MACQUARIE POINT MULTIPURPOSE STADIUM

PLANNING REPORT

Last Updated – May 2025

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EXECUTIVE SUMMARY

The purpose of the Macquarie Point Multipurpose Stadium (the Project) is to create a vibrant and uniquely Tasmanian multi-purpose venue for professional sporting, entertainment, and community events which will stimulate economic growth and tourism in Greater Hobart and wider Tasmania.

The Project has been designed and prepared by an extensive team of local and interstate expert consultants on behalf of the Macquarie Point Development Corporation (MPDC).

The physical components of the Project include the stadium and surrounding concourse, practice cricket wickets and the relocated Goods Shed. However, there is a broader zone of influence which extends beyond these physical elements and includes the use and function of surrounding spaces and movement within the surrounding Site.

Ireneinc Planning and Urban Design have been commissioned by Macquarie Point Development Corporation (MPDC) to assess the planning merits of the Project, with respect to built form, scale, urban design and determine the overall contribution to the urban form and character of Sullivans Cove and broader Hobart CBD.

1. INTRODUCTION

The Project is an integral part of the broader Macquarie Point Precinct Masterplan, which seeks to build Macquarie Point into a vibrant mixed-use precinct, accessible to all people to gather, celebrate and reflect through the arts, culture, sport, events and entertainment. The Project will contribute to, and form part of the broader precinct purpose, functions and design considerations set out in this plan. These include accessibility, sustainability, wayfinding, to be designed to be part of the character of the site and surrounding areas and be a key part to establishing Mac Point as a destination.

The Project is comprised of the following core elements:

- The Multipurpose Stadium and surrounding concourse, and arrival plaza areas.
- Relocation of the historic Goods Shed to be integrated into the northern section of the Multipurpose Stadium, while remaining as a standalone structure and facility; and
- Practice cricket wickets, required to service the multipurpose functionality of the facility.

Approval is also sought for a below ground carpark located below the Antarctic Facilities Zone set out in the Mac Point Precinct Plan. The car park will be developed to support the broader precinct, with car parking to be used for operational and accessibility purposes to support the operations of the Multipurpose Stadium.

Whilst having a defined physical/spatial boundary, the Stadium has a zone of influence which extends beyond this boundary to influence the uses, spaces, places, movement and function of the surrounding Site.

1.1 SITE DESCRIPTION

Mac Point is an over 10-hectare site owned by the Macquarie Point Development Corporation and comprises largely reclaimed land nestled between Hobart's CBD and the Port of Hobart. It connects the CBD to the green heart of the city on the Queen's Domain, the Hobart Cenotaph and to the intercity cycleway and Tasman Bridge.

The Site is oriented north-south along the western bank of the Derwent River, stretching approximately half a kilometre to encompass the southern extents of Ross Bay and the port lands near Macquarie Wharf. Under the Macquarie Point Development Corporation Act 2012, the 'Macquarie Point Site' is defined as follows:

> ***Macquarie Point land:***
>
> *means the land at Macquarie Point, Hobart, comprised in Tasmanian folio of the Register Volume 113521 Folio 1 registered under the Land Titles Act 1980.*

Since the Act was established, the specific title reference identified above has changed. More broadly, the Act also establishes the following definition:

> ***Site means –***
>
> *(a) the Macquarie Point land; and*
>
> *(b) any Crown land, in proximity to the Macquarie Point land, that is transferred by the Minister to the Corporation for the purposes of this Act; and*
>
> *(c) any land, in proximity to the Macquarie Point land, purchased by the Corporation for the purposes of this Act with the written approval of the Minister.*

The Project will require infrastructure and service upgrades to support the stadium and its operations. To ensure the scope of supporting works is clear, the following 'zones of influence' have been identified within the submission.

Zone of Influence

Whilst having a defined building envelope, the Project includes a zone of influence which extends beyond the immediate built edges of the envelope.

The zone of influence includes:

- the stadium entry plazas
- event bus mall and northern access road
- an underground car park in the north east of the precinct; and
- areas catering for infrastructure improvements.

These areas are crucial to ensure the Project appropriate integrates and interacts with existing use/development, places, movement and functions in the surrounding area and future development envisaged through the Macquarie Point Precinct Plan.

The following diagram illustrates the Project area, the identified zone of influence and the extent of the broader Mac Point Precinct Plan.

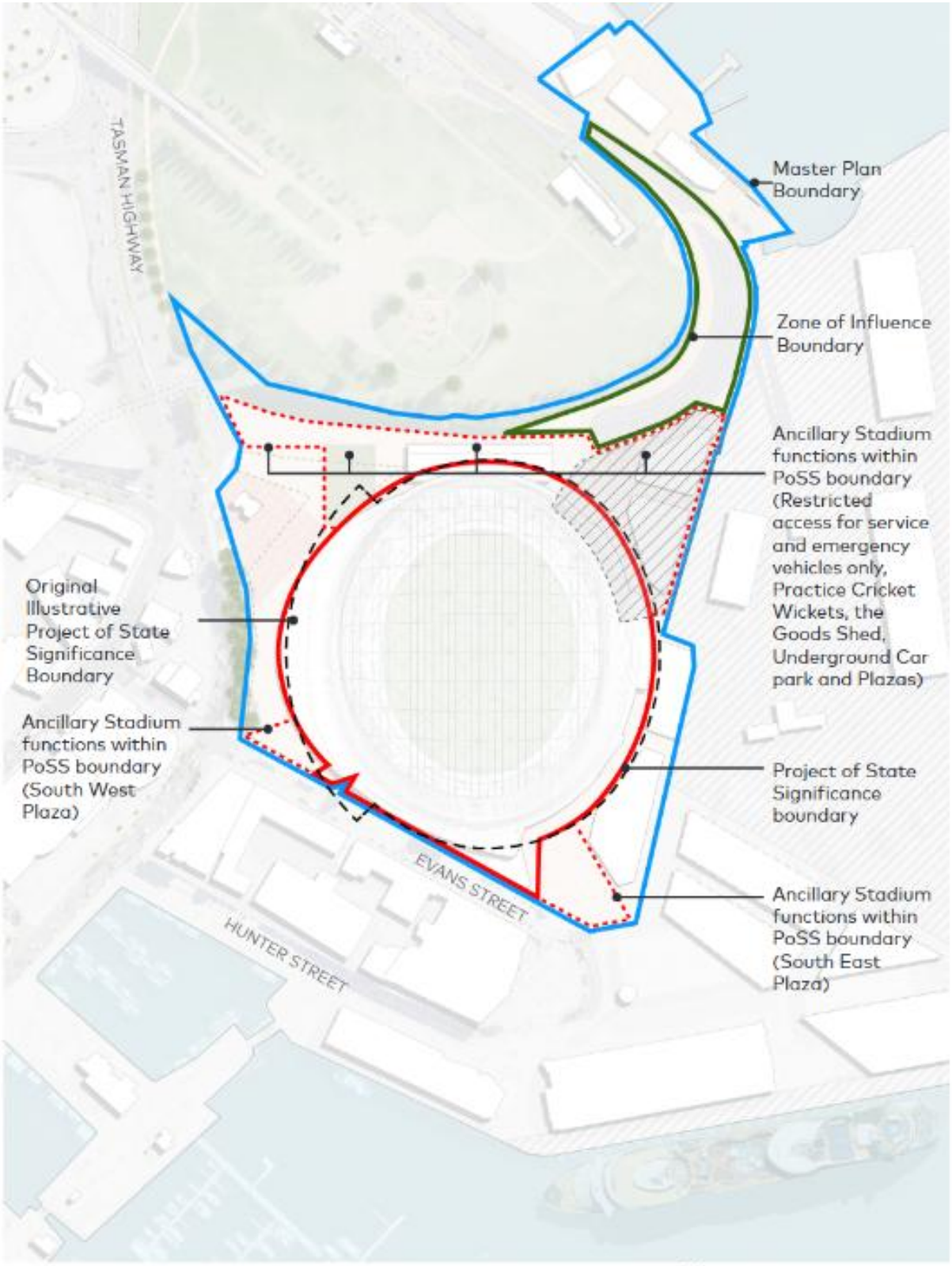


Figure 9: Site boundaries

1.1.1 LOCATION AND CONTEXT

Historically, the Site formed part of a natural cove which was progressively filled over time to create a flat utilitarian surface for various industrial activities and forms part of Sullivans Cove, contained by the built form and topography of the 'natural amphitheatre', created by the water and mountainous backdrop that helps define the unique character of Hobart.

Within the project site, the stadium footprint occupies an area approximately 250 metres in length and 240 metres in width. The site is within walking distance of the following cultural assets:

- Cenotaph War Memorial
- Tasmanian Museum and Art Gallery
- Federation Concert Hall/Tasmanian Symphony Orchestra
- Hobart City Hall
- Hobart Town Hall
- The Theatre Royal
- The University of Tasmania's Academy of Creative Industries and Performing Arts (the Hedberg Precinct)
- The University of Tasmania's Centre of the Arts (Hunter Street); and
- The Doone Kennedy Aquatic Centre.

The cultural hub of Salamanca and the Hobart CBD are within a ten-minute walk. The site is also within proximity to key public spaces, as outlined below:

- The Queens Domain & Soldier's Memorial Avenue
- Regatta Grounds
- University Rose Gardens

The site's strategic location has exceptional transport connections by car, bus, ferry, and cycling. It is also within walking distance from the CBD, ensuring that some locals and many of those who travel to Hobart for major events can walk between their accommodation and the stadium. The additional pedestrian traffic is key to ensuring maximum economic uplift for the surrounding businesses, particularly hospitality businesses in the CBD.

Mac Point has been activated by several interim uses to provide opportunities for events and activities and generate engagement with the site. For example, the Red Shed is tenanted by a brewery, Red Square is a community space for locals and visitors providing space for events and food and beverage and the Goods Shed has been used as an event space and is currently used as the office space for MPDC.

Figure 1: Mac Point Site and broader Precinct Plan (source: COX Architects)

A public car park is located on the site, with a new community space Yard 16 recently completed. The site has been used for large events including, Dark Park and the Royal Hobart Show. The Site presents a unique opportunity for a development adjacent to the CBD which could act as an economic catalyst for both the CBD and wider Tasmania.

Originally home to the muwinna people, Mac Point has a long history of use related to early European settlement, defence and industrial use, including a railyard, gasworks and rubbish tip. Archaeological evidence of original occupation has been found on the site, along with artifacts related to early European use. In terms of built heritage, the Goods Shed and Red Shed remain.

Due to the Site's industrial history, significant remediation works have occurred to remove contamination as part of the broader intent to achieve the urban renewal of the site and the intent of the broader Mac Point Precinct Masterplan. The Project presents an opportunity to connect the area into the vibrant CBD space. The development needs to be sympathetic to the range of architectural styles in the CBD but also influenced by the previous uses of the land and the surrounding area, which includes working ports and cruise ships which often dominate the skyline in this area.

Further consideration of the urban and landscape context of the site is provided in latter sections of this report, and within the supporting documents/plans available on the MPDC Website.

1.1.2 TITLES AND OWNERSHIP

The Site is comprised of the following seven (7) primary land titles. All of which are owned by MPDC or are in the process of being transferred to MPDC and constitute the Site, as defined in the *Macquarie Point Development Corporation Act (2012)*.

Address	Certificate of Title	Authority / Owner	Status / Description
10 & 18 Evans Street	CT 179192/2	Macquarie Point Development Corporation	MPDC ownership
	CT 179192/3		
	CT 179192/4		
	CT 45404/1		
6 Evans Street	CT 129483/6	Macquarie Point Development Corporation	This title will be consolidated as part of 10 Evans Street.
2 Davey Street 'Royal Engineers Building'	CT 20452/2	Macquarie Point Development Corporation	MPDC ownership
12 Evans Street	CT 210801/1	TasNetworks (Electricity Substation)	Transfer underway to MPDC

The following adjoining/adjacent titles also form part of the Project and may be subject to indirect works and/or impacts/benefits resulting from the Project and associated traffic and event management measures.

Address	Certificate of Title	Authority / Owner	Status / Description
McVilly Drive	No title.	The Crown (NRE)	This parcel of land comprises the Future Residential Precinct. The title is currently under creation and will be transferred to MPDC.
18 Hunter Street	CT 169069/1	Tasmanian Ports Corporation Pty Ltd	
	CT 129483/7		

Hunter Street road reservation	CT 129483/9	Hobart City Council	Comprises a portion of the Hunter Street road reservation/car parking area, adjacent the UTAS School of Creative Arts.
Tasman Highway & Davey Street road/highway reservation	CT 20452/1 CT 20452/3	The Crown	Comprised of two sections of the Tasman Highway and Davey Street road reservations, at the junction with Davey Street, Macquarie Street and Brooker Avenue.
20 Hunter Street	CT 11646/1 CT 15736/1 CT 163943/1 CT 163944/1 CT 16130/1 CT 19468/1 CT 21772/1 CT 241367/1 CT 241366/1	TasWater	Supports the existing TasWater Wastewater Treatment Plant. Plant decommissioning is underway, for relocation to Self's Point.

These titles are illustrated in the following figure.

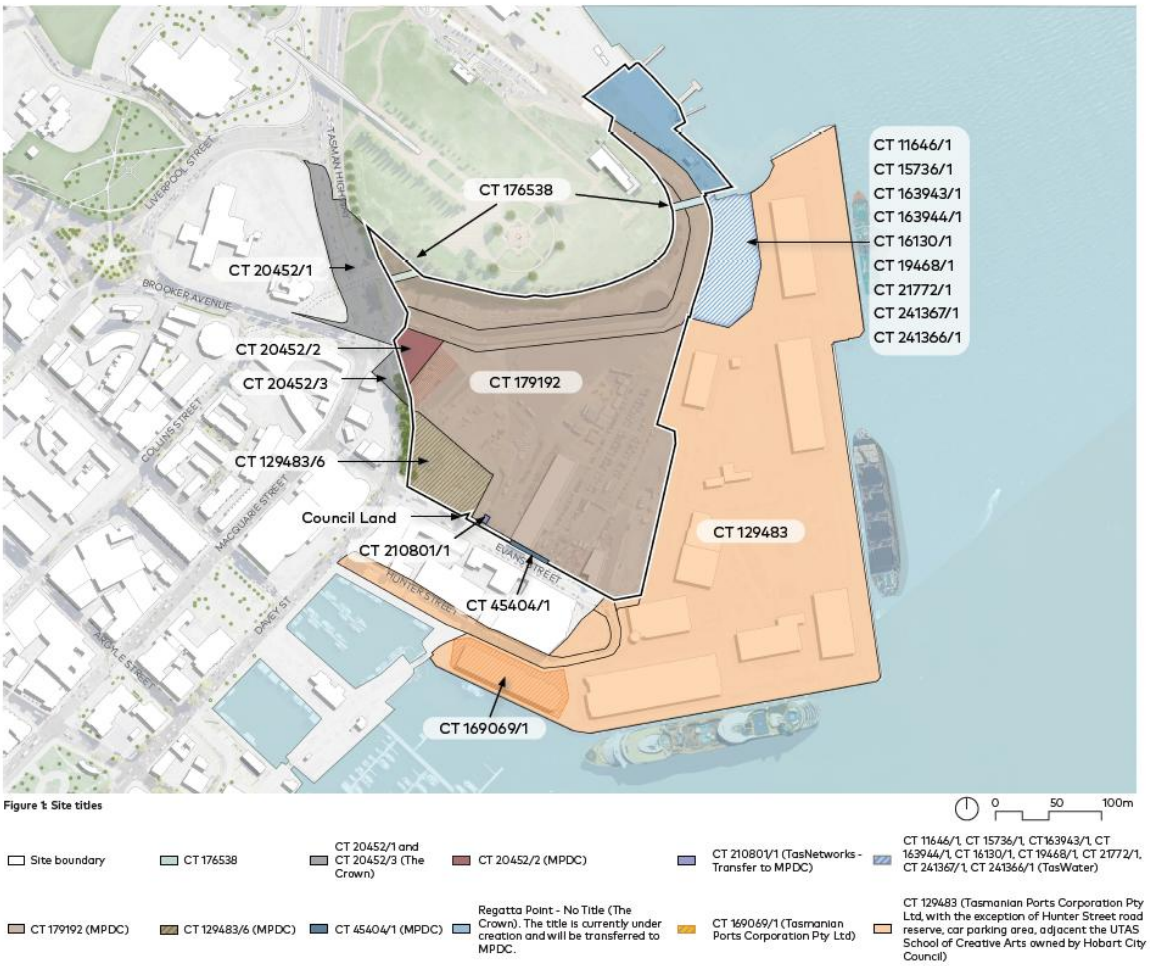


Figure 1: Site titles

Figure 2: Site Titles Diagram

Easements

The site comprising '10 Evans Street' includes several easements, including:

- Two drainage easements in favour of the City of Hobart. These easements relate to the route and underground infrastructure associated with the Hobart Rivulet outfall.
- A 10m wide pipeline easement running through the centre of the Site. This easement is associated with an existing sewer trunk main.

There are several other pipeline easements across the north-eastern portion of the site, in the vicinity of the existing TasWater Wastewater Treatment Plant. These are illustrated in the respective title documents for the Site.

1.1.3 EXISTING PHYSICAL PROPERTIES

The original shore was occupied by the muwinina band of the South East Tribe for many thousands of years.

Due to the early modifications made to the shoreline from 1828 onwards, relatively little is known about the pre-20th century topography of the Macquarie Point site. However, several early depictions and drawings illustrate the original shoreline as being a grassed slope leading to a sandy beach, with large swathes of beach or bedrock exposed at low tide.

Previous archaeological investigations indicate the original ground level may be preserved in the south-western part of the Site. However, ground modification in the northern part of the site may have removed much of the evidence for the original slope of the land down to the shore.

Soil disturbance due to earlier Aboriginal land management practices and further clearance in the early 19th century are likely to have resulted in localised artefact displacement in the disturbed area.

This knowledge can be used to consider the sensitivity of the land and identify opportunities to pay tribute to the history of the place in planning for future development. As indicated in the SCPS 1997, the Cove has a distinctive urban form which is part of its recognisable historic character. It is comprised of:

- Strong continuous upright walls to the primary spaces, the streets and wharves and blocks around the Cove edge and the streets which radiate up from the Cove;
- Secondary spaces, which penetrate these walls: internal lanes and alleyways and internal courts which may have irregular shapes;
- Urban gardens, defined enclosed garden and park areas; and
- A strongly defined edge between a primarily flat fill area (the Cove Floor), and dense side by side buildings loosely following the original shoreline being the Wall of the Cove.

Historic Shoreline / Land Reclamation

Macquarie Point is comprised of reclaimed land, with various landfilling operations resulting in the site's current conditions.

According to the Macquarie Point Historical Summary, reclamation (landfill) across the site began in the 1820s, to remake Sullivan's Cove and in 1825, the Hobart Rivulet's course was diverted through a channel along Collins St, extricating land for reclamation along the central Cove. It is understood that construction of the railway line began in 1872 and resulted in further alterations to the site's original ground plane, including the escarpment which was excavated to provide stonework to lay the tracks. In the following years, the port facilities were expanded which included the creation of the existing wharf and concrete apron which constitutes the site today.

The post-European historical development of Macquarie Point has modified the natural landscape through reclamation, pollution and heavy industrial use. Its uses have enabled the development of Hobart as a city.

Remediation Works

Due to the Site's long industrial history, significant areas have become contaminated. A key basis for the establishment of the Macquarie Point Development Corporation was to coordinate and oversee the removal of contamination and subsequent remediation of the Site to ensure its suitability for urban renewal.

Significant progress has been made since MPDC was established in 2012, with the majority of contaminated soil and materials having been removed and remediated as of 2024.

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

Existing Buildings & Structures

Following the closure of the Hobart Railway in 1978 and subsequent remediation works, only a small number of buildings remained, including several notable heritage buildings:

- The Royal Engineers Building, which represents a prominent example of sandstone Tudor Revival architecture and Hobart's early industrial heritage.
- Several warehouses referred to as The Goods Shed and The Red Shed are positioned along the south of the site.

The Goods Shed was constructed in 1915 and retains its original timber detailing and form. The Red Shed was relocated to Mac Point in the 1950s.

As outlined in the Urban Design Framework Report, the Goods Shed and Red Shed were originally constructed in the early 1900s, but have been subject to various alterations such that much of their original finishes have been removed. The area adjacent to the site similarly reflects Hobart's industrial heritage with a series of early 1900s red brick warehouses and factory buildings located along Evans Street, along with Georgian warehouses dating back to 1825 positioned along the waterfront promenade at Hunter Street. The site's interface along Davey St is also characterised by notable heritage structures consisting of the Hobart Gas Company chimney stack and surrounding redbrick and sandstone buildings constructed in 1890.

Existing building heights across the precinct remain generally low consisting of 1-4 storey structures capped at a height of +20.0m AHD (Australian Height Datum 1983) 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 +45.9m AHD.

Topography

Most of the site maintains a consistent gradual grade due to previous activities on the site and historical land filling. The northern boundary of the site is contained by the rock face escarpment of the Cenotaph hill, at an elevation of 8m AHD at the interface before steeply increasing to a peak of 22m AHD at the Hobart Cenotaph. The topography levels out to 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 AHD and 3-4m AHD respectively.

Open Space

The site is surrounded by numerous active and passive areas of open space, including:

- The Queens Domain, adjacent to the Site has long associations with locals, enhancing Hobart's sense of place. As one of Hobart's premier urban parklands, encompassing over 230 hectares of bushland and riverside setting. It features a variety of attractions and facilities valued nationally, statewide, and locally. These include:
    - Sites of Aboriginal occupation and heritage.
    - Cultural elements including 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 / River Derwent.
    - 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.[1]
- Franklin Square further south along Davey Street 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.

[1] Queens Domain Masterplan Plan, City of Hobart (2013-2033)

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

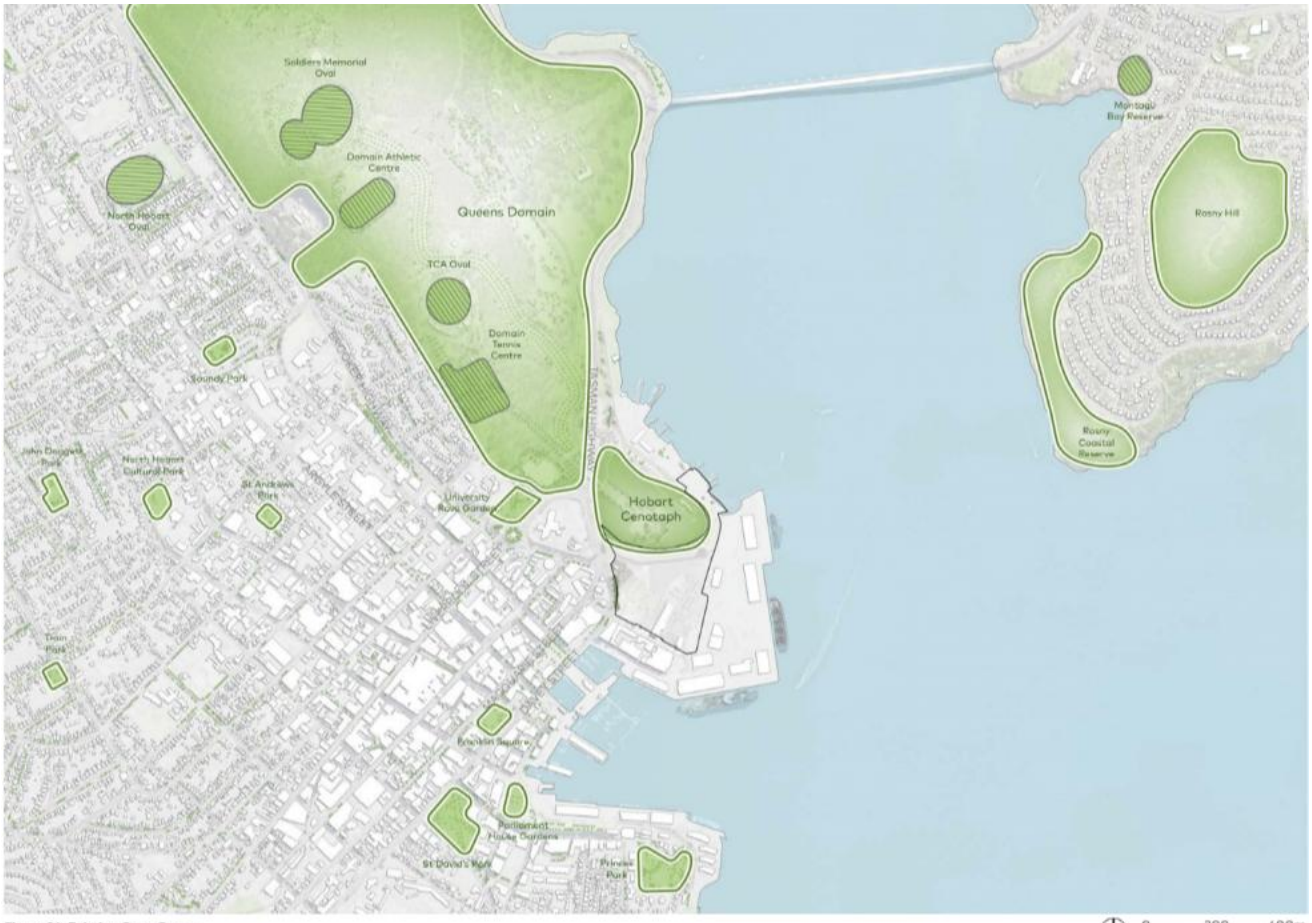


Figure 26: Existing Open Space

1.1.4 EXISTING USE / EVENTS

The site currently supports a range of existing businesses, these include:

- Short to medium term tenants using buildings on site. The Red Shed is leased to Hobart Brewing Co. providing a front of house and production space for the craft brewery.
- The Goods Shed provides an event space.
- Office facilities at 8A Evans Street were leased by a variety of businesses.
- Storage and hardstand for community and commercial tenants.

In addition to the above, the site has also played host to a range of events, including:

- Farm Gate Market
- Festival of Voices
- Ironman 70.3 Tasmania

- Dark Park, as part of Dark Mofo
- Spiegel tent; and
- The Royal Hobart Show, and other community events.

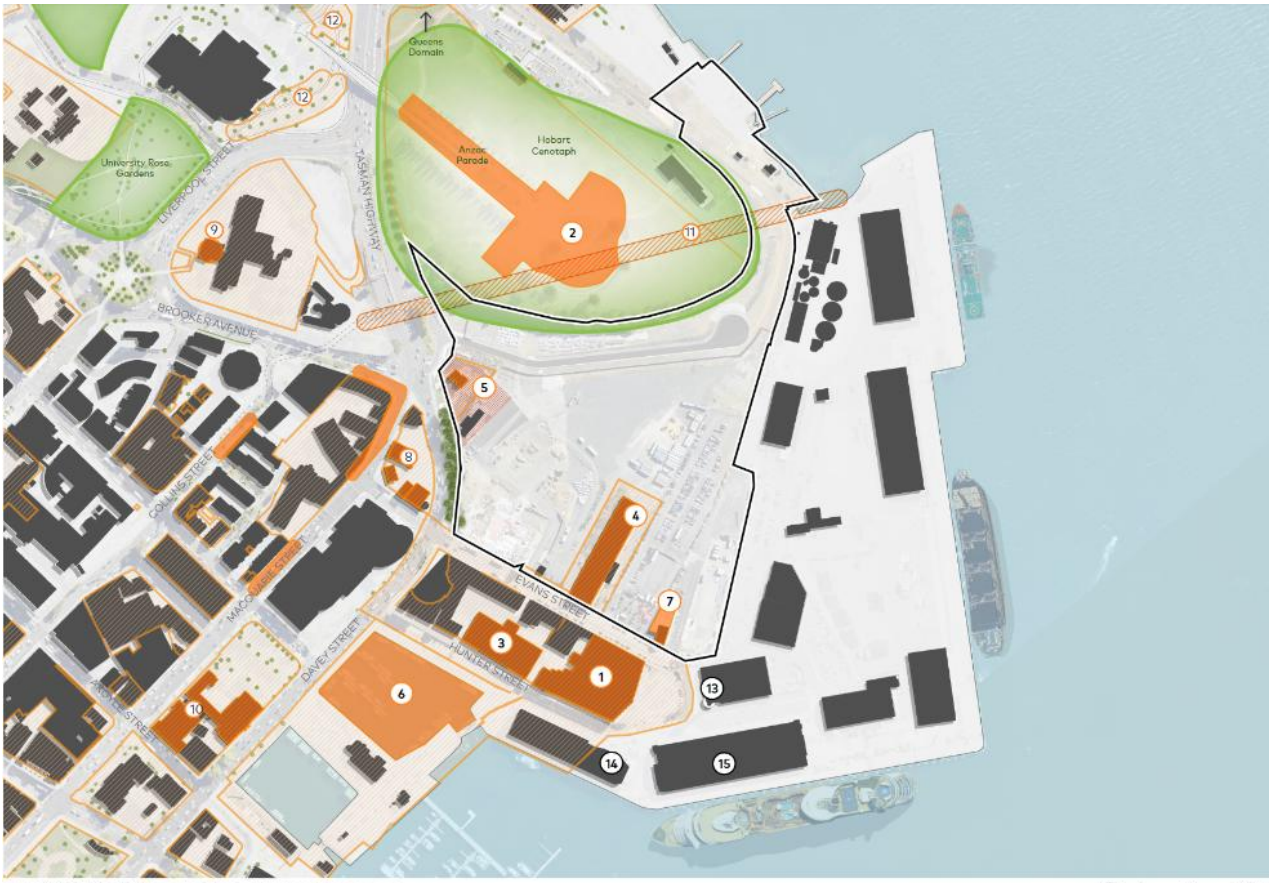


Figure 20: Existing buildings, significant structures and open space

2. MULTI-PURPOSE STADIUM PROPOSAL

As outlined in the Macquarie Point Precinct Plan, the Multipurpose Stadium seeks to provide Tasmania with not only sporting opportunities but a contemporary events venue, attracting arts, entertainment, cultural, commercial and community events, offering the opportunity to attract and host events at a scale not currently available in the state, including events during off-peak periods.

AFL football will be the anchor event throughout the winter season, however the design has been developed to support the broadest possible range of uses.

The key design features of the proposed Stadium are:

- Capacity for the following scenarios:
    - 24,500 standard capacity (sporting events), comprising 23,000 seated + 1,500 standing; and
    - 31,500 concert capacity, comprising additional 7,000 on-ground standing
- 159.5m x 128.5m oval filed-of-play
- Fixed dome-shaped roof providing full overall coverage
- Translucent roof cladding and locally sourced and certified Tasmanian timber
- 50m roof height (externally) at the centre of the dome, and 24m roof height at perimeter
- Elevated internal concourse with service zones underneath
- A 360 degrees low-level seating bowl
- A serviced grandstand on the western side with three (3) levels of functional space above field
- Publicly accessible external concourse with landscape treatments (Urban Design Report – COX/Cumulus Studio).

The extent of works forming part of the Project include an area of approximately 5.85ha above ground, along with a further 8,100m2 below ground. The form of the building is driven by the need to accommodate the functional requirements of a contemporary Stadium whilst being distinctly grounded in place. This means drawing on the built traditions of Sullivans Cove where buildings are expressed as legible forms on the Cove Floor that can be experienced from various vantage points.

The building materials are also inspired by the Cove and Tasmania more broadly. The ‘concrete apron’ that unites the Cove Floor will fold up the base of the Stadium and ground it in place. The prominent use of Tasmanian timbers will also celebrate the values and identity of our State. The design has considered the placement of openings to introduce glimpses to the context beyond. Moreover, translucent cladding to the roof will allow kunanyi and the Cenotaph to be viewed from within the Stadium. In this way, patrons in the stands will remain visually connected to the place.

The extent of works considered as part of the Project are as follows:

- The Stadium
- External concourse zone

- Arrival plazas in front of the four Entry Gates
- Outdoor cricket wickets adjoining the Stadium
- Underground car park, and
- The Goods Shed that will be relocated and integrated with the Stadium to the north.

As outlined in the Stadium Design Description, the external concourse and arrival plazas associated with the Stadium provide important circulation space for the safe movement of large numbers of people.

2.1 PROPOSED USE & ACTIVITIES

2.1.1 SPORTS

The Stadium has been designed to enable a range of sports to be hosted at the Stadium, including but not limited to those outlined below. The following standards and guidelines are met by the design.

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

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

2.1.2 COMMUNITY EVENTS & ENTERTAINMENT

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

- Concerts / live music entertainment
- Large scale trade shows (camping expos etc)
- Business conferences
- Business functions
- Private functions.

Conferences and functions will ordinarily be contained within the purpose-built function rooms at the stadium but should have provision to utilise the field of play, big screens for branding displays, IPTV, PA system and seating bowl. The Goods Shed will also be fitted out to enable events and functions.

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

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

2.1.3 FOOD SERVICES, GENERAL RETAIL AND HOTEL INDUSTRY

The Stadium will include retail and hospitality uses that will face externally to the precinct as well as internal to the stadium to support events. These spaces are expected to be available for use outside of the stadium events and operate during usual business hours, including:

- Retail outlets (such as merchandise)
- Food and beverage outlets (cafe(s), bars/clubs and restaurant(s))

For example, the relocated Goods Shed will serve as a breakout space during primary events, but may also be used as a bar, open to the public outside primary events.

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

2.1.4 PASSIVE RECREATION

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

2.1.5 SUPPORTING COMPONENTS & ACTIVITIES

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

- Administrative offices for Stadiums Tasmania
- Administrative offices for stadium caterer
- Stadium Tours
    - Potential roof experience
- External facing catering business (using the production kitchen)
- Potential fitness club / leisure club
- Car parking.

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

2.1.6 CAPACITY

The following provides an overview of the stadium capacity and occupancy, along with anticipated staffing requirements generated by the stadium.

The stadium has variable capacities, based on several scenarios as outlined below.

- Sporting Events Capacity

Standard capacity = 24,500 (23,000 seated + 1,500 standing).

- Major Concerts Events Capacity

Expanded capacity = 31,500 (seated and standing).

In addition to the above, there may be up to staff and required attendees during sporting and concert events (such as: event/catering staff, TV technicians, media broadcast personnel, support staff).

- Day-to-Day Operation

During a non-event day, a range of business events or functions could be occurring in the stadium at the one time, including events that could utilise the seating bowl and or playing surface, along with the potential outward facing cafe(s), bar and retail spaces.

Maintenance Team: There will be a turf curation team, maintenance team and general facilities team that may be based at the stadium but not housed within the administration offices.

For further assessment of Stadium capacity and transport related information, please refer to:

- Summary Report
    - Chapter 1
- Appendix B – Stadium Design Description
- Appendix J - Urban Design Framework Report
- Appendix N – Transport Study

2.1.7 TIMEFRAMES AND OPERATING PERIODS

There are no proposed restrictions on operational timeframes and periods at this stage.

Sporting, community and entertainment events will depend on fixturing and scheduling, and the commercial deals entered into for venue hiring rights, as follows:

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

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

Conferences and Business Events: Hours for these events will depend entirely on the hirer and could conceivably occur at all hours (dependant on/controlled by permits and licencing).

Community Events: The nature and type of any given event will dictate whether it is run during the morning, day or evening. MPDC expect that public access to the venue would occur no earlier than 3 hours before an event. Patrons will exit the venue in a staggered manner.

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

Business and Administration:

As outlined previously, MPDC have advised that Stadiums Tasmania will be provided with an office/administration space. It is anticipated this use would operate on a day to day basis, generally during normal business hours.

Food Services, Bars and Retail:

Whilst no specific restrictions are proposed on the operation of these uses, planning controls specifying management arrangements (including hours of operation) will be incorporated as part of a subsequent planning scheme amendment.

2.2 PROPOSED BUILDINGS & WORKS

2.2.1 STADIUM & CONCOURSE

The following outlines the various spaces and physical development proposed within the Stadium at each level.

Field Level

This level will accommodate the pitch and associated ancillary support areas, including:

- Home/away team facilities
- Catering / BOH facilities
- Administration / maintenance areas / offices
- Waste store
- Outdoor practice wickets
- Primary pedestrian entry (via Gate 1) and premium ticket holder entry (via Gate 2); and
- Stage pocket/Outside Broadcast compound for loading/unloading concert infrastructure.
- Press room
- Storage, including hazardous material (e.g. fertilizers)

Vehicular access to these areas/facilities will be provided via one-way service ramp in the northern portion of the Stadium, connecting to the Northern Access Road.

The internal service road will be one-way, with vehicles exiting to the south via Evans Street.

Ground Level & Level 1

This level will provide pedestrian entry via Gate 3, on the north-western side of the stadium (adjacent the Royal Engineers Building) and Gate 4, on the north-eastern side (adjacent the Northern Access Road and Future Antarctic and Science Precinct).

Gates 3 and 4 are positioned either side of the Goods Shed, which will incorporate food and beverage tenancies and toilet facilities. Access to the concourse and first seating tiers will also be provided via this level, along with:

- Additional food and beverage tenancies, catering and toilet facilities (eastern and southern sections); and
- Access to premium / box areas, including additional food and beverage options, bars and toilet facilities (western section).

This level also includes a mezzanine, with two areas providing mechanical plant / services and two camera decks. An additional area serves as a patron viewing terrace between Level 1 and Level 2 seating areas.

Level 2 – Members Club

This level supports the following elements:

- Standard and premium function spaces and suites / boxes
- Bars, kitchen/catering and toilet facilities and back-of-house areas; and
- Concourse seating

The southern section of Level 2 will also accommodate radio/tv broadcast areas, including the studio box, commentary box and associated function space.

Level 3 – Media facilities

Level 3 will accommodate the primary technical broadcast and camera areas, including:

- Primary camera decks
- TV and Radio boxes and studios
- Coach box and statistical collection areas
- A lounge area and associated toilet facilities; and
- Primary broadcast / lighting control room.

Roof Level

The roof level will accommodate the roof structure and associated lighting infrastructure, service rig and gantry and a plant deck.

2.2.2 NORTHERN (BASEMENT) CAR PARK

Since the initial concept plans were prepared, the extent of works has evolved and includes the proposed Northern (Basement) Car Park. This component adjoins the north-eastern portion of the Stadium/Concourse and is located below the Antarctic Facilities Zone, which forms part of the broader Macquarie Point Precinct Plan.

The car park comprises an area of 8,100m2, with two (2) basement levels providing a minimum of 374 spaces, including up to one hundred (100) DDA capable spaces. Basement Level 2 will have a finished floor level approximately 2.5m above sea-level.

2.2.3 SITE DEMOLITION/RELOCATION WORKS

The Site includes Goods Shed and Red Shed, which are heritage listed buildings. The Goods Shed is listed at both local and State level, whilst the Red Shed is listed at a local level.

The Goods Shed is to be relocated and incorporated into the northern portion of the stadium, serving as new gathering space for Stadium related events/activities, such as those outlined in the preceding sections. The Red Shed will be relocated for future uses.

Please refer to the following reports for further detailed information on the Red Shed.

- Summary Report
    - Chapter 1 and 6
- Appendix L – Historic Cultural Heritage Impact Assessment

2.3 SUPPORTING & ENABLING PROJECTS

As outlined in the Transport Study, there are several supporting and enabling projects necessary to support the Stadium and the projected increase in demand on the transport/infrastructure network.

- Enabling projects are those that will require completion/implementation prior to the first operation of the Stadium, including:
    - Transport related upgrades, to improve capacity and safety within the transport network (new access road, footpath upgrades, bus plaza etc).
    - Service infrastructure provision / upgrades (water, sewer, electricity etc).
- Supporting projects are those that are recommended for implementation, to assist ongoing use of the Stadium and broader transport network – but are not Critical to support the Stadium.

These projects will assist in integrating existing uses of the Port and cruise terminal with the Stadium and future uses within the precinct, as well as to integrate the precinct into the city.

Please refer to the following supporting plans/documents for further assessment:

- Summary Report:
    - Chapter 1
- Appendix N – Transport Study

- Appendix BB – Services Report / Infrastructure Strategy

3. STRATEGIC PLANNING OVERVIEW

The following sections provide an overview of the relevant policy, strategy and legislative context in which the Project is to be considered, including the following objectives of the Resource Management and Planning System of Tasmania (RMPS), as indicated below:

- The objectives of the Resource Management and Planning System of Tasmania (RMPS)
- Legislative Acts and relevant policies, including:
    - State Policies and Projects Act 1993
        - State Coastal Policy
        - State Policy on Water Quality and Management
    - Environmental Management and Pollution Control Act 1994
    - Historic Cultural Heritage Act 1995
    - Land Use Planning and Approvals Act 1993
    - Living Marine Resource Management Act 1995
    - Water Management Act 1999
    - Major Infrastructure Development Approvals Act 1999.

A response to these matters is provided in the following sections.

3.1 RESOURCE MANAGEMENT AND PLANNING SYSTEM

The purpose of the Resource Management and Planning System (RMPS) is to provide for the sustainable use and development of Tasmania's natural resources and sets forth a legal framework to achieve this, which includes the following legislation:

- *State Policies and Projects Act 1993*
- *Environmental Management and Pollution Control Act 1994*
- *Historic Cultural Heritage Act 1995*
- *Land Use Planning and Approvals Act 1993*
- *Living Marine Resource Management Act 1995*
- *Water Management Act 1999*
- *Major Infrastructure Development Approvals Act 1999.*

The Schedule 1 objectives of the RMPS apply and require use and development to:

- *further the objectives set out in Schedule 1 of the RMPS;*
- *be undertaken in accordance with State Policies.*

The following provides an outline of those objectives and associated legislation.

3.1.1 SCHEDULE 1 OBJECTIVES

Part 1

The following outlines the RMPS objectives:

1. The objectives of the resource management and planning system of Tasmania are:

(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and

(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and

(c) to encourage public involvement in resource management and planning; and

(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

(f) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

2. In clause 1 (a), sustainable development means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while:

(a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and

(b) safeguarding the life-supporting capacity of air, water, soil and the ecosystems; and

(c) avoiding, remedying or mitigating any adverse effects of activities on the environment.

These objectives are broadly enacted and achieved through the various State Policies and legislation identified above and further detailed below, which set out specific requirements for land use planning in Tasmania. These outcomes have informed the design and planning of the Project.

The Project is supported by a comprehensive range of expert consultant reports and plans that demonstrate how these objectives have been considered.

Part 2 – Objectives of the Planning Process Established by this Act

The objectives of the planning process established by the *Land Use Planning & Approvals Act 1993* further the objectives of the RMPS, as outlined below:

(a) to require sound strategic planning and co-ordinated action by State and local government; and

(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;

This is broadly achieved through the Acts and policies under the RMPS, such as the *Land Use Planning and Approvals Act 1993*, which establishes local and state-wide planning schemes to control land use and

development (such as the SCPS 1997) which lay the foundation for land use planning and development in Tasmania.

> *(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*
>
> *(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels;*

The Project is accompanied by a range of expert consultant reports which give specific consideration to the social and economic effects and benefits of the project, along with consideration of the relevant environmental, conservation and resource management policies at State, regional and municipal levels that are incorporated into the broader RMPS.

By addressing these matters, the Project demonstrates that all relevant environmental, social and economic effects and benefits have been considered to enable the appropriate use and development of the site.

> *(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals;*
>
> *(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation;*

The Project provides and promotes a pleasant, efficient and safe environment for working, living and recreation through the provision of new public spaces, connections and infrastructure to support the stadium, future development zones and the broader community. This includes planning for, and provision of additional public transport modes and facilities and upgrades to existing infrastructure to improve safety and efficiency.

The planning and design of the Project and broader Mac Point Precinct Plan has been guided by a range of sustainability criteria informed by the Green Star Communities accreditation, facilitated by the Green Star Building Council of Australia (GBCA). The Green Star Communities accreditation is the most recognized industry-leading sustainability rating tool in Australia, which aims to reduce the impact of urban development on ecosystems and encourages resource management and efficiency by promoting infrastructure, transport, and buildings, with reduced ecological footprints.

As outlined in elsewhere in this submission, MPDC has developed a sustainability pathway with Green Star Communities Accredited Professionals to work towards a whole of precinct accreditation. The following outcomes will be verified via achievement of accreditation, with the Corporation aiming for a minimum 5 Star rating, which represents Australian Excellence.

Key project outcomes will include:

- Governance: an independent design review of the site planning and layout and urban design, development of a climate adaptation and community resilience strategy, community participation and governance in the management of the precinct and robust construction environmental management.
- Liveability: a precinct design that supports healthy and active living including active transport options and recreational facilities, community development via community groups, events, and sharing of

information, third party sustainability certification for buildings within the precinct, understanding and interpreting culture, heritage and identity within the precinct design and operation.

- Transport: Provision of sustainable transport options including connections with planned rapid bus network, ferry network and provision of bike and other parking and charging facilities.
- Economic Prosperity: investment in community infrastructure, return on investment studies to inform development including the analysis of both direct and indirect costs and benefits.
- Environment: integrated water cycle approach, greenhouse gas emissions strategy, sustainable transport and movement, best practice waste management in construction and operation, reduced heat island effect. Improvement of site biodiversity and ecological values, construction and operational waste management solutions to reduce waste streams.
- Contribution to skills and learning: support for broad skills development programs as part of construction and provision of sustainability education opportunities across site from design through to construction and operation.
- Infrastructure: Development is to provide efficient and effective supporting infrastructure, including community digital infrastructure. Enable reduction in peak energy levels through energy efficient building and engineering systems design, stormwater discharge management, efficient lighting solutions.
- Innovation: Use of innovative decontamination strategies to provide ultimate environmental outcomes. Design and implementation of Tasmania's first District Infrastructure Scheme.

Implementing these initiatives will ensure the Project promotes the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation.

> *(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;*

The Project seeks to provide and promote a pleasant, efficient and safe environment for working, living and recreation through the provision of new public spaces, connections and infrastructure to support the stadium, future development zones and the broader community.

Consideration has been given to the Aboriginal and European history of the Site, along with the conservation of buildings and places of aesthetic, architectural, cultural and historical interest within the Site and surrounding area. Of note is the Goods Shed which is to be relocated and incorporated into the public concourse, to serve a range of functions whilst retaining its form and materiality as a key building, representing a significant era in the Site's history.

This includes significant investigations undertaken to identify Aboriginal and European historic archaeology and outline measures to conserve this history in-situ.

> *(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;*

The provision of new public infrastructure and the integration of existing infrastructure has been carefully considered. This includes a detailed physical infrastructure strategy, outlining requirements for water, sewer,

electricity and stormwater assets, along with planned integration of existing public movement corridors, streets and public open space with the project.

(i) to provide a planning framework which fully considers land capability.

The following sections provide a brief overview and response to the relevant legislation identified above, along with the State Policies not previously identified above.

3.2 STATE POLICIES & PROJECTS ACT 1993

The *State Policies and Projects Act 1993* enables specific use and/or development to be declared as Project of State Significance, as is the case with this project.

Section 19(1) of the Act states that the provisions of any other Act, planning scheme or interim order that:

- requires the approval, consent or permission of any person in connection with any use or development to which the order relates; or
- empowers any body to grant or refuse its consent to any such use or development; or
- prohibits any such use or development; or
- permits any such use or development only upon specified terms or conditions; or
- regulates or permits the regulation of any such use or development, do not apply unless the order has been revoked.

State Policies are statutory documents which have been developed to bridge the gap between the provisions of an Act and the lesser policies and provisions of planning schemes and other mechanisms identified in the relevant legislation that comprises the RMPS.

The primary purpose of these policies is to effect sustainable development by addressing use, development and protection of natural and physical resources. All planning schemes, such as the SCPS, HIPS, forthcoming Tasmanian Planning Scheme and associated Hobart Local Provisions Schedules are required to be consistent with, and further the objectives of any State Policies.

3.2.1 STATE COASTAL POLICY 1996

The State Coastal Policy (SCP) was adopted in 1996 and applies to State Waters and all land within one (1) kilometre inland from the high-water mark. The policy is guided by three main principals:

1. *Natural and Cultural values of the coast shall be protected.*
2. *The coast shall be used and developed in a sustainable manner.*
3. *Integrated management and protection of the coastal zone is a shared responsibility.*

Generally, the principals and outcomes of the policy are implemented through State and local planning schemes.

The current planning controls that apply to Macquarie Point under the Sullivans Cove Planning Scheme (SCPS) were specifically implemented to cater for the former Macquarie Point Reset Masterplan. Inevitably, the Project does not align with those controls. The Site Development Plan by Brian Risby (2024) should also be considered and shows how the Project is appropriate for the site.

To the extent that the proposal is inconsistent, it is understood that an amendment to the forthcoming Hobart Local Provisions Schedules (forming part of the Tasmanian Planning Scheme) will be prepared in the event the Project is approved by Parliament. The amendment may include specific planning controls to incorporate the Multipurpose Stadium, broader Macquarie Point Precinct Plan and associated SDP as statutory planning documents. This will ensure future development across the Site is controlled through the relevant planning scheme codes and overlays.

The Project is consistent with the Principles of the SCP. As a partially reclaimed urban site, remnant natural values have been considered, together with coastal impacts and sea level rise. The importance of the original shoreline to the traditional and original owners of the land, the muwinina people, has also been considered as part of the Precinct Plan, which includes an Aboriginal Culturally Informed Zone and is part of the current and ongoing consultation with the Tasmanian Aboriginal community. It has also informed the design cues of the Multipurpose Stadium.

The Project recognises the importance of providing public access to coastal areas, which will be enhanced through the provision of additional public recreation space within proximity of the coast and the development of the Residential and Public Foreshore Zone, which forms part of the broader Mac Point Precinct Masterplan. The Project also acknowledges existing and future industries that rely upon access to the coast and ensures such industries are not impacted nor disadvantaged.

Further responses to the SCP, including water quality management, natural values, coastal inundation, sustainability, urban design and heritage are provided in the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 2 – Landscape and Urban form
    - Chapter 7 – Environmental quality and hazards
- Appendix S – Water Quality and Management
- Appendix R – Natural Values Assessment
- Appendix U – Coastal Inundation Assessment
- Appendix I – Urban Design Framework
- Appendix L – Historical Cultural Heritage Impact Assessment

3.2.2 STATE POLICY ON WATER QUALITY MANAGEMENT 1997

The State Policy on Water Quality Management applies to all surface waters, including coastal waters and groundwater. The purpose of the Policy is as follows:

> *To achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's Resource Management and Planning System. (Schedule 1 of the State Policies and Projects Act 1993).*

The objectives and principals of the Policy are implemented through planning schemes and other Acts such as the *Urban Drainage Act.*

This includes the State Stormwater Quality and Quantity Targets, which require new developments to minimise impacts on stormwater quality and adopt Water Sensitive Urban Design (WSUD), to achieve the following targets:

- 80 per cent reduction in the annual average load of total suspended solids
- 45 per cent reduction in the annual average load of total phosphorus
- 45 per cent reduction in the annual average load of total nitrogen

The Project is consistent with this Policy and is accompanied by a Stormwater Management Plan, which outlines the proposed stormwater management arrangements that confirm the abovementioned quality and quantity targets will be achieved through the provision of the following stormwater treatment methods:

Primary Treatment

- Physical screening and rapid sedimentation to capture gross pollutants and coarse sediment.
    - Typically achieved using grass swales, litter traps or sediment ponds.

Secondary treatment

- Finer screening and sedimentation to collect fine sediments and attached pollutants.
    - Typically achieved through swales, infiltration and bio-retention systems.

Tertiary treatment

- Enhanced sedimentation and filtration and biological processes to absorb nutrients and dissolved heavy metals.
    - Typically achieved through biological processes in wetlands or infiltration measures.

As a large proportion of the site will be comprised of hardstand and roofed surfaces, the above treatment methods will be achieved utilising Gross Pollutant Traps, which capture debris before it enters waterways and biofiltration systems, such as landscaped areas with appropriate soil depths and plantings to filter and absorb water runoff.

For a detailed assessment of water quality management, please refer to:

- Appendix S – Water Quality and Management
- Appendix BB – Utility Services Report

3.3 NATIONAL ENVIRONMENT PROTECTION MEASURES 1999

The National Environment Protection Measures (NEPMs) are considered State Policies. The current NEPMs provide guidelines on assessment of the following environmental matters:

- Air Toxics
- Ambient Air Quality
- Assessment of Site Contamination
- Diesel Vehicle Emissions

- Movement of Controlled Waste between States and Territories
- National Pollutant Inventory; and
- Used Packaging Materials

The Project is accompanied by a comprehensive Site Remediation Strategy, which addresses the identified NEPMs above, where relevant to the Site

Further advice is being prepared by the site environmental auditor, addressing the abovementioned considerations which flow directly into the *Environmental Management and Pollution Control Act 1993*, as outlined below.

3.4 ENVIRONMENTAL MANAGEMENT & POLLUTION CONTROL ACT 1993

The Environmental Management and Pollution Control Act 1994 (EMPCA) is the primary environmental protection and pollution control legislation in Tasmania. The Act seeks the prevention, reduction and remediation of environmental harm, with the focus on preventing environmental harm from pollution and waste.

The Act forms part of the Resource Management and Planning System of Tasmania (RMPS), which implements the same overarching objectives outlined in Part 1, Schedule 1 to all legislation. The second part of the Act outlines specific objectives that form the basis of the Environmental Management and Pollution Control System.

Part 1 – Preliminary

4. Best practice environmental management

(1) For the purposes of this Act, the best practice environmental management of an activity is the management of the activity to achieve an ongoing minimization of the activity's environmental harm through cost-effective measures assessed against the current international and national standards applicable to the activity.

(2) In determining the best practice environmental management of an activity, regard must be had to the following measures:

(a) strategic planning by the person carrying out, or proposing to carry out, the activity;

(b) administrative systems implemented by the person, including staff training;

(c) public consultation carried out by the person;

(d) product and process design;

(e) waste prevention, treatment and disposal.

Consistent with the Act, the Project adopts best practice environmental management, with the following consultant input implemented into the design of the Multipurpose Stadium.

- Waste Management
- Water Management
- Site Remediation

- Stormwater Management; and
- Green Star requirements / Sustainability Objectives.

Part 2A – Environmental Duties

23A. General environmental duty

(1) A person must take such steps as are practicable or reasonable to prevent or minimise environmental harm or environmental nuisance caused, or likely to be caused, by an activity conducted by that person.

(2) In determining whether a person has complied with the general environmental duty, regard must be had to all the circumstances of the conduct of the activity, including but not limited to –

(a) the nature of the harm or nuisance or likely harm or nuisance; and

(b) the sensitivity of the environment into which a pollutant is discharged, emitted or deposited; and

(c) the current state of technical knowledge for the activity; and

(d) the likelihood and degree of success in preventing or minimising the harm or nuisance of each of the measures that might be taken; and

(e) the financial implications of taking each of those measures.

Historically, the Site supported numerous activities, which required remediation to support future use.

One of the primary objectives and purposes of the MPDC is to remediate the Site, by managing and removing contaminated material and to facilitate the redevelopment of the Site. In order to achieve this, a specialist remediation consultant was appointed, along with an independent environmental auditor (in accordance with the remediation provisions set out in the *Macquarie Point Development Corporation Act 2012*) to review and certify all remediation works. The independent environmental auditor has been appointed in consultation with the Environmental Protection Authority, however, there are no specific requirements to meet through EMPCA as part of this remediation work.

Site remediation works have been substantially completed.

A detailed consideration of the above is provided in the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 7 – Environmental quality and hazards
    - Chapter 9 – Other planning matters
- Appendix T – Waste Report
- Appendix Q – Noise and Vibration Assessment
- Appendix AA – Construction Management Plan
- Appendix S – Water Quality and Management
- Appendix V – Site Remediation Strategy

3.5 HISTORIC CULTURAL HERITAGE ACT 1995

The *Historic Cultural Heritage Act 1995* (HCHA) was developed to ensure that historic cultural heritage places that are of importance to Tasmania are recognised, protected, and managed effectively as part of the Resource Management and Planning System (RMPS).

The HCHA came into effect in 1995, with amendments incorporated in 2014 to provide greater integration with the State's planning system and to guide decision making.

The HCHA establishes the Tasmanian Heritage Register (THR) as an inventory of places of State significance; to recognise the importance of these places to Tasmania; and to establish mechanisms for their protection.

A place of historic cultural heritage significance may be entered in the THR where it meets one of eight criteria. The criteria recognise historical significance, rarity, research potential, important examples of certain types of places, creative and technical achievement, social significance, associations with important groups or people, and aesthetic importance.

The requirements of the HCHA have been utilised and are outlined in the following consultant reports:

- Heritage Impact Assessment (Purcell / GJM Heritage)
- Historic Archaeological Assessment (AHI), including:
    - Archaeological Sensitivity Report & Method Statement

A detailed consideration of the above is provided in the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 6 – Culture and Heritage
- Appendix L – Historical Cultural Heritage Impact Assessment
- Appendix M – Historic Archaeological Assessment

3.6 LAND USE PLANNING & APPROVALS ACT 1993

The Land Use Planning and Approvals Act 1993 (LUPAA) guides use and development across Tasmania and is the primary legislation under which municipal Interim Planning Schemes and the Tasmanian Planning Scheme are implemented, including the Hobart Interim Planning Scheme 2015 (HIPS), Sullivans Cove Planning Scheme 1997 (SCPS) and the forthcoming Hobart Local Provisions Schedules (LPS).

Further consideration of these documents is provided in section 5 of this report.

4. GOVERNMENTAL POLICY & STRATEGY

In addition to matters directly related to the objectives of the Resource Management and Planning System and associated legislation, there are a range of other statutory and administrative plans, policies and programs that are relevant and have informed the design of the Project. These include:

1. Plans and strategies related to the project site managed under the Macquarie Point Corporation Act 2012. This may include:
    - the objectives and functions of the corporation and how these are being given effect to through programs or policies;
    - statements of expectations or directions provided by the Minister;
    - the site master plan or a precinct plan for the broader area or drafts of these plans; and
    - proposed amendments to planning schemes.
2. Agreements or undertakings between or with local, State or Federal and other organisations relating to use and development on the project site, in the locality or in the broader area, including:
    - The Hobart City Deal
    - 30-Year Greater Hobart Plan
    - Keeping Hobart Moving – Transport Solutions for Our Future
    - Tasmanian Antarctic Gateway Strategy (2022-2027)
3. Plans and strategies related to the role of the City of Hobart across a range of relevant areas including:
    - traffic and traffic congestion management;
    - active transport;
    - parking and carparks;
    - use and management of Council owned reserves and parkland;
    - strategies for pedestrian and cyclists;
    - management and redevelopment of the Hobart aquatic centre;
    - the Central Hobart Plan; and
    - strategies for urban design details in Sullivans Cove.
4. The polices and strategies or management plans/development related strategies for infrastructure owners and managers in the areas covering:
    - TasPort's operations at Macquarie Point and Franklin Wharf;
    - TasWater's strategies and plans related to the Macquarie Point wastewater treatment plant;

- the Department of State Growth's policies and strategies related to roads it owns or manages in the area, traffic management of the road network and plans for passenger transport infrastructure and services, including buses and ferries; and
- polices and strategies of the State Government or Renewables, Climate and Future Industries Tasmania, related to climate change and reduction of greenhouse gas emissions.

The submitted supporting reports provide a consolidated set of plans and maps showing the status and nature of governmental policies and strategies for the Site, the adjacent area, locality and broader area that are related to the stadium project.

The following section outlines the policies, strategies and management plans relevant to the site and the multi-purpose Stadium.

4.1 MACQUARIE POINT DEVELOPMENT CORPORATION ACT

The Act was established in 2012 and established the Macquarie Point Development Corporation (MDPC) and associated objectives, functions and powers.

Objectives and Functions

The principal objectives and functions of MPDC are:

(a) to plan, facilitate and manage the remediation of the Macquarie Point land in accordance with the Intergovernmental Agreement; and

(b) to plan, facilitate and manage the redevelopment of the site so as to ensure that the site –

(i) is redeveloped as a vibrant and active area, with a mix of uses, that connects with and complements adjacent areas within Hobart; and

(ii) encourages inner-city living; and

(iia) encourages pedestrian and bicycle traffic; and

(iib) allows for public transport; and

(iic) provides for public open space; and

(iii) is redeveloped so as to deliver sustainable social and economic benefits to Hobart; and

(iv) is redeveloped in accordance with sound planning, urban design and environmental principles; and

(b) to plan, facilitate and manage temporary and longer-term use of the site; and

(c) to the extent practicable, to make a profit from carrying out its functions.

The remediation of the Site is being addressed through a comprehensive site remediation process, which is close to completion. The planning and redevelopment of the Site is well underway and will be enhanced through the ongoing implementation of the broader Mac Point Precinct Plan. Together, these projects aim to complete the urban renewal of the Site, providing a vibrant and active mixed-use area that promotes pedestrian movement and alternate forms of transport, provides new public open space and connections

that connect, complement and enhance the Cove and deliver sustainable social and economic benefits to the State.

The Project is consistent with these objectives.

An outline of the various social and economic benefits is provided in the following supporting plans/reports:

- Appendix F – Economic Impact Assessment
- Appendix H – Social and Cultural Analysis Report
- Appendix E – Cost Benefit Analysis
- Appendix C – Housing for Workforce

Statement of expectations and Ministerial Directions

A Ministerial Direction was issued in May 2023 to the MPDC Board, seeking the development of a refreshed Precinct Plan for the site. A copy of the Ministerial Direction is published on the MPDC website.

The Mac Point Precinct Plan has been developed to transition the Site from remediation and predominately short-term interim activation, to longer term development. In addition to implementing the Precinct Plan, the Project has been prepared to appropriately align with relevant State Government policies, strategies and agreements, along with the Greater Hobart Plan and other plans/strategies developed by the City of Hobart and other key stakeholders, as outlined in the following sections.

The Precinct Plan captures not only the projects that are intended for the Site, but also the existing projects and enabling infrastructure in the surrounding area. This includes considering the needs and operations of the working port, current and future activation, and supporting infrastructure.

A key piece of supporting infrastructure is the Northern Access Road, which was committed in the Hobart City Deal to support Antarctic operations and logistics at the Hobart Port. This existing project will also support several public transport initiatives and infrastructure, including access to the Site for event-day bus services, access to the underground carpark and pedestrian/active transport corridor between the Cove and to the Multipurpose Stadium.

The delivery of the Precinct Plan will also be supported by planned infrastructure works including new/upgraded water, sewer and electricity infrastructure across the Site and broader precinct, which is being coordinated and delivered in consultation with TasWater and TasNetworks. A detailed outline of these infrastructure works is provided in the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 4 - Movement
    - Chapter 9 - Other planning matters
- Appendix BB – Utility Services
- Appendix N – Transport Study
- Appendix H - Site Remediation Strategy

Statement of Ministerial Expectations can be issued on an annual basis by the Minister responsible for the MPDC Act. When active, these are issued prior to the end of March and commence on the following 1 July.

4.2 AGREEMENTS BETWEEN LEVELS OF GOVERNMENT

4.2.1 HOBART CITY DEAL

The Hobart City Deal was signed on 24 February 2019 and represents a 10-year partnership between the Australian and Tasmanian Governments, and the Clarence, Glenorchy, Hobart and Kingborough councils.

The vision for the Hobart City Deal seeks to leverage Hobart's natural amenity and build on its position as a vibrant, liveable and connected global city. The 10-year partnership will provide a framework to guide and encourage further investment in the city by embracing opportunities for growth and addressing key strategic and infrastructure challenges.

The City Deal includes several direct and in-direct infrastructure projects and plans relevant to Macquarie Point and the Project, including:

- **Development of the Northern Access Road**

A second access road to the Port was agreed to as part of the Hobart City Deal to support access to the Port, which will enhance safety, flexibility and accessibility for the Australian Antarctic Program, with Macquarie Point Wharf 6 the proposed new home for RSV Nuyina.

This existing commitment was considered in the Precinct Plan and Multipurpose Stadium design and provides enabling infrastructure to also serve as the primary vehicular access point for event-day bus services, service access to the Multipurpose Stadium and to the underground carpark below the Antarctic Facilities Zone, which will service the broader site.

The delivery of the Northern Access Road has since been included in the Keeping Hobart Moving Strategy in Phase 1. The road will be delivered by State Growth, working with MPDC, TasPorts and key stakeholders.

This is a pre-existing commitment and will be funded separately to the Project.

- **Expansion of the Derwent Ferry Service**

The Hobart City Deal included a commitment to establish the Derwent Ferry Service, which has been completed.

This has been furthered by additional funding commitments from both the Australian and Tasmanian governments to support the infrastructure provision and ongoing operation of the current service. This funding has been provided outside of the Project. The Tasmanian Government released a draft River Derwent Ferry Masterplan, which includes six proposed expansion locations, including Regatta Point near the Site. The establishment of new ferry locations has been included in the Keeping Hobart Moving Strategy in Phase 1.

- **Additional Park and Ride locations**

As part of the implementation of the Hobart City Deal, following the establishment of Park and Ride facilities in Kingston, three further locations were identified in Rokeby, Midway Point and Claremont to establish more Park and Ride sites. The provision of these facilities by the Department of State Growth is anticipated to enhance public transport use and alleviate traffic congestion. These capital projects have been considered

as part of the Transport Study, in determining existing and projected demand on movement/transport corridors resulting from the Project.

For further assessment of the above, please refer the following sections of the Summary Report and supporting consultant reports:

- Summary Report:
    - Chapter 1 - Proposal
    - Chapter 4 – Movement

4.2.2 30-YEAR GREATER HOBART PLAN

The Greater Hobart Committee is established through the *Greater Hobart Act 2019* and includes Tasmanian and local government representatives. The Greater Hobart Plan was developed by the Committee and is designed to deliver the Committee's 2050 Vision for Greater Hobart:

> *We will live in the world's best small capital city, a city built for people that is connected, friendly and safe.*
>
> *Greater Hobart is a thriving and inspiring place to live, where we all work together to make a positive contribution to our extraordinary environment.*

The vision is underpinned by the following themes:

> ***Be greater for our people*** *– a great place to live; safe and welcoming; better active transport; and contribute to health and wellbeing*
>
> ***Have greater interconnection, but distinct communities*** *– continue to 'feel like Hobart'; connected to unique natural environment; thriving, unique neighbourhoods; and people centred, activated places*
>
> ***Have greater resilience*** *– build resilience and disaster preparedness; strong local business community; adapt towards a low carbon economy; and community spirit to 'future-proof' the city*
>
> ***Be well planned*** *– 'right place, right time'; collaborative approach to planning; and coordinated provision of infrastructure and services*
>
> ***Have greater connection*** *– easy to get around; greater transport choice; increase co-location of jobs and housing; and smart technology to enhance useability*
>
> ***Plan for growth and change*** *– greater housing choice; increase residential density in inner areas; growth will be planned and sequenced; and protect unique natural areas and biodiversity*

The Project and broader precinct planning aims to achieve the urban renewal of the Site through the creation of new public spaces, buildings and transport connections to improve liveability, promote and cater for alternate forms of transport and provide new and improved connections between the city, the Cove and Queens Domain.

As outlined in this report and associated supporting documents/plans, the Project and broader Precinct Masterplan is consistent with these themes, adopting similar principals and criteria which have been used to guide the planning and design of the Project.

4.2.3 KEEPING HOBART MOVING – TRANSPORT SOLUTIONS FOR OUR FUTURE (DRAFT)

This document puts forward the State Governments plans for future transport. The plan includes a number of projects as part of Phase One, with planned implementation between 2023 and 2026.

Whilst there are numerous projects, plans and strategies outlined for Phase One, the following are most relevant to the Project:

- Rapid Bus Network initiative (northern suburbs)
- Macquarie and Davey Streets improvements; Southern Outlet transit lane; Algona Road roundabout; Rapid Bus Network services
- Eastern corridor - Tasman Highway transit lanes; Mornington roundabout traffic improvements; Rapid Bus Network services
- Hobart Bus Transit Centre
- Long term ferry contract (at planning stage)
- Including additional ferry services, routes and terminals
- Macquarie Point Northern Access Road (at planning stage)

Whilst the above projects are in various stages of planning, funding and delivery, all seek to improve access and availability of public transport and alternate modes of transport, to make such options more appealing to the commuters and the public in general and mitigate congestion.

These projects have been given substantial consideration in the accompanying Transport Study, and further analysis can be found in the following sections of the Summary Report and supporting reports:

- Summary Report
    - Chapter 4 - Movement
- Appendix N – Transport Study

4.2.4 TASMANIAN ANTARCTIC GATEWAY STRATEGY 2022-2027

The purpose of the Strategy is to:

- enhance Hobart's standing as an international Antarctic and Southern Ocean logistics, science and research hub
- attract international Antarctic program visits to Tasmania
- stimulate export and trade of Tasmanian cold-climate products and services
- encourage and facilitate a collaborative approach to growing the sector; and
- attract Tasmanians to train and work in the Antarctic sector

A core goal of the strategy is to invest in Tasmania's strategic Antarctic gateway infrastructure, which includes working with Hobart City Deal partners to establish an Antarctic Precinct at Macquarie Point.

The Precinct Plan includes space for this as part of the Antarctic Facilities Zone, which will complement the planned wharf upgrades to support Antarctic logistics at the adjacent Hobart Port.

4.3 TASPORTS OPERATION & MANAGEMENT

The primary strategic document prepared by TasPorts, relevant to the Macquarie Point Precinct Plan and the Project submission is the Port Master Plan, which guides investment in Tasmanian port infrastructure over a 15-year period.

A key component of the plan centres around the Port of Hobart, which includes Macquarie Wharf.

It is also noted TasPorts is a member of the Mac Point Precinct Plan Project Steering Committee and has been part of the development of the Precinct Plan, including ensuring TasPorts current and future operating and development needs have been considered.

Macquarie Wharf Redevelopment

As outlined by TasPorts, the redevelopment of Macquarie Wharf will position the Port of Hobart as the international gateway to the Southern Ocean, actively supporting Antarctic exploration and scientific research and continuing to support key trade areas such as bulk export (such as forestry), containers and tourism (cruise ships).

The redevelopment of the wharf will provide:

- improved wharf-side facilities to support Antarctic logistics, including for the RSV Nuyina;
- a dedicated cruise ship terminal with capacity to berth the new Oasis-class cruise vessels (5,400 passengers) and passenger processing, turnaround and visitor experience facilities; and
- an expanded log and container storage facility to support increased throughput of export logs and containers.

The development of the Multipurpose Stadium has been considered within the broader context and intent for the redevelopment of Macquarie Wharf infrastructure under the Port Master Plan.

The redevelopment of the port has been factored into the Precinct Plan. There will be no changes to the boundary between the Site and the Port, and activity has been planned on Site to support the continued operations of the working port. This includes maintaining freight access to/from Macquarie Wharf, during Stadium construction. Please refer to the following supporting reports for further assessment:

- Appendix N – Transport Study
- Appendix II – Mac Point Precinct Plan

4.4 TASWATER OPERATIONS & MANAGEMENT

TasWater currently has material infrastructure on or near the Site, including the existing wastewater treatment plant (WWTP). To facilitate future use/development to occur at Macquarie Point, an agreement was reached between TasPorts and the State Government to replace the WWTP with a pumping station, with the former treatment functions to occur at an upgraded facility at Self's Point. These works are being undertaken by TasWater, with an expected completion by 2027. This agreement and scope of work pre-dates the proposed development of a Multipurpose Stadium on site and is required for the redevelopment of the site more broadly.

MPDC will continue to work closely with TasWater.

4.5 HOBART CITY COUNCIL

The City of Hobart has a range of plans and strategies which guide the future of the City, as outlined below:

4.5.1 CENTRAL HOBART PLAN

The Central Hobart Plan is a 20-year plan prepared and adopted by Hobart City Council in early 2024. The Plan outlines a comprehensive set of objectives, strategies and actions to guide the future development of Hobart. This includes detailed Precinct Plans and an Urban Design Framework, outlining requirements addressing the following:

- Building Form and Design
    - Setting maximum building heights (to be implemented via planning scheme amendment processes).
- Street Wall Heights
- Street Activation and Interfaces
    - To provide active street frontages
- Design Quality and Sustainability
- Movement (pedestrian links)
- Micromobility
- Vehicle Access and Parking
    - Control areas in which new crossovers can be provided.
- Public Transport
- Public Realm
    - Control overshadowing, wind effects, maintaining amenity of existing buildings.
    - Provide additional tree coverage and green spaces.

The Plan does apply to some areas of Sullivans Cove, including the Residential (Wapping) Precinct and former Gasworks, with the latter proposed to accommodate an 18m maximum building height.

However, most of the Cove and Macquarie Point lay beyond the Plan area.

4.5.2 HOBART: A COMMUNITY VISION FOR OUR ISLAND CAPITAL

This document guides and directs the City of Hobart's strategic plan, which outlines Council's priority actions over 10 years.

Consideration of the community vision is incorporated in the following summary of the Capital City Strategic Plan.

4.5.3 CAPITAL CITY STRATEGIC PLAN 2023

The purpose of the Strategic Plan is to outline the goals, strategies and actions the City of Hobart is aiming to achieve over a ten-year period in response to the community vision. The plan is built around the eight pillars from the community vision.

Each pillar has outcomes that detail what the City of Hobart wants to achieve and the strategies in place to achieve those outcomes, a brief overview is provided below.

PILLAR 1 - SENSE OF PLACE

- *Hobart keeps a strong sense of place and identity, even as the city changes.*
- *Hobart's cityscape reflects the heritage, culture and natural environment that make it special.*

PILLAR 2 - COMMUNITY INCLUSION, PARTICIPATION AND BELONGING

- *Hobart is a place that recognises and celebrates Tasmanian Aboriginal people, history and culture, working together towards shared goals.*
- *Hobart is a place where diversity is celebrated and everyone can belong, and where people have opportunities to learn about one another and participate in city life.*
- *Hobart communities are active, have good health and wellbeing and are engaged in lifelong learning.*
- *Hobart communities are safe and resilient, ensuring people can support one another and flourish in times of hardship.*

PILLAR 3 - CREATIVITY AND CULTURE

- *Hobart is a creative and cultural capital where creativity is a way of life.*
- *Creativity serves as a platform for raising awareness and promoting understanding of diverse cultures and issues.*
- *Everyone in Hobart can participate in a diverse and thriving creative community.*
- *Civic and heritage spaces support creativity, resulting in a vibrant public realm.*

PILLAR 4 – CITY ECONOMIES

- *Hobart's economy reflects its unique environment, culture and identity.*
- *Diverse connections give people opportunities to participate in the economic life of the city and help the economy, businesses and workers thrive.*
- *Hobart is a place where entrepreneurs and businesses can grow and flourish.*
- *Hobart's economy is strong, diverse and resilient.*

PILLAR 5 – MOVEMENT AND CONNECTIVITY

- *An accessible and connected city environment helps maintain Hobart's pace of life.*
- *Hobart has effective and environmentally sustainable transport systems.*
- *Technology serves Hobart communities and visitors and enhances quality of life.*
- *Data informs decision-making.*

PILLAR 6 – NATURAL ENVIRONMENT

- *The natural environment is part of the city and biodiversity is conserved, secure and flourishing.*
- *Education, participation, leadership and partnerships all contribute to Hobart's strong environmental performance and healthy ecosystems.*
- *Hobart is a city supported by ecologically sustainable waste and water systems.*
- *Hobart is a leader on climate change moving toward a zero emissions and climate-resilient city.*
- *Hobart's bushland, parks and reserves are places for sport, recreation and play.*

PILLAR 7 – BUILT ENVIRONMENT

- *Hobart has a diverse supply of housing and affordable homes.*

- *Development enhances Hobart's unique identity, human scale and built heritage.*
- *Infrastructure and services are planned, managed and maintained to provide for community wellbeing.*
- *Community involvement and an understanding of future needs help guide changes to Hobart's built environment.*

PILLAR 8 – GOVERNANCE AND CIVIC INVOLVEMENT

- *Hobart is a city that is well governed that recognises the community as an active partner that informs decisions.*
- *Hobart is a city that delivers public value and excellence by being a financially responsible, high performing and accountable organisation that is responsive to the needs of the community.*[2]

The need to respond to the heritage, culture and natural environment in which the Stadium is located has been a core element of the design approach, whilst also ensuring the Stadium delivers on the promise to provide a multi-purpose facility that meets the needs of the community into the future.

The Project incorporates a range of sustainability criteria and guiding principles to conserve and enhance the natural environment, including the provision of new green spaces, best practice water management measures and use of sustainable materials in accordance with the 5-star Green Star accreditation.

As part of the broader strategic planning underway, the new Macquarie Point Precinct Plan seeks to support the urban renewal of the Mac Point site via the creation of five specific zones that are accessible to all people, offers vibrant experiences and destinations, and contributes to the delivery of the 30-Year Greater Hobart Plan.

The precinct plan will be embedded into the forthcoming Tasmanian Planning Scheme and Hobart Local Provisions Schedules (as part of a separate application), which will guide use and development across Hobart into the future. These documents will replace the current Sullivans Cove Planning Scheme, Macquarie Point Reset Masterplan and Macquarie Point Site Development Plan.

Strategies within the Capital City Strategic Plan for Pillar 3 include the following:

> *3.4.2 - Activate public spaces and venues, to benefit the community and business sector through changes to infrastructure, public art, performances, events, festivals and markets.*

The multi-purpose stadium includes the concourse and immediate spaces in which the stadium fronts. The provision of ground level tenancies which open out to the concourse and outdoor spaces will provide activation of public spaces. Use of the external spaces will include opportunities to support public art, performances and markets.

The following strategies under Pillar 4 are relevant:

> *4.1.3 - Partner with local businesses, stakeholders and Government to develop capacity to transform toward a zero emissions and resilient city that can leverage circular economy practices.*
>
> *4.4.3 - Acknowledge, celebrate and leverage Hobart's position as a gateway to the Antarctic and Southern Ocean.*
>
> *4.4.6 - Continue to play a significant role in the visitor and tourism economy, and as the gateway city to Tasmania.*

[2] Capital City Strategic Plan – Hobart City Council 2023)

The Project and broader development and implementation of the Macquarie Point Precinct Plan is being undertaken in collaboration with a wide array of community organisations, the Tasmanian Aboriginal Community, statutory authorities and the State Government. This will include ongoing discussions with the Australian Antarctic Division to deliver the future Antarctic Facilities Zone, leveraging Hobart's position as a key gateway to the Antarctic and Southern Ocean.

The Stadium will serve as drawcard for visitors and promote additional economic activity and growth within Hobart. A detailed assessment of the economic and social benefits of the Stadium are outlined in the accompanying Economic Impact Assessment and Social and Cultural Analysis prepared by KPMG.

The ongoing development and delivery of each stage of the Mac Point Precinct Masterplan will also continue to complement and enhance the visitor and tourist economy.

The following strategies under Pillar 5 are relevant:

> *5.2.2 - Prioritise and promote opportunities for safe, accessible and integrated active transport.*
>
> *5.2.3 - Advocate for and promote the increased use of public transport.*

A key consideration for the Project is the provision of alternate transport modes, to reduce reliance upon private vehicles. This is a goal shared by Hobart City Council across several key plans and strategies outlined in this section. This is to be achieved through the provision of dedicated bus services during events and prioritising the use of existing pedestrian, bicycle and expanded ferry routes.

> *6.1.3 - Protect and enhance Hobart habitats, key natural assets and ecosystems, including wildlife corridors and waterways.*
>
> *6.2.4 - Engage with Tasmanian Aboriginal people to develop opportunities for undertaking and reflecting cultural practices and heritage in Hobart's bushland and public spaces.*
>
> *6.5.3 - Encourage opportunities to activate the City's open space network for events and activities.*

The Precinct Plan includes significant areas that surround the Stadium and concourse. These spaces will support additional use/development forming part of the Precinct Plan, but will also include areas that will become part of the City's open space network.

This includes the Aboriginal Culturally Informed Zone in the north-eastern portion of the site, along with pedestrian pathways and connections from Evans Street.

> *7.2.5 - Embrace opportunities to ensure new developments and redevelopments contribute to and reflect Hobart history, heritage, culture and environment.*

The broader Mac Point Precinct Plan acknowledges the traditional custodians of the land in which the Site is located, incorporating a dedicated Aboriginal Culturally Informed Zone which is to be further planned and developed through ongoing consultation with the Tasmanian Aboriginal Community.

The varied European history of the Site is also considered, through the incorporation of the existing Goods Shed into the design of the Stadium, allowing the continued adaptive re-use of the building whilst retaining the heritage characteristics of the building and allowing for continued public interpretation.

This is similarly the case with the Royal Engineers Building which is to be retained in-situ. The façade of the Stadium has been designed to respond to the heritage characteristics of surrounding heritage places, utilising physical setbacks to maintain curtilage around the Royal Engineers Building and by utilising external materials

that reference the history of the site and surrounding built/landscape elements that define the historic character of the Cove.

Substantial work has also been undertaken to identify, conserve and protect historic archaeology across the site.

4.5.4 CITY ECONOMY STRATEGY (2023-2028)

The Strategy seeks to facilitate a vibrant and successful local economy, setting out a list of actions to guide economic growth over a 5-year period.

The strategy notes a variety of planned development and growth opportunities that will assist in achieving the above, which includes the redevelopment of Macquarie Point and the future Antarctic zone, proposed under the Macquarie Point Precinct Plan. The strategic priorities outlined in the Strategy include:

- Plan for collective social, economic and environmental prosperity
- Attract socially responsible investment to unlock an inventive and inclusive economy.
- Position Hobart as a desirable commercial, entertainment and residential centre and visitor destination.
- Promote and leverage Hobart's uniqueness and celebrate the Hobart difference.[3]

These strategic principals also broadly align with those of Brand Tasmania (as outlined below), which is a statutory branding authority established under the *Brand Tasmania Act 2018.*

Brand Tasmania objectives:

- *To develop, maintain, protect and promote a Tasmanian brand that is differentiated and enhances our appeal and competitiveness nationally and internationally;*
- *To strengthen Tasmania's image and reputation locally, nationally and internationally; and*
- *To nurture, enhance and promote the Tasmanian brand as a shared public asset.*[4]

The architectural design of the Multipurpose Stadium and overall development of the Project draws upon these principals and objectives, seeking to promote and leverage the unique character and setting of Hobart and broader Tasmania, providing short, and long term social/economic benefits in the form of:

- Additional employment opportunities during the construction and ongoing operational phases;
- Increased tourist visitation (resulting from the range of events to be undertaken at the stadium) ;
- Enhancing Hobart's reputation as an event destination; and
- New/upgraded public infrastructure.

For further assessment of the above, please refer to the following sections of the Summary Report and supporting consultant reports:

- Summary Report:
    - Chapter 5: Economic Social and Cultural Analysis

[3] City Economy Strategy 2023-2028 (Hobart City Council)
[4] Brand Tasmania website (www.tasmanian.com.au/brand-tasmania)

- Appendix H – Social and Cultural Assessment
- Appendix F – Economic Impact Assessment
- Appendix E – Cost-Benefit Analysis

4.5.5 HOBART: A CITY FOR ALL – COMMUNITY INCLUSION AND EQUITY FRAMEWORK

According to the Hobart City Council, the Community Inclusion and Equity Framework seeks to:

- support and enhance the delivery of community outcomes.
- provide context about the role the City plays in creating a city for all.
- provide background information on the challenges our community face.
- outline the City of Hobart's approach and tools for delivering outcomes.

The framework flows directly from the community vision and strategic plan with a focus on the outcomes under Pillar 2: Community inclusion, participation and belonging. These outcomes are summarised as:

- *Truth and Reconciliation*
- *Participation and Access*
- *Wellbeing and Knowledge; and*
- *Safety and Resilience.*[5]

The Precinct Plan has been developed and informed by public consultation over two rounds across 16 weeks and includes zones that seek to reflect Tasmanian Aboriginal culture, European heritage, economic and community uses, housing and transport connections and wayfinding to connect the city with the surrounding spaces.

For a summary of the community consultation process undertaken as part of the Precinct Plan and feedback received, please refer to the following section of the Summary Report:

- Summary Report:
    - Part A: Background – Site overview

4.5.6 INNER HOBART TRANSPORT NETWORK OPERATIONS PLAN

The plan was prepared in partnership with the Department of State Growth. The purpose of the plan is:

> *To assist managing the City's transport network to achieve outcomes identified in the Transport Strategy, Central Hobart Plan, Hobart City Deal and other key strategic documents, the City of Hobart in conjunction with the Department of State Growth developed an Inner Hobart Transport Network Operations Plan (TNOP).*

[5] Hobart: A City for All – Community Inclusion and Equity Framework (Hobart City Council)

The TNOP guides the whole city in managing competing priorities on its road network, aligning operations with overall strategic objectives.

Developed collaboratively by the Department of State Growth and the City of Hobart, the TNOP provides a framework for current and future operations, emphasising efficiency, safety, and support for places where people live, work and study. It recognises potential conflicts among transport modes and competing priorities, offering guidance to road authorities without distinguishing between roads and street ownership.[6]

The plan outlines a range of strategic objectives to achieve the above, including implementation of other specific City of Hobart strategies and action plans. It recognises that there are a range of demands on the road and movement network, with demand increasing year upon year, meaning that ideal Levels of Service (LOS) for all road users cannot always be maintained for all users. It also notes that to achieve minimum targeted LOS, significant works may be required that may have impacts on other road users. An example of this is the provision of additional dedicated bike lanes, which assist in promoting active transport methods but often require the removal of parking spaces and/or reductions to vehicle lanes.

The plan also notes that variations may be considered for special events and sets out a Target Minimum Level of Service for roads and pedestrian corridors throughout the city.

The accompanying Transport Study, prepared as part of the Project provides a detailed LOS assessment of roads and pedestrian corridors within the city and immediately surrounding the Site at Macquarie Point, to determine potential impacts resulting from the use of the Multipurpose Stadium across a range of events; and outlines recommended actions to maintain and/or improve LOS, including provision of new/upgraded public infrastructure and implementation of a Transport and Event Traffic Management Plan(s).

It is understood and noted that these plans will need to be implemented, monitored and reviewed in consultation with key stakeholders such as the City of Hobart, TasPorts, and surrounding businesses and organisations.

Please refer to following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 4 - Movement
- Appendix N – Transport Study

4.5.7 PARKING – A PLAN FOR THE FUTURE (2013)

The strategy outlines a range of objectives and actions to manage residential and commuter parking across the city, including both free and paid parking locations.

A primary consideration in the strategy is the provision of Park and Ride facilities within Greater Hobart, to reduce demand and overall commuter preferences for private vehicle use. There are several Park and Ride facilities now in operation and several more in planning or development stages, including at Kingston, Claremont, Rokeby and Glenorchy.

The strategy also seeks to broadly manage parking supply and support sustainable transport, including ongoing increases in parking fees for paid parking areas to discourage longer-term parking in inner-city areas.

[6] Transport Network Operations Plan – City of Hobart 2023

The Project is accompanied by a Transport Study, which considers the benefits arising from infrastructure / transport services proposed as part of the Project (such as the Event Bus), along with a range of recommendations to manage event related parking demands. This includes an Event Parking Management Plan, which recommends event restrictions limiting the use of the Queens Domain for parking. These measures are anticipated to be implemented alongside various supporting/enabling projects, including the Event Bus to Park and Ride facilities and ongoing development of additional Derwent ferry services and the rapid bus initiative under the Hobart City Deal.

The Project also includes an underground car park below the future Antarctic Facilities Zone, to meet the private vehicular access requirements for the broader precinct.

4.5.8 QUEENS DOMAIN MASTERPLAN (2013-2033)

The Queens Domain is the traditional country of the muwinina people of the South East tribe and is Hobart's premier urban park, incorporating over 230 hectares of bushland and riverside setting, the Domain hosts features, attractions and facilities that have a wide range of values to the nation, Tasmania and local residents.[7]

The Masterplan was prepared in 2013 by the landscape architecture firm *Inspiring Place,* and provides guidance on how to:

- Create distinct high-quality settings within a rich landscape;
- Unify a diverse history of singular developments; and
- Make the Domain accessible in ways that have not been realised to date, all within the context of a respect for its natural and cultural values.

Hobart City Council act as the primary managing authority of the Domain, however due to the varied nature and wide range of use/activities undertaken across the Domain, various other management bodies are also responsible for management, such as:

- The Royal Tasmanian Botanical Gardens (~14ha)
- Government House (~15ha)
- the State Government (for a small array of areas are managed by the Crown),
- the University of Tasmania and Tasports; and
- Three state-level sporting facilities on the Domain (Domain Athletic Centre, Domain Tennis Centre, and the TCA ground) are leased from the HCC by sporting bodies.

The Masterplan is still current and relevant today, with a number of the key management objectives achieved.

Whilst the Multipurpose Stadium does not extend within the confines of the Masterplan area, the Project includes consideration of the future Residential Development and Public Foreshore Zone at Regatta Point, which does fall within the extent of the masterplan area, which outlines various strategies to make the Domain 'one place of many', including the following:

[7] Queens Domain Masterplan (2013 – 2033)

- **Strategy 1**: Establish and define the boundary landscaping of the Domain, including:
    - Develop an urbanised foreshore edge at the Regatta Ground and Pavilion Point, including ramped and stepped access to the water, pedestrian promenades and shared paths, landscaping, quality street furniture and lighting.

The future Residential and Public Foreshore Zone seeks to enable public activation and access to the foreshore, whilst providing opportunities for ground level activation via shops/tenancies, in connection with the Northern Access Road.

The proposed Multipurpose Stadium will complement and contribute to the goal to establish and enhance the urbanised foreshore edge, creating a strategic interface between the parkland and the Cove / CBD fringe. The footprint of the stadium follows the typology and urban form of existing sporting facilities established on the domain, built to a scale to service the regional area, as distinct from the smaller scale local and suburban ovals and parks, as shown in the figure below.

Figure 3: Relationship of stadium to Domain Precinct (source: Cox)

- **Strategy 2:** Create new pedestrian linkages to the Domain

Strategy 2 recommends the Cenotaph be connected to the Floor of the Cove, via the construction of six new bridges. This included a potential bridge over a 'new public car park' to the rear of the Royal Engineers Building.

Since the implementation of the masterplan in 2013, several of these recommended bridge connections have been established, including the pedestrian bridge from Bathurst Street to the Domain, the Bridge of Remembrance and a public staircase to the north of the Royal Engineers Building and the Cenotaph.

The current *Macquarie Point Reset Masterplan 2017 – 2030* and associated Site Development Plan provides flexibility for a pedestrian connection to be made in a similar location. An alternative connection has been noted in the Mac Point Precinct Plan, indicating a potential bridge between the Site and Collins Street (over Brooker Avenue and the Tasman Highway). This connection was highlighted in engagement with Hobart City Council, where the future plans to form a connection between the active transport in Collins Street and the Site were noted. This connection would assist in the movement of pedestrians to and from the Multipurpose Stadium during events and is supported and outlined in further detail in the accompanying Transport Study prepared by consultants WSP.

Funding for the bridge is yet to be confirmed however the Project achieves the broader objectives to provide connections between the Cove and the Domain, by promoting and enabling greater pedestrian activity through the Site and facilitating broader activation of the waterfront. This will be further achieved with the delivery of the Northern Access Road (delivered under the Hobart City Deal). A range of other supporting projects identified in the Transport Strategy will also assist in providing increased pedestrian connectivity between the Cove, the Site, Regatta Point, the Cenotaph and broader Queens Domain.

- **Strategy 3**: Establish a high order pedestrian/cycle connection from Sullivans Cove and the City, to link with the Royal Tasmania Botanical Gardens (RTBG).

The Precinct Plan incorporates future provision of pedestrian, cycling and public transport routes through Regatta Point and the Cove, via the Northern Access Road as committed in the Hobart City Deal and outlined in the Keeping Hobart Moving Strategy.

- **Strategy 7**: Enliven and further develop each of the principal precincts of the Domain as activity centres – Cenotaph / Regatta Ground, Davies Avenue Corridor, TCA, Soldiers Memorial Oval and the Hill.

There is a degree of overlap between the strategies and suggested works within the *Queens Domain Masterplan* and the Macquarie Point Precinct Plan. However, the Masterplan acknowledges that at the time the plan was prepared in 2013, there were numerous unresolved questions regarding the future development of Macquarie Point. Notwithstanding, the Precinct Plan and Project also broadly address several other strategies within the Masterplan, as indicated below:

Develop an urbanised edge to the Cenotaph / Regatta Ground that incorporates opportunities for:

- launching and retrieval of small water craft
- pedestrian promenades with quality paving and street furniture and lighting.
- Create dedicated, quality parking areas, bus and taxi pick up/drop off/lay-by along the contour below the Cenotaph with screen planting separating the two functions.
- Extend the Inner City Cycleway through the site, eventually connecting with Davey Street and the future mixed use development of the rail yard.

- Develop a 'transit station' plaza for express public transit service between the northern suburbs and the City.

The broader Precinct Plan includes the Residential and Public Foreshore Zone, which will assist in developing an urbanised edge to the Cenotaph / Regatta Point with pedestrian promenades, paving, street furniture and lighting.

The delivery of the Northern Access Road under the Hobart City Deal, which will facilitate access for event-day bus access and associated plaza under, will be supported by pedestrian movement corridors and bus / taxi pick-up and drop-off and continuation of the Inner City Cycleway.

4.5.9 SUSTAINABLE HOBART ACTION PLAN (2020-2025)

The purpose and intent of the Sustainable Hobart Action Plan is outlined below:

The Sustainable Action Plan 2020 - 2025, builds on the City's sustainability effort and outlines 42 projects over the next five years. These projects have been created in response to the consultation undertaken with the Hobart community for the Community Vision document in 2018 and through the review of the Climate Change Strategy 2013.

The Action Plan directs the City's response to a changing climate in an intelligent, localised and community-focused way. It responds to sustainability issues that impact on the social, economic and cultural well-being of our residents and fabric of our communities and businesses.

The Sustainable Hobart Action Plan aims to promote the City's climate action leadership by putting forward a series of practical steps, developed in consultation with the community and external stakeholders, to make Hobart a more sustainable city.[8]

The Action Plan is also guided by the Capital City Strategic Plan 2019-2029 (as outlined previously), and includes over 40 individual actions across the following key areas:

> *1. Leadership: Initiatives involving the City influencing, educating or collaborating with other governments and stakeholders*
>
> *2. Mobility: Initiatives to move around the city in more sustainable ways*
>
> *3. Energy: Initiatives to reduce greenhouse gas emissions and use renewables more effectively and at lower cost*
>
> *4. Resilience: Initiatives that make Hobart better prepared for the changes climate change is bringing*
>
> *5. Waste: Initiatives to make better and more efficient use of resources and prevent them becoming pollutants at end of life*
>
> *6. Governance: Initiatives that use the City of Hobart's legislative frameworks to effect change.*

The Project is consistent with the mobility related actions, which seek to make walking easier, quicker and more pleasant through the collection and sharing of data to guide the provision of new and/or upgraded pedestrian infrastructure across the City.

[8] *Sustainable Hobart Action Plan,* Hobart City Council (2020-2025)

The provision of new public spaces and pedestrian connections to existing spaces within the city, the Cove and Queens Domain directly further these initiatives and promote sustainable design and development.

Waste management and minimisation has also been considered, along with energy efficiency and sustainability objectives outlined in the Precinct Plan and incorporated into the design of the Multipurpose Stadium.

More broadly, MPDC has developed a sustainability pathway with Green Star Communities Accredited Professionals to work towards a whole of precinct accreditation and the Project is aiming for a minimum 5 Star rating, which represents Australian Excellence.

For further assessment and consideration of these elements, please refer to the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 2 – Landscape and Urban form
    - Chapter 4 - Movement
    - Chapter 7 – Environmental quality and hazards
- Appendix T – Waste Report
- Appendix N – Transport Study
- Appendix B – Stadium Design Description

4.5.10 HOBART TRANSPORT STRATEGY 2024

The Hobart Transport Strategy 2024 will guide strategic and operational planning for transport over the next ten years to deliver on the following vision:

> *A city where everyone has effective, safe, healthy and environmentally friendly ways to move and connect, with people, information and goods, and to and through spaces and the natural environment.*

The strategy was completed in July 2024 and outlines the following key priorities:

Public Transport:

- Participate in a Tasmanian Government review of the Greater Hobart bus network.
- Work with the Tasmanian Government on active transport connectivity to new ferry terminals.

Bikes and micromobility:

- Connect and protect key strategic bicycle routes, including projects for Collins Street and Augusta Road (A.39).
- Deliver a City of Hobart Bike Plan (A.46).

Walking:

- Undertake a complete audit of streets and pedestrian crossings in Central Hobart, and prioritise accessibility and safety (A.33).

- Deliver Local Area Mobility Plans to improve active transport in our neighbourhoods (A.29).

Driving:

- Partner with the Tasmanian Government to review signal operations and support traffic flow on key routes (A.63).

Behaviour change:

- Implement a City of Hobart workplace travel plan (A.4).
- Trial a travel behaviour change event with one of our School Access Travel Plan partner schools (A.7). Safe and healthy streets
- Trial an area-wide speed limit reduction to inform a Speed Limit Reduction Policy. (A.13).

Climate ready transport:

- Create a city for walking, bike riding and public transport (A.23).
- Develop a policy for future fuels and infrastructure (A.25). Parking and kerbside management
- Develop a Parking and Kerbside Management Plan to align with the vision and priorities of this strategy.9

A detailed Transport Study has been prepared as part of the Project, identifying a range of actions which have been categorised into critical, high, moderate and low priority areas to assist in planning and delivery.

These actions closely align with those presented in the *City of Hobart Transport Strategy 2024,* and include:

- Establishing event-day bus services and associated plaza, providing direct links to surrounding Park and Ride Facilities.
- Integration and improvements to footpaths along Hunter Street and Evans Street, to improve pedestrian accessibility, safety and efficiency and manage increased demand.
- Establishing a Transport and Event Traffic Management Plan(s), providing a framework to manage a range of transport demands during events. This includes associated Parking Plans.
- Establishing an Event Travel Behaviour strategy, to encourage the use of alternate forms of transport to and from the Stadium during events.
- Integrating proposed pedestrian and active transport corridors into the existing network, including the Inner City Cycleway and State Government initiatives, such as the Rapid Bus Network.
- Collaboratively working with State Government and other key stakeholders to deliver the infrastructure and services identified in the Hobart City Deal.

The Project Transport Study is aiming for 60-70% of all patron movements to and from the Multipurpose Stadium to be undertaken via alternate forms of transport (public transport, active transport and walking).

[9] City of Hobart Transport Strategy 2024

Further assessment and consideration of these elements is provided in the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 4 - Movement
    - Chapter 9 – Other planning matters
- Appendix N – Transport Study

4.5.11 MANAGEMENT AND REDEVELOPMENT OF THE HOBART AQUATIC CENTRE

The Hobart Aquatic Centre has undergone numerous upgrades since 2017, following the implementation of the Doone Kennedy Hobart Aquatic Centre Redevelopment Masterplan. The Masterplan identified a range of functional issues associated with the facility, such that it no longer meets national or international competition standards meaning it's capacity to host sporting events is increasingly limited.

A range of other day to day issues were also identified, such as disability access, car parking capacity and functionality and a general lack of sufficient and flexible space for key activities. Significant works include:

- Provision of solar panels, LED lighting and more efficient pool heating.
- An additional floor that allows for level entry access directly from the car park to customer service
- A new cafe area with outdoor access to provide an alternate space to the wet area
- A new large lift to make the Centre easily accessible
- Refurbishment of the public toilets and change facilities and a new "change village setup" that allows family group use of the change rooms
- A new gym entry and change rooms, and increased gym and group training space and spin room; and
- Improved car parking

The Masterplan also identifies opportunities for expansion to the primary 50m lap pool, along with a new 33m Program and Water Polo Pool.[10]

It acknowledges that the capacity to expand the centre is limited and generally confined to the existing extent of the site. This is due in part, to the extent of existing sporting facilities across the Domain, along with public parking areas, parkland and movement corridors which must be retained. It is anticipated that the upgraded facilities and additional capacity will generate additional public use of the centre and potential for additional events.

Whilst the Project and broader Precinct Plan will not have any direct impacts on the operation of the Aquatic Centre or any of the planned redevelopment/upgrade works, the associated increase in traffic and demand for parking generated by the Multipurpose Stadium may contribute to congestion on event days with potential impacts on both facilities. This has been considered in the accompanying Transport Study, which outlines several event traffic, transport and parking plans. The Event Parking Plan recommends traffic

[10] Doone Kennedy Hobart Aquatic Centre Redevelopment Masterplan, City of Hobart (2017)

management measures to restrict the use of public parking areas within the Domain, to maintain functionality, safety and efficiency for the public and users of the Domain sporting facilities.

It is noted that the traffic, transport and parking plans will require regular review, particularly in the first year of Multipurpose Stadium operations as traffic/parking demands change and the proposed active and public transport modes come online. For further consideration of the above, along with specific land use conflicts between the Multipurpose Stadium and various facilities across the Domain, please refer to the following sections of this Project Summary Report and supporting reports:

- Summary Report
    - Chapter 2 – Landscape and Urban form
    - Chapter 4 - Movement
- Appendix N – Transport Study

5. STATUTORY PLANNING CONTROLS

The following sections provide an overview of the relevant statutory planning controls that currently apply to the Site and broader Sullivans Cove.

A summary of the planning history/background for the Site is also provided.

5.1 SULLIVANS COVE PLANNING SCHEME 1997

The Sullivans Cove Planning Scheme (SCPS) is the primary planning document used to guide use/development within the Cove. The SCPS was introduced in 1997 as a performance-based scheme, with a focus on guiding principles and objectives, rather than the more rigid approach under the existing Interim Planning Scheme and the State Tasmanian Planning Scheme, which utilise prescriptive provisions.

5.1.1 PART B – STRATEGIC FRAMEWORK

The strategic framework establishes the following considerations which guide use/development within the Cove.

- The Values and Strengths of the Cove
- A Preferred Future for the Cove
    - An Economic Base for the Future
    - Designing the Future Urban Form
    - An Ecologically Sustainable Future
    - Creating a Place for People
    - Arts/Culture/Education/Recreation
    - Identification of Key Sites
- Planning Principles for Management of Activities in the Cove
    - Guiding Principals
    - Natural Resource Values
    - Efficiency Principals
    - Economic Development Principals
    - People in the Cove

The Scheme is based in part on a 'performance' approach to development control, recognising there are a numerous ways land use and development can meet and exceed desired environmental, social and economic standards. Use and development may be considered 'permitted' subject to specific 'deemed to comply' provisions being satisfied. Performance criteria are established to provide a means by which the objectives of the scheme may be satisfactorily met.

Prescriptive controls are used where the development or use being regulated is best managed through the application of a more rigid set of controls. Examples include controls covering signs and commercial and community use of roads and other public spaces.[11]

The scheme identifies the values and strengths of the Cove, including landscape and heritage setting, its strategic location as a place for people and public events, and a hub for the transport infrastructure links. These qualities have been assessed in detail throughout the Project and specifically in relation to Urban Form, Landscape and Heritage.

Part 6 of the SCPS identifies the preferred future for the Cove. The statements recognise the economic base, urban form, ecological considerations and place for continued and future gatherings, at a general level. However, the scheme also identifies the role of Key Sites, as those which have the potential to further develop the economic base, pedestrian environment and cultural/ recreational profile of the Cove.

The Site at Macquarie Point has been identified as a 'Key Site' under the existing SCPS.

Section 7.3 – Strategic Planning Principals

The SCPS outlines a range of key planning principals, which seek to ensure that use and development is undertaken in a sustainable manner and contributes to the 'Preferred Future' for the Cove, in accordance with the objectives of the Resource Management and Planning System as set out in Schedule 1 of the Land Use Planning and Approvals Act 1993.

The key planning principals are outlined below.

Guiding Principals

- *Sullivans Cove shall continue as a dynamic and evolving working port, also as a fishing and yachting harbour, cultural centre, recreation and entertainment district, centre of government and a place for commerce and living.*
- *It shall continue to cater for public activities in streets and in buildings at street level.*
- *It shall display its history, and have a life beyond 'nine-to-five' hours.*
- *The activities in the Cove should positively contribute to the character of the Cove and not detract from the operations of a working port. Activities and associated development should not adversely impact on pedestrian and other forms of movement through the Cove, access to the water edge, views, and the human scale environment.*
- *The water environment of the Cove shall continue to fulfil a significant role in the cultural life of the City, and shall continue to cater for community events such as boat races and festivals.*
- *The Cove should be promoted as Hobart's centre for cultural and recreational activities. Such activities shall be encouraged across the Cove, with an emphasis on cultural activities in the main Cove, including between Hunter Street and Salamanca Place and the Theatre Royal, Museum and Art Gallery.*

The ongoing use of Sullivans Cove as dynamic and evolving space has been a key consideration at all stages of Project's planning and development and Mac Point Precinct Plan more broadly.

[11] Sullivans Cove Planning Scheme (1997, p: 5)

The Project will provide greater public and commercial activation of the Site and broader Cove, catering for new and existing public events and activities, whilst enhancing business opportunities and pedestrian activation. This will be furthered by the delivery of the Stadium as a multifunctional venue, supporting a range of new uses, public spaces and pedestrian activation contributing to a 'life beyond nine-to-five'.

The Project and broader Precinct Plan acknowledges the lived Aboriginal and European history, culture and heritage through the provision of the Aboriginal Culturally Informed Zone, adaptive re-use of the historic Goods Shed and archaeological investigations which contributes to the ongoing interpretation of the Site's history.

Interaction with the existing Port has also been a key consideration, to ensure proposed and future use/development on the Site achieves the broader urban renewal of the site whilst respecting Port related activities. The connection between the Port and the Site will be enhanced through the delivery of the future Antarctic Facilities Zone and associated infrastructure upgrades being undertaken by various levels of Government.

Pedestrian access through the Cove and to the water's edge will also be promoted through the provision of additional public spaces and movement corridors to the north of the Site. The delivery of the Residential and Public Foreshore Zone as part of the Mac Point Precinct Plan will provide direct access to the water's edge and promote greater use of existing/proposed pedestrian movement corridors between the Queens Domain, the Site and the Cove.

The Stadium will provide a new multipurpose venue to promote and enhance the Cove's status as one of Tasmania's premier social/cultural spaces, catering for a range of new cultural, community, recreational and sporting related events and activities.

Cultural Resource Principals

Cultural Heritage:

- *To facilitate use and development which is compatible with conservation of the Cove's cultural heritage values.*
- *To encourage the recycling of existing buildings through the promotion of new uses, particularly in buildings of identified cultural heritage value.*
- *The recognisable historic character of Sullivans Cove is not to be compromised by new development which overwhelms the historic spaces and buildings, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms*

Whilst the Project and broader Mac Point Precinct Plan seeks to facilitate the urban renewal of the Site, consideration first and foremost is to the Tasmanian Aboriginal history and cultural heritage of the Site. The Precinct Plan includes the dedicated Aboriginal Culturally Informed Zone, which is intended to provide a new social/cultural space for gathering, learning and storytelling. The planning and design of this space will be directly informed and delivered through ongoing consultation with the Tasmanian Aboriginal Community.

The Project also acknowledges the European history and built heritage across the site, seeking to retain/recycle the Goods Shed by relocating it to the north of the site, where it has been carefully incorporated into the site design. This allows ongoing and improved public access and interpretation of the building and adaptive reuse as an extension to the event/gathering spaces within the Stadium. When

entering the Site from the north-west along the Tasman Highway, or from the north-east via the Northern Access Road, the Goods Shed will serve as a prominent foreground element that grounds the Stadium within the historic and cultural context of the Site and broader Cove.

The Multipurpose Stadium does not attempt to mimic or replace historic forms, with the design reflecting its functional purpose as a sporting facility whilst incorporating features and materials that respond to the history and dominant characteristics of the Cove. This includes references to the cultural uses, ongoing industrial character of the site and adjoining port operations, reflected in the external materiality of the Stadium. The built form also responds to key spaces such as Evans Street, by presenting a façade and street wall that helps to reinforce a sense of enclosure along the street. This is a key urban design characteristic/quality of the Cove, with buildings presenting strong and consistent street-edges, interspersed with roads and laneways (primary and secondary spaces).

The siting and functional form of the Stadium also allows provision of new primary/secondary spaces for gathering and recreational activities. In turn, these spaces also provide curtilage/physical separation from other historic places and forms, such as the Royal Engineers Building. This approach ensures the Stadium does not overwhelm the Royal Engineers Building, maintaining its presence as a dominant feature at the north-western entry to the Site. The curtilage afforded around the building also contributes to the desire/ability for buildings in the Cove to be interpreted 'in-the-round'.

Further assessment of the design and relationship to historic forms is provided in section 6 of this report.

Urban Character:

- *Changes to urban character will be consistent with conservation of cultural significance and maritime and historic character of Sullivans Cove.*
- *The distinctive urban form of Sullivans Cove is to be reinforced in development areas.*
- *Civic details are to be complementary to the existing different characters of the parts of Sullivans Cove.*
- *The commercial and community use of the footpaths is to be encouraged where it can safely be provided and in locations suitable for outdoor uses.*
- *The aggregate number of signs in the Cove is to be kept to a minimum.*
- *No new development or part of a development is to be individually prominent particularly when viewed from Sullivans Cove or the River Derwent. Exceptions include cranes and similar development relating to the essential operating requirements of the Tasmanian Ports Corporation.*

Macquarie Point remained largely undeveloped following the closure of the railyards and was given limited consideration in SCPR, which was prepared in 1993. This was likely due to the site's position on the outer edge of the Cove and it's varied but intermitted use for industrial purposes, cultural events and association with port/freight operations.

The SCPS identifies a series of 'Key Sites' within the Cove that are deemed suitable for urban renewal (including Macquarie Point and the former Boral Cement Plant). Despite the finalisation and implementation

of the current Macquarie Point Reset Masterplan and associated SDP, there has been little change to landscape and urban character of the Site.

The design of the proposed Multipurpose Stadium responds to its function as a sporting venue, however the external materiality has been carefully chosen to positively respond to and drawn upon the Cove's historic character, cultural significance and maritime history.

Civic Details

The Stadium design incorporates a range of internal and external civic details, such as new pedestrian pathways, primary/secondary public spaces, external seating and landscaped areas and adaptive reuse of existing heritage buildings. Each of the Stadium's four (4) entry plazas have been designed to reference and respond to the places in which they face.

The Project incorporates both new and existing footpaths and circulation ways, that will be incorporated into the existing urban and landscape environment. All footpaths and circulation ways within the site will be accessible to the public, providing greater connectivity for walking and other active transport modes such as bicycles and e-scooters.

Signage

A detailed assessment of proposed signage has been provided in section 8.1 of this Report and in Appendix Z – Signage Strategy (Futago).

Individual Prominence

Whilst being referenced numerous times throughout the SCPS, the term 'individual prominence' or 'individually prominent' is not defined in the scheme. However, some interpretation can be drawn from the objectives under Schedule 2 – Urban Form of the SCPS, which states:

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

The extent to which the Stadium is 'individually prominent' is a matter of interpretation and expert opinion.

Any development that presents a built form (including height, bulk, scale, architectural qualities, finishes etc) that differs from neighbouring buildings will attract greater interest from various receptors and to some degree, will be individually prominent by virtue of being new.

However, various social, cultural and economic factors can also have a bearing on public attention and perception, which can influence perceptions on what may or may not be reflective of an individually prominent development.

Detailed consideration of the Stadiums 'individual prominence' is provided in section 6.2 of this report.

People in the Cove:

- *The Cove is to be promoted and developed as an attractive pedestrian environment.*
- *The further development of the residential and visitor accommodation in the Cove is encouraged in locations where the residential amenity will not constrain the economic functionality of the ports and other preferred industrial and commercial uses.*

- *New use and development should ensure that pedestrian amenity and safety is not unreasonably compromised (having regard to the nature of the surrounding land uses). In particular the enhancement of pedestrian amenity and safety along the central pedestrian spine (Hunter Street to Salamanca Place) and along routes which connect the Cove to the CBD should be promoted.*
- *Pedestrian access to the waters edge should be facilitated and pedestrian and vehicle spaces should be more clearly delineated in this part of the Cove. Such activities need to be managed with the operational, security and public safety requirements of the port in mind.*
- *Developments which incorporate convenience facilities, retailing, recreational activity, pedestrian amenity and visual interest will be encouraged at street level. Activities such as offices, residential accommodation and studios on major pedestrian routes through the Cove should be located at first floor or above.*
- *A range of public transport options within the Cove will be supported, including tramways and light rail facilities.*
- *In its consideration of all applications for use or development the Planning Authority must be satisfied that the use or development:*
    - *Reduces opportunities for crime to occur;*
    - *Provides safe, well designed and maintains buildings, facilities and public spaces;*
    - *Minimises the potential for vandalism and anti-social behaviour; and*
    - *Promotes safety on neighbouring public and private land.*

Pedestrianisation, Public Transport, Foreshore Access and Activated Ground Floors

The external areas surrounding the Stadium have been designed to prioritise pedestrian movements in and out of the Site, whilst also improving amenity and promoting safe active transport.

New connections and movement corridors are proposed to established links with existing pedestrian pathways between the broader Cove and the Queens Domain. This network will operate alongside current and planned future public transport upgrades to be undertaken by the State Government as part of broader strategies, including the Hobart City Deal - including the Derwent River Ferry Service.

Existing public access to the water's edge is limited to a small area forming part of the Regatta Grounds, where the existing viewing stands and boat ramp are located. Whilst access to these areas will be maintained, the subject Site is separated from the River Derwent by the existing Port facilities, where public access is restricted for safety and security.

The creation of pedestrian activation and amenity at street-level within the Site will be incorporated into the design of the broader precinct, to be established through the subsequent planning scheme amendment process. This may include site-specific planning controls that promote active ground floors, where appropriate.

This will be enhanced through broader transport infrastructure developments being undertaken through various inter-governmental plans and strategies – as outlined in section 4 of this report.

For further information regarding the above, please refer to the following supporting plans/reports:

- Summary Report
- Appendix N – Transport Study

Residential / Visitor Accommodation Development

No residential or visitor accommodation is proposed as part of the Project.

However, the broader Macquarie Point Precinct Plan includes a residential development zone and may also provide opportunities for visitor accommodation development within the Complementary Integrated Mixed Use Zone. This will be carefully considered as part of the subsequent planning scheme amendment process, taking into account the context of existing, proposed and future use/development within the Precinct, the city and the Cove.

Mixed-Use Development

The Project includes a range of activities that will operate in conjunction with the primary sporting, cultural and entertainment activities. This may include outward facing cafe(s), bars and retail opportunities that will leverage facilities and spaces within the Stadium, contributing to greater public activation of the Stadium on a day-to-day basis.

5.1.2 PART C – APPLICATION OF THE SCHEME

This section outlines the application of the SCPS, stating that all use/development must be undertaken in accordance with LUPAA and the requirements of the SCPS.

Part C also outlines the level of information, plans and documents that must be submitted with planning applications and provides an overview of the approval/decision making process.

5.1.3 PART D – ACTIVITY AREA CONTROLS

The Sullivans Cove Planning Scheme guides use and development within Cove and encompasses a significant area, including the site at Macquarie Point, and nearby areas such as:

- The Domain Open Space
    - Includes the Cenotaph.
- Macquarie Point Wharf
    - Includes TasPorts land
- Inner-city Residential (Wapping)
    - Includes two city blocks along the north-eastern side of Campbell Street.
- Regatta Point
    - Includes Huon Quays.
- Sullivans Cove Working Port
    - Includes waterfront areas, such as Elizabeth Street Pier, Franklin Wharf, Constitution Dock, Victoria Dock and Princes Wharf; and

- Mixed Use Area
    - Includes the balance of the 'Cove'
- Sullivans Cove Gateway and Trans. (Macquarie Point Site)

The extent of these areas is shown in the following figure.

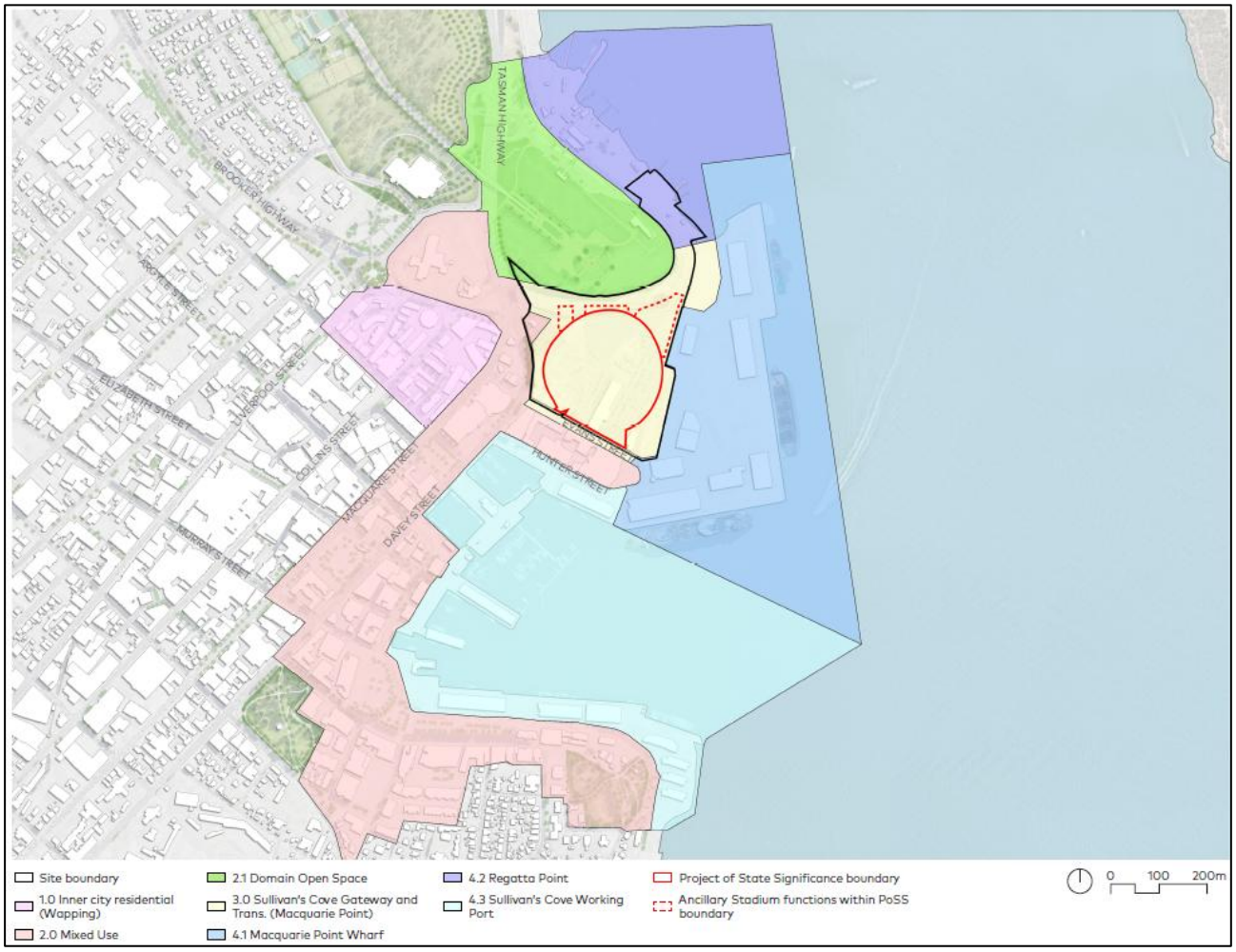


Figure 4: Extent of Sullivans Cove Planning Scheme Area and Activity Areas (source: COX Architects)

The established Activity Areas include various performance-based standards in which use and development is to be assessed.

However, use and development within Macquarie Point is governed by the Macquarie Point Site Development Plan (MPSDP), which forms part of the SCPS. The provisions of the MPSDP override the Activity Area controls and were prepared to reflect the vision set forth in the Macquarie Point Reset Masterplan 2017-2030.

5.1.4 PART E – SCHEDULES

The SCPS includes a number of Schedules which provide additional controls/considerations to guide use and development in the Cove, as outlined below.

Schedule 1 – Conservation of Cultural Heritage Values

This schedule identifies all heritage listed sites within the Cove and outlines performance-based considerations to control use and development on such places.

The schedule includes provisions to regulate construction or modifications on sites of cultural significance, control construction or modifications adjacent to culturally significant sites and manage construction or modifications involving land excavation. These provisions are informed by the following principals:

- *To provide an incentive for 'building or works' to be carried out in a manner which is compatible with conservation of cultural heritage values.*
- *To ensure that the recognisable historic character of Sullivans Cove is not compromised by new development which overwhelms the places of cultural significance, or, by new development which reduces the apparent authenticity of the historic places by mimicking historic forms.*
- *To encourage new development to be recognisable as new, but not individually prominent. Such development must reflect a "good neighbour" relationship to places of identified cultural value*

The Macquarie Point site contains three heritage buildings, specifically the Royal Engineers Building, Goods Shed and Red Shed. There are also several areas of Archaeological Significance (Aboriginal and European), including an area within the vicinity of the Royal Engineers Building and original foreshore area and the Hobart Rivulet Diversion Tunnel. These areas have been carefully investigated and are detailed in the following documents:

Annexure O - Southern Archaeology Aboriginal Heritage Assessment Report 30 January 2025

Appendix HH - Pre-Stadium Cultural and Landscape Values Assessment - Southern Archaeological 28 August 2024

Appendix M – Historical Archaeological Assessment, Sensitivity Report and Method Statement

A detailed assessment of the Stadium within the context of on site and surrounding heritage buildings is provided in Appendix L – Historic Cultural Heritage Impact Assessment.

Schedule 2 – Urban Form

This schedule controls urban form in the Cove, setting specific building height requirements and performance-based considerations to ensure development respects the urban form and character of the Cove. This includes consideration of views to and from the Cove and implementation of a range of other standards relating to building façade design, lighting and surfaces.

Schedule 3 - Public Urban Space

The schedule outlines requirements for the provision and development of public open space within the Cove, such as streets and other public spaces which are essential parts of the Cove's character.

As outlined in the SCPS, the purpose of the Schedule is to manage the construction of buildings and the carrying out of works in streets and other public spaces within an urban design framework. The Schedule is concerned with managing fixed and ephemeral building or works in the public spaces of the Cove, including;

- Civic Works (road and pavement works, traffic calming installations, pier and wharf modifications, landscaping, public transport facilities, other works)

- Public Street Furniture (fixed street furniture including benches, bins, bollards)
- Commercial and Community Furniture (outdoor dining furniture and display of goods)
- Controls over the construction of buildings or works are intended to create a built form which is consistent with the preferred function and character of the streets and other public spaces.

The provisions of this schedule do not apply to buildings within Macquarie Point.

Schedule 4 - Signs

Schedule 4 outlines standards for the provision of signage within the Cove. Due to the numerous heritage sites and buildings, the provision of new signage and changes to existing historical signage is heavily regulated.

Generally, new signage must be respectful of the specific building or place in which they are located. Materials used must not detract from the significance of a heritage place, or result in the damage or destruction of heritage fabric.

A detailed outline and assessment of the proposed signage is provided in section 8 of this report.

Schedule 5 - Traffic Access and Parking

This schedule provides broad objectives for the management of traffic and parking within the Cove.

Generally, it is preferred that for new developments, no additional car parking is provided. This is to minimise further detriment to the public spaces within the Cove and the overall desire for the Cove to be a place where pedestrian movement is prioritised.

As outlined in the SCPS, the intent is that Macquarie Point will be reconnected to its surrounds through the introduction of several pedestrian and cycle links connecting the city and Sullivans Cove to the Regatta Grounds and beyond. Currently, consideration of these links is provided under the existing Macquarie Point Site Development Plan, which is embedded into the SCPS.

The Project considers existing and proposed movement networks, traffic, access and parking within the context of the Cove and broader Hobart and is generally consistent with the Schedules principals which seek to prioritise pedestrian movement over the provision of vehicles and associated parking For a more detailed consideration of the above, please refer to the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 4 – Movement
- Appendix N – Transport Study

Schedule 6 – Subdivision

This schedule relates to subdivision, seeking to maintain the historic subdivision patterns of the Cove.

The schedule does not apply to the Macquarie Point site.

Schedule 7 - Demolition

The provisions of Schedule 7 relate to demolition within the Cove, noting that buildings and works within the Cove should not be demolished without appropriate consideration and assessment regarding impacts on the urban form and cultural heritage of the Cove.

As outlined in the Schedule, the following works would ordinarily be exempt:

- Demolition within the 'Macquarie Point Wharf' Activity Area 4.1; and
- Demolition of buildings or works existing prior to the implementation of a Site Development Plan, within the Sullivans Cove Gateway Activity Area 3.0 except for the Royal Engineers Building (Ref No 26 Schedule 1) and the Toll Goods and LCL Sheds at 14 Evans Street.

The Site is located within the Sullivans Cove Gateway - Activity Area 3, however there are no changes proposed to the Royal Engineers Building. The Toll Goods shed (Goods Shed) is to be relocated and incorporated into the Stadium and will be accompanied by a new Conservation Management Plan which is being prepared.

Further consideration of these matters is provided in the following supporting plans/reports:

- Appendix AA – Construction Management Plan
- Appendix I – Urban Design Framework Report
- Appendix L – Historic Cultural Heritage Impact Assessment
- Appendix N – Noise and Vibration Assessment

Schedule 8 – Environmental Management

This Schedule applies to development within Macquarie Point, outlining specific criteria regarding the existing Macquarie Point Wastewater Treatment Plant.

For a further assessment of the existing planning controls under the SCPS, and broader response to environmental management, please refer to the following sections of the Summary Report and supporting consultant reports:

- Summary Report
    - Chapter 7 – Environmental quality and hazards
- Appendix BB – Utility Services
- Appendix HH – Site Remediation Strategy

Schedule 9 – Telecommunications Infrastructure

This schedule provides requirements and considerations to control the provision and/or impacts on telecommunications infrastructure within the Cove.

As these schedules form part of the SCPS, they are not directly relevant in the consideration and assessment of the Project.

5.1.5 PART F - KEY SITES

As outlined in the SCPS, a Key Site is a site which has the potential to accommodate activities which will further the 'preferred future' and strategic principles contained within the Scheme.

These sites are identified by the Planning Authority as being underutilised (at the time the scheme was implemented) and having the potential to achieve a range of strategic planning objectives.

The SCPS currently includes the following Key Sites, which now form part of the Macquarie Point Site and are covered by the Macquarie Point Site Development Plan:

- Key Site 13 – Boral Site (former)
- Key Site 19 – Former Railyard

Prior to the development of a Key Site, the SCPS requires a 'Site Development Plan' to be prepared, outlining a framework for the future use/development of a site:

- Site Development Plans can be guiding documents that accompanying use/development applications, or they can be incorporated into the planning scheme and implement specific use/development standards.
- These standards are then read in conjunction with the established Activity Areas and Schedules within the SCPS.

The current Macquarie Point Site Development Plan provides specific use/development controls and is embedded into the planning scheme. A new SDP has been prepared as part of the Project, to guide the design and development of the Multipurpose Stadium. It is envisaged that the SDP will be further developed and embedded into the forthcoming Tasmanian Planning Scheme and Hobart Local Provisions Schedules.

For a further assessment of the above, please refer to the following sections of the Summary Report and supporting consultant reports:

- Appendix HH – Site Development Plan (2024)

5.2 MACQUARIE POINT PLANNING BACKGROUND

Since the inception of the Macquarie Point Development Corporation, different development typologies have been developed and tested for the site.

5.2.1 MACQUARIE POINT STRATEGIC FRAMEWORK AND MASTERPLAN (2015-2030)

The Macquarie Point Development Corporation prepared the Macquarie Point Strategic Framework and Masterplan 2015-2030 (former masterplan), along with a set of amendments to the Sullivans Cove Planning Scheme 1997 (SCPS) in 2015.

The masterplan divided the site into a finer grained grid typology, with emanating streets, building envelopes, and mixed uses which promoted commercial uses on the ground level and residential above.

That masterplan, in the form of a Site Development Plan, was endorsed by Hobart City Council in December 2015 and approved by the Tasmanian Planning Commission in November 2016.

5.2.2 MACQUARIE POINT RESET MASTERPLAN (2017-2030)

In December 2016, the Museum of Old and New Art (MONA) put forward a new masterplan, outlining an alternate 30-year vision for Mac Point centred around the development of an arts and cultural precinct and a nationally significant Truth and Reconciliation Art Park.

The reset masterplan outlined the urban design rationale which underpinned the MONA vision, aligning with the strategic policies of Parts A and B of the SCPS. The Reset Masterplan outlined the key concepts, proposed uses and built forms which reflected the landscape within which it the site sits.

To implement the Reset Masterplan, a revised SDP was prepared and submitted and incorporated into the Scheme. The SDP implements specific urban design requirements to ensure the site is developed in accordance with the masterplan.

An outline of the existing SDP is detailed below.

Macquarie Point Site Development Plan (2017)

The objectives of the SCPS identify that whilst the traditional urban pattern of Sullivans Cove is to be conserved, contemporary adaptation is to be created in development/ redevelopment areas.

While the planning scheme requires the delivery of the strategic framework through managing use and development in accordance with the provisions in each Activity Area (zones) and the Schedules (codes) the scheme has selected sites that are strategically important in delivering the change required to meet the desired future vision for the Cove. As noted above, redevelopment areas are identified in Part F of the scheme as Key Sites, which includes Key Site 19, Former Rail Yards and Key Site 13, Former Boral Cement Site. Both sites now form part of the site now referred to as Macquarie Point.

The Macquarie Point Site Development Plan 2017 (MPSDP 2017) was prepared to implement specific planning and urban design criteria to control future development at Macquarie Point in accordance with the *Macquarie Point Reset Masterplan 2017-2030*. Whilst the current stadium proposal is not constrained by the Reset Masterplan, it does align with the high level vision and objectives of the plan (as outlined below), which seeks to facilitate the redevelopment of the Site:

> *(a) as a vibrant and active area, with a mix of uses, that connects with and complements adjacent areas within Hobart;*
>
> *(b) to encourage inner city living;*
>
> *(c) to deliver sustainable social and economic benefits to Hobart;*
>
> *(d) in accordance with sound planning, urban design and environmental principles; and*
>
> *(e) to protect the operation of the Port of Hobart for the benefit of the local, regional, state and national economy.*

These purpose statements are achieved and implemented through specific use and development standards, a summary of which will be provided in the following sections. Due to the operation of the Sullivans Cove Planning Scheme, the site at Macquarie Point is also located within the underlying Sullivans Cove Gateway and Trans. Activity Area 3.0.

Desired Future Character Statements

The following DCFS were prepared to address the specific development outlined in the *Macquarie Point Reset Masterplan 2017-2030* and are enforced through the MPSDP 2017, embedded within the SCPS 1997.

Whilst the Project is not directly subject to the SCPS 1997 or the existing MPSDP 2017 (to which these DFCS relate), many of these statements contain important urban design considerations. As such, a brief outline and response to these statements as been provided below.

> ***32.3.1*** *- Re-engage with its history by revealing layers of the changing nature of Macquarie Point over time through expression of the topography, natural shoreline, Round House, Goods Shed, Royal Engineers Building and Red Shed.*
>
> ***32.3.2*** *- Respect the setting and appreciation of the cultural heritage significance of the Royal Engineers Building.*
>
> ***32.3.4*** *- Acknowledge the footprint of the former railway Round House as shown on Figure 32.3 and the associated Table 32.3.*
>
> ***32.3.7*** *- Require the bulk, siting and height of buildings to be sympathetic to the natural topography of the headland, amphitheatre, and escarpment surrounding the Cenotaph and to reinforce the natural shoreline with freestanding buildings viewed in the round on the Cove Floor.*

These statements are relatively broad, but the intent to re-engage with the history of the site and respect the setting of buildings of cultural significance is a key theme to which the Project has sought to address. The design of the Stadium, specifically the external materiality, roof-form and civic works directly draw upon the industrial and cultural history of the site. The form of the Stadium and dome-like roof resemble the form and topographic rise of surrounding hillsides such as the Domain headland, which rise up and away from the Cove Floor. This effect helps to reinforce the strong built edge around the Cove and broader expression of the topography and natural shoreline.

The Goods shed been carefully incorporated into the design of the Stadium for use as a gathering space for events/activities undertaken within the Site. Retention of Goods Shed and its incorporation into the Stadium will facilitate public access to the building, allowing patrons and the public to re-engage with the history of the building.

The Royal Engineers Building will remain in-situ, continuing to serve as a key landmark and entry point to the Site. The Stadium has been setback and sited to maintain appropriate curtilage around the Royal Engineers Building whilst also creating large areas of primary space. This alleviates the perceived height, bulk and scale of the Stadium and in turn mitigates visual impacts whilst respecting the setting and cultural heritage significance of the building.

> ***32.3.3*** *- Not adversely impact on the cultural heritage and reverential ambience of the Hobart Cenotaph and its surrounds.*
>
> ***32.3.8*** *– Not unreasonably impact on Important views, including the following shown in Figure 32.2.*

The cultural heritage and ambience of the Cenotaph is a key aspect for any redevelopment of the Site. The design of the Stadium incorporates significant physical setbacks from the escarpment and the Cenotaph headland which assists in reducing the perception of bulk and scale. The relocated Goods Shed will serve as a transitionary visual element, located between the Stadium's main facade and the escarpment, with direct visual ties to the history of the Site.

Potential noise and vibration impacts generated by the Stadium have also been considered in detail, with numerous measures and recommended strategies to mitigate potential impacts on the Cenotaph, including but not limited to, scheduling and event management to avoid overlap between remembrance activities and events at the Stadium.

The core views established in the SCPR and further analysis undertaken by Mr. Leigh Woolley represent only a few of the eleven (11) views currently incorporated into Figure 32.2. of the SCPS.

The additional views were introduced as part of the Reset Masterplan to align with proposed built forms. Whilst these views have been reviewed as part of Project, additional views have also been established. Further consideration of views, the Stadium's built form and design and interaction with the Cenotaph is provided in section 6 of this report. Additional contextual and direct analysis is provided in the following supporting reports/plans:

- Appendix B – Stadium Design Description
- Appendix GG – Site Development Plan (2024)
- Appendix J – Visual Impact Assessment
- Appendix L – Historic Cultural Heritage Impact Assessment
- Appendix Q – Noise and Vibration Assessment

***32.3.9** - Require the design and appearance of roofs to provide interest when viewed from the elevated areas of the Cenotaph and Domain through measures that may include incorporation of, rooftop gardens or articulated roof forms that serve a purpose such as daylighting of internal areas.*

The proposed Stadium will be fully enclosed with a translucent roof and timber supporting structure. This will provide visual interest when viewed from elevated areas and the translucent roof will enable views through and beyond, allowing continued interpretation of the broader Cove and surrounding landscape.

Further detail regarding the design and materiality of the roof-form is provided in the following documents:

- Appendix A – Architectural Drawings
- Appendix B – Stadium Design Description
- Appendix J – Visual Impact Assessment

***32.3.6** - Provide for recreation and associated uses in designated open spaces as shown on Figure 32.3 and the associated Table 32.3.*

***32.3.10 -** Establish and reinforce a well-defined built edge to Evans Street, set back to highlight the Goods Shed as a public entry point to the site.*

***32.3.11** - Include a network of connections through and around the site as shown on Figure 32.3 and the associated Table 32.3, including a series of:*

- *Primary shared street spaces.*
- *Smaller and more intimate secondary spaces that provide permeability across the site.*

32.3.12 *- Include a direct pedestrian link between the Key Public Space and Cenotaph that traverses the escarpment*

32.3.13 *– Include a gateway building in area D shown on Figure 32.3 that provides interest and maintains view lines at ground level to the Key Public Space from Davey Street and forms the southern edge of the central Key Public Space;*

These statements relate directly to development envisaged by the Reset Masterplan and have little relevance to the Project. It is expected that similar provisions will be drafted as part of the subsequent planning scheme amendment process to implement the new Mac Point Precinct Masterplan.

These broader considerations have been considered in the design and siting of the proposed Stadium and concourse.

Use Areas

Under the MPSDP 2017 and the Reset Masterplan, the following distinct use areas apply.

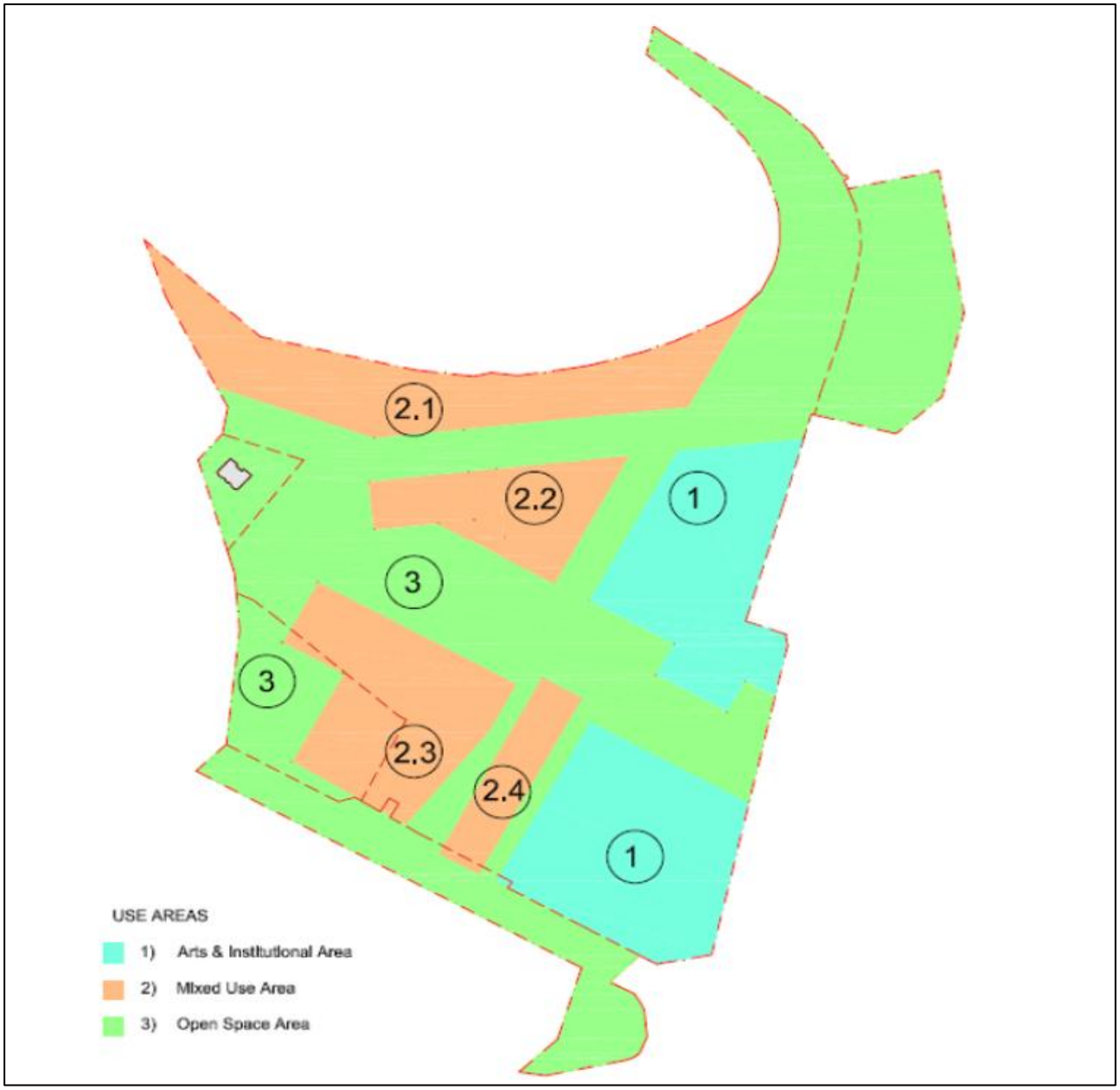


Figure 5: Existing Use Areas (source: Sullivans Cove Planning Scheme 1997)

The use areas reflect the intention and guiding principles of the Reset Masterplan and MPSDP to support a variety of mixed uses within the precinct. The proposal and subsequent masterplan and amendments also support mixed-use to meet the objectives of the site for renewal.

Building Areas

The Reset Masterplan divided the site into specific building areas which apply under the SDP and serve to control the physical form and height of development.

The building areas were developed based on analysis within the Sullivans Cove Planning Review and detailed reports prepared by Leigh Woolley and MPDC, to maintain key viewpoints within the Cove.

At this detailed level, the footprint of the stadium proposal was not foreshadowed.

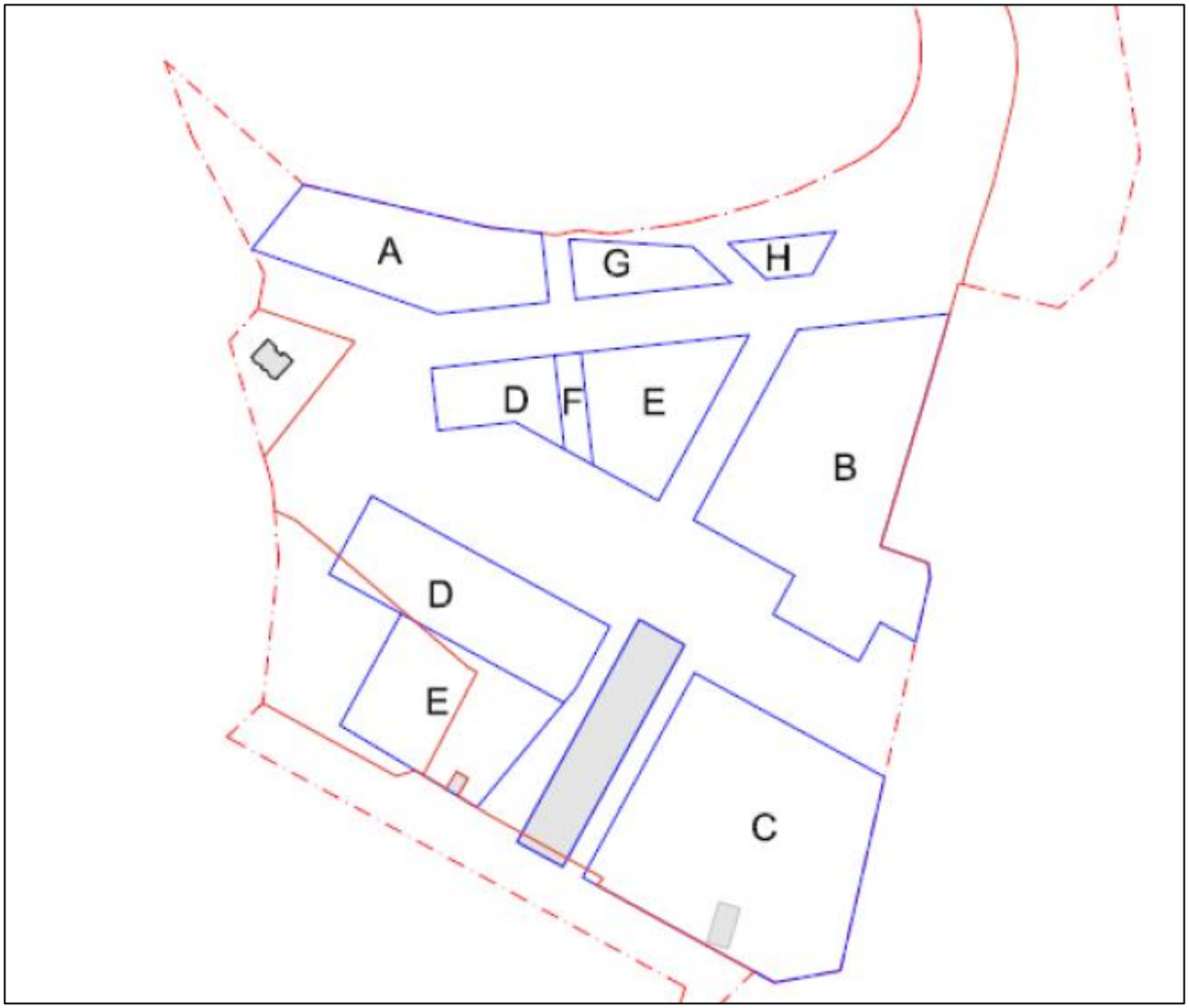


Figure 6: Building areas – Figure 32.4 (source: Sullivans Cove Planning Scheme 1997)

Use & Development Standards

Specific standards were implemented for each of the defined Use Areas. The standards included controls on use, car parking, building heights and design, The objectives of each of these standards is outlined below:

Clause 32.6.1 – Mixed Use

Objective: To ensure that Activity Area 3.0 is developed with a mix of uses

The standards under this clause included specific floor area requirements for each use/activity.

Clause 32.6.2 – Residential & Visitor Accommodation Uses

Objective:

a) provide appropriate levels of safety and amenity for residential and visitor accommodation;

(b) Protect the operation of the Port of Hobart for the benefit of the local, regional, state and national economy; and

(c) Protect the viability of Macquarie Point as a major public event space.

Residential and Visitor Accommodation development had to achieve appropriate internal noise levels, based on relevant Australian Standards. Noise sources to be considered included TasPorts operations, Traffic noise from Tasman Highway and Major events.

Clause 32.6.3 – Car Parking

Objective: Traffic movements associated with car parking use are to be accommodated safely within the surrounding road network.

The provision of on-site car parking was restricted to no more than 350 spaces. The purpose was to mitigate traffic impacts and support the pedestrian priority across the site.

Clause 32.7.1 – Impacts from the Working Port

Objective: (a) Provide appropriate levels of safety and amenity for occupants of buildings; and

(b) Protect the operation of the Port of Hobart for the benefit of the local, regional, state and national economy.

The permitted standard requires buildings within 50m of a boundary adjoining the Port of Hobart to include design elements that are able to achieve internal noise levels in accordance with the relevant Australian Standard for acoustics control.

For buildings within 20m, there must be no areas of private open space, decks or balconies (this only applies to sensitive uses, such as residential). If within 10m, buildings must only have fixed (inoperable) windows.

Clause 32.7.2 – Building Form

Objective: The height and form of buildings are to be:

(a) Consistent with established building forms within Sullivans Cove;

(b) Sympathetic to the natural topography of Sullivans Cove, including the amphitheatre sloping down to the Cove with the headland and escarpment surrounding the Cenotaph forming a natural expression of the Cove Wall;

(c) Respectful of the low-lying nature of the site and its visibility from surrounding elevated areas.

Specific building heights and envelopes were implemented through the SDP.

Any extension beyond these heights/envelopes required applications to demonstrate consistency with the streetscape, urban form and character of the surrounding area, having regard to the Desired Future Character Statements, protection of important views, consideration of height in relation to the Cenotaph and overshadowing of public space.

Consideration was also to be given to the following:

- The individual prominence of the building and its contrast with neighbouring buildings;
- The architectural and design merit of the building itself;
- The contribution the building will make to Macquarie Point and the City of Hobart more generally in terms of architectural character and quality;
- The extent and nature of the contribution that the building and its use will make to the economic activity of Macquarie Point and in the City of Hobart;

- The extent and nature of the contribution that the building and its use will make to the reputation of the City of Hobart as an international destination; and
- The civic amenity of the building.

In addition, the roof form of buildings must contribute to the articulation of building forms, integration of new buildings and provide architectural interest. Further standards relate to buildings sited within specific building areas/envelopes shown in Figure 32.3 of the SDP.

Clause 32.7.3 – Building Alignment

Objective: That building forms, roads and other public spaces are appropriately aligned.

AND

Clause 32.7.5 – Building Alignment – Adjacent to the escarpment (Use Area 2 adjacent to escarpment on Figure 32.1)

Objective: The siting and alignment of buildings adjacent to the escarpment are to be sympathetic to the natural topography of the headland, amphitheatre and escarpment surrounding the Cenotaph and reinforce the natural shoreline.

Buildings were to be sited and aligned to areas of primary or secondary space, as identified in the SDP.

Clause 32.7.7 – Roof Mounted Mechanical Plan

Objective: Rooftop mechanical plant is to be unobtrusive when viewed from elevated areas including the Cenotaph and surrounding areas.

Rooftop mechanical plant was to be contained within the roof structure of any building. If this could not be achieved, consideration was to be given to how such infrastructure would be viewed from the Cenotaph and surrounding area.

Clause 32.7.9 – Inundation Hazard

Objective: The risk from coastal inundation is appropriately managed.

Finished floor levels for habitable rooms must be not less than 2.8m AHD.

Clause 32.7.10 – Pedestrian Links

Objective: To provide a network of pedestrian connections.

Designated pedestrian links within primary or secondary spaces were identified in Figure 32.3 of the SDP. Buildings were to maintain these links and provide appropriate openings.

View lines

The MPSDP identified eleven (11) key view lines to and from the site from key surrounding locations such as the Cenotaph and surrounding public areas. A number of these views were identified and established within the *Hobart Waterfront Urban Design Framework (2004)* where it is stated that:

Form:

Buildings are to be sited and modelled to enhance sightlines;

- *Across the 'floor' of the Cove;*
- *From within the Cove to surrounding landmarks; and*

- *From surrounding vantage points (Franklin Square, The Cenotaph, Battery Point).*[12]

The views were further refined in site-specific reports prepared as part of the Reset Masterplan and implemented via the MPSDP. These views are shown in Figure 32.2 of the MPSDP and reproduced below.

- View 1: To and from Cenotaph & Macquarie St
- View 2: From Cenotaph to Parliament House forecourt along Morrison Street.
- View 3: From Cenotaph to St Georges Church
- View 4: To/From Sullivans Cove & the Derwent River
- View 5: From Cenotaph to the mouth of the Derwent River
- View 6: Along Key Public Space
- View 7: To Kangaroo Bay
- View 8 From Cenotaph to ANZAC sunrise
- View 9: To/From Key Public Space to Cenotaph
- View 10: To/From Davey Street to Entry to Key Public Space
- View 11: From Cenotaph to Cove floor

The new Site Development Plan prepared as part of this Project notes that the views identified above are not inherent in the Cove structure but result from a specific design intent for the site, reflected in the *Macquarie Point Reset Masterplan 2017-2030.*

[12] Hobart Waterfront Urban Design Framework (2004) p 11.

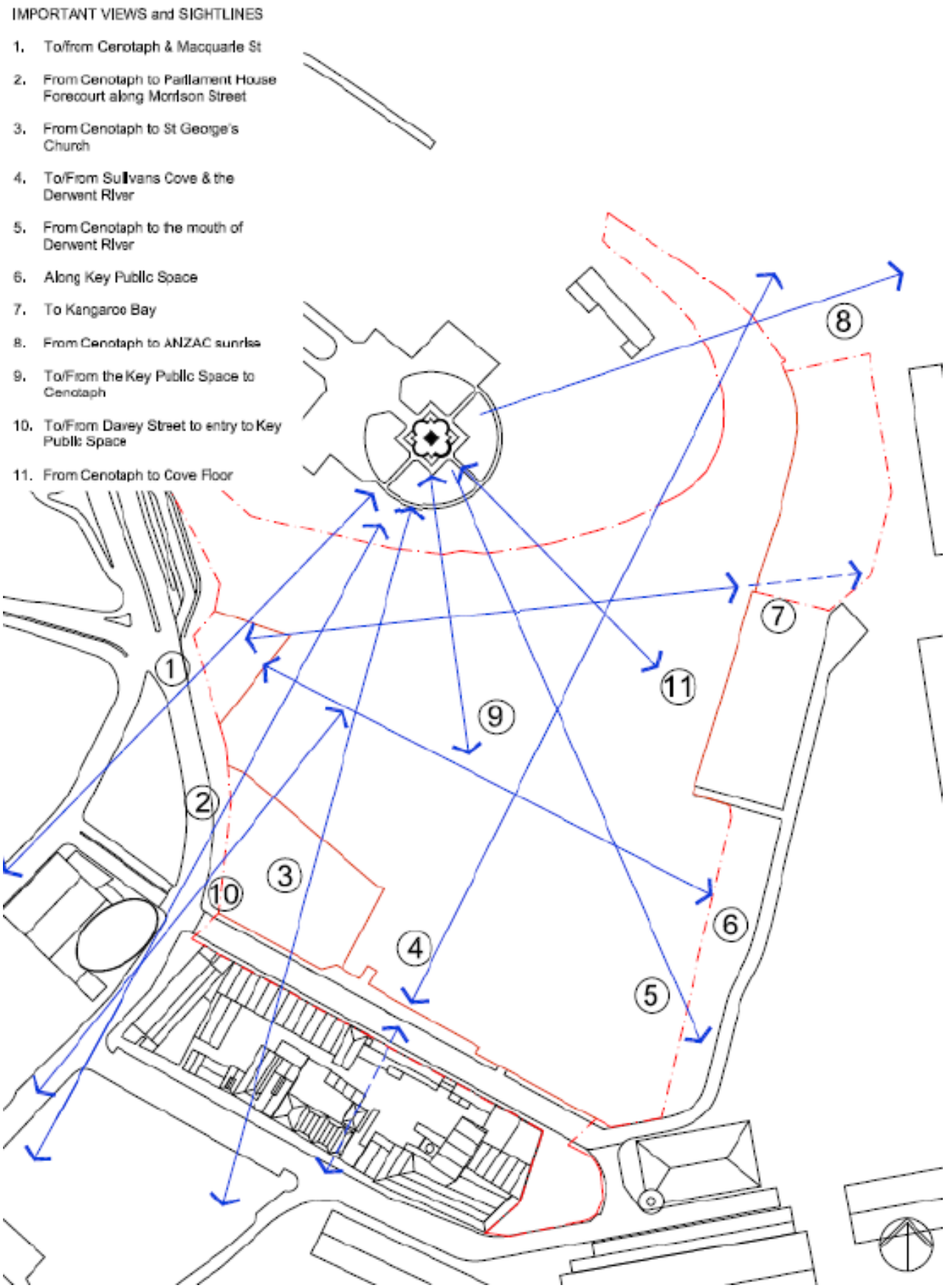


Figure 7: Figure 32.2 – *V*iews and sightlines (source: SCPS 1997)

These views have been analysed and reviewed within the new SDP (2024), which in turn has informed the design and assessment of the Stadium, along with consideration of new views arising from the design of the Stadium and broader Mac Point Precinct Plan.

Matters to be Considered

In assessing applications under the SCPS and existing MPSDP, consideration was to be given to the following:

- *The Desired Future Character Statements in clause 32.3;*
- *The preferred treatment of robust, self-pigmented external materials and finishes to primary and secondary spaces;*
- *The suitability of proposed development to achieve satisfactory levels of safety and amenity of occupants including the avoidance of vulnerability to noise, air, vibration and lighting impacts from the Port of Hobart;*
- *The potential for land use conflict between the proposed use and development and the use of Macquarie Point for major public events. To the extent that there is an inconsistency between these considerations, priority should be given to the Port of Hobart operations;*
- *The impact on the operation of the Port of Hobart;*
- *The height of buildings within Activity Area 3.0, and on adjoining and adjacent lots;*
- *The bulk and form of existing and proposed buildings;*
- *The spatial characteristics of the streets and spaces and the quality of the environment;*
- *Protection of water quality and water sensitive urban design principles;*
- *Protection of public infrastructure and the environment;*
- *Impacts from land decontamination works, and the need for uses not to commence until relevant areas of the site have been appropriately remediated;*
- *The quality of the architectural design;*
- *The impact of development on an operational transport corridor connecting to the north of the site.*
- *The adequacy and capacity of existing infrastructure and services including roads, footpaths, water, sewerage and power to cater for the proposed development; and*
- *The Strategic Principles in Appendix A of the Macquarie Point Reset Masterplan 2017-2030.*

The Project is broadly consistent with these matters, as outlined in the accompanying consultant reports which demonstrate that:

- Regarding the safety and amenity of users, in terms of noise, vibration and lighting, preference has been given to users and activities immediately surrounding the Site to determine potential impacts resulting from the operation of the Stadium. The Noise and Vibration Assessment has determined that whilst there will be some noise intrusion, the predicted overall noise levels and associated mitigation measures are deemed acceptable.

- The Stadium design and accompanying consultant reports have considered the needs of, and potential impacts on the Working Port, ranging from noise, increased pedestrian activity and traffic management. The reports conclude that the design and operation of the Stadium will not unreasonably impact Port related activities and can be managed appropriately.
- The spatial characteristics of the streets and spaces surrounding the Site and the quality of the environment have been integral to the design of the proposal
- The proposal represents leadership in sustainable development in Tasmania.
- Site decontamination and remediation will have been completed prior to construction, which is a major milestone toward the urban renewal of the Site.
- The architectural design has been carefully crafted to consider the local context, aboriginal and historic cultural heritage and the Tasmanian brand.
- The proposal accommodates the planned northern access link and supporting/enabling infrastructure has been carefully considered to integrate with and ensure no impact upon existing infrastructure. This will include a precinct wide district infrastructure scheme, which will service the Stadium, precinct and beyond.

Further information is provided in the following reports.

- Appendix A – Architectural D
- Appendix B – Stadium Design Description
- Appendix GG – Site Development Plan (2024)
- Appendix J – Landscape Visual Impact Assessment
- Appendix L – Heritage Impact Assessment
- Appendix I – Urban Design Framework Report

5.2.3 MACQUARIE POINT PRECINCT PLAN 2024

A key component of the new Macquarie Point Precinct Plan is the proposed Multipurpose Stadium, which recognises the value of the large area of land available for community recreation purposes, as expressed in the Reset plan, and expresses this further through a new building typology. This has necessitated a new approach and interpretation of the Site and its urban design and character within the context of the Cove.

The current Reset Masterplan and statutory MPSDP (embedded within the SCPS) identified a range of building typologies and uses which are not suitable or responsive to the new vision.

A key example is the building areas designated under the Reset Masterplan and MPSDP, specifically Areas A, G and H which were located adjacent to, and directly below the Cenotaph headland / escarpment. The Reset Masterplan specified that this area was to support residential development, with ground floor commercial/mixed use tenancies. However, building height was restricted to ensure no significant protrusion above the top of the escarpment / Cenotaph headland which significantly reduced the achievable floor areas. As a result, the primary orientation of these building envelopes was to the south-east, making access to appropriate levels of sunlight access and amenity difficult to achieve.

Under the new Macquarie Point Precinct Plan, the required residential component is to be relocated to the north-east portion of the Precinct, allowing for building envelopes oriented to the north-east and north-west, providing significantly improved access to sunlight and greater separation from Port related activities.

The proposed multi-purpose Stadium is to be located centrally within the Precinct, making use of the historically industrial/commercial bulk of the Site, with future complimentary mixed/commercial uses to be provided within the Integrated Complimentary Mixed-Use Zone and Antarctic Facilities Zone.

The new Precinct Plan draws on key elements of the previous masterplans and has been informed by more than 2000 written submissions, meetings with more than 100 local organisations, businesses and individuals and collaboration with TasPorts, TasWater, the Department of State Growth (including Infrastructure Tasmania (ITas)), Stadiums Tasmania, Brand Tasmania, Homes Tasmania and the Department of Health.

A New Vision for the Precinct

> *We aspire to build the Mac Point Precinct into a place to gather, celebrate and reflect, through the arts, culture, sport, events and entertainment.*
>
> *We will create a mixed use precinct that is accessible to all people, offers vibrant experiences and destinations, and contributes to the delivery of the 30 year Greater Hobart Plan.* [13]

The Plan sets out five (5) interconnected Zones, illustrating the style, type of development and built-form that will guide development of the site. The Plan also provides the foundations for detailed urban design guidelines to be prepared for each Zone. More specifically:

- The Zones will be connected through commercial and community uses on the ground floor of buildings, creating open and accessible spaces, connected by pedestrian focused laneways.
- The Zones will encourage a variety of uses. Individual buildings and developments may span across Zone boundaries, as long as the use is consistent with the purpose of each area.
- The Precinct Plan does not seek to resolve the detailed design of individual developments within these Zones. Instead, it seeks to create the environment that will support businesses, people and the community to thrive.
- The site will prioritise low-carbon transport, in particular pedestrian and active travel modes, and connect to passenger transport services.
- Car parking will be limited and be prioritised for tenants and operational uses. Public car-parking will be limited. Evans Street will continue to service the area as an active road.

It will be complemented by a second access road to the north, which is an existing project set out in the Hobart City Deal. The road will also support event-day passenger transport services. A copy of the Precinct Plan is provided below.

[13] Macquarie Point Precinct Plan (MPDC)

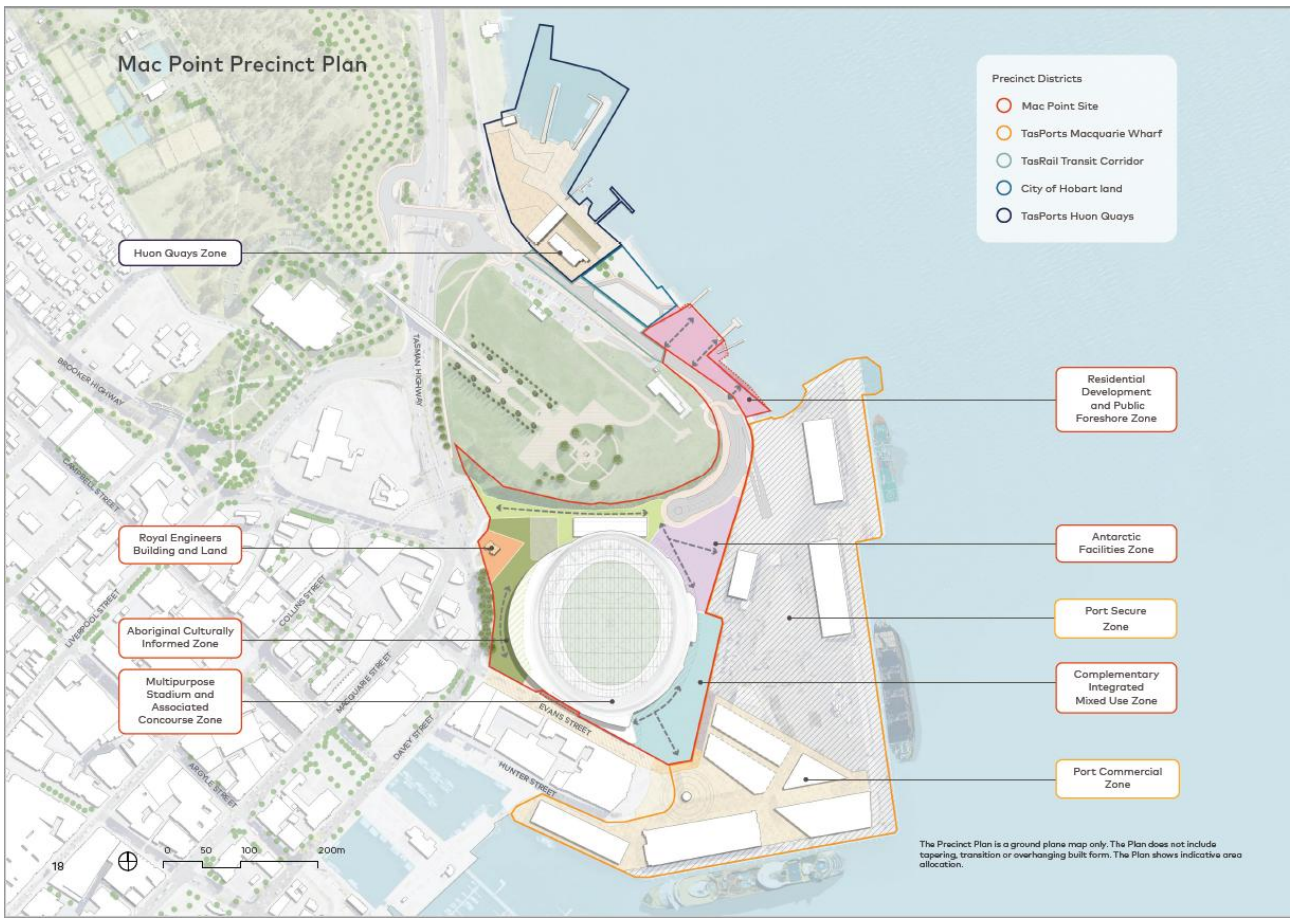


Figure 8: Macquarie Point Precinct Plan (MPDC)

The following outlines the Character Statement put forward by MPDC as part of the Precinct Masterplan.

Character Statements

> *Mac Point is part of Hobart's continually transforming waterfront. It is where the hills around the City descend to the Cenotaph headland to meet the River.*
>
> *Over the last 200 years, industry and infrastructure has reshaped this edge to the City, introducing the reclaimed flat land of the Docks and the working port edge. It is the relationship between these contrasting natural and artificial landscapes that define the enduring character of Mac Point.*
>
> *The grand scale of the headland and docks impart a feeling of being in a big landscape.*
>
> *This is contrasted by sheltered, human scaled spaces in the gaps, where informal activity has emerged.*
>
> *These characteristics create a unique space at Mac Point where a big place can have special, personal experiences. This Precinct Plan seeks to create a future where Mac Point's rich and layered character will continue and be enhanced by introducing a unique and contemporary urban precinct that ties into the City.*[14]

The Multipurpose Stadium has been developed in accordance with the vision and character statement for the broader precinct. It has also been informed by the new Site Development Plan prepared in 2024[15].

[14] Macquarie Point Precinct Plan (MPDC)
[15] Macquarie Point Site Development Plan, Risby B, April 2024

Precinct Zones

The Precinct Plan is comprised of the following Zones:

- **Multipurpose Stadium and Concourse Zone**

The multi-purpose Stadium will be the first component to be delivered as part of the Precinct Plan and will provide Tasmania with a premier year-round event venue, attracting arts, entertainment, cultural, commercial and community events, offering the opportunity to attract and host events at a scale not currently available in the state, including events during off-peak periods.

The stadium footprint provides capacity for the functional requirements included in the business case for the stadium, with capacity for flexibility and multipurpose use and management by Stadiums Tasmania. The Project will be an integrated development that will contribute to, and be part of, the broader precinct purpose, functions and design considerations set out in this plan. These include accessibility, sustainability, wayfinding, to be designed to be part of the character of the site and surrounding areas, and be a key part to establishing Mac Point as a destination.

The following precincts will be developed once the Precinct Plan is embedded as a statutory part of the forthcoming Tasmanian Planning Scheme – Hobart and associated Hobart Local Provisions Schedules.

- **Aboriginal Culturally Informed Zone**

The Aboriginal Culturally Informed Zone has an approximate area of 9,000m2 with an additional approximate area of 7,000m2 for the paved area and extension to the Aboriginal Culturally Informed Zone.

MPDC had commenced early work to develop a Truth and Reconciliation Park at Mac Point. This included engagement with community in early 2021 and work with members of the Tasmanian Aboriginal community to start a co-design process to develop design principles, which were intended to inform further engagement with community. MPDC remain committed to delivering Aboriginal Cultural Informed Zone consistent with the guidance from community. This space is anticipated to be an open-area, although similarly, this will be explored and tested as part of the engagement with community.[16]

The delivery of the Aboriginal Culturally Informed Zone is subject to ongoing discussions and guidance from the Tasmanian Aboriginal Community.

- **Antarctic Facilities Zone**

Hobart is recognised as one of only five (5) 'gateways' to the Antarctic and is internationally regarded as both a headquarters for East Antarctic activity and an Antarctic and Southern Ocean research centre of excellence.

The Precinct Plan recognizes the importance of the Antarctic and science industries to Hobart and includes a precinct adjacent to the port as a future development site for these uses. Arguably, the site is the last parcel of land on the CBD fringe, next to a working port in the country.

The Mac Point redevelopment offers the opportunity to provide facilities to support the operations of Antarctic organisations adjacent to port and logistic infrastructure. The Antarctic Facilities zone has an approximate footprint of 8,000m2.

- **Complementary Integrated Mixed-Use Zone**

[16] Macquarie Point Precinct Masterplan (MPDC)

The Complementary Integrated Mixed Use Zone will serve as an interface between Mac Point, the Macquarie Wharf Commercial Zone, and Sullivans Cove, providing a collection of boutique commercial, retail and food and beverage spaces and the continuation of the city's urban façade to address the waterfront.

The zone has an approximate footprint of 10,000m2.

Introducing additional commercial and hospitality spaces across Mac Point provides further capacity for interaction with the site beyond stadium-based events ensuring that Mac Point remains a lively and premier destination that attracts locals and visitors alike year-round.

Co-location to the stadium also provides capacity for small businesses to capitalise on shared visitation benefits and high pedestrian foot traffic originating from stadium events. The Zone's close proximity to the stadium can also offer experiences, offerings and broader engagement with the site prior to and after stadium events allowing for staggered crowd dispersal and a reduction in the immediate transport demand during surge periods.

- **Residential Development and Public Foreshore Zone**

An expanded Mac Point Precinct provides the opportunity to complete the urban renewal of the site and respond to current community needs to contribute to housing supply.

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

The housing will be a mixture of:

  - affordable housing to support key workers in the health sector. This will be delivered working with the Department of Health and Homes Tasmania.
  - apartments for release to the general market to provide a mixed-use environment

The foreshore will remain publicly accessible and provide a reinvigorated waterfront and enhance the amenity of a space that currently has limited year-round use.

5.3 SULLIVANS COVE PLANNING REVIEW 1991

Prepared in 1991, the Sullivan's Cove Planning Review (SCPR) serves as a point of reference when determining key urban design principals and how they apply to Sullivan's Cove.

As outlined in the SCPR, the historical urban form within the Cove was generally characterised by low-rise small-scale development. The SCPR generally specifies that building height should respond to the topography of the Cove and respect and maintain the urban 'amphitheatre' to maintain a contiguous 'stepped' building line through to the CBD and outer reaches.

The SCPR also laid the groundwork for the consideration of key views to and from the Cove that encapsulate the Cove, amphitheatre and escarpment zones as the built form steps back from the water's edge. These considerations are indicated in the figure below.

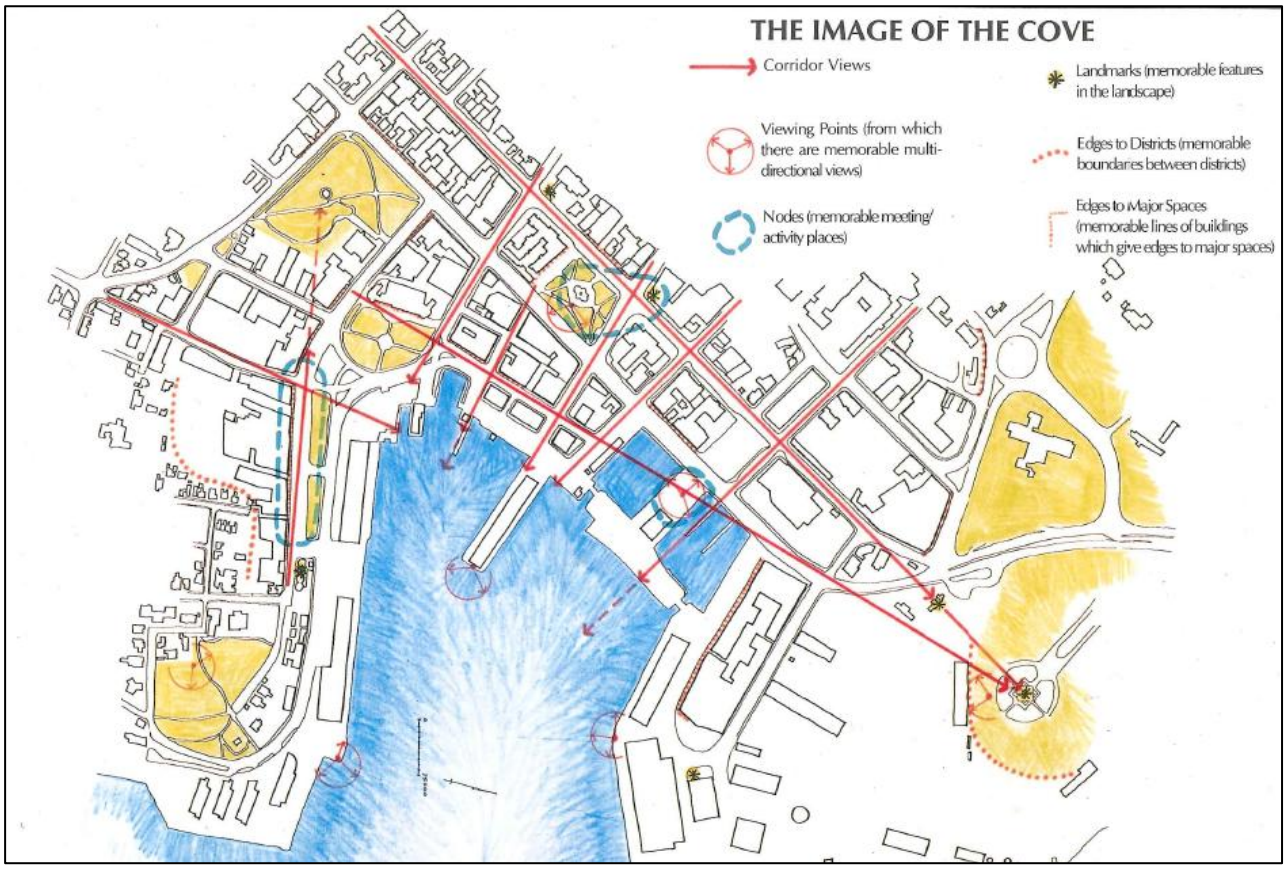


Figure 9: Primary corridors and viewpoints as illustrated in the SCPR (source: Sullivan's Cove Planning Review 1991, p 70).

Whilst the SCPR does acknowledge the potential for Macquarie Site to serve as a key site for urban renewal, it does not provide any significant analysis of the site or what future development may be appropriate.

Notwithstanding, the new SDP (2024) provides a more detailed investigation of the Site's history and changing role in the context of the Cove. This analysis outlines key urban design considerations which have informed and contributed to the design of the Stadium. These considerations are outlined further in the SDP and throughout this report.

5.4 HOBART INTERIM PLANNING SCHEME 2015

The *Hobart Interim Planning Scheme 2015* (HIPS) and associated ordinances do not apply to Sullivans Cove or Macquarie Point.

The only area of crossover is the establishment of view lines / view cones which must be considered for new buildings which exceed the permitted heights and building envelopes in the Central Business Zone. The view lines were established via the *Building Height Standards Review Report*, prepared for the City of Hobart by Mr. Leigh Woolley in 2018. The report established prominent views from key locations such as Hunter Street (formerly Hunter Island) and from Constitution Dock. Both viewpoints are directed south-west from the Cove to the CBD and beyond to Mt. Wellington / kunanyi.

The views are enforced through the relevant Desired Future Character Statements within the HIPS 2015, which is a prescriptive scheme that sets out specific use/development controls for which there is a permitted or discretionary pathway. Under the standard development assessment process, governed by the *Land Use*

Planning and Approvals Act 1993, the provisions of the HIPS 2015 have no bearing on applications for use and development undertaken within Sullivans Cove.

5.5 HOBART DRAFT LOCAL PROVISIONS SCHEDULES

The Hobart Draft Local Provisions Schedules (LPS) are currently under review by the TPC, as part of the implementation of the *Tasmanian Planning Scheme* for the Hobart municipality. The scheme will replace the existing interim planning scheme and SCPS.

Land use and development within Sullivans Cove and Macquarie Point will be controlled under the following Particular Purpose Zones:

- HOB-P10 – Particular Purpose Zone – Sullivans Cove
- HOB-P11 – Particular Purpose Zone – Macquarie Point

Both zones essentially translate the existing objectives, considerations and planning requirements under the existing SCPS and MPSDP. The Particular Purpose has been drafted to continue to implement the vision and objectives of the former Reset Masterplan 2017-2030. The Reset Masterplan will be replaced with the new Macquarie Point Precinct Plan. As the TPS is likely to be in-effect toward the end of 2024, a planning scheme amendment will be prepared to implement the new Macquarie Point Precinct Plan, replacing the proposed HOB-P11 - Particular Purpose Zone, Macquarie Point, with a new Particular Purpose Zone, introducing use/development standards that align with the new vision outlined in the Precinct Plan.

Under the *Tasmanian Planning Scheme – Hobart*, the new vision will be subject to the following Codes and associated overlays:

- C6.0 - Local Historic Heritage Code

The Royal Engineers Building falls within a Local Heritage Precinct and area of Archaeological Sensitivity. Matters relating to heritage and archaeology have been addressed in the accompanying Historic Heritage Impact Assessment and Archaeological Assessment Report.

- C11 – Coastal Inundation Hazard Code

The accompanying documentation prepared by consultants BMG demonstrates the Site is not subject to coastal inundation.

6. PLANNING ASSESSMENT

6.1 EXISTING URBAN FORM

Historically, the subject site accommodated a range large scale infrastructure and buildings, including the Hobart Railway Sheds, rail lines and Roundhouse. Following the closure of the railway and extensive soil contamination as a result of these activities, significant remediation works has led to the clearance of most structures from the site. The Goods Shed and the Red Shed are the only historical structures remaining and are positioned within the southern part of the Site.

In the immediate vicinity of the site are similar buildings that reflect Hobart's industrial history with several examples of early 1900s redbrick warehouses and factory buildings along Evans Street. There are also examples of Georgian warehouses dating back to 1825 positioned along Hunter Street. The site's interface along Davey St is also characterised by notable heritage structures, consisting of the Hobart Gas Company chimney stack and surrounding redbrick and sandstone buildings constructed in 1890.

Figure 10: Site context and key townscape attributes and locations (source: Appendix I – Urban Design Framework)

The urban form analysis within this section is informed by the *Sullivans Cove Planning Review 1991* (SCPR), the *Sullivans Cove Planning Scheme 1997* (SCPS), and the analysis provided in the new SDP (2024).

These documents have laid the groundwork for urban design within the Cove, establishing key terms and features such as the 'amphitheatre', with the cityscape responding to the landform rises from the Cove Floor to the foothills of the Wellington range and kunanyi. The following statement outlined in the SCPS, provides context:

> *Sullivans Cove is recognised as a special place by the people of Tasmania. Set against the dramatic backdrop of Mount Wellington, with Hobart City Centre in the foreground and opening out to the Derwent Estuary, Sullivans Cove is one of the world's* ***finest city landscape settings****. This unique urban and landscape form is what makes Sullivans Cove so special.*
>
> *Not only is Sullivans Cove Australia's most* ***intact historic waterfront*** *- it also remains a true dynamic and evolving* ***working port.*** *The operation of cargo vessels remains a key economic activity of the City, as well as defining the unique character of Sullivans Cove. …*
>
> *The Cove is a* ***place for people*** *- its historic buildings, formal parks, roads and other public spaces have largely retained the pedestrian scale that existed during the early settlement of Hobart (emphasis in original).*

As outlined in the SDP (2024), the Cove Floor serves as a 'stage' within which the Wall of the Cove constitutes the front row of the audience, consisting of a strongly defined edge between a primarily flat fill area (the Cove Floor) and dense side by side buildings loosely following the original shoreline being the Wall of the Cove.

The wall is expressed both through the strong built edge of buildings along Salamanca Place, Morrison/ Davey Street and Hunter Street, and the topographic wall creating a sense of enclosure, expressed through Salamanca Quarry, the Davey Street escarpment, and the escarpment forming the edge of the Cenotaph. The preference within the SCPS is that new development within the built wall of the cove should seek to maintain the uniformity of the wall and not be individually prominent.

The Site has been designated as a 'Key Site' under the SCPS, which requires a Site Development Plan (SDP). The purpose of an SDP is to outline a framework for the future use or development of a given site. Key Sites are generally recognised as sites which have potential to become exemplars of the preferred future and instrumental in influencing development across the broader Cove. Notably, the planning legislation is such that an SDP is not constrained by the planning scheme provisions and has the capacity to override specific provisions through a planning scheme amendment, in its goal of achieving the preferred future and full potential of the Cove.

The new SDP (2024) provides a comprehensive analysis of the urban form of the Cove, and the role of the site within that context, noting that the Site sits behind the Cove Wall when experienced from Hunter Street and is framed by the escarpment which forms the edge of the Cenotaph. The escarpment is a remnant of the prior coastal landform and a topographical expression of the wall, and therefore any development on the Site should ensure that the escarpment remains legible as a landform.

The SDP makes several notable observations and recommendations, including the following:

- *That Mac Point should be treated as a large area of the Cove floor, and the directions as to the future uses and development should conform to that of the floor; and*

- *Buildings should be freestanding and designed in the round as buildings in space, rather than buildings forming a linear wall, or within radiating streets.*[17]

The scheme also recognises the importance of buildings, monuments, structures and spaces reflecting the history and development of Tasmania and its historical fabric. The urban form of the Cove and it's built, and spatial qualities have evolved over time, reflecting the unique cultural heritage and ongoing evolution of the Cove.

The new SDP (2024) indicates the spatial qualities of the Cove, identified and described in the SCPR are made up of the natural topography and the built environment. The topography is expressed with the transition from the kunanyi / Mt Wellington to the River Derwent, forming an amphitheatre within which the Cove sits centre stage. The Wall of the Cove represents a strong, uniform built edge following the alignment of the quarry edge in Salamanca Place, along Davey Street and across the causeway which connect with Hunter Street. The strong edge created by the Cove Wall and radiating street grid creates a distinctive urban form. Within this context, the Site sits within the spatial typology of the Cove Floor, to the rear of the Wall of the Cove, as it is expressed in Hunter Street, and the rear of which forms Evans Street.

The SDP (2024) has been used to guide the design of the Multipurpose Stadium and will also form the basis of the latter planning scheme amendment process. The amendment process will involve the preparation of new urban design guidelines and controls specific to Macquarie Point, facilitating the vision outlined in the new Macquarie Point Precinct Plan. Whilst the current planning controls under the SCPS identify a traditional urban pattern which should be conserved, the peripheral areas including the CSIRO and Macquarie Point site also contain larger format use/development, driven by functional requirements and located on larger consolidated lots.

The assessment also considers the Strategic Planning Principals outlined in the SCPS, which acknowledges that contemporary development within the Cove will continue to occur and identifies several Key Sites that are earmarked for such development, including Macquarie Point. The new SDP (2024) provides guidance on the form that the contemporary adaptation should take, noting that the urban context of the site allows for, and has historically accommodated larger scale utilitarian and generally unadorned buildings where scale was dictated by function.

The concept of respecting the scale of the Cove's built form is an important aspect, ensuring that future development does not diminish the values of the Cove. What constitutes appropriate scale and form is influenced by the spatial typology of any area, and in acknowledging this, the SDP (2024) concludes that buildings on Mac Point can be large and possess a significant footprint with an all-round expression, whilst being functional and modern without overwhelming of the broader context. New structures on the floor should be light and utilise transparency and materials to reduce the visual dominance that their larger scale and form might otherwise present.[18]

This can be achieved without detracting from the smaller, finer grained historic and industrial setting. Visual impacts can also be managed without distorting the different building and spatial typologies that are found in traditional areas across the Cove floor.

[17] Site Development Plan (Risby, 2024)
[18] Macquarie Point Site Development Plan, B.Risby (2024)

The existing built form along the southern side of Evans St varies in height from approximately 8m to 22.5m, with the Zero Davey and Sullivans Cove Apartment buildings representing the tallest buildings along this section of the 'Cove Wall'.

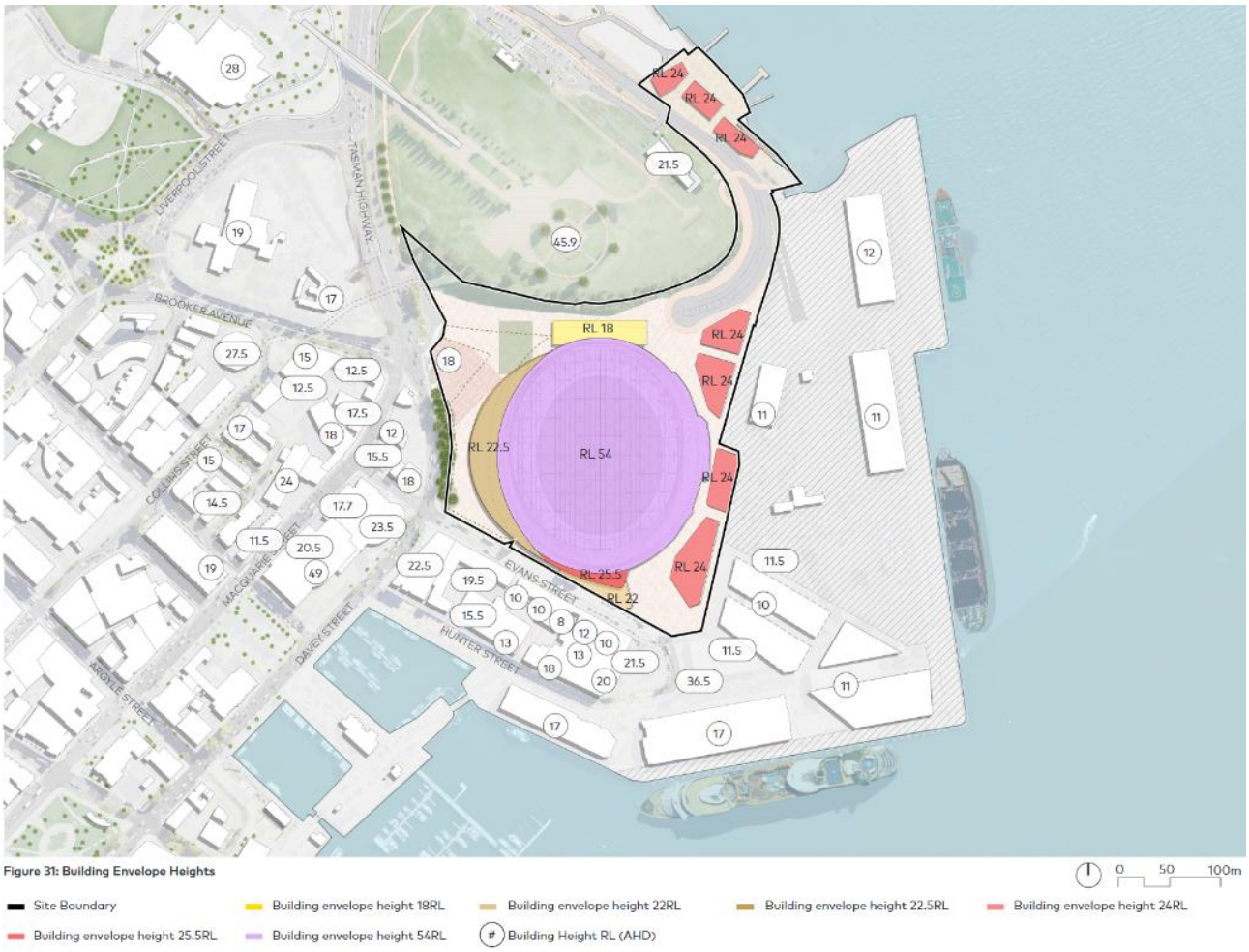


Figure 31: Building Envelope Heights

Figure 11: Heights of surrounding built forms, including the Stadium and broader Precinct (source: Appendix I – Urban Design Framework)

The Federation Concert Hall on the corner of Evans and Davey St and the Grand Chancellor Hotel sit at 23.5m and 49m respectively and represent the tallest buildings within the local context. These buildings frame the streets to which they face, and present strong street edges that extend to their respective frontages. 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 49.5m AHD and rises above much of the eastern Central Business District. Unlike surrounding historic buildings, the hotel has a significant (25m) setback to the street.

TasPorts land to the east hosts a series of large industrial buildings at approximately three storeys in height, with significant curtilage providing large expanses of bitumen to facilitate necessary logistical operations, including freight transport involving large vehicles and storage areas. To the immediate north of the Site, the Hobart Cenotaph stands as a prominent landmark in the surrounding area, positioned on the headland above the Cove Floor, reaching a maximum height of +45.9m AHD. Significant areas of open space surround the Cenotaph, which is utilised for commemorative events and community functions and forms part of the

broader Queens Domain, supporting a range of sports and recreational facilities. The following diagrams illustrate the existing built form and scale referred to above.

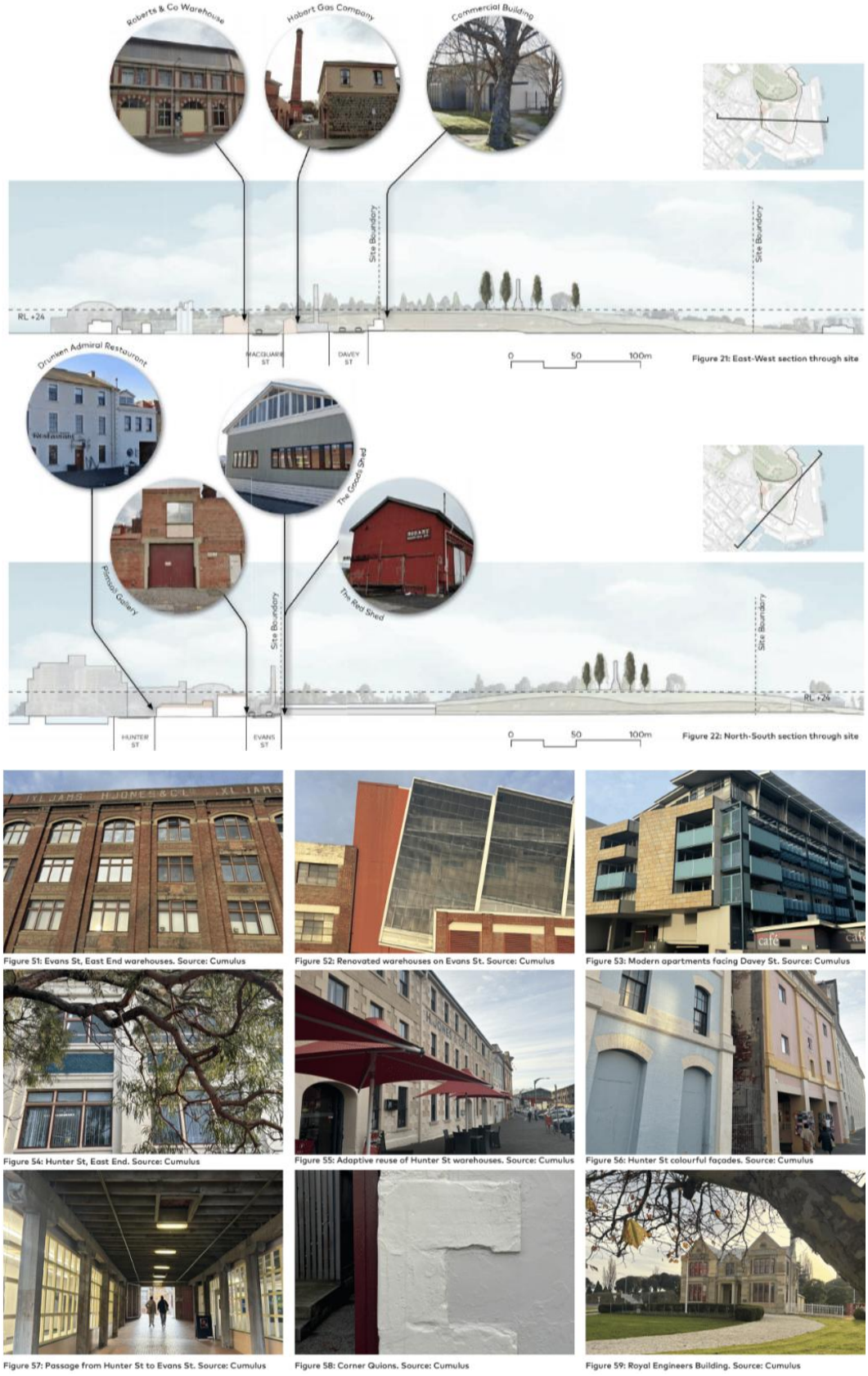


Figure 12: Surrounding development and architectural styles (source: Appendix I – Urban Design Framework)

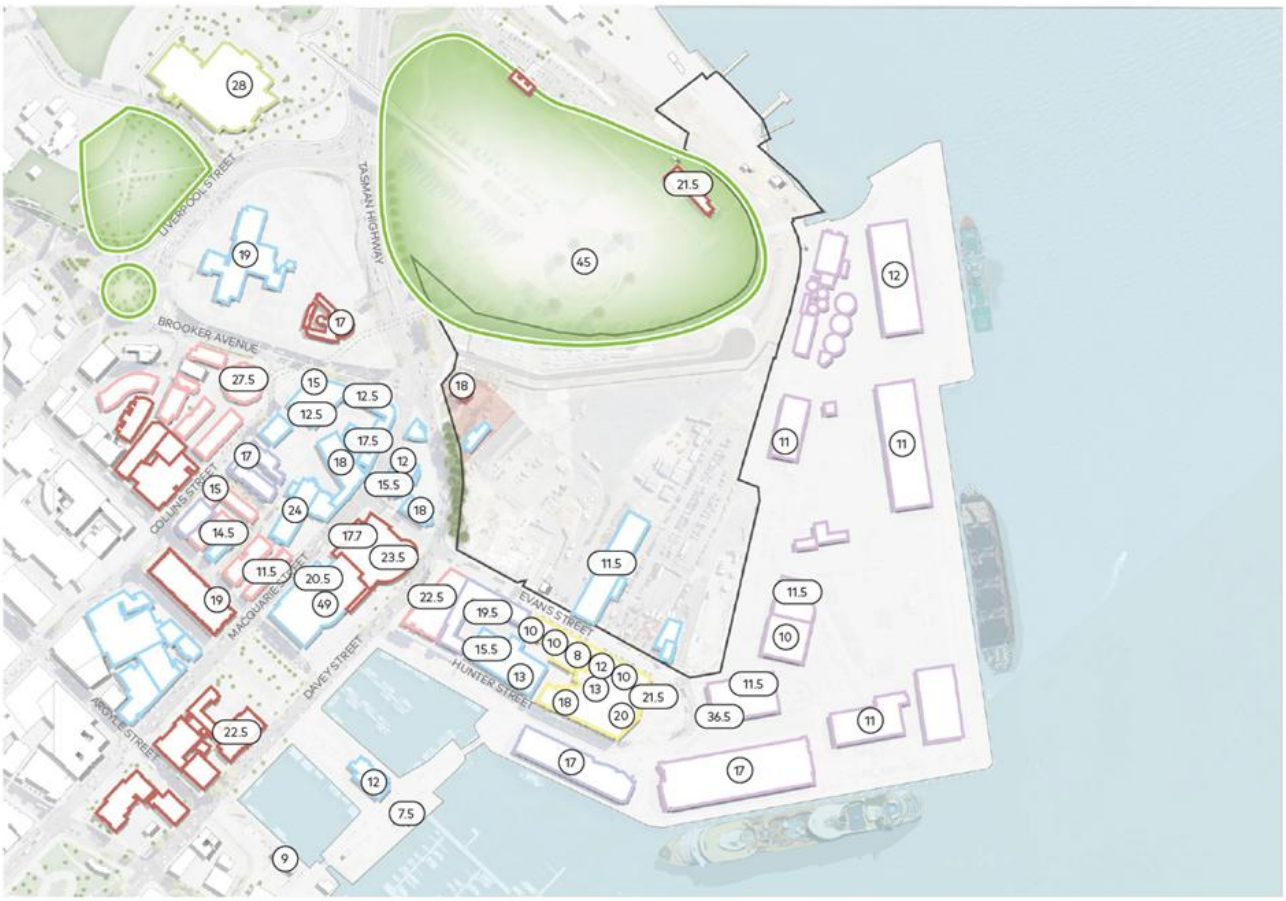


Figure 13: Surrounding buildings and comparative heights (AHD) (source: Cox)

Whilst the subject site presents as somewhat of an anomaly, encompassing a significant area of largely undeveloped land on the outer edge of the established Cove Floor, it represents a unique opportunity for urban renewal. These elements have been considered and incorporated into the design of the Stadium, which incorporates significant curtilage to the south-west, south-east, north-west and north-eastern elevations which provide new areas of primary space. These spaces serve as the primary entry/exit points to the Stadium, whilst also providing new pedestrian links to established portions of the Cove, the Cenotaph and broader Queens Domain. The primary example of this will be the pedestrian, vehicular and active transport link along the eastern side of the Cenotaph, providing a direct connection between Evans Street, McVilly Drive and the Tasman Highway, Huon Quay and Domain Slipyards.

The overall footprint, spatial typology and broader urban typology of the surrounding area is reflected in the design, scale and siting of the stadium which recognises the distinct transition from urban to open space.

Compatibility / Departure from the Cove's Existing Urban Design Framework

Significant consideration has been given to *Sullivans Cove Planning Review 1991* (SCPR) within the proposed SDP (2024) and in sections 5.3 and 6 of this report.

The SCPR recognised the importance of Macquarie Point as a transport hub, given its use as a railyard at the time the review was prepared, along with its long history as an industrial site. However, it also acknowledged the declining use of the Site as a rail yard, identifying it as an area of 'lost space'. This may have contributed to the designation of the site a 'Key Site' within the SCPS, being sites with significant development potential.

As a result, the Site contains few examples of the built form, character and spatial qualities that define the bulk of the Cove, including but not limited to:

- Provision of, and enclosure of defined 'primary' and 'secondary spaces' with strong and contiguous built forms to street-edges and spaces.
- The spatial form of 'radiating' streets and alley ways.
- Free-standing buildings presented in the round.

However, the broader built form, character and spatial qualities of the Cove can be found in immediately surrounding buildings, streets and landscapes – as considered in the following sections.

Whilst the Stadium represents a departure from the development envisaged within the Macquarie Point Reset Masterplan, the proposal and broader Precinct Plan adopt a range of similar urban design elements that directly respond to the values and characteristics of the Cove, including but not limited to:

- Provision of activate frontages and new areas of 'primary' and 'secondary' space.
- Prioritisation of pedestrian movement and connectivity.
- A new building designed to be read and interpreted 'in the round'
- Retention of significant curtilage to identified buildings and places of cultural significance, which mitigates the perception of bulk and scale.

6.1.1 HERITAGE PLACES & CHARACTER

The Heritage Impact Assessment prepared as part of the Project provides an independent, expert analysis of the impacts of the proposed development on the heritage places within the study area, including cumulative impacts of the broader setting and context of central Hobart and Sullivans Cove. The Site supports several buildings with heritage value, including the Royal Engineers Building, the Goods Shed and the Red Shed that are listed under the Sullivans Cove Planning Scheme. The Royal Engineers Building and the Goods Shed are listed on the Tasmanian Heritage Register.

Significant archaeological excavations have also been undertaken. This includes a 3,475m2 area within the vicinity of the Royal Engineers Building, that contains high archaeological sensitivity for both Aboriginal and European cultural resources.This area falls just beyond the physical footprint of the Stadium and sits below the future Aboriginal Culturally Informed Zone under the new Macquarie Point Precinct Plan.

The Impact Assessment identifies a total of 25 heritage places, precincts and landscapes both within, and in the vicinity of The Site. Many of these listings are also identified under Schedule 1 - Conservation of Cultural Heritage Values of the SCPS and the Tasmanian Heritage Register. Further, it identifies mitigation measure to avoid or reduce the identified adverse impacts. These listings are identified below:

List of Heritage Places

Site No.	Name	Address/Location	Heritage Status
1	UTAS Centre for the Arts, formerly part of H. Jones & Co.	41 Hunter Street	State/local

2	Cenotaph, Anzac Parade and Queen's Battery	20 McVilly Drive	State/local
3	Former HCC / City Motors Garage – façade (Now Tramway on Collins apartments)	2 Terminus Row	State/Local
4	Former HMAS Huon Naval Depot (Huon Quays)	17 McVilly Drive	State/local
5	Former Hobart Railway Station (Now ABC Broadcast Centre)	1-7 Liverpool Street	State/local
6	Former MTT Offices (Now 'Sullivans Cove Luxury Apartments)	19 Macquarie Street	State/local
7	Henry Jones & Co. IXL Jam Factory	Hunter Street	State/local
8	Hobart Gas Works complex (incl. chimney)	2 Macquarie Street	State/local
9	Hobart Railway Goods Shed	10 Evans Street (Macquarie Point)	State/local
10	Roberts & Co. Woolstore Complex	7 Macquarie Street	State/local
11	Royal Engineers Building and Stone Post	2 Davey Street	State/local
12	Soldiers Memorial Avenue, South African (Boer) War Memorial, and 2/40th Infantry Battalion monument	Upper Domain Road	State
13	Tasmanian Museum and Art Gallery Complex	40 Macquarie Street	State/local
14	Victoria Dock and Constitution Dock	3 Argyle Street	State/local
15	Red Shed	10 Evans Street (Macquarie Point)	Local

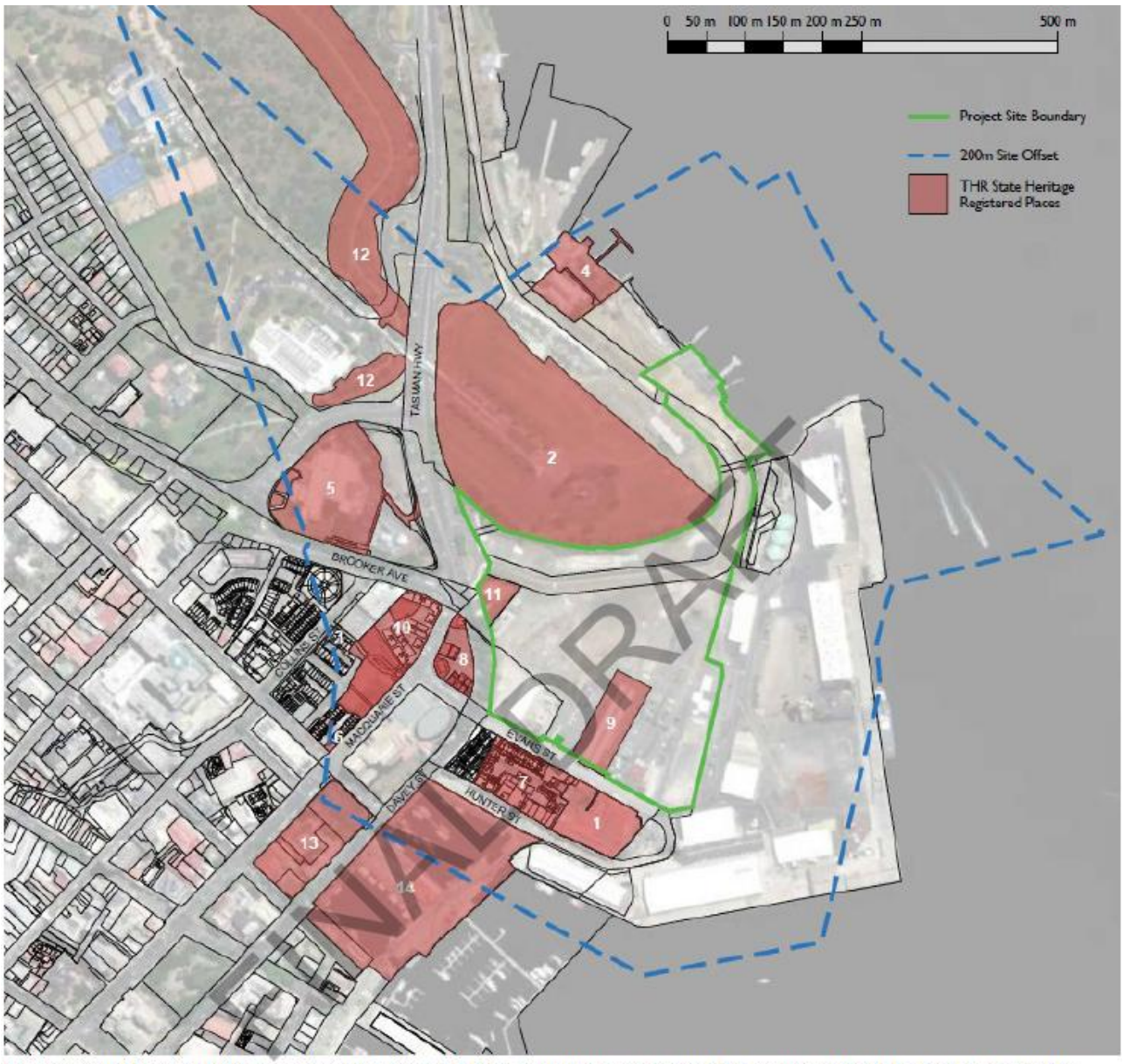


Figure 2: Aerial image of the Study Area showing the THR State Heritage Registered Places. Approximate Project Site boundary outlined in green, and approximate Study Area (200m Project Site boundary offset) outlined in blue dashes (Source: Listmap, overlaid by Purcell).

The following Heritage Precincts and Cultural Landscape Precincts are also relevant, some of which fall beyond the Sullivans Cove planning area and are managed under the HIPS 2015.

Heritage Precincts:

- 'The Glebe' – Identified under the HIPS 2015 and Draft Hobart Local Provisions Schedules.

Cultural Landscapes:

- 'Middle Queens Domain', 'Queens Domain Foreshore' and 'Southern Queens Domain' – Identified under the HIPS 2015 and Draft Hobart Local Provisions Schedules; and
- Hobart Rivulet

Whilst these additional places and activity areas have been assessed in the HIA, the analysis has concluded that further consideration is unnecessary as impacts arising from the Stadium are considered imperceptible or no impacts on a given place, precinct or landscape; or

- Where the HIA assessment refers to Activity Areas / Zones within the SCPS, which are not identified as statutory Heritage Places, Precincts or Cultural Landscapes.

6.1.2 LANDSCAPE AND VISUAL CHARACTER

With respect to landscape and visual character, careful consideration has been given during the design of the Project to consider important characteristics, including but not limited to:

- Natural landforms
- Water and ecosystems
- Human settlement, history and association with place, including:
    - Townscape values and characteristics of built form and heritage.
    - The effects of existing buildings and out-of-scale development
- Key views to and from the Site and the broader urban morphology and natural landscape.

The characteristics assist in identifying and assessing the likely significance and effects of the Project on the landscape, as a public resource, and on people's views, enjoyment and visual amenity.

The built form and character of the Cove is heavily influenced by its history, reflected in numerous existing historical buildings and landmarks and urban design considerations, including:

- Strong and consistent built edges to streets and public spaces; and
- General consistency in built form and architectural design, in terms of building heights, massing, scale, materiality and exterior detailing.

These elements have been key in establishing the urban, historic and visual landscape character of the Cove, heavily influencing the design of new buildings and spaces. The contextual setting of the subject site can be classified into several key spatial forms.

The following sections are derived directly from the accompanying Landscape and Visual Impact Assessment and build upon the analysis provided in the sections above and accompanying SDP 2024.

The Amphitheatre

The Amphitheatre is a broad conceptual and physical construct of the landform and built form around Hobart with a further distinction made between the urban amphitheatre and cove amphitheatre. The following points are relevant to the consideration of landscape values in appreciating and reinforcing the 'amphitheatres'

The Natural Amphitheatre

- *Hobart is nestled within the lower areas and foothills of the Wellington Range as it meets the River Derwent;*

- *The forested ridges are retained largely as natural elements with development appearing only on some ridgelines. The form of the vegetated hills is the most prominent landscape element and is typically visible from aspects around the city;*
- *Landform rise from the harbour to the horizon of the Wellington Range and kunanyi described as an 'amphitheatre' which is the underlying spatial character that defines Hobart's urban structure and identity;*

The Urban Amphitheatre

- *The city extents are draped over the lower undulating hills where the interface between the natural vegetated edge and the urban footprint are clearly evident;*
- *The built form of the city centre reinforces the urban amphitheatre with its height and location;*

The Cove Amphitheatre

- *Cove amphitheatre references the layering of landform up from the waterplane to the Cove floor and adjacent hills; and*
- *The Cove amphitheatre is bookended by the two headlands of Macquarie Point and Queens Domain to the east and Battery Point to the west.*

The Queens Domain & Cenotaph

- *In a broad sense, the Domain is an elevated ridgeline to the north of the subject site that is the remnant of the riverine headland along the River Derwent.*
- *It is major recreational, historical and cultural area within Hobart, located adjacent the River Derwent. The Domain is located on a low ridgeline that is aligned generally northwest from the subject site. It forms a prominent part of the lower city landform and stands out in contrast to other areas of Hobart located to the west and south that are largely developed.*
- *The Hobart Cenotaph stands at the southern end of the Domain within the open space outlined above. Within the subject's site local context, the southern end of the Domain is partially visible and moderately prominent when viewed from the city centre and the Cove.*
- *The Cenotaph structure itself peaks at a level of approximately 45.90m AHD, serving as a highly prominent and identifiable marker when viewed across the Cove, the Domain and from the city centre down a number of major streets. Its scale alone when compared to other built form elements is not comparative to the scale form and height of other built form elements, however its location on the Domain elevates its form above the surrounding land which includes the subject site.*

The Escarpment

A steeply sloping rock face at the southern end of the Domain. Whilst a natural form in historical terms, its form and shape have been altered as a result of successive and varying uses within the Sullivans Cove area. Whilst built form in most other parts of the city extends down to meet the edge of the river, the Domain is a visible 'green edge' between the city and the river.

The Cove & Cove Floor

The Cove generally sits within an amphitheatre defined by both topographic and built forms. Its visual presence is located within and defined by the built and landform "Amphitheatre" and is largely contained by the elements expressed in the "wall" of built form around it.

While the Cove has a built form consistency defined by its bulk and scale and height, there are limited 'outliers' that are prominent within their own right that stand out above the predominant built form heights and forms, which are generally up to 4 storeys in height and have long linear forms. Key examples include:

- *The SILOs Apartments*
- *The Executive Building*
- *Marine Board Building; and*
- *TasPorts Control Tower*

These prominent and recognisable forms stand in contrast to the built forms around the edges of the Cove and into the City Centre which while varying in height, form, scale and appearance generally take on a more vertical form.

The Cove floor physically represents the lowest parts of the Cove that include the uses and built form adjoining the River Derwent. The Cove Floor represents the interface between land and water and the resultant social interaction that occurs.

Wall of the Cove

The Cove wall is defined by natural and built form elements that surround the Cove floor, providing a sense of enclosure and containment. Whilst the city centre built form provides an important manmade wall especially as a result of the highly structures street patterning, the natural 'wall' elements such as the landform further emphasise the visual containment of the Cove.

River Derwent

Along with the vegetated hills, the River Derwent is the other most prominent natural element within Hobart. It is visible from most locations within the city as a result of the topographic amphitheatre that defines the general form and character of Hobart.

The proximity and visual relationship of the Subject Site to the river, is important despite its low levels in relation to the surrounding land.

City Centre

To the west of the subject site, the city centre is a series of built form elements that stand in contrast to the vegetated hills behind. At a local level, the built form typically transitions down in height to the Cove but is still considered to appear as a "wall" within the context of the lower lying Cove uses and built form elements.

The Site

The subject site however in its current form, and sitting below a number of surrounding uses, relies heavily on the visual markers such as the Cenotaph, the Domain, and the built form along Hunter Street and Evans Street to define is position within the city.

The subject site whilst located behind the working ports facilities of TasPorts, has strong visual references to the River Derwent, especially when viewed from the Domain (in the vicinity of the Cenotaph), to the east from the River Derwent, or elevated land with clear views to the site.

This pivotal location extends to its containment in relation to surrounding roads. As Davey Street and Macquarie Street traverse the site to the west, the intersection adjacent the Royal Engineers Building is punctuated by Brooker Avenue which meets the western side of the site and forms an important built form edge that is easily distinguished form the site.

The following section outlines the consideration of existing/established view lines, set out in the SCPR and SCPS.

6.1.3 ESTABLISHED VIEWS

As outlined in the SDP 2024, the SCPR originally identified several key views to and from the Cove and key landmarks and were based on the perspective of the Cove's qualities and the principles of the review at the time.

By comparing the SCPR critical site lines with the more generic ones from the planning scheme, there are five critical view lines related to the Cenotaph which development at the Mac Point site impact on, as follows:

1. North-east view along Macquarie Street axis – to the Royal Engineers Building and Cenotaph
2. Parliament House forecourt view – a two-way view along Morrison Street
3. From the Cenotaph to St Georges Church and Battery Point
4. To the 'mouth' of the Derwent River – related to the departure of troop ships
5. To the ANZAC Day sunrise – across the River near Rosny Hill

The SCPS incorporates additional views through the existing SDP, which build upon those above and align with the development vision under the *Macquarie Point Reset Masterplan 2017-2030* – as illustrated below.

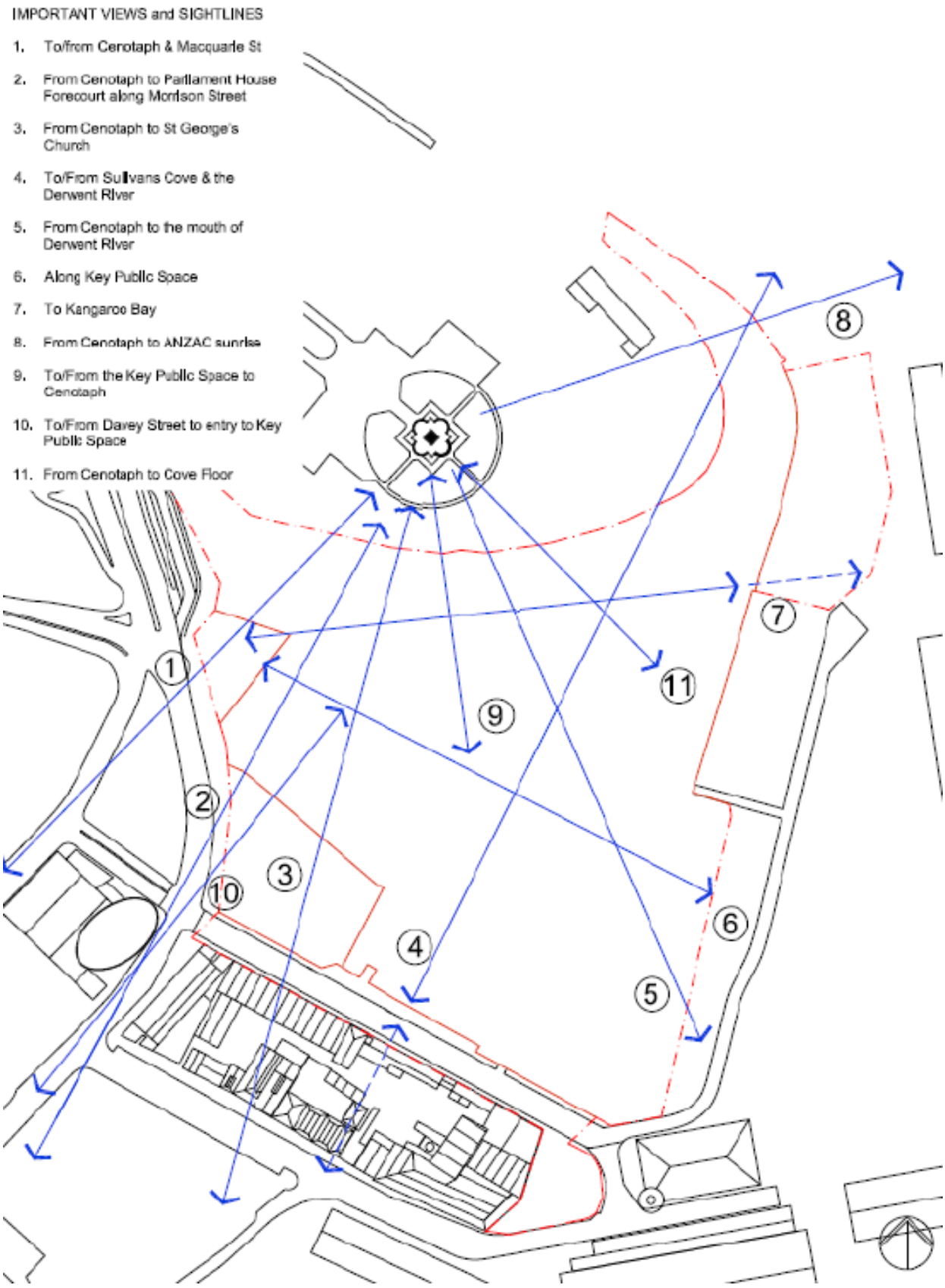


Figure 14: Figure 32.2 – *V*iews and sightlines (source: SCPS 1997)

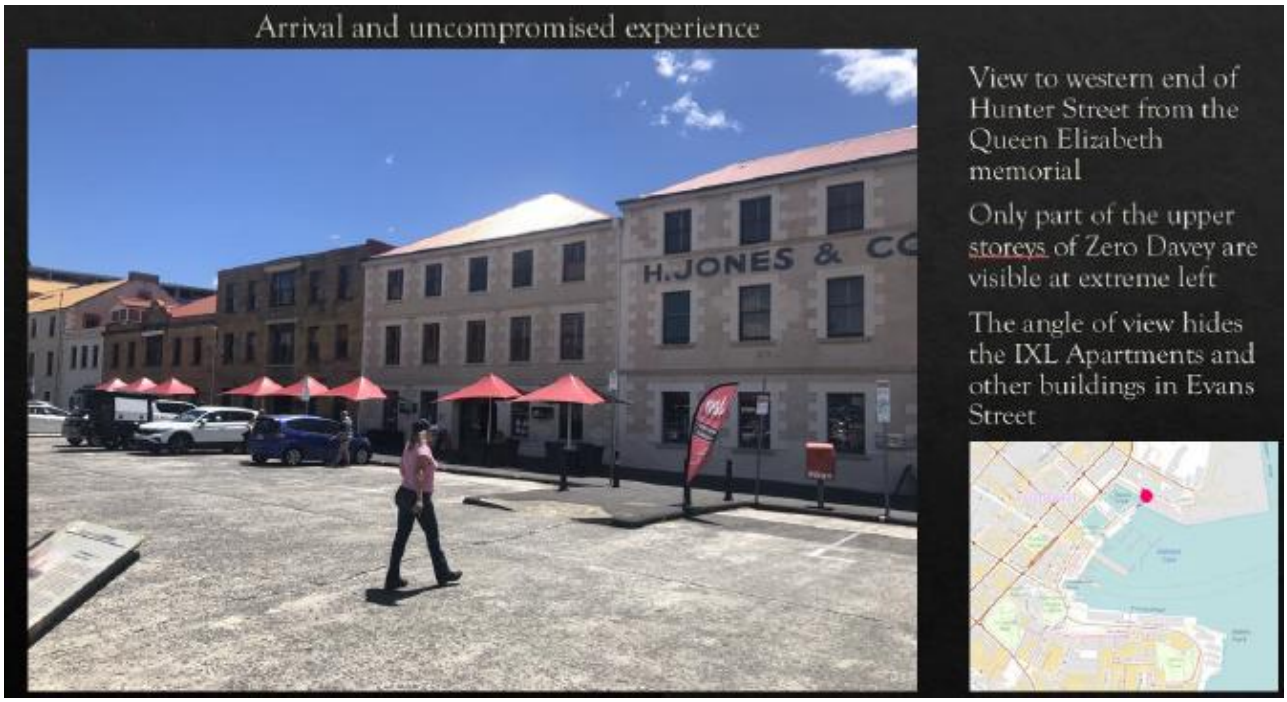
It is important to note that whilst some of these views have been drawn from planning and urban design investigations, more recent investigations undertaken to facilitate the Reset Masterplan have incorporated

new and/or modified viewpoints to align with planned built forms established under that masterplan. Similarly with the proposed Stadium, opportunities for new viewpoints to/from key urban features have been established, presenting new ways in which to interpret and appreciate the historical landmarks and broader landscape/urban typology of the city.

New and existing viewpoints are considered in further detail within the accompanying Site Development Plan 2024, with key considerations reproduced below with further analysis.

Views to and from the Hunter Street buildings

As outlined in the new SDP (2024), the management of the views to the Hunter Street historic warehouses is relevant to the Mac Point site by virtue of its role as a backdrop to those buildings. The relatively low extent of development in Evans Street and the Mac Point site has created a public perception of the 'pristine' experience of Hunter Street with the buildings presenting a dominant façade against a backdrop of sky.



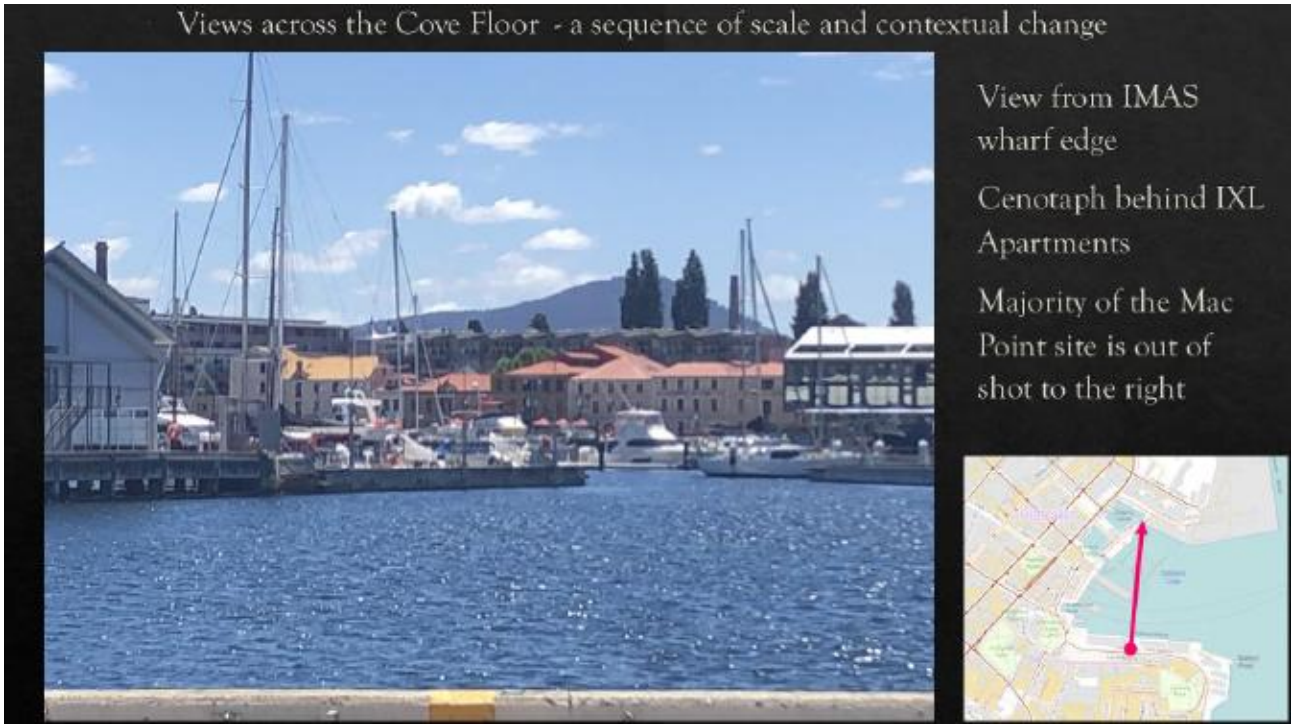
(Source: Figure 46 – Arrival at Hunter Street, presents the historic façades in their entirety without any backdrop of buildings evident - Macquarie Point SDP 2024, p 43)

This is in stark contrast to the perception and interpretation of buildings along Salamanca Place, where the topography and broader 'amphitheatre' serves as a backdrop immediately behind these facades. This effect is also apparent when considering broader views such as those from Princes Wharf and the former location of Hunter Island, where despite the extensive view field, the layered natural and built environment is very much apparent and serves as a dominant backdrop.

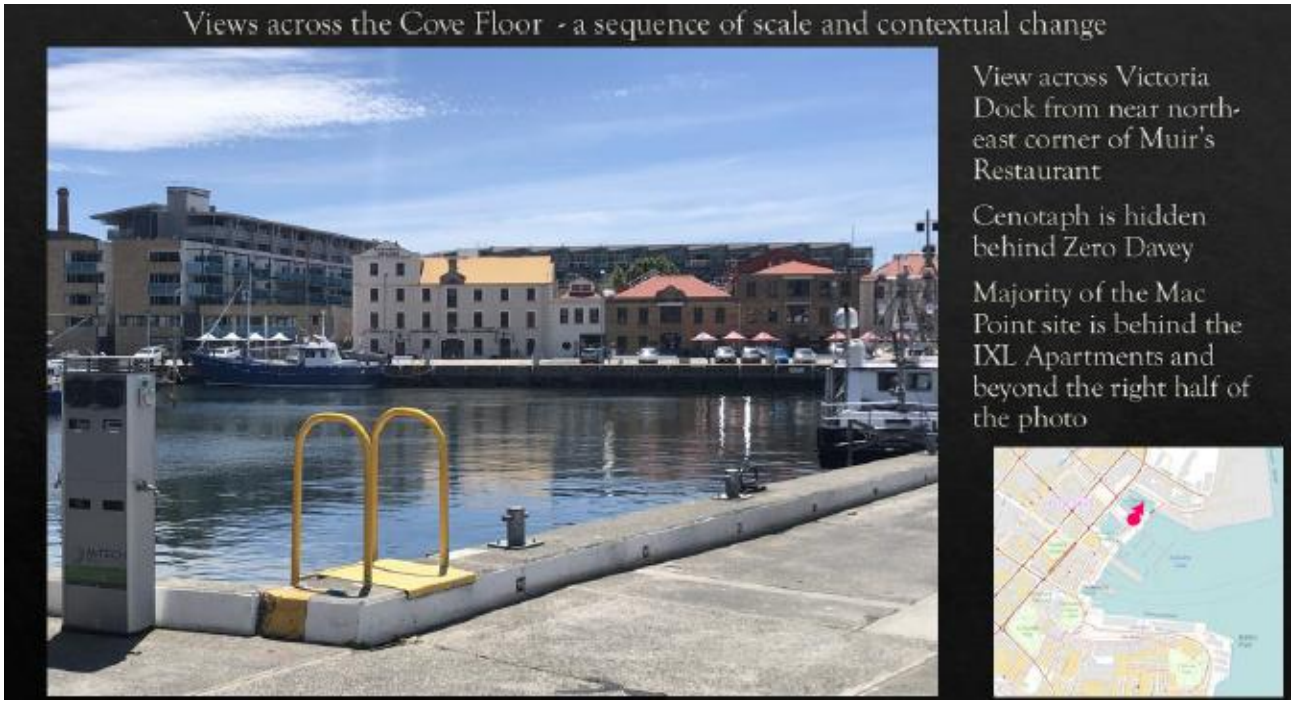
Broader and unimpacted views of Hunter Street from across the Cove are seldom experienced, due to the presence of existing buildings and wharf sheds along Constitution Dock and Franklin Wharf. This is due to the distance from Hunter Street and the angle of view. What is also evident is the contrast in scale and form between old and more contemporary buildings, some of which already obscure portions of the Cenotaph.

However, buildings such as the IXL and Zero Davey Apartments also serve to reinforce the 'wall of the Cove' and the broader amphitheatre. In doing so, the SDP confirms that these built forms do not diminish the

significance or ability to interpret the façades of the historic Hunter Street buildings due to the difference in materiality which differentiates old from new.



Source: Figure 43 – View from the Princes Wharf edge, adjacent to IMAS (Macquarie Point SDP 2024, p 42)



(Source: Figure 45 – Portion of Hunter St visible from Victoria Dock - Macquarie Point SDP 2024, p 43)

The SDP (2024) concludes that the presence of contemporary built forms behind Hunter Street (such as the Stadium) does not unreasonably dominate the view or negatively impact the ability to interpret these building forms, due in part to the following factors:

- The Hunter Street buildings and their dominant facades are only partially seen, and are situated within a backdrop of more recent buildings;
- The Cenotaph and its landscape setting is already considerably obscured;
- The presence of large scale wharf buildings provides a point of contrast which emphasizes the different typologies; and
- The immediate proximity to the Hunter Street buildings provides for the singular experience of the buildings without any built backdrop. The objective is to ensure that this opportunity is retained by ensuring any new buildings on the Mac Point site to not intrude into this viewscape.

As outlined in the SCPR and SDP (2024), views to the Cove from higher elevations within Battery Point should be considered and may provide some assistance in determining potential impacts on Hunter Street buildings, resulting from the development of the subject site. These considerations are outlined below.

Views from Battery Point

The SDP (2024) has identified the following key view corridors from Battery Point, across the Cove to the Site:

- Kelly Street
- Stowell Avenue; and
- Montpelier Retreat.

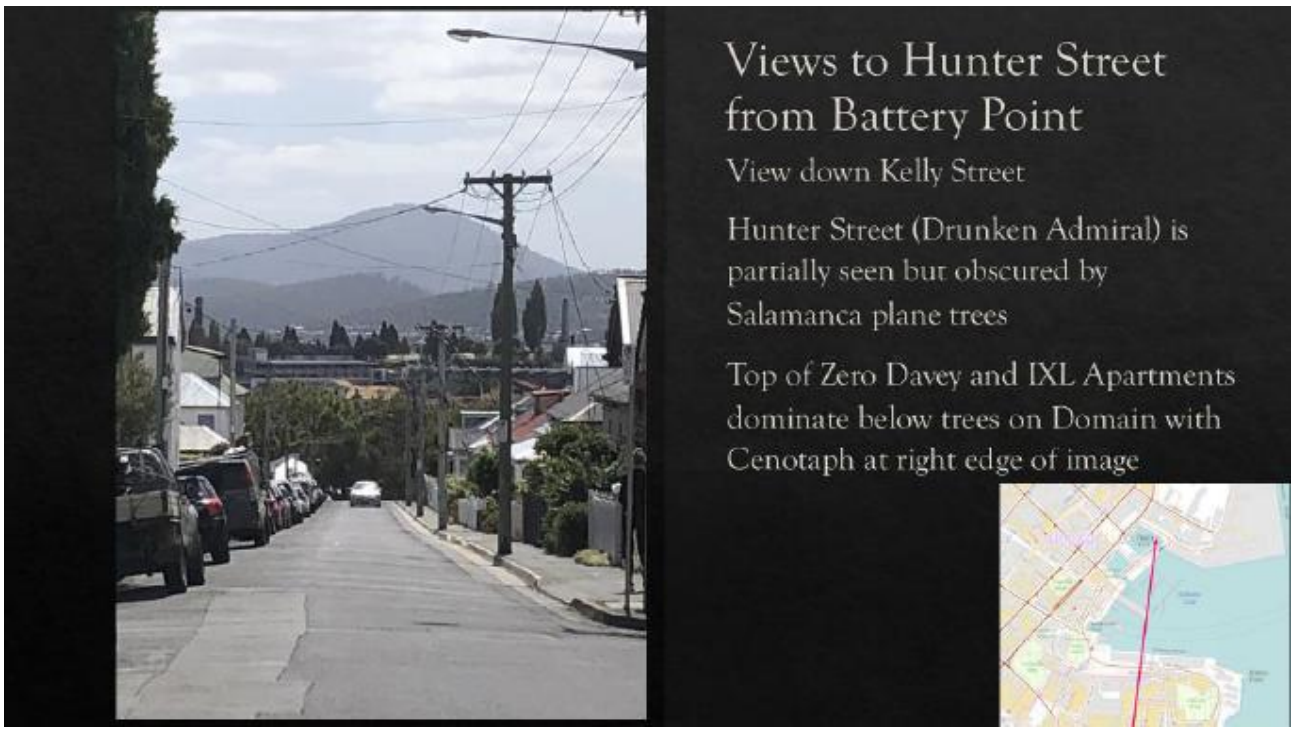
Due to the distance from Hunter Street, views from these locations present a similar viewing angle as those from closer vantage points and are all directed towards the Drunken Admiral building.

Kelly Street

The view along Kelly Street from the intersection with Hampden Road was identified as the most prominent, due to the higher levels of pedestrian activity associated with the Prince of Wales Hotel, bakery and other shops along Hampden Road.

The SDP (2024) identifies the following important characteristics of this viewpoint:

- The Cenotaph is at the extreme right and almost out of view
- The trees on the Domain are evident but not the land upon which they are planted with the actual cliff edge obscured
- The plane trees in Salamanca Place obscure the Hunter Street facades (at least while in leaf)
- The IXL Apartments and Zero Davey buildings dominate the view
- The angle of view means the bulk of the Mac Point site is to the right of the Cenotaph and not seen.



(Source: Figure 48 – View to Hunter Street and the Cenotaph, from Kelly Street - Macquarie Point SDP 2024, p 43)

The SDP provides similar commentary and conclusions regarding the views from Stowell Avenue and Montpelier Retreat, indicating that whilst the layered landform of the Cove, the Cenotaph and distant landform is visible, most of the Mac Point site is out of view. This appears to be a result of foreground screening elements along these streets, such as trees and buildings and the layered built form across the Cove.

(Source: Figure 49 – View to Hunter Street and the Cenotaph, from Stowell Avenue - Macquarie Point SDP 2024, p 43)

The analysis of these various view lines is provided to allow consideration of any visual intrusion and impacts of new development within the Mac Point site on the values of the Hunter Street buildings.

While the backdrop to many views include portions of the more contemporary developments, such as those between Evans Street and Hunter Street (including IXL Apartments and Zero Davey). These buildings incorporate substantial roof structures and dominant upper floors which screen views of the Mac Point site, where the absence of buildings provides a vacant context that is unusual in its long history.

6.2 PROPOSED BULK, FORM AND SCALE

The objectives of the SCPS 1997 identify that whilst the traditional urban pattern of Sullivans Cove is to be conserved, a contemporary adaptation is to be created in development/ redevelopment areas.

The built form of the Multipurpose Stadium has been designed to reflect the unique setting of Sullivans Cove, with the form reflecting the desire that buildings should be experienced 'in-the-round', as indicated in the SCPR, SCPS and accompanying SDP (2024). The Project is also accompanied by detailed Heritage and Archaeological reports, to assess the way the Project responds to the built character and significant heritage places, precincts and landscapes with the Cove. The functional and various user requirements of the proposed Stadium are critical and have naturally informed the overall design, with key elements including:

- Appropriate physical dimensions to accommodate a field of play, able to support a range of sports and event activities – along with a seated capacity of 24,500.
- A fixed roof, for all-weather use;
- Sufficient space for all associated support and operational services, rooms and facilities. This includes consideration of football and cricket ball trajectory in establishing the clear height required under the roof. Additionally, the underside of the roof needs to make allowance for structural elements as well as suspended lighting, speakers, and fans to support the patron experience within the Stadium.

These functional requirements necessitate a building of significant scale, which will be unavoidably prominent. These requirements include those of the major sporting bodies such AFL and Cricket Tasmania, along with those of Stadiums Tasmania to enable the venue to host a range of events/activities.

The Project design responds to the following considerations regarding built form, scale and landscape character:

- *the pattern of building height, bulk and form;*
- *The extent to which 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;*
- *to what degree the proposed project contributes to or detracts from a human scale environment;*
- *to 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;*
- *how the proposed project relates to and affects the expression of the wall of the Cove and the Cove floor;*

- *to 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;*
- *to what degree the proposed project provides active street frontages, and their locations;*
- *whether any 'secondary spaces' are created on the project site and their pedestrian useability, and contribution to public benefit;*
- *to what degree the proposed stadium building is designed to make an all-round spatial and visual contribution including through active frontage;*
- *to what degree the design and placement of urban details such as steps, seats, planting, lights and external treatments integrate with and reinforce, or detract from, the character and form of spaces and buildings; and*
- *to what degree the proposed project overshadows public areas.*

6.2.1 DESIGN RESPONSE

Numerous design considerations have been adopted to mitigate the height and scale of the Stadium, whilst meeting functional requirements to create a comfortable relationship with its urban context.

The design approach minimises height where it is not required, assisting in establishing a height at street interfaces that is comparable to the scale of existing buildings. This is also demonstrated by the scale of the stadium wall, providing a vertical perimeter edge around the roof-form which is respectful and complementary to existing built forms, particularly along Evans Street. The design enables the maximum height to be expressed at the centre of what is a deep site, where the building will always be read in perspective, rather than in elevation, and the furthest distance from any street frontage.

The dome-like roof form allows the stadium's outer edges to be lowered to a height that falls away in each direction, providing a considered response to adjoining/adjacent buildings and landforms.

This approach assists to reduce the apparent height of the building, whilst still achieving the functional height above the playing field.

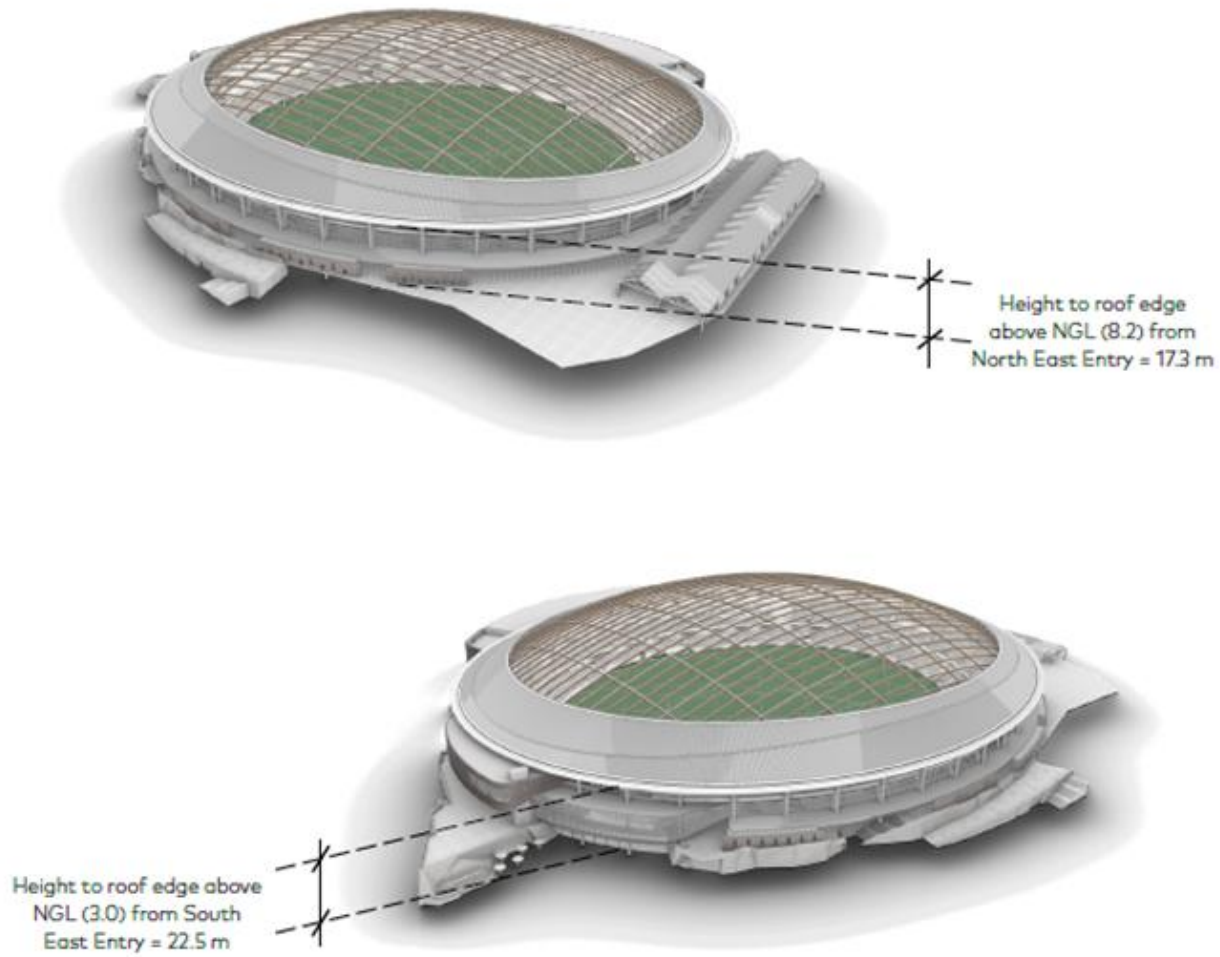


Figure 15: Stadium Diagram (source: Appendix B - Stadium Design Description, COX Architects).

The roof presents a simple geometric form that is respectful to its heritage setting and is articulated using light colours and materials that provide a degree of transparency to enable views through and beyond the roof form. The SDP (2024) and SCPR acknowledge the benefits of applying lighter materials and glazing to larger contemporary buildings to create transparency and reduce the perception of bulk and scale.

The dome is utilitarian in nature, utilising locally sourced timber and translucent materials to present a lighter form, avoiding decoration or adornment that might otherwise be visually distracting. It does not attempt to compete with its surroundings. 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 following considers how the built form responds to adjoining/adjacent spaces and existing buildings.

Evans Street – South-west / South-east elevation

Along the southern side of Evans St, existing building heights vary from approximately 8m to 22.5m, with the two corner buildings—Zero Davey and the IXL Buildings—representing the tallest buildings along this section of 'Cove 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. The historic warehouses create 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 run perpendicular to the site boundary, failing to enclose the street and contribute to just 11% of the street wall. The 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. Due to the curved shape of the Stadium, the setback from Evans Street increases where the form curves away from the street.

The following section runs perpendicular to Evans Street, illustrating the height and scale of the Stadium to Evans Street.

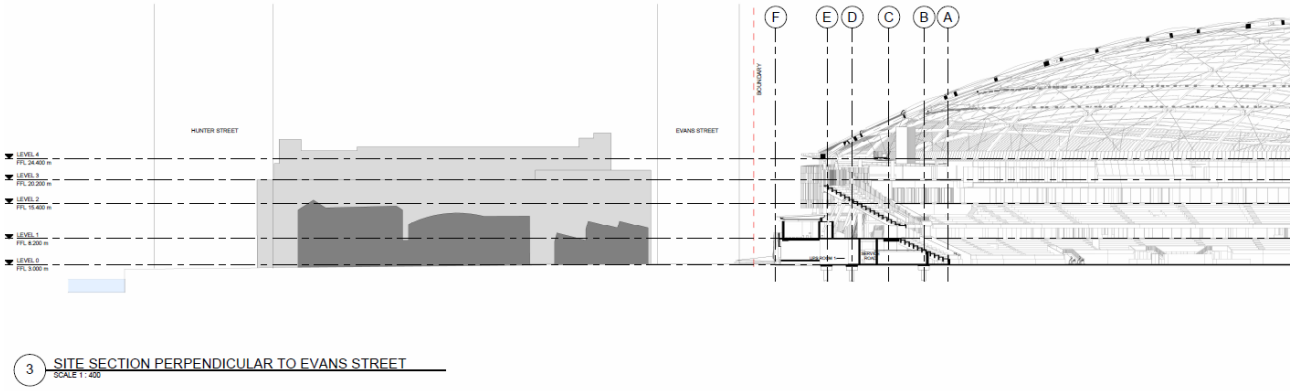


Figure 16: Site section along Evans Street (source: Appendix A - Architectural Documents, COX Architects).

The height of the Stadium at the street-edge is broadly reflective of the taller buildings along Evans Street, toward the corner with Davey Street. Although the overall scale of the Stadium is greater, due to inherent functional requirements, the overall massing curves graduate away from the street frontage, which assists in reducing the perception of bulk.

The need to minimise the overall form and scale of the Stadium when viewed at pedestrian levels (human scale) has been a key consideration, with each elevation designed to present a strong street-edge where appropriate, whilst breaking the façade down into smaller interconnected elements.

Figure 17: New viewpoint 17 – Evans Street / Hunter Street Intersection looking north-west (source: SLR)

This viewpoint illustrates the visual effect of a reduced height around the perimeter of the Stadium, and the articulated façade which creates an interface that is comparative to the height of existing buildings along Evans Street. The scale of the vertical elements reflects the urban scale of Evans Street with a height reflective of the Zero Davey at 22.5 AHD, and IXL apartments at 19.5 AHD. The height is also responsive to the street

width of Evans Street, with a street width to building height ratio of 1:1, a pattern which is reflected commonly around the Cove. In the future, new development and activity associated with the broader Precinct Plan is expected to generate further activation along the northern side of Evans Street, improving pedestrian amenities and safety.

This is consistent with the broader urban renewal of the site envisaged under the Precinct Plan.

Davey Street – East / South-East Elevation

The Federation Concert Hall on the corner of Evans and Davey Streets and the Grand Chancellor Hotel have heights of 23.5m and 49m respectively and represent several of the tallest buildings within the local context.

From natural ground level, the proposed Stadium has a façade height of approximately 22m along the south-western elevation facing Davey Street, generally matching the height of the Federation Concert Hall. The physical separation between building forms is a significant factor in determining the potential impacts on surrounding development arising from the height, bulk and scale of the building under assessment. The minimum separation distance between the Stadium and these buildings is:

- 79.5m (Federation Concert Hall); and
- 140m (Grand Chancellor - north-western edge).

The Stadium also incorporates a minimum frontage setback of 28m from the western boundary, whilst the Federation Concert Hall is built to the street front, on the corner of Davey and Evans Street.

Figure 18: Artistic impression looking east from the intersection between Davey Street, Macquarie Street and Brooker Avenue (source: COX Architects)

The presentation of a similar façade height, combined with a substantial setback to the western boundary and greater separation from adjacent buildings considerably reduces the perceived height, bulk and scale of the Stadium. When compared against the heavier brick construction of the Grand Chancellor, the Stadium's use of lighter and more varied external materials also provides greater articulation, depth and visual interest such that the level of impact is insignificant.

Northwest Elevation

Royal Engineers Building

The Royal Engineers Building is situated between the interface with Davey Street/Tasman Highway and the Stadium, serving as a key local landmark representing the north-western entry to the Site. The presence of existing vegetation around the building provides a green transition from existing vegetation along the edge of the escarpment, and broader Cenotaph headland whilst also softening the north-western edge of the Site.

The design and siting of the Stadium enables significant curtilage to be maintained around the Royal Engineers Building, with approximately 16m of separation provided between the rear of the building and the closest point of the Stadium concourse, and approximately 13m separation from the practice wickets which sit below ground level. The physical separation reduces the perceived scale and bulk of the Stadium, retaining the ability to interpret and appreciate the Royal Engineers Building 'in-the-round'.

The presence of existing vegetation around the Royal Engineers Building and along the escarpment will be enhanced with new landscaping within the Site and along the escarpment edge. This is expected to further soften the north-western edge of the Site and contribute to the visual transition.

The Royal Engineers Building presents as a two-storey structure, whilst the façade height of the Stadium presents a taller structure. Whilst there is a difference in scale and massing, the setback from the Royal Engineers Building provides depth between the two buildings, allowing both to be interpreted appropriately as sperate structures. The setback also provides a visual transition in scale.

Figure 19: Viewpoint 20 from the corner of Collins Street & Brooker Avenue (source: SLR)

The introduction of the Goods Shed into the northern aspect of the Stadium creates greater visual interest, with the unique architectural and historic features of the buildings contrasting with the contemporary form and materiality of the Stadium.

The presence of these buildings in the foreground, along with the curtilage around the Royal Engineers Building reflects the layering of industrial and historic fabric found throughout the Cove and allows the Stadium to appear more recessive despite having a greater horizontal scale. Examples of the layering effect within the Cove, and juxtaposition between contemporary built forms and heritage fabric can be seen in the following examples:

- The relationship between the contemporary Macquarie Wharf 01 Hotel and the IXL Buildings and UTAS School of Creative Arts; and
- The relationship between the historic form of Parliament House and Customs Hotel, with the contemporary Tasman Hotel and Parliament offices behind.

Figure 20: Hunter St buildings and Mac 01 Hotel (left). Parliament House & Customs Hotel, with contemporary Tasman Hotel/Parliament office building behind (right) (source: Google Streetview 2022-2024)

The interaction between Parliament House, Customs Hotel and the contemporary form of the Tasman Hotel and office complex demonstrates this effect, where contemporary development can be achieved whilst maintaining the form, presence and fine detailing of historic buildings that contribute to the character of the Cove. The interaction between the proposed Stadium, Royal Engineers Building and the Goods Shed is reflective of this and represents the ongoing evolution of the Cove's urban form, whilst maintaining historic forms and fabric.

The Gasworks

The former Hobart Gasworks Complex is a heritage listed place and sits directly adjacent the Site, with frontage to Davey Street, Macquarie Street and Evans Street. The buildings range between 1-2 storeys, whilst the gasworks tower extends significantly higher.

Figure 21: New viewpoint 18, from the corner of Davey Street and Evans Street – looking north (source: SLR)

The new viewpoint illustrates the significant physical separation between the Stadium and the gasworks buildings. This is achieved through a combination of the road width and significant setback provided between the Stadium and the north-western boundary to Davey Street.

The existing street trees also provide a significant visual transition, softening the interface between the Site, the Stadium and the Gasworks which enables these buildings to retain their individual prominence within the street.

The Cenotaph – North Elevation

The façade height of the Stadium along the northern elevation is approximately 16.2m above natural ground level at the interface with the relocated Goods Shed, and incorporates a 47m (approx.) setback from the northern site boundary (at the shortest point), which aligns with the top of the escarpment.

From this point, the base of the Cenotaph is situated a further 59.7m (approx.) from the boundary, providing a separation distance of 106.2m (approx.) between the Stadium façade and the base of the Cenotaph. The escarpment has a variable height of up to 8m above ground level, due to the rise of the headland to the north, whilst the base of the Cenotaph is situated even higher, with an approximate height of 22m AHD. The change in ground level and corresponding height of these elements do assist in mitigating the perceived height and overall scale of the Stadium, as illustrated below.

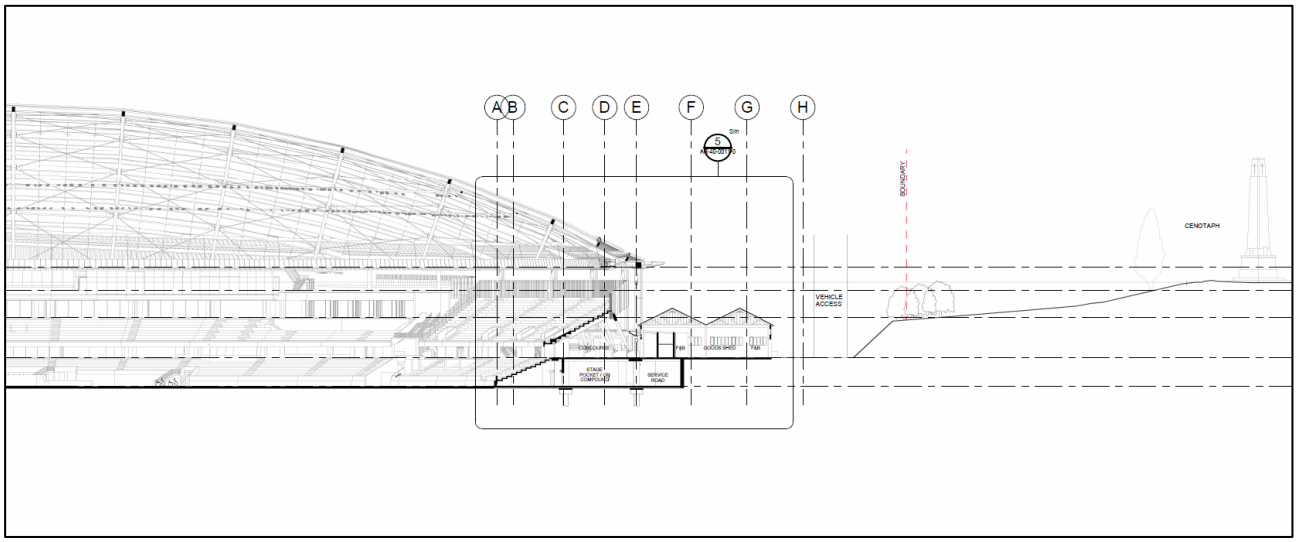


Figure 22: Partial site-section, north-south (source: COX Architects)

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

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

Figure 23: Artistic impression looking toward the relocated Goods Shed (source: COX Architects)

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

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

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

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

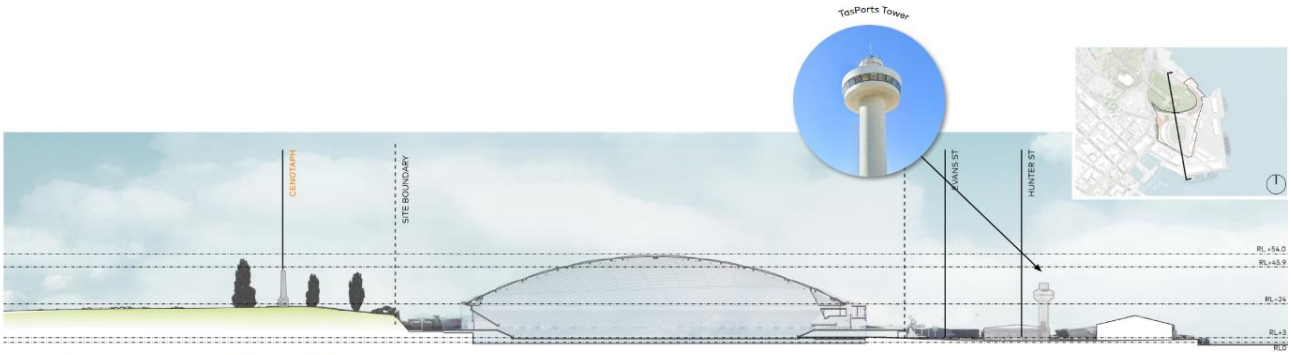


Figure 32: North-south section through Cenotaph and Macquarie Wharf

1:2000 @ A3

0 50 100 200m

The rise of the headland builds from the Cove floor to the Cenotaph (at RL. 20) and up to the highest point (at RL 135.). The following section illustrates how the design considerations enable the Stadium to read as an extension to the undulating landforms, without appearing out of scale within the broader landscape.

Figure 24: North South long section (Source: Cox Architects)

Overall, the Stadium reads as an extension to the undulating composition of the existing landforms, whilst responding to the amphitheatre of the Cove and the broader rise in topography toward the foothills of kunanyi/Mt Wellington.

Expression of the Cove wall / floor

The existing character of the Cove is a space with a sense of enclosure, developed over time through the topography (of surrounding ridges), strong built edges and street facades within a network of primary and secondary spaces (roads, laneways and public open spaces). The proposal maintains the character of the Cove, with a domed form and scale that reads as an extension of the headland along the natural northern end of the Cove, reinforcing the sense of enclosure. 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. The proposal uses a series of horizontal elements and contrasting facade materials to break down the form of the building, providing greater articulation and depth which works to reduce the visual impact of its mass. The Stadium concourse has a finished floor level of 8.2m and forms a lower band, while the L2 Media Pod sits at 16.695m AHD, forming another band or layer.

The Stadium's articulated roof edge sits at 25.50m AHD, rising gradually to 50.00m AHD over the centre of the playing field. The articulated roof edge works to draw emphasis to this lower roof edge height and street wall, rather than the maximum height of the roof at its centre. The Stadium roof has been carefully designed as a fixed, contiguously sloping and light steel and timber structure in order to address the nipaluna/ Hobart

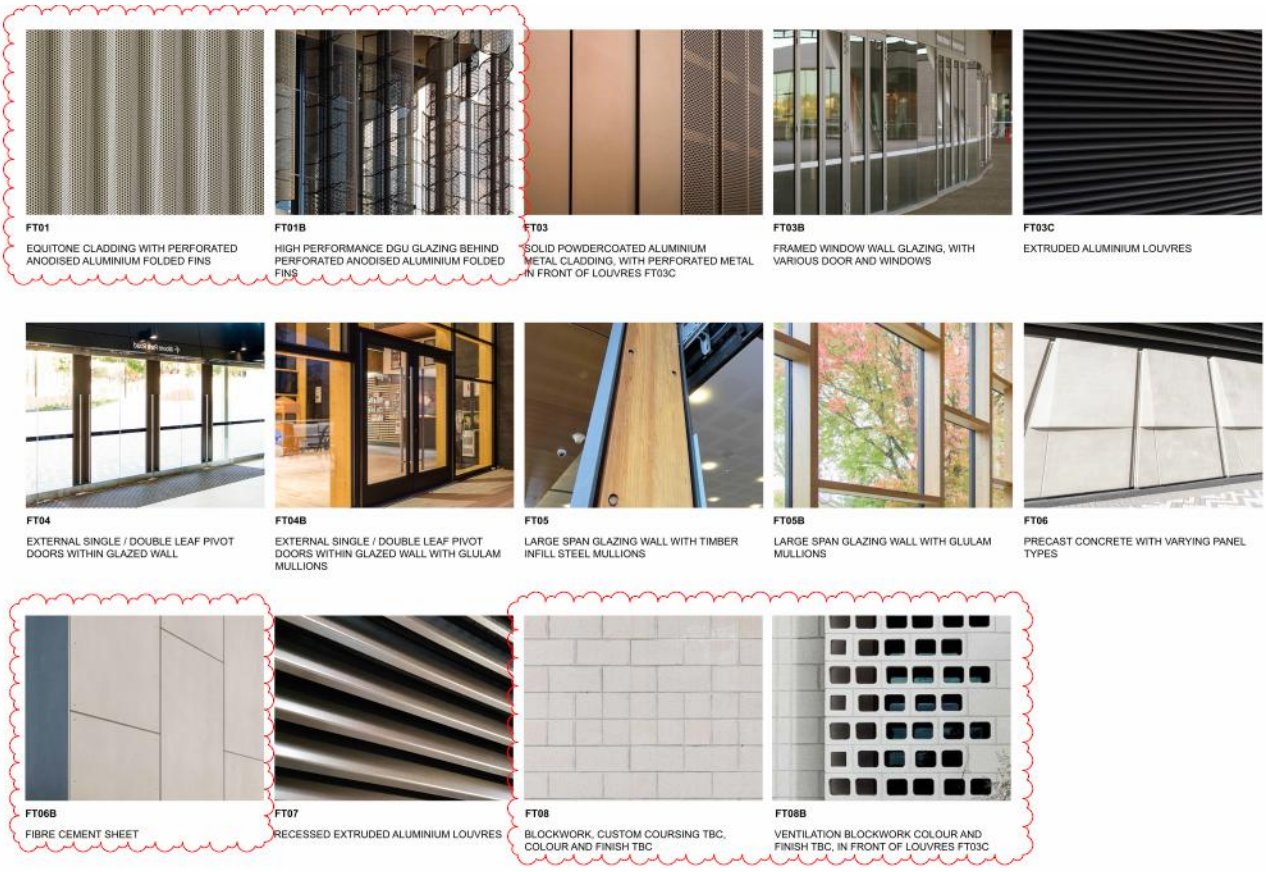
urban context. The light coloured ETFE pillows will work in tandem with the roof's form to respond to issues around visual impact. Macquarie Point is a deep site and by restricting the higher roof form towards the centre of the site, this allows greater setbacks from the facade edge which increase progressively as the roof form slopes up toward the centre of the Site. This allows the Stadium's dome to be read in perspective, whilst creating a greater sense of separation and curtilage to, and around existing built forms and landscape elements. Such elements include the 'escarpment' edge below the Cenotaph and the Royal Engineers Building, enabling the Stadium to be interpreted and read as a building 'in the round'.

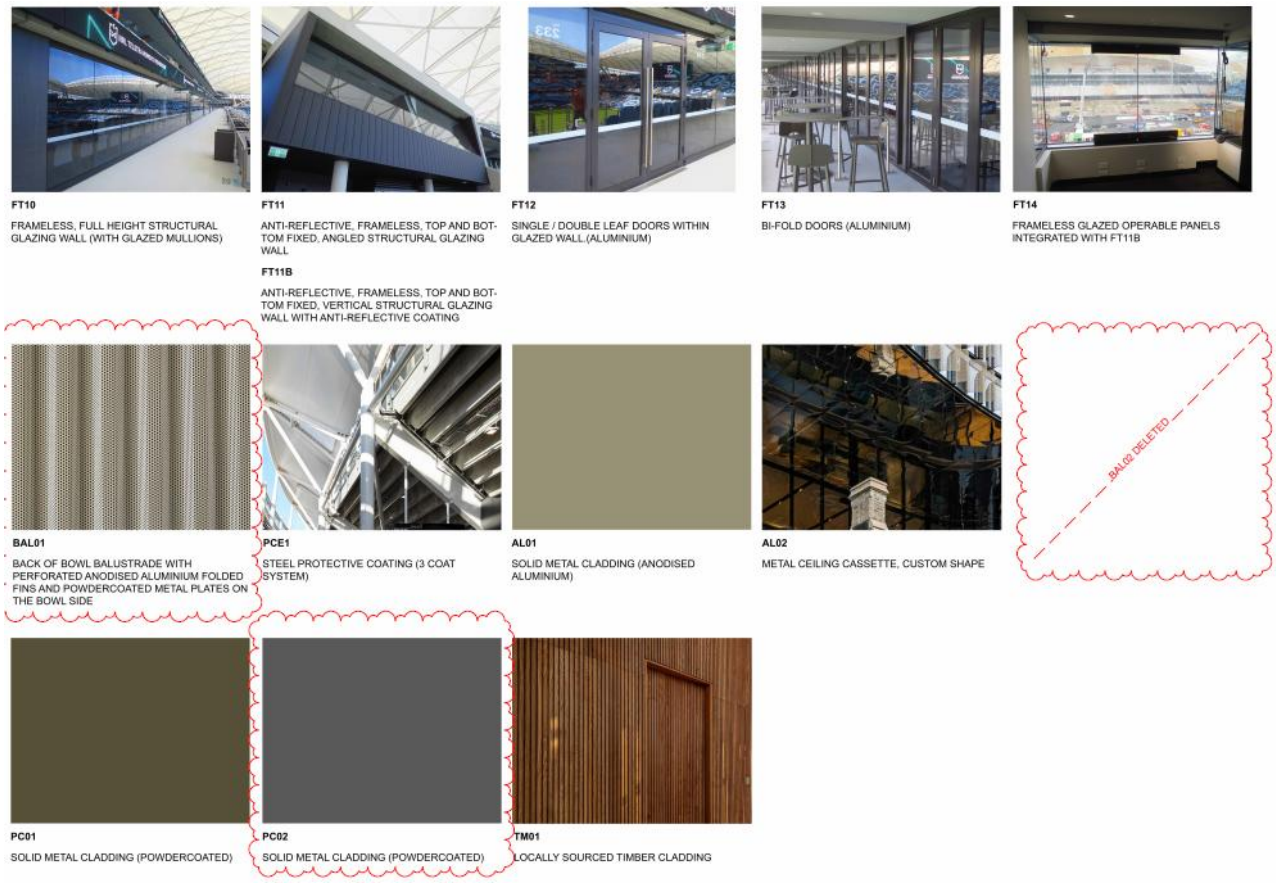
Materiality

The Stadium adopts a material palette that references the industrial history of the site and is clearly distinct from the surrounding colonial heritage. This includes the concrete base as a conceptual continuation of the concrete apron of the Cove Floor, which is articulated by folds, ramps, stairs, water features, etc which assist in articulating each façade.

This references the SDP 2024 which recommends that new buildings on this site should not adopt historical form but should be driven by functionality and contemporary design. More specifically, these materials include:

- Cement sheet and metal cladding (various finishes)
- Locally sourced timber cladding
- Aluminium louvres
- Glazing





The appropriate choice in materiality and façade articulation plays a crucial role in creating depth to the façade and breaking down the visual scale/mass of the building. The use of lighter and more detailed cladding elements such as those shown above, add depth to the façade and soften the overall appearance of the building across all elevations.

Landscape and Activation

The landscape and public realm are designed to manage large crowds whilst adding visual appeal and user amenity to the stadium precinct with native plants, local materials, water features, art, and interpretive elements. There will be several plaza areas that 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. The hard and soft landscape elements will provide human scale elements, within the context of a large site and the feature-built form element.

To the extent that the height renders the stadium visible, it is considered so to an appropriate extent. The stadium precinct is public space accessible to all people. The stadium will act as wayfinding device within the city, provide spaces for large public gatherings, and place 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 other stadia.

The activation of the site through the stadium and surrounding open space opens a part of the Cove which was previously inaccessible to the public, as well as affording new views and perspectives of the city and surrounds.

- As outlined in the Stadium Design Description, the interface of the stadium with the external public realm ensures a fine-grained scale and multilayered experience, ensuring activation on both game and non-game days, human scale and sense of enclosure, leading to a sense of awe and scale on entering the stadium.

This will be enhanced as each stage of the Mac Point Precinct Plan is delivered.

Consequently, the proposed Stadium, whilst being unavoidably prominent, does so in a manner that is not to the detriment of surrounding buildings and landscape.

The SDP (2024) identifies that buildings on the Cove floor should be different to those along the wall and therefore, the measures for managing/mitigating their potential impact in relation to the historic finer-grained buildings will be different. Noting that the Mac Point site should provide for larger scale buildings consistent with the Cove 'floor' typology, using a variety of mass and form will diminish any individual visual prominence and provide a complex backdrop in keeping with both the typologies of the historic developments in that area and the more recent Zero Davey and IXL Apartment buildings[19].

The proposal has adopted a number of these design considerations as outlined above. The articulation of the building façade through each layer, and the use of several textured finishes ensures that the building is visually broken down to a finer scale visually, whilst the restrained and natural palette is respectful and subservient to the surrounding heritage buildings.

The way the building utilises the full depth of the site, ensures that the highest point of the building is only experienced from distant views, or internally, and that the interface with the streetscape is at a height and scale which is complementary to the historically established streetscape.

6.2.2 LANDSCAPE VISUAL IMPACT

A total of 8 viewpoints were considered in the accompanying LVIA, to demonstrate the potential visibility of the proposed development when viewed by sensitive receptors within its surrounding context.

- **Viewpoint 1** – Rosny Hill
- **Viewpoint 2** – Bridge of Remembrance
- **Viewpoint 3** – Cenotaph to the Cove
    - This viewpoint reflects the following core viewpoint in the SCPR, and referenced in the new SDP as:
        - View 4 - To the 'mouth' of the Derwent River.
- **Viewpoint 4** – Brooker Avenue, adjacent Sullivans Cove Apartments
- **Viewpoint 5 –** Corner of Macquarie Street & Murray Street

[19] SDP 2024, P 64

- This viewpoint reflects a core viewpoint identified in the SCPR, and referenced in the new SDP as:
    - View 1 - Down Macquarie Street axis – to the Royal Engineers Building and Cenotaph
- **Viewpoint 6** – Wharf No. 1, adjacent IMAS
- **Viewpoint 7** – River Derwent from MONA Ferry
- **Viewpoint 8** - Corner of Davey Street and Argyle Street at the edge of Constitution Dock

These viewpoints respond to the specific views outlined within SCPS, whilst also presenting new viewing opportunities in response to the built form of the Stadium.

Figure 25: Viewpoints identified in the LVIA (source: Appendix J - LVIA, page 26)

A range of visual locations were investigated, to determine areas of perceived sensitivity and potential impacts on sensitive receptors. Sensitive receptors are defined in the LVIA as people, or groups of people that may be affected by the proposal.

The determination of Receptor Sensitivity enables a more objective evaluation and comparison of sensitivity of receptors. The receptor sensitivity is derived from a combination of factors and ratings are described as Very High, High, Medium, Low or Very Low/ Negligible for each of 5 criteria as described in Table 1 of the LVIA, and reproduced below:

- Receptor Criteria 1 - Site Characteristics, including:
    - Values; and

- Visual Prominence

- Receptor Criteria 2 - Viewpoint Characteristics, including:
  - Prominence & Visibility
- Receptor Criteria 3 – Receptor Characteristics, including:
  - Type & Sensitivity; and
  - Numbers

Viewpoints and associated montages have been produced to primarily represent the bulk, height, form and scale of the proposed built form.

The LVIA provides the following impact summary for each viewpoint.

Viewpoints	Receptor Sensitivity	Magnitude of Change	Effect Significance
VP1	High	Low	**Moderate**
VP2	Very High	High	**High-Very High**
VP3	Very High	Very High	**Very High**
VP4	Medium	Medium	**Moderate**
VP5	Medium	Very Low	**Minor**
VP6	High	High	**High**
VP7	High	Medium	**Moderate-High**
VP8	High	Medium	**Moderate-High**

The following provides additional planning consideration of the eight (8) viewpoints above, building on the analysis within the LVIA.

However, additional viewpoints were subsequent prepared to provide a greater understanding of the Stadium's built form in the broader landscape. Whilst these images do not represent detailed finishes, materials and colours, the following assessment builds upon that within the LVIA and references the additional viewpoints (where relevant).

Viewpoint 01 – Rosny Hill

This viewpoint is approximately 1.8km northeast of the subject site at Rosny Hill, at an elevated position of approximately 90m AHD. As outlined in the LVIA, the following key characteristics are apparent:

- Prominent views of kunanyi/ Mt Wellington and its lower slopes are afforded, which serve as a significant and dominant backdrop to the City.
- The City itself is also prominent, with the built form presenting in layers which progressively respond to the topographical features.
- The larger built forms and detail within the CBD stands out behind the subject site.
- The subject site takes a central location within the view, but is not highly prominent from this viewpoint.

- Views and interpretation of the broader Cove are difficult to perceive from this location, although the long form of the heritage buildings and sheds along the southern side of the Cove are visible.

Unobstructed views of the Site and the 'amphitheatre' to the Cove can be obtained, with the lower and upper slopes of kunanyi/Mt. Wellington very prominent. Rosny Hill is significant within the local context, given the unique vantage point and broad views the location provides.

Figure 26: Viewpoint 01 Montage – Proposed Conditions

The horizontal scale of the Stadium is much greater than its vertical scale and whilst the development does represent a perceptible change, the extent of change is limited to a relatively small area in the context of the cityscape and broader landscape setting.

The dominant topographical/land-form rise up and out of the Cove to the Domain, West Hobart, Mt. Nelson and the slopes of kunanyi / Mt. Wellington remain prominent and the proposal does not significantly alter individual interpretation of the City or the Cove's overall character and urban form.

Whilst not shown in the montage above, the external materiality will assist in providing greater depth and articulation to the façade, which in turn helps to break down the perception of bulk and scale.

Viewpoint 02 – Bridge of Remembrance

Viewpoint 02 is located at the top of the Bridge of Remembrance northwest of the Hobart Cenotaph. Key characteristics of the existing viewpoint include:

- The elevated vantage point, with views toward the Cenotaph in the mid-ground and broader cove.

- The view provides broader interpretation of city skyline and notable built-form elements, such as the TasPorts navigation tower, the Cenotaph, the Gasworks tower and the Grand Chancellor Hotel.
- Distant views of development in Sandy Bay, situated below the slopes of Mount Nelson.
- Distant, but partial views of the River Derwent and Betsey Island.

The Site is not highly visible from this viewpoint, as it sits below the Cenotaph headland which supports significant pine tree plantings and associated vegetation which obscures views into the site.

The accompanying LVIA notes that the location attracts a level of interest due to its unique historic and cultural elements and pedestrian use during major commemorative and recreational events. As such, the LVIA has given this location a very high sensitivity score.

Figure 27: Viewpoint 02 – Proposed Conditions

Due to the height and form of the roof, the Stadium constitutes a significant built element from this viewpoint which will impact views and interpretation of several landscape and built elements such as the Tasports navigation tower, a portion of Elizabeth Street Pier and broader views to Blinking Billy Point (Sandy Bay) the River Derwent. These features play a role in orienting people in place and contribute to the broader urban/landscape character of the city. However, views and interpretation of these features will not be entirely lost. The Stadium's roof design and use of translucent materials will enable ongoing interpretation through and beyond the roof form, whilst also serving as a new landmark and orientation point within the landscape.

Notwithstanding the above, the most prominent element within this viewpoint is the Cenotaph and associated Soldier's Memorial Walk. A key contributory element to the referential ambience of the Cenotaph is the visual backdrop of the River Derwent and eastern shore directly beyond the Cenotaph.

Whilst the Stadium's roof form constitutes a change to the Cenotaph's visual setting and backdrop, it's central position within the Site ensures that views and interpretation of the Cenotaph and the River Derwent/eastern shore directly behind the Cenotaph is retained. The slope of the roof form up and away from the Cenotaph also mitigates impacts on the trees/vegetation that frame the Soldier's Memorial Walk.

Viewpoint 03 – Cenotaph to the Cove

Viewpoint 03 is located at the top step of the Hobart Cenotaph approximately 75m north of the subject site. Key characteristics include:

- Panoramic views toward the surrounding River Derwent, the Cove and the edge of the city.

- Distant views of prominent headlands / peninsulas and suburban built form on the vegetated foothills of Mount Nelson.
- Surrounding built form of the Cove and the Macquarie Port elements are partially evident due to the elevated nature of the viewpoint and the adjoining vegetation.
- Foreground vegetation and background landform are the predominant visual features.

The Subject Site is visually interpreted as part of the Port facilities at Macquarie Wharves No. 2, 3 & 5. This is perceived within a precinct of large warehouse and port shed built form elements.

- This viewpoint reflects the following core viewpoint in the SCPR, and referenced in the new SDP:
    - View 4 - To the 'mouth' of the Derwent River.

Figure 28: Viewpoint 03 – Proposed Conditions

The LVIA notes that receptors at this location are very high, given the memorial precinct forms part of the Cenotaph with significant site-specific interest in the location due to its unique historic and cultural elements. Compared to the existing setting, the Stadium does present a significant visual contrast, obscuring portions of the Cove (incl. Evans Street and the Elizabeth/Macquarie Street Piers) and of the River Derwent.

The Impact Magnitude Rating for this receptor was identified as Very High – Dominant Change, whilst the impact for receptors was identified as Very High.

However, broader contextual views and interpretation of landscape elements (including portions of the city, River Derwent and eastern shore) will still be possible around and beyond the Stadium. The view above also illustrates how the translucent roof-from will enable continued interpretation and views of the landform and skyline of Sandy Bay and Mt. Nelson.

Whilst not illustrated in the view, the external materiality and finishes will provide much greater depth and articulation to the Stadium concourse and façade, further breaking down the perceived visual bulk/scale and softening the overall presence of the Stadium.

Viewpoint 04 – Brooker Avenue, adjacent Sullivans Cove Apartments

Viewpoint 04 is located on the southern side of Brooker Avenue, adjacent to the Sullivans Cove Apartments – approximately 180m west of the subject site.

The viewpoint is a local vantage point used by pedestrians. Whilst motorists closest to the viewpoint are travelling away from the subject site it can be reasonably anticipated that motorists in the eastbound lanes would see similar views toward the subject site.

Figure 29: Viewpoint 04 – Proposed Conditions

Key characteristics of this viewpoint include:

- The tree-lined Avenue, creating a 'green-gateway' and framing of the street, with the Royal Engineers Building as a focal point.
- Heavy inward bound traffic from the northern suburbs meets Davey Street/ Tasman Highway adjacent the Royal Engineers Building
- Interpretation of colonial built form and materiality.

The extent of vegetation along each side of Brooker Avenue completely obscure views and interpretation of the Cenotaph from this location. The presence of existing built forms and trees on the western side of Brooker Venue serve to frame the view toward the Site, with the Royal Engineers building serving as a focal point. The LVIA determines the Impact Magnitude Rating for this receptor would be Medium – *Moderate Change*, whilst the impact of significance for receptors at this viewpoint would be considered Moderate.

By virtue of its bulk and scale, the Stadium will have a significant presence within the view and is likely to affect the prominence and interpretation of the Royal Engineers Building, to some degree.

However, the montage above does not include the Stadium's external materiality and finishes which will add depth and articulation, significantly reducing its the bulk, scale and overall presence. This is also expected to provide a greater visual contrast between the Stadium and the Royal Engineers Building, reinforcing the significant setback/separation between the two buildings. Ultimately, these design measures reduce the visual scale/bulk of the Stadium and allow the significant presence of the Royal Engineers Building to remain as a prominent focal point, defining the north-eastern edge of the subject Site.

- Further planning consideration is provided in section 6.2.1, with reference to a new viewpoint (no. 20) which further illustrates the above.

Viewpoint 05 – Corner of Macquarie Street & Murray Street

Viewpoint 05 is located at the corner of Macquarie Street and Murray Street, adjacent Saint David's Anglican Cathedral and approximately 660m west of the subject site.

Whilst the Cenotaph and Gasworks tower are evident, much of the Site is screened by existing built forms along Macquarie Street. The subject site has a very low level of visibility from this viewpoint with the historic Royal Engineers Building and the Domain escarpment barely perceptible in the background amongst other built form and natural elements. The viewpoint is drawn from a core viewpoint identified in the SCPR (View 1 - Down Macquarie Street axis – to the Royal Engineers Building and Cenotaph).

Figure 30: Viewpoint 05 – Proposed Conditions

This viewpoint along Macquarie Street toward the Cenotaph supports significant pedestrian and vehicular traffic and numerous receptors on a daily basis. The presence of existing buildings in the foreground dominate the viewpoint, with the Gasworks Tower, Cenotaph and distant hills completing what is recognised as key view in the context of the City.

The montage above confirms that due to the position of the subject Site and siting of the Stadium, no portion of the Stadium will be visible from this viewpoint and the overall impact is imperceptible.

Viewpoint 06 – Wharf No. 1, adjacent IMAS

Viewpoint 06 is located at Wharf No.1 (Princes Wharf) at the Cove, adjacent the Institute of Marine and Antarctic Studies (IMAS). This viewpoint is approximately 550m from the southern side of the subject site and is on the edge of the pier adjoining the water. This viewpoint demonstrates typical views to the north, across Constitution Dock and the subject site.

Key existing characteristics of the view include:

- Views across Sullivans Cove toward Sullivans Cove Apartments.
- Broad views of Mac 01 Hotel
- Views of the Cenotaph and surrounding vegetation are visible, but not prominent
- Partial views toward the historic Hunter Street precinct and the TasPorts observation tower.
- Partial distant views to Gordons Hill in Lindisfarne.

The presence of existing built forms along Hunter Street and Evans Street help define the edge of the site, with several buildings (such as the IXL building) possessing high landscape and visual character values. Although it is noted the Macq 01 hotel largely obscures views to the historic street front along Hunter Street.

Figure 31: Viewpoint 06 – Proposed Conditions

The proposed Stadium will represent a significant visual change from this viewpoint. Whilst the lower section of the Stadium's roof will obscure views to the Cenotaph, the Cenotaph's presence is largely obscured by existing vegetation along the headland and by the form of the buildings along Hunter/Evans Street.

Several additional viewpoints have been prepared from similar locations - as illustrated below.

View from the north-eastern corner of Elizabeth Street Pier (source: SLR)

View from the north-eastern end of Victoria Dock (source: SLR)

Although the roof of the Stadium presents a new built element that is significant in both height and scale, it is not considered to result in any unreasonable visual impacts on the significance of existing buildings along Hunter Street, on the basis that:

- The Stadium sits well behind the buildings along Hunter/Evans Street, serving as background element in a similar manner to the Zero Davey and Sullivans Cove Apartments to the rear of Hunter Street. Considering the presence of other large buildings such as the Grand Chancellor and Port Authority Tower, the Stadium does assist in reinforcing the 'amphitheatre' effect created by existing buildings along the Wall of the Cove and the broader hillsides which slope up and away from the Cove to the foothills of kunanyi/Mt Wellington.
- At street/pedestrian level (within closer proximity of the Hunter Street buildings), the extent of the Stadium's roof and overall presence becomes less prominent. The degree of contrast between the Stadium and the foreground buildings appears to accentuate the brighter colours, fenestration and materiality of the Hunter Street buildings to a certain degree, allowing the buildings to maintain their prominence in the streetscape.
- The translucent panels and lightweight materials integrated into the roof will allow continued transmission of light and views through the roof form to the skyline beyond and help to reduce the perceived weight and bulk of the Stadium.

These elements soften the appearance of the dome structure and reduce the perceived scale and massing. Given the Stadium sits behind the IXL Buildings and does not obscure their forms, the key heritage and design characteristics of these buildings remain prominent and are able to be freely interpreted without obstruction.

Given the above, the visual impact of the Stadium on these buildings appears limited and the broader interpretation of the Cove Wall, it's enclosing effect and broader reflection of the 'urban amphitheatre' remains intact.

Viewpoint 07 – From the MONA Ferry

Viewpoint 07 is located on the River Derwent on the MONA Ferry. This viewpoint is a typical viewpoint for tourists travelling to or from MONA and the Ferry at this point is approximately 500m from the subject site. Views to the Subject Site are towards the west. The MONA Ferry is a unique tourist vantage point for tourists enroute to MONA and provides clear views of the subject site, albeit from a low height.

Key characteristics include:

- Direct views toward Macquarie Wharf No. 5 and the Subject Site.
- Direct views toward Mt Wellington in the background (obscured by clouds in this photograph)
- Distant views of Hobart skyline at the foot of the vegetated hills.
- Partial views of low-rise residential built form of West Hobart.
- The subject site is visually influenced by character of adjacent uses such as the Domain, the Cenotaph and the Cove and is visible from surrounding vantage points but is not prominent.

Figure 32: Viewpoint 07 – Proposed Conditions

The LVIA indicates the Stadium will present new visual and built form elements which will create a degree of visual contrast. However, the dominant hillsides and ridgelines that step up and away from the Cove remain prominent.

The built form and roof dome of the Stadium resemble the changing topography and various ridgelines that reinforce the amphitheatre that surrounds the Cove. The proposal reads as an extension of these elements, contributing without detracting from the overall character of the city and the Cove.

Viewpoint 08 – Corner of Davey Street and Argyle Street, at the edge of Constitution Dock

Viewpoint 08 is located at the corner of Davey Street and Argyle Street at the edge of Constitution Dock. This viewpoint is on the edge of the Argyle Street footpath but is also a representation of the location on the road or within the public realm adjacent to the water. The subject site is located approximately 360m to the northeast. This viewpoint has contained views to the west because of the adjoining built form, however views to the east and south open up as the mouth of the Cove opens up to meet the River Derwent. Key characteristics include:

- Framed views contained by built form of adjacent buildings along Davey Street
- Built-form within the Cove is of a moderate height and scale, defining the space and its character
- Foreground horizontal plane and street furniture and public domain built-form elements dominate the view.
- Distant partial views of Hunter Street Precinct are evident defining the general edge of the site.

Figure 33: Viewpoint 08 – Proposed Conditions

- Please refer to the SLR supporting documentation which contains an additional version of this viewpoint, illustrating the effects in summer when the street trees are in full bloom.

The roof form of the Stadium will be readily identifiable from this viewpoint, representing a notable visual contrast. However, the presence, scale and heritage character of foreground buildings and elements remain prominent.

The LVIA has indicated the Impact Magnitude Rating for this receptor would be Medium.

The impact of significance for receptors at this viewpoint would be considered Moderate - High.

Foreground elements such as the Tasmanian Museum and Art Gallery, Zero Davey Apartments (screened behind the central street-tree) and the Federation Concert Hall, have a significant presence within the view. By virtue of being closer to the viewing point, these buildings assist in reinforcing the way in which the Stadium can be read as an extension to the surrounding headland and hills that reinforce the amphitheatre of the Cove.

Overall, the visual impact of the Stadium within this view is not considered unreasonable.

Mitigation Measures

The height, bulk and scale of a stadium is typically large, by nature of its use. However, the Stadium does incorporate numerous design elements to ensure its form, scale and appearance integrates into the context of its surrounds.

An overview of these elements is considered below, which has been draw directly from the Stadium Design Description and LVIA.

The Dome - **Timber Shell Roof**

The roof form is the primary contributing element to the overall bulk and scale of the Stadium. By adopting the dome structure, the overall height has been reduced where it is not required.

Contrary to the form of most stadia, the proposed development does not present a geometric form where the full height is experienced across each elevation. Restricting the highpoint to a singular location centrally within the site enables the roof to taper down in height where it reaches the outer façade. This provides a far more comfortable visual and physical transition in height to surrounding natural and built form elements.

The lowest levels around the outside of the dome establish a height/scale comparable to the scale of existing buildings at street interfaces, which is further reinforced by the height of the external buildings outside of the Stadium that have a height compatible with both. As outlined in the LVIA, the visual effects of the dome form achieve the following:

- a reduced built form bulk that allows greater visibility of surrounding elements and views past the Stadium;
- a resultant edge that complements the scale and height of the existing built form around it including along Evans Street; and
- a rounded shape that complements the natural forms of the vegetated hills around Hobart.

The timber structure and translucent material allows partial visibility of existing natural and built form elements behind the stadium, which contributes to the lightweight appearance and reduces the overall visual

bulk and prominence. The lower part of the dome is comprised of a solid element that grounds the dome into the base of the stadium.

The Woven Screen

The 'woven screen' layer cantilevers over the external concourse on the western side. The primary façade material will consist of a battened timber screen, with openings to provide articulation and reveal each layer of the built form.

This design element will be most prominent when viewed in close-proximity to the Stadium.

The Public Realm – Landscaping

The treatment of the public realm around the Stadium is intended to reflect the natural and cultural values of the site and its context, with areas of soft and hard landscaping assisting to soften the built form and serve as areas for public gathering.

The escarpment along the northern edge of the Site provides a 'green' backdrop to the Royal Engineers Building and assists to visually separate the two built forms, whilst also reinforcing the natural headland beyond. Whilst this area has been altered by successive activities and uses on the subject site, the proposed development incorporates a significant setback from the edge, acknowledging the importance of this feature within the context of Sullivans Cove and the Domain. Additional vegetation along the base of the 'Escarpment' strengthens the visual edge, and provides further visual separation between the Domain, The Cenotaph and the proposed development.

The LVIA indicates these design measures and mitigating factors do assist in reducing the perceived impacts across several key viewpoints, as illustrated below.

Viewpoints	Receptor Sensitivity	Magnitude of Change	Effect Significance
VP1	High	Low	Moderate
VP2	Very High	Medium	High
VP3	Very High	High	High-Very High
VP4	Medium	Low	Minor-Moderate
VP5	Medium	Very Low	Minor
VP6	High	High	High
VP7	High	Medium	Moderate-High
VP8	High	Medium	Moderate-High

The proposed Stadium does represent a change to the built form and character of the Site and its visual context within the broader area, including the Cenotaph and Domain to the north, the existing low-level buildings of the operational port facility, and the Sullivans Cove built form and landscape.

When compared to the built form within the CBD to the west of the subject site, which typically presents as a collection of taller, rectilinear elements across a layered and changing topography, the proposed development presents a larger and more uniform presence. However, the cumulative height, bulk, form and scale of the CBD remains prominent behind the stadium, as demonstrated in the VP1 photomontage.

The LVIA makes the following statements in summary:

- *Whilst it is evident the proposed development represents a visual change, the public nature of this building, together with the iconic value of its form and appearance within this location affords it an entitlement to be seen, and to act as a landmark in the city providing a point of reference. The subject site is in a pivotal location as previously discussed.*
- *Mitigation measures to either conceal or camouflage its form or scale would unlikely result in any substantial change.*
- *As the proposed development is intended to be an iconic building in Hobart, its high-quality design, materiality and appearance drawn upon the local visual, landscape, cultural and historical values, while its highly visible form makes a significant contribution to the character and identity of Hobart.*
- *Examples of other iconic buildings such as the Sydney Opera House are intended to be highly visible and are often located in highly visible locations. The contrasting form and appearance of the proposed development, like other iconic buildings, act as a focal point within its local setting.*
- *The roof dome construction utilising translucent material and timber structure affords a significant level of transparency, allowing interpretation of existing natural and built form elements beyond the roof form. Coupled with the lightweight appearance of these materials, the visual bulk and prominence of the roof form is significantly reduced which in turn alleviates the overall bulk and scale of the Stadium.*

Key Conclusions

The proposed development does represent a clear change to the visual environment around the subject site. However, the visual qualities of the surrounding natural features such as the River Derwent, the Domain (including the Escarpment), the broader Cove and the surrounding vegetated hills remain prominent, and the Stadium does not significantly change their character or significantly obscures key views to these features.

The LVIA provides the following key conclusions regarding the original eight (8) views:

> *The proposal does not result in the substantial visual loss or impact on key local built form elements that contribute to the 'Amphitheatre' or the Cove 'Wall' such as:*
>
> - *i. the historic and contemporary built form that around Sullivans Cove; or*
> - *ii. the City Centre built form;*
>
> - *The proposal does not significantly impact elements or areas of high visual, landscape, cultural or historic value such as the Cenotaph and surrounding Domain landscapes, the natural backdrop of the vegetated hills surrounding Hobart, the historic built form around the Cove and the City Centre as a result of its form which:*
>
> - *i. As a 'dome', has a maximum height at 1 point falling to the edges and which:*
>
> - *A. retain the visibility of important elements behind;*
> - *B. minimise the appearance of a large bulky form; and*
> - *C. transition to surrounding natural and built form elements.*

- *Whilst the Stadium presents as prominent feature within the locality, specific landscape, townscape and spatial values are retained within the context of the proposed development as:*
- *a) The domed building form and its semitransparent materiality;*
    - *i. reduces the visual bulk and 'weight' of the built form;*
    - *ii. provide a contrasting form that complements the natural landforms visible from and near the subject site;*
    - *ii. complements the form and scale of the surrounding built for of the Cove by the creation of differentiating form;*

Whilst the Specific views (as outlined on the Important Views and Sightlines drawings – SCPS) in and out of the subject site are, to varying degrees impacted by the form, scale and bulk of the proposed development, impacts to:

- *a) view 1 are imperceptible*.
- *b) view 2 will be evident but will still allow the predominant built form and character of the Cove to be retained.*
- *c) view 3 will be evident, as the existing site is currently cleared and the proposed development with its the built form articulation, materiality, urban and landscape outcomes will provide an iconic development adding visual interest to the skylines and to the public realm.*
    - *Views from Davey Street to the Cenotaph will be retained and views from the stadium back down Davey Street will be enhanced from its current condition.*
- *d) view 4 will be evident, as the existing site is currently cleared and the proposed development with its the built form articulation, materiality, urban and landscape outcomes will provide an iconic development adding visual interest when viewed from the Cenotaph.*
- *e) view 5 across the edge of the subject site and port facility will be evident but unlikely to substantially change views to the port given the existing built form along this view line.*
- *f) view 6 will be evident but will still allow the predominant built form and character of the Cove to be retained.*
- *g) view 7 are imperceptible; and*
- *h) view 8 will be evident but will still retain views of the River Derwent, distant hills, port facility built form behind.*
    - *iii. natural enclosure created by the Cenotaph and Battery Point headlands and Macquarie Street ridge as the domed form;*
        - *A. creates a comfortable visual interface with the edge of the Escarpment;*
        - *B. is consistent with the form and appearance of the Cenotaph headland; and*
        - *C. does not visually impact the Battery Point headlands;*

        - *iv. the Amphitheatre formed by kunanyi/Mt Wellington and its foothills as it complements their chape and character and does not substantially obscure views to them;*
    - *i) whilst the overall significance of visual effects is typically high, this could reasonably be anticipated with a large built form of this nature on a site that is visible and in close proximity to area with high value.*

Whilst responding to the functional requirements of such use, the overall design of the Stadium has sought to alleviate the overall visual effects whilst also presenting a form that is able to contribute to, and achieve the overall urban renewal of the Site.

Further consideration of the Stadium's built form and the degree of individual prominence is considered in the following sections.

6.2.3 INDIVIDUAL PROMINENCE

A key consideration within the existing MPSDP and SCPS, is the degree to which new development may be individually prominent – by virtue of being significantly higher or having a larger apparent size in contrast to neighbouring buildings when viewed in street elevation.

As outlined in section 5.1 of this report, the extent to which the Stadium is 'individually prominent' is a matter of interpretation and expert opinion and requires consideration of a range of factors and should not be considered in isolation.

Any development that presents a built form (including height, bulk, scale, architectural qualities, finishes etc) that differs from neighbouring buildings will attract greater interest from various receptors and to some degree, will be individually prominent by virtue of being new. However, various social, cultural and economic factors can also have a bearing on public attention and perception, which can influence perceptions on what may or may not be individually prominent. Although Schedule 2 of the SCPS does not apply to use/development within Macquarie Point, the term is also used in the current MPSDP under Clause 32.7.2 P1, which requires the height of buildings to be consistent with the streetscape, urban form and character of the surrounding area. To enable determination, consideration is given to ten (10) separate criteria, requiring a much broader assessment of:

- Key views
- Apparent height and overshadowing
- Architectural design/merit
- The building(s) contribution to:
    - Macquarie Point and the City of Hobart, in terms of architectural character, quality and economic benefits.
    - The reputation of the City of Hobart as an international destination
- The civic amenity of the building.

The preceding sections of this Report, along with the LVIA and SDP (2024) provide a detailed assessment of the site and the Stadium's built form, design, function and materiality within the context of neighbouring

buildings and the broader Cove. The analysis includes consideration of key views, apparent height, architectural design/merit, the civic amenities and the overall contribution of the Project to Macquarie Point and the City of Hobart. Social and economic contributions are outlined in the accompanying reports prepared by KPMG.

The analysis concludes that the proposed development will be an iconic building within Hobart and will naturally possess a degree of individual prominence. However, the assessment demonstrates that the proposed development respects adjoining natural and built elements, appropriately allowing the character and prominence of the Cove (including adjoining/adjacent forms) to remain prominent whilst contributing to the evolving character of the Cove and broader landscape setting.

6.2.4 URBAN RENEWAL

The Multipurpose Stadium is just one component of the broader vision outlined in the Mac Point Precinct Plan, as outlined above. The overall urban renewal of the Site began in 2012, with the establishment of MPDC which was charged with remediating the site to enable future use/development. Most of the remediation works have now been completed, which has paved the way for the Project. The Mac Point Precinct Plan outlines the following key elements that assist in the ongoing urban renewal of the precinct. The following diagram outlines the key urban design considerations to be implemented:

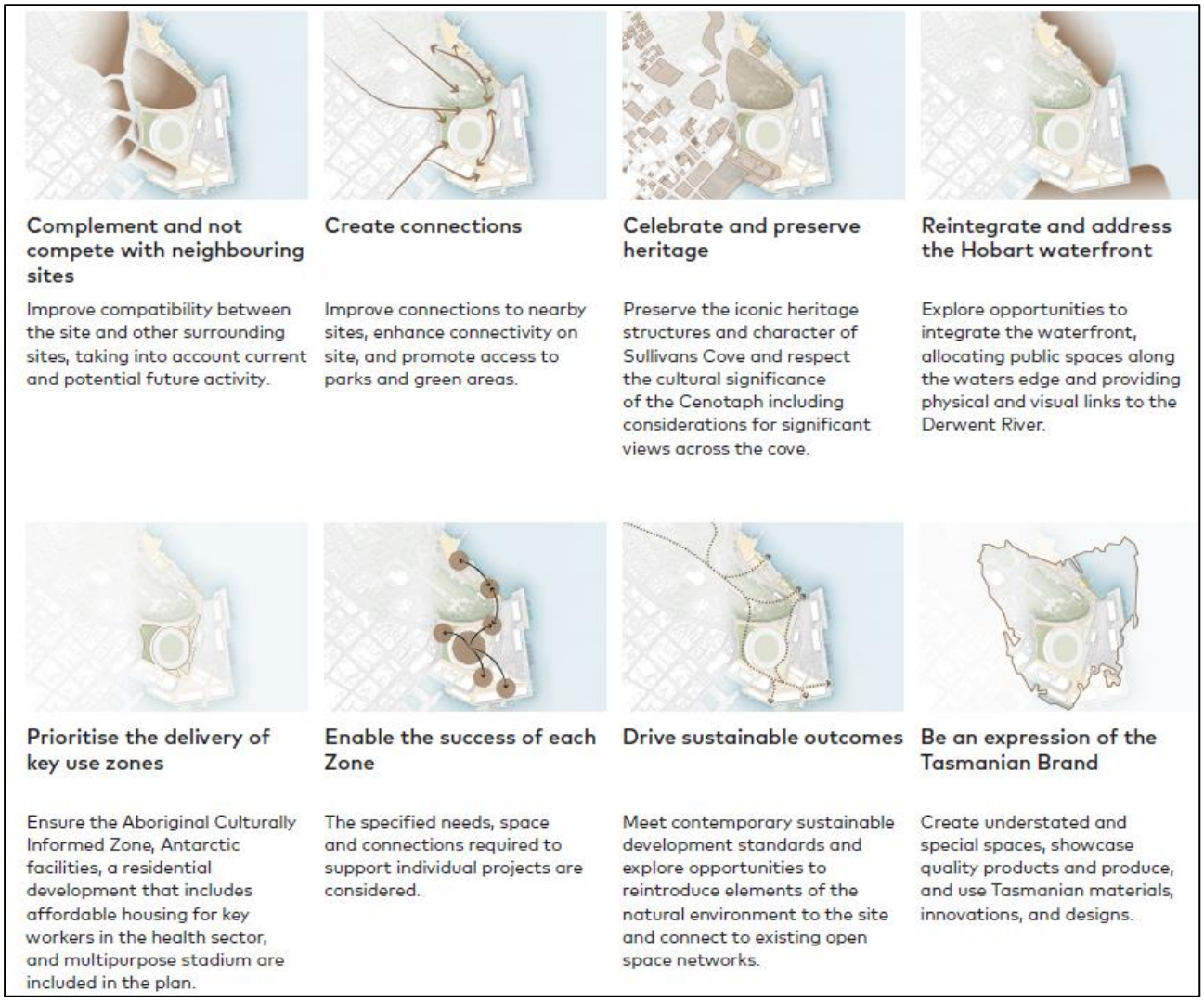


Figure 34: Macquarie Point Precinct Plan

The principles embodied within the precinct plan will contribute to the goal of achieving urban renewal and creating a vibrant and functional destination.

The Precinct Plan outlines the following key elements, to achieve the urban renewal of the Site:

- ***Complement and not compete with neighbouring sites***

Careful consideration has been given to the nature and requirements of surrounding land uses, with particular attention given to Port operations, businesses along Hunter Street, the Cenotaph and Federation Concert Hall.

Whilst the Stadium will increase pedestrian activation in the vicinity of these uses and along public corridors, the investigations within the accompanying Transport Study (Appendix – N) indicate these increase can be accommodated. The proposed event transport management and scheduling will also be key in managing increased activity and complement, rather than compete or detract from surrounding businesses.

For example, the anticipated increase in visitation to Hobart because of the Stadium and associated events is expected to increase demand for accommodation within close proximity to the Site. This will have direct flow-on benefits to existing retail and accommodation businesses along Hunter Street and surrounding area.

- ***Create connections***

The Stadium will require a range of supporting/enabling infrastructure upgrades to cater for the additional demand generated, whilst also seeking to enhance the public pedestrian/visitor experience.

The permeability of the site and surrounding plaza will unlock the site to greater public accessibility, both as a destination and a linkage between the CBD, Domain, foreshore, and the Cove area.

These upgrades are to be implemented across a variety of ongoing and proposed infrastructure projects, including several that are to be delivered under the Hobart City Deal and Keeping Hobart Moving Strategy, such as the Northern Access Road which will not only provide key vehicular access to the Port and future Antarctic Facility, but also provide a link to the Inner City Cycleway and existing/proposed future connections to the foreshore. The key traffic, pedestrian and active transport related connections and upgrades are identified in the Transport Study, which also outlines the benefits these upgrades will have on the broader transport network.

The staging and delivery of these upgrades will occur over time, as the broader Precinct Plan is developed and the overall urban renewal of the site can be achieved.

- ***Celebrate and preserve heritage***

  Preserve the iconic heritage structures and character of Sullivans Cove and respect the cultural significance of the Cenotaph including considerations for significant views across the cove.

The design of the Stadium has been carefully undertaken to account for and address key heritage buildings, places and precincts within the Site and broader Cove.

This includes the Goods Shed, which is to be relocated from its current position on the Site and incorporated into the northern part of the Stadium. The existing form and materials of the building will be retained, whilst facilitating greater public activation and use of the building than what is currently provided.

The inherently curved form of the Stadium allows significant curtilage to be achieved, retaining areas of public open space between other heritage places, such as the Royal Engineers Building and the Cenotaph.

The physical separation assists with the overall built form transitions and mitigates impacts of scale and bulk on heritage fabric.

The Multipurpose Stadium design also reflects the place in which it is located, with the external materiality being drawn from and reflecting the industrial history of the Site and its place within the broader landscape.

Whilst the Stadium will impact some existing views across the Cove, the accompanying Landscape Visual Impact Assessment indicates these impacts are not unreasonable. The design also establishes openings in form and roof structure to introduce new views to the Cenotaph from the Goods Shed and within the Stadium and locations around the facility and views to kunanyi. This assists in maintaining the unique sense of place and constant interpretation and acknowledgement of the landscape context in which the Multipurpose Stadium is located.

- ***Reintegrate and address the Hobart waterfront***

  Explore opportunities to integrate the waterfront, allocating public spaces along the waters edge and providing physical and visual links to the Derwent River.

Public access and activation of the waterfront will increase as subsequent parts of the Precinct Plan are developed, including the Antarctic Facilities Zone, Aboriginal Culturally Informed Zone and Residential Development and Public Foreshore Zone.

However, the Project does provide additional physical links to the waterfront, via four gates or key entry points into the Stadium, whilst also serving as public gathering spaces and primary arrival and departure points into the Site, providing linkages to surrounding public spaces at Regatta Point, Domain Slipyards, The Queens Domain, Hunter Street, Evans Street and the broader Hobart waterfront.

These spaces have been designed to individually respond to the built form and landscape context in which they sit. The entrances establish pedestrian priority and build 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/events related to the water and everyday life.*

An existing staircase links pedestrians to the Cenotaph, the Bridge of Remembrance, and Queens Domain Parklands.[20]

- ***Prioritise the delivery of key use zones***

  Ensure the Aboriginal Culturally Informed Zone, Antarctic facilities, a residential development that includes affordable housing for key workers in the health sector, and multipurpose stadium are included in the plan.

The delivery of the Aboriginal Culturally Informed Zone, Antarctic Facilities Zone and Residential Development and Public Foreshore Zones are key elements of the Precinct Plan and will be appropriately staged and delivered to achieve the urban renewal of Macquarie Point.

[20] Urban Design Framework Report, COX/Cumulus Studio

The Project seeks approval for the Multipurpose Stadium, as the first component of the vision and redevelopment for the site, as set out in the Mac Point Precinct Plan.

- ***Enable the success of each zone***

  The specified needs, space and connections required to support individual projects are considered.

The Project includes broad consideration of the anticipated needs, space and connections required for each of the associated Zones. This includes consideration of new/upgraded service infrastructure (water, sewer, electricity) to support not only the Stadium, but be sufficient to support and/or enable supply/connections for each Zone.

- ***Drive sustainable outcomes***

  Meet contemporary sustainable development standards and explore opportunities to reintroduce elements of the natural environment to the site and connect to existing open space networks.

The Project incorporates a range of sustainability actions to achieve the objectives set out in the Precinct Plan and those identified in the relevant policies, strategies and plans prepared by the City of Hobart and the State Government. This includes provision of solar panels, water-sensitive urban design and waste management / minimisation. As indicative previously, the open space and movement strategy seeks to maintain and enhance existing open space networks and connections, in conjunction with new spaces and movement corridors within the Site.

- ***Be an expression of the Tasmanian Brand***

Create understated and special spaces, showcase quality products and produce, and use Tasmanian materials, innovations, and designs.[21]

The design of the Stadium draws on the built traditions of Sullivans Cove where buildings are expressed as legible forms on the Cove Floor and can be experienced from every aspect. The building materials are also inspired by the Cove and Tasmania more broadly, such as the use of Tasmanian timbers to celebrate some of the key values and characteristics of the State.

The design has also been informed by the Site's character and history including with inspiration from the Round House structure that was part of the former Hobart Rail Yards, and a woven façade that has been culturally-informed, and considers the surrounding maritime history, and the use of raw and local materials in the design.

Further details regarding the external materiality and the way the design achieves this is outlined in the accompanying Stadium Design Description.

Connection to Place and Key Landmarks

As stated above, the visual impact assessment identified several views where the proposed development would impact upon landmarks but has determined the overall visual effects are not unreasonable given the range of mitigation measures and design considerations.

The development also creates new viewing opportunities to, from and within the Site which will allow continued interpretation of key built and cultural landmarks such as the Cenotaph.

[21] Macquarie Point Precinct Plan, MPDC

The stadium will create potential new views from the entry gate and within the stadium, to the cenotaph, creating an opportunity for thousands of patrons who may not otherwise visit or view the cenotaph, to connect with the structure and its significance. Other potential new views will open up from the media lounge/ function room, concourse and southeast plaza, among others.

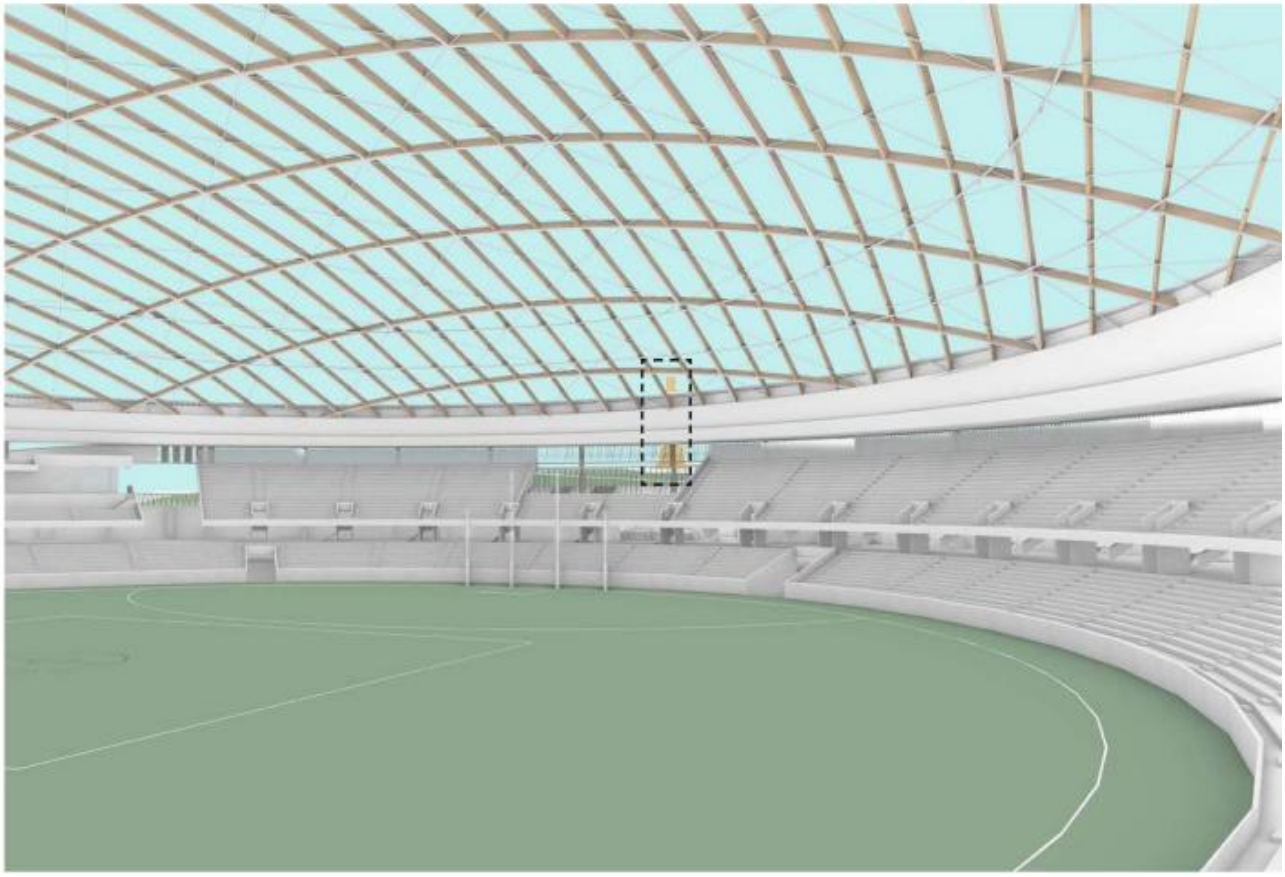


Figure 35: Architectural impression of new views and interpretation of the Cenotaph, from within Stadium upper bowl (source: Appendix B - Stadium Design Description, Cox Architects)

Televised cricket matches from Blundstone Arena have shown how these types of views, where afforded by the viewing structures, become iconic views of Hobart for viewing audiences around the country, as well as those in attendance at the venue. The views also maintain and reinforce the setting of the Stadium within the Cove, allowing visitors/patrons to remain connected with place.

Views to the Cenotaph will also be afforded through the form of the relocated Goods Shed, as illustrated below.

Figure 95: View 1 - New View from the Goods Shed to the Cenotaph

The Multipurpose Stadium forms just one part of the vision set forth in the Precinct Plan and the progressive development and completion of each stage will value add to the overall precinct introducing a range of new use/development and activities, increase day to day activation and contribute to the overall urban renewal of the Site, in accordance with the Precinct Plan. For further consideration of the benefits and the overall contribution the Multipurpose Stadium will make in achieving this vision, please refer to the following sections of the Summary Report and supporting documents:

- Summary Report
    - Part A: Background – Site Overview
    - Chapter 2: Landscape and Urban form
- Appendix H – Social and Cultural Analysis Report
- Appendix F – Economic Impact Assessment
- Appendix HH – Site Development Plan
- Appendix J –Visual Impact Assessment
- Appendix II – Mac Point Precinct Plan
- Appendix I – Urban Design Framework Report
- Appendix B – Stadium Design Description

6.3 POTENTIAL FOR LAND USE CONFLICT

The interaction between the Project and surrounding activities and businesses has also been a key consideration in the design of the Stadium.

These considerations include:

- *How the use and development of the stadium may affect current and potential future uses of sites and places in the locality;*
- *The potential for land use conflicts between existing activities in the locality and the operation of the stadium as well as measures that may be taken to avoid or minimise the likelihood of conflicts; and*
- *The potential for current or future use of sites and places to restrict the capacity of the stadium to host major events.*
- *The current and future potential use of the cenotaph area for remembrance, commemorative or other activities;*
- *Current and future use of TasPorts Hobart Ports operations, including port and wharf activities at Macquarie Point, the port control tower, the movement of passengers to and from cruise ships, and shipping/ berthing facilities at the docks and piers off Franklin Wharf;*
- *The current and future use of the Macquarie Point wastewater treatment plant and the Domain Slipyards;*
- *Allowable use of sites in the locality under applicable planning schemes;*
- *The potential for land use conflicts between the proposed operation of the stadium and the existing activities in the locality resulting from:*
    - *car parking demand*
    - *noise and vibration affecting noise sensitive uses (this term is to be defined in the glossary)*
    - *pedestrian movement and crowd behaviour; and*
    - *changes to traffic patterns such as alterations to traffic routes or periods of congestion;*
- *Where potential land use conflicts are identified, actions that may be taken to avoid or minimise the likelihood or consequence of any adverse effect;*
- *How temporary or significant changes in pedestrian movement, demand for parking or the closure/ restricted use of roads/ public places may affect current and future uses in the locality;*

6.3.1 OVERVIEW

This assessment has been made in relation to the development of the stadium over three phases. The first is the construction of the Stadium, the second is the daily or regular functioning of the Stadium, including small to regular events, and the third will be the major events (events with patron numbers greater than 20,000).

These phases provide context in which to assess the potential for land use conflict with existing land uses.

Further consideration as to how the stadium design will facilitate effective relationships between the proposed activities and use, are provided in Chapter 1 of the Summary Report, supported by Appendix B – Stadium Design Description.

During Construction

The preliminary Construction Management Plan has identified the potential impacts on surrounding uses. Each of the potential impacts has a corresponding mitigation and management strategy which will be addressed in updates to the Construction Management Plan as the design progresses.

Regular Uses

During non-event days, the Multipurpose Stadium has capacity to support a broad range of business and community events that may occur concurrently, including events that may utilise the seating bowl, playing surface, function rooms, concourse, media and corporate suites, as well as the relocated Goods Shed. These activities would also see daily activation of service areas within the Multipurpose Stadium and associated concourse, such as the catering areas and designated food/beverage areas within publicly accessible areas.

With respect to noise emissions, the predicted levels for each noise source indicate regular use of the Multipurpose Stadium outside major events is not expected to significantly increase noise levels over existing ambient levels during the night-time and across the daytime and evening periods, when the most activity is likely to occur. Only a marginal increase is anticipated at the closest noise-sensitive receptor (IXL Henry Jones Hotel) during the night-time.

This is similarly the case in relation to car parking demand and overall traffic and pedestrian movements, as regular activities outside major events will generate much lower overall patron numbers and staffing requirements.

Major Events

The capacity and anticipated use of the stadium will see approximately 8 events a year where patron numbers are greater than 20,000.

A further 7 events a year would anticipate 10,000 to 20,000 patrons. For a major concert event, capacity may be increased to 30,000, however this is only expected to occur once per year. To provide some context, Dark Mofo in 2023 attracted 110,000 people over 2 weeks, with 90,000 attending Dark Park over 2 weeks, and an estimated 17,500 for the single event of the Ogoh-Ogoh procession and burning.

It is anticipated that AFL games will generate the highest average attendance numbers. Entertainment events such as concerts are also expected to generate substantial attendance numbers.

Section 7 of the Summary Report and Appendix N – Transport Study detail the anticipated traffic demands and likely pedestrian numbers during such events.

Noise

Major sporting events and concerts will naturally generate noise emissions, considering game sirens, music and entertainment and higher patron numbers.

Noise sensitive uses in the surrounding area generally include, but are not limited to:

- *residential uses*;

- *schools, educational institutions and childcare centres;*
- *hospitals;*
- *places of worship;*
- *passive recreation areas, such as outdoor grounds used for teaching;*
- *active recreation areas such as parks and sports grounds;*
- *culturally or historically significant open spaces, such as the Cenotaph surrounds;*
- *sensitive commercial uses, such as film, television and radio studios, concert halls and conference facilities;*
- *research facilities;*
- *temporary accommodation such as visitor accommodation or crisis accommodation; and*
- *certain industrial premises, such as those that house noise sensitive processes.*

A range of noise-sensitive uses surrounding the Site have been identified and considered in the Noise and Vibration Assessment, as outlined below.

Table 2 from Appendix Q – Noise and Vibration Assessment

Receptor Reference	Location Description	Approximate Distance to the Stadium1
R1	Sullivans Cove Apartments	40 metres to the south
R2	Zero Davey Boutique Apartments	40 metres to the south
R3	University of Tasmania School of Creative Arts and Media	70 metres to the south
R4	MACq 01 Hotel	115 metres to the south
R5	IXL, Henry Jones Hotel	80 metres to the south
R6	Federation Concert Hall (Tasmanian Symphony Orchestra)	40 metres to the southwest
R7	Hotel Grand Chancellor	110 metres to the southwest
R8	7 Macquarie Street apartments	70 metres to the west
R9	The Old Woolstore Apartment Hotel	110 metres to the west
R10	Baha'l Centre of Learning	150 metres to the west
R11	ABC Broadcast Centre	230 metres to the west
R12	The land parcel adjacent to Domain Boat Ramp, potential future residential development	180 metres to the north

Receptor Reference	Location Description	Approximate Distance to the Stadium1
R13	Royal Hobart Regatta Grounds (The Cenotaph)	90 metres to the north
R14	One Collins Apartment	200 metres to the west
R15	Royal Hobart Hospital	320 metres to the west
R16	Residential Apartments (1 Creswells Row)	250 metres to the southwest
R17	Residential Apartments (1-9 Ragged Lane)	180 metres to the west
R18	Residential Apartments (1-15 Terminus Row)	220 metres to the southwest

Note 1: The distance to the receptor is measured from the outer edge of the Multipurpose Stadium

The Royal Hobart Hospital was identified as the outermost sensitive use, located approximately 320m to the west of the Multipurpose Stadium. This distance marks the outermost area in which long-term and attended noise logging equipment was implemented.

The Noise Report considers potential impacts across each of the following scenarios:

- Scenario 1 - Before and after sporting events
- Scenario 2 – During sporting events
- Scenario 3 – Before and after sporting events
- Scenario 4 – During concerts
- Scenario 5 – Conference/Trade fairs
- Scenario 6 – Plaza Events
- Scenario 7 – Weekday occupancy (general Stadium use)

The range of likely noise sources associated with each of these scenarios include:

- Patrons entering/leaving the stadium
- Crowd noise in the stadium bowl and concourse
- PA system (announcements, music etc)
- AFL game sirens
- Patron activity in the external plazas
- Sound check (concerts)
- Music (concerts)
- Building plant services, function room noise, waste collection & loading/unloading.

The report notes that further modelling will be undertaken to determine likely noise levels within the bowl of the stadium, specific to the following noise sources:

- Crowd noise levels during sporting and concert events
- Conference/trade fair crowd noise; and
- Concert sound check.

The potential impacts are considered in context with the principals and objectives for noise control in Tasmania, as outlined in the following legislation:

- *Environmental Management and Pollution Control Act 1994* – particularly section 53, which defines the concept of 'environmental nuisance' – per below:

  …the emission of noise that is not an emission specified in an environment protection policy to be an environmental nuisance, the emission is to be taken to unreasonably interfere with a person's enjoyment of the environment if it is unreasonable having regard to –

  (a) its volume, intensity or duration; and

  (b) the time, place and other circumstances in which it is emitted; and

  (c) in the case of noise emitted from residential premises, whether it is, or is likely to be, audible in a habitable room in any other residential premises.

Specific requirements relating to noise levels and hours of operation are principally covered by the *Environmental Management and Pollution Control (Miscellaneous Noise) Regulations 2016* for activities such as the use of construction machinery and fixed domestic equipment. However, at present, there is no governing policy related to noise emissions from stadia, including concerts and sporting events, and patrons.

The *Tasmanian Environment Protection Policy (Noise) 2009 (EPP)* does provide some guidance on noise levels from the following types of noise:

- Public roads, railways, ports and airports
- Commercial and industrial activities
- Domestic and miscellaneous activities.

Noise produced by building plant serving the Stadium (e.g. mechanical and electrical services plant) and services operations within the Stadium (e.g. waste and loading dock operations) have been assessed in accordance with the EPP. Notwithstanding the above, there are several existing noise generating activities within proximity to the site, including:

- Tas Ports operations (commercial cargo operations, storage and heavy vehicle movements); and
- Noise generated by traffic movements along Davey Street, Macquarie Street, Brooker Avenue and the Tasman Highway.
- Huon Quays and Domain Slipway

Data was collected from fourteen (14) long-term and short-term noise logging stations and ten (10) long-term and attended vibration logging stations.

The report provides a range of management recommendations to achieving a balance between the Stadium's operational needs and the preservation of environmental quality and community well-being, as indicated below:

- Ambient noise levels within and around the site are dominated by traffic noise.
    - These levels remain relatively consistent (between 41 and 59 decibels) during the night, evenings and during the day.
- The day-to-day operation of the Stadium is not expected to raise the existing ambient noise levels during the evening and daytime periods, with only marginal increases at the closest sensitive receptor during night-time.
- The assessment demonstrates that with appropriate mitigation measures, the noise and vibration impacts from the Macquarie Point Multipurpose Stadium can be effectively managed to minimise disruption to the surrounding community.

Following further refinements to the stadium facade, a further assessment and additional data confirmed these refinements resulted in slightly lower noise levels than previously modelled, further reducing predicted noise emissions.

Please refer to the supporting documents for more information.

Vibration

Several existing long-term vibration sensors have been established by MPDC on and surrounding the Site, to monitor vibration generated by site remediation activities and associated excavation. Data from these sensors has been considered in the Noise and Vibration Assessment, however no significant vibration sources were identified as part of the assessment which included long-term data. The primary vibration generating sources associated with the operation of the Stadium are the following:

- Building services plant and equipment
- Loading dock operations
- Patrons walking around the precinct
- Mechanical plant equipment can be effectively vibration isolated through structural design and installation of appropriate isolation mounts.
- The loading dock associated with the Stadium will be located at the northern end of the site, with access via a service road under the concourse. Vibration from heavy trucks using smooth roads at grade typically generates low vibration levels below 0.2mm/s at 20 metres away.

Notwithstanding, the vibration level would likely be dissipated to an insignificant level due to the separation distance. Sensitive receptors beyond the boundary of the site are unlikely to perceive this level of vibration.

Vibration generated by people walking on grade typically does not induce sufficient energy for the vibration to propagate beyond the immediate area surrounding said person. High vibration could be generated via synchronised walking by a large crowd (e.g.: marching), which is an unlikely scenario in this setting. In rare events, the patrons could be jumping/dancing to the same beats during a concert, the generated vibration would likely be short-term and contained within the stadium structure.

In all scenarios, the likelihood of operational vibrations from the stadium affecting adjacent sensitive receptors is minimal.

Whilst it is noted there are no statutory requirements or guidelines in Tasmania for assessing or managing vibration from construction, recent major impact assessments in Australia have used British and German standards to guide vibration management and these standards have been summarised and considered in the Noise and Vibration Assessment.

Notwithstanding the lack of statutory regulations, vibration emitted during construction of the Multipurpose Stadium will be monitored via the existing vibration sensors and management/mitigation measures will be prepared and implemented within a Construction Noise and Vibration Management Plan (CNVMP), anticipated to form part of a broader Construction and Environmental Management Plan (CEMP).

Traffic, Parking & Event Management

Major events will significantly increase the use and demand of parking, traffic and pedestrian movements across the transport network. The additional public and active transport modes and infrastructure being delivered under various strategies (such as the Hobart City Deal and Keeping Hobart Moving Plan) are expected to address transport congestion by reducing reliance upon private vehicles, particularly during major events across the City.

This will also assist in working toward the targets set out in the Transport Study prepared by WSP (Attachment N), such as 60-70% of movements to and from the Multipurpose Stadium during major events to be via public and alternate forms of transport.

The concept Traffic and Event Transport Management Plan(s) indicate management measures for major events will be focussed on Evans Street, Hunter Street and portions of Victoria Dock and Fisherman's Market. This will include temporary closure of these streets and portions of Victoria Dock and Fisherman's Market to vehicle traffic, to be in place 60 minutes before major events and 30 minutes after.

During this period, pedestrian and active transport will be prioritised and access to on-street parking along Hunter Street and portions of Victoria Dock and Fisherman's Market carpark may be limited or restricted, as outlined in the Traffic and Event Transport Management Plan(s), pending consultation with businesses.

Ongoing traffic management and monitoring may be required at the McVilly Street interchange, to manage vehicle congestion and discourage over-saturation of public parking availability across the Domain, as indicated in the Transport Study and preliminary Event Parking Plan(s).

The Project includes provision of an underground car park below the future Antarctic Facilities Zone. Whilst the car park is unlikely to be available for patrons outside of accessibility parking, it will provide spaces for staff and key management personnel and support staff associated with visiting sporting teams, and event promotion teams. These matters are to be addressed through various management plans and conditions to be implemented, such as:

- Transport and Event Traffic Management Plan(s), including Parking Management Plan(s).
    - These plans will be subject to ongoing monitoring and review, in consultation with nearby businesses, landowners and stakeholders.

- Construction Management / Environmental Management Plan(s), including conditions and restrictions to mitigate and control emissions during construction.
- Ongoing Noise and Vibration management and monitoring.

In addition, an overarching Event Management Plan will also be established, which would outline notification protocols before each major event, including police and SES, and other authorities. The plan would include measures to manage safe patron entry and exit before, during and after events and include crowd control.

Surrounding businesses, landowners and stakeholders will also be advised of upcoming events and clarification regarding management measures that may be required (i.e. temporary road closures, timing and duration and parking restrictions).

Overshadowing

Chapter 2 and 9 of the MPDC Summary Report provide an analysis of overshadowing impacts on the worst day of the year (June 21st). Due to the path of the sun and the siting, orientation and design of the Multipurpose Stadium, there will be limited shadowing of the nearest sensitive receptors (Zero Davey apartments, Sullivans Cove apartments and IXL Henry Jones Hotel) along Evans Street/Hunter Street during the morning period, beginning at 9am.

By approximately 10.30am, the extent of shadowing to these properties will have significantly reduced with little or no shadowing from 12pm onwards. The UTAS School of Art will continue to receive sunlight throughout the morning and afternoon period. This is due primarily to the transparent stadium roof design, which allows the transmission of sunlight.

Due to siting and design, the stadium will not overshadow identified sensitive receptors to the north or west, including the Cenotaph, Regatta Grounds and future Residential Precinct. The following diagram illustrates the shadowing conditions on June 21st, when the sun is at its lowest and shadows are at their longest.

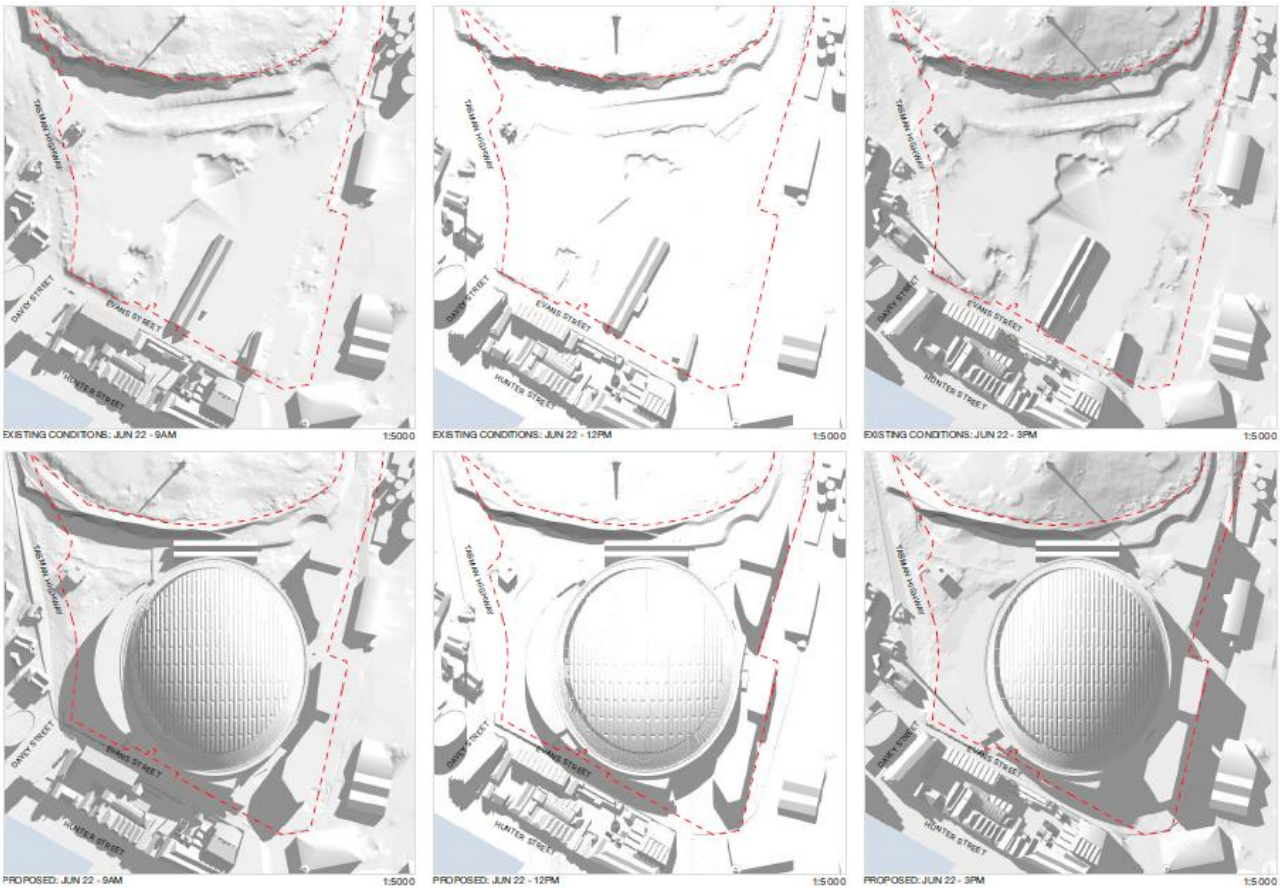


Figure 36: Solar study, June 21st (source: Appendix A – Architectural Plans, COX)

The following sections address each of the adjoining, adjacent or nearby land uses/activities where there may be potential for conflict.

6.3.2 THE WORKING PORT & CRUISE TERMINAL

The port is currently used for loading/unloading of goods and cargo, as well as a cruise ship terminal, and activities held in Macquarie Wharf 02.

Traffic associated with freight movements generally occur year-round, with cruise terminal movements concentrated during the summer months. As the proposal does not seek to increase traffic in Evans Street, or to impede Evans Street, the Project is not anticipated to impact these activities or movements. The proposed Northern Access Road will further reduce the demand on Evans Street, serving as the primary corridor to and from the Port.

Noise and Vibration

Construction Phase

The construction phase of the Multipurpose Stadium will generate regular noise and vibration, however the Noise and Vibration Assessment indicates that the ambient (existing) noise levels across the Site and immediate area are already elevated due to various existing noise sources, such as highway traffic noise and existing port operations.

The Cruise Terminal is used to assist with the boarding and disembarkation of passengers from docked cruise ships. However, cruise ships often spend several nights in port, with most passengers staying onboard

overnight. Given the proximity of surrounding sensitive receptors, it is unlikely any construction activities would occur beyond standard working hours, which are also often heavily restricted.

Whilst there will be periods where noise and vibration generated will be substantially higher, the potential impacts on the Port operations and the Cruise Terminal are predicted to be low, particularly once the necessary management measures and conditions are implemented, as referred to within this chapter and in the associated consultant reports.

Regular Uses

Regular day-to-day activities at the Multipurpose Stadium will generate lower patron numbers and may occur at various stages across a given day, which assists in spreading pedestrian movements and associated demands over a longer period, mitigating potential for impacts on the cruise terminal.

As outlined in section 2 of this report, such uses may include outward facing cafe(s), retail and bar tenancies to facilitate ongoing pedestrian activation across the Site.

This is similarly the case with pedestrian movements and demand that will occur along the Northern Access Road, limiting potential for impact on Port related traffic.

Major Events

Whilst the Port operates 24/7, noise generated during major events is unlikely to have significant impacts on the Port given the commercial/industrial nature of activities undertaken.

The Cruise Terminal itself is used for boarding and disembarkation of passengers and as such, the potential for impacts on terminal operations arising from noise/vibration is low. However, noise emissions during major events at the Multipurpose Stadium may have impacts on cruise passengers in the evenings, given those that are staying overnight are likely to return to the ship in the evenings.

Ambient and predicted noise levels were taken at MACq 01 Hotel, which adjoins the terminal. Predicted levels indicate the game sirens and PA system are the primary noise sources, which will be audible to cruise passengers. Concert (music) noise, particularly for the worst-case scenario (rock concert) will also be audible. As previously stated, the worst-case music concert scenario is likely to occur only once per year. Major sporting events, such as AFL games generally go for two (2) hours, including stoppages.

Games held in the evenings generally begin no later than 7.30-7:45pm, indicating an approximate finishing time of 10.30pm allowing for interactions before and after the game. After this time, noise associated with the game siren will cease, closely followed by use of the PA system. After this period, the primary noise source will be from patrons moving toward the Cove and CBD, primarily via Evans Street, Hunter Street and Davey Street.

Management of patron behaviour and noise, particularly along the above-mentioned streets will need to be considered and managed under an Event Management Plan which is to be implemented.

Car Parking Demand

During the construction phase, construction vehicles and parking will generally be managed within the Site, or several areas to the north-east between the Domain Slipyards and the existing WWTP. As such, the demand for parking in the surrounding streets is not expected to increase.

The Cruise Terminal does not generate a significant demand for car parking, as visitors/passengers generally arrive and depart via buses or by foot. Whilst the use does generate coach movements, these are appropriately accommodated outside the terminal where sufficient areas are provided along Hunter Street to cater for short-term coach pick-up / drop-off. These areas are also utilised by the adjacent hotel within Macquarie Wharf 01.

The required road closures outlined previously will restrict access along Evans Street and Hunter Street during major events. These measures are expected to be in place 60 minutes before major events and 30 minutes after. However, these timeframes are unlikely to have any significant impact on passenger access to and from the cruise terminal.

Primary access to/from the Port will be via the Northern Access Road (delivered under the Hobart City Deal and Keeping Hobart Moving Plan), mitigating potential for impacts on the function of the Port during these periods. Ongoing review, event scheduling and consultation with TasPorts will enable fine-tuning management arrangements to be implemented once the Multipurpose Stadium begins operation.

Changes to traffic routes, congestion and pedestrian movements

The majority of the port activities rely on vehicle access along Evans Street and Hunter Street, with some access from the North via the Regatta Grounds. This includes heavy freight vehicles and buses.

Evans Street will become a primary pedestrian corridor following the development of the Stadium, providing access to and from the southern plaza.

Construction Phase

The construction phase is not anticipated to have any significant impact on traffic routes, congestion or pedestrian movements in the vicinity of the Port or Cruise Terminal along Hunter Street.

Truck movements will primarily occur via the Site entry from the Tasman Highway, adjacent the Royal Engineers Building.

The significant reduction in traffic and heavy vehicle movements along Evans Street will benefit nearby sensitive receptors, particularly those existing businesses, hotels and apartments along Hunter Street. No additional impacts as result of construction activities on transport routes to and from the Cruise Terminal are expected.

Regular Uses

Day-to-day operations at the Multipurpose Stadium are unlikely to have any direct impacts on the operation of the Cruise Terminal or the Port. Event management plans will be implemented for major events, during which time the previously identified access and parking restrictions will be in-place. However, these measures are unlikely to be required for daily use.

As outlined in section 2 of this report, potential outward facing uses such as cafe(s), bars and retail spaces within the Ground Floor and Goods Shed will provide greater activation of the space but will rely primarily on pedestrian movements as people pass through the Site. Therefore, limiting additional traffic movements.

Major Events

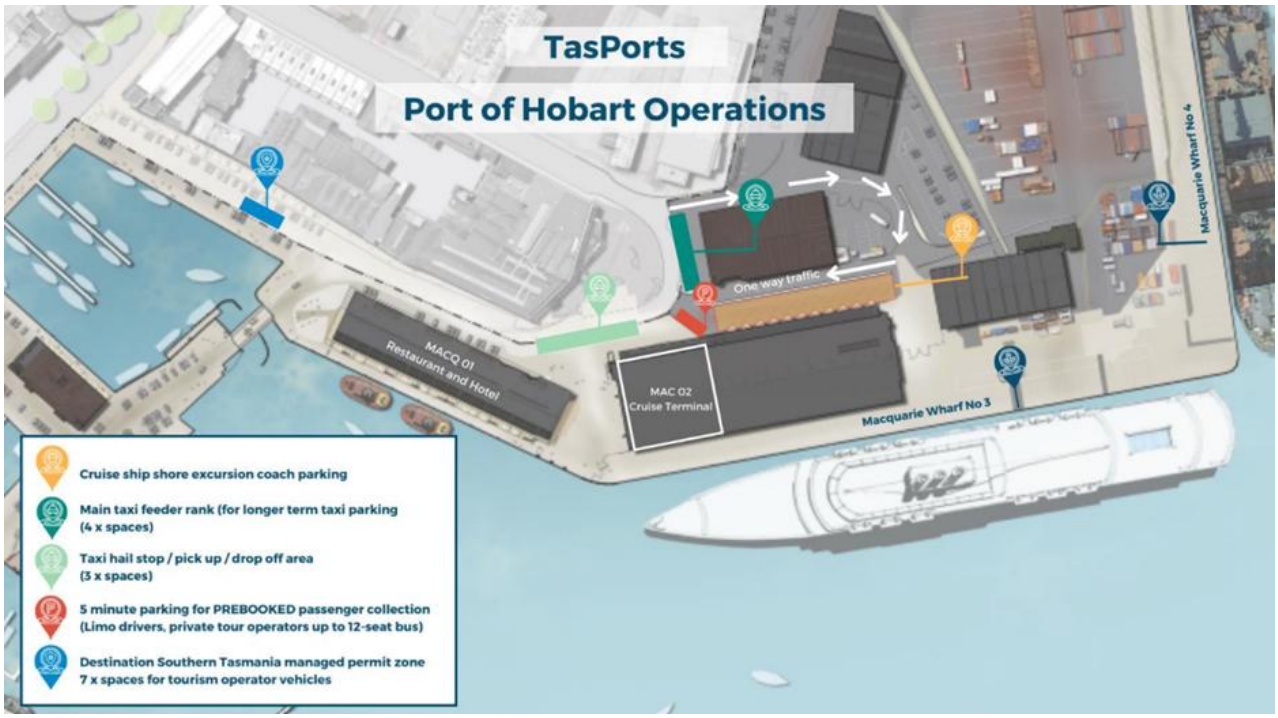
During major events at the Multipurpose Stadium, the traffic/vehicle management and temporary road closures along Hunter Street and Victoria Dock will be required. Access to and from the Cruise Terminal for pick-up/drop-off, including coaches and buses will require consultation with TasPorts, to manage bus or coach access to the terminal (if required).

The accompanying Transport Study provides a review of both the cruise schedule for 2024/25 and the competition schedules for the AFL 2024 season (March to September) and the 2023-24 BBL cricket season (December to January). The analysis indicates that a worst-case scenario of six events could potentially clash whereby a cruise ship has not departed at least 2 hours before a sporting event commencing. Two matches would be BBL cricket whereby the match commences consistently at 7:15pm for the prime-time national broadcast. The remaining four AFL matches which would start at 7:30pm on a weeknight (Thursday or Friday two matches) or multiple time slots on a weekend (two matches).

The worst-case scenario would be the Ovation of the Seas (4,905 pax) which is scheduled to depart on a Thursday night in March at 8pm. The average departure time for the 93 cruises is 5:40pm and the majority occur on a weekday. This early knowledge will provide opportunity to integrate the known cruise days into the stadium operations and transport plan.

While the match day and cruise ship overlaps appear to be manageable, engagement with TasPorts has identified the frequency and nature of landside port operations that take place in the days pre and post a cruise ship being in port. These activities are as essential for the cruise ships as the shore excursion coaches are. For this reason, the previously identified Cruise Terminal coach parking area (shown in orange in Figure 5.2) is not proposed as private charter coach parking for stadium events.

It is also acknowledged that MAC 02 operates as venue space outside of the summer cruise season with a standard capacity of 1,100 persons including staff and up to 3,000 with a temporary permit. MAC 02 may also be suitable for pre-game corporate functions.



(Source: TasPorts website (June 2024)

TasPorts manage movement of vehicle traffic at the Port of Hobart on cruise ship visit days during the cruise season with either a 'high level' or 'low level' traffic management plan.

Both plans provide an area with access to permitted vehicles only from Hunter Street, across the dock and bridges to Argyle Street. Permit holders and service vehicles continue to have controlled access, by way of traffic controllers. Permits are required to be clearly displayed to ensure access. Under the high level plan:

- A pair of boom gates are also set up to provide a dedicated pedestrian crossing between the southern end of the Cruise Terminal (northern end of MACq 01) and the footpath on the western side of Hunter Street.
- A crossing from the footpath to the closure area is managed by traffic controllers.
- Permit holders are allowed access when the high and low level plans are in place and there is no financial loss (i.e. parking is retained) because of the traffic management plans implemented by TasPorts.

When developing traffic management plans to support stadium events the TasPorts plans should be considered as a baseline, as they address the current needs of the Port and its cruise customers and have considered the access needs of the public, tourists and tenants.

Future traffic management plans that address both cruise ship needs, TasPorts tenants and stadium crowds should be developed in consultation with TasPorts as a key stakeholder and landowner for this area. Plans are publicly available from TasPorts to assist in this respect.

To assist with ongoing traffic management in the area, pedestrian flow is to be monitored continuously, and the area is to be re-opened to vehicle traffic when it is safe to do so. The Transport & Event Traffic Management Plan(s) will include consideration of the above, to ensure access to the Cruise Terminal is maintained during events at the Stadium.

The accompanying Transport Study, Noise & Vibration Assessment and Construction Management Plan also consider potential impacts on the Port operations and outline mitigation measures to appropriately manage any potential impacts if, and when they may arise.

6.3.3 HUNTER STREET BUSINESSES, HOTELS, APARTMENTS & UTAS SCHOOL OF CREATIVE ARTS

Hunter Street accommodates several key hotels and apartments, such as the IXL Henry Jones Hotel, Sullivans Cove Apartments, MACq 01 Hotel and the Zero Davey Apartments.

The IXL Henry Jones Hotel provides a range of guest rooms, a café, bar, restaurant and large atrium, several boutique retail tenancies as well as a venue for weddings and functions.

The Sullivan's Cove Apartments to the rear of the Henry Jones IXL Hotel, comprise approximately seven (7) 1 and 2-bedroom apartments, along with a 3-bedroom penthouse. The Zero Davey Apartments provide up to 37 rooms, with a ground floor café and limited on-site car parking.

There are also several other restaurants, cafes, office/administrative businesses and the UTAS School of Creative Arts which are all located along Hunter Street. These land uses rely upon pedestrian and vehicular access/activation along the street and broader access to the Cove.

Construction Phase

The frequency, significance and duration of vibration emissions during the construction phase is expected to be intermittent and limited to defined periods to be outlined and confirmed in the Construction Noise and Vibration Management Plan (CNVMP).

Noise generating activities during the construction phase will have impacts on activities and businesses along Hunter Street, due to the nature of the activities, anticipated construction period and staging. Primary noise sources will include truck movements and the use of heavy machinery for excavation, piling and foundation works. The preliminary CMP indicates most of these activities will occur in the northern portion of the Site, where a greater amount of excavation will occur. As such, the distance between the bulk of these activities and the nearest sensitive receptors to the south-west (Zero Davey Apartments, Sullivans Cove Apartments and Henry Jones IXL Hotel) will assist in reducing the predicted noise levels at this receptor, from a maximum of approximately 113 decibels to 68 decibels.

A range of noise and construction management measures such as Construction Traffic Management Plan(s), ongoing monitoring and review of noise and vibration loggers and consultation with adjoining landowners will be implemented via the necessary (CNVMP) to mitigate these impacts. This will include strict hours and days in which primary construction noise activities can be undertaken and a requirement that landowners and businesses along Evans Street/Hunter Street will be consulted and given notice prior to these activities commencing.

Regular Use

The day-to-day operation of the Stadium is not predicted to generate noise emissions exceeding existing ambient levels within the vicinity of Hunter Street. The Noise and Vibration Assessment does indicate a marginal increase in ambient noise predictions at the rear of the IXL Henry Jones Hotel and Sullivans Cove apartments during the night-time period, due the proximity of the receptor.

Day-to-day educational activities undertaken at the UTAS school will not generally coincide with major events at the Stadium, given such events will predominately occur in the evenings during the week and on weekends. This will similarly be the case during major events at the Stadium.

Major Events

During major sporting and concert events, noise levels will be significantly above ambient levels. The primary noise sources during major sport and concert events are generated by the game siren, PA system, music (concerts) and crowd noise. The game siren will generate the highest noise emissions, although it's use is short in duration, intermittent and only during Australian Rules Football games. Music during a major concert is cited as the most significant noise source, depending on the type/genre of music being played (low frequency bass sounds have a greater impact). These sources are followed by the PA system, which again is generally used intermittently.

It is noted that many of the businesses operating along Evans Street/Hunter Street predominantly undertake their activities indoors (i.e restaurants, cafes, art galleries and retail offerings). As such, it is anticipated the sound isolation afforded by the physical building structures, materials and glazing will also assist in reducing perceptible noise internally. It is worth noting that major events are also responsible for increasing visitation

and occupancy of nearby hotels and restaurants. If the venue is largely booked by guests attending the stadium event, they are less likely to experience discomfort from noise.

Ongoing noise monitoring will be required once the Stadium begins operation, to minimise potential impacts on surrounding land uses and ensure the necessary noise attenuation and mitigation measures/strategies are effective.

The Noise and Vibration Assessment indicates the potential impact risk associated with each of these sources without mitigation strategies would be High, however post mitigation predictions indicate the impacts can be reduced to Moderate and Moderate to Low.

Car Parking Demand

As indicated previously, demand for car parking during the construction of the Multipurpose Stadium will be accommodated within the Site.

During major events, increased parking demand will be accommodated across the existing public car parking network, which is expected to have greater capacity as the events will occur outside of working hours and on weekends, when commuter demand is lower.

It is noted that the Zero Davey Apartments and Henry Jones IXL Hotel which operate as short-stay accommodation, do provide limited on-site car parking for guests, subject to capacity. However, the associated restaurants, cafes and function spaces, along with other businesses along Hunter Street, which are likely to be operating at Multipurpose Stadium operating times, rely on on-street parking, which increases day-to-day load on the existing public parking network. Along Hunter Street, the network is subject to a range of time and use restrictions, to the benefit of the existing businesses and wharf related activities. This includes several designated areas exclusively allocated to the Henry Jones Hotel and Mac 01 hotel, providing limited parking and guest drop-off / pick-up.

Similar to other hotels and apartments within the immediate area, when parking demand exceeds any on-site capacity, the demand is absorbed into the surrounding public car parking network (subject to time-restrictions) or mitigated via drop-off and pick-up and alternate modes of transportation. This is assisted by proximity to the CBD and key areas within the Cove, facilitating walking and active transport methods. Students and staff attending the UTAS School of Creative Arts have access to the UTAS controlled Hunter Street ePermit car park off Evans Street.

The management of traffic and associated car parking demand along Hunter Street is a central component of the Transport and Event Traffic Management Plan(s), which will be implemented in consultation with existing businesses and management plans to minimise impacts. Management during events at the Multipurpose Stadium will seek to prioritise pedestrian movements, whilst restricting vehicle movements to only those necessary for the continued operation of existing businesses and activities along Hunter Street.

This will be implemented in consultation with businesses and TasPorts.

Changes to traffic routes, congestion and pedestrian movements

During construction phase, traffic management measures are not expected to require any changes to traffic and pedestrian routes to and from the Domain.

As outlined in the Transport Study, as part of the continuation of the pedestrianised zone of Evans Street (required for the peak crowds), Hunter Street is also proposed to be closed to Davey Street and over the bridges to Argyle Street, as discussed in section 5.1.3 of the Transport Study. The road closures will impact MACq 01 and other tenants across the waterfront during these periods. However, restricted access for vehicles directly associated with these venues and businesses will need to be considered to balance functionality, whilst achieving appropriate pedestrian movement and safety.

It is noted these closures will be short in duration.

However, there will be days where waterfront road closures are already in place for cruises in port. Traffic management plans (and their ownership/responsibility) will need to accommodate both purposes in this scenario and will require ongoing review to ensure management remains effective. This will be addressed through ongoing negotiations with TasPorts and associated businesses, in the establishment and ongoing review of the Transport & Event Traffic Management Plan(s).

6.3.4 QUEENS DOMAIN

The Site is within proximity to the Queens Domain, which includes the Domain Tennis and Athletics Centre (DTC) and Doone Kennedy Hobart Aquatic Centre (HAC). These venues also host sporting events throughout the year.

Event Overlap

The DTC supports a range of junior and adult tournaments throughout the year, including the annual Domain International Tennis Tournament. The HAC is Hobart's premier aquatic sporting centre and has supported a range of events, including:

- Australian and Tasmanian Swimming Championships,
- Several international swimming tournaments and cups.

Other events have included Canoe Polo Championships, Australian Diving Championships, Australian Water Polo events and the World and Australian Underwater Hockey Championships. The HAC has recently been upgraded, with further planning underway for additional facilities and alterations. It is anticipated the venue will continue to host similar events over the coming years, however likely event timetables are not available. The centre is heavily used by the public year-round.

Regarding the potential for Multipurpose Stadium events to overlap, the following considerations have been made.

- AFL

The AFL season begins in early March and concludes in late September, with the facility likely to support 10 x matches over that period (7 x AFL and 3 x AFLW), along with potential for 2 x pre-season games.

There may also be potential for VFL/VFLW games and local football finals, although these are unlikely to occur more than 3 x times per year.

The Domain International Tennis Tournament begins in the first week of January across a 10-day period, generally between 10am and 6.30pm depending on order of play and match times. Therefore, there will be no overlap between AFL games and the Domain Tennis International.

Whilst the HAC does support events from time to time, a detailed outline of likely events and timeframes has not been determined.

- Cricket

The Multipurpose Stadium will cater for cricket events, including up to 8 x Big Bash League (BBL/BBLW) matches.

- The BBL & BBLW calendar begins in the first week of December, continuing until the end of January.

There may be potential for a test match to be played at the Multipurpose Stadium (over five days), pending approval by International Cricket Council and potential for 2 x ODI/T20 cricket matches.

Whilst BBL season does overlap with the Domain International Tennis Tournament, event and venue scheduling management will seek to avoid and/or mitigate potential impacts arising from event overlap.

- Other sporting events

Whilst the Multipurpose Stadium may cater for some limited NRL and Soccer events, at this stage these have not been confirmed and are unlikely to occur more than 1 or 2 times, every 3-4 years unless there is a specific event.

- Concerts

Concerts held at the Multipurpose Stadium may occur throughout the year, depending on a number of factors including the touring dates of any given artist, band or act which must be considered against pre-scheduled events. However, it is noted that only one (1) major music concert is likely to supported per year, with smaller concerts anticipated more frequently.

Event planning and coordination will be key, to avoid and/or minimise potential conflicts regarding traffic and pedestrian demands.

Noise and Vibration

Construction Phase

The Site is located approximately 250m south-east of the HAC at the shortest point and approximately 350m away when measured from the specific extent of the Stadium. The DTC is located a further 190m to the north-west. The nearest acoustic and vibration receptor measurements to the HAC were taken to the north-west of the Site, at the Bahai Centre of Learning at 1 Tasman Highway.

During construction, noise levels will increase significantly and fluctuate depending on the specific activities being undertaken. Due to the greater distance between the Multipurpose Stadium and aquatic centre, noise levels are anticipated to be lower than those predicted and outlined in the Noise and Vibration Assessment for closer noise-sensitive receptors.

Comprehensive construction management measures, monitoring, consultation, restrictions and protocols will be implemented through the necessary CNVMP. This will include strict hours and days in which primary construction noise activities can be undertaken and requirements for consultation and noticing to be given prior to these activities commencing.

Regular Use

Noise generated during the day-to-day operation of the Multipurpose Stadium is not expected to exceed existing ambient noise levels, particularly to receptors to the west and north-west of the Multipurpose Stadium due to traffic related noise generated along the Tasman Highway, Davey Street, Macquarie Street and Brooker Avenue.

Major Events

Primary noise sources are the game siren, PA System, concert (music) and crowd noise. The worst-case noise emissions from a major concert will be audible above background noise levels at the (HAC), although major concert events are expected to occur once per year, with potential for additional lower capacity events.

The predicted noise contours provided in the Noise and Vibration Assessment indicate noise levels at the Domain Tennis Centre (DTC) across the major sporting and concert scenarios will be comparatively lower than that experienced at the HAC, noting most of the tennis courts at the DTC are outdoors and unroofed.

As such, it is expected the potential for noise impacts on the Domain Tennis Centre and Doone Kennedy Hobart Aquatic Centre can be appropriately managed through the necessary Noise and Vibration Management Plan(s) and ongoing monitoring, review, event scheduling and consultation.

Car Parking Demand Considerations

In general, the Queens Domain provides numerous car parking areas/spaces available to the public. This includes metered and time restricted areas and dedicated parking areas associated with the Aquatic Centre.

These areas are already heavily used for daily commuter parking and during key events. As such, the areas are likely to experience high demand during Multipurpose Stadium events, without appropriate management.

The Traffic and Event Transport Management Plan(s) and car parking strategy recommends that the use of the Queens Domain for parking during Multipurpose Stadium events should be restricted in order to avoid saturation. This is to be achieve via traffic management plan(s), as outlined in the accompanying Transport Study.

The overall transport, traffic and parking strategy for the Multipurpose Stadium is to reduce reliance upon private vehicles for access to and from the venue by:

- Leveraging existing, expanded and new public transport modes/methods and facilities
- Improve walkability and pedestrian corridors; and
- Promote alternate forms of transport.

The overall strategy is flexible, allowing review and updates to reflect new data and changing modes of transport as each event takes place.

Changes to traffic routes, congestion and pedestrian movements

The accompanying Transport Study prepared by WSP provides a detailed Transport and Event Traffic Management Plan, along with strategies and recommendations to manage traffic, congestion and pedestrian movements to and from the Queens Domain during events.

This includes a general recommendation to restrict access and parking on the Queens Domain, for event related traffic to minimise potential impacts on existing use/functions across the Domain.

It is anticipated the event traffic management measures will need to be monitored, reviewed and updated once the Multipurpose Stadium begins operation – as transport modes and demands change over time.

Notwithstanding, the Domain, Soldier's Memorial Avenue and the Bridge of Remembrance are likely to accommodate significant pedestrian movements on event days which may require monitoring and management, particularly as additional public and active transport modes come online.

6.3.5 TASWATER OPERATIONS

TasWater currently operate the wastewater treatment facility (WWTP) that adjoins the Site to the east.

The WWTP is to be decommissioned and relocated further north, to an upgraded facility at Self's Point. The planning stages for this process have been underway for some time, however physical decommissioning works are yet to commence. Once decommissioned, a new pumping station will be constructed to divert waste to the Self's Point facility.

The decommissioning of the existing facility and subsequent completion of the pumping station are anticipated to be completed by 2027. The deal between the State Government, the AFL and key stakeholders requires construction of the Multipurpose Stadium to be well underway by 2027, with an expected completion date in 2029. Therefore, the operation of the Multipurpose Stadium is not expected to have any impact on the decommissioning or subsequent operation of the pumping station.

However, it is noted that the proposed underground car park below the future Antarctic Facilities Zone is to be provided as part of the Project and consideration will be given to the various infrastructure projects earmarked for the northern part of the Site (such as the sewer trunk main diversion project and the Northern Access Road).

The works associated with the above will significantly improve the environmental qualities and amenity across the precinct, due to the significant reduction in noise and odour emissions.

6.3.6 THE CENOTAPH, REGATTA GROUNDS & DOMAIN SLIPYARDS

The Cenotaph, as place for remembrance and reflection is a key sensitive receptor, serving as the focal point of ANZAC Day commemoration events each year on April 25th, which includes:

- A dawn service - held in the early morning hours; and
- The annual ANZAC Day March - beginning in the city and ending at the Cenotaph.

Other annual commemorative events at the Cenotaph include:

- Battle of Britian, commemorated on Sunday mid-September and includes a wreath laying ceremony generally around 11am
- Siege of Tobruk, commemorated on Sunday, November to December
- Battle of Crete, commemorated on Sunday, end-May
- Remembrance Day, set date 11 November (10am-11.30am)

- Vietnam Veterans Remembrance Day, set date 18 August (generally 11.30 to 1pm); and
- Anniversary of the Korean War Armistice, set date 27 July

No conflicting events at the Stadium will be scheduled during commemorative events at the Cenotaph. However, there may be potential for complementary events/gatherings at the Multipurpose Stadium, such as the potential for an ANZAC day memorial match to be held to as an opportunity to broaden the ANZAC day message to a wider audience who could commemorate the day near the Cenotaph. Such an event would only occur with consultation and agreement with the RSL.

As indicated previously, the Regatta Grounds also supports various events across the calendar year, including major events such as the annual Royal Hobart Regatta and minor/occasional events associated with travelling circus shows, fairs and music concerts. The Regatta Grounds will also host the Royal Hobart Show in 2025, from 24 to 26 October. The Regatta is generally held on the second weekend of February, concluding on the corresponding State Public Holiday on the following Monday.

During this period, regatta activities are undertaken on the grounds immediately north of the Cenotaph and include parts of the Huon Quays and Domain Slipyards. The regatta generally runs between 7am and 11:30pm on Saturday and Sunday, with a limited schedule running between 10am and 5pm on Monday. However, it is noted that from time to time, the regatta grounds may also be used for concerts and other entertainment (including circus events).

Major sporting events at the Multipurpose Stadium and anticipated schedules are considered below, to determine potential event overlap. The AFL schedule does not begin until March, ensuring no overlap with the Royal Hobart Regatta and concludes with the Grand Final on 28 September, ensuring no overlap with the Royal Hobart Show.

The Domain Slipyard, Regatta Point boat ramp and Huon Quays are utilised primarily for maintenance of vessels, public boat launching facilities (including Regatta associated events), and home of the 1st Derwent Sea Scout Group. Whilst there may be a need for trade/construction vehicles to park in the vicinity of the boat ramp, the construction activities associated with the stadium are not dissimilar to the existing range of activities undertaken within this area. The potential for the daily operation of the Multipurpose Stadium and major events to impact existing use of these areas is also considered unlikely.

Event scheduling and consultation with owners, event operators and community organisations across the Cenotaph and Regatta Point will be undertaken to assist in mitigating potential for event overlap. The proposed Transport and Event Traffic Management Plan(s) outlined in the Transport Study will also assist.

Noise and Vibration

Construction Phase

Long-term un-attended and short-term attended noise and vibration measurements were taken at the Regatta Grounds and adjacent the existing WWTP.

During the Multipurpose Stadium construction phase, the Noise and Vibration Assessment and preliminary Construction Management Plan(s) indicate construction activities will generate significant noise emissions. However, these activities will be carefully scheduled and minimised as far as practicable to minimise impacts on the Cenotaph and Regatta Grounds and will be subject to a range of restrictions, such as timing and duration.

This is to be achieved through the implementation of well-established noise and vibration mitigation and management measures, plans and strategies under a site-wide CNVMP. This will be accompanied by detailed Construction Traffic Management Plan(s) along with ongoing monitoring, evaluation and consultation with stakeholders to maximise the effectiveness of management and mitigation.

Regular Use

During day-to-day Multipurpose Stadium operation, the predicted noise level at the Regatta Grounds is approximately 10dB lower than the measured existing ambient noise levels, meaning noise from Stadium operations will not increase the existing ambient noise level.

Therefore, it is predicted that the requirement from the EPP will be achieved.

Major Events

Predicted noise emissions from the Multipurpose Stadium during major events (PA announcements, game siren, crowd noise and concert music) will be perceptible from the Cenotaph. As expected, the abovementioned primary noise sources will be clearly audible and well above existing ambient noise levels. It is noted that two of the primary noise sources (PA system and game siren) will be significant, but both are used intermittently. Use of the game siren is generally limited to AFL games and potential local football games/finals.

Noise generated by a major concert (music) event is predicted to have the greatest potential for impact. The potential worst-case scenario outlined in the Noise and Vibration Assessment would be a rock concert, with potential for noise levels of up to 80 decibels, however, only one (1) major concert is anticipated per year and the Noise and Vibration Assessment notes predicted worst-case emissions could be considerably lower depending on the genre of music (such as mid-intensity pop music, RnB and indie concerts). For these events, noise modelling and predictions indicate levels at the Cenotaph would fall to around 64 decibels.

Detailed noise mitigation measures are outlined in the Noise and Vibration Assessment and will be implemented through associated CNVMP(s), ongoing monitoring, review and consultation with relevant stakeholders.

Car Parking Demand

Parking demand associated with events at the Cenotaph and Regatta Grounds vary depending on the nature of the event. For example, key events such as the ANZAC Day commemoration and associated march are likely to generate significant parking demand, particularly across the Queens Domain and broader public parking network across the Cove and CBD.

Parking availability is likely to be impacted during ANZAC day commemorative events and associated parade. The dawn service begins at 6am, followed by the parade which begins in the CBD and finishes at the Cenotaph for the main service at 11:45am. This requires the management and closure of several streets and major thoroughfares during this period. Although it is noted the date usually falls across the weekend, it will fall on a Friday in 2025.

During the Royal Hobart Regatta and Royal Hobart Show, the south-western corner of the Cenotaph/Regatta Grounds is often made available for event parking and is managed/coordinated by traffic management personnel. Due to the location, existing public car parking within the Domain is also heavily utilised, including parking areas allocated to the nearby Doone Kennedy Hobart Aquatic Centre (HAC).

The potential for significant Multipurpose Stadium events (such as AFL and BBL games) to coincide with the Royal Hobart Regatta and Royal Hobart Show is unlikely, given the BBL season begins in December and finishes in late January and the AFL season does not begin until March and concludes in September. Whilst there may be potential for an overlapping concert event at the Multipurpose Stadium, event coordination between Stadiums Tasmania, Hobart City Council, the Royal Hobart Regatta Association, Royal Agricultural Society of Tasmania and RSL will be key to avoid this where possible. This will also be the case for any infrequent concerts/entertainment events held at the Regatta Grounds.

The broader Transport Study prepared for the Project outlines recommendations cross-agency/community organisation coordination and event planning.

It is anticipated that major events at the Multipurpose Stadium will occur in the early afternoons, evening and night-time on weekends and in the evenings/night-time period on weekdays. The Traffic and Event Transport Management Plan(s) indicate restrictions are likely to be imposed on Multipurpose Stadium related traffic, restricting the use of public parking areas within the Domain during major events to mitigate parking demand impacts.

Changes to traffic routes, congestion and pedestrian movements

Whilst the Transport Study indicates there will be an increase in congestion along the northern approaches to the Stadium during major events, it is anticipated that road/transport network impacts can be appropriately managed through event scheduling, consultation and traffic management measures to be implemented as part of the Transport and Event Traffic Management Plan(s).

Achieving the targets set out in the Transport Study, to reduce reliance on private vehicles and increase uptake of public and active transport modes will be boosted by the delivery of the Northern Access Road under the Hobart City Deal. This is expected to reduce congestion by providing direct access to the Multipurpose Stadium for service vehicles, public transport and pedestrians, whilst also facilitating planned public and active transport modes and infrastructure (such as the expanded ferry service, event bus and rapid bus network).

Major event overlap will be minimal, which will also greatly assist in managing congestion across the transport and pedestrian network.

6.3.7 FEDERATION CONCERT HALL

The Federation Concert Hall is the home of the Tasmanian Symphony Orchestra, and holds concerts throughout the year, generally in the evening periods around 7.30 pm, a 6 pm series, and some family concerts during the day. The Federation Concert Hall has a seating capacity of 1,100. The concert hall is purpose built and acoustically treated to ensure both sound performance internally and to reduce external noise interference, especially due to its location in the context of road traffic on Davey Steet.

It is also often utilised for other events, such as University of Tasmania graduation ceremonies.

Noise and Vibration

Construction Phase

During the construction phase, noise and vibration sources will vary in intensity and duration due to the nature of construction and demolition works. With respect to noise, the Noise and Vibration Assessment

indicates the distance between the construction activities and the Federation Concert Hall (approximately 77m) will significantly reduce the sound power levels from a maximum predicted level of 113 decibels to 65 decibels.

MPDC has a current Construction Noise Management Plan (DOC/21/4634 dated June 2021) covering existing activities on site. It is expected that the Managing Contractor for the Project will develop a comprehensive Construction Noise and Vibration Management Plan (CNVMP) specific to the construction methodology and program of works for the Multipurpose Stadium, which will be included as a condition of Project approval. The CNVMP will include appropriate protocols for managing construction noise and vibration.

Regular Use / Major Events

Predicted noise levels from both day-to-day Multipurpose Stadium operations and major events are not expected to be significantly perceptible within the Federation Concert Hall.

A long-term noise monitor on the roof of the Federation Concert Hall indicates existing ambient noise levels between 6pm and 10pm ranges between 50 and 56 decibels.

The predicted noise levels from the game siren during sporting events is the only noise source that exceeds the existing ambient levels at the sensitive receptor, with a predicted level of 64 decibels. Due to the distinctive sound characteristics of the AFL sirens, they are expected to be audible indoors at receptors with windows facing the Stadium even with windows closed. However, given the duration will be short (4 seconds) it is expected that disturbance to sensitive receptors would be brief.

For receptors with solid wall façades, such as the TSO, the noise level may be imperceptible internally. Whilst a major concert (music) event may have potential for increased noise levels, such events are only anticipated to occur once (1) per year.

Car Parking Demand Considerations

Weekday events and concerts at the Federation Concert Hall and other venues commonly occur in the evenings, whilst weekend events may occur at various times throughout the day.

Parking demand for such events is largely accommodated within the existing public parking network, comprised of on-street parking and dedicated parking facilities. Whilst these facilities experience high demand during working hours, capacity within the system increases in the evening at the end of the working day. On weekends, the public parking network tends to have greater capacity due to the absence of workday commuter parking demands.

Whilst major events at the Multipurpose Stadium may occasionally occur on weekday evenings (Thursday or Friday nights), the majority are anticipated to occur on weekends. Over the weekend period, the Transport Study indicates the existing public car parking network will have increased capacity to accommodate a proportion of the parking demand generated.

To reduce Multipurpose Stadium generated parking demand, the Transport Study targets a 60-70 per cent modal shift to public transport, walking and other active transport modes to accommodate the bulk of event related movement to and from the Multipurpose Stadium. As outlined previously, the overall transport, traffic and parking strategy seeks to reduce reliance upon private vehicles for access to and from the Stadium by:

- Leveraging existing, expanded and new public transport modes/methods and facilities

- Improve walkability and pedestrian corridors; and
- Promote alternate forms of transport.

The overall strategy is flexible, allowing ongoing review and updates. Event scheduling, planning and coordination with other event/concert venues such as Federation Concert Hall will also be key in managing car parking demand.

Changes to traffic routes, congestion and pedestrian movements

The range of road and pedestrian management actions outlined in the Transport Study primarily apply to Evans Street and Hunter Street and do not directly alter any existing parking areas or pedestrian corridors immediately surrounding the Federation Concert Hall. However, it is noted that event management within these streets may have limited flow on effects on traffic movements along Davey Street and the portion of Evans Street between Davey and Macquarie Streets.

The associated Traffic and Event Transport Management Plan(s) are flexible and will be subject to ongoing review, updates and consultation with surrounding businesses and venues to manage safety, efficiency and accessibility across the transport network.

6.3.8 ROYAL HOBART HOSPITAL

The Royal Hobart Hospital (RHH) is located approximately 320m west of the Site and represents the furthest noise-sensitive receptor identified within the Noise and Vibration Assessment.

Noise and Vibration

Construction Phase

As previously noted, the construction phase of the Stadium will generate significant and variable noise and vibration impacts. However, the required comprehensive CNVMP will include established protocols for managing construction noise and vibration. The CNVMP will be subject to ongoing monitoring and review of noise and vibration loggers and ongoing consultation with adjoining/adjacent landowners, businesses and stakeholders.

Regular Use

The noise modelling confirms that for day-to-day Multipurpose Stadium operation, including consideration of noise generated by patrons arriving/leaving the Multipurpose Stadium, the predicted noise emissions at the sensitive receptor is unlikely to exceed existing ambient noise levels. Whilst the predicted noise sources and levels will be higher in close proximity to the Multipurpose Stadium, the separation distance between the RHH sensitive receptor and the noise source(s) significantly dilutes the impact potential.

Major Events

As with most of the identified receptors, noise levels during major events will be significantly higher and will have greater impact potential. For the worst-case concert scenario (rock music concert), predicted worst-case noise levels at the RHH may reach 74 decibels.

Again, only one (1) major music concert is anticipated per year and may result in lower noise levels. Mid-intensity concerts (music) are predicted to reach 56 decibels at the RHH.

This is similarly the case with the PA system and crowd noise, which will be significantly higher at the source, but substantially diluted upon reaching the RHH. Only the game siren will have predicted noise level over and above ambient levels at a predicted level of 67 decibels (noting the siren is used intermittently).

Car Parking Demand Considerations

As outlined in the Transport Study and in previous responses within this section, car parking demand associated with the Multipurpose Stadium is anticipated to be spread across the existing public car parking network, incorporating areas within the Cove and broader CBD.

The scheduling of events and implementation of Transport and Event Traffic Management Plan(s) will assist in managing car parking demand, discourage the use of private vehicles and promote uptake of various public and active transport modes and infrastructure to be delivered via several strategies and plans, such as the Hobart City Deal.

The day-to-day operation of the Multipurpose Stadium is not expected to significantly impact on public car parking availability, noting the Hospital has a direct airbridge link across Argyle Street and into the Argyle Street multi-storey car park.

Major events at the Multipurpose Stadium will see an increase in demand, particularly during the first year of operation as various expected and anticipated public and active transport modes, routes and infrastructure are delivered.

Changes to traffic routes, congestion and pedestrian movements

Whilst additional congestion generated during major events may reduce the efficiency of the broader transport network, it is noted that major events will generally occur over the weekend period when significant workday commuter pressures are less severe.

Scheduled AFL games may occur on Thursday and Friday evenings from time to time. The Transport Study and associated Traffic and Event Transport Management Plan(s) will be subject to ongoing monitoring and review, to allow changes to be made for major events to manage changing patron transport behaviours and limit impacts on the transport network.

Existing and upgraded pedestrian movement corridors are not expected to have any significant impact on RHH operations but are expected to improve movement and accessibility between the Cove and the CBD.

6.3.9 ABC BROADCAST CENTRE

The ABC Broadcast Centre (ABC) occupies a large site situated between the predominately residential 'Wapping' Precinct to the south, the Queens Domain to the north, the outer edges of the CBD to the west and south and the Bahai Centre for Learning to the immediate east.

Noise and Vibration

Construction Phase

The nearest sensitive noise measurements taken at the Bahai Centre of Learning (BCL) indicate levels of around 45dba. The ABC Broadcast Centre is situated directly north and approximately 230m from the Stadium.

The ABC Broadcast Centre is utilised primarily across the working week, but is understood to operate beyond standard business hours, providing broadcast and radio programs. As such, construction related noise and vibration will be audible, although the separation distance does assist in reducing the impact compared to closer sensitive receptors.

As indicated previously, a comprehensive CNVMP specific to the construction methodology and program of works for the Multipurpose Stadium will be implemented. The CNVMP will include appropriate protocols for managing construction noise and vibration. Ongoing consultation with surrounding businesses and stakeholders will also be required.

Regular Use

Regular use of the Multipurpose Stadium, outside of major events is unlikely to result in any significant noise related emissions, given the game siren will not be in use and the number of patrons will be significantly lower. Use of the PA system and music may be required, depending on the nature of standard events. However, the cumulative impact of day-to-day noise sources can be effectively managed and controlled to mitigate impact.

Major Events

The broadcast centre has a greater separation from the Multipurpose Stadium than other noise sensitive receptors, however the game siren, PA System and worst-case concert (rock music) will generate noise levels that will be audible at the broadcast centre. Further ongoing monitoring of noise levels and consultation with the ABC and other surrounding businesses, landowners and stakeholders will be undertaken as part of the detailed CNVMP and Event Management Plan(s).

Car Parking Demand Considerations

Dedicated on-site car parking for staff and guests is provided across portions of the ABC Broadcast Centre site, including an informal parking area to the rear of the building, adjacent the Tasman Highway and north of the Bahai Centre of Learning.

The site is relatively well connected to the broader CBD and public parking network, with a direct pedestrian connection via the Fountain roundabout, providing access to Liverpool and Collins Streets and the Queens Domain.

Changes to traffic routes, congestion and pedestrian movements

Vehicle access to and from the ABC Broadcast Centre is via an off-ramp from the Tasman Highway, before the intersection between the Tasman Highway and Liverpool Street. Further access is provided directly off Liverpool Street.

The construction phase of the Multipurpose Stadium is not expected to require any traffic management or control along the north-bound lanes of the Tasman Highway. Additional vehicle movements generated during major events will increase congestion on surrounding streets, however the majority of major events will occur on the weekends, generally avoiding weekday peak commuter periods.

Overall, the construction and operation of the stadium is not anticipated to have any direct traffic related impacts on the ongoing operation of the ABC Broadcast Centre.

6.3.10 BAHAI CENTRE FOR LEARING

The Bahai Centre for Learning (BCL) is located approximately 150m to the north-west of the Stadium and includes areas of open space and car parking. The BCL serves as an educational facility, providing Baha'i-inspired educational programs and courses.

Noise and Vibration

Construction Phase

Significant and variable noise and potential vibration impacts will be experienced during the construction phase of the Stadium. However, construction activities will be heavily regimented and scheduled to minimise adverse impacts on surrounding sensitive receptors.

Noise sources during this phase will include excavation works, piling and truck movements (a portion of which will occur via the temporary site access from the Tasman Highway, adjacent the BCL.

Construction works will be comprehensively managed and monitored under the required CNVMP and associated Construction Traffic Management Plan(s). Truck movements can be scheduled to minimise impacts on educational activities, through necessary consultation with the BCL and will be subject to ongoing monitoring and review of noise and vibration loggers.

Regular Use

Day-to-day Multipurpose Stadium operations and associated noise emissions will be significantly lower than major events, with the noise modelling and predictions at the BCL receptor indicating noise levels are unlikely to exceed measured ambient noise levels.

Major Events

A key consideration is the likely timing of educational classes and activities and whether there is potential for major events to coincide with and impact educational activities. Major sporting events generating at, or close to 20,000 patrons are to occur approximately eight (8) times per year. These events will most commonly be held on weekends, outside of normal weekday business hours.

Other events at the Multipurpose Stadium are anticipated to generate significantly lower patron numbers and key noise sources, such as the game sirens are not in use.

Further consultation with the BCL should be undertaken as part of the preparation of the CNVMP and Event Management Plan(s), to manage and mitigate potential for impacts on educational activities because of noise.

Car Parking Demand Considerations

The BCL is provided with private on-site car parking for students and staff. As such, impacts associated with parking demand during the construction phase, daily use and major events are unlikely to have a significant impact on BCL operations.

Changes to traffic routes, congestion and pedestrian movements

The Transport and Event Traffic Management Plan(s) do not recommend any event related traffic alterations in the vicinity of the BCL and associated vehicle access points.

Exit manoeuvres from the BCL parking area is one-way, directing vehicles north along the Tasman Highway where a slip lane provides access to Liverpool Street. A range of pedestrian and active transport measures will be imposed during major events, however these changes will apply primarily to the southern side of the Tasman Highway, south of the Bridge of Remembrance and along Evans Street, Hunter Street and Victoria Dock.

Pedestrian access to and from the BCL is provided via Brooker Avenue, Macquarie Street and the Tasman Highway.

Private on-site car parking is provided for students and staff. As such, impacts associated with parking demand during the construction phase, daily use and major events is unlikely to have a significant impact on BCL operations.

6.3.11 RESIDENTIAL APARTMENTS & OLD WOOLSTORE APARTMENTS

There are several residential apartment buildings identified as sensitive receptors within the surrounding area, most of which are located within the 'Wapping' Precinct, such as 7 Macquarie Street, 1 Collins Street, 1 Creswells Lane, 1-9 Ragged Lane and 1-15 Terminus Row.

These receptors are located between 230-250m to the west of the Stadium, separated by both Davey and Macquarie Streets, the Former Gasworks Site and the Federation Concert Hall.

The Old Woolstore Apartments are utilised for short-stay accommodation and are located on the western side of Macquarie Street, adjacent the intersection between Macquarie Street, Brooker Avenue, Davey Street and the Tasman Highway.

Noise and Vibration

Construction Phase

The nearest noise logging locations to the residential properties and Old Woolstore apartments are located at the corner of Evans Street and Macquarie Street (M5) and the Bahai Centre of Learning (BCL) (M13). Existing noise measurements at these locations indicate ambient levels ranging between a max. of 64 decibels (M5) and 58 decibels (M13), generally due to existing noise sources, such as the traffic noise along the Tasman Highway, Davey and Macquarie Streets.

During construction of the Stadium, noise levels experienced at these receptors will not experience the same degree of impact as closer receptors, such as those along Evans Street and Hunter Street, due to the increased separation distance, presence of existing buildings and major transport roads between these properties and the Stadium. Sound output during excavation and piling stages, which are likely to be the noisiest stages of construction, will occur during the day, and in accordance with the CNVMP.

Regular Use

The Noise and Vibration Assessment has established that the anticipated daily operations of the Stadium will have a low impact potential on sensitive receptors much closer to the Stadium. This is based on the anticipated type of various events and potential patron numbers, which will be significantly lower than major sporting/concert event scenarios. Crowd noise will also be significantly less, due to lower patron numbers. Implementation of an Event Management Plan(s) along with ongoing monitoring of noise emissions will be

implemented to manage and regulate the potential for impact on the residential apartments further afield and the Old Woolstore Apartments.

Major Events

The worst-case music scenario (rock concert) event indicates potential maximum sound level of 75 decibels at the One Collins and 7 Macquarie Street apartments. For standard, lower capacity concerts, predicted noise levels are significantly lower, up to a maximum of 58 decibels.

During major sporting events, predicted noise levels at the residential properties (generated by the game siren) is unlikely to exceed 67 decibels. Crowd noise and PA system levels at each residential property is not predicted to exceed more than 54 decibels.

These predicted noise levels are not significantly greater than the measured ambient levels, indicating the potential for impact is relatively low. Measures such as glazing, and wall thickness/material can significantly reduce noise levels experienced. The Noise and Vibration Assessment indicates the closure of windows and doors can also significantly reduce internal noise levels.

Car Parking Demand Considerations

The residential receptors are all provided with dedicated on-site car parking, although the rate at which the spaces are provided is unclear. The Old Woolstore Apartments are utilised for short-stay, but also provide on-site parking options for guests. Drop-off and pick-up via Macquarie Street also occurs on a regular basis.

Parking demand associated with the construction phase will not impact private parking arrangements for these properties. This will also be the case during day-to-day and major sporting/concert events, as parking on these properties is restricted to private vehicles only.

Given the above, an increased demand on public car parking areas is not expected to have any significant impact on the residential properties and Old Woolstore Apartments.

Changes to traffic routes, congestion and pedestrian movements

The Transport and Event Traffic Management Plan(s) do not propose any direct restrictions or closures to Macquarie Street, or the associated streets within the 'Wapping' precinct during major events.

Road closures will be limited to the section of Evans Street and Hunter Street bound by Davey Street and are not expected to impact access and egress from these properties.

6.3.12 FUTURE RESIDENTIAL PRECINCT

Conceptual plans have been prepared for the future residential precinct; however detailed design has not taken place.

The residential precinct is to be located approximately 216m north of the Multipurpose Stadium and provides the opportunity to create high amenity, medium density apartments with an open northeast aspect of the Derwent River. As outlined in the Macquarie Point Precinct Plan:

- The development will be sympathetic to the stepped topography of the foreshore and 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.

- It will have well designed pedestrian walkways connecting it to the main activity area of the site, access to public open space and public transport connections nearby.
- The foreshore will remain publicly accessible and provide a reinvigorated waterfront and enhance the amenity of a space that currently has limited year-round use. The housing will be a mixture of:
- Affordable housing to support key workers in the health sector. This will be delivered working with the Department of Health and Homes Tasmania.
- Apartments for release to the general market to provide a mixed-use environment.

Noise and Vibration

Construction Phase

Construction of the Multipurpose Stadium is expected to be complete by 2029, in accordance with the funding agreement between the State Government and the AFL. Whilst it is expected the residential precinct will closely follow, additional planning processes and approvals must be initiated, completed and approved before the residential precinct can be developed.

Due to these anticipated timeframes, the construction phase of the Multipurpose Stadium is not expected to have any impacts on the future residential precinct.

Regular Use

Daily operations of the Multipurpose Stadium and standard events will have a much lower potential for impact on sensitive receptors, as established in the Noise and Vibration Assessment. This is based on the anticipated type of various events and potential patron numbers, which will be significantly lower than major sporting/concert event scenarios.

Greater use and activation of the Multipurpose Stadium and immediately surrounding public and pedestrian realm as part of the residential precinct (which is also earmarked to include commercial tenancy space for cafes/restaurants), will enhance liveability and amenity for prospective residents. This level of activity will increase ambient noise levels, as will the associated traffic utilising the road.

This will be balanced with the day-to-day use of the Northern Access Road as the primary entry/exit to the Port and future Antarctic Facilities Zone.

Major Events

The worst-case music scenario (rock concert) event indicates potential maximum sound level of 71 decibels at the Regatta Grounds. For standard, lower capacity concerts and events, predicted noise levels are significantly lower, up to a maximum of 53 decibels.

It is anticipated the primary façade of apartments contained within the residential precinct will be oriented to the north-east, away from the Stadium. This orientation takes advantage of views across the River Derwent and will maximise sunlight to living areas. It is anticipated this will also assist in reducing potential for noise intrusion. It is noted that upon completion, prospective residents will be well-aware of the Multipurpose Stadium. However, event management both prior to and after major events will be implemented to manage crowd behaviour along the waterfront and northern access corridor, in proximity to the residential precinct. The Multipurpose Stadium will inform the design of the residential precinct, to minimise potential for impacts on internal and external areas of dwellings.

Car Parking Demand Considerations

The future residential dwellings will generate a demand for car parking, however concept planning/design is underway. At this stage, it is assumed the provision of any on-site parking for the precinct would be for residents only and is therefore not anticipated to have any direct bearing on potential demands generated during events at the Multipurpose Stadium.

Changes to traffic routes, congestion and pedestrian movements

Access to and from the future residential precinct and the parking/service areas associated with the underground car park, will be provided via the Northern Access Road. A range of public and active transport modes will also be accommodated, such as the existing Inner-City Cycleway and potential ferry terminal and Rapid Bus Initiative (under the Hobart City Deal and Keeping Hobart Moving Plan). The precinct will be well connected with the surrounding movement network, minimising the need for private vehicles.

Subject to the implementation, ongoing monitoring and review of the Traffic and Event Transport Management Plan(s), any subsequent measures to manage potential impacts on the Northern Access Road can be explored. However, at this stage it is expected the Northern Access Road will significantly improve accessibility and efficiency across all event scenarios.

6.4 MITIGATION MEASURES

Noise

A range of noise-sensitive receptors have been identified in the surrounding area, including several apartment buildings, Hotels and restaurants directly south of the stadium. The closest of these being the Zero Davey apartments, IXL Henry Jones Hotel and apartments and UTAS School of Creative Arts.

The Cenotaph is also within proximity to the north.

The Noise and Vibration assessment concluded that noise generated from music concerts may have a high risk of impact on the closest noise-sensitive receptors. However, a worst-case music concert scenario will have a frequency of occurrence of one per year. The infrequency of the event would diminish this impact.

The noise levels from the regular operation of the Multipurpose Stadium outside of events are predicted to comply with the acoustic environment indicator levels noted in the Tasmanian Environment Protection Policy (Noise) 2009.

The predicted noise levels for each anticipated event were assessed for duration and characteristics (such as tonality and impulsiveness) to determine impacts. In addition, the predicted noise levels were compared with the existing noise environment in the vicinity of the Project. The assessment demonstrates that with appropriate mitigation measures, impacts from the Multipurpose Stadium can be effectively managed to minimise disruption to the surrounding community.

The recommendations summarised below will assist in achieving a balance between the Multipurpose Stadium's operational needs and the preservation of environmental quality and community well-being:

- Western façade of the Stadium to incorporate a built-form to create an acoustic buffer to nearby noise-sensitive receptors.

- Use of acoustically absorptive finishes within internal areas of the Stadium, including the concourse, to minimise the build-up of noise throughout the Stadium and thus reducing the noise transmission to the external environment.
- The Stadium will be entirely covered with a roof structure comprising predominately an ETFE construction. Whilst the ETFE is limited in providing sound isolation of low frequency noise (e.g. bass sounds for concerts) it does provide a benefit in sound reduction of mid to high frequency noise within the stadium bowl, including moderating noise emissions from sporting events and crowds from within the Stadium.
- Acoustic attenuation to all building services plant and services plantrooms within the Stadium, including any district energy facilities.
- Any temporary generators shall be in positions that are favourable for reducing noise emission to sensitive areas. Approval for use of temporary generators should be accordance with any noise emissions requirements that apply, with the operator informed of any restrictions that may affect their procurement or installation of temporary generators.
- Scheduling of waste collections during normal daytime working hours to minimise disturbance.
- Locating the loading dock within an enclosed or shielded space to reduce noise emissions to the external environment for operations such as event bump-ins, stadium deliveries, and service and maintenance vehicles.

The following recommendations will be reflected in an Event Management Plan, which will be required to be approved under a condition of the order approving the Project.

- Establish noise emission targets for major concert events that limit the noise levels at nearby residences, achieved by implementing the following options or combination of:
    - setting maximum noise limits at mixing desks for operators that correspond to acceptable music noise emissions
    - establish appropriate start and finishing times for concerts, including post-event patron and transport management, to minimise impact to surrounding residences
- Implementation of a Stadium/Event Management Plan than enables the operator to successfully organise and manage events and their potential noise impact to the surrounding environment. The Event Management Plan shall establish the protocols and any operational restrictions that must be followed to ensure the noise requirements are satisfied.

The report also provides recommendations for noise attenuation measures for the construction stage of the project. These mitigation strategies will be reviewed and incorporated, as the detailed design of the Stadium progresses.

Vibration

The associated Noise and Vibration Assessment and preliminary Construction Management Plan indicate that any potential for significant vibration impacts would most likely occur during the construction phase.

The report outlines standards used for recent major developments in Australia, based on British and German standards.

There are no existing statutory requirements or guidelines for assessing or managing vibration from the construction of major infrastructure in Tasmania. However, the assessment considers criteria within British and German standards, which have been used in other recent major developments in Australia.

Notwithstanding, ongoing monitoring and management of vibration is required and will form part of the necessary CNVMP and subsequent Site Environmental Management Plan(s) (SEMP), which are to be implemented prior to the commencement of works.

Parking Demand, Traffic / Transport Congestion & Pedestrian Movement considerations

Car parking demand for construction vehicles and contractors during the construction phase will be accommodated either within the Site, or across the portion of land between the existing WWTP and the Domain Slipyards (not including the existing public parking facility at the Regatta Grounds). This will ensure no additional impacts on the existing public parking supply.

Construction traffic management will also avoid the loss of on-street public parking.

The Transport Study provides a detailed strategy and analysis of anticipated car parking demand for major events and standard day-to-day operation, taking into account the Study target of 60-70% of stadium related travel to be via public and active transport modes. To promote behavioural change and manage parking supply and demand, the Study presents a Transport and Event Traffic Management Plan, along with an Event Parking Plan. The parking plan proposes to restrict event related parking demand from utilising public parking across the Domain, to mitigate impacts on existing public sporting and recreation facilities on the Domain, which also rely on those parking areas. This is also the intention for the existing public parking facilities at Regatta Point, seeking to maintain availability for other users.

The proposed Traffic and Event Transport Plan(s) also include greater management of Hunter Street and Evans Street during major events, with proposed vehicle access restrictions to enhance and promote pedestrian movement through these spaces and alleviate Level of Service (LOS) impacts in the surrounding movement network. Access and parking within this area is already restricted to a certain degree and is subject to existing management plans, such as TasPorts Traffic management for the Cruise Terminal.

It is anticipated the additional management measures can be implemented but will require initial and ongoing consultation with surrounding businesses to ensure objectives can be achieved without unreasonable or prolonged impacts. To reduce public car parking saturation, minimise congestion and overall impacts across the transport network, the Study and associated strategy acknowledge that achieving the 60-70% transport mode shift will take time and significantly benefit from ongoing planning, development and delivery of inter-related infrastructure and transport projects (such as those under the Hobart City Deal). Such projects include the Northern Access Road and linked Event Bus, Rapid Bus Initiative, expansion of the Derwent ferry service and other pedestrian infrastructure projects.

For further consideration of the matters identified in this section, please refer to the following sections of the Summary Report and supporting consultant documentation:

- Summary Report
    - Chapter 4 – Movement

- Appendix Q – Noise and Vibration Assessment
- Appendix N – Transport Study
- Appendix AA – Construction Management Plan

6.5 DEVELOPMENT POTENTIAL OF ADJOINING SITES

Consideration has also been given to the current development potential of adjoining properties, to identify potential interactions, including:

- How the maximum level of proposed use of the stadium and the development of the stadium may affect current and potential future uses of sites and places in the locality;
- The potential for current or future use of sites and places to restrict the capacity of the stadium to host major events; and
- Allowable use of sites in the locality under applicable planning schemes.

Land use is controlled through the local planning provisions (currently the HIPS 2015 and SCPS 1997), however, Hobart City Council have prepared draft Local Provisions Schedules as part of the transition to the statewide Tasmanian Planning Scheme, which is likely to come into effect in early to mid-2025. The following sites have been identified for further consideration, given they are within the closest proximity to the site:

- UTAS Centre for the Arts
- Henry Jones IXL building(s); and
- Former Gasworks

These sites are already in use and have been developed for specific purposes. Whilst there may be opportunities for limited intensification, significant demolition works would be required to facilitate any substantial redevelopment. However, given the extent of heritage listings, it is unlikely any significant development would occur.

The following site is currently vacant and is more likely to be developed in the future.

- ABC Broadcast Centre

In addition, the Macquarie Point Precinct Plan (to which the proposed Stadium forms a part), includes two sites at Regatta Point and the Domain slipyards/Huon Quays.

Notwithstanding, the existing planning scheme(s) and forthcoming Tasmanian Planning Scheme allow for a wide variety of land use, across a variety of sites and places in the locality. Attempting to account for or predict such a wide range of scenarios is not feasible and would result in broad-ranging assumptions which is of little assistance. At the time an application for use or development is lodged with municipal Council, various standards within the relevant planning scheme will often require applications to consider the extent of, and potential impacts on *existing* use and development as part of the assessment process. As such, future use and/or development undertaken within proximity to the Multipurpose Stadium will be required to consider potential conflicts that may arise and demonstrate that any such impacts can be reasonably mitigated. No future uses in the locality are envisaged to curtail the current and future potential use of the

Multipurpose Stadium to host major events, notwithstanding the fact the Site has been earmarked for development and urban renewal for well over a decade.

Existing sensitive uses have been assessed as able to maintain acceptable standards of amenity. The following section considers impacts on current uses of sites and places in the locality.

UTAS Centre for the Arts

The UTAS Centre for the Arts building is not identified as a Key Site under the SCPS. However, the building is heritage listed, as are the immediately adjoining buildings including the Henry Jones IXL complex and associated parts of Evans Street and Hunter Street.

The redevelopment of heritage listed sites is heavily restricted through local and State planning and heritage controls. As such, any substantial redevelopment of the building is considered unlikely. Whilst the building could be repurposed internally, to cater for the future needs of the University and broader community, no such development is currently proposed. It is understood the building will continue to serve as the Universities Centre for the Arts and forms an integral part of the University's ongoing move from its location in Sandy Bay to the CBD.

Henry Jones IXL complex

This site is comprised of several titles and is identified as a Key Site under the SCPS. The site has frontage to both Hunter Street and Evans Street.

The site supports numerous existing State and locally listed heritage buildings, serving as a key component (particularly along Hunter Street) of the 'wall of the Cove', characteristic of the historic built form within the Cove. The site has been developed over the years, including provision of residential / visitor accommodation apartments along Evans Street, further significant redevelopment of the site is considered unlikely due to the heritage restrictions and important characteristics of the site.

Former Gasworks

The Former Gasworks is located immediately adjacent The Site, on the western side of Davey Street. This site is also heritage listed at both State and local level. A key physical characteristic of the site is the existing brick gasworks tower and the Hobart Gas Company building.

Again, the heritage restrictions significantly limit the extent to which the site can be redeveloped. Although the existing buildings continue to support various businesses/uses, any significant redevelopment or change of use across this site is considered unlikely and any proposals would be assessed against the relevant planning requirements, having regard to existing development in the surrounding area.

ABC Broadcast Centre - 1 & 3 Tasman Highway

The ABC Broadcast Centre identified as a Key Site under the SCPS and was subject to a Site Development Plan, as outlined below. The site was originally a single title, which included the now separate titles identified as 1 Tasman Highway and 3 Tasman Highway, which sit on the western side of the Tasman Highway – adjacent to the Cenotaph.

Whilst 1 Tasman Highway has been developed and supports the Bahai Learning Centre, 3 Tasman Highway remains undeveloped and is generally used for car parking associated with the ABC Broadcast Centre, now

identified as 1-7 Liverpool Street. The SDP for the site identifies development opportunities at 3 Tasman Highway, indicating potential built forms ranging between 7m and 9m in height, akin to 2-3 storey buildings.

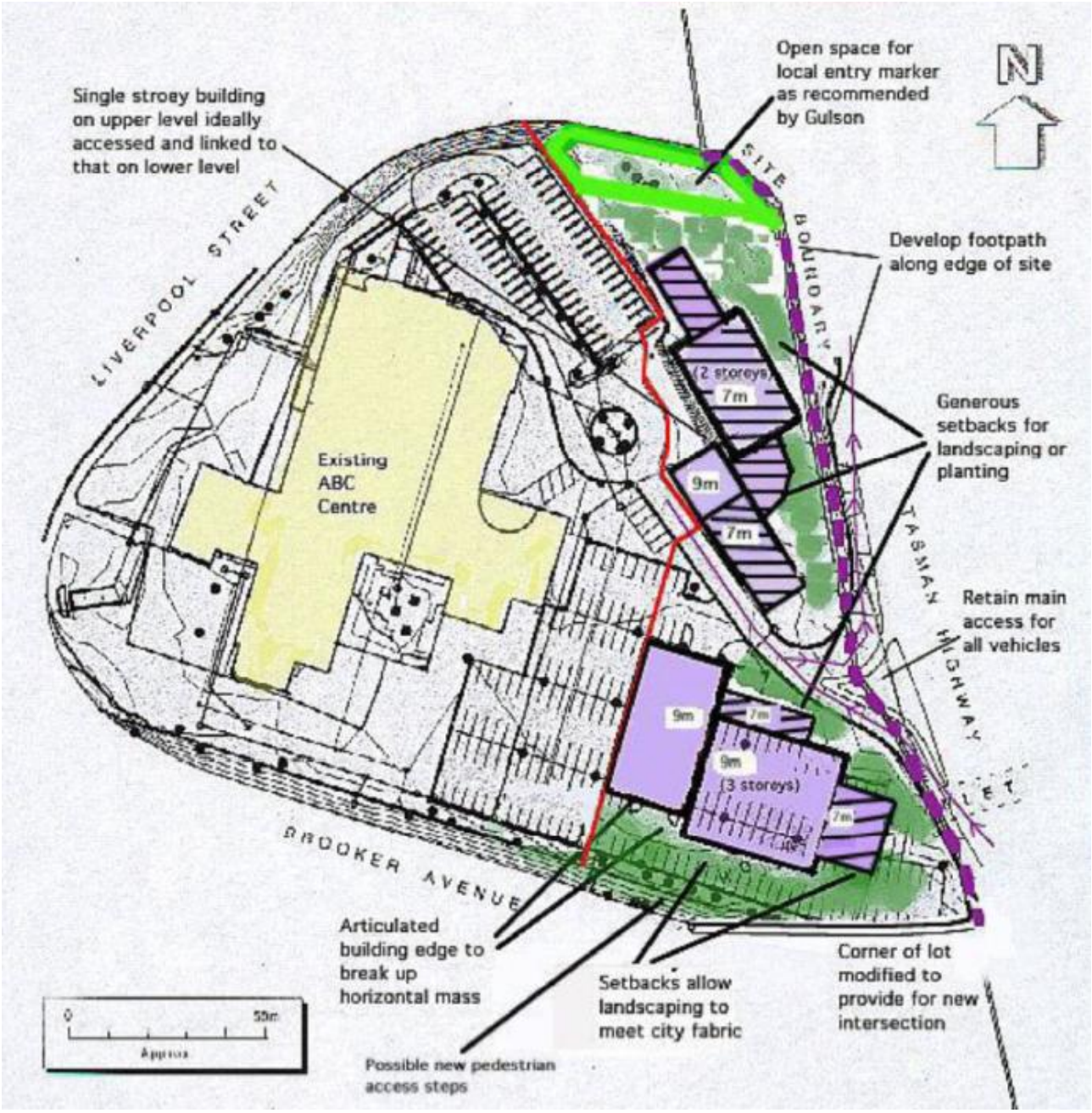


Figure 37: Extract of the SDP for the ABC Site (source: Site Development Plan, Risby 2024)

Future Residential Precinct – Macquarie Point Precinct Plan

Conceptual plans have been prepared for the future residential precinct; however detailed design has not taken place.

The residential precinct is to be located approximately 216m north of the Stadium and provides the opportunity to create high amenity, medium density apartments with an open northeast aspect of the Derwent River. As outlined in the Macquarie Point Precinct Plan:

The development will be sympathetic to the stepped topography of the foreshore and 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.

It will have well designed pedestrian walkways connecting it to the main activity area of the site, access to public open space and public transport connections nearby.

The foreshore will remain publicly accessible and provide a reinvigorated waterfront and enhance the amenity of a space that currently has limited year-round use. The housing will be a mixture of:

- Affordable housing to support key workers in the health sector. This will be delivered working with the Department of Health and Homes Tasmania.
- Apartments for release to the general market to provide a mixed-use environment.

The potential for the Stadium to impact upon the future residential precinct has been considered in the following reports/plans prepared as part of the Project.

- Appendix Q - Noise and Vibration Assessment
- Appendix N – Transport Study; and
- Appendix AA - Construction Management Plan

7. ENVIRONMENTAL QUALITY & HAZARDS

7.1 OVERSHADOWING

The Project design considers the extent of existing solar access across the Site and surrounding area, along with the effects generated by the stadium once complete. These considerations include, but are not limited to:

- *overshadowing of public open space*
- *overshadowing of roads, access ways, footpaths and open areas*
- *overshadowing of other buildings, private open space, and windows*
- *cumulative impact of overshadowing from the proposed project and surrounding development*
- *the effects on occupants of other buildings (including heating and cooling requirements of a building and impacts on existing solar panels)*
- *the effects on the public and the usage and amenity of surrounding open spaces, including the total sun hours for affected public spaces at the Winter and Summer solstices and Spring Equinox; and*
- *the effect on existing and proposed vegetation.*

Solar study diagrams have been prepared to indicate the extent and effects of overshadowing of the stadium on adjacent streets, properties and within the boundaries of the stadium precinct. The diagrams compare the current overshadowing conditions of the site with those of the proposed stadium, associated structures and future developments.

The following diagrams illustrate existing/proposed shadowing at 9am, 12pm and 3pm on the Winter and Summer solstices. The form of the dome achieves its highest point above the centre of the sports pitch and the gently sloping nature of the dome ensures that this has little influence on the shadows cast by the stadium. The facade underneath the perimeter of the dome, which generally aligns with the rear of the stands, casts much of the shadow across the site.

The proposal consists of several publicly accessible plazas that correspond to the major entry points to the Stadium. The north-eastern plaza receives very little overshadowing from the stadium throughout the year. Similarly, the north-western plaza receives very little overshadowing from the stadium or relocated goods shed throughout the year, however it does receive some afternoon overshadowing from the massing of the future development parcel. This area is largely taken up with public transport drop off and pick up circulation.

The south-western plaza and culturally informed precinct on the western side of the stadium receive full sun from midday through the afternoon throughout the course of the year. Evans Street is relatively untouched by overshadowing in December. By March the stadium begins to cast shadow across the street after midday, and in June there is considerable overshadowing of the street throughout the day. The south-eastern plaza receives little overshadowing from the stadium throughout the day in December, although does receive some overshadowing from the future development massing in the morning. Much the same can be said for the March conditions. In June the majority of the plaza is in shadow at 9am and 3pm, but retains good solar access in the middle of the day.

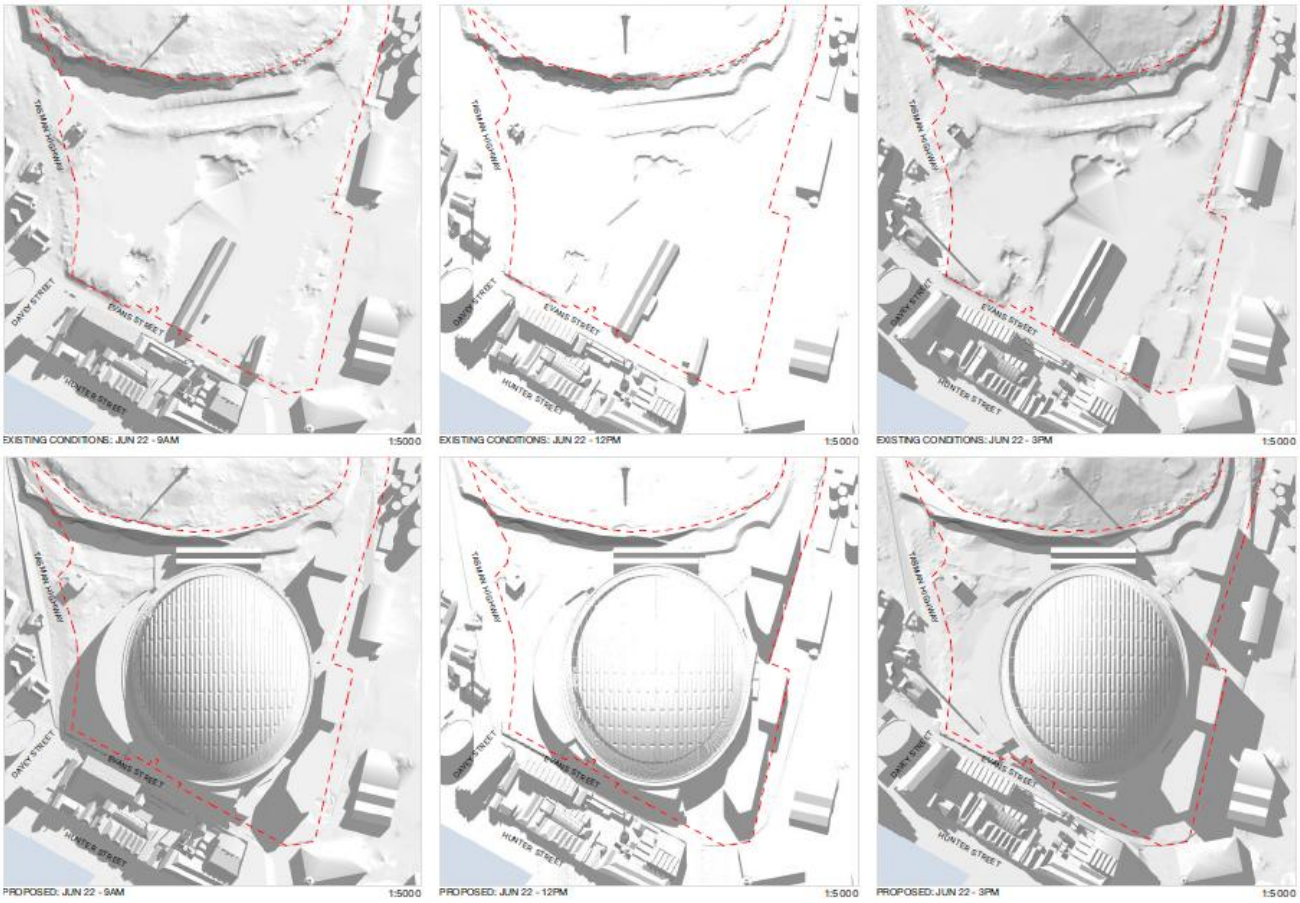
As the highest point of the domed roof is central to the site, the shadow cast is from the stadium wall, with a height of 22.5m. The shadow cast is minor, considering the scale of the building, and extends outside the development site boundary only by a minor extent, and at discrete times. At the Winter solstice, a small portion of Davey Street walkway and the north-eastern side of Evans Street is in shadow at 9am.

By 12 pm a portion of Evans Street remains in shadow, and by 3pm this shadow has contracted almost entirely to the subject site. In the Spring equinox, a small portion of Davey and Evans Street is in shadow at 9am, but by midday this has retreated. For the summer solstice, there is no shadowing outside the site. No neighbouring buildings are impacted by shading from the Stadium.

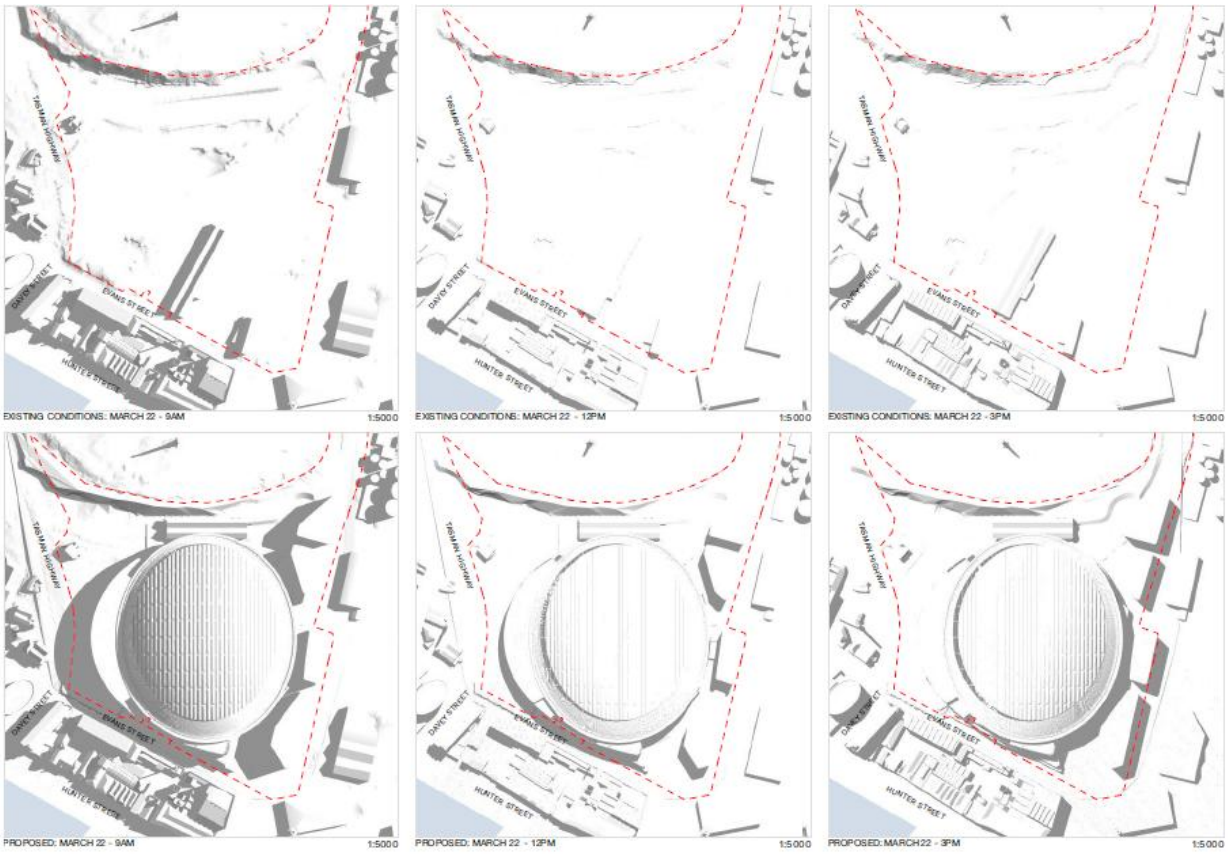
The following diagrams illustrate shadowing during each of the aforementioned equinox.

Given the location, form and bulk of the project, under no shadowing scenario does the Stadium or associated surrounding infrastructure cast shadows onto the Cenotaph or surrounding landscape. This will ensure the rising and setting of the sun is never interrupted all year round.

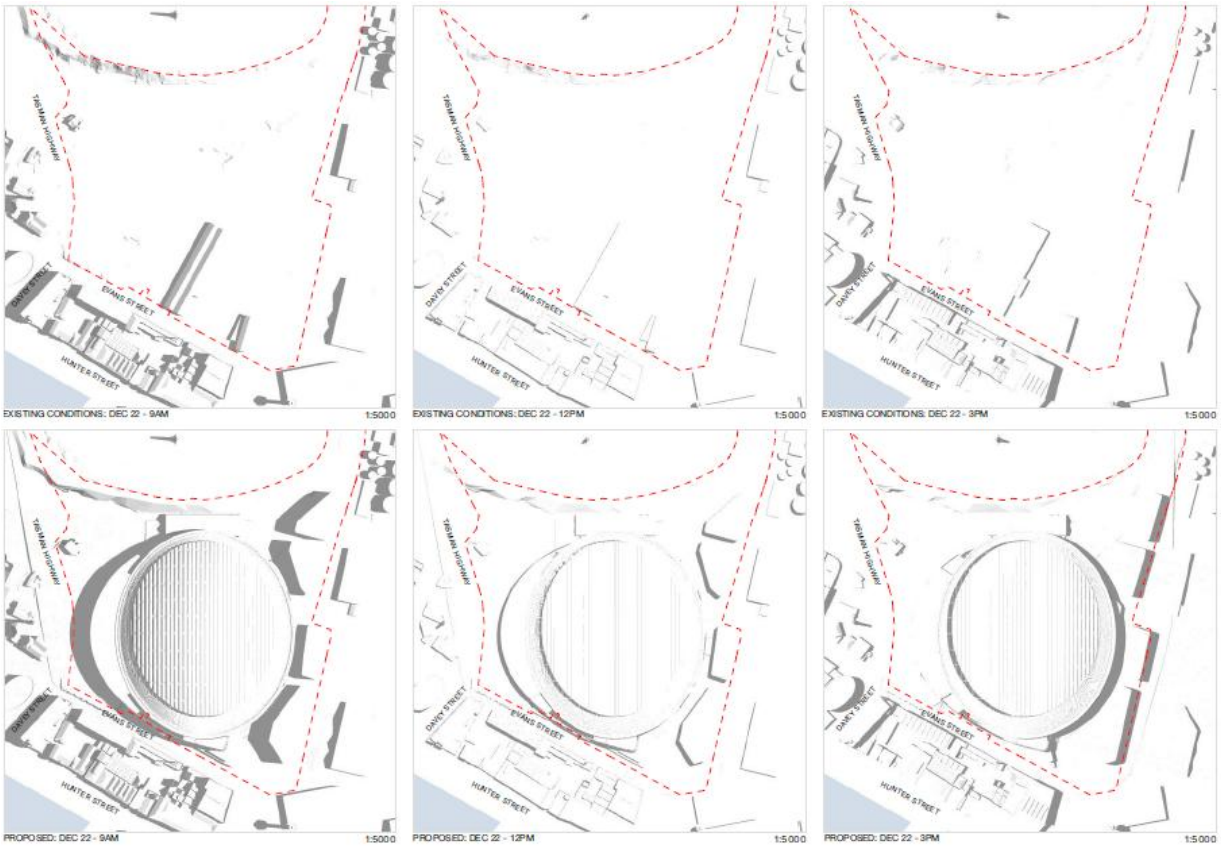
Winter solstice - June 21st / 22nd



Spring Equinox (March 22nd)



Summer solstice (December 22nd)



8. SIGNAGE STRATEGY & ASSESSMENT

The following section provides an assessment of signage proposed as part of the Project, with consideration given to the guiding matters drawn from the SCPS, Schedule 4 – Signs.

8.1 SIGNAGE STRATEGY

Signage is a key design element needed for large venues such as the Multipurpose Stadium, to ensure the smooth movement of large groups of people during event days, both during daylight and nighttime hours. To achieve this, Futago have prepared a Signage and Wayfinding Strategy to provide a signage system that responds appropriately to the context of existing wayfinding beyond the site and reflects the ethos and design principles of the architecture of the Stadium.

Whilst the strategy seeks to minimise signage, colour and advertising as far as practicable, signage and wayfinding is a critical part of the overall user experience for people visiting and using a stadium. A key feature of the strategy is to ensure signage is clear, highly legible and of a sufficient scale that is proportionate to the Stadium and surrounding space. Ensuring entries are clearly marked and that large groups of patrons can easily navigate their way around the external concourse is critical to the success of this project. All signage is to be designed and read as a cohesive element and will be guided by the following overarching design principles:

- Be Tasmanian in quality
- Harmonise with the new built fabric
- Sympathetic to the waterfront aesthetic and history; and
- Ensure the Stadium shall be welcoming and accessible for people of all backgrounds, ages and abilities.

Signage in the Cove is generally considered under Schedule 4 of the SCPS, which provides specific controls relating to signage in the Cove. The objectives of the Schedule are as follows:

- *To maintain a balance between the established built form and historic character of the Cove and commercial need to advertise goods and services.*
- *To ensure that signs do not intrude into and detrimentally affect the visual amenity of the area.*
- *To ensure that signs are complementary to the overall character of Sullivans Cove, and complement the historic character of the building on which they are mounted.*
- *To prevent visual clutter through the proliferation of signs by encouraging fewer more effective signs.*
- *To ensure that signs do not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.*
- *To ensure signs on places of cultural significance are responsive to the cultural heritage values and the significance of the building or place, both in terms of impact and by means of attachment, by protecting and enhancing those values.*

- *To prevent multiple signs on a single building, unless the cumulative effect of existing and proposed signs will not adversely affect the character and/or cultural heritage values of the building.*

The standards within the Schedule reflect the desire to maintain the historic smaller scale qualities of the Cove and avoid signage which is dominant within the built context or detracting from those qualities and characteristics. The Site and proposed built form and character of the Multipurpose Stadium on which the signs are to be implemented is such that larger signs can be accommodated without unreasonably detracting from the broader character and heritage fabric of the surrounding area. The proposed signs are not on heritage buildings or proposed within a heritage street scape. Whilst consideration has been given to these standards, the assessment of the Project is not bound by the standard use/development assessment process to which the SCPS applies. Notwithstanding, the signage has been designed to be relative to the Stadium and concourse context, noting the signs need to be of a reasonably large scale to ensure information can be seen above crowds, landscaping elements, and structures and have a relationship that respects the scale of the stadium, that does not feel out of context given the utilitarian nature of the Site.

Due to the siting, orientation and design of the proposed signage, it is considered unlikely to be significantly visible across the Cove. The internal illumination of the signs will also assist in reducing any obtrusive impacts and will not result in visual clutter. Each sign type is designed to deliver necessary information to patrons and promote safety and efficiency.

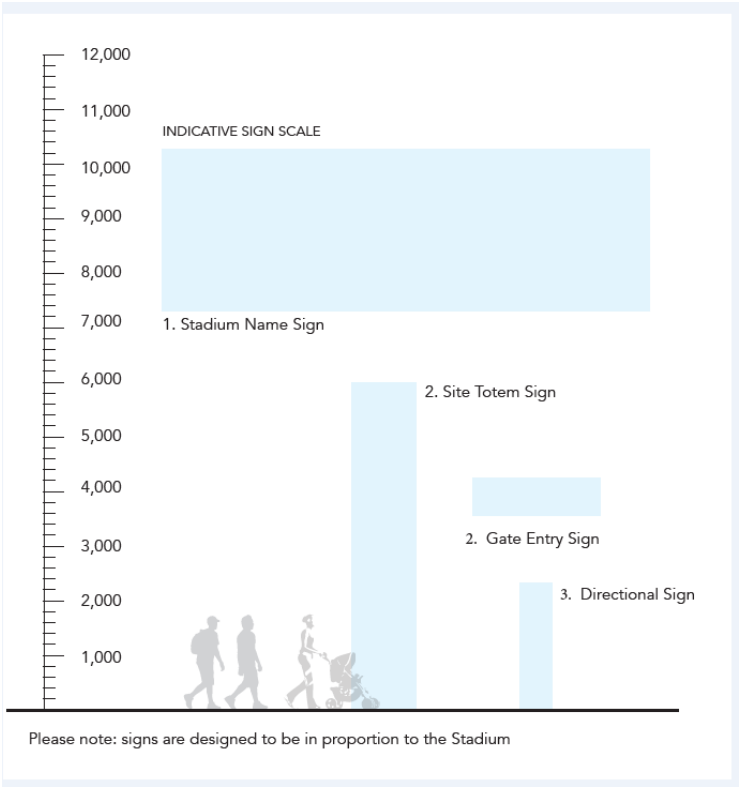


Figure 38: Indicative Sign Diagram (source: Appendix Z – Signage Strategy, Futago)

LED Gate signage will be utilised for venue specific arrival and wayfinding information, including entry procedures (bag checks and security process), directional signage and patron information such as what ticket type is allowed to enter at each gate as well as aspects such as dress code provisions, warnings and other information that can be scrolling and delivered to crowds as they enter the venue. The LED signs are not

intended to be commercialised, insofar as branding assets for monetary gain, but may be used to show the home teams' logo and tailored information for the event that is being hosted within the stadium.

The following considers each sign against the provisions of SCPS (Schedule 4 – Signs), including the relevant acceptable (permitted) and alternative (discretionary) sign standards. However, clause 25.11 of the Schedule states that signs erected on, adjacent to or within a place of cultural significance (as listed in Table 1 of Schedule 1 of this Scheme) are 'Discretionary', notwithstanding compliance with any acceptable solutions or alternative performance criteria allowed for elsewhere in the Schedule.

None of the proposed signs will project higher than the Stadium structure and will not add to the bulk of building.

8.1.1 PROPOSED SIGNS

Stadium Name Signs

Two (2) stadium naming signs are proposed, which will use LED screens and internal lighting, integrated into the facade if possible. These signs are to be located on opposite sides of the stadium and are designed for wayfinding and location recognition, with visibility up to 50m away when not obscured by vegetation or other buildings.

These will be located along the façade of Stadium, facing the southern-plaza and north-western plaza as illustrated in the following diagram.

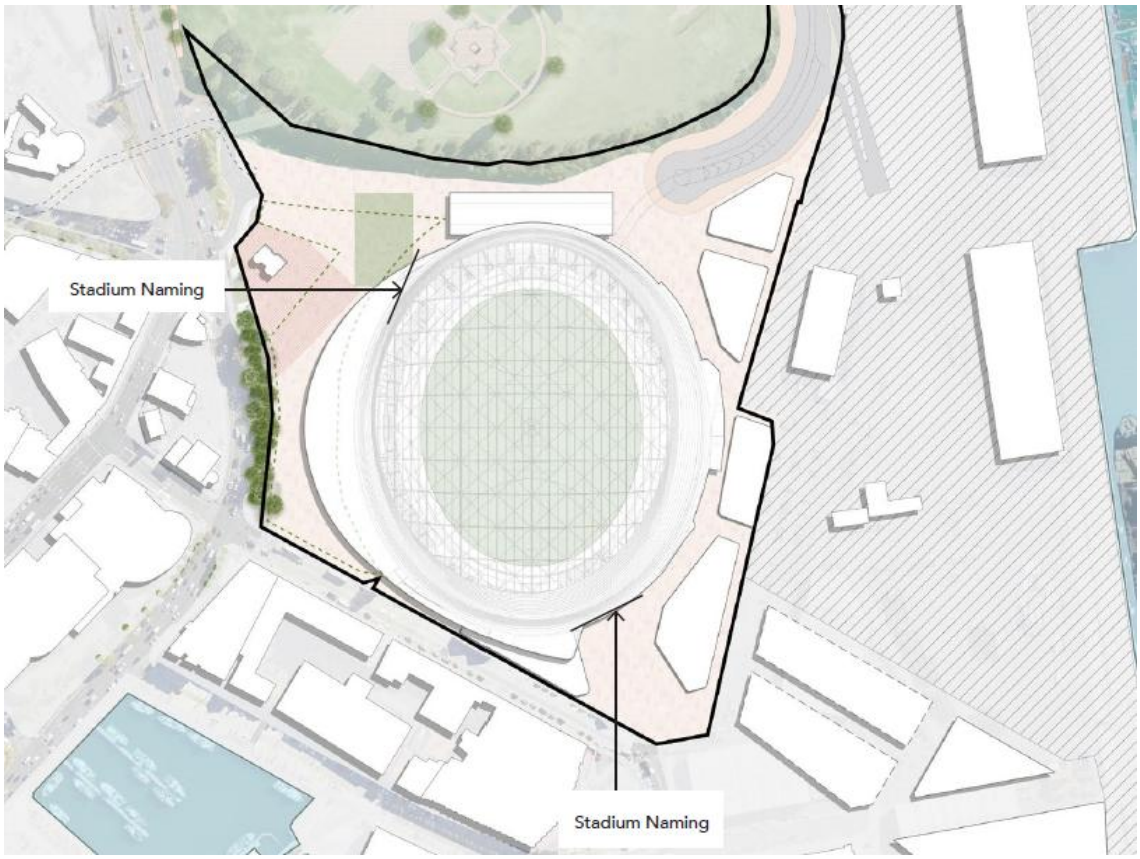


Figure 39: Sign Location Plan (source: Appendix B – Stadium Design Description, Cox Architects)

Each sign will have the following approximate dimensions and characteristics:

- 3m high and between 13m to 20m long (allowing for variations)
    - This equates to an area of 60m2 (max) per sign
- Affixed to the façade, approximately 7m above NGL; and
- Be internally illuminated.

Under Schedule 4 of the SCPS, these signs would be classified as 'Wall Signs', which must satisfy the relevant acceptable (permitted) or alternative (discretionary) sign criteria. The following elevations illustrate the sign variations.

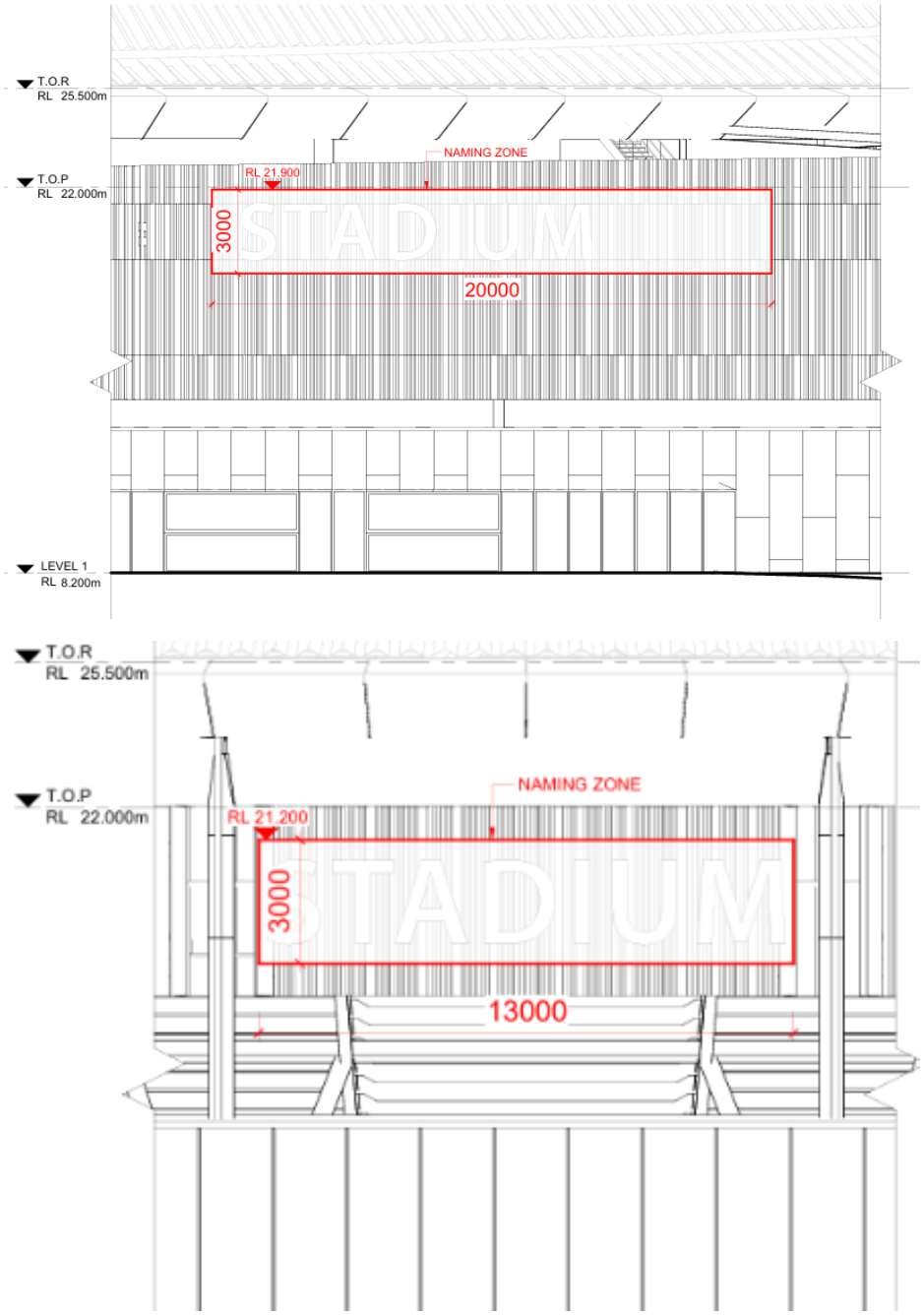


Figure 40: Extract from the Sign dimensions and elevation plan (source: Appendix A – Architectural Plans, Cox Architects)

Gate Entry & Associated LED Ribbon Signs

These signs will be affixed to the façade above each of the four (4) gate entrances, at a height enabling them to be above crowd height to help locate where patrons should enter. These are permanent signs, to be internally lit or face lit, and will be incorporated into the building design.

The LED signage ribbon either side (or below) the Gate Entry Sign will be used to provide scrolling text and information to patrons. Each sign will have the following dimensions:

- 1m in height and 5m in length
    - This equates to an area of 5m2 per sign

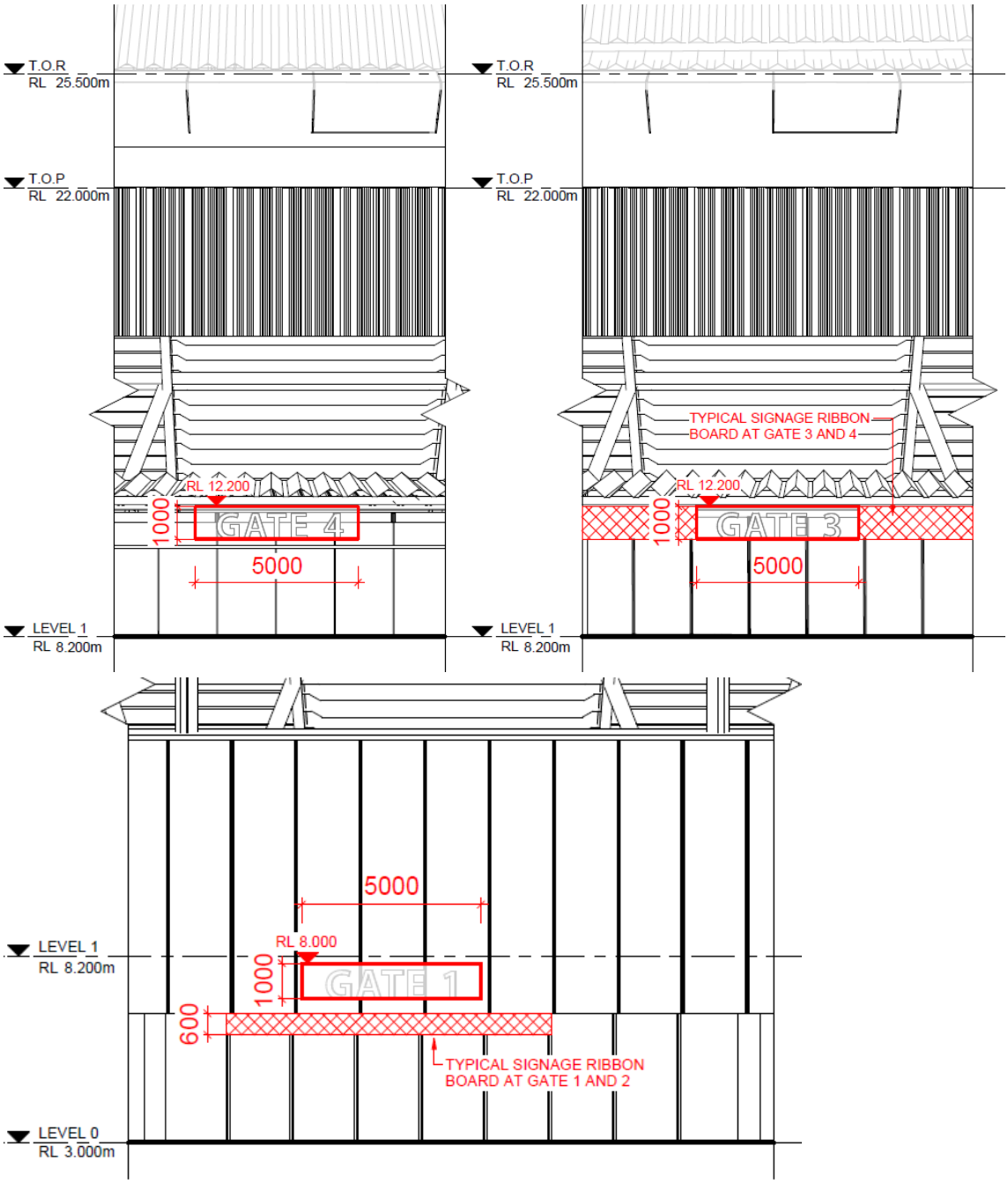


Figure 41: Extract from the Sign dimensions and elevation plan (source: Appendix A – Architectural Plans, Cox Architects)

Four (4) Gate Entry Signs are proposed, which will be elevated above ground level and affixed to the façade at heights between 3.5m – 4.5m. They will be medium in scale, to be seen from up to 12m away and do not include advertising.

An indicative illustration of how the Gate Entry and Stadium Name signage will appear is illustrated below.

Figure 42: Artistic impression of the south-west entry to the Stadium (source: Cox Architects)

An assessment of the signs against the guiding provisions of the SCPS is provided in Section 8.2 of this report.

Totem Signs

There are 4 totem signs proposed throughout the Site. The purpose of these signs is to promote the home team or events at the Multipurpose Stadium.

The signs will utilise LED screens to allow for imagery, whilst also incorporating wayfinding information in the lower third of the sign area. Each sign will be freestanding and have been designed to be visible across the plaza and to integrate with the surrounding built form, reflecting the multipurpose use of the site. The signs will operate in conjunction with existing static signs and the broader signage strategy.

Each sign will have the following dimensions:

- A width of 1.5m and a height of 6m.
    - This equates to an area of 9m2 per sign.

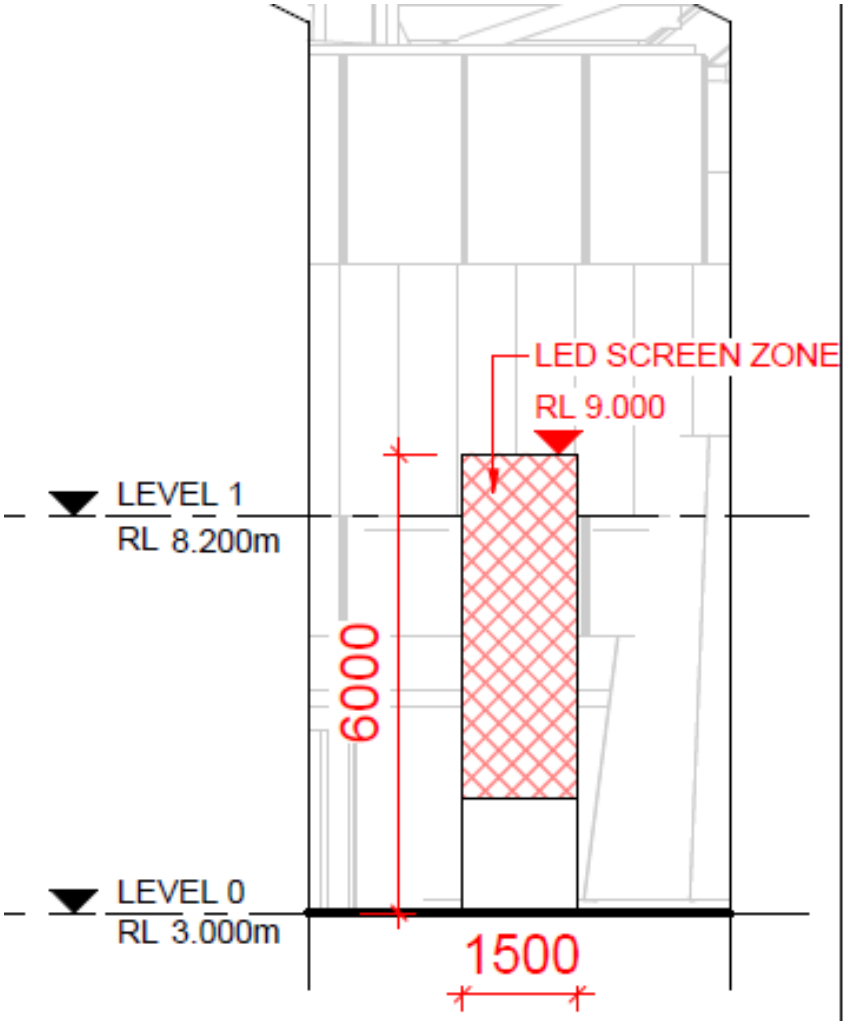


Figure 43: Extract from the Sign dimensions and elevation plan (source: Appendix A – Architectural Plans, Cox Architects)

The height requirement for wayfinding within the stadium plaza area renders the height functionally necessary. As the signs relate specifically to the stadium environment, and not the surrounding streetscape or heritage buildings, there is minimal impact of these signs on the character of the Cove.

An example illustrating how the signage may appear is illustrated below.

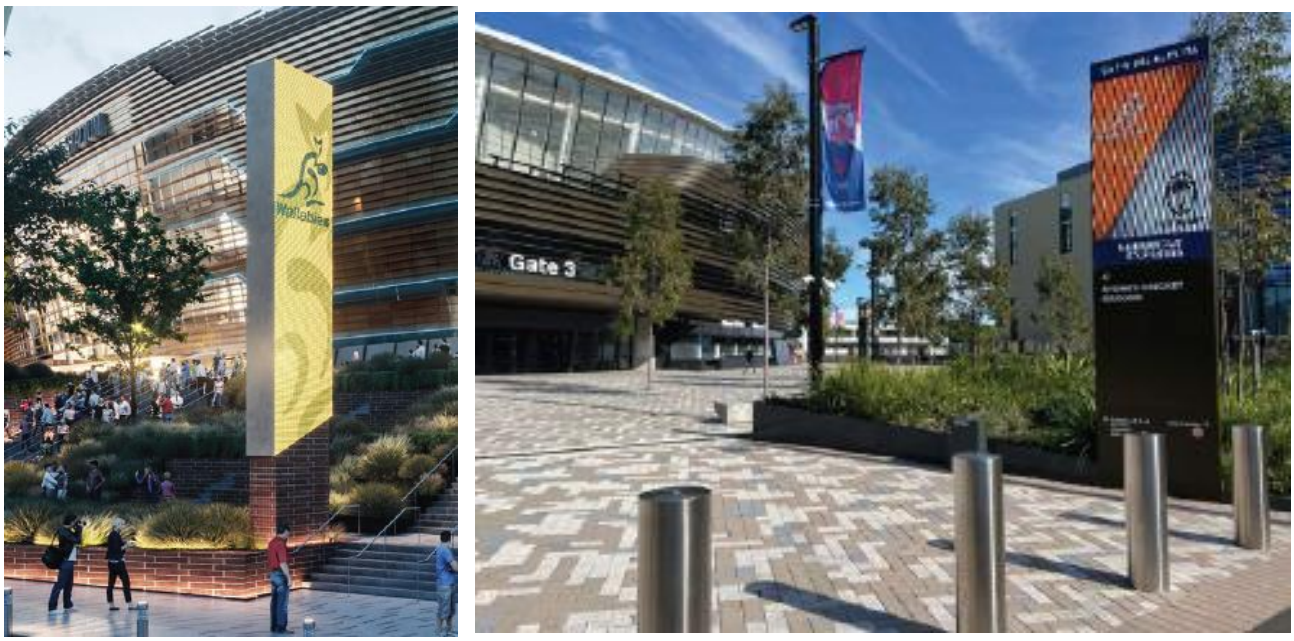


Figure 44: Indicative sign type examples (source: Appendix Z - Signage & Wayfinding Strategy, Futago

Directional Signs

These signs help direct patrons and the public around the Site to find toilets, amenities, entrances and emergency evacuation points and will be permanent. The signs will not contain advertising but will be illuminated at night where required. The signs are designed to be read from 3m - 8m away. These signs will be designed to be of similar character / hierarchy approach to the City of Hobart wayfinding signs, to continue a familiar typology.

Each sign will have the following dimensions:

- 2.5m in height and approximately 0.5m in width
    - This equates to an area of 5m2 per sign

Figure 45: Indicative sign type examples (source: Appendix Z - Signage & Wayfinding Strategy, Futago

It is proposed that 6 – 8 of these signs will be located around the site. An assessment of the signs against the relevant provisions of the SCPS is provided in Section 8.2 of this report.

8.2 SIGNAGE ASSESSMENT

Under Schedule 4 of the SCPS, the following signs are prohibited:

- *Any sign displaying or containing electronic or video graphics or mechanically moving figures or graphics that is primarily for commercial purposes;*
- *Any sign displaying or containing fluorescent or iridescent colours or finishes;*
- *Any sign displaying or containing flashing and moving lights;*
- *Any sign in Table 25.1 which does not meet the relevant Acceptable Solutions and no Alternative Performance Criteria are specified;*
- *Any exempt sign that does not meet the conditions in clause 25.7 and for which there is no Alternative Performance Criteria specified in Table 25.1.*

The proposed Stadium Signs will be internally illuminated but are not expected to contain any of the above.

The Gate Entry Signs will also be internally illuminated and include small LED screens. The purpose of these screens is to provide venue specific arrival and wayfinding information, entry procedures (bag checks and security process), patron information (such as what ticket type is allowed to enter at each gate), warnings and other information. Therefore, moving text that can be scrolled and delivered to crowds as they enter the venue will be required.

These screens will be incorporated just above or below the Gate Entry Signs and are not intended to be commercialised, insofar as branding assets for monetary gain. However, they will enable the display of home teams' logo and tailored information for the event that is being hosted within the stadium. Static signs alone are not able to achieve the flexibility that is required at multipurpose stadiums.

The proposed Totem signs may also contain electronic/video graphics, to provide pertinent information regarding events and other activities directly associated with the function of the Stadium. The following considers the relevant standards under Schedule 4 of the SCPS, for each of the designated sign types.

8.2.1 STADIUM NAME, GATE ENTRY & LED RIBBONS SIGNS

Two (2) Stadium name signs and four (4) gate entry signs are proposed, along with four (4) associated LED ribbon signs. Under Schedule 4 of the SCPS, these signs would be classified as 'Wall Signs', which are defined in the SCPS as follows:

> *A sign painted on or attached parallel to the wall or door of a building.*

Signs must satisfy the following acceptable (permitted) or alternative (discretionary) sign criteria.

The acceptable (permitted) solution allows:

- A single sign per building.
- Maximum vertical dimension = 300mm.
- Maximum horizontal dimension = 2000mm.

Given 2 x Name Signs and 4 x Gate Entry Signs are proposed, the alternative (discretionary) criteria applies, which allows for:

- A maximum vertical dimension 500mm, or 5% of height of building wall, whichever is greater.
- A maximum horizontal dimension 4000mm.

  Or

- On a contemporary building, or an extension on a place of cultural significance that is not itself of cultural significance, a maximum area of all wall, window and banner signs of 7% of the area of the façade.

The signs do not meet the first two criteria, however they are located on a contemporary building that is not itself of cultural significance, and therefore the final standard is applicable.

The total façade area of the Stadium is approximately 11,850 sqm, of which 7% is 829.5m2.

The two (2) Stadium Name Signs have a combined area of 120m2 (allowing for the max. Sign area), whilst the four (4) Gate Entry Signs have a combined area of 20m2 (5m2 per sign). The combined total of 140m2 is well below 7% of the total facade area and complies with the discretionary sign standard under the SCPS.

For completeness, each sign type has been considered against the Standards for Signs on Places of Cultural Significance

8.2.2 TOTEM & DIRECTIONAL SIGNS

Four (4) totem signs, along with six to eight (6-8) directional signs are proposed.

Under Schedule 4 of the SCPS, these signs may be classified as 'Blade Signs', which are defined as follows:

> *A sign with a large display surface, which is either permanently attached to the ground or on its own supportive structure. It is not designed or used as a poster panel (billboard), and excludes business directory, or public event and cultural directory signs*

These signs could also be considered 'Interpretive Signs', which are defined as:

> *A sign providing information for visitors, plans, historic information, location of services, features and businesses, includes artworks which convey meaning. This type of sign can be private (i.e. placed by and for the benefit of a private business) or public (i.e. placed by a public agency in the public interest).*

For Blade Signs, there is no acceptable (permitted) standard under the SCPS.

The alternate (discretionary) standard requires the following:

- Maximum height above ground 2400mm.
- Maximum area of each side of sign 1.5m2.
- The sign must not encroach on any road or other public reservation.

The Totem signs will have a maximum height of 6m above ground level and an area exceeding 1.5m2 for each the side of the sign. The Directional signs will have a height of 2.5m above ground level.

Neither of the two sign types comply with the discretionary 'Blade Sign' standards above.

Similarly, there is no acceptable solution for 'Interpretive Signs', with the alternate discretionary standard requiring the following:

- Must be capable of forming an integral part of the streetscape without appearing dominant.
- Must not detract from the cultural or architectural significance or amenity of a place or building.

The signs will be strategically located around the Stadium, in a manner which provides significant separation from places of cultural significance. However, given the size of the Site, it is unlikely these sign types would detract from the cultural or architectural significance or amenity of the place and will form an integral part of the streetscape. Notwithstanding, additional standards in the SCPS apply specifically to signs on, adjacent to or within a place of cultural significance (as identified in the SCPS).

Given the Site is identified as a place of cultural significance, these standards are considered to supersede those above and will be addressed in the following section.

8.2.3 STANDARDS FOR SIGNS ON PLACES OF CULTURAL SIGNIFICANCE

The Totem and Directional 'Blade Signs' do not meet the alternative (discretionary) criteria. However, Clause 25.11 of the SCPS states the following:

> *Notwithstanding the Acceptable Solutions or Alternative Performance Criteria provided in Schedule 4, the following provisions apply to the erection of any signs on, adjacent to or within a place of cultural significance (as listed in Table 1 of Schedule 1 of this Scheme):*
>
> - *A sign on or adjacent to or within a place of cultural significance (as listed in Table 1 of Schedule 1 of this planning scheme) is 'Discretionary'.*

The standard goes on to list the following criteria, where consideration has been given to each of the proposed sign types against the matters below.

Whilst the standard applies to signs on, adjacent to or within a listed place, many of the provisions apply directly to signs erected on a building, to which the heritage listing applies.

- *A sign in the Cove area must not either by its size, design or content detract from the character and heritage value of buildings both individually and collectively including those groups or buildings comprising some which may not be of particular heritage value.*

The proposed signage has been designed proportionally to the Stadium and the immediately surrounding public spaces. Signage is a key design element needed for large venues such as the Multipurpose Stadium, to ensure the smooth movement of large groups of people during event days, both during daylight and nighttime hours. Whilst the aim is to minimise signage, colour and digital graphics/information as far as practicable, signage and wayfinding is a critical part of the overall user experience for people visiting and using a stadium. To achieve this, the Signage has been designed to provide a system that responds appropriately to the context of existing wayfinding beyond the site and reflects the ethos and design principles of the architecture of the Stadium.

The Stadium Name and Gate Entry Signs reflect the architecture of the building and represent a very small proportion of the Stadium's facade. The size of the Site, significant areas of public open space and separation from adjoining buildings of cultural significance the cumulative total of proposed signs along with their design will not detract from the character or heritage values of buildings of cultural significance.

- *For modern standardised trademark or propriety logo advertising, corporate image requirements such as specific colours must be adapted to suit the individual location and building.*

The signage has been designed to be clear, highly legible and of a sufficient scale that is proportionate to the Stadium and surrounding space, whilst acknowledging the spaces and buildings to which the signs may face. Generally muted tones and colours will be adopted to align with the architectural materiality of the Stadium and the utilitarian characteristics of the Site.

The LED ribbon signs below/adjacent the Gate Entry Signs have minimal dimensions and are intended to display scrolling text to provide relevant information to patrons. These signs will not have a significant presence.

- *A sign to be affixed to any place of cultural significance included in Schedule 1 of the Planning Scheme must maintain or reinstate and not detract from its original architecture, heritage value or character.*

Whilst a portion of the Site is listed as a place of cultural significance under the SCPS (Royal Engineers Building and Goods Shed), it is generally understood that the listing applies to the specific extent of the building that constitutes the listed place.

No new signage is proposed on either of these buildings.

- *Signs must be placed to allow the architectural details of the building to remain prominent.*
- *Signs must be placed in locations on the building or item that would traditionally have been used as advertising areas. Historical documentation may be required to justify the placement of any new signs.*

The proposed Stadium Name and Gate Entry signs are located on a contemporary building and are of a size and design that ensures the architectural details of the Stadium remain prominent. The signage is not expected to have any impact on the relocated Goods Shed, which will sit within the vicinity of the northern Stadium Name Sign.

- *No signs shall dominate or obscure any other signs and in particular an historic sign forming an integral part either of a building's architectural treatment of detailing, or its heritage.*
- *Fixtures must not damage historic building fabric, including but not restricted to attachments to masonry and wood. All signs and related fittings are to be fixed using appropriate non-corrosive fixings inserted in mortar joints.*
- *Signs that break an historic parapet or roof line will be prohibited.*
- *Use of side-walls to locate signs is prohibited if the wall does not form a street frontage, or has not historically been used for signs.*
- *Strings of light bulbs are prohibited.*

These provisions apply directly to signs erected on a heritage listed building and are not applicable.

- *Internally illuminated signs attached to a building of cultural significance (excluding contemporary buildings and extensions on a place of cultural significance that are not themselves of cultural significance) are prohibited.*

The Stadium Name Signs and Gate Entry Signs will be internally illuminated. However, they are attached to the Stadium, which is a contemporary building that is not of cultural significance.

Clause 25.13 in Schedule 4 of the SCPS also outlines the following matters to be considered:

- *The individual or cumulative effect of the sign or signs on the amenity of the area including the need to avoid visual disorder or clutter of signs.*
- *The individual or cumulative effect of the sign or signs on the building and/or surrounding area, considering its effect and means of attachment on places of cultural significance.*
- *The cumulative effect of the sign or signs on existing or approved signs, including signs on buildings and outdoor uses that constitute a sign.*
- *The size and likely impact of the sign having regard to the size of the premises on which it is to be displayed and the scale of surrounding buildings.*
- *The effect of the sign on the safety and security of premises and the area.*
- *The effect of the sign on the appearance, efficiency and safety of a road, railway, waterway or other public way, having particular regard to the sign's colour, brightness and location.*
- *The effect of the sign on pedestrian movement and safety.*
- *Compliance with objectives of this Schedule.*

The following provides a response to these matters.

Visual disorder and clutter can be created when there are no rules, no strategy or thought behind the placement, scale, or designs of signage, messaging or advertising. This is the antithesis of the Signage Strategy. The wayfinding strategy presents a restrained proposal with no unnecessary repetition. Each sign is necessary for its orientation, or its function in providing legible information to large crowds, whilst being respectful of the objectives of the Schedule and Cove setting. Therefore, it has been necessary for some signs to exceed the requirements of the scheme in respect of sign dimensions.

However, the colours, finishes and materials of all signs will be chosen to be in concert with the built fabric of the Stadium and the intent of the surrounding precinct Master Plan. The two Stadium Name signs will be internally illuminated, utilising LEDs to enable the operator from time to time be able to change the colour, to reflect events, like Dark Mofo or times throughout the year, like awareness days / weeks.

The Totem Signs will include changing digital displays, designed to provide content specific to time and place and will be managed by the Stadium operator. These kinds of signs are common at major venues to help activate placemaking and communicate both an understanding of place and promote events. The signage strategy and design of all signage will embody clear communication principles, with a predetermined hierarchy of typography, and universally understood symbols and arrows, supported by ample clear space.

The gate signs will also be internally lit to limit light pollution.

The scale and typology of the building, function and urban context of a round stadium in a large plaza setting is not one anticipated or envisaged by the planning scheme. Notwithstanding, the requirements of the SCPS have been taken into consideration to ensure the signs function as intended, whilst managing visual impact

and the effect of the signs on the appearance, efficiency and safety of roads and other public spaces as a result of the colour, brightness and location of the signs.

The project area does not include any traffic or roadway signage. In the context of the scale of the building and the setback from the road, the proposed signage does not unreasonably contribute to any risk to traffic.

The signage strategy is broadly consistent with the relevant considerations under Schedule 4 of the SCPS. Please refer to the following plans/documents for further information:

- Appendix Z – Signs & Wayfinding Strategy

9. SUMMARY

The Site at Macquarie Point has long been identified as a place in need of urban renewal. Despite the preparation and implementation of several masterplans over the last 10-15 years, the Site remains largely undeveloped.

The Project represents one part of a new and broader vision for the Site. Whilst the assessment and consideration of the Project falls outside the standard planning processes enforced through the SCPS 1997 and *Land Use Planning & Approvals Act 1993*, these statutory documents and associated legislation have been carefully considered and utilised to inform the design of the Project.

This report provides a planning assessment of the Multipurpose Stadium, drawing upon the expert consultant input accompanying the Project. The analysis of the historic, spatial and built form of Sullivans Cove provided in the 2024 SDP has also guided the design of the Multipurpose Stadium and will form the basis of a planning scheme amendment to embed the broader vision for the Site under the Mac Point Precinct Plan.

The Project does represent a visual change to the Site and its context, primarily due to its scale and height compared to surrounding structures. However, the design of the Stadium has been carefully informed by the character and history of the Site and broader Cove, generally maintaining visibility of surrounding natural and historic features whilst providing a contemporary form that integrates with the existing landscape setting, reading as an extension of the hillsides and ridgelines of the Queens Domain. The form contributes to the sense of enclosure around the Cove, reinforced by existing built forms along the Wall of Cove.

The height and massing of the Stadium responds to buildings along Evans Street, Davey Street and to the Cenotaph by providing a facade height that resembles the height of adjoining/adjacent buildings and assists in providing greater enclosure to the street. The dome-like roof 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 roof form that minimises height to the perimeter and at street interfaces where it is comparable to the scale of existing buildings.

While the Stadium will be visually prominent, the design approach ensures the building maintains architectural harmony while differentiating itself from the Cove Wall and aligning within the larger-scale typology of the Cove Floor.

The range of uses and events proposed will provide flexibility and promote pedestrian movement and activation across the Site, contributing to the ongoing urban renewal of Macquarie Point. The ongoing day-to-day use of the Stadium and associated increases in pedestrian and vehicle movements has been carefully considered within the context of surrounding land use. Comprehensive Transport, Visual Impact and Noise & Vibration Assessments have been prepared to identify potential impacts that may arise and have outlined a range of management and mitigation measures to ensure the potential for impacts are not unreasonable.

The proposal has been considered against the relevant strategic policies, plans and strategies and broadly aligns with the purpose and overarching intent of the Tasmanian Resource Management and Planning System.