maintained.

The proposed Precinct Plan also retains the idea of an Aboriginal Culturally Informed Zone to the western side of the Site which is envisaged to be co-designed by with members of the Tasmanian Aboriginal Community.

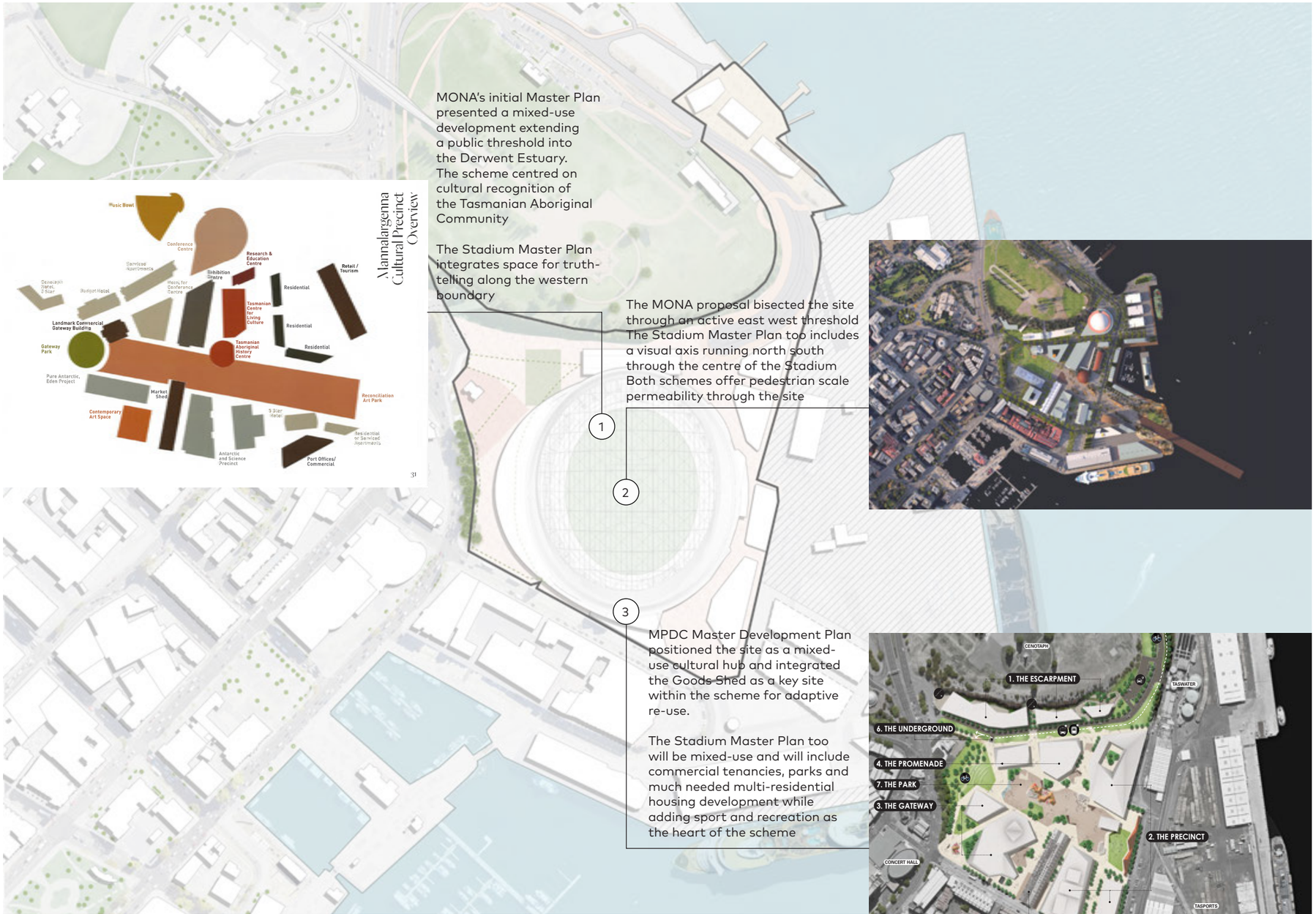


Figure 158: MONA's vision for Macquarie Point

4.2 Urban form of Sullivans Cove

4.2.3 In preparing the reports, without limiting the scope, specific consideration is to be given to:

Pattern of building height, bulk and form

The built environment within the Site is compact. To the south, historic warehouses are tightly clustered within the block bounded by Hunter and Evans Streets, and rise to a maximum height of RL22.5 at the Davey Street interface. Buildings here extend to the lot boundary and frame the street.

Near the waterfront the building pattern becomes less dense, hosting large commercial and government buildings (like the Hotel Grand Chancellor and the Tasmanian Museum) and is interspersed by expanses of paving and bitumen to service the wharves nearby. The Hotel Grand Chancellor is the tallest structure on the waterfront at RL49.5, and rises above much of the eastern Central Business District. Unlike surrounding historic buildings the hotel has a significant (25m) setback to the street, impacting pedestrian amenity.

To the west of the Site lies a dense residential neighbourhood characterised by medium-density terrace housing, interspersed with a network of narrow laneways. In this area, service access is provided at the rear of the property, allowing for minimal setbacks to maintain residential amenity. The Sullivans Cove Apartments, which are uniquely circular in design, rise to a height of RL27.5.

TasPorts land to the east hosts a series of large industrial buildings at approximately three storeys in height. Large distances between buildings are required for logistical operations.

Figure 159: Pattern of building height, bulk and form

4.2 Urban form of Sullivans Cove

Elevation showing to what degree the proposed Stadium building is individually prominent by virtue of being significantly higher or having a larger apparent size in contrast to neighbouring buildings when viewed in street elevation

The defining element of the Stadium is the expansive roof that will span 190 metres across the field to safeguard the venue for events in all weather.

The adjacent sections and elevations show a form and scale that respects views and vistas across Sullivans Cove, as well as sensitive interfaces with adjacent landmarks including the Cenotaph on Regatta Point and historic Evans Street.

The design approach has adopted a dome-like, torus form. This allows the maximum height to be achieved at a central point from which the roof surface falls in every direction. The result is an overall form that minimises height where it is not required, and establishes a height at street interfaces that is comparable to the scale of existing buildings.

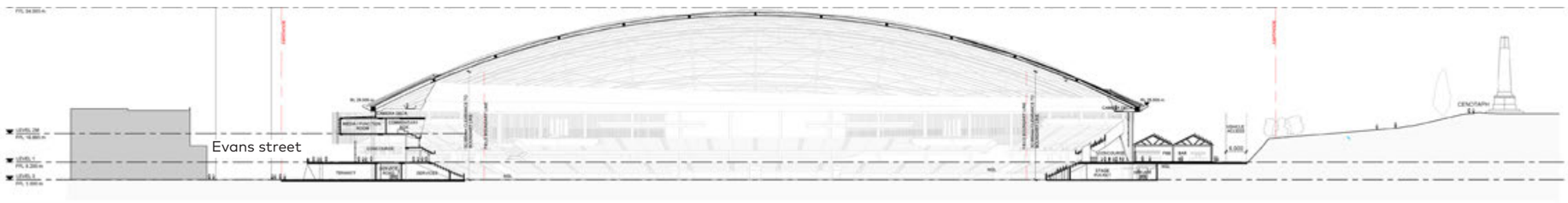


Figure 160: Site Section North-South

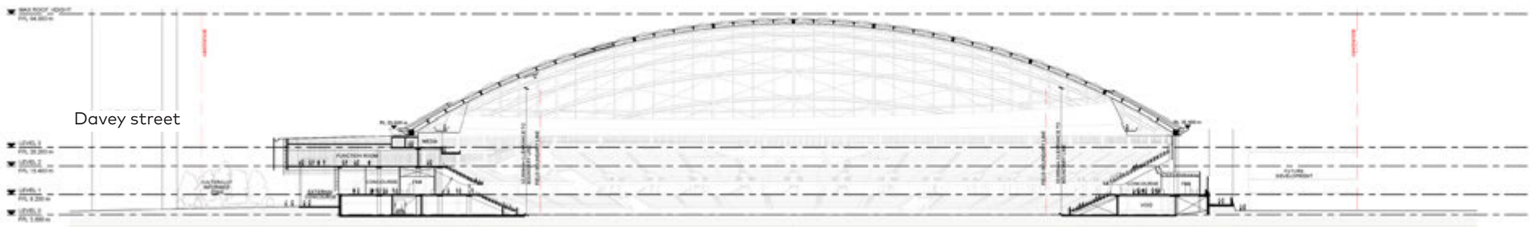


Figure 161: Site Section East-West

Figure 162: Site Section Perpendicular to Evans Street

4.2 Urban form of Sullivans Cove

To what degree the proposed project contributes to or detracts from a human scale environment

Without careful consideration given to mass, setbacks or the human scale, developments of substantial height can feel inappropriate for their contexts.

The proposed project responds to this by setting the height of development volumes to be consistent with the surrounding context and providing public spaces with solar access and active edges to promote habitation.

Through adopting a 'buildings in the round' typology as a key driver for proposed development at the Mac Point Site, buildings are given curtilage and space between them. This allows for a largely pedestrianised ground plane, or apron, encouraging foot traffic, bikes and scooters as the predominate method of transport.

Creating a human-scale environment involves designing spaces that are comfortable and inviting for individuals, focusing on elements such as proportion, accessibility, and interaction. The proposed master plan contributes positively to a human-scale environment in the following ways:

- New public spaces to the west, south east and north east which include green spaces, urban plazas, and walkways around the Stadium which provide areas for leisure and interaction, promoting a human-scale experience.
- The Stadium provides a new landmark for the city which acts as a wayfinding device within the Cove. The building has a large degree of transparency allowing visual connections to and from the surrounding environment.

Figure 163: Artist's impression of the South East Plaza looking west along Evans Street

- The Master Plan provides new and intuitive access through the Site through well-designed pedestrian pathways, bike lanes, and public transportation which enhance the human-scale environment. The Stadium access also caters for a large range of abilities and mobility.
- The concrete apron Cove Floor folds and lifts to create areas of activation throughout the Site and along the Evans Street frontage. This allows for terrace undercrofts to become inhabited by retail / hospitality tenancies, while lifting and morphing to create integrated seating opportunities and informal child play areas.

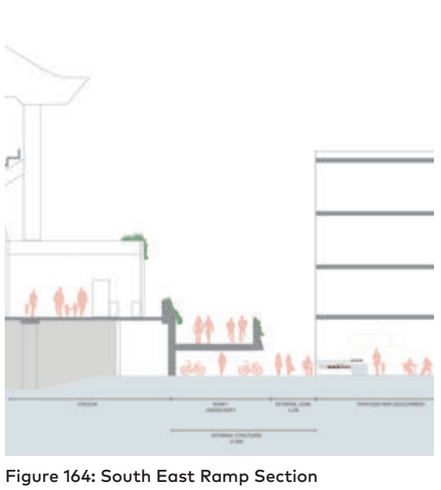


Figure 164: South East Ramp Section

Figure 165: South East Plaza Section

4.2 Urban form of Sullivans Cove

What degree the formal modulation, articulation, architectural expression, pattern of fenestration, design details, materials and colours of the proposed project complement or detract from existing forms and reinforce and contribute to or detract from spatial patterns of Sullivans Cove

While the proposed Stadium will have a significant impact on Sullivans Cove the proposed master plan design is complementary to the existing forms and spatial patterns in many ways.

- The Stadium Precinct extends the 'buildings in the round' deeper into Sullivans Cove, into Macquarie Point. As described elsewhere in this report, in expressing the form of the Stadium the design is in keeping with the historical pattern of development on the Cove Floor.
- The proposal employs design elements that echo the architectural language of Sullivans Cove, such as referencing the industrial materiality, form and colour of the Cove context and building typologies.
- The design introduces a contemporary architectural expression that contrasts with the adjacent historical buildings enriching the area's architectural diversity. Through use of mass timber construction, the Stadium offers a contemporary and sustainable material palette highly contextual within the Tasmanian environment.
- The massing of the Stadium and surrounding development parcels respect the scale of adjacent buildings and waterfront structures. By utilising a dome roof structure, the height at the edges integrates with the existing urban form creating a building form that is not out of context. The perceived scale of the building is further reduced by folding the concrete apron into a base that can contain mixed uses which activate the public spaces at much less imposing scale.
- An integrated screen element wraps around the facade undulating in and out of the roofs canopy compositionally unifying the Stadium's program. This feature of the façade adds texture, playfulness, and visual appeal while presenting a simple but respectful contrast to the surrounding heritage context.
- The design proposes a raw, honest material palette that reference the industrial past of the Site and is clearly distinct from the surrounding colonial heritage. The concrete base is an conceptual continuation of the concrete apron of the Cove Floor. This apron continues into the public spaces of the Stadium and is articulated by folds, ramps stairs, water features, etc. In contrast to the heavy base, the roof is proposed as a lightweight timber and steel structure which is clad with ETFE and will take on much of the colour of the sky and surrounding landscape. Between these two elements is a natural, unfinished batten screen facade.

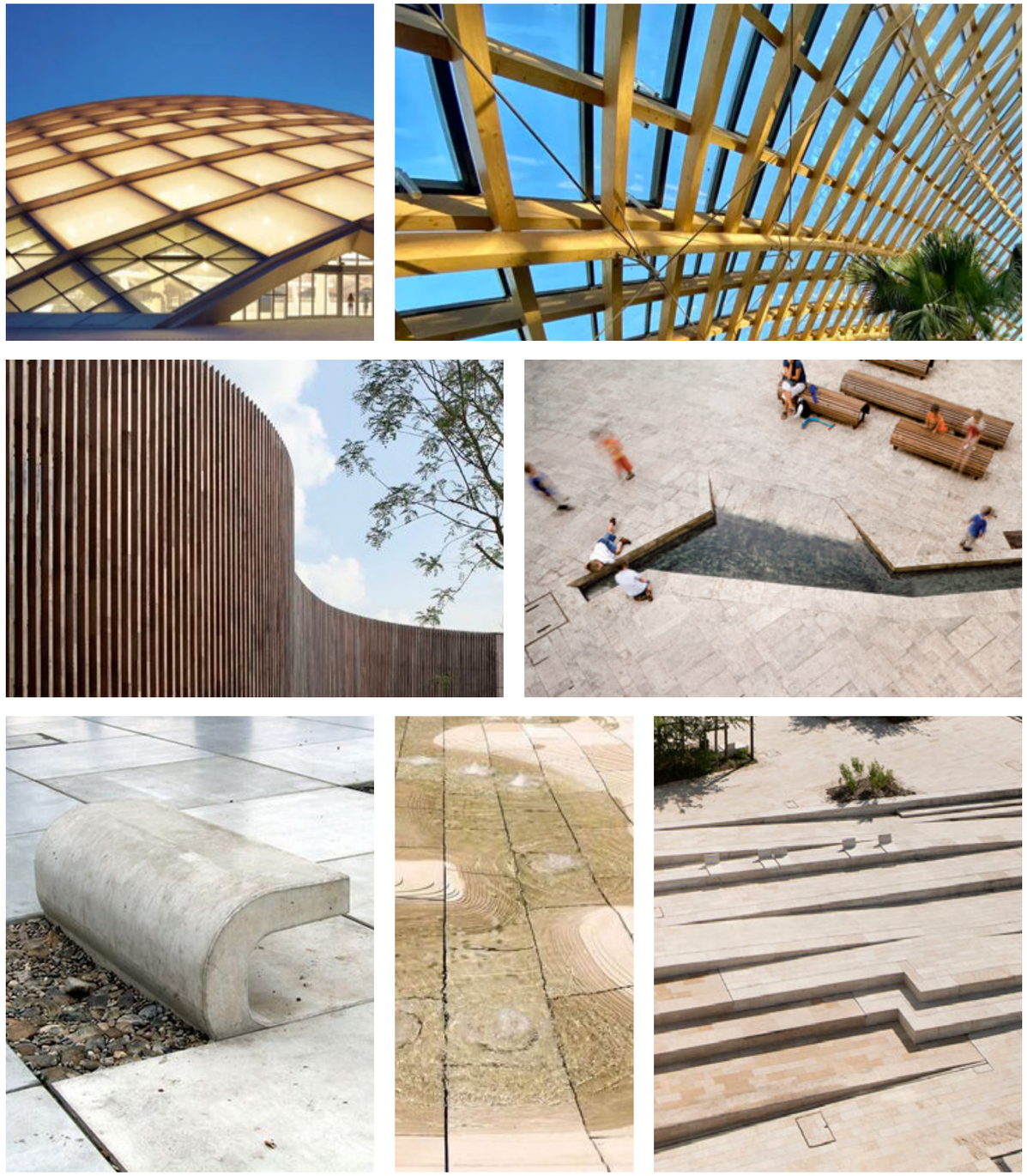


Figure 166: The material palette of the Stadium Master Plan Precinct integrates materials from the Site's industrial past and reinterprets them as a public sporting and events hub

4.2 Urban form of Sullivans Cove

Proposed project relates to and affects the expression of the Wall of the Cove and the Cove Floor

The proposed project does not compete with the Wall of the Cove but instead juxtaposes this typology through the adoption of a torus-formed 'building in the round'.

The adoption of this contrasting building form provides a strong counterpoint to the Evans Street expression of the Cove Wall, working to highlight their architectural differences while reinforcing both built forms as wall and building in the round.

The Cove Wall is largely made up of contiguous early 19th century masonry Georgian buildings. The Stadium offers an alternative material palette of steel, concrete, ETFE and timber. Again, this legible difference will ensure the Cove Wall and the historic beauty of Sullivans Cove remains.

Figure 168: View toward the Royal Engineers Building from Brooker Avenue with the Stadium beyond

Figure 167: The original Round House, 1915

Figure 169: View toward the Stadium looking east from the corner of Davey Street and Evans Street

4.2 Urban form of Sullivans Cove

What degree the proposed project contributes to or detracts from a continuous built wall edge to Evans Street, and details of any interface at Evans Street

On the southern side of Evans Street, a row of historic warehouses creates a consistent street wall interface along 84% of the 277-meter-long street. In contrast, the existing Goods Shed and Red Shed on the northern side contribute to only 11% of the street wall.

Although historically significant, the existing street wall faces Victoria Dock and Hunter Street, presenting a largely blank and inactive facade to Evans Street and the future Stadium. Additionally, the Goods Shed and Red Shed run perpendicular to the Site boundary, failing to enclose the street.

The proposed Stadium will be built to the property boundary for approximately 50% of the street's length, significantly enhancing the sense of enclosure on Evans Street. In the future, new developments along the northern side of Evans Street will activate the streetscape for the first time, improving pedestrian amenities and perceptions of safety.

Figure 170: Evans Street southern elevation

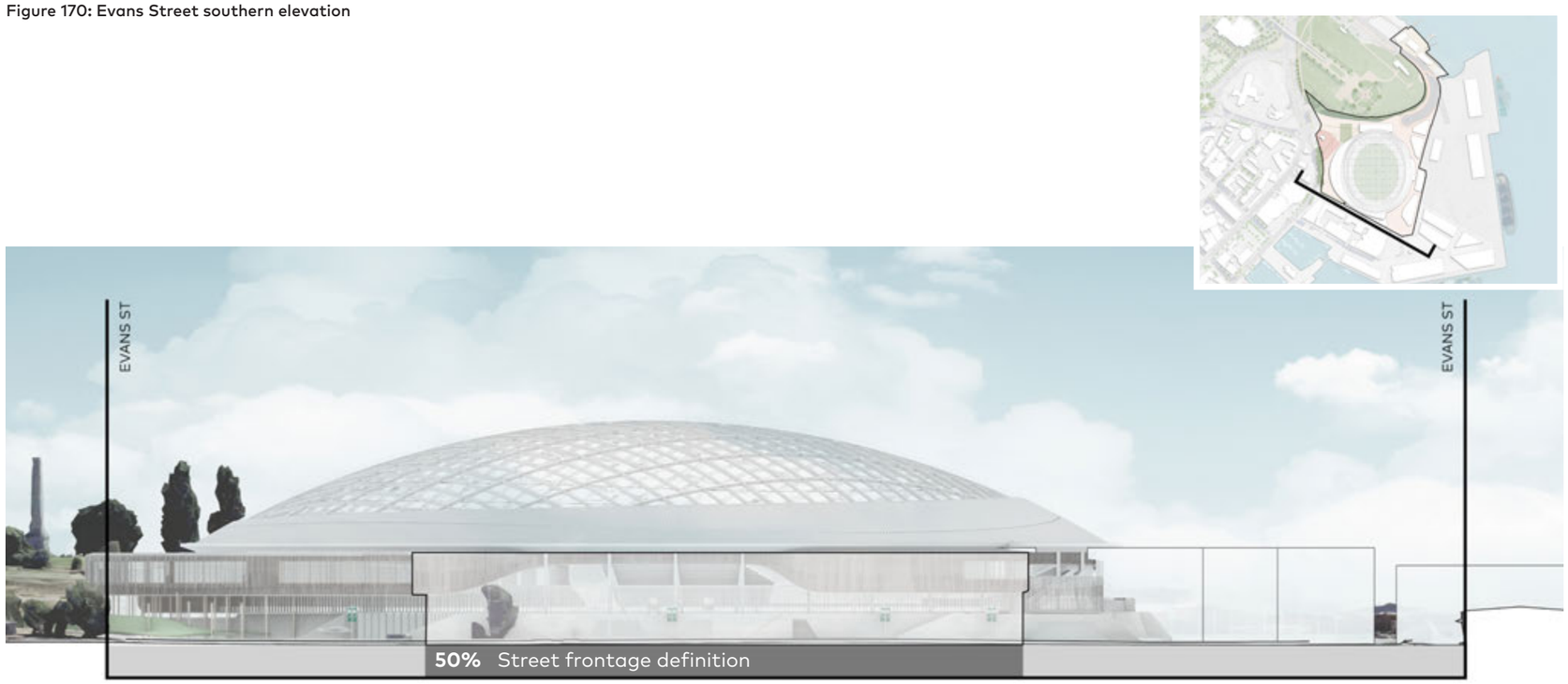


Figure 171: Proposed Evans Street northern elevation

4.2 Urban form of Sullivans Cove

Active street frontages

The future Stadium will contribute to activation on Evans Street. Active, public-facing uses frame the southern entrances.

Activation on Evans Street will complement the existing food and beverage and cultural offerings on Hunter Street and Victoria Dock affording year-round activation and inviting visitors to linger before and after events and creating a new linkage to wider offerings in central Hobart.

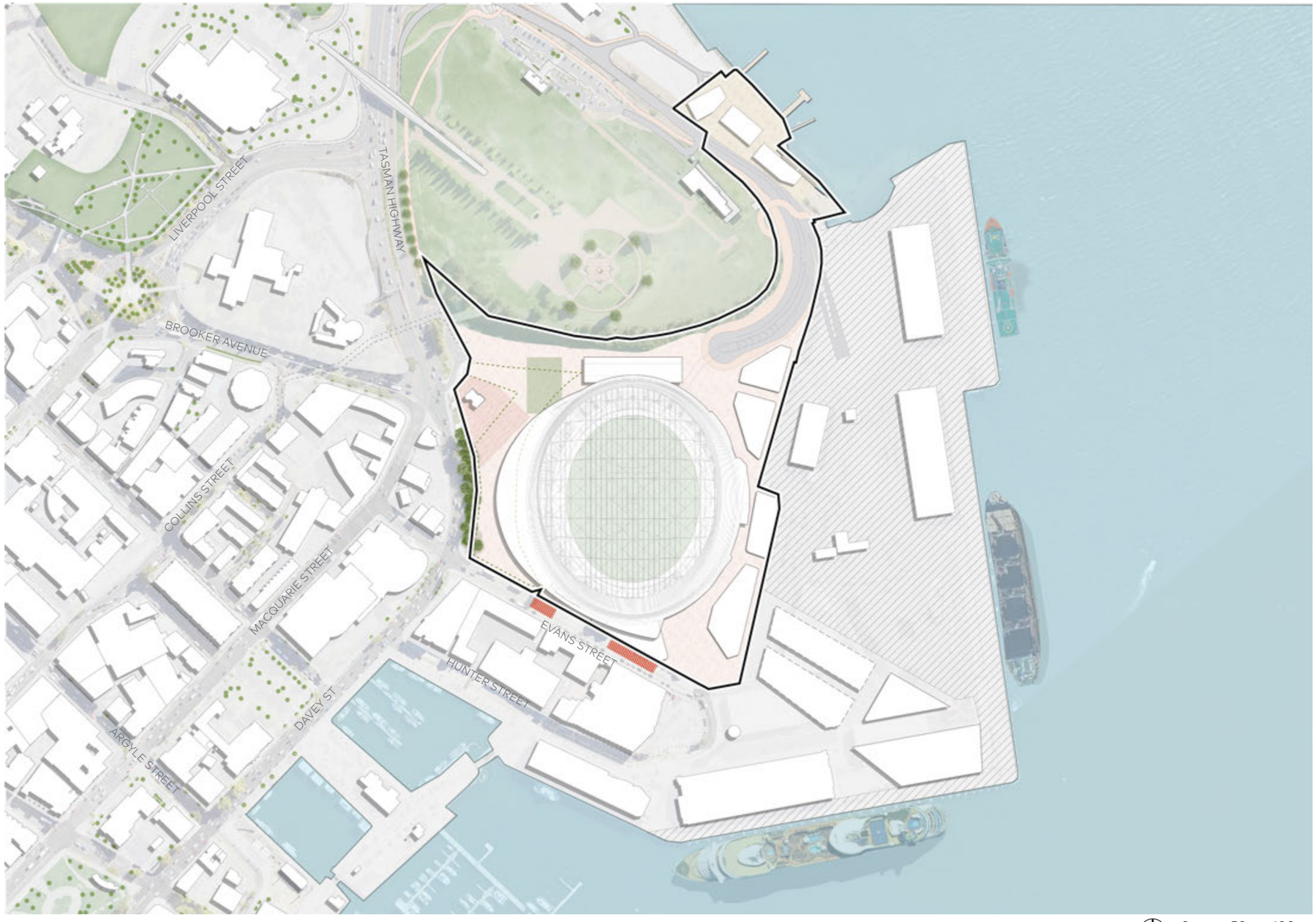


Figure 172: Evans Street active frontages

4.2 Urban form of Sullivans Cove

Whether any 'secondary spaces' are created on the project site and their pedestrian usability, and contribution to public benefit

There are a number of proposed secondary spaces across the Site that are not directly linked to the function and operation of the Stadium.

These spaces include:

- The potential waterfront promenade at Regatta Point as part of a future redevelopment providing public access and places to gather and dwell on the riverfront.
- A minimum 10m wide pedestrian path and cycleway extending along the western edge of the bus plaza.
- The public domain area north of the Stadium entrances and Goods Shed which can accommodate a variety of uses and programming during and outside of events at the Stadium including temporary food and beverage uses such as food trucks, markets, sporting and cultural events.
- An extended public domain area between the eastern edge of the Stadium and future mixed use development that incorporates the required external concourse for the Stadium with the potential for outdoor dining and activation from the mixed use buildings on the eastern side.
- Areas of two-way activation which are identified as potential external facing tenancies for food and beverage and retail which serve both the Stadium during events, and provide an interface to the public domain during the remainder of the year.

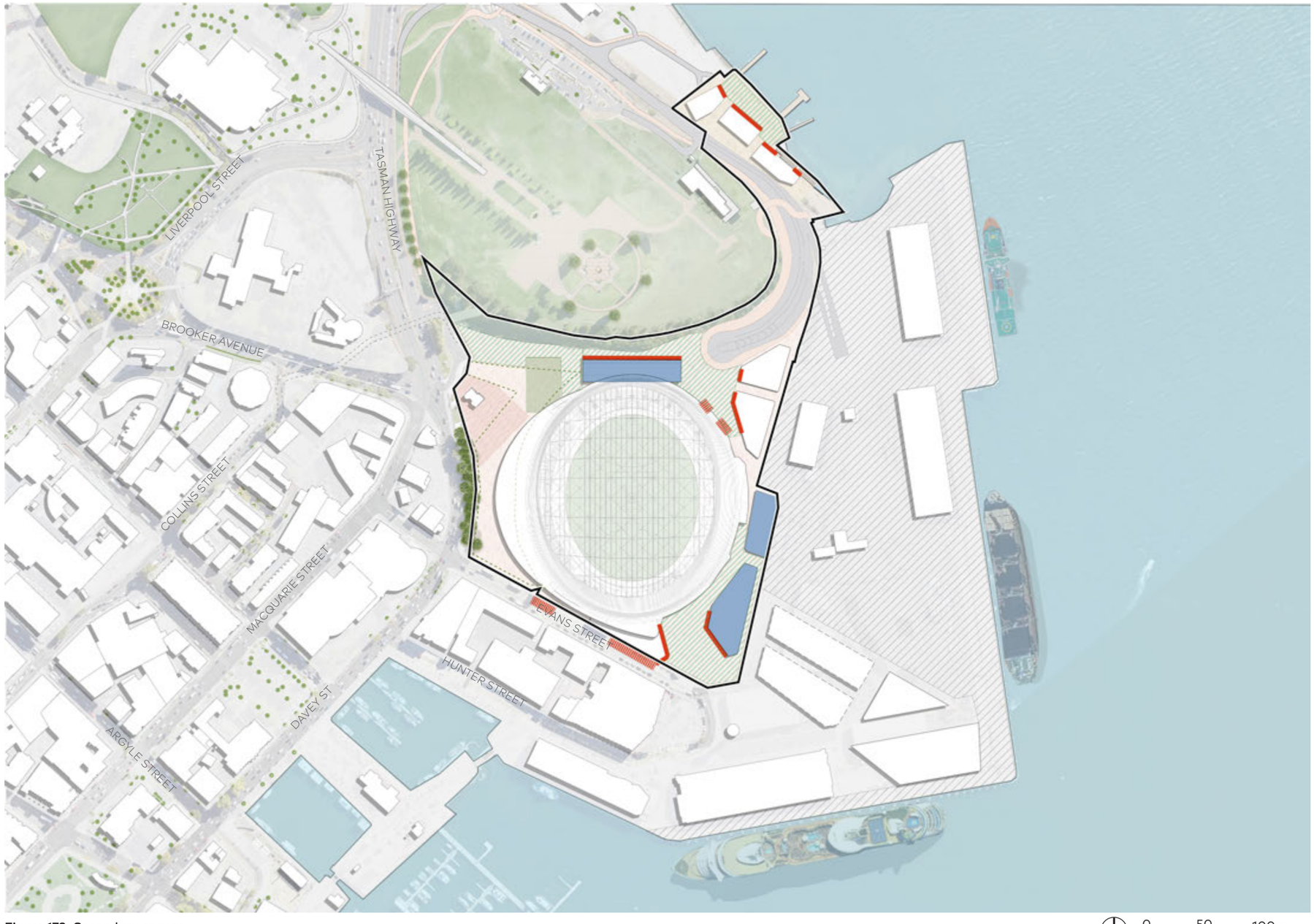


Figure 173: Secondary spaces

4.2 Urban form of Sullivans Cove

To what degree the proposed Stadium building is designed to make an all-round spatial and visual contribution including through active frontage

The Site's design prioritises active edges to align with pedestrian movement, particularly along the eastern thoroughfare where heavy foot traffic will occur. Entry points on the eastern side must be spacious to accommodate surges in pedestrian flow, ensuring continued activity and maintaining a pedestrian-friendly scale even on non-event days. Additionally, active edges around the Goods Shed in the north contribute to a bustling pedestrian zone.

There is potential for bidirectional activation between the internal concourse and shopfronts allocated along the eastern pathway and Evans Street, thereby integrating the Stadium within a broader precinct and dispersing event-related activity towards surrounding areas.

Residential development at Regatta Point will be delivered with an activated ground floor of commercial, retail and/or food and beverage uses and enhanced public foreshore to open up and encourage public use of the space.

Active edges are not proposed within the Stadiums interface to the Aboriginal Culturally Informed Zone to ensure the development respects the context of the surrounding environment and distinguishes between the proposed uses in these spaces.

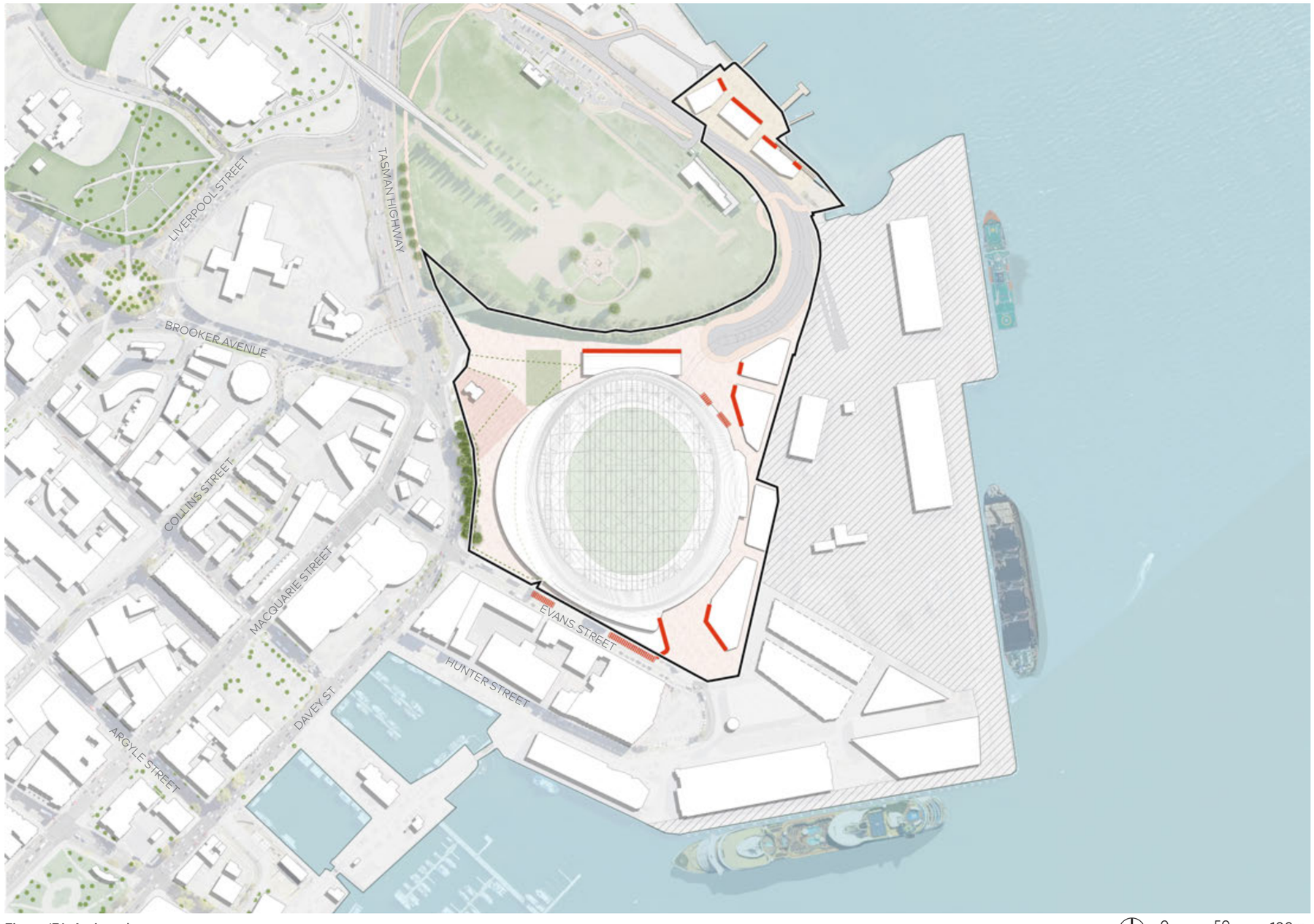


Figure 174: Active edges

4.2 Urban form of Sullivans Cove

Urban details integrate with and reinforce, or detract from, the character and form of spaces and buildings

Urban details play a crucial role in integrating the new development into the existing fabric of public spaces and buildings. The relationship between spaces and buildings will be designed to reinforce the primary urban character and function of the Cove Floor.

- Buildings on the Cove Floor: Buildings will be designed to be appreciated from all sides, ensuring the Cove Wall remains a prominent, defining edge.
- Public Spaces: The public spaces are integral to the Cove's character. New public spaces will be open in form, large in scale, and restrained in detail to maintain the cohesive aesthetic to those found on the Cove Floor.
- Activation: The Cove Floor supports a wide range of activities, including festivals, markets, walking, cycling, and goods movement. The precinct will enhance this dynamic environment with adaptable buildings and spaces, ensuring high activity at ground level to reinforce public space function and character. The proposed landscaping introduces the activity of play and recreation into the north eastern part of the Site, reinforcing and supporting the civic and community accessible features.
- Accessibility: Buildings and spaces will be strategically designed and located to support the preferred uses, particularly enhancing pedestrian access to the waterfront towards the southeast.
- Orientation: Urban details will be positioned and selected to provide clear sight lines and intuitive navigation of the Cove, ensuring unobstructed pedestrian access to the waterfront.
- Relationship to Cove Floor: Urban details will strengthen the precinct's connection to the Cove Floor, whilst highlighting the unique characteristics of different areas within the precinct.
- Working Function: The dominant utilitarian character of urban details will only diverge where topographic features such as the escarpment and Cenotaph/Regatta Point ridge can be found.
- Planting: These will reflect the surrounding vegetated areas and parkland styles, marking the transition to the Domain, especially to the northwest.

Granular Composition of Urban Details

- At a detailed level, urban details across the precinct will reinforce the character of both the built and natural elements of the Cove Floor and Wall. Materials will be used that are reflective of the Site's deep history from pre-European to Colonial times and to the present.
- Geological Expression: Natural rock (dolerite and sandstone) will be used to highlight the geological foundations of the Site. The northwest precinct, with its visible quarry escarpment, will retain this topographic feature, with rock as a dominant urban detail to emphasize historical use.
- Water Features: The Site's pre-colonial relationship with water will be acknowledged through the introduction of ephemeral water features to the east.
- Planting: Trees will be planted only behind the original coastal edge to reinforce the natural Cove Floor. Endemic plants will integrate the connection with the Domain and the Derwent River edges. Restrained groundcover planting to the east will introduce greening whilst highlighting the built Cove Floor.

Surface Materials: These will reflect the layered history of the Site.

- Concrete: Representing the built Cove Floor, industrial history, and connection to the working port, extending from the south into the precinct.
- Original Coastline: Expressed through materials such as oyster and mussel shell aggregates in the exposed concrete surface.
- Cove Floor Morphology: The extension of the Cove Floor will lift and fold along the original coastline, creating occupiable edges and highlighting the precinct's morphology.
- Evans Street Interface: Buildings will lift and fold, mirroring the built Cove Floor as a playful extension.
- Industrial History: Rail alignments from the former railyards will be revealed in the Cove Floor surface.

4.2 Urban form of Sullivans Cove

4.2.5 Without limiting the content of the reports, the following information is to be provided:

Existing urban form qualities of Sullivans Cove, including building footprints and heights, primary and secondary spaces and expression of the Wall of the Cove

The buildings proposed in the Master Plan are intended to continue the development pattern of the Cove with respect to the idea of the Cove Wall and Cove Floor.

While the SCPS does not specifically allocate Mac Point as a primary or secondary space, conceptually the Site can be seen as part of the primary space of the Cove Floor with the Wall tracing back along Evans St, to the edge of Wapping or the Gas Works buildings. As outlined elsewhere in this document, the form of the building has been designed to be experienced as an object in the round and read differently and/or in contrast to this.

Evans Street aligns approximately with historically what would have been the edge of the Hunter Island spit. The Stadium acknowledges this history and proposes a low level concrete base to promote human scale activation to the secondary space of Evans Street while the circular form of the Stadium above is able to follow the pattern of the primary space Cove buildings.

In keeping with this, the surface treatment of the Stadium facade is neither highly detailed or ornate, allowing the more decorative façades of the Hunter and Evans Street buildings to express the Cove Wall.

The roof of the Stadium presents as a simple geometric form that is respectful to its heritage setting. Although large in scale, the dome is utilitarian in nature without decoration or adornment that might be visually distracting and does not attempt to compete with its surrounds.

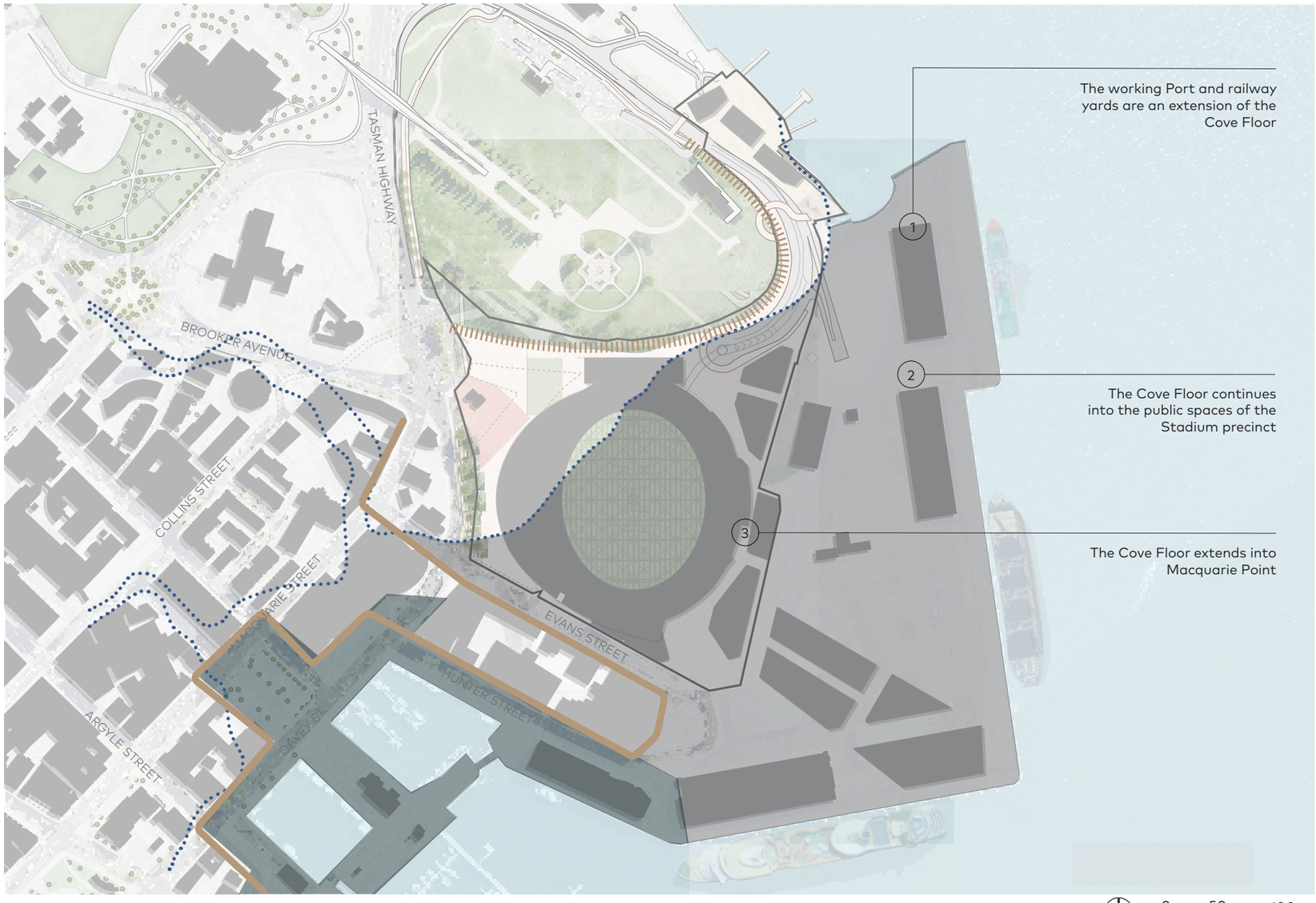


Figure 175: Historic, existing spatial and built form of Sullivans Cove

4.2 Urban form of Sullivans Cove

Long sections showing the location, size, bulk and design of the proposed project relative to the existing urban form

Figure 176: North east-south west section through Site, Sullivans Cove and Battery Point

1:5000 @ A3

0 50 100 200m

The proposed Stadium sits sensitively within the built context of the Hobart CBD. When viewed from the Derwent River, the Stadium harmonises with the city's skyline, and sensitively frames Sullivans Cove as its roof descends to meet the existing built form on Evans Street. The curvature of the skyline is maintained, gently descending from Battery Point, peaking at the Movenpick Hotel, and then descending again to meet the base of Queens Domain.

4.2 Urban form of Sullivans Cove

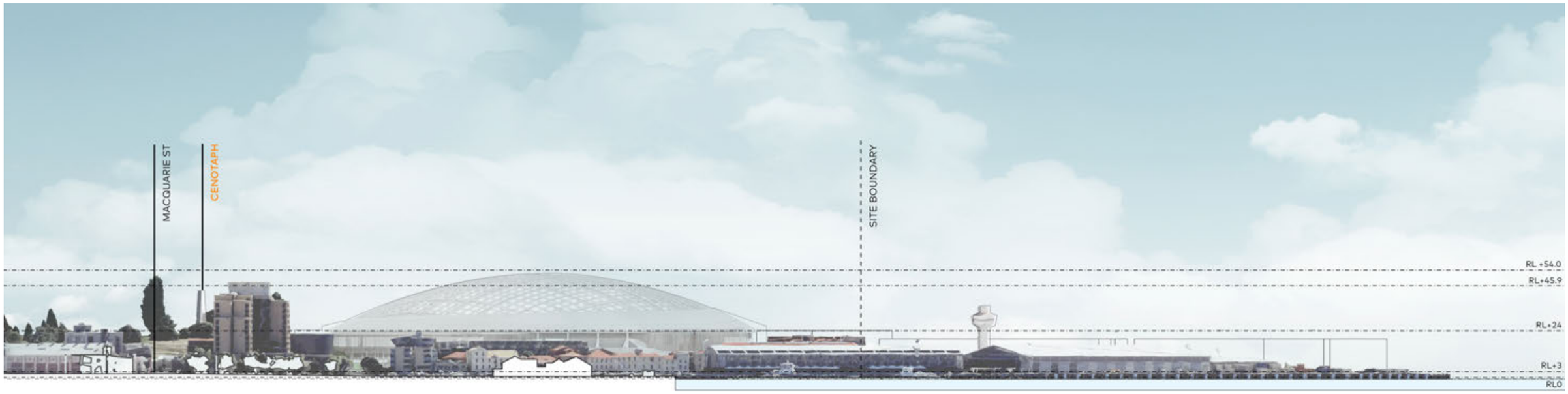


Figure 177: North west-south east section tracing Campbell Street through Franklin Wharf

1:2000 @ A3

0 50 100 200m

Viewed from the southwest, the Stadium rises above the eastern edge of Victoria Dock. The design of the Stadium's roof mimics the natural contour of the land beneath the Cenotaph, and descends to meet the historic buildings on Evans Street.

The Stadium shares the skyline with the ~47m tall Hotel Grand Chancellor and the Hobart Cenotaph. The former is the largest building on the Sullivans Cove interface, and is highly prominent due to the absence of other tall buildings nearby.

4.2 Urban form of Sullivans Cove

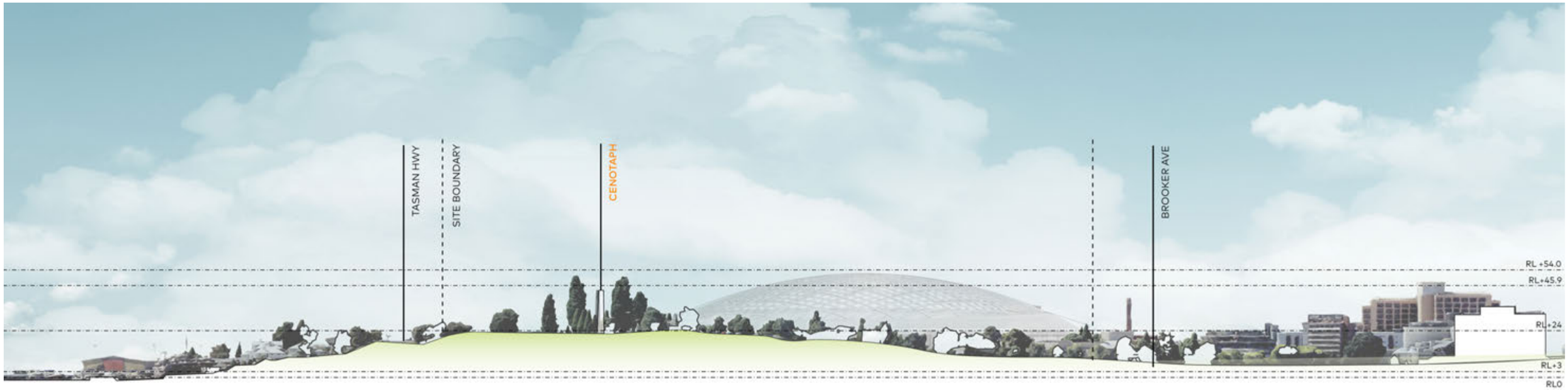


Figure 178: North east-south west section through Queen's Domain to the north of Site

1:2000 @ A3

0 50 100 200m

Viewed from the north, the Stadium roof emerges from the landscape of the Queens Domain and the Cenotaph land, contributing an additional rise in the skyline extending from the Tasman Highway to the Central Business District.

The Cenotaph and the Bridge of Remembrance frame the eastern edge of the Stadium, and the chimney of the former Hobart Gas Company the western boundary.

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6.3 Access: mass/public transport, car use and parking

6.3.4 Infrastructure/arrangements for general drop off/pick up locations and for people with specific access needs

The Bus Plaza situated in the North East Plaza incorporates a mobility drop-off/ pick-up point to facilitate easy access for buses and coaches, prioritising assistance for individuals with accessibility needs traveling to and from the Stadium.

Additionally, a mobility drop-off/pick-up location is proposed for the South West corner of the Stadium, close to Gate 2, specifically designated for Australian Disability Parking Permit holders, taxis, and private vehicles to ensure separation from the main Bus Plaza.

These proposed mobility drop-off points are conveniently positioned to connect seamlessly with precinct pathways, minimising distances for individuals with accessibility needs moving between spaces.

Each mobility drop-off/pick-up point will be within direct sight of the Stadium and will include adequate shade/shelter, signage/wayfinding, rest seating, and lighting, situated near gate entrances that house amenity hubs.

Principal pathways throughout the Site will feature gradual level changes and graded walkways, creating a seamless and accessible environment. This design facilitates linkages for pedestrians, cyclists/electric scooters, and families with strollers.

The Stadium and its surrounds are designed to meet the Disability Discrimination Act (DDA) requirements. Gates 1 and 2, situated at ground level, offer lift access to the internal concourse and upper levels. Gates 3 and 4 provide direct, level access to the internal concourse and lift access to the upper levels. Accessible ramps are located around the external concourse on the east and west sides, ensuring that the Stadium is inclusive for all visitors.

The universal design and accessibility principles aim to ensure equitable use by providing a comparable experience for all, enabling equal participation and enjoyment across the community. Flexibility could be enhanced with features like universal toilets and multiple accessible routes to accommodate diverse abilities. The environment might be made intuitive and simple by incorporating pictograms and respecting cultural differences for clear communication. Information could be effectively communicated through various mediums, including smartphones, QR codes, and advanced technologies. Wellness and meeting hubs could support flexible use by families and groups, while the design might minimise physical effort with features such as shade and accessible operations. Additionally, sufficient space could be provided for approach and use, accommodating different body sizes and mobility needs.

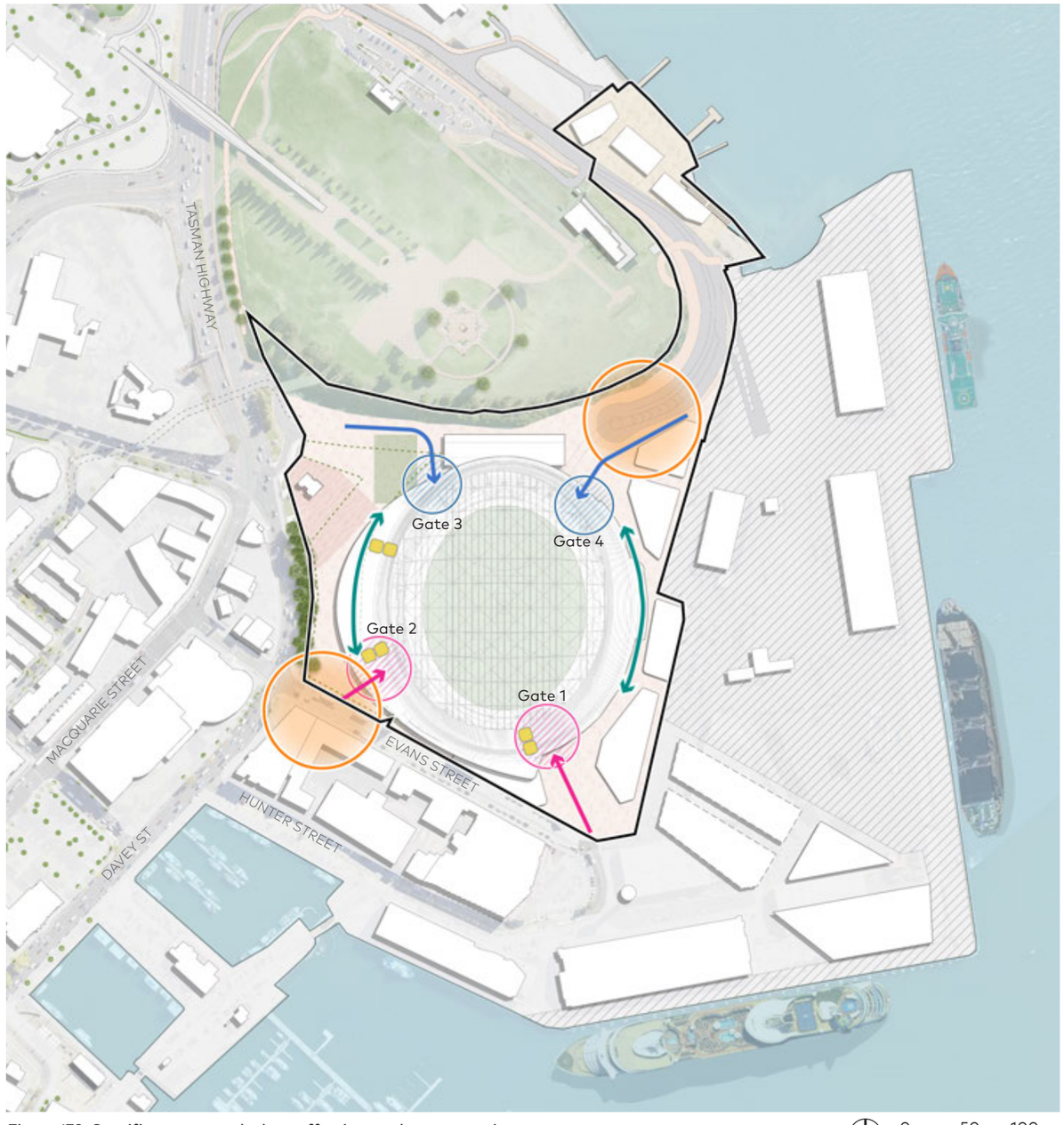

Figure 179: Specific access needs drop-off points and access entries

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Appendix

Consultant Curriculum Vitae

Lachlan Abercrombie
Director/Urban Planner and Designer
BPlan, IAP2

Lachlan is a Director of COX, responsible for overseeing international and national urban design and planning in Sydney. He has extensive knowledge of urban design principles and practices that he uses to execute high-quality, city-shaping projects at COX.

Lachlan has project experience across disciplines and scales with a focus on planning proposals and considered urban design and public domain responses. These responses include city-scale strategic plans, structure plans, master plans, urban design solutions, international design competitions, integrated transport planning, public domain design and the preparation of vehicles for implementing these concepts such as Urban Design Guidelines and Development Applications.

Lachlan implements critical thinking, research, analytics and modelling techniques into his work. He is proficient in a diverse range of computer programs, which allows for seamless integration of information across platforms and media.

Professional Experience

Planning & Urban Design

- Homebush Transit Oriented Development Rezoning, 2024
- Hornsby Transit Oriented Development Rezoning, 2024
- Broadmeadow Place Strategy, 2024
- Rozelle Marina Strategic Needs, 2024
- Fennel Road Transit Oriented Development Masterplan, 2023
- Macquarie Point District Plan, 2024
- Burwood North Masterplan, 2024
- Bays West Precinct Master Plan, 2022
- Rouse Hill Health, Mixed Use and Living Precinct, 2022
- Camellia-Rosehill Place Strategy, 2022
- Hulu Langat New Town, Malaysia, 2022
- Hornsby Town Centre Master Plan, 2022
- Suva City Foreshore Master Plan, Fiji, 2022
- Sydney Olympic Park Master Plan, 2022
- Marsden Park Strategic Centre Master Plan, 2022
- Old Sydney Town Master Plan, 2022
- Maryfields Precinct Plan, 2022
- Showground Station Precinct SSDA and Design Guidelines, 2022
- Lizard Rock Belrose Master Plan, 2022
- Rydalmere Lifelong Learning Precinct Master Plan, 2022
- Damai Peninsular Tourism Master Plan, 2022
- Kuching City Plan 2030, Malaysia, 2022
- Lake Bakun Tourism Master Plan, Malaysia, 2022
- TX2 Project Oasis, Malaysia, 2021
- Sydney Tech Central Visualisation, 2021
- Bintulu Social Transformation Project, Malaysia, 2021
- Ingleside Place Strategy, 2021
- Sydney Motorsport Precinct Plan, 2021
- Beihai New City Competition, 2020
- University of Sydney Westmead Campus Space Planning, 2019
- CSIRO Black Mountain Campus Master Plan, 2018
- Sydney Metro Western Sydney Airport Corridor Strategy, 2018
- Westmead Innovation District Master Plan, 2018
- Sydney Academy of Sports Master Plan, 2018
- South Creek Planning and Urban Design Framework, 2018
- Greater Parramatta to Olympic Peninsula Growth Infrastructure Compact, 2017
- Eden Foreshore Precinct Activation Strategy, 2017
- Marsden Park Townson Road Residential Precinct Master Plan, 2017
- Elizabeth Enterprise Precinct Plan, 2017
- Rouse Hill Town Centre Transit Oriented Development Master Plan, 2017
- Sydney Metropolitan Strategy District Plans, Urban Renewal Analysis, 2017
- Waterloo Urban Design Framework, 2016
- Ivanhoe Housing Estate Concept Plan, 2016
- Durban Sports and Lifestyle Precinct Master Plan, 2016
- Melrose Park Planning Proposal, 2016
- Changsha Financial Centre Master Plan, China, 2016
- Riverstone Town Centre Road Network Review, 2016
- Camellia Urban Design Framework, 2016
- Waterloo Housing Estate Concept Plan, 2016
- Sydney Olympic Park Master Plan, 2016
- Glenfield Town Centre Urban Design and Visualisations, 2016
- Durban Inner City: 2040 Strategic Plan, 2015
- Camellia Land Use and Infrastructure Strategy, 2015
- Parramatta Road Urban Transformation Strategy, 2016
- KLGCC Enterprise Corridor, Malaysia, 2015
- Parramatta City Centre Analysis Mapping, 2015
- South West Sydney Urban Design Strategy, 2015
- Bintangor Waterfront, Kuching, 2015
- The Astaka @ Puteri Harbour Master Plan, Malaysia, 2014
- EcoWorld, Emerald City Master Plan, Malaysia, 2014
- Hainan Lingshui Master Plan, China, 2014
- Newcastle Urban Growth Analysis, 2014
- Sibu Silviculture Eco Township, Malayisa, 2014
- Qingdao Port Redevelopment, China, 2014
- Tuan Mee New Township, Malaysia, 2014
- Darul Hana, Kuching, Malaysia, 2014
- Western Sydney Future Farm Precinct, 2014
- The Point Development, Durban, 2013
- Puteri Harbour Residential South, 2013
- IOI Bander Puteri City, Melaka 2013
- Shanghai Yangpu Waterfront Master Plan Competition, 2012
- Guangzhou International Financial City Competition, China, 2012
- Chengdu South Master Plan Competition, China, 2012
- Sepang Master Plan, Malaysia, 2011
- Shanghai Expo North Urban Design Competition, China, 2011
- Blacktown Regional City Centre Elevation Strategy, 2011
- Gosford State Significant Waterfront Precinct Plan, 2011
- Mount Druitt and Rooty Hill Urban Renewal Plan, 2011
- Seven Hills Urban Renewal Plan, 2011
- Blacktown Planning Strategy, 2010
- Blacktown Urban Renewal Precinct, 2010
- The Gosford Challenge, City Centre Master Plan, 2010
- Sunnyholt Road Urban Renewal Precinct, 2009
- Cottage Creek, Newcastle City Centre Renewal, Newcastle CBD Taskforce, 2009
- Dubai Waterfront Islands, Dubai, 2009
- Bhartiya Bangalore New City, 2009
- Marsden Park Precinct Acceleration Programme, 2009
- Sydney Land Use Futures Analysis, 2008
- Townsville CBD Structure Plan, 2008
- Huntlee New Town Master Plan, 2007
- Alex Avenue Indicative Layout Plan, 2009
- Meadowbank Urban Renewal Precinct, 2008
- Calderwood Strategic Plan, 2007
- Centres Reinvigoration Policy, Sydney, 2006
- Badgery's Creek Investigation Area, Sydney, 2006
- Darling Quarter Design Guidelines, Public Domain and Visual Assessment, 2006
- Warrick Lane Concept Master Plan, 2017
- Rose Bay Carparks Redevelopment Strategy, 2014
- Highgate Mixed Use Development Planning Proposal, Auburn, 2013
- Penang Hunza Mixed Use Development, Penang, 2012
- Second Avenue Mixed Use and Apartment Design Guidelines Assessment, 2010
- West Ryde Mixed Use TOD, Sydney, 2006
- Huntlee Town Centre, 2008
- Western Sydney Infrastructure Plan: Urban Design Strategy, 2015
- Destination West: Western Sydney Parklands, 2015
- Shanghai Yangpu Waterfront Public Open Space Master Plan, 2013
- Mount Penang Parklands Vision, 2013
- Gosford Streetscape Design Guidelines, 2013

Sports and Recreation

- Macquarie Point Stadium Precinct Plan, 2023
- Leichhardt Oval Masterplan, 2023
- Sydney Olympic Park Master Plan, 2022
- Western Sydney Sports Tech Hub, 2022
- Sydney Motorsports Precinct Master Plan, 2021
- Rosehill Racecourse Track Modificiation Plan, 2021
- Warwick Farm Racecourse Precinct Master Plan, 2021
- Sydney Olympic Park Stadia Red Zone Framework, 2020
- Randwick Racecourse Day STalls Master Plan, 2021
- Australia Turf Club Asset Strategy, 2020
- Brookvale Oval Integrated Development Master Plan, 2020
- Sydney Academy of Sport Master Plan, 2019
- Brookvale Oval Centre of Excellence and Grandstand, 2019
- Durban Sports and Lifestyle Precinct Master Plan, 2017

Tourism, Cultural & Community

- Old Sydney Town Tourism Master Plan, 2021
- Damai Peninsular Tourism Master Plan, 2021
- Lake Bakun Tourism Master Plan, 2021
- Amaala Red Sea Resort, Saudi Arabie, 2020
- Eden Discovery Centre, 2020
- Lok Kawi Resort Islands, 2019
- MAAS Powerhouse Museum Parramatta Location Study, 2016
- Australian National Maritime Museum Extension, 2008
- Oman Convention + Exhibition Centre, 2007
- Abu Dhabi Tourist Club, UAE, 2006

Living

- South Bowral Residential Master Plan, 2022
- Edmondson park Sites 1-5, 2021
- ParkCity Eastwood Valley Master Plan, Malaysia, 2021
- Tirrikee Master Plan, Bowral, 2015
- Puteri Harbour Residential South, Malaysia, 2015
- Wallacia Residential Master Plan, 2011
- Elanora Heights Seniors Living, 2011

- Margate Eco-village, Hobart, 2011
- Ashlar Golf Course Estate, 2011
- Mount Gilead, 2010
- Kurnell Bate Bay Master Plan, 2010
- Warrick Lane, Blacktown, 2010
- Huntlee, Stage 1 Master Plan, 2007
- UWS Campbelltown Lands Masterplan, Sydney, 2006
- Capitol Hill Concept Plan, Sydney, 2006
- Sapphire Beach Redevelopment, Coffs Harbour, 2006
- Ashmore Estate, Sydney, 2008

Transport & Connection

- Auckland Waitemate Harbour Connections, 2023
- Sydney Metro Western Sydney Airport Stage 2, 2023
- NSW Faster Rail, 2023
- Sydney Harbour Bridge Active Transport Link, 2022
- Sydney Metro Western Sydney Airport Stage 2, 2022
- NSW Fast Rail Settlement Framework, 2022
- Sydney to Central Coast Fast Rail Land Use and Place, 2022
- The Oaks Airport Master Plan, 2022
- Hobart Northern Suburbs Transit Corridor, 2022
- M6 Motorway Stage 2, 2022
- New Cumberland Line, 2022
- NSW Commuter Carpark programme, 2022
- St Mary's Multi-Storey Commuter Carpark, 2022
- Moss Vale Station Upgrade, 2021
- Tuggerah Station Upgrade, 2021
- Canberra Light Rail Stage 2, 2021
- More Trains More Services, 2022
- Greater Parramatta Future Transport Hubs, 2020
- Faster Rail Sydney to Newcastle and Sydney to Canberra, 2020
- Faster Rail Sydney to Parkes and Sydney to Nowra-Bomaderry, 2020
- Sunshine Coast Light Rail Land Use and Urban Design Study, Preliminary Business Case, 2020
- Maroochydore Precinct Plan, 2020
- Sutherland to Cronulla Active Transport Link, 2020
- Greater Parramatta Future Transport Hubs, 2020
- Sydney Metro Western Sydney Airport Integrated Land Use and Urban Design, 2019
- Gold Coast Light Rail Stage 3A Land Use and Urban Design Study, 2018
- Sydney Metro West Land Use and Urban Design, 2018
- Sydney Metro South West Extension Study, 2018
- Sydney Rail Corridor Urban Renewal Analysis (Stage 1 & 2), 2018
- Gold Coast Light Rail Stage 3A Land Use and Urban Design Study, 2018
- Cross River Rail, TOD Study, Brisbane, 2017
- Sydney Metro City and South West Station Location Long List and Short List Assessment, 2017
- Brisbane Cross River Rail TOD Study, 2017
- Smartrail T4 Transformation Urban Renewal and Value Uplift, 2017
- Parramatta Light Rail Land Use and Urban Renewal Analysis - Business Case, 2017
- Illawarra Corridor Development Program, Station Long List Assessment, 2017
- Central Station Over Station Development Concept Plan, 2017
- Badgery's Creek Airport City, 2016
- HarbourLink + SouthLink Land Use Futures Study - Business Case, 2016
- Bondi Road Corridor Transport Strategy, 2016
- Waterloo Over Station Development, 2016; Waterloo Metro Station Precinct Plan and Strategic Justification, 2015
- Bankstown to Liverpool Metro Extension Analysis, 2015
- Glenfield to Macarthur Corridor Strategy, 2015
- Sydenham to Bankstown Corridor Strategy Visualisations, 2015
- Sydney Rapid Transit Network Station Land Use Station Identification, 2014
- Consult Australia Western Sydney Airport Design Competition, 2014
- Outer Sydney Orbital Multi-Modal Transport Corridor Urban Design Framework Study, 2014
- Newcastle Light Rail Land Use, Urban Design and Public Domain Study, 2013
- Second Harbour Crossing Station Transport and Land Use Assessment, 2013
- Blacktown Parking Strategy, 2013
- City Rail Expansion Program, 2012
- North West Rail Link Corridor Strategy, 2012
- Sydney CBD Light Rail Stage 1, 2010
- West Metro Master Planning and Urban Design, 2009
- CBD Metro Master Planning and Urban Design, 2009
- CBD Metro Sydney Land Use Futures and Capacity Study, 2008
- CBD Metro Urban Design and Master Planning, 2009
- West Metro Urban Design and Master Planning, 2009
- CBD Metro Sydney Urban Design and Station Connectivity Guidelines, 2008
- Townsville Railyards Renewal Strategy, 2008
- Sydney CBD Rail Extension Route Options Evaluation, 2007
- Cross City Tunnel Land Use Analysis, 2007

Education

- University of Sydney Westmead Campus Space Planning, 2019
- Blacktown CBD Tertiary Campus Study, 2017
- Wyong Education Precinct, 2014
- Quest International University Master Plan, Kampar, Malaysia, 2012
- Macquarie University Campus Master Plan, 2009
- University of Sydney 2020 Master Plan, 2008
- University of Malaysia Master Plan, 2008
- UNSW Student Housing and Mixed Use, Sydney, 2007
- UWS Campbelltown Campus Master Plan, Sydney, 2006

Health & Research

- Former Manly Hospital Precinct Master Plan, 2022
- Bankstown-Lidcombe New Hospital Bankstown Airport Site Feasibility, 2021
- Westmead Innovation District Master Plan, Health Core Master Plan, 2018
- St Vincents Darlinghurst Master Plan, 2017
- MS Lidcombe The Nerve Centre Western Sydney Master Plan, 2016
- Northern Beaches Hospital Precinct Benchmark Study, 2015
- Northern Beaches Health and Technology Park Plan, 2013
- Westmead Health and Medical Research Precinct Public Domain and Infrastructure Vision Plan, 2013

Office & Retail

- Forestway Shopping Centre, Review of Draft Structure Plan, 2017
- Hurstville Employment Lands Study, 2015
- Gillman Office and Indsutrial Estate, Adelaide, 2013
- Parramatta Employment Lands Study, 2012
- Project Victoria, 2012
- Tuncurry Retail Precinct, 2011
- Campbelltown Employment Lands Study, 2011
- Frenchs Forest Specialised Centre, State Significant Site Study, 2010
- Darling Walk Design Guidelines, Sydney, 2006
- Lighthorse Interchange Business Park Concept Plan, Sydney, 2006

Professional Activities & Lectures

2006 Mayors Forum
Visualising Density Workshop - Private sector representative

2008
Mentor for Bachelor of Planning students at UNSW

2009
Planning representative - Cox ESD Committee (Current)

2009
PIA NSW State Conference - Sydney in 2059 – Transport and Growth – co-author

2013
Sarawak International Planning and Urban Design Conference - Keynote Speaker: "Contemporary Design in Town Planning: A Global Perspective with Special Emphasis on Planning Guidelines for High Rise Building." & "Integrating Social and Economic Infrastructure in Contemporary Town Planning Design."

2014
FutureNet Business Leaders Course

2014
Western Sydney Airport Design Competition FutureNet - Winning Team

2015-present
Member of Committee for Sydney Planning Taskforce

2016-present
Member of UDIA NSW Urban Development Committee

2016-present
UNSW Built Environment Interdisciplinary Lecture
"How multi-disciplinary consultant teams can maximise development value for their client"

2019

Moscow River Waterfront Revitalisation Conference: Keynote Presentation

Guangzhou International Planning and Urban Design Conference: Waterfront Revitalization, Lessons From Sydney, Shanghai and Singapore

2021

Guangdong-New South Wales Economic Forum: Clean Economy, Urban Development and Renewable Energy and Resources

2022

Sarawak State Government visit to Sydney; Water Sensitive Urban Design and Urban Development on Unstable Geology

Project Awards

Durban Inner City Master Plan 2040 - **Award for Excellence**, 2017 International Society of City and Regional Planners

Gosford Challenge:
Our City Our Destiny: City Centre Master Plan - **RH Dougherty Award for Excellence in Communication**, 2010 - Local Government Association

North West Metro Corridor Strategy - Commendation, Best Planning Idea Large Project, 2014 - **PIA NSW Awards for Excellence**

Parramatta Road Urban Transformation Strategy, Excellence in the Hard Won Victory, 2017 -
PIA NSW Awards for Excellence

Parramatta Road Urban Transformation Strategy, Excellence in the Best Planning Ideas – Big Project, 2017 - **PIA NSW Awards for Excellence**

Parramatta Road Urban Transformation Strategy, Excellence in the Hard Won Victory, 2018 -
PIA National Awards for Excellence

Parramatta Road Urban Transformation Strategy, Excellence in the Best Planning Ideas – Big Project, 2018 - **PIA National Awards for Excellence**

Publications / Papers

2008
Metropolitan Strategies for Sydney: Looking to the Past to Learn for the Future

2009
PIA NSW State Conference: Sydney in 2059 – Transport and Growth

Travel

A number of research trips extensively throughout Australia, The Pacific, Asia, North America, Central America, Northern and Southern Africa and Europe with a particular focus on the form, function and revitalisation of cities and relationship to their strategic plans.

Consultant Curriculum Vitae

Architect / Founding Director
B.ENV DES, M.ARCH (HONS)

Awarded nationally and internationally for his high-profile tourism project portfolio, Peter's work includes transforming sensitive heritage sites like Pumphouse Point and The Apple Shed as well as new projects such as Saffire or Devil's Corner. His work always has a clear, central idea which informs each design and construction decision.

He is a past winner of the Timber Design Association's Timber Awards, the Tasmanian Emerging Architect Prize and a graduate of the RAIA/ Dulux Study Tour program for Emerging Architects.

Peter uses design to better understand the world around him. Insatiably curious, he sees each project as a chance to dive into something new, be it place, culture, material or experience. For Peter, architecture is best practiced with a light-hearted, playful and open mindset.

He believes architecture is as much art and poetics as it is engineering or construction and is inspired to create spaces that evoke an emotional response. Peter has always been interested in philosophy, and felt drawn to create spaces that communicate, reinforce and support values - whether they be those of a person, business or culture.

QUALIFICATIONS

Bachelor of Architecture (Hons) University of Tasmania, TAS, 1998

Bachelor of Environmental Design, University of Tasmania, TAS, 1996

PROFESSIONAL EXPERIENCE

Cumulus, Hobart, TAS, Director / Architect, 2011 - present

Circa Morris-Nunn Walker, Hobart, TAS, Director, 2010 - 2011

Morris-Nunn & Associates, Hobart, TAS, Associate, 1998 - 2010

AFFILIATIONS

2020 Australian Institute of Architects Mentorloop Mentor

Australian Institute of Architects A+ member (AIA)

Association of Consulting Architects (ACA)

Registered Architect Tasmania #947

Registered Architect Victoria #18332

AWARDS / OTHER

Chapter Councillor, Australian Institute of Architects (Tasmanian Chapter) 2009 - 2014

Australian Institute of Architects (TAS), Emerging Architect Award 2012

Timber Design Awards, Rising Star 2011

RAIA / Dulux Emerging Architect, Travel Study Award 2008

University Tasmania Scholarship, Architecture 1997

University Tasmania Scholarship, Environmental Design 1995

MASTER PLANNING

- Freycinet Visitors Hub Master Plan, Coles Bay TAS, 2021
- Castray Point Vision, Hobart TAS, 2019
- Cradle Gateway Urban Design Framework, Cradle Mountain TAS, 2018
- Domain UTAS Precinct, Hobart TAS, 2018
- Transit Corridor Infill Project (with ERA Planning), Hobart TAS, 2017
- Cradle Mountain Master Plan, Cradle Mountain TAS, 2015
- Macquarie Wharf Logistic Plan, Hobart TAS, 2010*

PUBLIC / CULTURAL / INSTITUTIONAL

- Cadbury World Dunedin, Dunedin NZ, In Progress, $7M
- Dove Lake Viewing Shelter, Cradle Mountain TAS, 2022, $5M
- Tasports Relocatable Pavillion, Hobart TAS, In Progress
- Kings Pier Visitor Services Building, Hobart TAS, In Progress
- Cradle Mountain Gateway & Visitor Centre, Cradle Mountain TAS, 2020, $15M
- Macquarie Wharf 03, Hobart TAS, 2016
- Domain House (University of Tasmania), Hobart TAS, 2015, $2.8M
- Macquarie Wharf 02, Sullivans Cove TAS, 2013, $7M*

HOTEL / TOURISM

- The District Distillery, Melbourne VIC, In Progress
- Kings Pier Tasports, Hobart TAS, In Progress
- Devils Corner Cellar Door Expansion, Swansea TAS, 2021
- Callington Mill Distillery, Oatlands TAS, 2022
- Devils Corner Cellar Door & Lookout, Swansea TAS, 2015, $2M
- Pumphouse Point (Hotel), Lake St Clair TAS, 2015, $3.5M
- Coal River Farm (Cafe & Providore), Cambridge TAS, 2015, $2M
- Willie Smith's Apple Shed (Cellar Door), Huonville TAS, 2013, $350K
- Saffire Resort, Coles Bay TAS, 2010, $38M*
- Henry Jones Art Hotel, Hobart TAS, 2009, $9M*

EDUCATION

- Integrated Centre for Children & Families (Lady Gowrie Tasmania), South Hobart TAS, 2016, $5.5M
- Glenorchy Primary School Master Plan, Glenorchy TAS, 2016
- Domain House (University of Tasmania), Hobart TAS, 2015, $2.8M

*Projects prior to joining Cumulus

Consultant Curriculum Vitae

Alaric has a landscape, urban design and planning mindset, specialising in climate resilience and natural system design. He works with cities, community advocates and landowners to reveal the immense ecological and cultural potential of public landscapes.

As Principal, Alaric translates research into practice, leading the design and implementation of complex, multi-stakeholder landscapes—including public waterfronts, regional systems, parks, plazas, streets and climate adaptation plans.

Working across a multitude of scales and typologies, Alaric leads firm-wide design standards, ensuring excellence from concept through construction, contributing sustainable design value to projects, both in Australia and internationally.

With a focus on social action and cyclical value, Alaric harness the resilient growth and adaptive qualities of natural systems. This has led him to deliver award winning interventions that solve a multitude of urban constraints and social issues. He is known for leading complex, creative and collaborative work processes that advance broad environmental and social prerogatives.

His previous experience in strategy at the City of Melbourne has given him an acute understanding of government process and the importance of city shaping to develop resilient and socially inclusive communities.

Qualifications

- Registered Landscape Architect
- Master of Landscape Architecture and Urban Design, Leeds Metropolitan University
- Bachelor of Landscape Architecture (Hons), Leeds Metropolitan University

Project Experience with REALMstudios

Eric Avenue Public Realm, VIC
West Street Vision Study, VIC
Glenochy Civic Heart Masterplan, TAS
Melville Street Public Realm, TAS
Frankston Revitalisation Action Plan, VIC
Copperfield Drive Demonstration Project, NSW
5million Trees for Greater Sydney, NSW
University of Tasmania Southern Masterplan, TAS
Moonee Ponds Creek Re-naturalisation Plan, VIC
Moonee Valley Open Space Plan, VIC
Geelong Growth Areas IWM Plan, VIC
Macquarie Point Public Realm & Urban Design Framework, NSW
Saltwater Creek Masterplan, QLD
Macquarie Centre Plaza, NSW
Upper Stoney Creek Revitalisation Plan, VIC
Maribyrnong Waterfront IWM Plan, VIC

Previous Project Experience:

Macaulay Public Realm Masterplan, VIC
Arden Structure Plan, VIC
Fishermans Bend Public Realm and Urban Design Precinct Plan, VIC
Kurching Youth Plaza, Malaysia
Fremantle Youth Plaza, WA
Julia Reserve, Oran Park, NSW
Dubai Youth Park, UAE
Bradford City Park, UK
Media City UK, UK
Number One Riverside, UK
Wellington Place, UK
Little London, Beeston, Holbeck Sustainable Communities, UK

Professional History

2019 - REALMstudios - Senior Landscape Architect
2017-2019 - City of Melbourne - Strategic Planner and Urban Designer
2015-2017 - Convic - Senior Landscape Architect
2015 - University of Melbourne, Sessional Tutor
2015 - GDA - Landscape Architect
2008-2014 - Gillespies - Landscape Architect

Principal
Hobart Studio

REALM*studios*

Alaric Hellawell

REALM studios

RFI 17: A broader either geographically or thematically analysis of landscape (for example, consideration of people's perception of place and the project's relationship with the River Derwent, consideration of the experience of residents of the city, and analysis of the impact of night lighting) (section 4.1 of the Guidelines).

Following the analysis outlined in Section 1.4 of the Urban Design Framework, this document responds to RFI 17 by providing further detail on the thematic assessment undertaken to understand people's experience of the landscape of Mac Point Precinct This includes consideration of people's perception of place and the project's relationship with the River Derwent and consideration of the experience of residents of the city. The key landscape themes identified as part of this analysis are described in detail and include:

- Living harbour landscape
- Industrial past and present landscape
- Ceremonial landscape
- Calm waters of the estuary landscape
- Social and cultural landscape

A living harbour landscape, a place of arrival and departure.

Key features of the landscape include (and indicated on Figure 1):

1. The active port
2. Cruise ship terminal
3. TasPorts Tower marking the entrance to the Port
4. Sydney to Hobart Yacht Race Village, December – January

The Cove supports an active harbour that provides a changing array of maritime activities throughout the year. The harbour landscape is felt by people as a place of arrival and departure, as vessels large and small are continuously arriving and departing here. From the ever-present fishing boats to large Antarctic Icebreakers and cruise ships that visit seasonally through the summer months. The sense of arrival and departure is emphasised during seasonal events such as the Sydney to Hobart yacht race, the Wooden Boat Festival, the Hobart regatta, and Dark Mofo, where parts of the harbour are invigorated with installations, people, and activity. These events temporarily

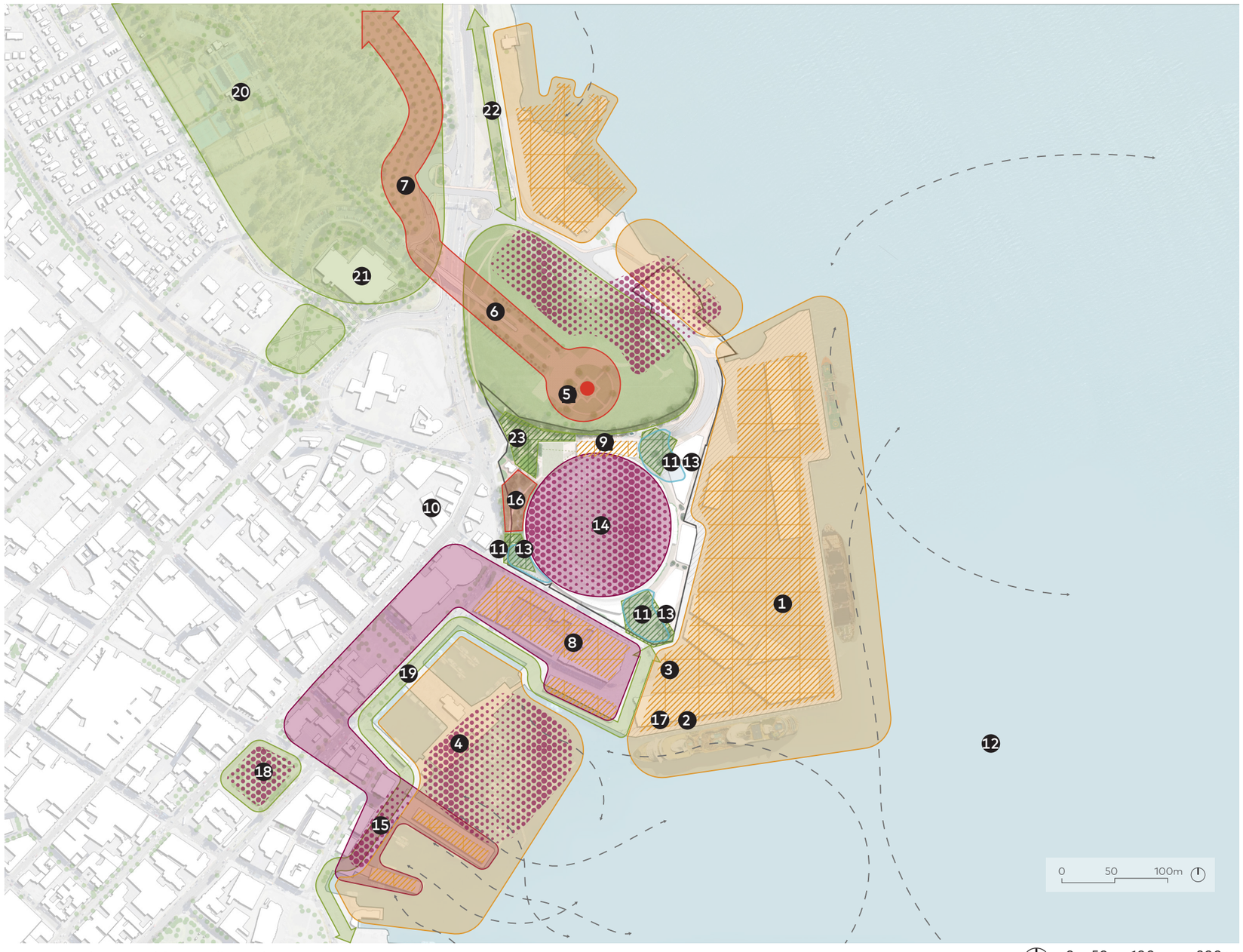

Figure 1: Landscape and Surrounding Linkages

reformat the Cove floor landscape in playful, human-scale and pedestrian-focused ways.

They communicate to both visitors and residents a sense of flux and change, demonstrating the versatility of the harbour landscape. In the past, this included the Mac Point Site which was a place for art installations as part of Dark Park (Dark Mofo).

The vision to transform the Mac Point Precinct into a place for gathering, celebration, and coming together for sport, events, and entertainment will complement the temporal nature of the living harbour landscape.

The place-led experiences created by the south east, south west, north east and north west plaza landscapes as part of the project will connect and enhance the sense of arrival and departure for visitors that already exists within the Cove.

A place of ceremonial reverence

Key features of the landscape include (and indicated on Figure 1):

5. The Cenotaph

6. Anzac Parade

7. Soldiers Memorial Walk

The Cenotaph and supporting landscape of Anzac Parade is a striking landmark and place of ceremonial reference for the City that lies to the north of the Site. The role of the landscape as a war memorial conveys to visitors a need for solemnity and the purpose of reflection. This is conveyed through the rise in elevation and the scale and layout of the open space surrounding the Cenotaph, which extends up to the Soldiers Memorial Walk. The formal layout of trees and landscaping compared to the surrounding areas further conveys the importance of the Site as a place of formal reflection. The Cenotaph is regularly used for formal gatherings on Anzac Day and other special events. The Site can be viewed from different points within the City and Cove.

The Mac Point Precinct seeks to respect the adjacent Cenotaph landscape, using a dome-like, torus form to minimise height of the Stadium and be comparable to the scale of the existing escarpment. The design also considers new views that may be created of the Cenotaph through considered openings in the Stadium facade and seating arrangement (Appendix I Urban Design Framework, Section 4.1) enabling appreciation of the historic significance and reinforcing the perception of the importance of the site within the landscape. This includes from within the Stadium and Goods Shed, where views to the Cenotaph are framed.

New views have also been created from the North East Plaza landscape facing north west. When viewed from the North East Plaza perspective, the Domain Headland creates a sense of enclosure for the plaza, integrating it with the Cove Floor and fostering an appreciation of the Cenotaph as a key landmark within the city and a significant ceremonial place.

An industrial past and present

Key features of the landscape include (and indicated on Figure 1):

8. Henry Jones & Co IXL Jam Factory

9. Hobart Railway Goods Shed (relocated)

10. Hobart Gas Works complex (incl. Chimney)

11 Stadium forecourt spaces with material references to industrial heritage

The Cove landscape is home to relics of the City's industrial past and present that tell a story about the founding economy of Hobart. The industrial past is evident in the re-purposing of post-industrial sandstone, red-brick, timber, and steel elements including former warehouses and wharves into now popular hotels, pubs and places of leisure. However, visitors are frequently reminded that it is still a working place of industry through the activities that shape the present landscape. The working port, Victoria Dock, Huon Quays and Domain Shipyards areas are perceived by the public as landscapes of active industry. These places are largely restricted from the public to interact with but can be perceived at a distance and create a backdrop to any visit.

The transformation of the Mac Point Precinct includes the reference to the industrial past of the area. Retention and relocation of the Goods Shed which will be featured prominently at the Stadium's entrance and materials from the historical layers of the Site including timber and concrete will be integrated into the landscaping of the precinct. This will enable visitors to continue to read the industrial heritage of the landscape through the Site. The opening of the plazas and forecourt around the Stadium will allow for the public to have greater interaction with the post industrial landscape.

The calm waters of the estuary

Key features of the landscape include (and indicated on Figure 1):

12. Water plane of the Derwent Estuary

13. Ephemeral water and misting delivered as part of the Stadium landscape

The waterfront landscape encompassing the Derwent Estuary's waterplane provides calm waters that hosts activities that add to Hobart's public life, such as fishing, sailing, kayaking and rowing. Unless actively engaging in water-based sports, the public can interact with the waterfront landscape only at a few access points like the steps at the corner of Morrison and Murray Street. Therefore, a visitor's perception of the Estuary landscape is generally limited to viewing the water from above and across the plane towards the mouth of the Derwent and Storm Bay.

The Mac Point Precinct seeks to improve the sense of connection to the water for visitors by incorporating water into the landscape through ephemeral gestures such as misting and allowing water to pond in areas of the Site. These elements will be able to be interacted with by the public, and accentuate the perceived connection to the water of the estuary. The design also considers new views that may be created of the Estuary such as the new view of the water from the South East Plaza through the port development. The South East Plaza will also offer a new view towards Sullivans Cove in the south. These views will enhance the experience of the landscape of the Estuary for visitors who can interpret the topography and engage with the waterfront.

A social and cultural landscape

Key features of the landscape include (and indicated on Figure 1):

14. Former Site of Dark Mofo activation "Dark Park" 2013 – 2018

15. Hobart Twilight Markets, Fridays throughout the year

16. Future Aboriginal Culturally Informed Zone

17. MAC 02 events space

18. Franklin Square

The Cove floor landscape features a consistent but fluctuating presence of social and cultural experiences that visitors perceive, creating a social and cultural landscape of experiences and atmosphere. It is home to annual events such as the Circus and Show at the Cenotaph, the Sydney to Hobart yacht race, the Wooden Boat Festival, the Hobart regatta, and Dark Mofo, and weekly happenings such as the Salamanca markets and the Hobart Twilight Markets.

Nearby hosts gathering places for events and demonstrations, such as Franklin Square and the Cenotaph. At a cultural level, numerous art galleries and cultural institutions are located along the waterfront, showcasing the work of local and international artists. The Salamanca Arts Centre, a vibrant hub for contemporary art and culture, is a popular destination for art enthusiasts. The Mac Point Site also has recent cultural history in the minds of Tasmanians as part of Dark Mofo's Dark Park where it hosted music and art events.

The vision to transform the Mac Point Precinct into a place for gathering, celebration, and reflection through the arts, culture, sport, events, and entertainment is consistent with the landscape theme in the surrounding areas. The events, and place-led experiences fostered by the Stadium and its supporting landscape will enhance a visitor's perception of the place as a place of social and cultural expression and vibrancy. Key areas such as the Aboriginal Culturally Informed Zone which will be developed in collaboration with the Aboriginal community, also seek to contribute to this dynamic landscape.

A recreational landscape of movement and activity

Key features of the landscape include (and indicated on Figure 1):

19. Hobart waterfront area with walking and cycling access
20. Domain tennis centre and cricket grounds
21. Doone Kennedy Aquatic Centre
22. Inter-city Cycleway
23. Future play area and half court for public use

Visitors can also perceive parts of the Cove and surrounding areas as a landscape of recreational enjoyment and activity. This theme is communicated through the waterfront promenade areas, which include walking, running, and bike riding paths that are popular with locals and visitors. These paths wind along the harbour and allow access to the Cenotaph and Queens Domain, with views of the estuary and mountain. The recreational landscape includes the nearby Queens Domain sports fields, which host the tennis and cricket matches and Doone Kennedy Aquatic Centre. It also includes activities on the water, including kayaking, sailing and hydro foiling, which are often visible from the harbour edges.

The Mac Point project seeks to contribute positively to the recreational landscape perceived by visitors. The landscaping of the northwest plaza aims to incorporate missing elements from the existing city, such as a children's play space and moments for active recreation such as a half court, providing opportunities for fun and active play for a range of ages. The plazas also provide improved access for the public to explore the waterfront and bring in elements that will contribute to the amenity including greening and seating moments. The connection of the precinct to the Inter-city Cycleway will also lend to the experience felt by visitors, with the physical presence of the cycleway and movement of people commuting and exploring the City lending to the recreational landscape

Analysis of Night Lighting Impact on the Landscape

The Lighting Assessment included in Appendix P Lighting Assessment, has site specific analysis, which is commensurate with the level of design detail available. As noted in section 2.5.2, the spill lighting leaving the Site is minimal. All permanently installed lighting associated with the Stadium will meet the intent of AS4282, to confirm there is not a negative impact on the surrounding areas, as a result of the Stadium lighting.

As per lighting engineer's advice, and as noted in section 2.5.2, of the Appendix P Lighting Assessment, the spill lighting leaving the site is minimal.

The thematic lighting for the stadium is currently under design and development. Due to the limited light spill anticipated to leave the site there is potential that the impact of night lighting on the landscape caused by the stadium will be minimal and be compatible with the current night lighting within the area that is primarily emitted from the Port and its facilities.

The analysis has been prepared based on analysis undertaken and desktop studies as part of the Urban Design Framework and existing strategic documents including:

Appendix P Lighting Assessment, Introba

Appendix I Urban Design Framework

Public Spaces and Public Life Study Hobart 2010, Gehl Architects, 2010

State of the Derwent Estuary 2020 Update, Derwent Estuary Program, 2020