



MACQUARIE
POINT

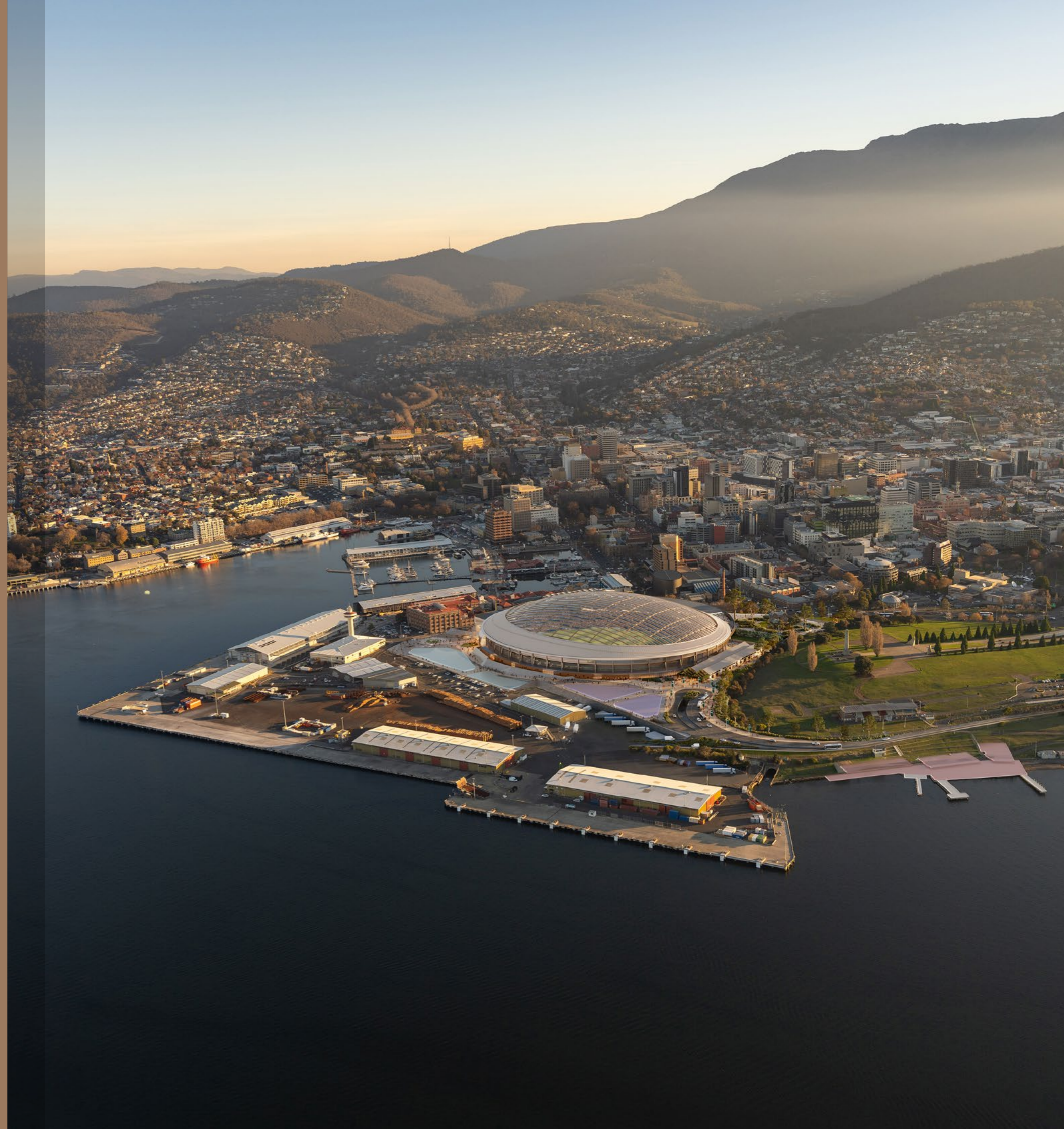
Volume 1

Macquarie Point Multipurpose Stadium

PROJECT OF STATE SIGNIFICANCE

Report Date: September 2024

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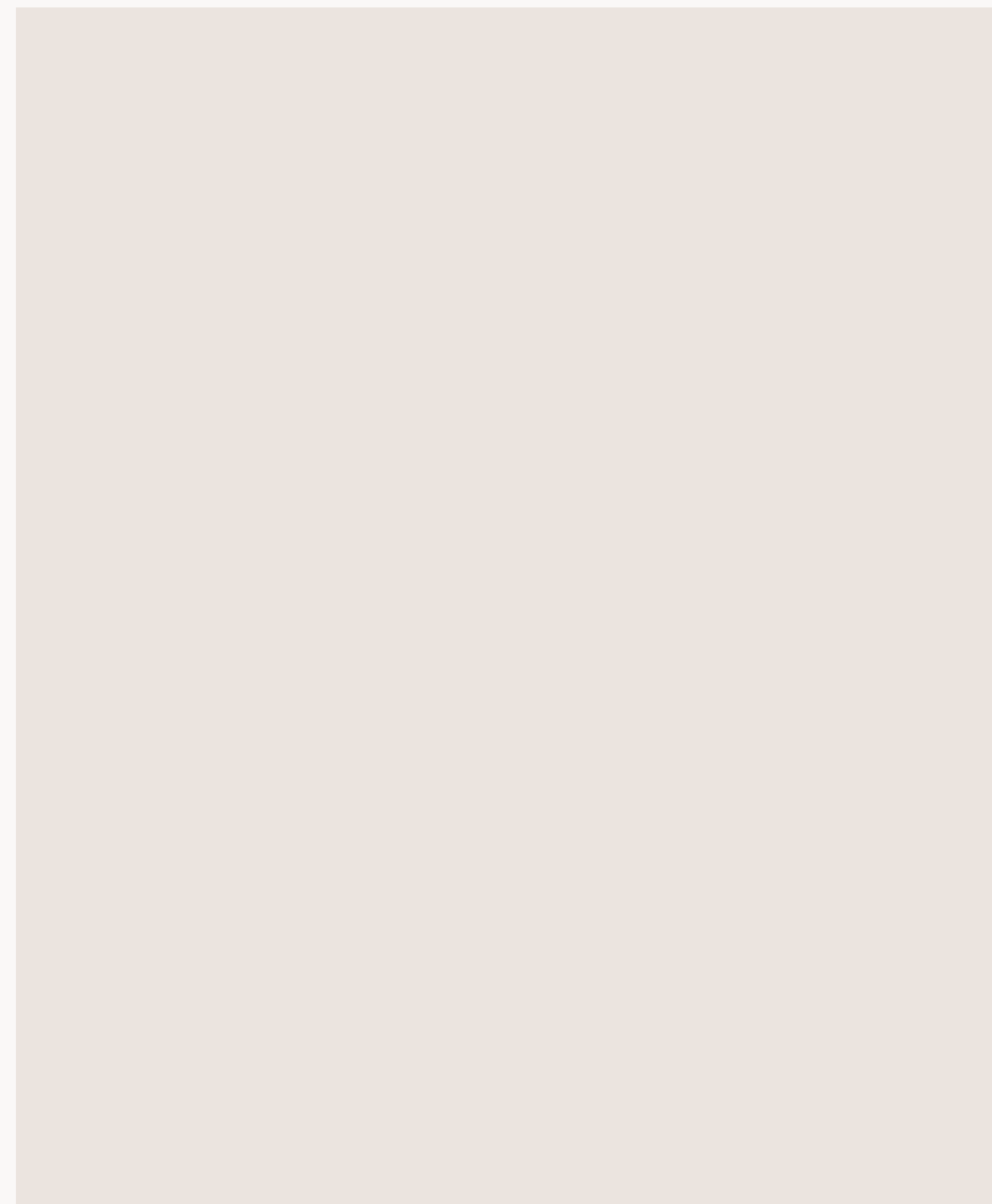
Acknowledgement of Country

We pay our deepest respects to the traditional and original owners of this land, the muwinina people, and honour those that have passed before us and acknowledge today's Tasmanian Aboriginal people, the palawa, their Elders, and their enduring custodianship of lutruwita/Tasmania.

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How to read

This Project of State Significance (PoSS) Summary Report has been prepared to respond to the items raised in the project-specific guidelines developed by the Tasmanian Planning Commission (TPC) for the assessment of the Multipurpose Stadium as a Project of State Significance under the process set out in the *State Projects and Policies Act 1993*.

THE REPORT USES A SERIES OF CHAPTERS TO RESPOND TO THE TPC GUIDELINES FOR THE INTEGRATED ASSESSMENT OF THE PROJECT. THIS INCLUDES:

Overview: Background on the Multipurpose Stadium project, the Macquarie Point site, and implementation of the project.

1. **Proposal:** A description of the Multipurpose Stadium design, capacity and uses.
2. **Landscape and Urban form:** An overview of how the Multipurpose Stadium will be developed as part of the Mac Point Precinct and broader area and landscape.
3. **Policy, Strategy and Legislative Context:** Sets out the related strategies, policies, rules and considerations that have informed the design and development of the project.
4. **Movement:** Describes the transport study undertaken, including the different ways people travel considering both event and non-event days. The analysis considers different scenarios, types of transport, travel routes and the impacts on the transport network.
5. **Economic Social and Cultural analysis:** The economic and social studies include a comparison of costs and benefits, consideration of economic impacts, a social and cultural analysis and a report considering financial impacts of the Multipurpose Stadium.
6. **Culture and Heritage:** An identification and consideration of the cultural heritage across the site, and in surrounding spaces, including Aboriginal heritage, European heritage and associated built forms and landscapes.
7. **Environmental quality and hazards:** An overview of environmental considerations including wind, light, noise, shadowing, water quality and management, climate change and environmental hazards.
8. **Potential Land Use Conflicts:** Outlines the potential for land use conflict between existing activities in the locality.
9. **Other planning matters:** Describes the sign and wayfinding approach, initial construction management plan, utility services and emergency management.
10. **Geotechnical:** Geology and geomorphology of the project site and broader area and the nature, depth and engineering properties of the reclaimed land. The review of environmental hazards is also to identify and describe hazards within or adjacent to the project, including landslip, ground subsidence and liquefaction.

Conclusion: This chapter concludes the submission and outlines the project's alignment with the Resource Management and Planning System's objectives.

Appendices: This part of the document provides the supporting appendices and the expert reports commissioned as part of developing this submission, which assist in providing responses to the TPC Guidelines.

Acknowledgement of contributions

The development of this PoSS Summary Report has been informed by a number of work streams, processes, input from stakeholders, feedback from community and industry members that have actively participated in engagement processes and experts involved in the provision of advice and reports. This includes:

- Mac Point Precinct Plan development – the location and footprint for the Multipurpose Stadium and its design to integrate as part of a mixed-use precinct is set out in the Mac Point Precinct Plan. The Plan was informed by over 16 weeks of public consultation over two rounds with nearly 2,500 written submissions, and 100 meetings with local business, organisations and individuals. These submissions, along with expert advice that informed the plan, are available on the MPDC website at www.macpoint.com.precinctplan
- TPC Guidelines drafting – the PoSS Submission Report and attached supporting reports have been prepared to respond to the bespoke Guidelines developed by the TPC. This process was the result of both Houses of Parliament declaring the proposal a Project of State Significance. The resulting Guidelines prepared by the TPC were informed by over 540 public comments, which were published and are available on the TPC's website.
- Stadium Business Case – while this PoSS Submission Report supersedes any earlier work undertaken, studies and investigations informing the initial business case for the opportunity to develop a multipurpose facility have contributed to inform the brief, sizing and design process.
- In addition to the participants in the above processes, MPDC thanks the consultants, contributors and experts that were involved in the development of the extensive reports and assessments attached to this PoSS Summary Report, as listed at Appendix 4.
- MPDC also thanks the contributions and advice of members of the Multipurpose Stadium Project Steering Committee, Stadiums Tasmania, potential future users of the Multipurpose Stadium that have helped inform the design process, and industry and business organisations, stakeholders, our neighbours who have engaged during this process, as well as state agencies for their input and contributions through the design work to date.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

Overview

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 1.1.1-1.3.1

This chapter addresses the items set out in the TPC Guidelines in sections 1.1.1 to 1.3.1 at a high level, and provides an overview of the project, including:

- Stadium Design
- Site Description
- History of the Project
- An overview of the Project of State Significance scope
- Land Title and Ownership.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>1.1 Description of and plans for the proposed project</p>	
<p>Clause 1.1.1</p> <ul style="list-style-type: none"> • Description of and plans for the proposed project • The stadium building and uses within areas of the building 	<p>A summary of the response to this guideline is provided in this chapter, along with Chapter 1. A full response is provided in Appendix B – Stadium Design Description as well as Appendix A – Architectural Drawings.</p>
<p>Clause 1.1.2</p> <p>Titles and areas of land (including public land) related to the proposed project</p>	<p>A summary of the response to this guideline is provided in this chapter.</p> <p>A full response is provided in:</p> <p>Attachment I – Urban Design Framework</p>
<p>Objectives of the proposed project, including a broad statement of the objectives which have led to the proposed project and a summary of the reasons for the proposed project, and scope of the proposed project, including:</p> <ul style="list-style-type: none"> • A history of the events leading up to the formulation of the proposed project; • The timeframe for implementation of the proposed project; • Possible future development and activities related to the proposed project; • Site choice, including key reasons for the chosen location of the proposed project; and • The staging and timing of the proposed project including ancillary works and expected dates for construction, completion and operation. 	<p>A summary of the response to this guideline is provided in this chapter with a full response to timeframes, staging, and construction are addressed in:</p> <p>Attachment AA – Construction Management Plan.</p>

TPC GUIDELINES	RESPONSE
<p>1.2 Site description</p> <p>Clause 1.2.1 The reports are to provide plans and a description of the project site and its surrounds, including but not limited to the following:</p> <p>Titles and ownership</p> <ul style="list-style-type: none"> • site plan showing the overall boundaries, dimensions and orientation of the project site and the Macquarie Point site as well as land and title boundaries; • titles to land and any areas of public land related to the project site including any use and development outside of the Macquarie Point site; • copy of the current folios of the Register for all of the project site, including the plans and any schedule of easements; • ownership of the project site and surrounding land; • any rights-of-way, easements, covenants and other reservations affecting the project site and Macquarie Point site; <p>Services and access</p> <ul style="list-style-type: none"> • the location of all existing infrastructure assets and services on the project site, the Macquarie Point site and in the locality; • existing vehicular, bicycle and pedestrian access to and access ways on the project site, the Macquarie Point site and the Macquarie Wharf site; • any existing car parking and loading areas on the project site, Macquarie Point site and adjacent area; • Existing physical properties • plan of the project site and Macquarie Point site showing the location, building footprint and use of existing buildings and significant structures and open spaces within the project site, the Macquarie Point site and adjacent area; • the building form, height and finishes of existing buildings on the project site, the Macquarie Point site and adjacent area; • topography of the project site and Macquarie Point site including contours showing Australian Height Datum (AHD) levels; • existing areas of public open space in the broader area; 	<p>A summary of the response to this guideline is provided in this chapter, as well as Chapter 7, Chapter 9 and Chapter 10.</p> <p>A full response is provided in:</p> <p>Attachment I – Urban Design Framework</p> <p>Attachment DD – Title Folio Plans and Easements Relating to project</p>

TPC GUIDELINES	RESPONSE
<p>1.3 Proposed Use and Development</p> <p>Clause 1.3.1 The reports are to provide full details and plans, including sections and elevations, of the proposed project. Plans are to relate to the full extent of the project site. The plans are to show all use and development that is necessary or convenient for the proposed implementation and operation of the project.</p>	<p>A summary of the response to this guideline is provided in this chapter, as well as Chapter 1 and Chapter 2.</p> <p>A full response is provided in:</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix A – Architectural Drawings</p> <p>Appendix D – Cut and Fill</p> <p>Appendix I – Urban Design Framework</p>

This chapter is supported by the following consultancy reports

- | | |
|--|--|
| Appendix A – Architectural Drawings | Attachment AA – Construction Management Plan |
| Appendix B – Stadium Design Description | Attachment DD – Title Folio Plans and Easements Relating to project |
| Appendix D – Cut and Fill | Attachment MM – AFL Licence Taskforce Business Plan 2019 |
| Appendix I – Urban Design Report | |

O.1 Summary

O.1.1. Structure of this report

This Project of State Significance (PoSS) Summary Report has been prepared to respond to the Tasmania Planning Commission (TPC) Integrated Assessment Guidelines (Guidelines) prepared for the assessment of the Multipurpose Stadium at Macquarie Point (the Project).

This PoSS Summary Report has a series of Chapters that respond to sections of the TPC Guidelines. Each Chapter includes guiding notes at the front including notes on: how to read, the specific TPC Guidelines the Chapter addresses, and which supporting reports are relevant to the chapter.

The report structure steps through the Multipurpose Stadium proposal (chapter 1), how it fits in the landscape and place (chapter 2), and the relevant policies, strategies and legislation (chapter 3) that have been considered and have guided the design and use.

It then steps through the transport study that has been undertaken (chapter 4) and how to access the Multipurpose Stadium; the economic and social analysis required through the TPC guidelines (chapter 5), and stepping through the Aboriginal cultural heritage and European heritage investigations that have been undertaken (chapter 6).

Environmental including noise, light, water, and natural value assessments are summarised (chapter 7) with supporting technical reports. Potential land use conflicts (chapter 8) are considered and other planning matters such as utility infrastructure, signage and wayfinding and

construction management are captured as required in the TPC Guidelines (chapter 9) with a dedicated focus on the geotechnical characteristics of the site (chapter 10).

The conclusion considers the overarching objectives of the Tasmanian Resource Management and Planning System and the TPC Guidelines broadly, as it summarises the information presented in this report.

All referenced reports are attached, as are supporting guides including an index to find where each section of the TPC Guidelines is addressed in this report.

O.2 The Project

The Project will be an all-weather, roofed uniquely Multipurpose Stadium that reflects the character and story of Tasmania.

The uniquely Tasmanian stadium will have a 23,000 seated capacity and 1,500 structured standing area, offering a boutique and premium fan-experience, with a seating bowl designed to enable people to get close to the field of play, supported by a single continuous concourse that wraps around the stadium.

The design also allows the Multipurpose Stadium to be scaled and reconfigured for different events.

The transparent dome-like roof will include locally grown and sourced timber. The 190-metre clear-span structure is understood to be the largest fixed roof over a natural grass oval stadium in the world.



Figure O-1: South-East Gate (Source: COX and Cumulus)

O.2.1 Key features

23,000 seated capacity, with 1,500 additional structured standing

31,500 patron capacity for major concert events

1,500 person Function Room with views to both the field of play and toward kunanyi/Mt Wellington

159.5m x 128.5m oval field-of-play

Transparent fixed dome-shaped roof supported by steel and locally sourced and grown timber

A maximum roof height, at the centre of the dome, externally at **54mAHD**, and **25.5mAHD** at the perimeter

Elevated 360-degree internal concourse with service zones underneath

An **intimate seating bowl** that will bring crowds closer to the action

A **serviced grandstand** on the western side with three levels of functional space above the field

Fully accessible external concourse with landscape treatments at entries

The Multipurpose Stadium has been designed to be scalable for different sized events, with the space able to be adapted for a 31,500 capacity concert or set up amphitheatre style for a more intimate event. The 1,500 person function room, media pods and covered concourse and field of play also offer spaces that will be activated for a range of events, exhibitions and activations.

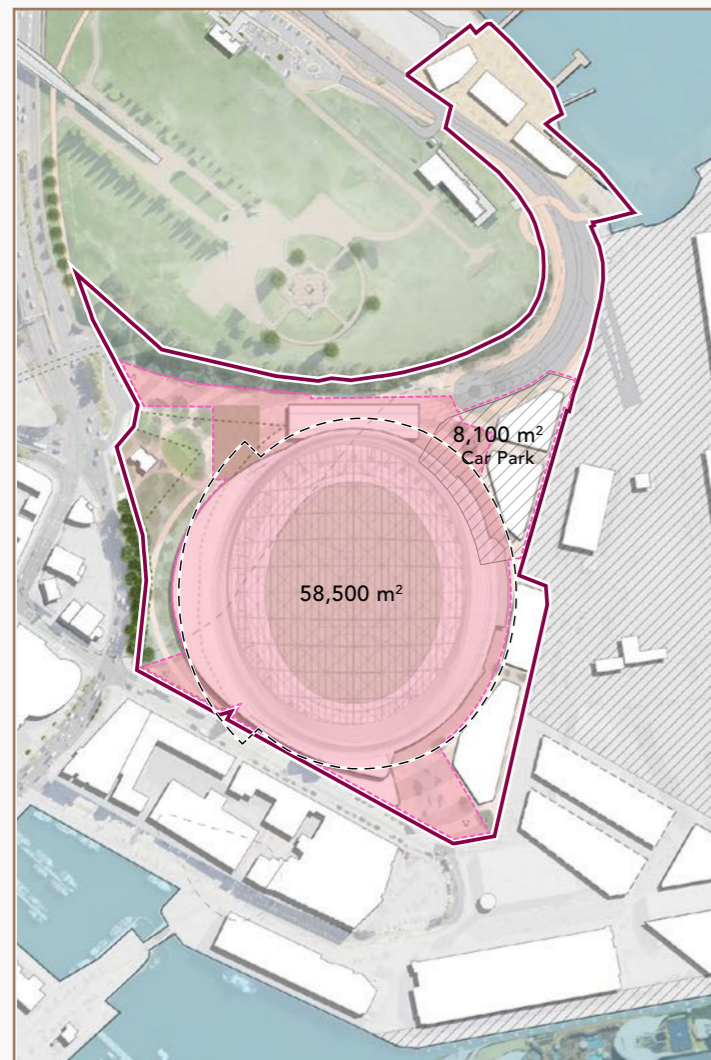
Further information on the Multipurpose Stadium proposal and design is provided in:

- Chapter 1 – Proposal
- Attachment B – Stadium Design Description.

O.2.2 PoSS assessment scope

The area that is presented for assessment through the Project of State Significance process comprises the:

- Multipurpose Stadium and surrounding concourse, and arrival plaza areas.
- proposed relocated area for the Goods Shed to be integrated to the north of the Multipurpose Stadium, while remaining as a standalone structure and facility.
- practice cricket wickets which are required to service the multipurpose functionality of the facility.



- PoSS scope boundary 2023
- PoSS scope boundary expanded to include ancillary Stadium functions
- PoSS scope underground car park
- Macquarie Point site boundary

Figure O-2: Site plan boundaries

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.

This PoSS Summary Report and the supporting reports set out the proposed Multipurpose Stadium concept design addressing the TPC Guidelines.

O.2.3 Outputs linked to the Project

O.2.2.1 Outputs not dependent on the Project (pre-existing commitments)

The following projects are pre-existing commitments and, while the integration with the Project will be important, are not dependent on the Project to proceed.

Northern Access Road

The Mac Point Precinct Plan includes a northern access road that provides access to the Port of Hobart and to the Macquarie Point site. This is an existing commitment and is not part of the project. The northern access road was committed in 2019 as part of the Hobart City Deal to provide a second access road to Macquarie Wharf. The primary driver for this infrastructure commitment was to support Tasmania's Antarctic sector.

The development of a second access road to the Port is key to supporting the long-term use of Macquarie Wharf as the home of the Australian Antarctic Program's icebreaker, RSV Nuyina.

A second access road from the north will enhance safety, flexibility and accessibility for the Australian Antarctic Program, with Macquarie Point Wharf 6 the proposed new home for RSV Nuyina.

The most recent review prepared by Antarctic Tasmania found that the Antarctic and Southern Ocean Sector contributed \$183.09 million in direct expenditure in Tasmania in 2021-22 alone, after growing every year the review has been undertaken.

The broader Macquarie Point site

The development of the broader Macquarie Point site is being progressed by the Macquarie Point Development Corporation (MPDC).

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, offer vibrant experiences and destinations, and contributes to the delivery of the 30-Year Greater Hobart Plan.

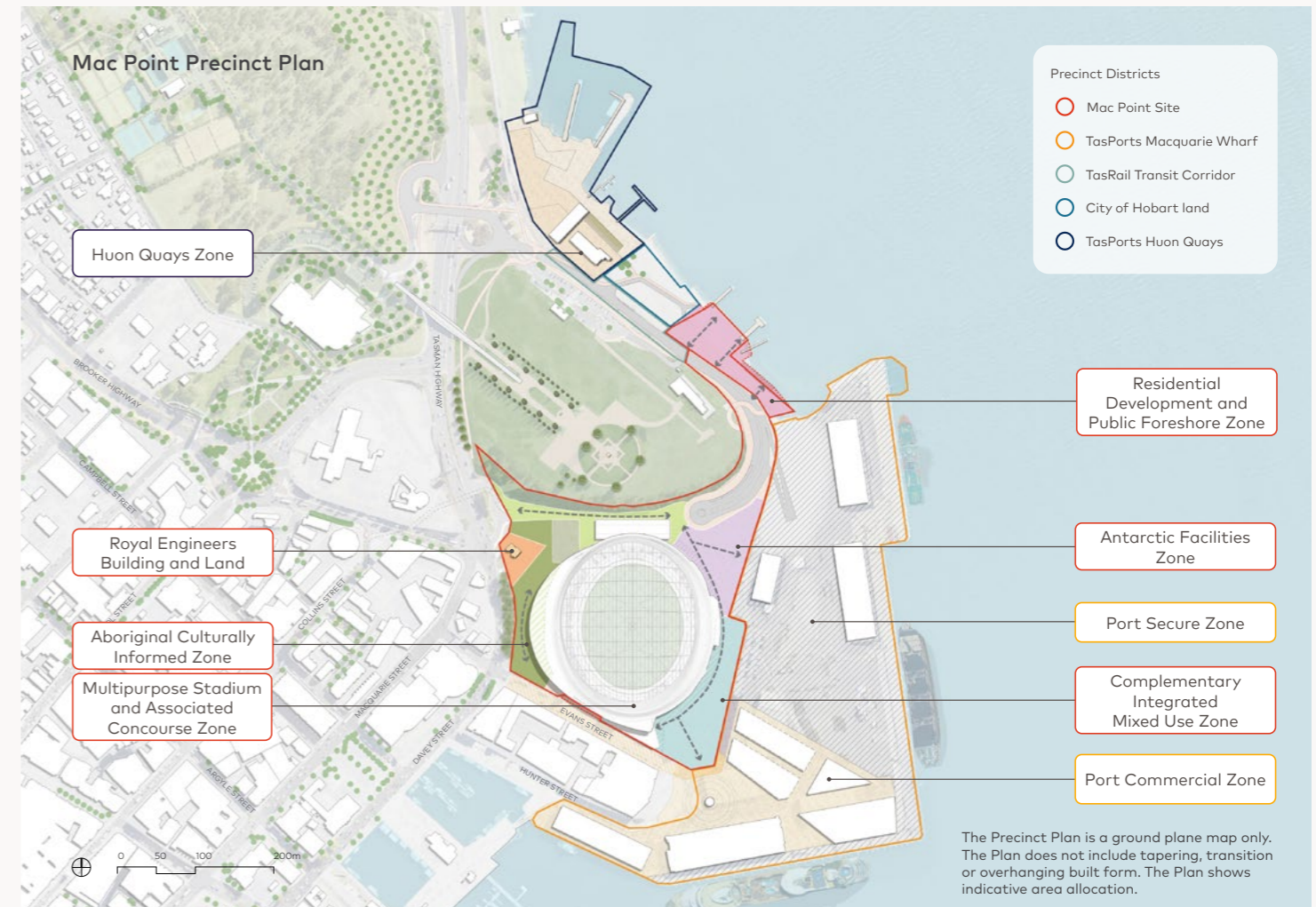


Figure O-3: The Precinct Plan

The Macquarie Point Development Corporation's (MPDC) vision for the Macquarie Point will be delivered through the Mac Point Precinct Plan, which sets out development zones, of which, the Multipurpose Stadium is a key part.

The Multipurpose Stadium and Associated Concourse Zone will be activated as part of the mixed-used precinct set out in the Precinct Plan.

This includes the development areas set out in the Mac Point Precinct Plan, comprising:

- Antarctic Facilities Zone
- Residential Development and Public Foreshore Zone
- Aboriginal Culturally Informed Zone
- Complementary Integrated Mixed Use Zone
- Royal Engineers Building and Land.

Further information on the Mac Point Precinct Plan is provided in:

Chapter 3 – Policy, Strategy and Legislative Context

Appendix II – Mac Point Precinct Plan.

This will include developments led by MPDC guided by feedback from the community, such as the Aboriginal Culturally Informed Zone, and market-led developments, with the proposals taken to market with a clear outline of requirements informed by the Precinct Plan and the consultation that has been undertaken to date.

O.2.2.2 Outputs dependent on the Project

The following projects and outcomes are linked to the project and will only proceed if the project is approved.

Licence for a Club based in Tasmania to participate in the AFL and AFLW Competitions

It has been clearly stated that the delivery of the Project, a roofed stadium at Macquarie Point, is a requirement for the Tasmania Devils to receive a licence to participate in the Australian Football League (AFL) Competition.

Access to quality facilities, that are at least to the standard as those offered at other clubs, is a key contributor to establishing and maintaining high quality player and staff experiences, attraction and retention, which as a result contribute to the success and viability of the club.

It is important to note that all existing 18 clubs that currently participate in the AFL Competition were consulted as part of the AFL entering into the Club Funding and Development Agreement (the Agreement) for a new club based in Tasmania to join the Competition. This is important because the introduction of a new club poses a financial risk to all existing clubs, because if a new club is not financially viable, and requires any unplanned additional financial assistance from the AFL, this will reduce the funding available for existing AFL infrastructure services, programs and funding arrangements to existing clubs.

Investment in grass roots football

As part of the Agreement with the Tasmanian Government, pending the delivery of the Project, the AFL has committed to invest \$360 million in local grass roots and community football in Tasmania.

The AFL has set a target to double participation in Tasmania across both Auskick and community football leagues by 2028, including a specific target to increase women's participation.

Related information is set out in:

Chapter 5 – Economic, Social and Cultural Analysis.

Further information is provided in:

Appendix E – Cost Benefit Analysis.

Benefits of local investment from the Tasmanian Club

The Tasmania Devils have prioritised investing in local partnerships as part of their work in establishing the club ahead of the preparations for entrance into the AFL and AFLW Competitions. This includes working with Tasmanian businesses and social enterprises to develop their brand and manufacture merchandise.

Related information is set out in:

Chapter 5 – Economic, Social and Cultural Analysis.

Further information is provided in:

Appendix H – Social and Cultural Analysis Report.

O.2.3 Objectives

The proposed Multipurpose Stadium will:

1. establish a roofed minimum 23,000 seated Multipurpose Stadium in Hobart.
2. be a foundation development that supports the redevelopment and activation of Macquarie Point, as part of a mixed-use precinct.
3. be designed, developed and operated to reflect the character of the site and place.
4. contribute to the economy and infrastructure pipeline, and provide social and cultural benefits to the State.
5. be a Tier 2 Multipurpose Stadium that meets the requirements of the Tasmanian Government and AFL's Club Funding Agreement.
6. support a range of sporting codes including cricket and rectangular sports.
7. add to the existing venues available for cultural, business, community and non-sporting events available, and attract visitors and new events to the State.

These objectives are supported by the work set out in this PoSS Summary Report, and the following active work streams:

Objective 1 – a key feature of the Multipurpose Stadium is the steel and locally grown and sourced timber framed clear roof that will span 190 metres across the grass field.

Objective 2 & 3 – the design process is supported by guidelines that outline the requirements for sporting codes. These are informing the functional and technical design brief for the development. This work is also supported by ongoing engagement with sporting bodies throughout the design process.

Objective 4 – alignment with the Mac Point Precinct Plan and integration with the other zones and development areas on site have informed the design of the Multipurpose Stadium. This includes the sustainability principles, accessibility, character and history of the site and integration with surrounding areas.

Objective 5 – the venue will create a 1,500 person function room, which will add to the existing offerings in the market. The design process also reflects the experiences of other stadia and venues, and user engagement to provide accessible and streamlined access to event operations and services to attract new events.

Objective 6 – the design and planned future operation of the Multipurpose Stadium has been developed to align with relevant state, local and stakeholder policies, plans and strategies, including to minimise waste and impact on environmental and natural values, to support active and accessible transport connections and options.

Objective 7 – the design outlines the inclusion of locally sourced materials, with work underway to develop a workforce strategy to maximise local participation of the 1,221 FTE job-years generated by the project.

O.2.4 Background

In mid-2019 the Department of State Growth set up the AFL Licence Taskforce, chaired by Brett Godfrey, alongside representatives from the Australian business and sporting community, comprising Paul Eriksson, James Henderson, Julie Kay, Grant O'Brien, Nick Riewoldt, Adam Sproule, and Errol Stewart.

The Taskforce was formed to prepare a business case to support the establishment of a Tasmanian AFL team. On 20 December 2019, the Tasmanian AFL Taskforce delivered its Business Case for Tasmania's own AFL and AFLW teams. The Taskforce's Core Findings included that the resulting business case was viable and sustainable, but required a co-investment by the AFL and Tasmanian Government, which would result in a return to both the AFL, in enhanced media rights and market share, and to Tasmania through increased GSP and job creation.

A copy of the Business Plan prepared by the Taskforce is provided at Attachment MM.

In March 2022, the then Premier, the Hon Peter Gutwein, announced the Tasmanian Government's vision to progress the work of the Taskforce to develop a multipurpose stadium in Hobart, with funding later included in the 2022 23 State Budget to progress the feasibility planning.

This work was led by the Department of State Growth, which commissioned a suite of reports to inform the proposal, which are available at www.infrastructure.tas.gov.au/major_projects/Macquarie_point_precinct

This included the Hobart Stadium Capacity Optimisation Analysis by MI Global Partners, which identified an optimal capacity of 23,000 seats, and informed a site selection analysis as outlined in the Site Selection Process Report by MCS Management & Consulting, and PhilpLighton Architects, also available on the above link.

The site selection analysis considered six potential sites in the central Hobart area: Soldiers Walk Crossroads, Upper Domain, Lower Domain, Tasmanian Cricket Association (TCA) Ground, Regatta Point and Macquarie Point.

Macquarie Point received the highest score in this analysis. This reflected the low risk of impacts to natural conservation value impacts, ease of access and close proximity to the CDB and linked existing transport services and connectivity to waterfront and Sullivans Cove, and work that has already been undertaken to prepare the site and infrastructure services in place supported buildability.

These reports formed part of the resulting Strategic Business Case available on the above referenced link, outlining the projected benefits to Tasmania. This feasibility work highlighted the potential for a multipurpose stadium to support not only the case for a licence for a Tasmanian-based team to participate in the AFL Competition, but also to support a broader multipurpose venue, support the economy and industry confidence and growth in the construction, tourism, retail and hospitality sectors.

In September 2023, Macquarie Point was announced by the Premier, the Hon Jeremy Rockliff MP, as the preferred location to develop the proposed Multipurpose Stadium, if the development were to proceed. On 3 May 2023, the Tasmanian Government signed the Club Funding and Development Agreement with the Australian Football League for the establishment of a Tasmanian-based AFL and AFLW Club. The provision of a Tier 2 stadium to act as a home base for the Tasmanian Devils teams is a requirement of this agreement.

A copy of the Agreement is available at www.stategrowth.tas.gov.au/news/tasmanian_club_funding_and_development_agreement

O.3 Macquarie Point

O.3.1 Site Description

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

Road access to the site is via Evans Street, with Davey Street sitting on the western border, as articulated and illustrated below.

O.3.2 Why this site?

As noted above in the background on the project, a site selection process was undertaken, which considered potential sites around central Hobart. Macquarie Point scored the highest in this assessment. The location and Site offer features and advantages that support the delivery of the Project:

- **State ownership of the Site** – this removes the need for extended property acquisition and permission processes.
- **Development ready site:**
 - **Site investigations and preparation** – the remediation and extensive pre-development investigations on site will enable construction works to start as soon as approvals are received. Work already completed and referenced in this PoSS Summary Report and supporting attachments include remediation, geotechnical data and investigations, archaeological and cultural heritage investigations, and environmental and natural value impact assessments and investigations.
 - **Utilities and enabling works** – historical disused infrastructure has already been removed, and supporting utility upgrades and installations are either scheduled, underway or planned to support the development of the Site, including the Multipurpose Stadium.

- **Proximity to the CBD** – and existing hospitality, tourism, walkable destinations and residential areas support access for locals and visitors alike.
- **Accessibility** – the site is in close proximity to existing transport services and infrastructure including car parking, current and planned bus interchanges and the planned rapid bus network, as well as the current and planned ferry terminals, with existing and planned additional road access.
- **Limited environmental and natural values impact** – as a reclaimed site with on site investigations already undertaken, there is limited risk or potential for environmental hazards and natural values impact.
- **Part of a mixed-use precinct** – to support the activation of the function room and spaces in and around the Multipurpose Stadium and maximise its use, its location at Macquarie Point makes it part of an activated mixed-use precinct that will be used all year round.
- **Size of the site** – the size of the Macquarie Point site is also a unique feature. While there are other brown-field, green-field and infill sites that can be developed in and around the CBD for small-scale developments, there are no other sites that offer the size and proximity that the Macquarie Point site does. It offers the opportunity to base larger-scale social and economic infrastructure that smaller sites cannot support or accommodate, or that do not offer the accessibility that is available in this location. To reduce the site into smaller parcels or uses that could be delivered in other locations as alternative use, would diminish this unique potential use and provision of state-owned infrastructure.

O.3.3 Land titles and ownership

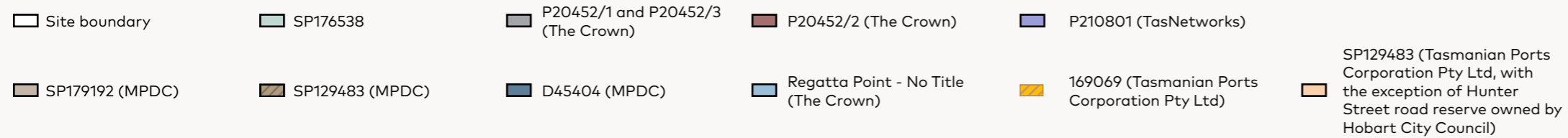
The Site is comprised of the following seven (7) land titles. All of these titles are owned by MPDC or are in the process of being transferred to MPDC and constitute The Site, as defined in the *Macquarie Point Development Corporation Act (2012)* and the TPC Guidelines.

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	The Crown (NRE)	Transfer underway to MPDC
12 Evans Street	CT 210801/1	TasNetworks (Electricity Substation)	Transfer underway to MPDC

The following adjoining/adjacent titles have also been included, as there are likely to be in-direct works and/or impacts/benefits resulting from the PoSS 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 Development and Public Foreshore.
18 Hunter Street / 10 Hunter Street	CT 169069/1	Tasmanian Ports Corporation Pty Ltd	Comprises TasPorts operations.
	CT 129483/7		
Road reserve	CT 129483/9	Hobart City Council	Comprises the Hunter Street Road reservation
Road/highway reserve	CT 20452/1	The Crown	Comprises road reservation land that covers the Tasman Highway, Davey Street, Macquarie Street and Brooker Avenue Intersection.
Road reserve	CT 20452/3	The Crown	Comprises of a portion of the Davey Street road reservation.

These titles are illustrated in the following figure.



Easements

The site comprising '10 Evans Street', lot number 179192, includes a number of easements, including:

- Rivulet Services Easements
- Pipeline Easements for TasWater
- A drainage right easement for the Hobart City Council.
- TasPorts land (lot 129483) has several easements which will be relevant for utilities during construction, including sewerage, pipelines and cable easements.

The Schedule of Easements and Folio Plans are provided at:

Attachment DD – Title Folio Plans and Easements
Relating to project

Figure O-4: Site details and titles (source: Cox Urban Design Framework Report).

O.3.4 History

Originally home to the muwina people, for the last 200 years Macquarie Point has been used for largely industrial-based roles in supporting the development of Hobart after the arrival of Europeans. It has been used as a farm, an abattoir, lumber yard, a gas works, cold store, goods storage, for heavy industry, rubbish disposal, to support the military, for freight, and for an extended period as the Hobart Rail Yard. This was before it began its most recent journey of commencing a process of remediation in preparation for renewal.

During this time the site has changed significantly with a large portion of the site progressively proclaimed.

As a result, the site's soil and ground water was polluted over time with a combination of fuels, heavy metals, and other contaminants.

MPDC was established in 2012 through the *Macquarie Point Development Corporation Act 2012 (MPDC Act)*, with the objective of remediating the land and preparing it for redevelopment. Early consultation about its redevelopment started with the community in 2013.

The Site was initially leased by MPDC and continued to be used for rail operations until the last train left in mid-2014.

An amendment was made to the MPDC Act in 2015 to provide a legislative framework to provide for a statutory audit pathway for the remediation of the site. This was important, as prior to that change, there was no existing statutory framework to measure remediation against and it was important to have an independent review process for the remediation of the Site.

The scoping of remediation work was based on specific investigations across each section of the site to determine what contamination needed to be managed. MPDC appointed a specialist remediation consultant to oversee this work in 2015.

Because of the different uses over time, and the resulting varied nature and extent of contamination across the Site, it was not appropriate to take a single approach and seek a single "sign-off" for the entire Site.

Instead the remediation the Site was delivered into seven "audit areas", to facilitate the scoping of appropriate works to address the varying contamination levels and types identified, and for the sign-off as remediation works were progressively completed across the site.



Figure O-5: Historic shorelines of Macquarie Point (Source: Mac Point Precinct Plan)

O.4 Implementation

O.4.1 Staged development of Macquarie Point

The Mac Point Precinct Plan sets out three broad stages for the delivery of the mixed-use precinct, noting these may overlap. In considering the staged development, the neighbouring Macquarie Wharf and Huon Quays, both owned by TasPorts, were also considered to support sequencing and project planning across the whole area.

The Multipurpose Stadium is part of Stage 1 and is supported by relevant enabling projects, such as the northern access road and the underground carpark. This ensures there is adequate space surrounding the project site during the construction phase. Development of the adjacent land parcels will be part of Stages 2 and 3 of the Mac Point Precinct Plan.

As set out on page 30 of Attachment JJ – Mac Point Precinct Plan, the precinct, including the neighbouring areas owned by TasPorts, is anticipated to be delivered in the following three broad stages.

Stage 1

- Upgrade of Macquarie Wharf, with the immediate priority being the upgrade of Wharf 6 to berth Australia’s Antarctic icebreaker, RSV Nuyina
- Northern Access Road
- Commencement of work on the Stadium
- Upgrades of Wharves 4 and 5 to support polar and research programs, defence support and additional commercial opportunities
- Commencement of the underground carpark within the Antarctic Facilities Zone to streamline the construction phase of the Stadium

Stage 2

- Residential Development and Public Foreshore
- Aboriginal Culturally Informed Zone
- Development of Port Commercial Zone

Stage 3

- Complementary Integrated Mixed Use Zone
- Antarctic Facilities Zone
- Huon Quays

Temporary activation of the site will continue to support current uses and events where possible, particularly prior to construction.



Figure O-6: Phasing Plan

O.4.2 Construction timeframes

The proposed Multipurpose Stadium construction works are intended to commence after the approvals are received and the contract is awarded, enabling a commencement in late 2025.

Construction works will continue through to the completion of building, testing and commissioning of the Main Works at the end of 2028, prior to AFL overlay and other events focused works that will run for up to six months into the first half of 2029.

The following key stages are noted in the initial Construction Management Plan:

- Enabling Works, (this relates to supporting infrastructure outside of the POSS) boundary i.e. the sewer main realignment
- Site Retention and Bulk Excavation
- Substructure
- Structure and Roof
- Services and Finishes
- Landscaping and public domain.

Further detail is provided at

Attachment AA – Construction Management Plan.

O.4.3 Proposed conditions

This PoSS Summary Report has been informed, and supported, by the appended reports listed in Appendix 4 – Supporting reports. These have been commissioned and prepared by experts to respond to the specific matters outlined in the TPC Guidelines.

In seeking and considering the advice and preparing this PoSS Summary Report, recommendations and opportunities that may support and enhance the approval process, have been identified. These are listed in Appendix 2 for the TPC's reference and consideration as appropriate.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 1

Proposal



How to read this chapter

Responding to TPC Guideline reference: Part II, Section 1, 7 & 8

This chapter addresses the following sections of Part 1 of the TPC Guidelines:

- Section 1.1 – Description of and plans for the proposed project
- Section 1.3 – Proposed Use and Development
- Section 1.4 – Design and Management Response
- Section 7 – Activity and Land Use.

This section provides a detailed assessment of the proposed Multipurpose Stadium, including:

- A floor-by-floor breakdown of the proposed use/ activities to be undertaken at the Multipurpose Stadium, including ancillary activities.
- An outline of the Multipurpose Stadium capacity and occupancy.
- An outline of indicative event timeframes and operating periods.
- An assessment of the built form, scale and materiality of the Multipurpose Stadium, and how it responds to the surrounding area.
- Detailed consideration of the proposed relocation of the Hobart Railway Goods Shed.
- Assessment of public open spaces and landscaping intent.
- An outline of required supporting and enabling infrastructure works.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>1.1 Description of and plans for the proposed project</p> <p>Clause 1.1.1 The reports are to provide a description and plans for the proposed project in addition to the detailed plans as outlined in section 1.3.</p>	<p>A summary of the response to this guideline is provided in this chapter, along with the Overview Chapter. A full response is provided in Appendix B – Stadium Design Description as well as Appendix A – Architectural Drawings.</p>
<p>1.3 Proposed Use and Development</p> <p>Clause 1.3.1 The reports are to provide full details and plans, including sections and elevations, of the proposed project, including a full description of the proposed use and development. Plans are to relate to the full extent of the project site. The plans are to show all use and development that is necessary or convenient for the proposed implementation and operation of the project. This will include:</p> <ul style="list-style-type: none"> • the location, building footprint, floor plan layout and purpose of proposed buildings and associated open areas, • a contiguous ground floor plan showing the relationships of interior and exterior spaces, • the building form, height, detailing and finishes of proposed buildings and works, • elevations and cross-sections of proposed buildings, • any demolition requirements and plans, • landscaping plans including details of the treatment of open spaces, including their relationship to surrounding lands and linkages, • details and plans of any proposed cut or fill, • details and plans of any public art proposed as part of the proposed project, including the proposed public art procurement strategy and management approach. 	<p>A summary of the response to this guideline is provided in this chapter. A full response is provided in:</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix A – Architectural Drawings</p> <p>Appendix D – Cut and Fill</p> <p>Appendix NN – Public Art Strategy Discussion Paper.</p>

TPC GUIDELINES	RESPONSE
<p>7.0 Activity and Land Use</p> <p>Clause 7.0.1 The reports are to discuss, describe and provide information on:</p> <ul style="list-style-type: none"> • The range of uses and activities for which approval is sought, as well as any limitation that is proposed on the use of the stadium, • the proposed management and programming regimes associated with the proposed uses, • how the proposed use and development of the stadium relates to current or potential future uses of sites and places in the locality of the stadium, • any restriction on the capacity of the stadium to host events arising from existing or potential future use of sites and places in the locality. 	<p>A summary of the response is provided in this chapter. A full response is provided in Appendix B – Stadium Design Description as well as Appendix A – Architectural Drawings. Proposed limitations on the use of the Multipurpose Stadium are reflected in proposed conditions.</p> <p>Chapter 8 Potential Land Use Conflicts provides a response to existing or potential future uses of sites and places in the locality.</p>
<p>8.2 Overshadowing</p> <p>Clause 8.2 The reports are to describe the existing solar access of the project site and adjacent area and analyse the effects of shadow impacts from the proposed project.</p>	<p>A full response is provided in this chapter, with accompanying solar access diagrams in Appendix B – Stadium Design Description as well as Appendix A – Architectural Drawings.</p>

This chapter is supported by the following consultancy reports

Appendix A – Architectural Drawings	Appendix P – Lighting Assessment and Electrical & Hydraulic Infrastructure
Appendix B – Stadium Design Description	Appendix Q – Noise and Vibration Assessment
Appendix D – Cut and Fill	Appendix EE – Carparking and Access Review
Appendix I – Urban Design Framework	Appendix HH – Pre-Stadium Cultural and Landscape Values Assessment
Appendix J – Visual Impact Assessment Report	
Appendix L – Historical Cultural Heritage Impact Assessment	

1.1 Stadium Use and Activities



Figure 1-1: View toward the relocated Goods Shed from the northern access road.

As outlined in the Overview of this PoSS report, the Multipurpose Stadium will be a drawcard attraction at Macquarie Point, supporting a variety of events throughout the year and introducing public activation to a strategically valuable inner-city site.

The proposed Multipurpose Stadium will be developed in conjunction with an associated external concourse and plazas, the relocated Goods Shed, outdoor cricket wickets and a new underground precinct car park. The total extent of development will occupy an area of approximately 58,500m² above ground, with the underground car park occupying an additional 8,100m² below ground.

The proposal to develop an enclosed stadium safeguards the venue's ability to attract events and activities that might otherwise be deterred by a weather-exposed arena.

The list of events and activities presented here is not exhaustive and is intended to highlight a range of possible uses. Event management planning will support all major events.

1.1.1 Primary Stadium Events and Activities

Australian Rules Football (AFL)

Australian Rules Football (AFL) is the most attended sport in Australia. Tasmania has historically had high participation in the game and has produced some of the greatest champions the league has known. For this reason, an exemplary home ground for the Tasmania Devils Football Club is befitting of the state's long and proud AFL tradition.

The AFL is a major stakeholder in the Multipurpose Stadium, having launched the Tasmania Devils Football Club as the 19th team, with men's and women's teams in preparation to join the league in 2028. The new Multipurpose Stadium will be designed to comply with the AFL Venue Guidelines Tier 2 requirements.

The Multipurpose Stadium will cater for the following indicative AFL and AFLW events each year:

7x AFL Matches (Tasmania Devils Home Game),

3x AFLW Matches (Tasmania Devils Home Game),

1x AFL Pre-season Match,

1x AFLW Pre-season Match.

The Multipurpose Stadium will also be available to host Tasmania Devils VFL & VFLW matches, Tasmania Devils Academy matches as well as local league finals competitions.

Cricket

Cricket is the original game played on an oval field and its needs and height parameters have been carefully considered when designing the new Multipurpose Stadium roof. It is recognised that cricket at the new Multipurpose Stadium could be a pioneer of the game under a fixed roof.

Primary hirers are Cricket Australia (CA) and Cricket Tasmania (CT) with an intent to support all forms of the game. The Multipurpose Stadium will meet international Cricket (ICC/ Cricket Australia) standards. Whilst international limited-overs cricket and BBL cricket have been played under a roof at Melbourne's Docklands Stadium, Test cricket has not been trialled under these conditions, and will need to be certified once built.

The intention to host cricket requires the provision of additional infrastructure to service the game, including outdoor practice wickets and media facilities to support cricket competitions, which have been included in the design.

The expectation is that the Multipurpose Stadium will cater for the following cricket events each year:

1x Test Match,

4x Big Bash League (BBL),

4x Women's Big Bash League (WBBL),

1x Women's ODI/T20.

Rectangular Field Sports

Soccer – the 'World Game' – could be an exciting addition to the Multipurpose Stadium and Tasmanian events calendar. A potential attraction to the new Multipurpose Stadium is the Socceroos and Matildas (Australian national teams) qualifiers or friendly games.

The Multipurpose Stadium will be designed to accommodate relevant requirements as outlined in the FIFA Football Stadiums Guidelines, as well as those in the APL Events and Venue Operations 2023-24.

The two Rugby codes – Rugby Union and League – can be hosted at the Multipurpose Stadium, adding to the rich diversity of events at the venue.

The inclusion of Rugby at the venue has the potential to host matches for the upcoming Women's Rugby World Cup (2029) and to attract future international test matches and World Series Rugby 7's tournaments. The Multipurpose Stadium design will be informed by the requirements outlined in the World Rugby Venue Regulations and the NRL Preferred Facility Guidelines.

In summary, the Stadium will also be able to accommodate the following sports codes:

Rugby League (NRL),

Rugby Union,

Football/Soccer.

Other Sports / Entertainment

With the flexibility of an all-weather roofed stadium, other events including one-off sporting fixtures such as combat sports or stadium basketball events could be hosted.

Concerts & Entertainment

In addition to its sports portfolio, live performance will be a major attraction at the Multipurpose Stadium. The design has considered the long-term flexibility of the Multipurpose Stadium for music and entertainment, and the ability to offer a range of experiences to appeal to a broad audience cross-section.

The brief for the new Multipurpose Stadium anticipates one major concert per annum (noting in any given year there are only 2-4 artists undertaking stadium tours in Australia), as well as smaller concerts/festivals as a result of the configuration which supports more intimate seating.

Conferences and Functions

Conferences and functions will typically be contained within the purpose-built Function Room at the Multipurpose Stadium and will have the ability to access big screens for branding displays, IPTV, PA system and limited areas of the seating bowl. The Goods Shed will be fitted-out to enable events and functions. The Multipurpose Stadium's facilities such as the covered concourse, corporate suits and media areas also offer complementary break out and meetings areas to support conferences and functions.

The types of ancillary functions that are anticipated and could be accommodated at the Multipurpose Stadium are:

large scale trade shows,

business conferences,

business functions,

private functions.

Community Events

The Multipurpose Stadium will be able to support community events, such as local sport, fun runs and other charitable events. It will also provide a space that is suitably sized for large training exercises, potentially required by the Tasmania Police and other emergency services.



Figure 1-2: Artist's Impression of the Multipurpose Stadium in concert mode.

1.1.2 Additional Activities and Services

A list of ancillary uses that are required for the hosting of the events mentioned above includes, but is not limited to:

- retail outlets (such as merchandise),
- food and beverage outlets (bars, restaurants, clubs),
- stadium tours,
- car parking.

Other key ancillary activities related to the use of the stadium include:

- provision of catering,
- ticketing and venue access control,
- media access and workspace on Event Day,
- provision for corporate hospitality,
- access to office space for ticketing contractor.

Ancillary activities related to the maintenance of the Multipurpose Stadium include:

- turf curation (inclusive of all tasks related to growing, tending to and maintaining the playing surface and wicket tables and practice wickets),
- wicket table transportation,
- facilities management and maintenance internal and external to the building (inclusive of façade, roof, mechanical systems, plumbing, electrical, vertical transportation, passageways, concourses both internal and external, landscaping immediately adjacent the stadium),
- cleaning and maintenance facilities,
- safe chemical and hazardous material storage,
- plant and equipment storage.

1.1.3 Timeframes and Operating Periods

The following section outlines specific details regarding the Stadium capacity across a range of events, including day-to-day operations.

Timeframes and operating periods depend largely on fixturing and scheduling and the commercial deals entered into for venue hiring rights. Operating periods ordinarily include time before and after the event where patrons, visitors and staff remain at the venue.

Sport: Activity surrounding sporting events is dependent on the scheduling and fixturing. 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: Bump in activity for major concerts will consist of truck movements and set up in the days leading up to an event and days post an event for pack down activity. This set up activity is constrained by the need to cover the playing surface for the least amount of time possible and therefore it requires all hours access to the venue. It is also noted that there will be sound checks and testing of the speaker system prior to any events.

Conferences and Business Events: This will consist of activity within the venue and in function rooms and kitchens. Most guests arriving for a conference or event will filter through the main entry gate or concierge area and will leave via the same gate. Hours for these events will depend on the hirer and the type of use, and will be managed by the operator.

Community Events: These types of event may require bump in and bump out provisions, similar to an entertainment event, albeit the scale of visitation may be lower. For major activations such as a marathon finish line (for example) it is likely that set up and bump in will occur in the days leading up to the event, with some activity post event for pack down.

The nature and type of event will dictate whether it is run during the morning, day or evening however for operational reasons it is important that restricted operating hours do not constrain uses. The potential impact on the amenity of nearby sensitive uses arising from noise will be managed through controls set out in the Noise Management Plan, to ensure no unreasonable detriment ensues from these operations. Patrons will enter and exit the venue in a staggered manner.

1.1.4 Floor by Floor Breakdown

The key programmatic areas within the Multipurpose Stadium are predominantly located at Field Level and Level 1 (Ground Level). Field Level provides accommodation for all team facilities as well as the primary service zones. Level 1 is the main public circulation floor with a continuous concourse from which patrons can access the seating tiers down to field level.

On the western side of the Multipurpose Stadium are additional floors at Levels 2 and 3. Level 2 provides additional hospitality spaces and the new Function Room. Level 3 is a dedicated floor for media facilities and match observation rooms, including Coaches Boxes and timekeeper's room.

The Urban Design Report provides more information on the layout of the site and stadium more broadly.

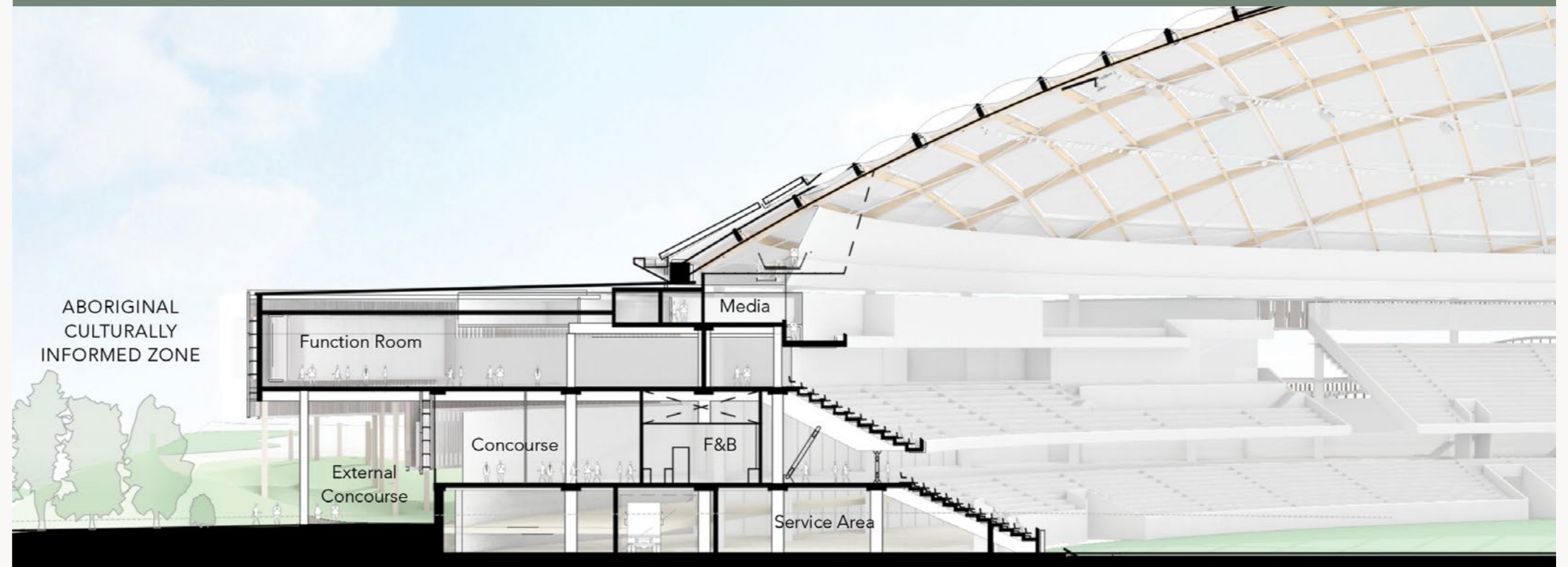


Figure 1-3: Section through Western Stand.

Basement Levels – Precinct Car Park

To the north-east of the Multipurpose Stadium a multi-deck car park facility is proposed to service the precinct. The car park will be grade-separated from pedestrian areas and will be accessible from the Northern Access Road. It will occupy three levels, with the upper level corresponding to the Field Level within the Multipurpose Stadium.

The car park will provide accessible parking for those patrons requiring on-site parking and parking for operational purposes such as for officials, players and to support the operations of the function room. The car park is currently designed for 536 cars, however, further works is anticipated to accommodate up to 560 cars.

Field Level – Team Facilities and Service Zone

In addition to the playing field, the Field Level will accommodate all the Team Facilities for sports events, as well as back-of-house and artist areas for concerts. It will include the primary service zones for the Multipurpose Stadium such as catering stores, waste stores, and security management spaces.

The key facilities on Field Level are:

- home and Away Team facilities,
- field Club Lounge,
- catering facilities,
- administration/maintenance areas,
- waste store,
- security services,
- primary pedestrian entry (via Gate 1) and premium ticket holder entry (via Gate 2),
- stage pocket/Outside Broadcast compound for loading/unloading concert infrastructure,
- access to the outdoor practice wickets,
- car parking to north-east of Stadium.

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

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

Level 1 (Ground Level) – Main Circulation Floor

Level 1 is the main circulation floor for General Admission and VIP patrons. This level will provide pedestrian entries 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 Antarctic Facilities Zone).

Gates 3 and 4 are positioned either side of the Goods Shed, which will incorporate food and beverage outlets and toilet facilities.

Access to the concourse and first seating tiers will also be provided via Level 1, along with:

- food and beverage outlets, catering and toilet facilities,
- access to premium/corporate box areas, including additional food and beverage options, bars and toilet facilities.

Level 2 – Function room and hospitality

Level 2 is primarily a function and hospitality floor that also includes dedicated media facilities. Program on Level 2 is consolidated on the western side of the Multipurpose Stadium, with cricket media facilities located in a 'pod' behind the goals/pitch at the southern end of the field.

Level 2 incorporates:

- function room and pre-function spaces,
- kitchens, bars and amenities,
- corporate suites,
- dedicated cricket media facilities including radio and TV broadcast areas, studio box, commentary box and associated function space will be located behind the goals at the southern end of Level 2.

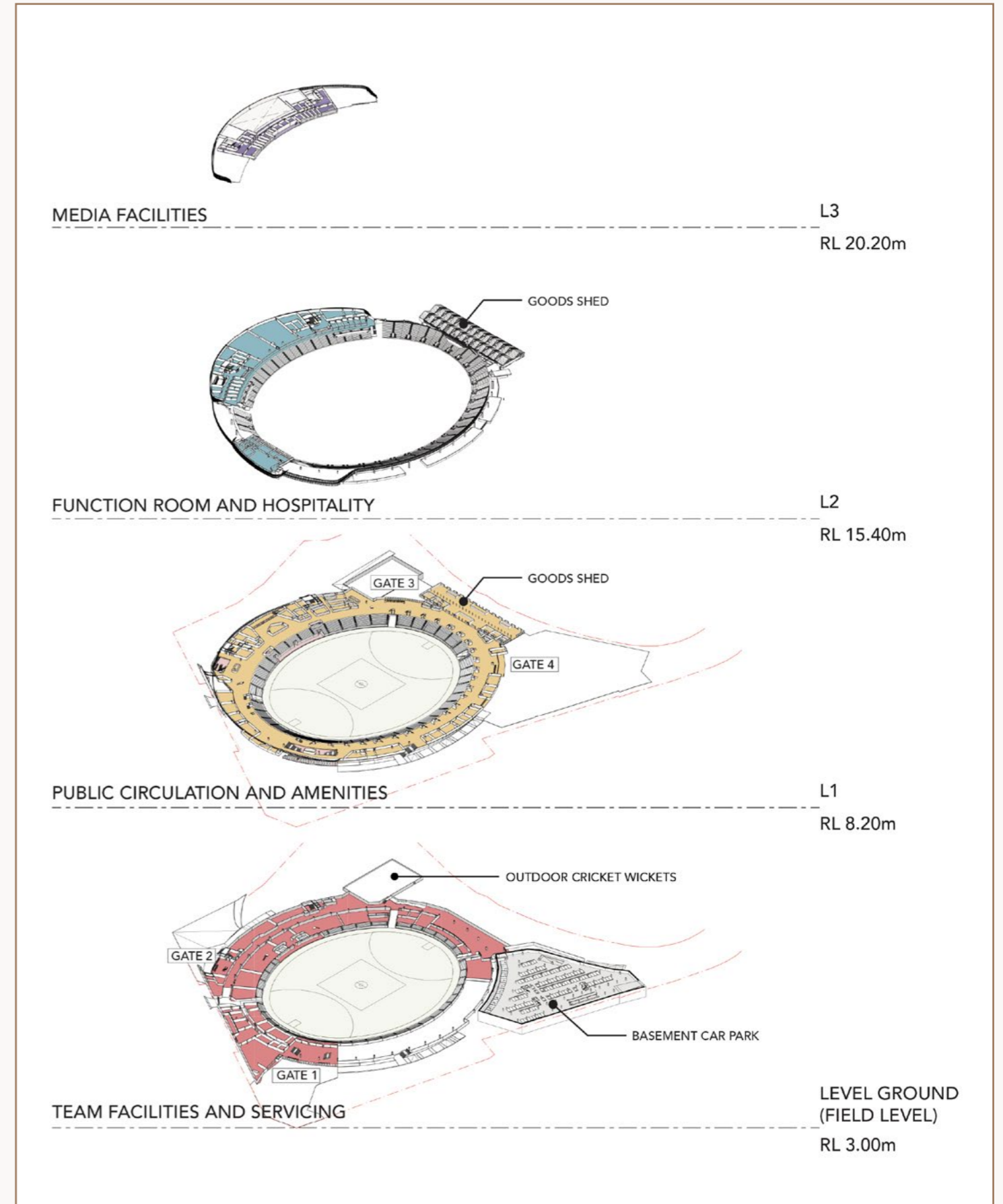


Figure 1-4: 3D axonometric study of the Stadium floor levels.

Level 3 – Media facilities

Level 3 is a dedicated floor for media and broadcast facilities, including a camera deck and match day observation areas for football.

Along with spectator seating, Level 3 includes:

- primary camera decks,
- TV and radio boxes and studios,
- coach box and statistical collection areas,
- a lounge area and associated toilet facilities,
- primary broadcast/lighting control room,
- match day observation spaces for football (coaches, timekeeper, statistician).



Figure 1-5: Artist's impression showing the cricket media pod to the left of the image.

Roof Level

The roof level will accommodate the roof structure and an access gantry for services infrastructure. The roof will support field lighting infrastructure that would otherwise need to be provided with lighting towers.

Information on the roof design is set out in the attached Stadium Design Description report.

The roof area of the western section of the Multipurpose Stadium above the function rooms will also include solar photovoltaic panels.



Figure 1-6: Aerial view looking over the new Stadium from the East.

1.2 Design and Development

TPC GUIDELINE REFERENCE 1.1.1

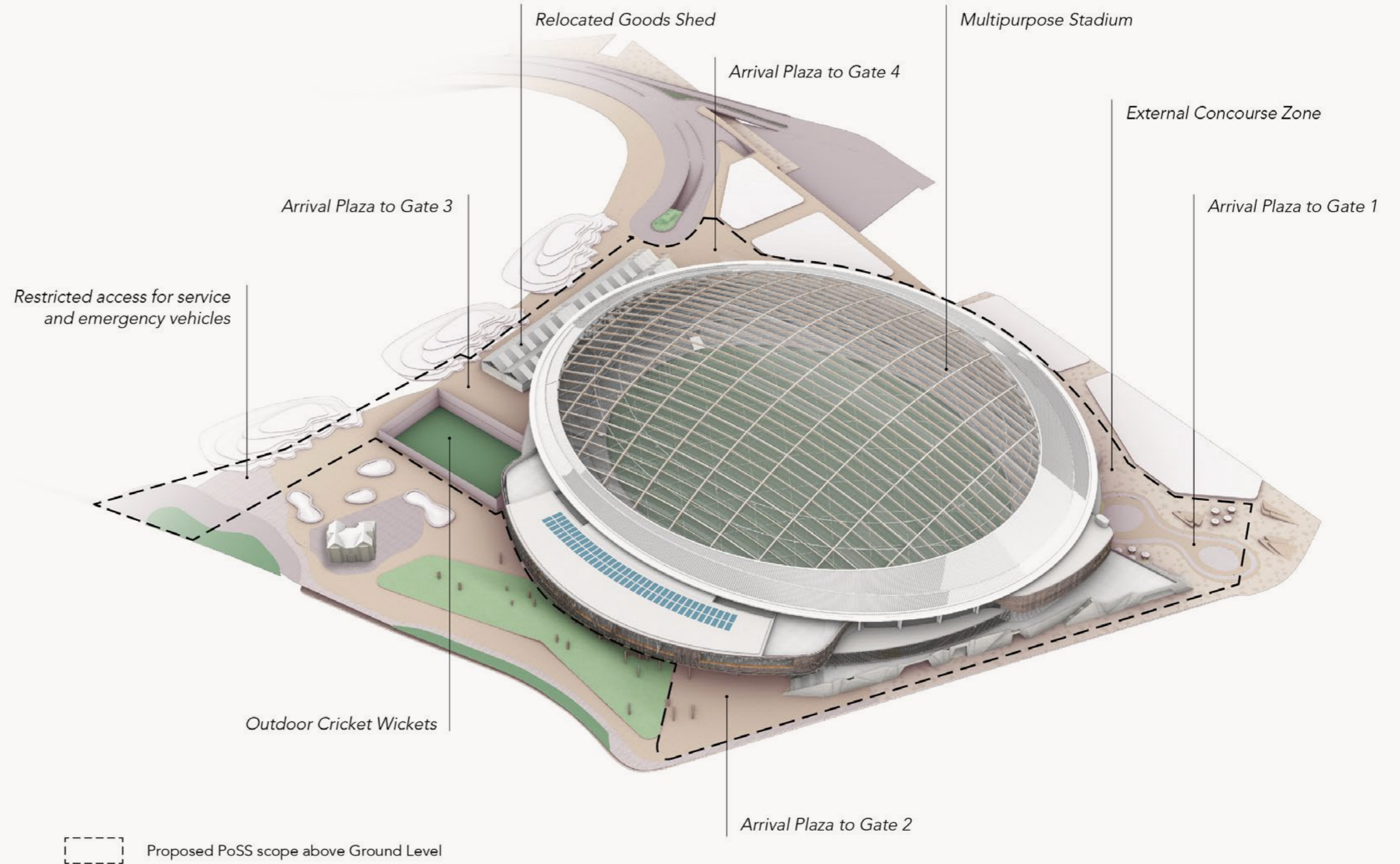
1.2.1 Overview – Built Form, Scale and Materiality

The Multipurpose Stadium will be tailor-made for Tasmania. With a 23,000 seated capacity and 1,500 standing room, the Multipurpose Stadium will offer all the hallmarks of a major city arena, whilst supporting a 'boutique' crowd experience that preserves the atmosphere for a variety of events at a range of scales.

When the Multipurpose Stadium converts to concert mode for live performance events, up to 31,500 patrons can be accommodated in both the tiered seating and in standing room on the field. In addition to major events, a 1,500 capacity Function Room with views to kunanyi / Mt Wellington has been incorporated into the Multipurpose Stadium design.

Without question, the defining feature of the new Multipurpose Stadium is the roof shell that bridges over the playing field. A feat of engineering, the 190-metre clear-span structure is believed to be the largest fixed roof over a natural grass oval anywhere in the world.

Figure 1-7: The Stadium will be articulated as a 'building in the round' with generous public space and parkland.



The form of the building scale is driven by the need to accommodate all the functional requirements of a contemporary Multipurpose Stadium whilst being distinctly grounded in place, and respectful of sensitive site interfaces. Being grounded in place means drawing on the built traditions of Sullivans Cove where buildings on the Cove Floor are freestanding.

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 Multipurpose Stadium. The prominent use of Tasmanian timbers will also celebrate the values and identity of the State.

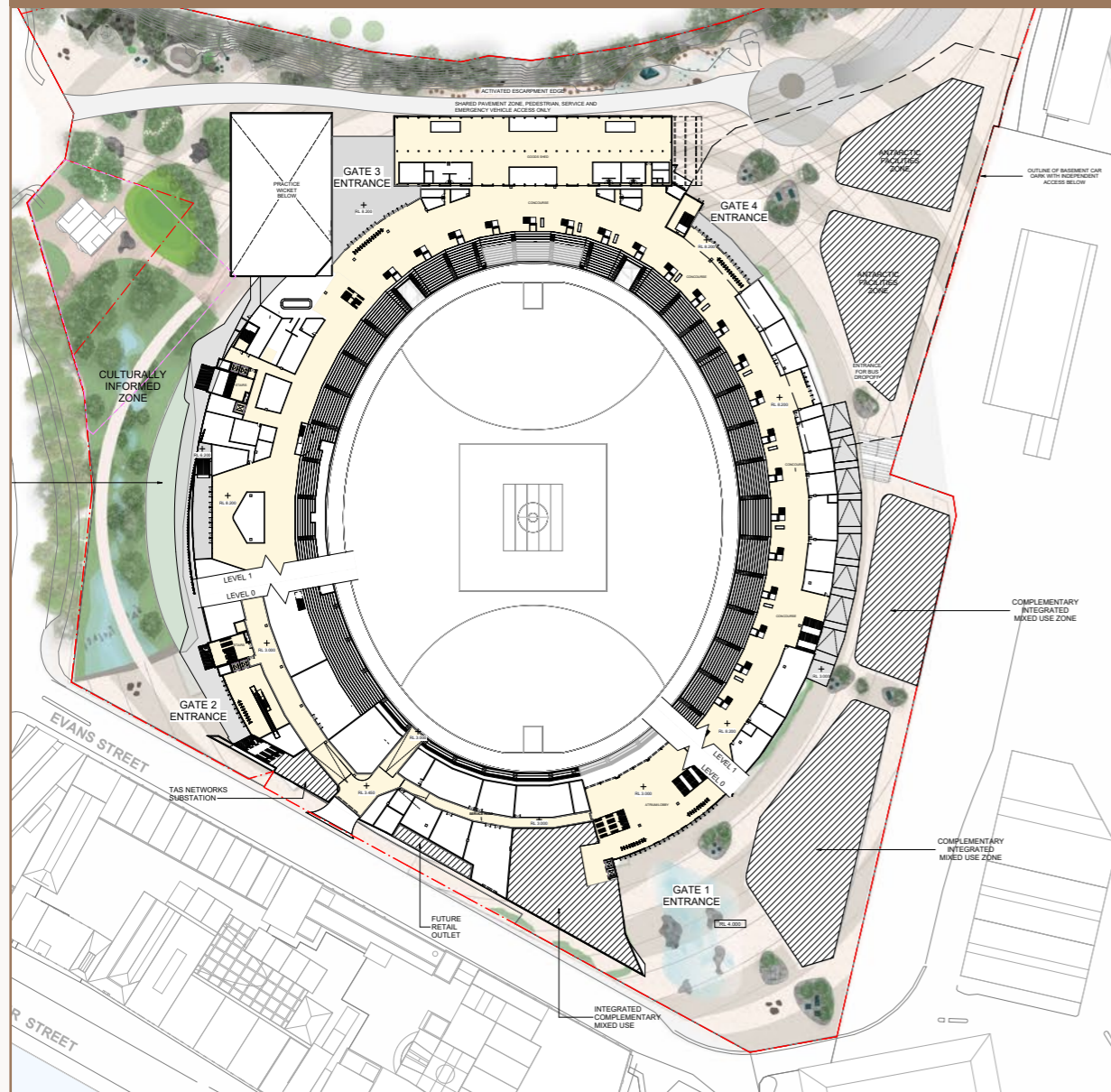


Figure 1-8: Continuous internal circulation interfacing with the external ground plane.

Capacity

23,000 seats plus standing room for **1,500 patrons** at major sports events
31,500 patron capacity for major concert events

Hospitality

1,500 person Function Room with views toward Kunanyi and Wellington Range

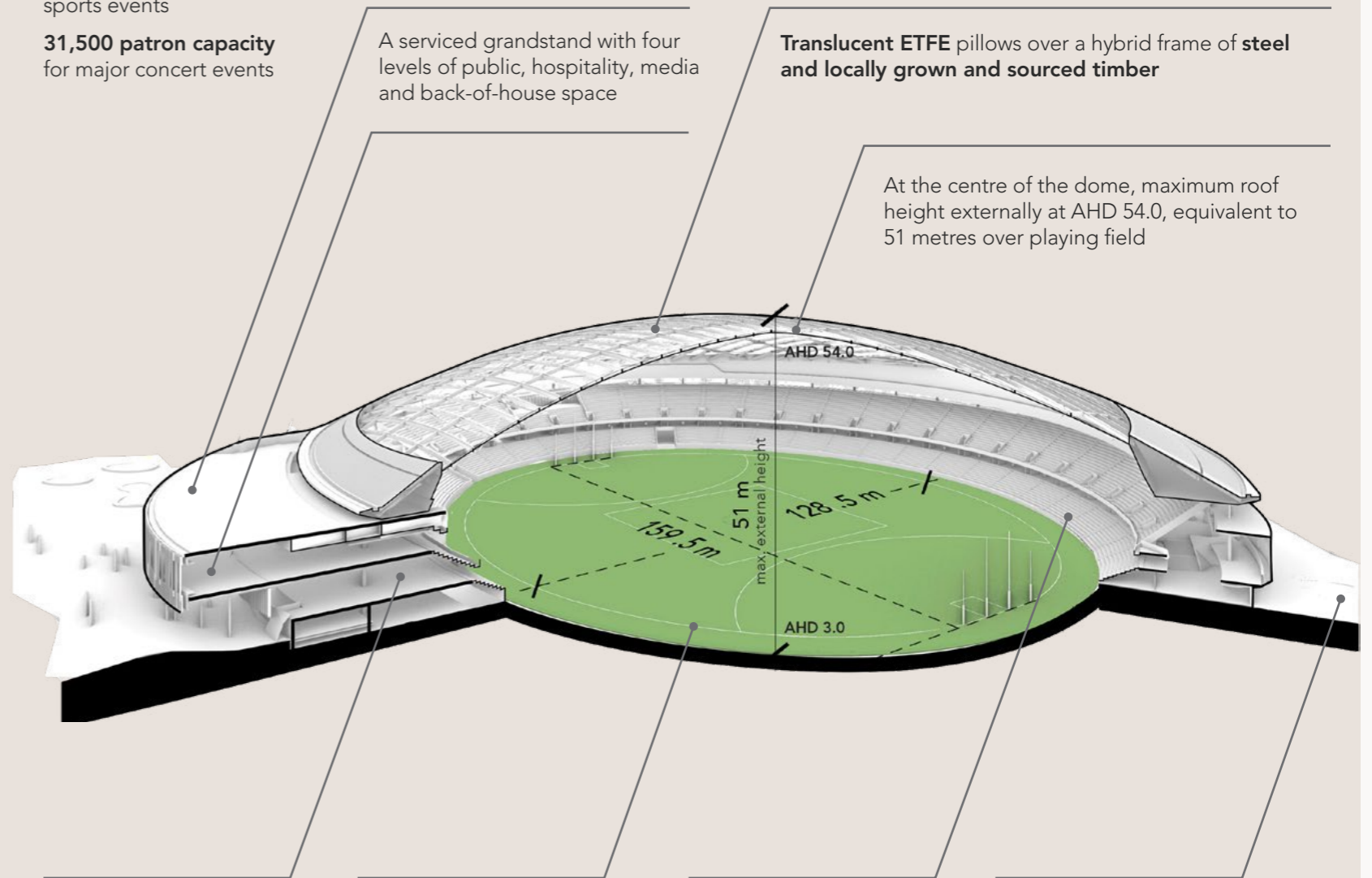
A serviced grandstand with four levels of public, hospitality, media and back-of-house space

Hybrid Timber and Steel Roof

Fixed dome-shaped roof that provides **full oval coverage** to safeguard events in all-weather

Translucent ETFE pillows over a hybrid frame of **steel and locally grown and sourced timber**

At the centre of the dome, maximum roof height externally at AHD 54.0, equivalent to 51 metres over playing field



360° Internal Concourse

Elevated internal concourse with **views over the field** and service zones beneath

Multi-Sport Field

159.5m x 128.5m
Field boundary for AFL

Intimate Seating Bowl

Fans are **closer to the action**

External Concourse

Open concourse supporting easy access and movement

Figure 1-9: Key design features.



Figure 1-10: Cricket inside the new Stadium.

1.2.2 Full Roof Coverage

The decision to pursue a fully roofed venue is driven by a desire to provide shelter from the harsher elements of the weather, to safeguard the venue for a variety of events in all conditions, and the functional benefits to minimise impact, avoiding additional requirements such as light towers.

The inclusion of the roof provides a particular advantage in that it allows for a variety of events to be staged on the field, and maximises content opportunities for the Multipurpose Stadium while offering a unique experience.

Patron Comfort

The spectators in the stands are at the heart of the design brief for the Multipurpose Stadium. A fully roofed venue will provide shelter from the harsher elements of the weather and promote patron comfort. Reduced visual glare, protection from the wind and rain, and optimised thermal conditions are all advantages that full-roof coverage presents.

Optimised Light Locations and Reduced Light Spill

A significant advantage from a full coverage roof is that it provides an apparatus from which sports lighting can be suspended, negating the need for free-standing light towers (similar to the MCG or Adelaide Oval), or lights fitted to a roof edge further from the field. The design of the Multipurpose Stadium roof enables light fittings to be fixed directly over the field and in closer proximity to the playing surface. The result of this configuration is that fewer light fittings are required and light spill from the venue is reduced. Mitigating light spill presents a considerable benefit for neighbouring residential areas and existing activities on Evans Street.

The lighting design has considered the extent of the light spill, which is calculated to be minimal. A technical model was developed by lighting engineers for the purpose of providing a comparative assessment of the potential light spill from both an open roof scenario as well as full-roof coverage. For more information see the accompanying Lighting Assessment and Electrical & Hydraulic Infrastructure (Appendix P).

Roof Performance Requirements

The expansive shell roof over the field is intended to be read as cloud-like, similar to the Bridgewater Jerry fog formation on the Derwent River, with a translucent skin that admits light, views and a sense of connection to the city, mountain and waterfront beyond.

The timber in the structure is expressed on the underside, and the volume created underneath will promote an awe-inspiring experience. The streamlined structure allows the maximum internal height above the centre of the pitch and an overall form that reduces in height and scale across all elevations, establishing a height at street interfaces that is comparable to and compatible with the scale of existing buildings.

The development of the roof has undergone an extensive options evaluation process to assess various roof typologies against a range of design criteria. The transparent sections of the roof are comprised of ethylene tetrafluoroethylene (ETFE), which is a high-strength polymer material that has been used on several other roofed stadiums in Munich, Beijing, Dunedin and Las Vegas.

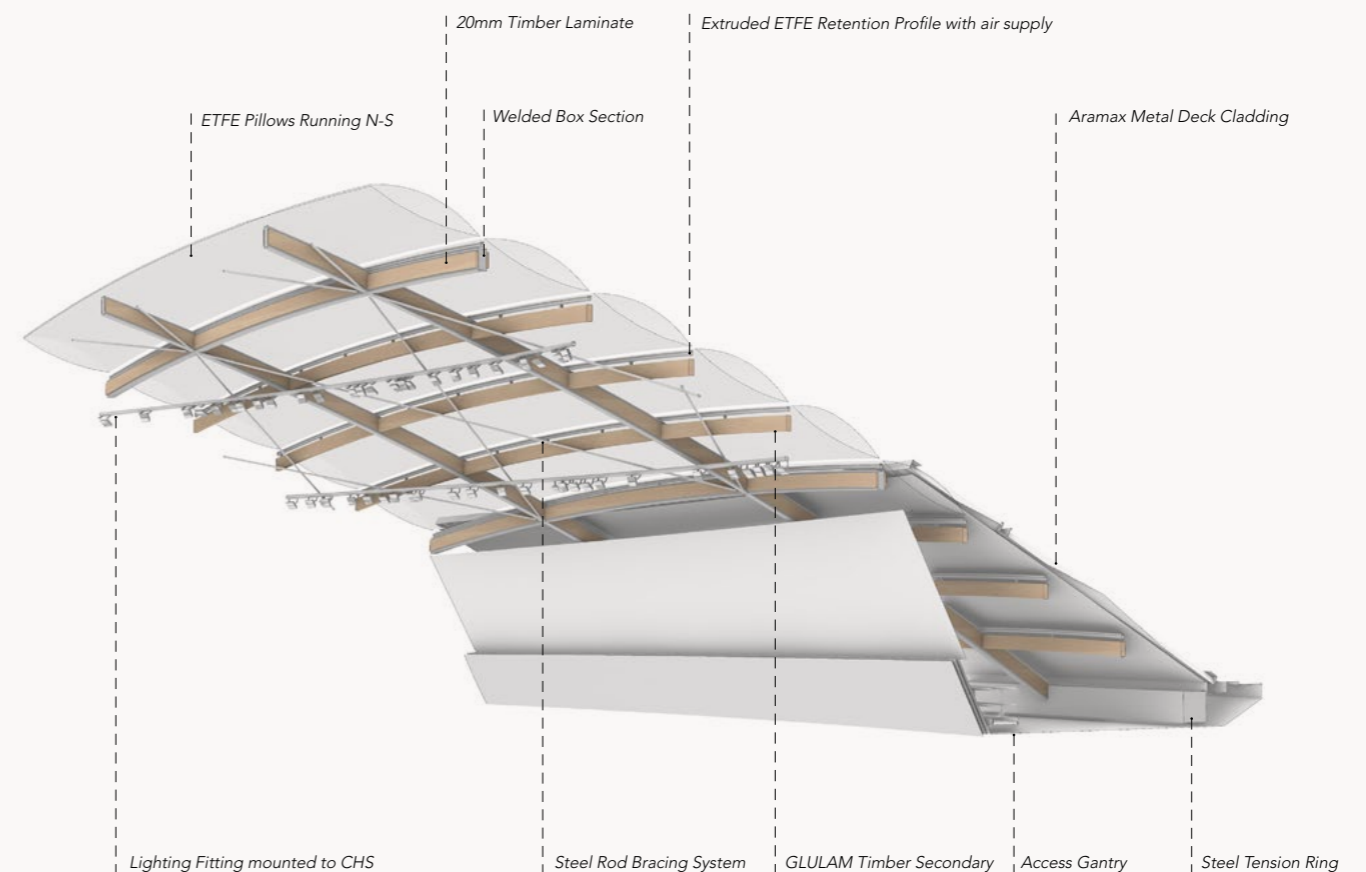


Figure 1-11: The roof in detail.

The following considerations were also explored in the development of the roof design.

Closed Roof or Openable

The relative value of a fixed, closed roof in comparison to an openable roof has been assessed. Openable roofs require additional structure and mechanisms to support the operational components of the roof system, which can result in a deeper structural zone beneath the roof surface which drives a higher roof profile.

A traditional, sliding panel roof also requires additional area for the panels to overhang when in an open configuration.

Roof Profile

The optimal roof profile will take into account several factors including height, structural stability and overall form. Arched forms and domes will have variable height, with a central peak and a lower perimeter. They are also known for their inherent compressive strength which reduces reliance on additional structural members. By comparison, flat profile roofs have a generally consistent height, but over large spans will require more and deeper structural members to prevent the structure sagging.

Domes also promote efficient air circulation that will offer improved internal comfort.

Shadow Casting

The impact of shadows cast on the field by both the roof and the seating bowl is an important consideration, as shadows can adversely impact both the performance on the field, as well as the quality of any broadcast. Accordingly, the extent, clarity and complexity of shadows cast by the roof are all factors that the design has considered. The built-form of the stadium seating bowl drives much of the shadow. The low profile of this Multipurpose Stadium helps reduce the extent of shadowing compared to larger stadiums.

To mitigate the impact of shadows, a key design principle is to minimise the quantum and depth of structural members on the roof. A lighter structural system will yield the most desirable outcome, and this is best achieved with a structural form with inherent stability, such as a dome. The proposed roof form has higher stability than a flat roof and can be supported by a lightweight structural grid, negating the need for deep beams.

Increasing light diffraction as it passes through the roof will also lessen the impact of shadows. Diffraction occurs when a light wave passes through a barrier and bends or spreads out, resulting in softer shadows. The ETFE pillows on the roof will provide excellent light transmission, but due to the curved form of the pillows there will also be significant light diffraction (light waves bending as they pass through the surface).

Additionally, alignment of the primary structural beams in a north-south direction will provide optimal orientation with respect to the passage of the sun, and will minimise sunlight obstruction and adverse shadows.

The collective impact of the lightweight structural grid, the ETFE pillows causing diffraction, and the consistent composition of the roof system over the field will result in shadow casting that is unlikely to have a significant impact on the playing field or broadcasting.

Cricket Ball Trajectory

The cricket ball trajectory was a consideration in establishing the clear height required under the roof. The Design Team have reviewed data available from Hawk-Eye camera systems that visually track and map the trajectory of a ball. This reveals typical patterns of play in a cricket match and indicates the likelihood of a ball coming into contact with adjacent structures.

Modelling of ball movements has indicated that cricket can be accommodated under the proposed roof form, with very low likelihood of contact between the roof and cricket balls.

Please refer to the following plans/documents for further detail:

Appendix B – Stadium Design Description.

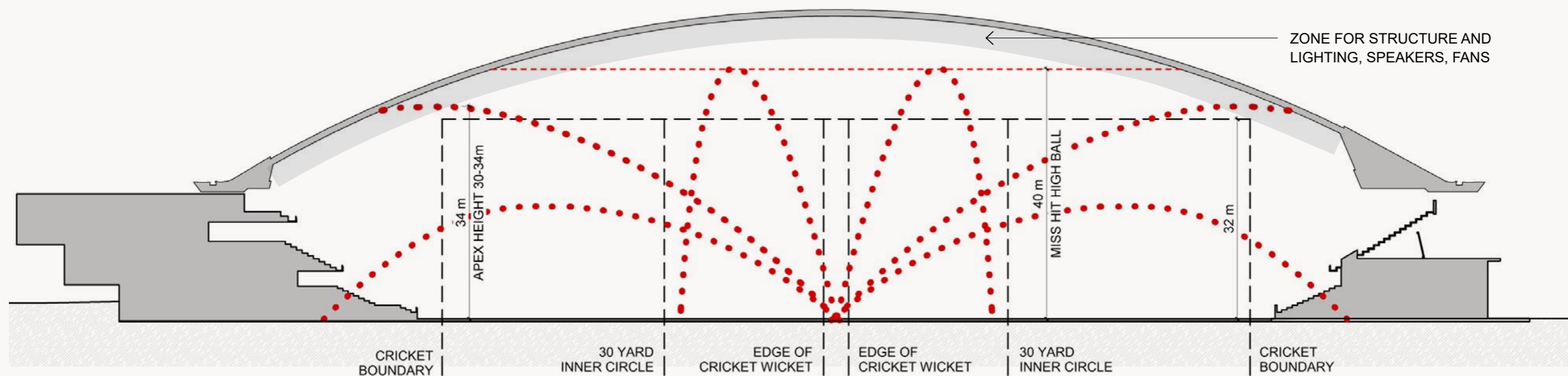


Figure 1-12: Section study of cricket ball trajectory.

1.2.3 Facade Treatment and Materiality

Ground Plane

The material palette is composed of finishes that have a natural quality and are low maintenance and timeless. The intent is to express textures that are raw and natural and in-keeping with a site adjacent to a working port.

At the base of the building, a 'concrete apron' folds up the Multipurpose Stadium and grounds it in place. This 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 use of concrete and stone within gabion walls will convey a sense of permanence and solidity.

Woven Screen

The 'woven screen' wraps the mid-layer which is home to the hospitality spaces that support the Multipurpose Stadium, including food and beverage offerings that service the concourse, as well as the Function Room at Level 2 and associated bars. This central layer forms a distinctive element of the building and cantilevers over the external concourse on the western side.

The primary façade treatment for the 'weave' will be a battened screen with variable openings to allow views from glazing behind and could be composed of weathered metal or timber battens. The screen has been culturally-informed and inspired by the Tasmanian Aboriginal cultural practice of weaving.

1.2.4 Cut and Fill Details

To facilitate development of the project, some earthworks will be required to prepare the site and support optimal levels through the precinct. For a detailed assessment of the proposed cut and fill, refer to the accompanying Cut and Fill Report (Appendix D).

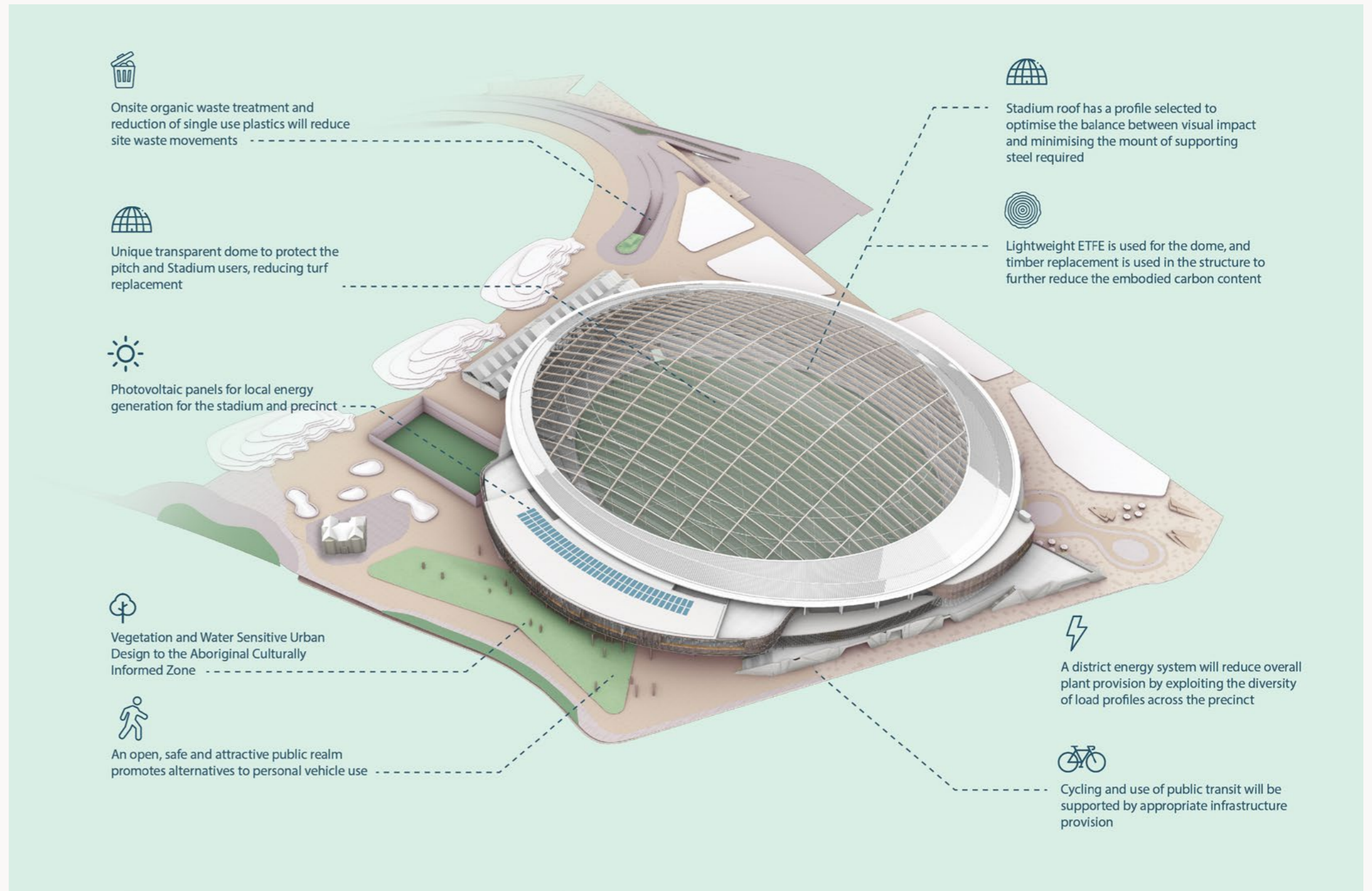


Figure 1-13: Sustainability principles.

1.2.5 Goods Shed Relocation

Originally located at the terminus of a former rail line, the Goods Shed's design allowed trains to pull up and load and unload onto platforms situated either side of the track.

As part of the Stadium development, it is proposed that the Goods Shed will be relocated to the northern side of the site. The original Goods Shed completed in 1915 was 300-foot, approximately 91 metres, long. The northern end of the building was later extended between 1946 and 1949 increasing its length by 72 feet, approximately 22 metres. The proposal to relocate the Goods Shed focuses on the original 300-foot, approximately 91 metre extent of the building.

A Conservation Management Plan will be used to ensure the heritage values of the Shed are sympathetically adapted. Once relocated to the north of the site, the Shed will be aligned to another former rail line and retain its original relationship to the tracks. It will stand in a similar location to where the Train Maintenance Shed once stood when part of the Hobart Rail Yards. Whilst the rail lines are no longer present on the site, it's intended to interpret the former tracks through inlays and details in the paving on the northern plaza.

The following principals have been adopted:

- the original form of the Goods Shed must remain clearly legible,
- retain the relationship to the former rail track,
- allow original façade openings to be reinstated,
- allow/promote its use as a public space and retain its use.

The original loading bay openings along the northern side of the shed will be re-established, creating a vibrant accessible destination for the community. On Event Days, the shed integrates with the Multipurpose Stadium's secure area, offering ticket holders a unique Tasmanian food and beverage experience within the heritage fabric. On non-Event Days the Goods Shed is separate to the Multipurpose Stadium and can operate as an independent venue accessible from the external concourse. This will provide an opportunity to activate the public realm beneath the escarpment throughout the year with community events and live performances.

The form of the Goods Shed will remain distinctly legible and appear detached from the Stadium, whilst providing a concealed threshold to allow functional connection between the two buildings. Its strategic location makes it an ideal venue for pre and post-game gatherings.

The following artists impression illustrates how the Goods Shed will appear, incorporated into the Multipurpose Stadium form.

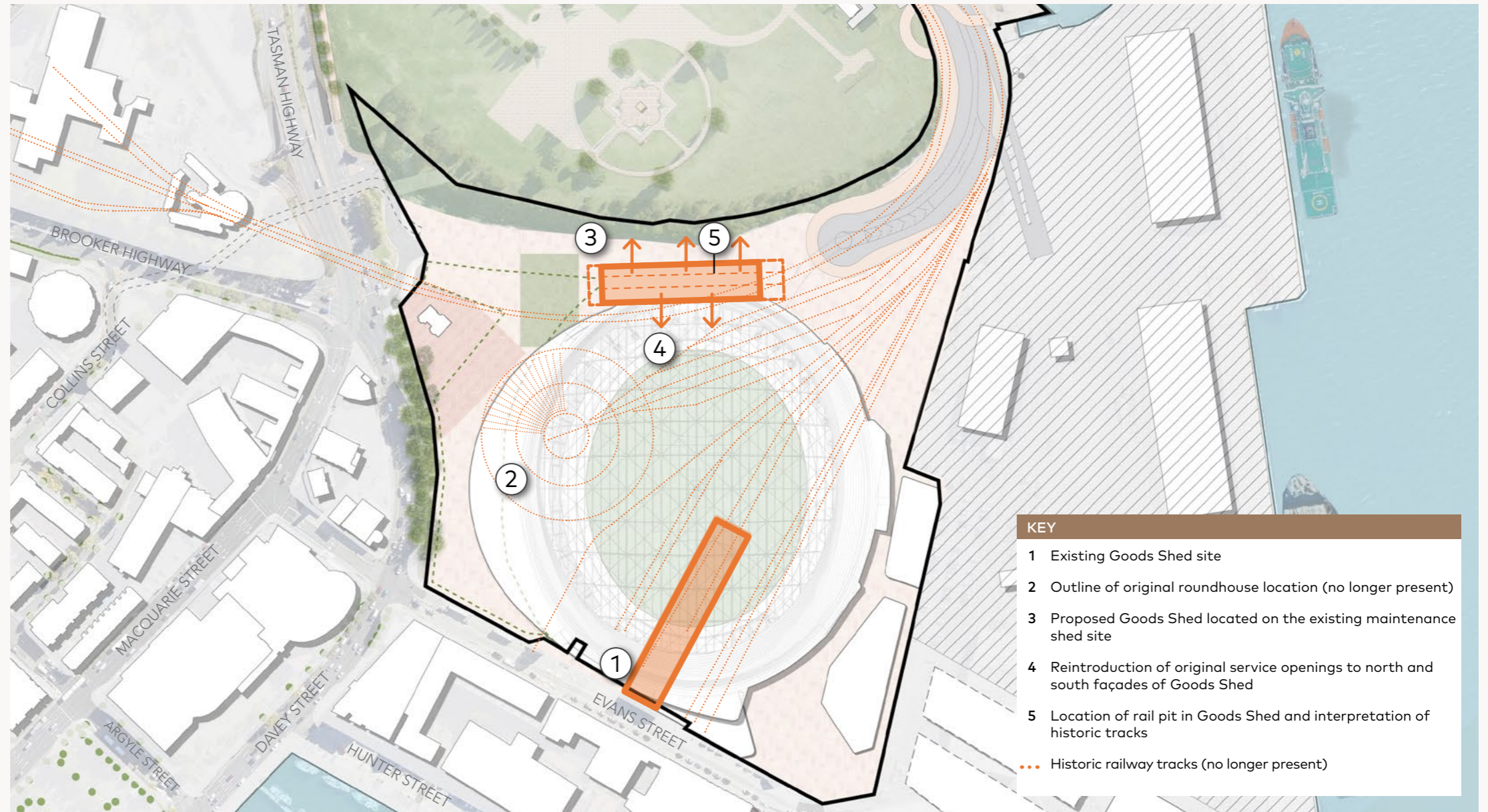


Figure 1-14: The Goods Shed relocation and preservation.



1.2.6 Landscaping and Open Space

The landscape design approach has considered the site in two distinct halves; one defined by the pre-colonial condition and the other delineated by the original shoreline. To the west, endemic planting will occupy undulating slopes, evoking the natural ground of the past. To the north-west of the Stadium, the design of the public space adjacent to the escarpment anticipates that it will be activated for community occupation and enjoyment.

In contrast, the public space on the east side incorporates a restrained planting palette and extends the concrete of the Cove Floor. This design references the working wharfs and industrial histories of the site, creating a distinctive yet harmonious contrast with the western half.

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

The landscape features four distinct plazas which correspond to each of the key entrances to the Multipurpose Stadium. The level of finish and detail will be dependent upon future stage design, and interim activations will support the safe use of these spaces as the broader precinct is developed.

The specific plazas are outlined below.

South East Plaza (Gate 1) – The Cove

The natural level of the South East Plaza falls below the pre-existing shoreline and in response the design for this space has referenced the movement of water and tides, which could be interpreted through the introduction of water play features or reflected visually in the design, and continuity of treatments consistent with the Cove Floor.

As the forecourt to Gate 1, the space needs to accommodate significant pedestrian movements and has been informed by the principles defined in the 'Hobart Public Spaces and Public Life – a city with people in mind'. This report was authored by Gehl Architects 2010, and includes the following recommendations:

- develop the waterfront into a true city destination,
- develop a continuous waterfront walk,
- create diverse spatial experiences along the waterfront,
- introduce activities related to the water,
- everyday life and great events.



Figure 1-15: Open spaces associated with the project.

South West Plaza (Gate 2) – Delta Shoreline

The South West Plaza forms the entrance to Gate 2 and addresses the Davey Street and Evans Street intersection. It faces local landmarks including the Federation Concert Hall and the decorative brick flue of the old Hobart Gas Company.

This naturally low-lying plaza collects water from the wider site and the design response proposes a rain garden that could be explored along a boardwalk. The plaza design also includes a linear seating edge that allows for people to meet prior to events and linger before entering the Multipurpose Stadium.

As a secondary entrance, this plaza draws people in from Evans Street to the VIP entrance of the Multipurpose Stadium and also forms the main entry way to the Function Room and other spaces that operate outside of Event Days.

North West Plaza (Gate 3) – Cove Slopes

Facing the escarpment that frames the Regatta Point headland, Gate 3 will receive patrons arriving on foot from the Brooker Highway and the future Davey Street pedestrian bridge.

The headland provides natural shelter to an open space with opportunities for informal play such as climbing walls, viewing platforms and slides. Endemic planting is scattered throughout the plaza, reminiscent of the pre-existing foreshore.

The plaza will create a respectful landscape setting for the Royal Engineers Building. An existing staircase links pedestrians to the Cenotaph, the Bridge of Remembrance and Queens Domain Parklands. The Aboriginal Culturally Informed Zone to the south will be informed by a separate co-design process with the Tasmanian Aboriginal Community.

North East Plaza (Gate 4) – Escarpment Edge

During major events, this plaza will receive high volumes of people arriving from the Bus Plaza and the inter-city bike way. It forms the effective front door to Gate 4.

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

Aboriginal Culturally Informed Zone

The Aboriginal Culturally Informed Zone to the west will be informed by engagement with the Tasmanian Aboriginal community.

This process requires careful consideration and engagement is being led by Aboriginal people. It is important to note the concept designs shown in this PoSS Summary Report and supporting appendices are indicative only and the layout and use of the Aboriginal Cultural Informed Zone will be informed by the consultation process underway with community.

Please refer to the following Appendix for detailed plans:

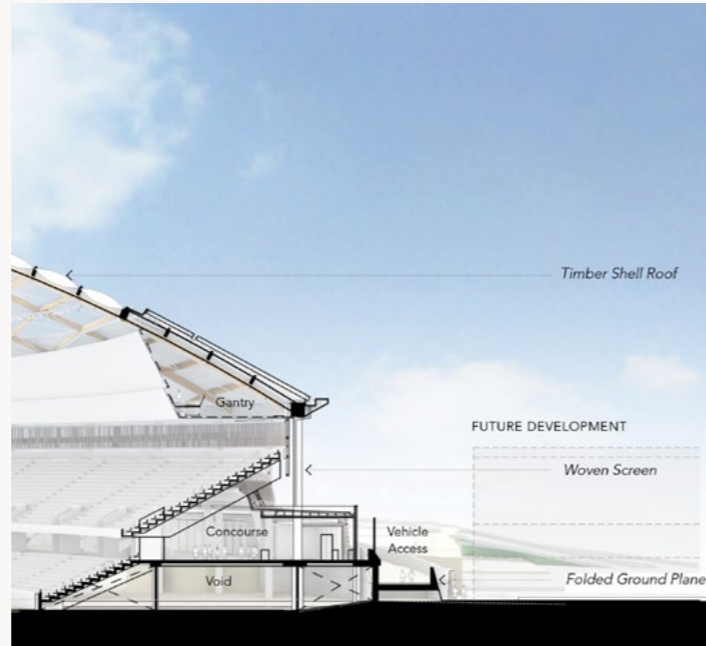
Appendix I – Urban Design Framework.

1.2.7 Overshadowing

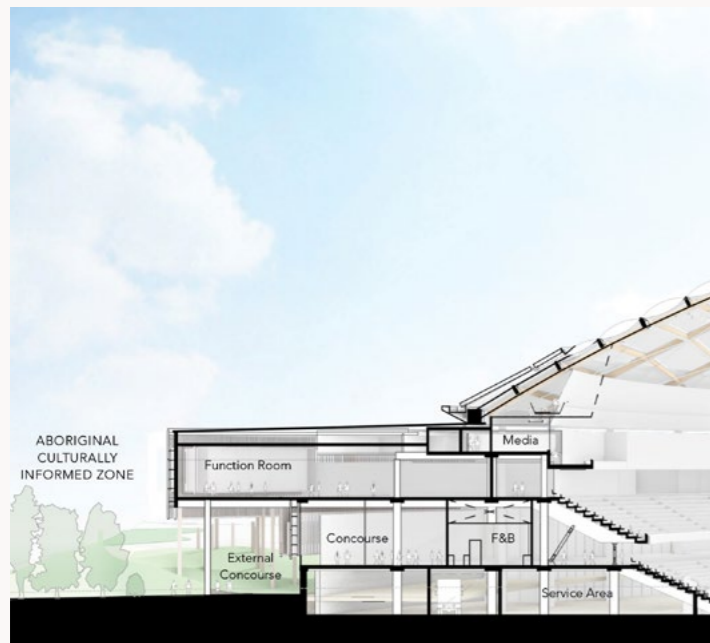
The project site currently experiences good solar access due to the absence of tall buildings or structures on, or immediately adjacent to, the site. The existing Goods Shed casts some minor shadow on the site and on Evans Street through the winter months.



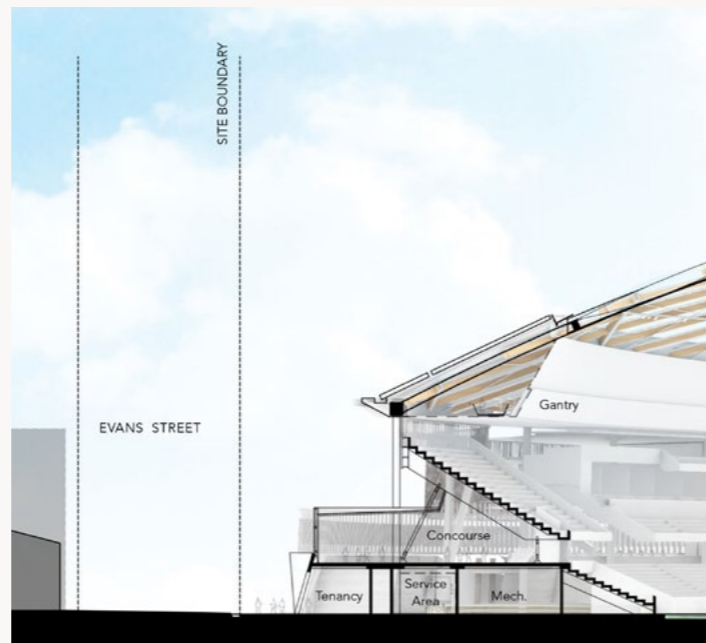
Section through Northern Stand and Good Shed



Section through Eastern Stand



Section through Western Stand



Section through Southern Stand and Evans Street

Solar study diagrams have been prepared to indicate the extent and effects of overshadowing of the proposed Multipurpose Stadium on adjacent streets, properties and within the boundaries of the precinct. Diagrams compare the current overshadowing conditions of the site with those imposed by the proposed Multipurpose Stadium, associated structures, and future developments.

The form of the roof achieves its highest point above the centre of the playing field, and the gently sloping nature of the dome ensures that this has minimal impact on the shadows cast by the Multipurpose Stadium. The facade underneath the perimeter of the roof, which generally aligns with the back of the stands, casts most of the shadow across the site.

The site consists of several publicly accessible plazas that correspond to the major entry points to the Multipurpose Stadium. These have been discussed in the previous section. The extent of overshadowing of the plazas is as follows:

- The **North West Plaza** at Gate 3 receives very little overshadowing from the Multipurpose Stadium throughout the year. Similarly, the **North West Plaza** at Gate 4 receives very little overshadowing from either the Multipurpose Stadium or the relocated Goods Shed throughout the year, however it will receive some afternoon overshadowing from the massing of the future development parcel. This area is largely taken up with pedestrian circulation associated with the Bus Plaza.
- The **South West Plaza** and the Aboriginal Culturally Informed Zone on the western side of the Multipurpose Stadium receive full sun from midday through to the afternoon throughout the course of the year.
- **Evans Street** is relatively untouched by overshadowing in December. By March, the Multipurpose Stadium begins to cast shadow across the street after midday, and in June there is overshadowing of the street during the day.
- The **South East Plaza** that forms the main arrival space for Gate 1 receives little overshadowing from the Multipurpose Stadium throughout the day in December, although it will receive some overshadowing from the future development massing in the morning. Conditions will be similar through the month of March. 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.

The existing site features very little vegetation. Where there are some established trees, these are consolidated along the western boundary on Davey Street. These trees will experience some overshadowing from the Stadium, but only in the morning around 9am.

From March and through the winter months there will be some overshadowing of buildings on Evans Street in the morning. In this midwinter period when the shadows are longest, shadowing is generally on the non-residential lower floors, and any shadow experienced by neighbouring properties would be for less than 3 hours. There will be no overshadowing of private open space.

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

Appendix B – Stadium Design Description.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 2

Landscape and Urban Form

2

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 4

Part II, Section 4.1 and Section 4.2 of the TPC Guidelines require the assessment of the proposal in consideration of the landscape and visual values and the urban form of Sullivans Cove.

This specifically includes:

- Discussion, identification and assessment of the likely significance of and the effects of change resulting from the Multipurpose Stadium on the landscape, as a public resource, and on people’s views, enjoyment and visual amenity.
- Analyse and describe how the built form, massing, bulk, scale, alignment, orientation, detailing and landscaping of the proposed project is informed by the historic, existing spatial and built form of Sullivans Cove.

- Analyse and describe the effect of any impacts from the proposed project on the existing spatial and built form and historic and cultural value of Sullivans Cove.

To address this requirement, this chapter outlines:

- a summary of the part of the TPC Guidelines addressed,
- a list of supporting reports,
- responses to the relevant items in the TPC Guidelines.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
4.0 Landscape and Urban Form	
4.1 Landscape and Visual Values	
<p>Clause 4.1.1 The reports are to discuss, identify and assess the likely significance of, and the effects of, change resulting from the Stadium on the landscape, as a public resource, and on people’s views, enjoyment and visual amenity.</p> <p>The landscape is to be assessed in its broadest sense. The area to be included in the assessment is to be the full extent of land and water where there may be an effect. The definition of landscape is to include natural landforms, waters and ecosystems, human settlement and people’s association with place.</p> <p>The landscape assessment is to describe the importance and values attached to elements of the landscape by people and communities.</p>	<p>This chapter provides a summary of the response to this guideline.</p> <p>A technical response to the landscape assessment, and key viewpoints around the city to and from the Site and Cenotaph is provided in Appendix J – Visual Impact Assessment Report.</p>
<p>Clause 4.1.2 The reports are to assess the effect the proposed project has on:</p> <ul style="list-style-type: none"> • the landscape and townscape values and characteristics of the project site and broader area, • spatial and physical use and enjoyment, • specific views in to and out of the site and the general visual amenity experienced by people and the likely significance of visual effects. 	<p>This chapter provides a summary of the response to this guideline.</p> <p>A technical response to the townscape values and characteristics is available at Appendix I – Urban Design Framework.</p>

TPC GUIDELINES	RESPONSE
<p>Clause 4.1.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • how the historic character of the landscape is incorporated into and shapes the character of the locality. The historic landscape character will be derived from understanding how the long sequence of events and actions are visible in today's landscape and the broad patterns and character that this sequence reveals, • supplementing the assessment of historic and landscape character with information on: <ul style="list-style-type: none"> – the historic cultural heritage significance of registered and listed heritage places and precincts, – the cultural significance of known Aboriginal heritage (note: advice from Aboriginal Heritage Tasmania will be obtained on how sensitive information is to be presented in reports), • the spatial characteristics of the broader area, • the existing urban morphology of the broader area, how previously adopted plans and strategies related to future urban form contribute to the landscape character of the area and the effect that out of scale buildings have on the historic and landscape character of the area, • the area within which the proposed project is visible, the number and range of people and groups who may experience views and viewpoints and where they will be affected, • the overall significance of visual effects from an understanding of the sensitivity of viewers, the values of different views and the scale, degree of contrast and magnitude of visual effects, • people's visual and spatial experience of the proposed project incorporating: <ul style="list-style-type: none"> – where people experience the proposed project while moving in the broader area, the sequential visual experience is to be assessed, – where the proposed project is to be lit at night, the effects of lighting are to be assessed, • the spatial and location characteristics of the Cenotaph headland within the surrounding townscape and landscape at a local and subregional level. The roles, values and landscape significance of the Cenotaph headland is to be assessed with respect to views and vistas to and from the Cenotaph: <ul style="list-style-type: none"> – as identified by users and managers of the Cenotaph, – as outlined in section 32.3 and figure 32.2 of the Sullivans Cove Planning Scheme 1997, – as outlined in Planning Scheme Amendments to Macquarie Point Site Development Plan Planning Report, AllUrban Planning, Dec 2018, – as outlined in Macquarie Point Master Plan: Reset - urban design notes, Leigh Woolley, 2019, • the spatial and location characteristics of the surrounding landscapes, and their roles and values. 	<p>This chapter provides a summary of the response to this guideline.</p> <p>A full response is provided in:</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix J – Visual Impact Assessment Report.</p>

TPC GUIDELINES	RESPONSE
<p>Clause 4.1.4</p> <p>The reports are to provide plans, including sections and elevations, maps and graphics that show, illustrate and describe:</p> <ul style="list-style-type: none"> • the landscape character of the area and the significance of effects to landscape values, • the historic character of the area and how layers of history are revealed through visual and spatial indicators, • the historic, existing and planned urban morphology of the area, and how this character is represented in the landscape, • the areas within which the proposed project may be viewed and the range and number of people that may be affected, • key sequential and static viewpoints and the overall significance of visual effects. <p>The methodology used for visualisations is to be described and is to be informed by the New Zealand Institute of Landscape Architects Best Practice Guide 10.2, Visual Simulations, 2010, or an equivalent professionally developed and adopted set of guidelines.</p> <p>The reports are to be informed and guided by the processes and principles outlined in Guidelines for Landscape and Visual Assessment, third edition, 2013.</p>	<p>This chapter provides a summary of the response to this guideline.</p> <p>A full response is provided in:</p> <p>Appendix J – Visual Impact Assessment Report</p> <p>Appendix I – Urban Design Framework.</p> <p>The two appendices also provide an outline of the landscape character and urban morphology of the area. This is supported by the detailed urban design analysis, plans and diagrams provided in:</p> <p>Appendix GG – Site Development Plan</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix A – Architectural Drawings.</p>
<p>4.2 Urban form of Sullivans Cove</p>	
<p>Clause 4.2.1</p> <p>The reports are to describe the existing urban form of Sullivans Cove and describe and analyse:</p> <ul style="list-style-type: none"> • how the built form, massing, bulk, scale, alignment, orientation, detailing and landscaping of the proposed project is informed by the historic, existing spatial and built form of Sullivans Cove, • the effect of any impacts from the proposed project on the existing spatial and built form and historic and cultural value of Sullivans Cove. 	<p>This chapter provides a summary of the response to this guideline.</p> <p>A full response is available in Appendix I – Urban Design Framework at 4.2.1.</p>
<p>Clause 4.2.2</p> <p>The reports are to describe:</p> <ul style="list-style-type: none"> • the planning history of the spatial and built form of Sullivans Cove and how the proposed project relates and responds, • the history of master plans and site development plans for the Macquarie Point site and how the proposed project relates and responds. 	<p>This chapter provides a summary of the response to this guideline. A full response is available in:</p> <p>Appendix I – Urban Design Framework at 4.2.2.</p>

TPC GUIDELINES	RESPONSE
<p>Clause 4.2.3</p> <p>In preparing the reports, without limiting the scope, specific consideration is to be given to:</p> <ul style="list-style-type: none"> the pattern of building height, bulk and form, to what degree the proposed Stadium building is individually prominent by virtue of being significantly higher or having a larger apparent size in contrast to neighbouring buildings when viewed in street elevation, 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, to what degree the proposed project overshadows public areas. 	<p>This chapter provides a summary of the response to this guideline.</p> <p>A full response is provided in the following supporting plans/ reports:</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix A – Architectural Drawings</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix J – Visual Impact Assessment Report.</p> <p>Overshadowing is addressed in Assessment and response Chapter 1 – Proposal.</p> <p>Further information regarding the spatial, contextual, and historical considerations and design response of the Multipurpose Stadium is available in:</p> <p>Chapter 1 – Proposal</p> <p>Appendix GG – Site Development Plan</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix B – Stadium Design Description.</p>

TPC GUIDELINES	RESPONSE
<p>Clause 4.2.4</p> <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> the Sullivans Cove Planning Review 1991, the Sullivans Cove Planning Scheme 1997. <p>Without limiting the content of the reports, the following information is to be provided:</p> <ul style="list-style-type: none"> plans detailing the existing urban form qualities of Sullivans Cove, including building footprints and heights, primary and secondary spaces and expression of the wall of the Cove, long sections and visualisations showing the location, size, bulk and design of the proposed project relative to the existing urban form, from a range of relevant locations. 	<p>The attached Reports have considered both the Sullivans Cove Planning Review 1991 and the Sullivans Cove Planning Scheme 1997 in analysing and documenting the alignment with, or departure from both Reports. Further information on this is contained within the Assessment and response against relevant TPC Guidelines within this chapter, within Chapter 3 Policy, Strategy and Legislation and Chapter 1 Proposal of this submission, and within the following appendices:</p> <p>Appendix GG – Site Development Plan</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix B – Stadium Design Description.</p>
<p>Clause 4.2.5</p> <p>Without limiting the content of the reports, the following information is to be provided:</p> <ul style="list-style-type: none"> plans detailing the existing urban form qualities of Sullivans Cove, including building footprints and heights, primary and secondary spaces and expression of the wall of the Cove and long sections and visualisations showing the location, size, bulk and design of the proposed project relative to the existing urban form, from a range of relevant locations. <p>The methodology used for visualisations is to be described and is to be informed by the New Zealand Institute of Landscape Architects Best Practice Guide 10.2, Visual Simulations, 2010, or an equivalent professionally developed and adopted set of guidelines.</p>	<p>The attached Reports have documented in detail the urban form qualities of Sullivans Cove and how the Project relates to the existing urban form from a range of relevant locations.</p> <p>For further information please refer to:</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix A – Architectural Drawings</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix J – Visual Impact Assessment Report.</p>

This chapter is supported by the following consultancy reports

- | | |
|--|---|
| Appendix A – Architectural Drawings | Appendix J – Visual Impact Assessment Report |
| Appendix B – Stadium Design Description | Appendix GG – Site Development Plan |
| Appendix I – Urban Design Framework | |

2.1 Landscape and Visual Values

TPC GUIDELINE REFERENCE 4.1.1

For the purposes of assessing landscape and visual values for the Site and its surrounds, the TPC Guidelines require identification and assessment of the likely significance and effects of change resulting from the Multipurpose Stadium on the landscape, as a public resource, and on people’s views, enjoyment and visual amenity.

2.1.1 Assessment and response

The Visual Impact Assessment Report (Appendix J) and the Urban Design Framework (Appendix I) have been prepared as part of this PoSS Submission. They have considered and assessed the landscape, including an assessment of all areas of land and water within Hobart where there may be an impact from the proposed Multipurpose Stadium. This assessment has informed the design of the Multipurpose Stadium to both minimise negative impacts upon the surrounding landscape and to complement, connect and celebrate the existing landscape surrounding the Site.

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

The Urban Design Framework (UDF) and Visual Impact Assessment (VIA) identify the following effects of the proposal:

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

The attached Reports provide the following key conclusions, in specific response to the following key TPC Guidelines.

Whilst the proposed development represents a change to the visual environment around the Site, it:

- a. Does not impact the visual qualities of the surrounding natural features around the Site such as the Derwent River, the Domain (including the Escarpment) or the vegetated hills to a point where it significantly changes their character, or significantly obscures key views to them.
- b. 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 the historic and contemporary built form around Sullivans Cove, or the City Centre built form.
- c. The Heritage Impact Assessment does identify impacts to heritage places and precincts, with corresponding mitigation measures (Chapter 6). However for the purposes of this Landscape and Urban Form Assessment, the conclusion is that the proposal does not significantly detract 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 as a ‘dome,’ has a maximum height at 1 point falling to the edges and which:
 - retains the visibility of important elements behind,
 - minimises the appearance of a large bulky form,
 - transitions to surrounding natural and built form elements.
- d. The project creates new views from the public domain to the Cenotaph which presently do not exist, specifically from Evans Street (which are presently obscured by the Goods Shed) and within the Site (which is not currently public accessible).

The UDF report concludes that the significance of effects has been minimised and the landscape values protected where possible. Further information regarding the effects and mitigation measures is available in Appendix I – Urban Design Framework, Appendix A – Architectural Drawings, Appendix B – Stadium Design Description and Appendix J – Visual Impact Assessment Report.

2.1.2 Landscape and townscape values

TPC GUIDELINE REFERENCE 4.1.2

The TPC Guidelines require the reports to analyse and assess the effect the proposed project has on the landscape and townscape values, the characteristics of the project site, broader area spatial, physical use and enjoyment, specific views in to and out of the site, the general visual amenity experienced by people, and the likely significance of visual effects.

2.1.3 Assessment and response - landscape and townscape values and characteristics

The UDF documents the landscape and townscape characteristics, as well as the potential impact of the proposal on these features, which include:

- At the widest perceptible landscape scale, the landscape is defined by the natural/urban amphitheatre of kunanyi and the Wellington Ranges. From a landscape perspective, the proposal is expected to have a low impact on the amphitheatre.
- The landforms ridges and headlands of Battery Point and the Domain / Cenotaph serve a visual role in reinforcing the enclosure of the Cove. The edge of the curved roof line and proposed buildings sits at a similar level to the Cenotaph headland which is part of the natural edge.

- The landscaping plans aim to acknowledge the natural escarpment edge formed by the former quarry, by proposing a response that incorporates the natural edge condition and level changes.
- The Derwent River is a prominent natural feature and the harbour water plane is valued as an extension of the natural horizon containing the city. This plane is typically viewed from the Cove slopes and headlands. The development proposes a domed roofline, designed to minimise the impact on the visibility of the natural horizon.
- A townscape feature that is informed by the landscape is perceived in the built form of the City which responds to the slopes and ridges of the urban amphitheatre. The UDF documents how the proposal responds to this character in both scale and form, in that it does not compete or conflict with its surrounds.
- The Cove Floor has a consistent character of flatness,

industry and utility which is reflected in the structures there. The various reports document how the proposal will emphasise this townscape value by ensuring that new structures are considered 'in the round'.

The assessment of the Project against the landscape and townscape values and characteristics has demonstrated that there are no significant conflicts between the proposal and the desired key landscape values, which establish the site as part of the urban amphitheatre and the key townscape values, which establish the Site as part of the waterfront built-form within the Cove Floor.

Further information regarding the assessment of the landscape and townscape values of the Project Site, its surrounds and how it has informed the design of the Multipurpose Stadium is available in:

Appendix I – Urban Design Framework.

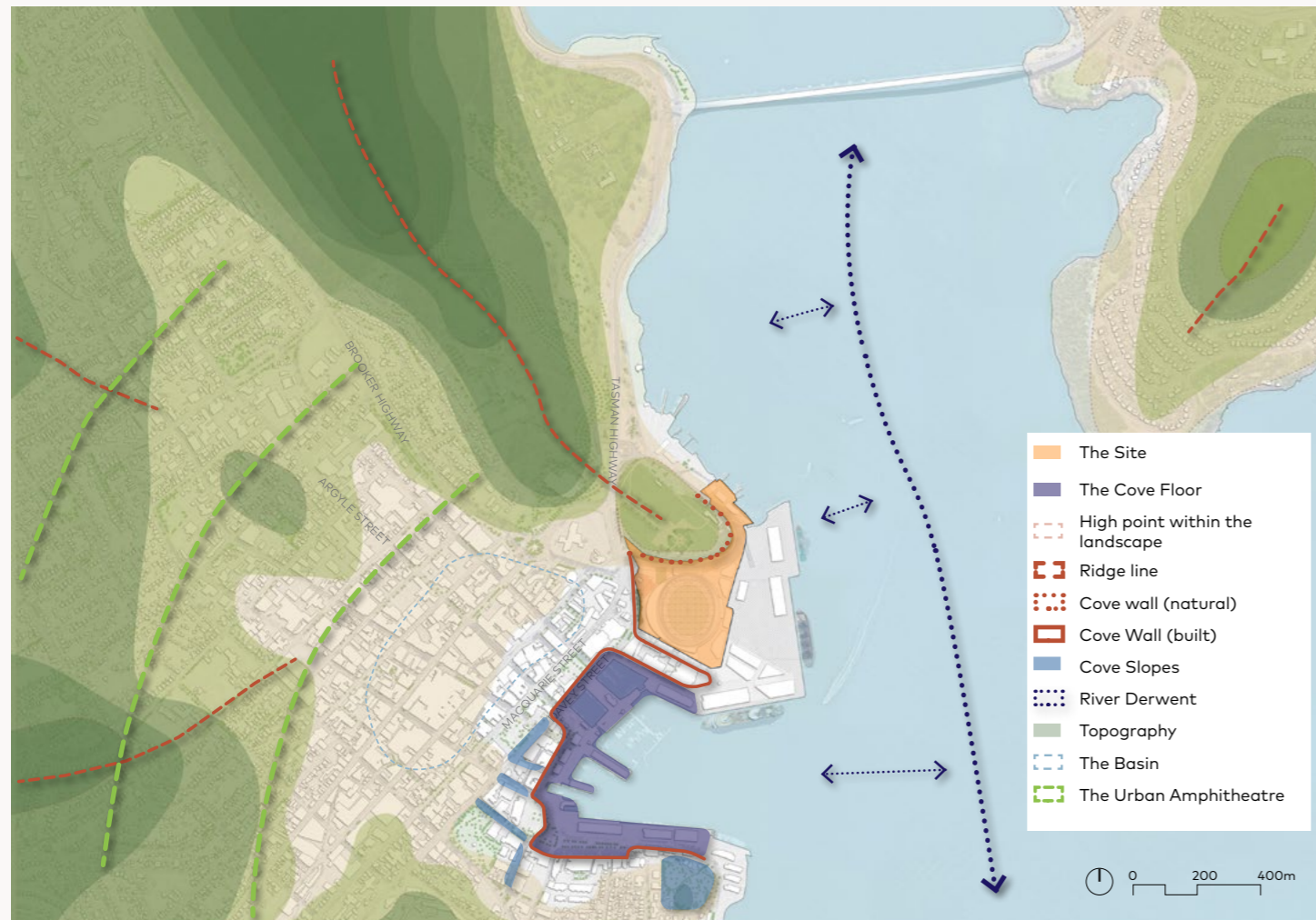


Figure 2-1: Key Landscape Values (Source: Urban Design Framework, page 67)

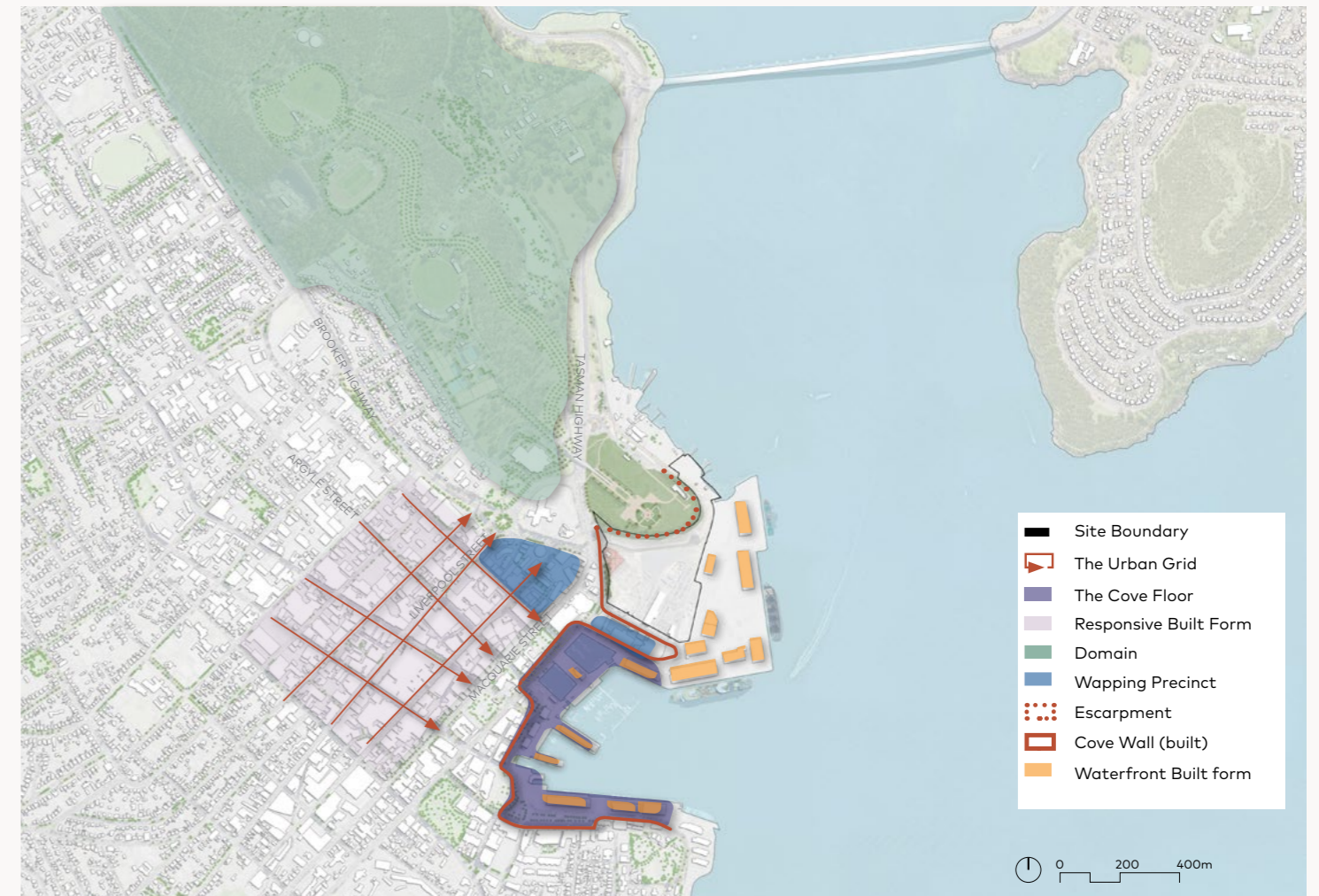


Figure 2-2: Key Townscape Values (Source: Urban Design Framework, page 68)

2.1.4 Spatial and physical use and enjoyment

The UDF documents the range of physical use and enjoyment of the variety of spaces within the local context of the Site. The UDF has analysed the uses and users of each of the spaces and the particular events or programming of the spaces.

The areas that have been assessed include: Hobart Cenotaph, The Domain, University Rose Gardens, Railway Roundabout, Franklin Square, Mawson Place, Regatta Point, Soldiers Memorial Avenue, Tasmanian Museum and Art Gallery (TMAG), Doone Kennedy Aquatic Centre and Sullivan's Cove.

The analysis has informed the design of the open spaces associated with and to be delivered as part of the proposed project and consideration of appropriate interfaces of existing spaces and places. This is evident in the proposal which documents the desired future character, size, location and programme of open spaces to complement, rather than compete with, the existing spaces within the local context of the Site.

The landscaping plans outline the intent for up to four public plazas which frame the pedestrian entry gates to the Multipurpose Stadium. Each plaza has been designed to draw upon and respond to the physical characteristics and functions of the public spaces, built forms and landscape elements to which they face. For example, the approach to the north-western plaza aim to acknowledge the natural escarpment edge formed by the former quarry, incorporating the natural edge condition and level changes.

Further information regarding the design response of the Project to the considerations of physical use and enjoyment of spaces within the local context and how it has informed the design of the Multipurpose Stadium is available in:

Appendix I – Urban Design Framework.

2.1.5 Specific views into the site, and the general visual amenity experienced by people and the likely significance of visual effects



Figure 2-3: Visual effects (Source: Urban Design Framework, page 66)

TPC GUIDELINE REFERENCE 4.1.2

Specific views into the site that have been assessed include those identified in the diagram above:

From Sullivans Cove to the Site and the Cenotaph

From Sullivans Cove to the Site and the Derwent River

Neighbourhood views from the Hobart CBD to the Derwent River

From the Brooker Highway to the Site and the Derwent River

From the Cenotaph to the Site and to Sullivans Cove and Sandy Bay

From Rosny Hill to the Site, to the Hobart CBD and to the Wellington Ranges.

These views have been given careful consideration in the VIA (summarised in Chapter 2). A broader analysis of visual amenity and the significance of visual effects (past and present) is provided in Appendix GG – Site Development Plan for Macquarie Point.

2.2 Visual Impacts

TPC GUIDELINE REFERENCE 4.1.3 and 4.1.4

In order to test the outcomes of the Multipurpose Stadium design response, outlined above, and determine the scale and presence of the Multipurpose Stadium within the landscape and built environment, SLR was commissioned by MPDC to provide an objective analysis of the visual impacts of the proposed development on the area surrounding the Site.

The Visual Impact Assessment Report (VIA) primarily focuses on the visual impacts of the proposed development on the local character and surrounding context of the Site. The assessment also reviews the proposed development in relation to its appearance, bulk, height, scale and landscaping and whether it creates any adverse visual impacts on the character or values of the immediate context of the subject and the broader character of Sullivans Cove and Hobart.

The response to the following TPC Integrated Assessment Guidelines is informed by the VIA and the analysis presented within this PoSS Summary Report and associated supporting reports/plans.

The methodology used for visualisations is described and is informed by the New Zealand Institute of Landscape Architects Best Practice Guide 10.2, Visual Simulations, 2010, or an equivalent professionally developed and adopted set of guidelines. The reports have been informed and guided by the processes and principles outlined in Guidelines for Landscape and Visual Assessment, third edition, 2013.

The VIA has also been informed by the following documentation:

Architectural Plans (prepared by COX Architecture and Cumulus Studio)

Urban Design Framework Report (prepared by COX Architecture, REALM Studios and Cumulus Studio)

Sullivans Cove Planning Scheme (1997)

Planning Scheme Amendments to Macquarie Point Site Development Plan Planning Report (2018, AllUrban Planning)

A Site Development Plan for Macquarie Point (2024, Brian Risby).

Further information is available in:

Appendix J – Visual Impact Assessment Report.

2.2.1 The Site

The Site, which does not have any significant landscape or built form landmarks, relies heavily on the visual markers such as the Cenotaph, the Domain and the built form along Hunter Street and Evans Street to define its position within the city.

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



Figure 2-4: Site within surrounding context (Source: VIA, page 11)

The following section outlines the consideration of existing/ established view lines, set out in the Sullivans Cove Planning Review, 1991 (SCPR) and Sullivans Cove Planning Scheme, 1997 (SCPS).

2.2.2 Established View Lines analysis

As outlined in the Macquarie Point SDP 2024 (Appendix GG) the SCPR originally identified and set out a number of key views to and from the Hobart Cenotaph.

However, the SDP (2024) notes that these views are based on the perspective of the Cove's qualities and the principles that the Review promotes, more specifically:

They do not reflect other important aspects of the views from the Cenotaph derived from its unique circumstances and civic importance. Those other views have been embedded in the Sullivans Cove Planning Scheme as they have relevance to the development of the Mac Point site.

The SCPS includes some view lines that were derived from the vision for the development of the Site, based on the large rectangular open space running west to east, by providing viewing opportunities to the Cenotaph from within the site itself. Such views are therefore not inherent in the Cove structure but resulting from a specific design intent for the site.

By comparing the SCPR critical site lines with the more generic ones from the planning scheme, there are 5 critical view lines related to the Cenotaph which development at the Macquarie Point Site impacts upon. These are:

1. Down Macquarie Street axis – to the Royal Engineers Building and Cenotaph
2. Parliament House forecourt view – a two-way view along Morrison Street
3. To St Georges Church, Battery Point – a view from the Cenotaph to the landmark church in Cromwell Street
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.

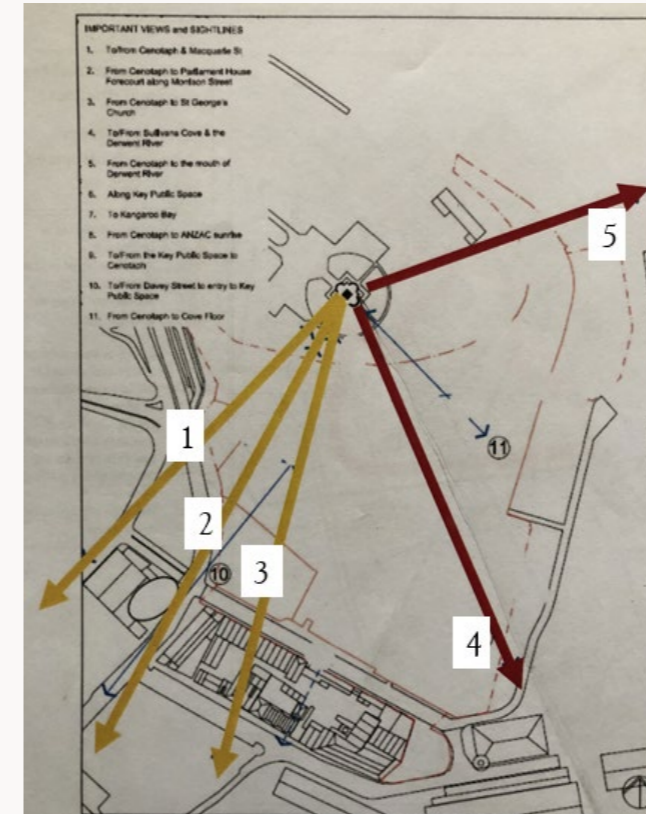


Figure 2-5: The SCPR provides for important views to and from the Cenotaph (Source: Figure 37 – within the Macquarie Point SDP 2024, p 37)

Cenotaph views

1. Macquarie Street axis - to the Royal Engineers Building and Cenotaph
2. Parliament House forecourt
3. St Georges Church, Battery Point
4. The 'mouth' of the Derwent
5. The ANZAC Day sunrise

The two critical view lines that intersect the project site are located to the edges of the central part of the site, comprising an area of roughly 4ha. The remaining 5ha are divided between the western part (about 2ha) and the eastern triangular shaped area adjacent to the Regatta Grounds (about 3ha), as outlined below:



Site impacts of Cenotaph views

- ← to St Georges Church
20m to 40m over 1.4km
 - ← to the River mouth
20m to sea level over 8km
- Views are effectively horizontal

Figure 2-6: The two critical sight lines across the Mac Point site. (Source: Figure 41a – within the Macquarie Point SDP 2024, p 40)

While the eastern area is not in a direct view line, it is part of the broader foreground that is positioned between the Cenotaph and the open riverscape beyond. The SDP (2024) notes that the predominant experience of the setting of the Cenotaph is one of openness to the north and east across the Derwent River and to the south-east to Storm Bay. The majority of the Macquarie Point Site is below the cliff to the south and is not aligned to the linear forecourt leading to the Cenotaph monument.



Figure 2-7: The two critical sight lines across the Mac Point site. (Source: Figure 41b – within the Macquarie Point SDP 2024, p 40) figure 41b labelled 'The view to the mouth of the Derwent River (green) and to St Georges Church (red) from the cliff edge adjacent to the Cenotaph'

Views across the Cove Floor – a sequence of scale and contextual change



View across Victoria Dock from near north-east corner of Muir's Restaurant
 Cenotaph is hidden behind Zero Davey
 Majority of the Mac Point site is behind the IXL Apartments and beyond the right half of the photo

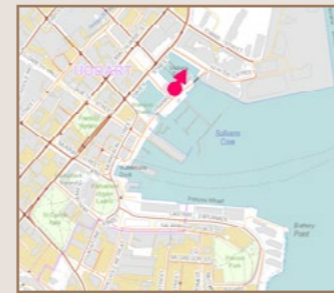


Figure 2-8: (Source: Figure 45 – Portion of Hunter St visible from Victoria Dock – Macquarie Point SDP 2024, p 43)

Views across the Cove Floor – a sequence of scale and contextual change



View from IMAS wharf edge
 Cenotaph behind IXL Apartments
 Majority of the Mac Point site is out of shot to the right

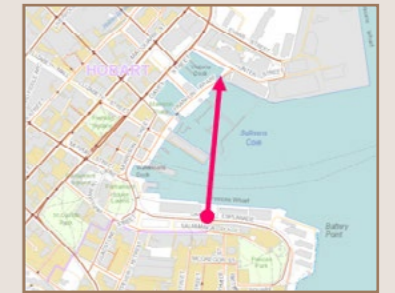


Figure 2-9: (Source: Figure 43 – view from the Princes Wharf edge, adjacent to IMAS – Macquarie Point SDP 2024, p 42)

2.2.3 Views to and from the Hunter Street buildings

The view of the Hunter Street historic warehouses is relevant to the Macquarie Point Site development, as the development will be a backdrop to the Hunter Street building.

The relatively low extent of development on the Macquarie Point Site has created a public perception of the 'pristine' experience of Hunter Street, with the buildings reading as a 'cut out' façade against a backdrop of sky. This is unlike the historic Salamanca façade where the rise of the land immediately behind and the Salamanca Square development provides an unavoidable backdrop.

However, Hunter Street provides very few viewing opportunities that do not have some buildings as a backdrop. The views are also almost always provided with a backdrop of the IXL Apartments or the Zero Davey building. This is a consequence of the distance from Hunter Street and the angle of view. From across the Cove, the entire length of the Hunter Street buildings is never experienced, being blocked in part by the many wharf sheds occupying the central Cove area. Only the Centre for the Arts end of the Hunter Street block provides any absence of backdrop

at distance, but this is not readily seen because of the Mac 1 building.

The other significant aspect of these views is the substantial difference in scale and form of the buildings in Hunter Street, compared to the large wharf sheds. These buildings also obscure the headland and some of the Cenotaph.

The presence of the backdrop of more recent buildings such as the IXL Apartments does not diminish the 'reading' of the Hunter Street façades, because of the variety of form and tone of the materials used. This provides a patterned and complex backdrop that does not dominate the view by virtue of singularity and uniformity. The outcome is that the visual experience is not diminished by the backdrop.

The result is that from almost all the locations across the Cove that provide viewing opportunities, the Hunter Street buildings:

- Are only partially seen and there is a backdrop of more recent buildings
- The Cenotaph and its landscape setting are considerably obscured
- The adjacency of the large-scale wharf buildings provides a point of contrast which emphasises the different typologies
- Only 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 Macquarie Point Site do not intrude into this viewscape.

Arrival and uncompromised experience



View to western end of Hunter Street from the Queen Elizabeth memorial
 Only part of the upper storeys of Zero Davey are visible at extreme left
 The angle of the view hides the IXL Apartments and other buildings in Evans Street

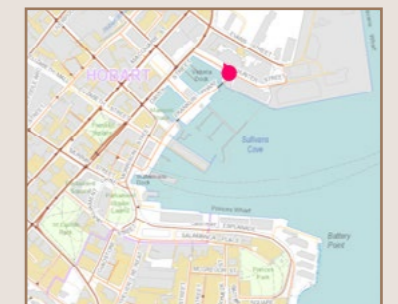


Figure 2-10: (Source: Figure 46 – Arrival at Hunter Street, presents the historic façades in their entirety without any backdrop of buildings evident - Macquarie Point SDP 2024, p 43)

Whilst the viewpoint shown in Figure 46 within the SDP (reproduced below) has not been identified as a critical view within the SDP, VIA or the SCPS, the view does illustrate the scale of the Hunter Street buildings when experienced from the southern side of the Street. The buildings present as 2-4 storey forms, increasing in height toward Evans Street, considering the Zero Davey apartments and Sullivans Cove apartments on the northern side of the block. From the viewpoint in Figure 46, the closest point of the Multipurpose Stadium is located approximately 120m to the north, beyond the Hunter Street buildings.

The design of the Multipurpose Stadium presents a similar 2-3 storey-built form to Evans Street, with the roof form sloping away to north, before reaching its maximum height centrally within the Site.

The physical presence and scale of the Hunter Street buildings and apartments, the separation distance and design of the Multipurpose Stadium indicate the potential for the roof-form to impact the singular experience and interpretation of the Hunter Street buildings is low, particularly along the northern side of the Street closest to the buildings where their form and scale is most apparent. From the southern side of Hunter Street, where Figure 46 has been taken, it may be possible for a portion of the Multipurpose Stadium roof to be discerned, however the roof forms of the buildings and additional height presented by the apartments to the rear (as indicated in Figure 43) are anticipated to significantly ameliorate the potential for the Multipurpose Stadium roof to be interpreted along Hunter Street, allowing the Hunter Street buildings to maintain their prominence in the streetscape.

The additional height presented by the Zero Davey and Sullivans Cove (IXL apartments) is captured in views further afield, such as Viewpoint 6 (Wharf No. 1, adjacent IMAS) outlined and assessed in the VIA.

In accordance with the SCPR analysis of views to and from the Cove and the specific impacts of development on the Macquarie Point Site on the experience of the Hunter Street buildings, it is important to consider the characteristics of views from key locations on the higher ground in Battery Point.

2.2.4 Views from Battery Point

Three view corridors have been identified:

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

Given the distance from Hunter Street, the angle of view from these locations is only marginally different. All of them are directed towards the Drunken Admiral building and hence the part of Macquarie Point that is in line is the western portion in the vicinity of the Royal Engineers Building.

Kelly Street

The view down Kelly Street from the intersection with Hampden Road is likely to be the most regularly experienced view due to the presence of the hotel, bakery and other shops and cafes clustered around the intersection.

There are some very important aspects of this view.

- 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 Macquarie Point Site is to the right of the Cenotaph and not seen.

The SDP provides similar commentary and conclusions regarding the other two identified views from Stowell Avenue and Montpelier Retreat, indicating that whilst the layered landform of the Cove means the Cenotaph and distant landform is visible, most of the Mac Point site is out of view.

Based on the images provided in the SDP 2024, this appears to be due to foreground screening elements along these streets, such as trees and buildings and the layered built form across the Cove.

The analysis of these various view lines is provided to allow consideration of any visual intrusion and impacts of new development within the Macquarie Point Site, on the values of the Hunter Street buildings. While the majority of view lines include a backdrop of parts of the more recent developments in Evans Street (the IXL Apartments) and the Zero Davey building, with its substantial roof structure and dominant upper floors, the absence of buildings from the majority of the Macquarie Point Site provides a vacant context that is unusual in its long history.

Views to Hunter Street from Battery Point



View down Kelly Street

Hunter Street (Drunken Admiral) is partially seen but obscured by Salamanca plane trees

Top of Zero Davey and IXL Apartments dominate below trees on Domain with Cenotaph at right edge of image



Figure 2-11: (Source: Figure 48 – View to Hunter Street and the Cenotaph, from Kelly Street – Macquarie Point SDP 2024, p 45)

Views to Hunter Street from Battery Point



View down Stowell Avenue

Hunter Street warehouses obscured by vegetation

IXL Apartments seen below Cenotaph

Similar alignment to St Georges Church viewline from the Cenotaph

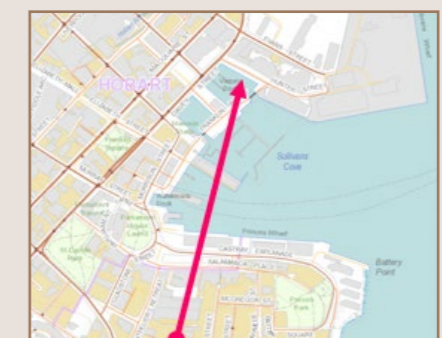


Figure 2-12: (Source: Figure 49 – View to Hunter Street and the Cenotaph, from Stowell Avenue – Macquarie Point SDP 2024, p 46)

2.3 Key Viewpoints – VIA

TPC GUIDELINE REFERENCE 4.1.3 and 4.1.4

The following summary documents the key analysis, findings and responses from the VIA Report and for further information please refer to Appendix J – Visual Impact Assessment Report.

In order to establish a baseline in which to consider the impacts of the Project and respond to the above criteria, a series of viewpoints were established, as outlined below.

2.3.1 Identification of Viewpoints

A total of 8 viewpoints have been considered in the accompanying VIA, 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.

- 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 – Derwent River from MONA Ferry.

Viewpoint 8 – Corner of Davey Street and Argyle Street at the edge of Constitution Dock.

VP	Latitude (GDA2020Z55)	Longitude (GDA2020Z55)	Groundline Height (m AHD)	Height at eye level (GL + 1.67m – AHD)	Date & Time of Photo
VP1	-42.8698	147.3581	90.7806	92.4506	5/06/24 – 11.18am
VP2	-42.8762	147.3339	20.81982	22.48982	5/06/24 – 12.17pm
VP3	-42.878	147.3365	22.36145	24.03145	6/06/24 – 9.56am
VP4	-42.8787	147.3327	3.976851	5.646851	6/06/24 – 10.22am
VP5	-42.884	147.3287	17.80467	19.47467	6/06/24 – 10.38am
VP6	-42.8859	147.3353	2.398601	4.068601	6/06/24 – 1.41pm
VP7	-42.8806	147.3449	0.708745	2.378745	7/06/24 – 9.22am
VP8	-42.8828	147.332	3.198446	4.868446	12/06/24 – 9.19am

Table 2-1



Figure 2-13: Viewpoints identified in the VIA (source: VIA, page 26)

2.3.2 Analysis

The VIA states the 8 receptors (viewpoints) were chosen because they represented a range of available views to the site or at major viewpoints approaching the site.

- The sensitivity of 1 receptor was rated Medium, 5 were rated High and 2 were rated as Very High.
- Magnitude of Change rating was determined for the chosen viewpoints. For 1 viewpoint/receptor the change due to the proposed works was rated as Very Low, 1 was rated as Very High, 3 as High and the remaining 3 rated as Medium.
- The overall effect significance of the proposed development was rated as Moderate-High.

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

Table 2-2

2.3.3 Mitigation Measures

Mitigation measures are considered design inclusions within the Project that assist to integrate its form, scale and appearance into the context of its surrounds. The effectiveness of any superficial screening devices would be limited.

From specific viewpoints such as VP2, VP3 or VP4 there may be an opportunity to incorporate vegetation around the built form to soften or moderate its size. In most cases this is limited to viewpoints in close proximity to the Site.

2.3.4 Building Form and Façade Articulation

The following design elements have been incorporated into the form, materiality and colouration of the built form.

The Dome – Timber Shell Roof

The domed roof form is the major element within the built form of the proposed Multipurpose Stadium.

The dome form has a maximum internal height of 51m at a central point, from which the roof surface falls in every direction, resulting in an overall form that minimises height where not required.

The lowest levels around the outside of the dome establish a height that is comparable to the scale of existing buildings at street interfaces, which is further reinforced by the height of the external buildings outside the Multipurpose Stadium that have a height compatible with both. The visual effects of the dome form is:

- a built form bulk that allows greater visibility of surrounding elements and views beyond the Multipurpose Stadium,
- a resultant edge that complements the scale and height of the existing built form around it, including along Evans Street,
- a rounded shape that complements the natural forms of the vegetated hills around Hobart.

The dome is also proposed to be constructed of translucent material with its timber structure expressed on the underside. This allows the dome to appear more transparent, allowing partial visibility of existing natural and built form elements behind the Multipurpose Stadium. The transparency also contributes to the lightweight appearance of the dome which, given its comparative scale in relation to surrounding elements, reduces its overall visual bulk and prominence.

Mid to Lower Stadium – The Woven Screen

From most viewpoints at a distance, the mid to lower areas of the Multipurpose Stadium will be imperceptible as a result of existing and future buildings around it that will obscure clear views to this area of the built form. Viewpoints closer to the Multipurpose Stadium such as VP2, VP3 and VP4, will allow glimpses of this section of the built form however, full appreciation of the façade articulation is likely only to be perceived in close proximity around the concourse area or from adjoining streets, such as Evans Street and Davey Street.

The Public Realm – Landscaping

The landscaping is intended to reflect the natural and cultural values of the site and its context and its presence acts to soften and moderate the built form and ground level materials.

The landscape along the western edge of the Site, between the Multipurpose Stadium and the Royal Engineers Building, provides a 'green' backdrop to the historic building that acts to visually separate the two built forms. In doing so the landscape showcases the historic building and softens the built form of the Multipurpose Stadium allowing the two buildings to visually 'coexist' within this local viewshed.

To assist in the mitigation of visual effects, as a result of the bulk, scale and form of the proposed development, the landscaping provides partial screening of the lower built form elements, allowing the form of the Dome to be the predominant element visible from important viewpoints such as VP2 and VP3.

2.3.5 Effect of Mitigation Measures

As discussed previously above, the bulk, scale and form of the Project, is highly prominent and represents a considerable change within the local visual context. Architectural measures have been adopted within the built form to mitigate impacts around visibility, permeability and retention of existing views.

Whilst acknowledging that landscaping will not substantially reduce the visibility of the proposed development from most external viewpoints, it will have a mitigating impact on the integration of the Multipurpose Stadium form when viewed nearby.

As a result, the landscaping is likely to reduce the Magnitude of Change rating from viewpoints VP2, VP3 and VP4 as outlined below in Table 2-3.

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

Table 2-3

2.3.6 Visual Impact Summary

The VIA provides the following summary.

Overall, the built form proposed within the Project represents a physical and visual change to the Site and the local context, as could be reasonably anticipated for a large structure, especially given the existing condition of the Site which is largely cleared and has relatively few uses on it.

The proposed development's form and scale are also a change to the built form within the visual context and which includes 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 Site, the proposed development represents a larger and broader form than existing CBD built forms that typically present as a collection of taller, rectilinear elements.

Similarly, the height of the proposed development extends above that of the built form in the surrounding visual context and it presents as a prominent element from most of the viewpoints outlined above. The height of the CBD built form is relevant to the consideration of visual change represented by the proposed development. The collective height and cumulative form of the CBD buildings still present as a prominent element behind the Multipurpose Stadium, as demonstrated in the VP1 photomontage (refer to Appendix J – Visual Impact Assessment Report).

Whilst evident that the Project represents a visual change, the public nature of this building, together with the value of its form and appearance within this location, affords it an entitlement to be seen as a public building and to act as a landmark in the city providing a point of reference. The 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, public building in Hobart, its high-quality design, materiality and appearance are respectful of local visual, landscape, cultural and historical values, while its highly visible form makes a significant contribution to the character and identity of Hobart.

The roof dome is proposed to be constructed of translucent material with its timber structure expressed on the underside. This affords the dome more transparency, allowing partial visibility of existing natural and built form elements behind the Multipurpose Stadium.

The transparency also contributes to the lightweight appearance of the dome which, given its comparative scale in relation to surrounding elements, reduces its overall visual bulk and prominence.

In response to these views into the Site, further information regarding the effects and mitigation measures is available in:

Appendix I – Urban Design Framework

Appendix A – Architectural Drawings

Appendix B – Stadium Design Description

Appendix J – Visual Impact Assessment Report.

Views out of the site are documented and assessed within the response to Criteria 4.1.3.

2.4 Historic character

TPC GUIDELINE REFERENCE 4.1.3 and 4.1.4

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.

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.

2.4.1 Assessment and response – Historic character of the landscape is incorporated into and shapes the character of the locality

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

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

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

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

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

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

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

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

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

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

Macquarie Point contains three buildings of historic cultural heritage significance. These are the Hobart Railway Goods Shed (Tasmanian Heritage Register – Unique ID Number 10995 and Ref. 125 on the Sullivans Cove Planning Scheme), the smaller "Red Shed" (Ref. 126 on the Sullivans Cove Planning Scheme Place of Cultural Significance) and the Royal Engineers Building (Unique ID Number 2280 and Ref 26).

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

The proposal suggests that in response to the historic cultural heritage significance of registered and listed heritage places and precincts:

- The Goods Shed be carefully dismantled and relocated to the northern part of the Site, positioning it in a prominent public space while highlighting the site's historical significance. This new location preserves the Goods Shed's connection to its cultural heritage as a railway building. Although the original rail lines are no longer on-site, the design will reference and interpret this history, including the re-establishment of the rail pit. The Shed structure will be featured prominently at the Multipurpose

Stadium's entrance, serving as a new hospitality hub that activates the northern entry plaza.

- While no longer present on Site, it is intended that the rail lines are alluded to and interpreted through the design and expressed through the re-establishment of the rail pit. To ensure the Precinct is read as a cohesive scheme, materials from the historical layers of the Site—including the timber and concrete seen in the Goods Shed—will be integrated into the character of the Precinct.
- The Red Shed will be dismantled and stored as part of the Project once a new location and function are identified.
- The Royal Engineers Building will remain as it currently stands. Proposed landscaping will ensure its continued prominence at the intersection and axis of Brooker Avenue, Macquarie Street and Davey Street.

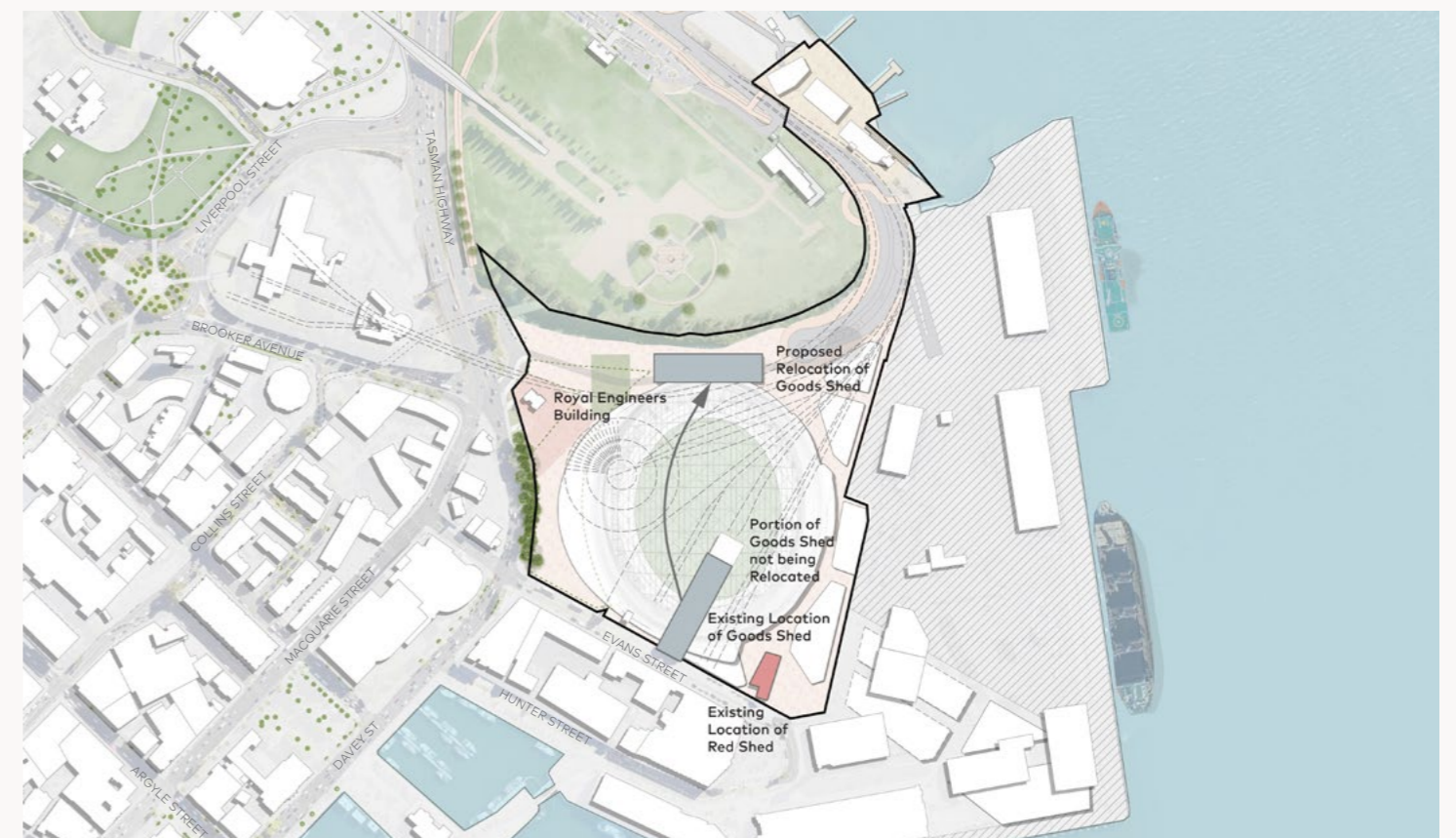


Figure 2-14: The proposed relocation of the Goods Shed (Source: Urban Design Framework, page 88)

2.5 Cultural significance of known Aboriginal heritage

In addition to Chapter 6, Culture and Heritage which responds to TPC Guideline reference: Part II, Section 5 the following Assessment and response has been made to inform the Project. It has been provided by Palawa Community member Theresa Sainty.

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

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

No acknowledgement of the Muwinina having lived in their Ancestral homelands, which included the country at and around Nipaluna. Nothing about the ingenuity of a people who had cared for their Country for millennia. Missing. Forgotten. Like they never existed. Over the past few years however, there has been a change. With the dual naming of Kunanyi/Mount Wellington and more information about original nomenclature, more and more of the general

public are using those placenames. In fact generally speaking, there is a thirst for knowledge about our Palawa Ngini (Old People). An appetite for truth-telling. Of course, this can be confronting – for us (as the storytellers) and for some settler descendants. We at milangkani Projects are committed to truth-telling and representing our Elders with integrity and authenticity. We are proud to be part of a Community that is the oldest living culture in the world.

Nipaluna/Hobart is part of the unceded country of the Muwinina people of the South East Nation and although there are no living descendants of the Muwinina, this is still unceded Country – taymi ningina raytji warr!!! An abundance of freshwater and marine resources, land animals, birds (and their eggs) and plants provided sustenance and enabled the people to continue with culture, expertly and sustainably managing their country, so that there would be plenty from season to season. Since the time of Palawa, Muwinina families lived within their

Country – including this place now called ‘Hobart’. Long-held cultural knowledge and an innate connection with the environment informed every aspect of their daily lives. Reciprocity was key to the survival of all species.

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

Any physical evidence of the Muwinina people having been in this part of their Country has either been severely impacted or destroyed forever due to the building of

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

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

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

2.5.1 Culturally informed design

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

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

2.6 Spatial characteristics of the broader area

Natural Characteristics

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

Kunanyi to the southwest of the Site overlooks nipaluna/Hobart and forms a ‘mountainous backdrop’ to the Mac Point Precinct.

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

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

Built Characteristics

The Reports also assess the build characteristics of the broader area.

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

Macquarie Point is located within Sullivans Cove, which harbours an operating port, historic buildings and parks, Parliament House, university and research buildings and provides a civic and cultural focus for the city.

Within this context, the Cove Floor of Sullivans is reinforced by the differing expression of buildings which have distinct forms and are individually prominent.

The Project acknowledges its place within this larger context by continuing the development patterns of the Cove Floor, while integrating a gently sloping and translucent roofscape to soften the visual impact of the development within the built and natural characteristics.

2.6.1 The existing urban morphology of the broader area

In response to these criteria within the TPC Guidelines, the Reports document how previously adopted plans and strategies related to future urban form contribute to the landscape character of the area and the effect that out of scale buildings have on the historic and landscape character of the area.

Sullivans Cove Planning Scheme (1997) came into effect in December 1998 and contains objectives and principles derived from a large number of studies, reviews and plans. The Sullivans Cove Planning Scheme guides and supports the direction of the Cove, from a predominantly Port area to a mixed-use zone.

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

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

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

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

Sullivans Cove Planning Scheme (SCPS), *The Greater Hobart Act* (and Greater Hobart Plan) and the Central Hobart Plan work together to provide frameworks for sympathetic and appropriate development at the Mac Point Site. The considerations under these documents are reflected in the requirements set out in the TPC Guidelines to which the design and development of the proposed Multipurpose Stadium (and ancillary development for Macquarie Point), directly respond.

2.6.2 Visibility of Multipurpose Stadium

The proposed project will be visible from a wide variety of locations, with differing numbers of people experiencing those views.

These include, but are not limited to:

- **The Cenotaph and The Domain** – Elevated above the escarpment the Cenotaph and Domain headland offers panoramic views. Existing view lines to and across the Site are obscured by vegetation revealing scattered views in the approach to the Site. The viewpoint is predominantly used by pedestrians with additional engagement from tourists and during ceremonial activities.
- **The City Centre** – The urban grid and built form of the Hobart City Centre while scaling down in approach to the foreshore still appears as a “Wall” obscuring view across the Cove. Key view corridors along Macquarie Street will have minimal disruption, while elements of the project will be visible in the approach along Davey Street and the Brooker Highway. Views will predominantly be experienced by eastbound and northbound motorists, pedestrians and cyclists.
- **The Cove** – Views of the Site are typically restricted by existing buildings and the Domain escarpment, though elements of the proposed project will be visible above the surrounding built form. While existing buildings typically maintain consistent scale and height, there are several existing prominent outliers sitting at a similar height to the proposed project. Views will predominantly be experienced by tourist and local workers in the Cove area.

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

The Project has carefully considered from where the Multipurpose Stadium may be visible, the number and range of people and groups who may experience views. The design response has been considered in both the siting, orientation, maximum height and proposed interfaces to adjoining uses as part of the design proposal.

In response to visibility of the Project, further information regarding the design considerations and mitigation measures is available in:

Appendix I – Urban Design Framework
Appendix A – Architectural Drawings
Appendix B – Stadium Design Description
Appendix J – Visual Impact Assessment Report.

2.6.3 The sequential visual experience in movement

It is anticipated that the proposed project will have a visual and spatial influence along a series of key static and sequential views as individuals transition throughout the surrounding context. The Reports document and describe the sequential moving experiences and how the Project may be viewed during these journeys around the Site.

Vehicular

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

Pedestrian/Cyclist

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

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

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

Water

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

The impact of significance for receptors at this viewpoint would be considered moderate.



Figure 2-15: Visual and spatial experience of the proposed project (Source: Urban Design Framework, page 95)

2.7 Visual Relationship with the Cenotaph

TPC GUIDELINE REFERENCE 4.1.3

The TPC Guideline 4.1.3 requests an assessment of the spatial and location characteristics of the Cenotaph headland within the surrounding townscape and landscape, at a local and subregional level. The roles, values and landscape significance of the Cenotaph headland is to be assessed with respect to views and vistas to and from the Cenotaph, specifically:

- as identified by users and managers of the Cenotaph,
- as outlined in section 32.3 and figure 32.2 of the Sullivans Cove Planning Scheme 1997,
- as outlined in Planning Scheme Amendments to Macquarie Point Site Development Plan Planning Report, AllUrban Planning, Dec 2018,
- as outlined in Macquarie Point Master Plan: Reset – urban design notes, Leigh Woolley, 2019.

The visual assessment identified several views where the proposed development would impact the Cenotaph, whether it be through the direct obstruction of views or impacting the nature of views in which the Cenotaph is visible. Whilst this may be a consideration from external viewpoints, the development will create other opportunities for views to the Cenotaph and community interaction with the Domain.

For example, crowds entering a number of external concourse areas will be able to clearly see the Cenotaph. Similarly, a new opportunity for community interaction with the Cenotaph will potentially be created through views from the relocated Goods Shed. This is in contrast to the existing situation where the lack of access to the Site, creates physical and visual separation with the Cenotaph.

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

- Important Views and Sightlines**
- 1 To/from Cenotaph & Macquarie Street
 - 2 From Cenotaph to Parliament House Forecourt along Montson Street
 - 3 To/from Davey Street and Round House Courtyard
 - 4 To/from Round House Courtyard and Cenotaph
 - 5 Along the Water to Water Promenade
 - 6 From Cenotaph to St George's Church
 - 7 From Cenotaph to ANZAC sunrise
 - 8 From Cenotaph to the mouth of the Derwent River

2.7.1 Sullivans Cove Planning Scheme – Planning Scheme Amendments 2018

Amendments were made to the SCPS in 2018, to introduce new/revised view lines into the SCPS to reflect the development envisioned within the Macquarie Point Reset Masterplan (2017-2030).

These amendments are illustrated below.

- Important Views and Sightlines**
- 1 To/from Cenotaph & Macquarie Street
 - 2 From Cenotaph to Parliament House Forecourt along Montson Street
 - 3 From Cenotaph to St George's Church
 - 4 To/from Sullivans Cove and the Derwent River
 - 5 From Cenotaph to the mouth of the Derwent River
 - 6 Along Key Public Space
 - 7 To Kangaroo Bay
 - 8 From Cenotaph to ANZAC sunrise
 - 9 To/from the Key Public Space to Cenotaph
 - 10 To/from Davey Street to entry to Key Public Space
 - 11 From Cenotaph to Cove Floor

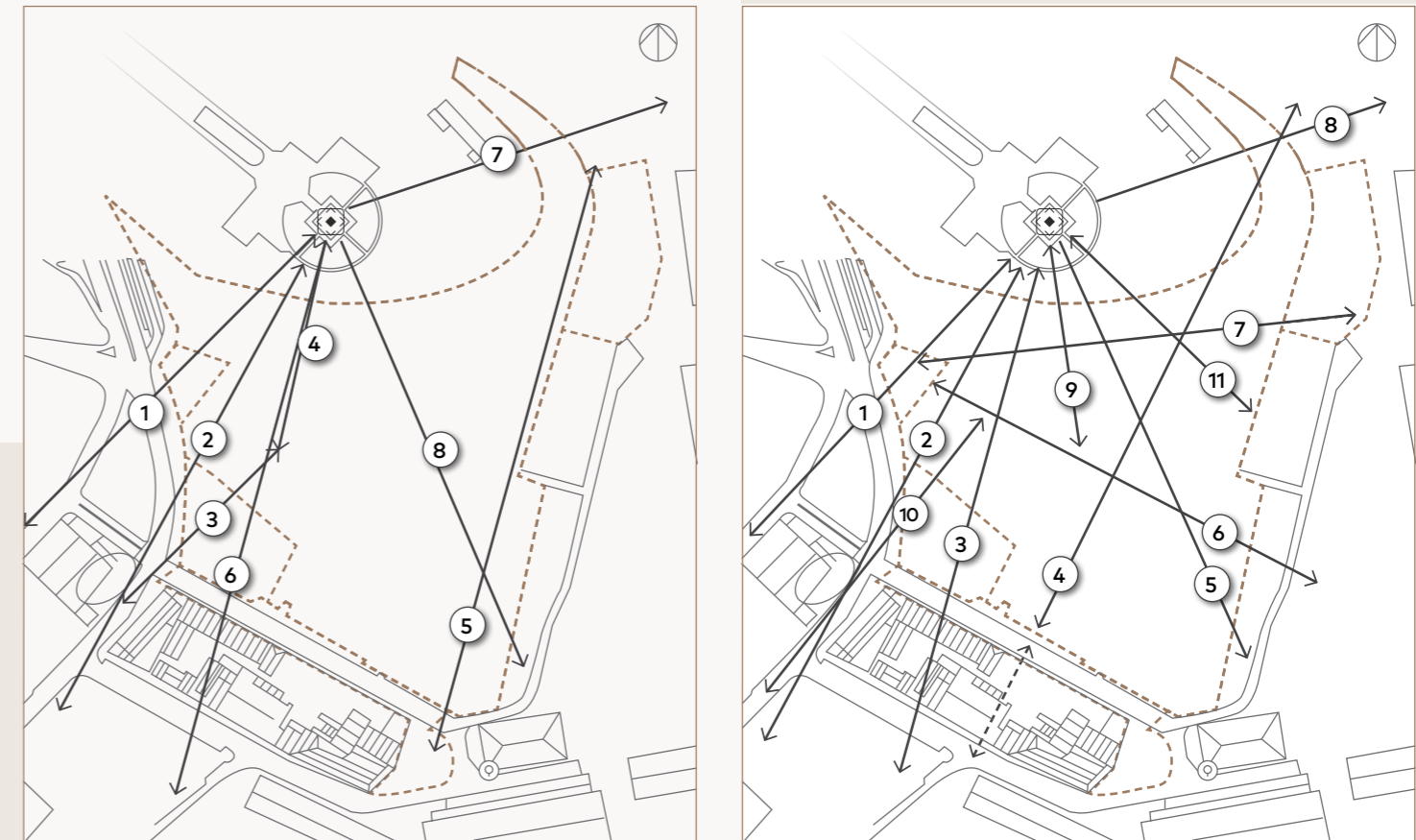


Figure 2-16: Former viewlines (left) replaced by amended viewlines (right) from Planning Scheme (1997)

These have been addressed in the responses to the SCPS below, and are given further consideration in the VIA and SDP (2024).

2.7.2 Sullivans Cove Planning Scheme - Visual Amenity

The key provisions of the Sullivans Cove Planning Scheme 1997 (the Planning Scheme) relevant to visual amenity and the appearance of the Multipurpose Stadium having regard to its context are as follows.

32.3 Desired Future Character Statements:

32.3.3 – Not adversely impact on the cultural heritage and reverential ambience of the Hobart Cenotaph and its surrounds.

Assessment and response

Whilst the reverential ambience is a term unlikely to be addressed by matters regarding character and visual amenity, the Multipurpose Stadium retains the prominence of the Cenotaph by protecting and not obscuring the majority of views to it from important local viewpoints. Its spatial characteristics are retained whilst visual and physical links to it will be improved, especially from locations in the immediate vicinity of the Site.

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.

Assessment and response

The form of the Multipurpose Stadium as a dome lessens its overall visual impacts, regarding bulk, scale and visual dominance. Its maximum height is expressed at one central point, which then slopes down on all sides to meet a height that is complementary to:

- a. the existing and anticipated built form heights on and around the Site,
- b. the Cenotaph headland and Escarpment, whose form and height are complemented by that of the Multipurpose Stadium.

The shape of the Multipurpose Stadium is informed by function design requirements, to accommodate an oval shaped playing field. This requirement greatly assists in providing substantial curtilage around the building, respecting the forms of surrounding buildings and allowing the Multipurpose Stadium to be interpreted as a free-standing building 'in-the-round'.

32.3.8 – Not unreasonably impact on important views, including the following shown on Figure 32.2.

From the Cenotaph toward the mouth of the Derwent River, including the flat river plane that extends to the horizon.

From the Cenotaph to the horizon of the natural amphitheatre, including the Wellington Range descending to the Mount Nelson ridge, then to Porter Hill and down to the water plane at Long Point, Lower Sandy Bay.

From the Cenotaph to St George's Church.

From the Cenotaph to the Parliament House forecourt along Morrison Street.

The views across the Cove toward the Cenotaph, including from Macquarie Street, the forecourt of the Princes Wharf No. 1 Shed, the Paddock between Princes Wharf No. 1 Shed and the Institute for Marine and Antarctic Studies (IMAS), Runnymede Street and the open space at the eastern end of the IMAS building.

The view of the sunrise from the grounds of the Cenotaph on Anzac Day.

To and from Sullivans Cove and the Derwent River aligning NE/SW From the Royal Engineers Building to Kangaroo Bay.

Along the Key Public Space.

To and from the Key Public Space and Cove Floor to the Cenotaph.

To and from Davey Street and the entry to the Key Public Space.

Previous analysis undertaken within the SCPR and the Macquarie Point Master Plan: Reset - urban design notes, Leigh Woolley, 2018 were drawn upon to assist in identifying amended viewpoints presented in the 2018 planning scheme amendment, and are shown in the figure below for context.

Important Views and Sightlines

- 1 To/from Cenotaph & Macquarie Street
- 2 From Cenotaph to Parliament House Forecourt along Montson Street
- 3 From Cenotaph to St George's Church
- 4 To/from Sullivans Cove and the Derwent River
- 5 From Cenotaph to the mouth of the Derwent River
- 6 Along Truth and Reconciliation Park
- 7 To Kangaroo Bay
- 8 From Cenotaph to ANZAC sunrise

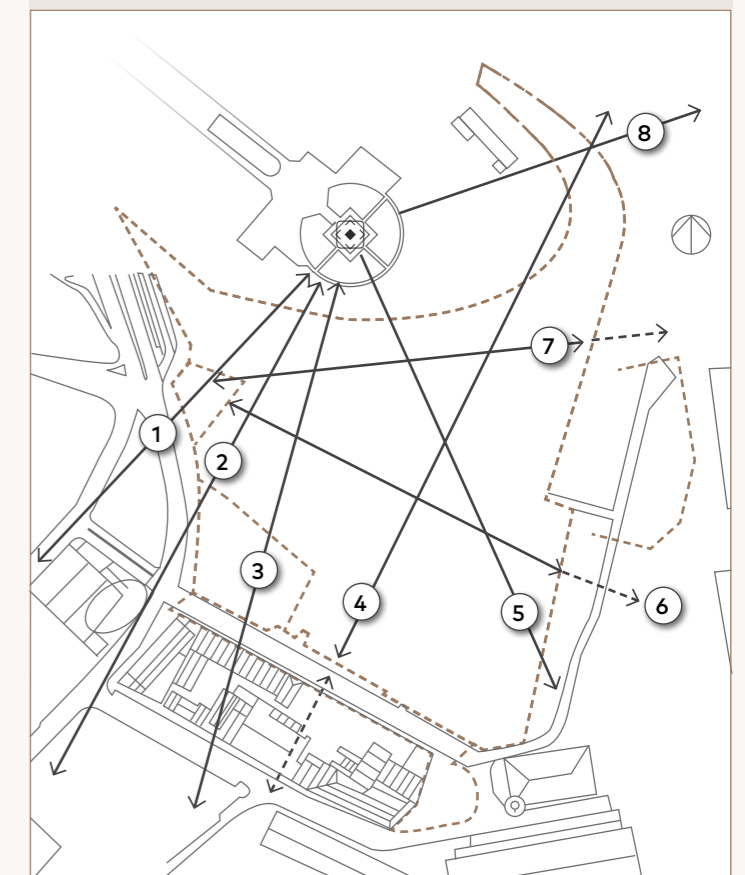


Figure 2-17: (Source: Significant views and sight lines reinforce connection with the scale of the city setting, while reinforcing the place of Macquarie Point to the experience of central Hobart. (Fig. 15: Macquarie Point Masterplan: Reset, Urban Design notes Leigh Woolley, 2018)

These views were incorporated into the subsequent planning scheme amendment prepared by AllUrbanPlanning in December 2018 to adjust the Macquarie Point Site Development Plan to facilitate the Macquarie Point Reset Masterplan (2017-2030).

The amended viewpoints are reflected in the current SCPS in Figure 32.2.

Assessment and response

Whilst a prominent feature within the locality, specific landscape, townscape and spatial values are retained within the context of the Multipurpose Stadium as the form and appearance of the Multipurpose Stadium allows continued views of the above elements of value to local character.

Consideration has been given to the viewlines outlined in the *Macquarie Point Masterplan Reset: Urban Design notes by Leigh Woolley* and those adopted through the planning scheme amendment prepared by AllUrbanPlanning in December 2018. These viewlines are encapsulated in Figure 32.2 of the SCPS, with analysis provided below:

- a. As Demonstrated in Figures 55 and 56, and V3 (Figures 40 - 42), from The Cenotaph toward the mouth of the River Derwent (which corresponds to View 5 in the *View and sightlines diagram – Amendment 2.26 replacing figure 32.2*), the Stadium obscures some views of the River Derwent when the viewer is located directly adjacent The Cenotaph. The Cenotaph is located on a localised highpoint on the Domain Headland, and between it and the Bridge of Remembrance, the groundline falls away to the northwest. Views of the mouth of the River Derwent towards the southeast are still visible from The Cenotaph and are more expansive when viewed from northeast within the immediate surrounds of The Cenotaph.
- b. From Cenotaph, the Stadium obscures a small part of the Wellington Range including Mt Nelson, however the translucent nature of the dome structure still allows some filtered views of the range and the impression of the ridgeline through it. The overall impression of the Wellington Range is not substantially diminished, and views are still available when viewed from within the immediate surrounds of The Cenotaph. This is demonstrated in V3 (Figures 40 - 42) which corresponds to View 3 (*in the View and sightlines diagram – Amendment 2.26*).

Long Point and Lower Sandy Bay are obscured by the Stadium when viewed from The Cenotaph. However, this is principally from the elevated position of The Cenotaph and from most areas around The Cenotaph, especially to the north and northwest, views of these areas are minimal due to the elevation of the decreasing elevation of the land around it and the vegetation along the Escarpment that blocks views further. As outlined in Section 8, views from this location are also intermittently impacted by Cruise Liners mooring at the Cruise Liner Terminal.

- c. From The Cenotaph, views of Saint Georges Church (which corresponds to View 3 in the *View and sightlines diagram – Amendment 2.26 replacing figure 32.2*) are partially obscured by the existing vegetation along the Escarpment when the viewer is located directly adjacent The Cenotaph as shown in V3 (Figures 40 - 42) and the zoomed in image shown in Figure 57 below. Views are still available if the viewer is located to the southwest, where views are also likely to be obscured given the drop in elevation of the ground line and also the presence of the larger existing avenue trees.
- d. The Stadium does not obscure the Parliament House or its forecourt (corresponding with View 2 in the *View and sightlines diagram – Amendment 2.26 replacing figure 32.2*) when viewed from The Cenotaph. These views are already largely obscured by existing built form and vegetation, and these elements are not prominent from this viewpoint. This is demonstrated in Figure 58.
- e. As demonstrated in V5 (Figures 46 and 47) views from Macquarie Street are not obscured by the Stadium, (corresponding with View 1 in the *View and sightlines diagram – Amendment 2.26 replacing figure 32.2*)
- f. As demonstrated in V6 (Figures 48 - 49) views from the Institute for Marine and Antarctic Studies (IMAS), The Cenotaph is partially obscured by the Stadium. However, it is not a prominent element within the view, with the Cove elements and Wharf Sheds being more prominent. That being said, as the viewer moves along the Wharf edge to the west and adjacent Wharf 1, The Cenotaph would likely not be obstructed by the edge of the Stadium.
- g. The Stadium does not obscure views of the sunrise to the east of The Cenotaph as demonstrated in Figure 59 (which corresponds to View 8 in the *View and sightlines diagram – Amendment 2.26 replacing figure 32.2*)
- h. Having regard to View 9 (*View and sightlines diagram – Amendment 2.26 replacing figure 32.2*) from the subject site in and around the Stadium to The Cenotaph, views currently exist as the site is open and largely unencumbered with development. The Stadium facilitates opportunities for views to The Cenotaph resulting from its transparent materiality and viewlines through and out of the structure. This is demonstrated in Figures 60 and 61.
- i. Having regard to View 4 (views to and from Sullivans Cove and the River Derwent), View 6 (views along key public space) and View 7 (views to and from the Royal Engineers Building towards the east) the proposed Stadium would obscure these views. However, these views relate to a specific masterplan layout for the site (*Amendment 2.27 Updated Development Framework, Figure 32.3*).

The following illustrates the views and montages referred to above.



Figure 2-18: View south from the Cenotaph to the Derwent River mouth (Source: Urban Design Framework, page 97)



Figure 2-19: View south from the Cenotaph to the Derwent River mouth (Source: Urban Design Framework, page 97)

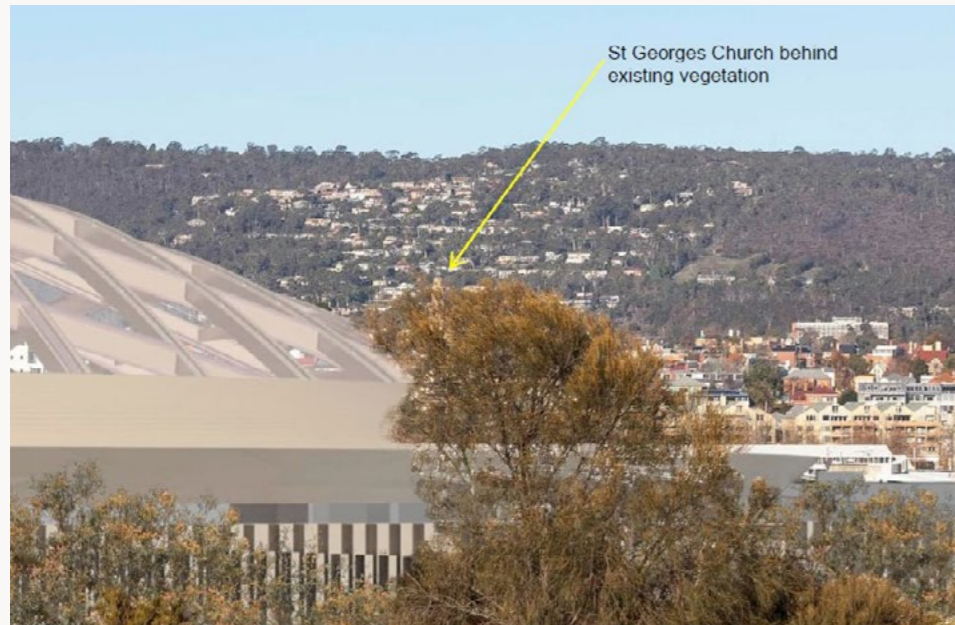


Figure 2-20: Magnified view of Figure 42 to St Georges Church (Source: VIA, page 72)



Figure 2-21: Magnified view to Parliament House and Forecourt (Source: VIA, page 72)



Figure 2-22: View due east from the Cenotaph (View 8 – Figure 2.26 View and sightlines)



Figure 2-23: Views from within the relocated Goods Shed up to the Cenotaph (COX Architecture and Cumulus)

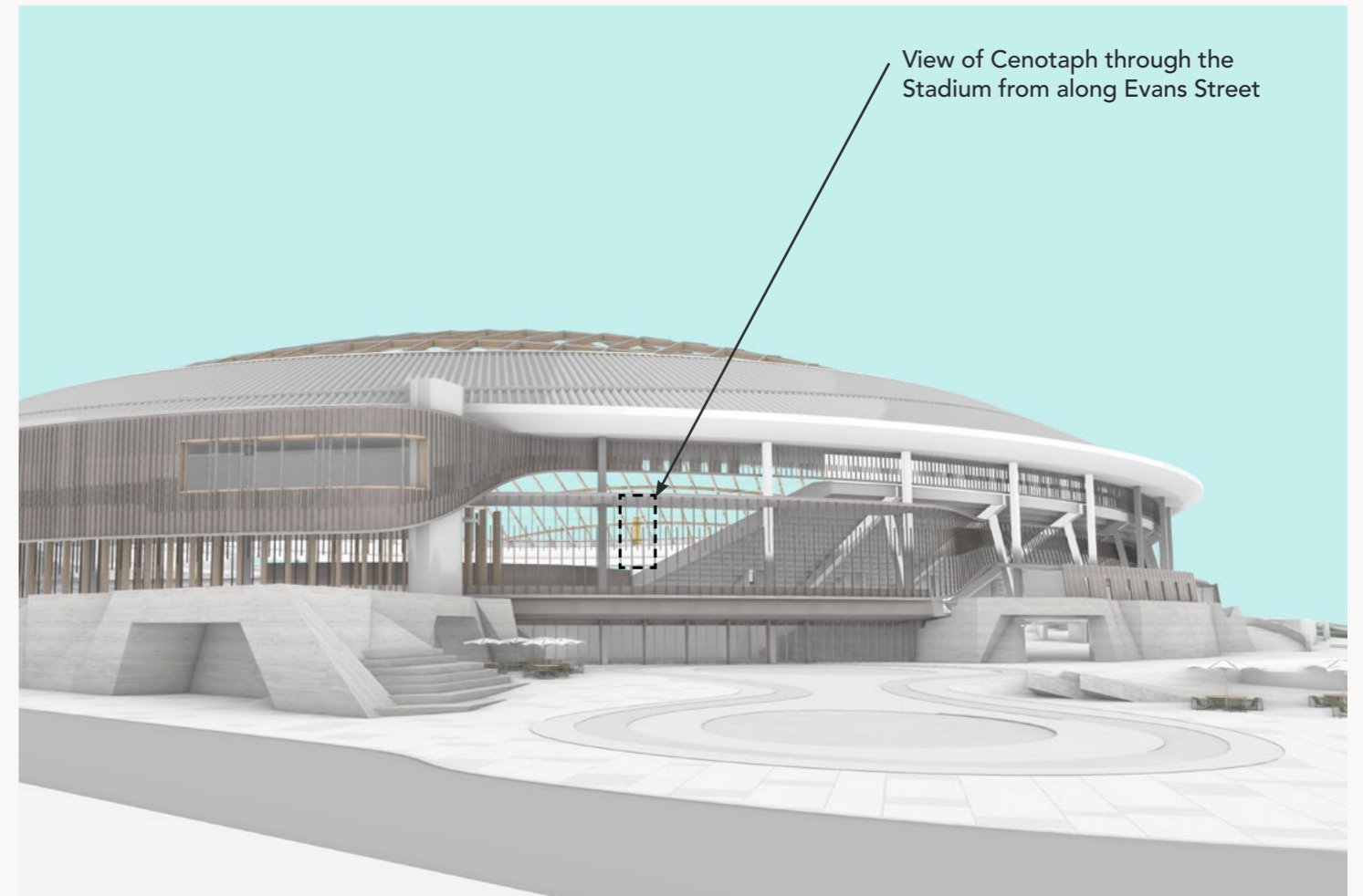


Figure 2-24: New views through the Multipurpose Stadium from Evans Street to the Cenotaph (COX Architecture)

Whilst a prominent feature within the locality; specific landscape, townscape and spatial values are retained within the context of the proposed development as:

- the domed building form and its semitransparent materiality:
 - reduces the visual bulk and ‘weight’ of the built form,
 - provide a contrasting form that complements the
 - natural landforms visible from and near the Site.

As outlined previously, whilst the Specific views (as outlined on the Important Views and Sightlines drawings – SCPS) in and out of the Site are, to varying degrees impacted by the form, scale and bulk of the proposed development, impacts to:

View 1 are imperceptible,

View 2 will be evident but will still allow the predominant built form and character of the Cove to be retained,

View 3 will be evident, as the existing site is currently cleared and the proposed Multipurpose Stadium, with its built form articulation, materiality, urban and landscape outcomes, will provide an iconic development outcome, adding visual interest to the city skyline and to the public realm and allow views of the Wellington Range in the background to be seen.

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,

View 5 views of the Stadium will be prominent but will still retain views of the River Derwent, distant hills, port facility behind and across the edge of the Site.

View 6 views of the Stadium will be prominent, as the existing site is currently cleared and the Stadium with its the built form articulation, materiality, urban and landscape outcomes will provide an iconic development adding visual interest when viewed to and from the River Derwent and the Royal Engineers Building;

View 7 views of the Stadium will be prominent, as the existing site is currently cleared and the Stadium with its the built form articulation, materiality, urban and landscape outcomes will provide an iconic development adding visual interest when viewed to and from the Kangaroo Bay and the Royal Engineers Building;

View 8 views of the Stadium will be evident to the periphery of this view but will not obstruct views of the River Derwent, ANZAC sunrise, distant hills or port facility built form towards the east.

View 9 views of the Stadium will be prominent, as the existing site is currently cleared and the Stadium with its the built form articulation, materiality, urban and landscape outcomes will provide an iconic development, adding visual interest when viewed from The Cenotaph;

View 10 views of the Stadium 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; and

View 11 views of the Stadium will be prominent but will still retain views of the River Derwent, distant hills, port facility behind and across the edge of the Site.

Whilst a prominent feature within the locality, specific landscape, townscape and spatial values are retained within the context of the proposed development as:

The domed building form:

- allows views of the historic character of the landscape,
- complements the form and scale of the surrounding built form of the Cove by the creation of differentiating form,
- retains and enhances significant cultural and historical elements and areas within the Site.

The building form, scale and appearance retains the spatial characteristics of:

- the Cove Floor,
- the Cove Wall,
- the natural enclosure created by the Cenotaph and Battery Point headlands and Macquarie Street ridge as the domed form,
 - creates a comfortable visual interface with the edge of the Escarpment,
 - is consistent with the form and appearance of the Cenotaph headland,
 - does not visually impact the Battery Point headlands,
- the Amphitheatre formed by kunanyi/Mt Wellington and its foothills as it complements their shape and character and does not substantially obscure views to them.

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 near areas with high value. The proposed development is considered to be an iconic building within Hobart that respects the adjoining natural and built form elements, whilst enhancing the character and identity of its immediate and city-wide setting.

The visual and spatial experience of people/receptors using areas within the Cove:

- will be enhanced by the form and appearance of the proposed development in complementing the form and articulation of the existing built form,
- will still retain the contemporary and historical built form around the Cove as the predominant elements experienced,
- the spatial and visual characteristics and focus of the Cenotaph and headland will still be retained and not substantially diminished given the panoramic views to surrounding elements will still be retained.

The VIA utilises appropriate methodology and outlines a range of areas in which the Project will be viewed, the distances to and from each view and the number of people that may be affected. These impacts have been considered in both the design of the Project, the proposed mitigation measures to minimise impacts on existing views and the potential to reveal new views as a result of the Project.

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

The Report documents the surrounding landscapes, roles and their values in response to the TPC Guidelines.

TPC GUIDELINE REFERENCE 4.1.3

They are:

The Urban Amphitheatre provides a sense of containment and dominates views of the horizon to the south west. It has visual prominence and plays a role in ensuring that the City is read within a larger landscape.

The water plane of the Derwent Estuary provides an expansive and undeveloped natural vista / horizon to the west and south of the city centre but can be read as contained within the wide opening of the estuary, due to views of Long Point and Betsey Island in the distance.

The Headlands of Queens Domain / Cenotaph and Battery Point play a role in bookending the Cove and define the extent of the Cove Floor. The height of the Domain above the floor reinforces the ceremonial role of the Cenotaph.

The Cove Floor: Provides an apron that connects the foreshore, including flatness and utility of the working Port.

The Cove Slope: Defined as the areas of natural ground level in the Cove that were not subject to land reclamation.

The Cove Wall: This is the wall of built form around the Cove. There is also a natural wall that includes the historic quarry edge/escarpment that holds the Cenotaph landscape and Queens Domain. It provides a sense of scale and containment from which the Cove and Cove Floor can be appreciated.

The Basin is the area where the original rivulets met the estuary, which is now part of the CBD of Hobart.

The analysis has informed the design of the landscapes associated with, and to be delivered as part of, the proposed Project and consideration of appropriate relationships with the roles and values of the surrounding landscapes. This is evident in the proposal which documents the desired future character, size, location and programme of open spaces to complement, rather than compete with, the surrounding landscapes within the local context of the Site.

Further information, regarding the design response of the Project to the considerations of physical use and enjoyment of spaces within the local context and how it has informed the design of the Multipurpose Stadium, is available in:

Appendix I – Urban Design Framework.

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

At the scale of the urban amphitheatre, the proposed domed form of the Multipurpose Stadium is considered complementary to the surrounding undulating landscape. The curved form of the building results in an outline that does not sharply contrast against its backdrop and can be referenced in existing landscape features. This is conveyed in the sections below which demonstrates how the Multipurpose Stadium will sit in relation to the prominent headland and ridge of Queens Domain.

The rise of the headland builds from the Cove Floor to the Cenotaph (at RL. 20) and up to the highest point (at RL 135.).

The Project has considered how the Multipurpose Stadium is required to sit in harmony with the undulating composition of the existing landforms and is in scale with the landscape. Further information, regarding the design considerations of the landscape character and values, is available in:

Appendix I – Urban Design Framework.

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

The historic, early 19th century, Georgian buildings around the Cove and pedestrian friendly roads and public spaces in-between, create a highly walkable Precinct. The celebrated heritage buildings at Salamanca and along Hunter Street form much of the built characteristics of the Cove Wall, constructed using a masonry material palette of sandstone and brick.

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

Considering this character and context, the Multipurpose Stadium is positioned as a series of 'buildings in the round' that acknowledge their siting on the Cove Floor as a place of reclamation and heavy industry. Proposed materials reflect this historical aspect of the area as opposed to the sandstone and brick materiality of the Cove Wall.

Further information regarding the design considerations of the historic character and how layers are proposed to be revealed is available in:

Appendix I – Urban Design Framework.

TPC GUIDELINE REFERENCE 4.1.4

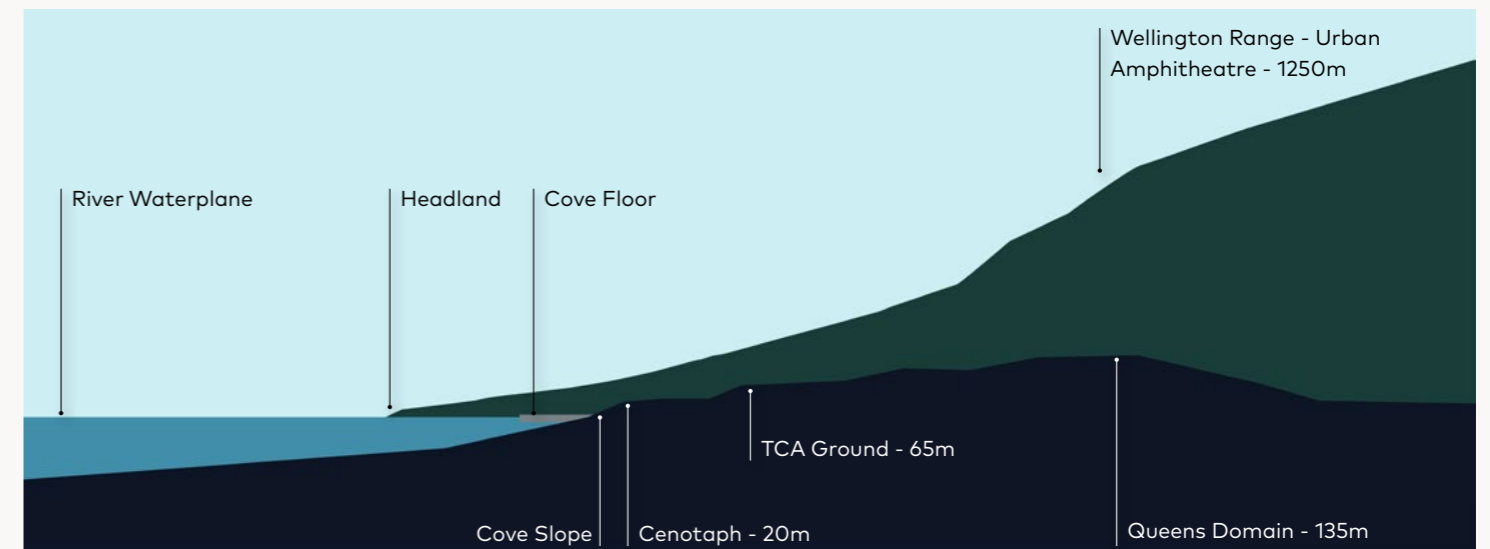


Figure 2-25: Existing section demonstrating proposed relationship to the urban amphitheatre (Source: Urban Design Framework, page 100)

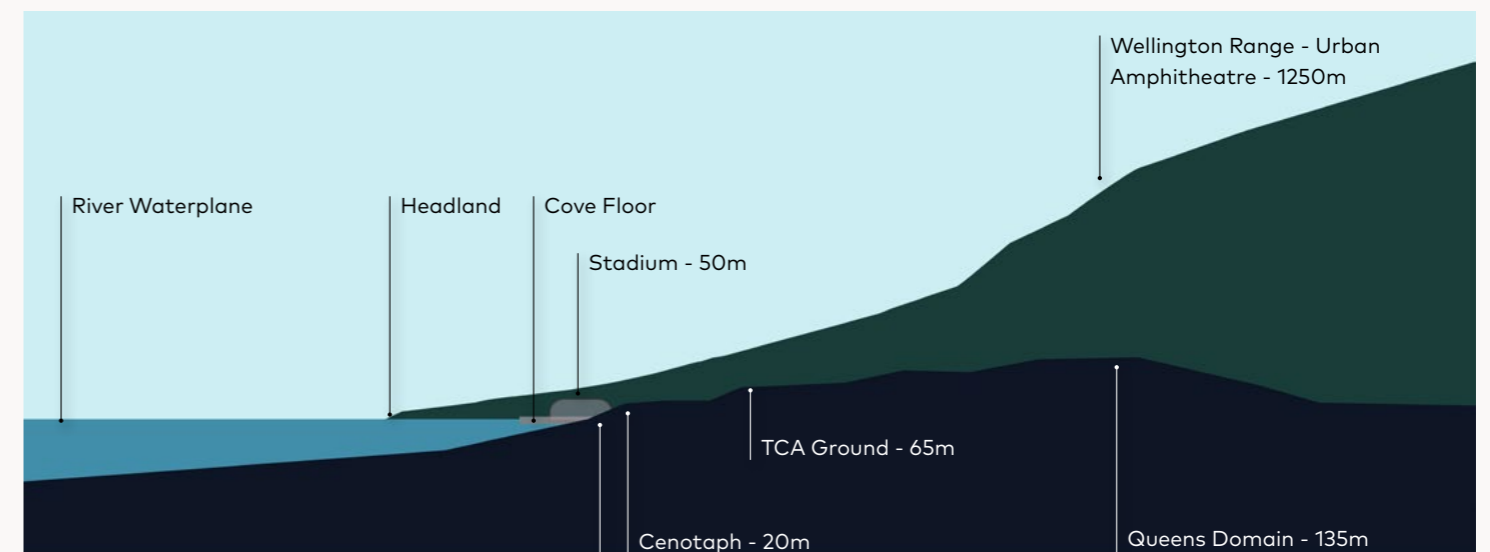


Figure 2-26: Proposed section demonstrating proposed relationship to the urban amphitheatre (Source: Urban Design Framework, page 100)



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

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

In analysing the historic character of the area, the Project will reveal the layers of history of the Site through:

1. Reinstating the natural headland
2. Repurposing the Goods Shed
3. Revealing the Rivulet
4. Reframing the industrial character
5. Revealing the Cove Floor
6. Reimagining the amphitheatre
7. Reinterpreting the escarpment
8. Re-establishing the intertidal zone.

Figure 2-27: Responses to the built and natural history of Macquarie Point (Source: Urban Design Framework, page 102)

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

The landscape proposal of the Project seeks to form a relationship to history of the Site and the construction of the Cove Floor. Landscape detailing will represent and reinterpret characteristics of the Site's unique history. This includes intended design outcomes of the Project, such as:

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

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

Further information regarding the design considerations of the landscape character and values is available in:

Appendix I – Urban Design Framework.



TPC GUIDELINE REFERENCE 4.1.4

Figure 2-28: Urban details (Source: Urban Design Framework, page 103)

2.8 Urban Form of Sullivans Cove

TPC GUIDELINE REFERENCE 4.2.1

Assessment and response – built form, massing, bulk, scale, alignment, orientation, detailing and landscaping of the proposed project is informed by the historic, existing spatial and built form of Sullivans Cove.

The analysis of urban form of Sullivans Cove reports/assessment under this section is informed by the Sullivans Cove Planning Review 1991 (SCPR) and the Sullivans Cove Planning Scheme 1997 (SCPS), and the analysis provided by the Site Development Plan (SDP) (2024).

The urban form of the Cove consists of the built and spatial qualities which have evolved over time, representing a unique cultural heritage which is both historic and contemporary. Urban form is further informed by the use or function of an area.

As specified under the SCPS, a new SDP has been prepared for the purposes of this PoSS. The SDP identifies that the spatial qualities of the Cove, as identified and described in the Sullivans Cove Planning Review, are comprised of the natural topography and the urban form. The topography, at a macro scale, is expressed with the transition from the mountain kunanyi to the sea, with the Cove located at the centre of a topographical amphitheatre.

Within this topography, the modifications of European settlement have altered and clearly defined the urban form of Sullivans Cove.

The urban form of Sullivans Cove is clearly described by the concepts of the Cove Wall and the Cove Floor (or Concrete Apron).

Development located on the landside, behind the Cove Wall, is largely urban in nature, conforms to the city grid with articulated street walls, consists of a range of building types and contains a mix of historic and modern buildings. The Wall of the Cove is clearly defined as a largely contiguous built edge, which follows the alignment of the quarry edge in Salamanca Place, the Davey Street excavations, the causeway which historically connected Hunter Island (now Hunter Street) and Evans Street.

In contrast to this, developments located on the waterfront, within the area of the Cove Floor consists of buildings that are standalone structures, generally industrial or maritime

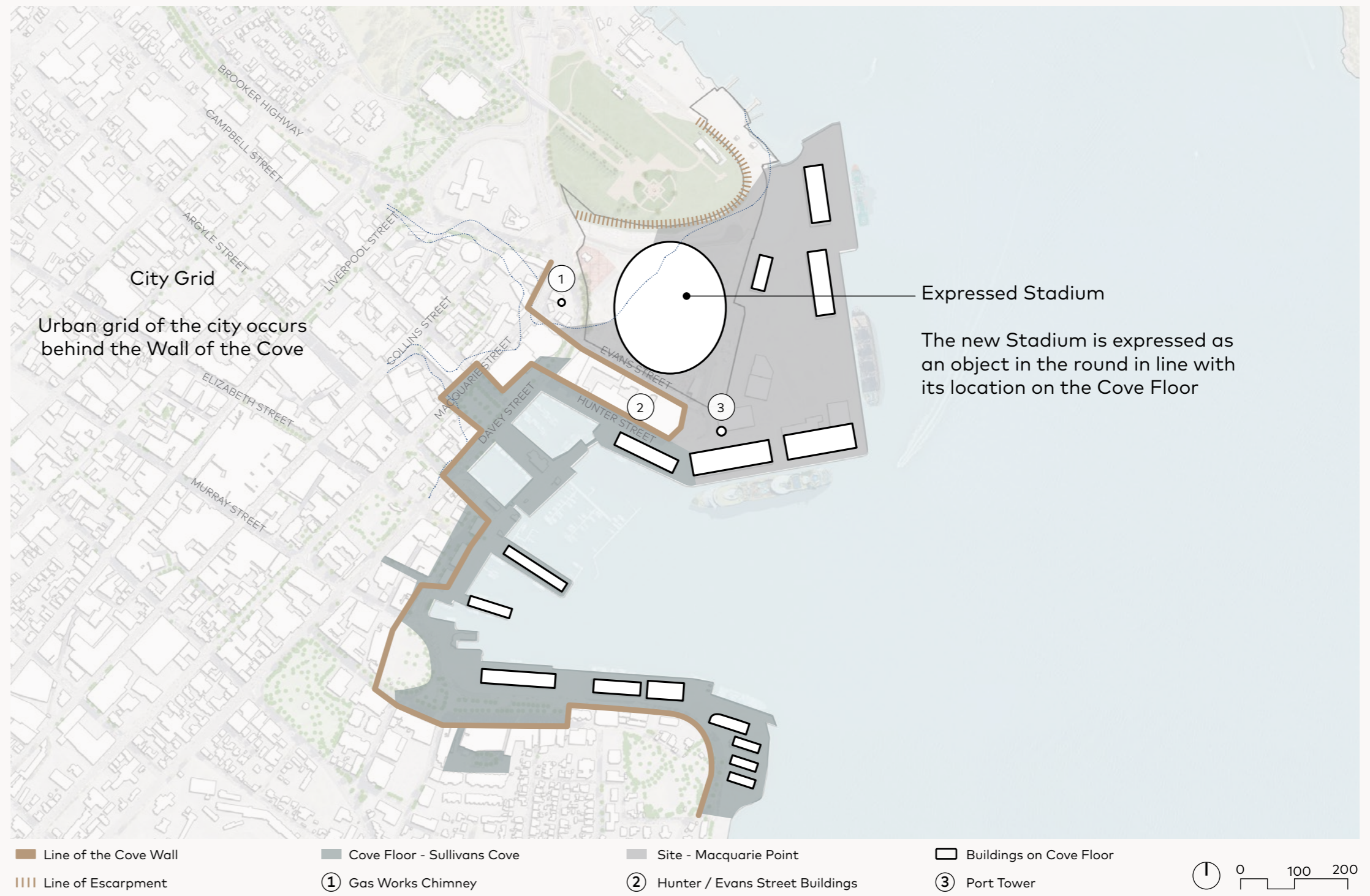


Figure 2-29: Historic, existing spatial and built form of Sullivans Cove (Source: Urban Design Framework, page 104)

in nature, have sufficient curtilage that the buildings can be read in the round and allow the concrete apron of the Cove to be expressed.

Within this context, the Mac Point site and proposed location of the Multipurpose Stadium, has been identified as being located wholly within the Cove Floor.

The analysis of the historic, existing, spatial and built form of Sullivans Cove and the 2024 SDP has been used to guide the design of the Multipurpose Stadium and will also form the basis of a planning scheme amendment process, which will be undertaken to embed the new Mac Point Precinct Plan into the Tasmanian Planning Scheme – Hobart and associated Hobart Local Provisions Schedules.

The SDP prepared for the site provides guidance on the form that the contemporary adaptation should take, noting that the urban context allows for, and has historically accommodated, larger scale, utilitarian and unadorned buildings whose scale was dictated by function.

The concept of respecting the scale of the Cove’s built form is an important aspect of ensuring that the future development does not diminish the values of the Cove. The SDP (2024) concludes that buildings located within the Mac Point site can be large, having an all-round expression, be functional and modern, yet not overwhelming of the broader context or detracting from the smaller, finer grained 19th century setting. Visual impacts can also be managed without distorting the different building and spatial typologies that are appropriate on the Cove Floor. New structures on the Cove Floor should be light and utilise transparency and materials to reduce the visual dominance that their larger scale and form might otherwise present (SDP 2024).

Further information regarding the urban form context of the site and its surrounds is available in:

Appendix I – Urban Design Framework

Appendix GG – Site Development Plan.

2.7.7 Existing Built Form and Scale

Whilst the Site historically accommodated large scale infrastructure and buildings, the closure of the Hobart Railway and subsequent remediation works has led to the clearance of most structures from the Mac Point site. Two warehouses, referred to as the Goods Shed and the Red Shed, have been retained along the Evans Street interface. The Goods Shed and the Red Shed maintain some original finishes, including timber gable frames.

The southern interface of the site, along Evans Street, similarly reflects Hobart’s industrial heritage with a series of early 1900s redbrick warehouses and factory buildings. A series of Georgian warehouses dating back to 1825 are

located along Hunter Street. The site’s western 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.

Along the southern side of Evans Street, 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 the Cove Wall. The Concert Hall on the corner of Evans and Davey Streets and the Grand Chancellor Hotel, at 23.5m and 49m respectively, are tall buildings within this local context. Buildings here extend to the lot boundary and frame the street.

South and west of the site, large commercial and government buildings (like the Hotel Grand Chancellor and the Tasmanian Museum) are interspersed by expanses of paving and bitumen to service the wharves nearby.

West of the site is a residential neighbourhood of Wapping, characterised by medium-density terrace housing, interspersed with a network of laneways. In this area, service access is provided at the rear of the property, with minimal front setbacks for buildings defining the streetscape. Notably, the Sullivans Cove Apartments, which are uniquely circular in design, rise to a height of RL27.5.

East of the site, the TasPorts land accommodates a series of large industrial buildings ranging in heights between approximately 4m and 12m. There are large areas of separation between the buildings required for logistical operations.

North of the site, the Hobart Cenotaph, with its position on the headland above the Cove Floor, stands as a prominent landmark in the surrounding area reaching a maximum height of RL +45.9. Beyond the Cenotaph is a ridgeline extending from the headland through the Queens Domain to the north west of the site, where built form is low-rise and dispersed, representative of the recreational nature of uses.

The Project has considered how the proposed design of the Multipurpose Stadium is informed by the historic, existing, spatial and built form of Sullivans Cove. This includes how the built form, massing and scale have been considered, the alignment of the Multipurpose Stadium and the playing field within it and the proposed detailing programming and integration of new open spaces and landscaping within the broader context of Sullivans Cove and the Hobart CBD.

Further information regarding the design considerations of the built form context is available in:

Appendix I – Urban Design Framework.

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

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

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

TPC GUIDELINE REFERENCE 4.2.1

The Multipurpose Stadium will be a large and individually prominent, public building. The restriction of the maximum height of the building towards the centre of the Site, the roof’s articulation in a light colour and the inclusion of generous curtilage as an ‘apron’, will work to ensure the relationship between the building’s footprint and height feels proportionate and contextual.

In addition, the Multipurpose Stadium precinct is proposed as a public space. The Multipurpose Stadium itself has been sensitively conceptualised to reflect its Tasmanian context so that it feels inherently Tasmanian and resonates with Hobartians.



Figure 2-30: The Stadium will be articulated as a ‘building in the round’ with generous public space and parkland (Source: Cox Architecture)

2.8.1 Planning history of the spatial and built form of Sullivans Cove

The Reports have assessed the Sullivans Cove Planning Review (SCPR) in 1991, which recognised the importance of preserving the Port while steering future development towards a mixed-use outcome. It is a place of movement, travel, arrival and departure. Historically utilitarian in nature, over time it has been moving towards a precinct that supports culture, entertainment and festivity.

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

Sullivans Cove Planning Scheme outlines a 'preferred future' for the Cove.

Key objectives of the Planning Scheme which can be addressed by the Project are:

Enhancing economic development through education, arts, culture and related facilities.

Encouraging tourism, retail, and commercial activities.

Combining Port functions with transport and technology.

Securing the future of the Port and maritime operations.

2.8.2 The history of master plans and site development plans for the Macquarie Point site and how the proposed project relates and responds.

A response to the summary of the history of the master plans and site development plans for the Site is also required in 2.2.1. A summary is provided in Chapter 3 – Policy, Strategy and Legislative Context under the heading Macquarie Point Planning Background.

Further information regarding the history of masterplans for the Macquarie Point site and the retention of relevant elements in response to the Project is available in:

Appendix I – Urban Design Framework.

TPC GUIDELINE REFERENCE 4.2.2



Figure 2-31: Listmap Historic Aerial Imagery - Macquarie Point 1961 to 1970



Figure 2-32: Listmap Historic Aerial Imagery - Macquarie Point 1971 to 1980



Figure 2-33: Listmap Historic Aerial Imagery - Macquarie Point 2015 to 2016

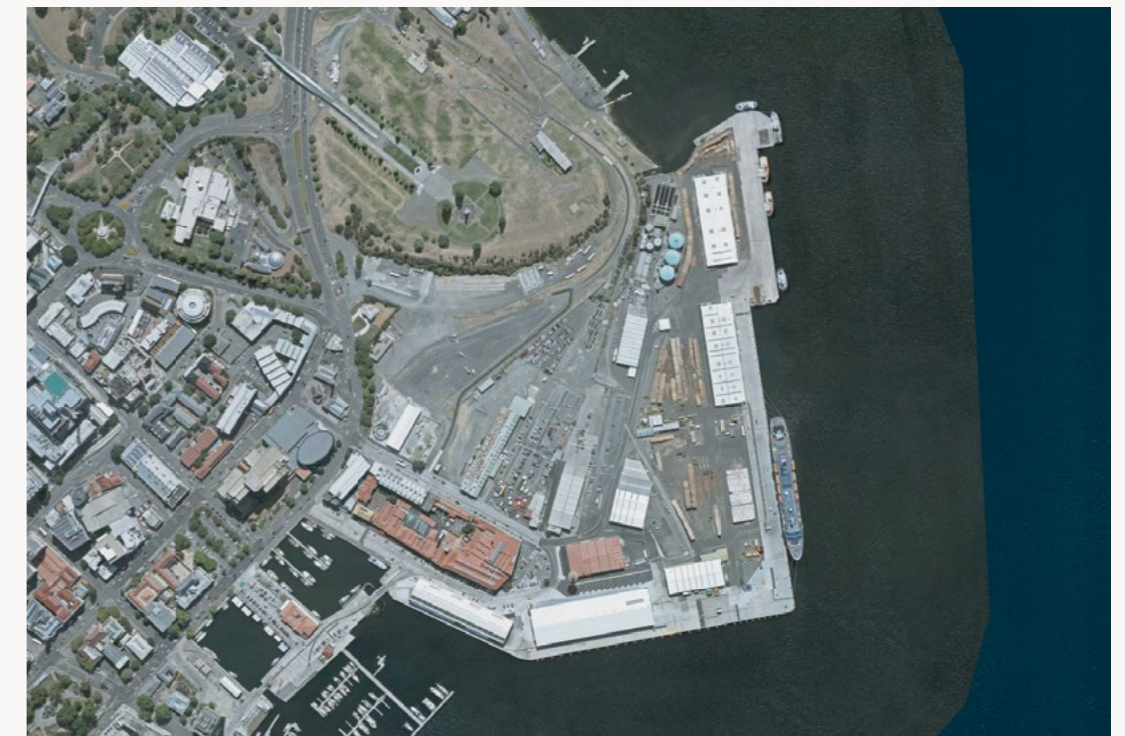


Figure 2-34: Listmap Historic Aerial Imagery – Macquarie Point 2018 to 2019

2.8.3 Assessment and response – Pattern of building height, bulk and form

The assessment of building height, bulk and form has revealed two distinct, yet interrelated patterns. The first is the existing building height within and around the site is largely consistent, with the exception of landmarks such as the Cenotaph and the Port Tower Building. Outside of these two elements, the building height is generally between 10m and 30m. The Project considers this existing height datum in particular where interfaces where existing buildings are proposed and how the Project can complement the established pattern of building height within Sullivan's Cove.

Secondly, the bulk and form of the buildings establishes two distinct patterns. The Cove Wall built form is consistent throughout the southern and western interfaces of the project and characterised by buildings whose footprints occupy a significant proportion of the site and whose facades are generally built to the site boundary. In contrast, the buildings to the east of the site, within the Cove Floor, are predominantly standalone structures, which do not define the spaces and places around them and are separated by large distances. The Project considers both of these patterns and is proposed as serving a transition between the build-to-boundary buildings to the south and west and the in-the-round buildings to the east of the Site.

2.8.4 Assessment and response – prominence, size and impact on human scale environment

The following sections are critical in addressing the range of Criteria within Section 4.3.2 of the TPC Guidelines. These sections attempt to describe and document the considerations for the design of the Multipurpose Stadium and its surrounds that are a functional requirement of the Project, which then informs the assessment of the proposal against the Criteria.

2.8.5 Functional Requirements and Influence on the Multipurpose Stadium Design

The functional and various user requirements of the proposed Multipurpose Stadium are critical to the range of uses proposed for the Multipurpose Stadium, with key elements including:

- appropriate physical dimensions to accommodate a field of play, able to support a range of sports and event activities,
- a fixed roof, for all-weather use,

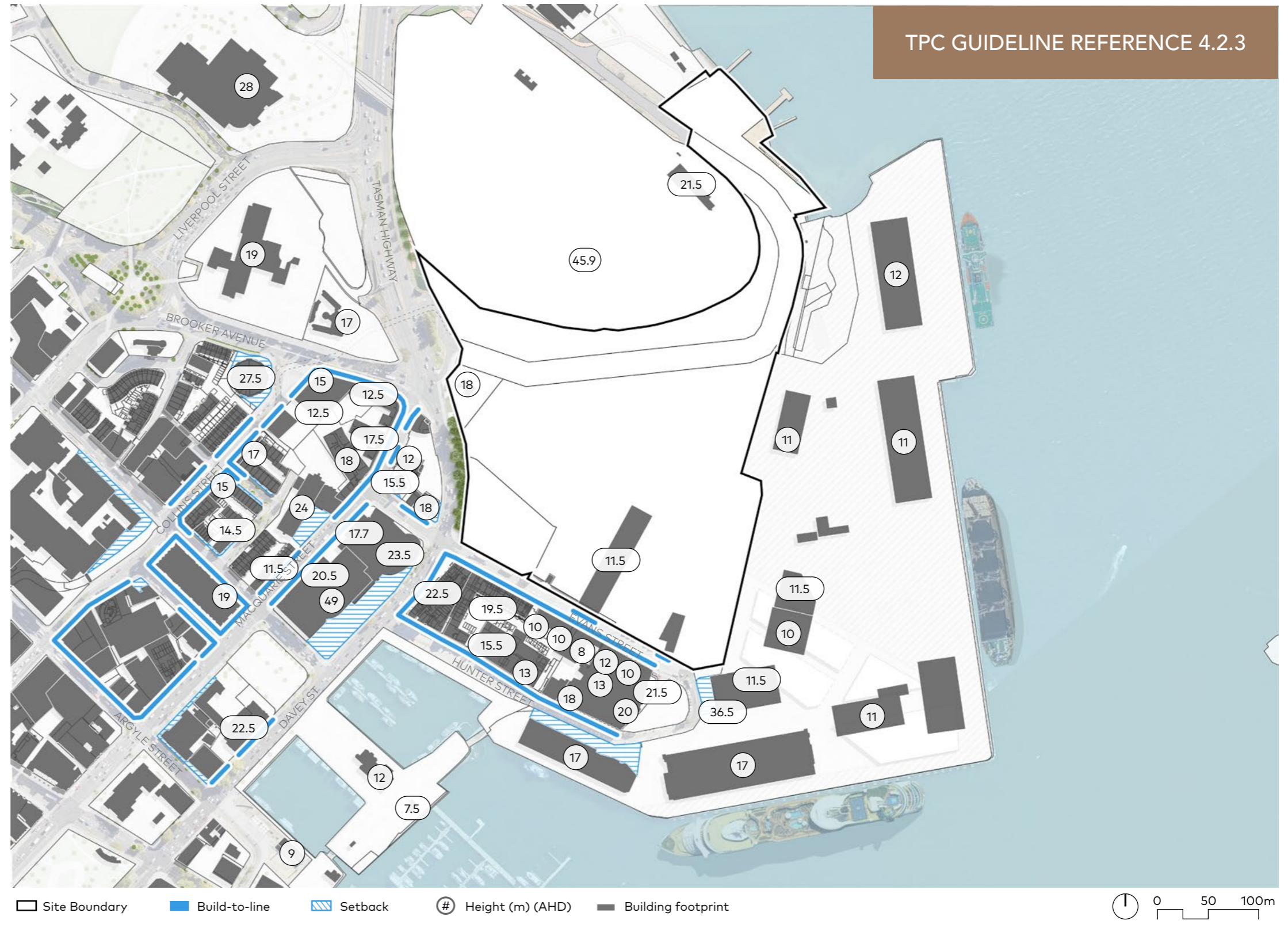


Figure 2-35: Pattern of building height, bulk and form (Source: Urban Design Framework, page 111)

- 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 Multipurpose Stadium.

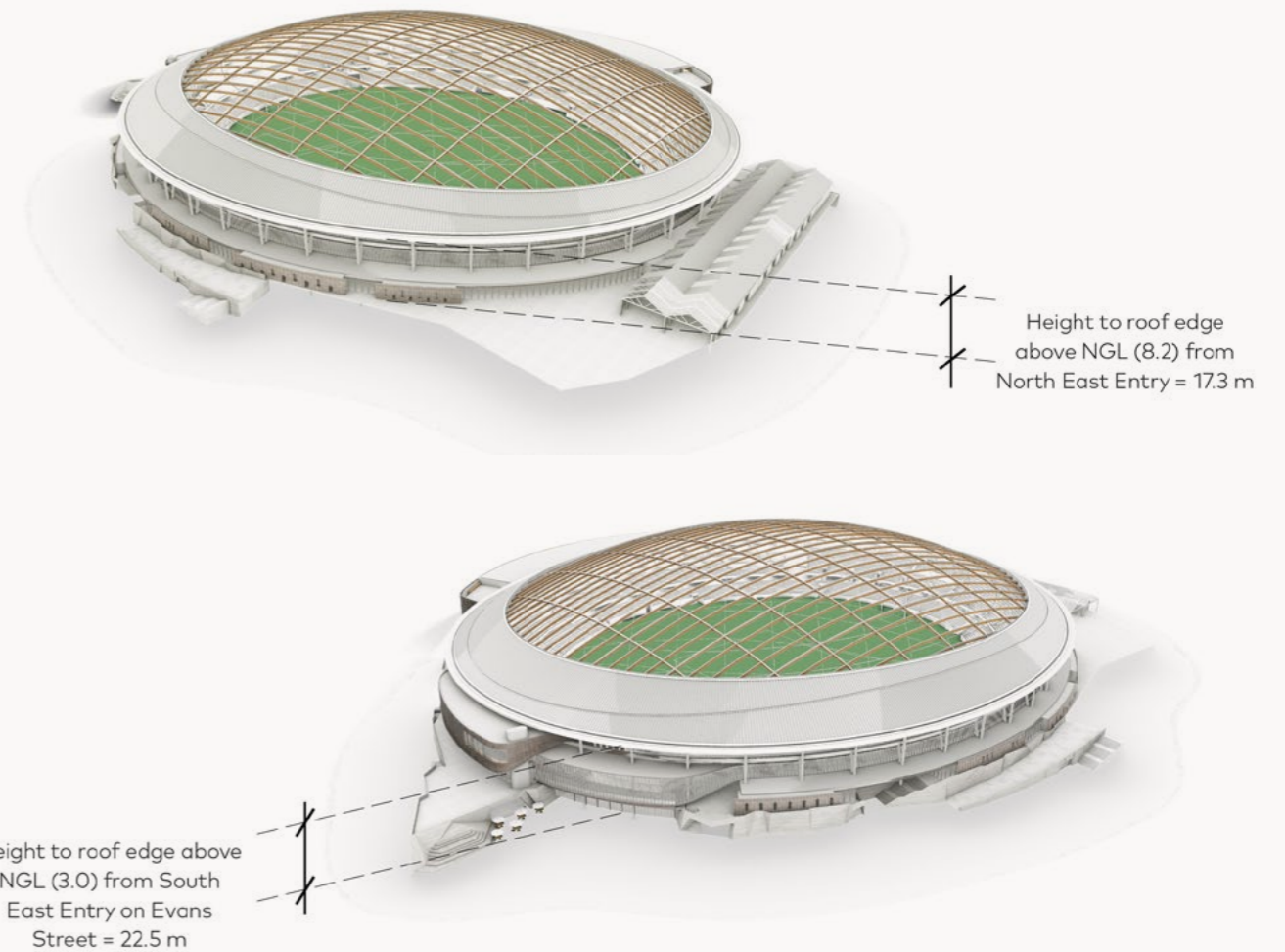
These functional requirements include those of the major sporting bodies such AFL and Cricket Tasmania, along with those of Stadiums Tasmania to enable the venue to host a range of events/activities. These functional requirements necessitate a building of significant scale, which will be visually prominent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

Numerous design considerations have been adopted to ensure that where possible, the height and scale of the building is considerate of the interface and built form relationship with its urban context. These design considerations include:

- The adoption of a dome-like, torus form. This allows the maximum height requirement above the playing field to be achieved, whilst allowing the roof surface to fall away and reduce in height in every direction. This results in an overall form that minimises height where it's not required, assisting in establishing a height at street interfaces that is comparable to the scale of existing buildings. This design feature is referenced to the SDP 2024 and also in Shelton 2006, which suggests the use of transparency in reducing the visual impact of scale.
- The adoption of a material palette that references the industrial past 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 the facades and breaking down the visual scale. 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.
- The interface of the Multipurpose Stadium with the external public realm ensures a fine-grained scale and multilayered experience, ensuring activation during and outside of events within the Multipurpose Stadium, human scale and a sense of enclosure.
- Ensuring that the scale of the vertical element, forming the Multipurpose Stadium wall, is respectful and complementary to the existing built form, particularly along the Evans Street interface.

The adoption of the domed roof typology allows the Multipurpose Stadium's outer edges to be designed to a height in keeping with the surrounding context. This both reduces the apparent height of the building as well as allowing the building to sit within in its context.

Figure 2-36: Form and scale of the Stadium (Source: Cox Architecture)



The following section diagram illustrates the height and scale across the outer perimeter of the Multipurpose Stadium, with heights above ground level ranging from 17.3m to 22.5m.

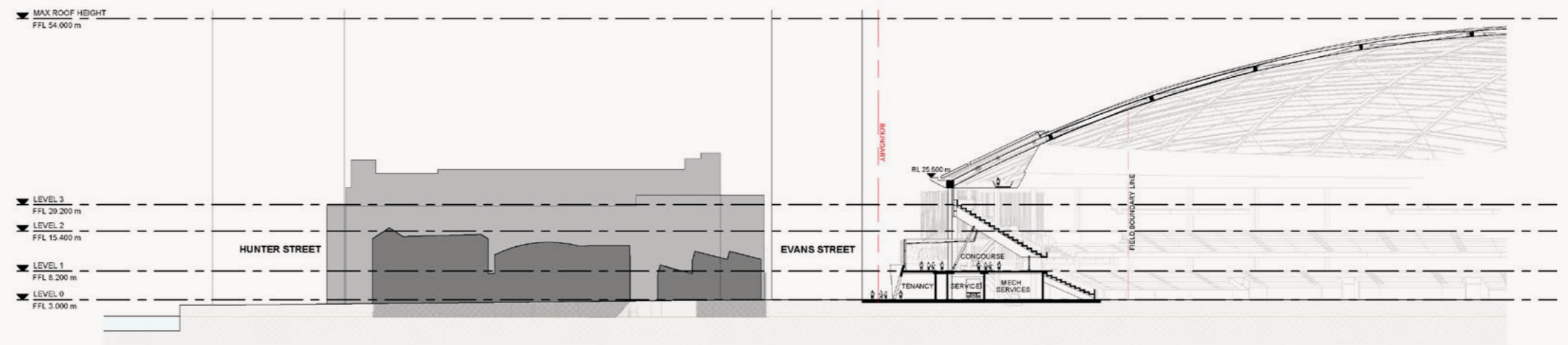


Figure 2-37: Section showing Stadium datums in relation to its Evans Street context (Source: Urban Design Framework, page 106)

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

The height around the perimeter of the Multipurpose Stadium, and articulated façade create an interface which 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 approximately 1:1, a pattern which is reflected commonly around the Cove.

The Reports will demonstrate that the proposed Multipurpose Stadium is complementary to the existing forms and spatial patterns in many ways including:

The Stadium Precinct extends the 'buildings in the round' into Macquarie Point.

The design introduces a contemporary architectural expression that contrasts with the adjacent historical buildings.

The massing of the Multipurpose Stadium and surrounding development parcels respect the scale of adjacent buildings and waterfront structures.

The design proposes a raw, honest material palette that reference the industrial past of the Site and is clearly distinct from the surrounding colonial heritage.

The 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.

Further information regarding the proposed modulation, articulation, architectural expression and other design considerations is available in:

Appendix I – Urban Design Framework

Appendix A – Architectural Drawings

Appendix B – Stadium Design Description

Appendix J – Visual Impact Assessment Report.

2.8.6 How the proposed project relates to and affects the expression of the wall of the Cove and the Cove floor

The proposed Multipurpose Stadium design complements, rather than competes with, its surroundings. The inclusion of a curtilage is an extension of, and consistent with, the Cove Floor 'apron'.

The proposed project does not compete with the Wall of the Cove but instead juxtaposes this typology through the

TPC GUIDELINE REFERENCE 4.2.3

adoption of a torus-formed 'building in the round', common with the built form located on the Cove Floor.

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

Consequently, the proposed building, whilst being visually prominent as a public building, 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 that form the Cove Wall. Consequently, the mitigation measures for managing their 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.



Figure 2-38: View toward the Stadium looking east from the corner of Davey Street and Evans Street (Source: Cox Architecture)

2.8.7 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

On the southern side of Evans Street, 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 contribute to only 11% of the street wall and definition of the street scape. Although historically significant, the existing buildings defining Evans Street are primarily oriented to address Victoria Dock and Hunter Street, presenting a largely blank and inactive facade to Evans Street and the site. Additionally, the Goods Shed and Red Shed run perpendicular to the site boundary, contributing further to the lack of streetscape definition on the northern side of Evans Street.

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

TPC GUIDELINE REFERENCE 4.2.3

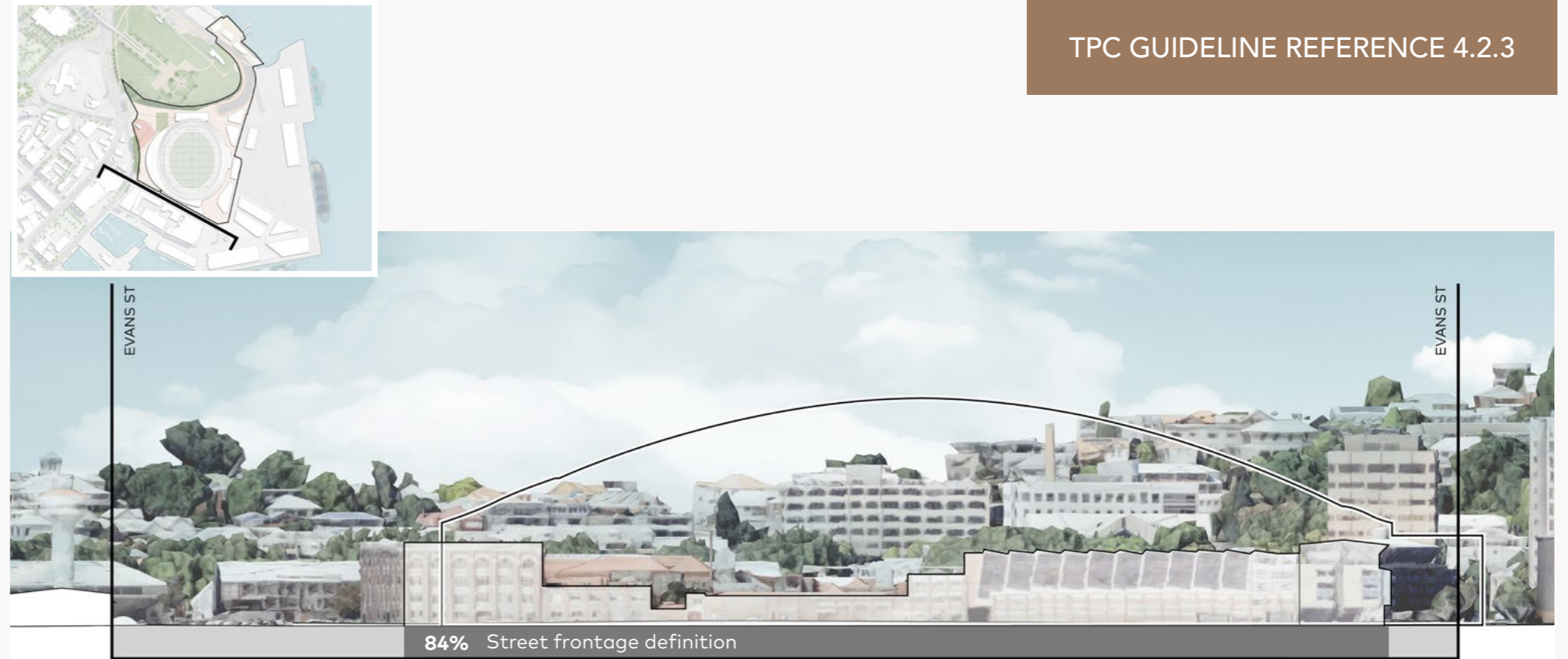


Figure 2-39: Evans Street southern elevation (Source: Urban Design Framework, page116)

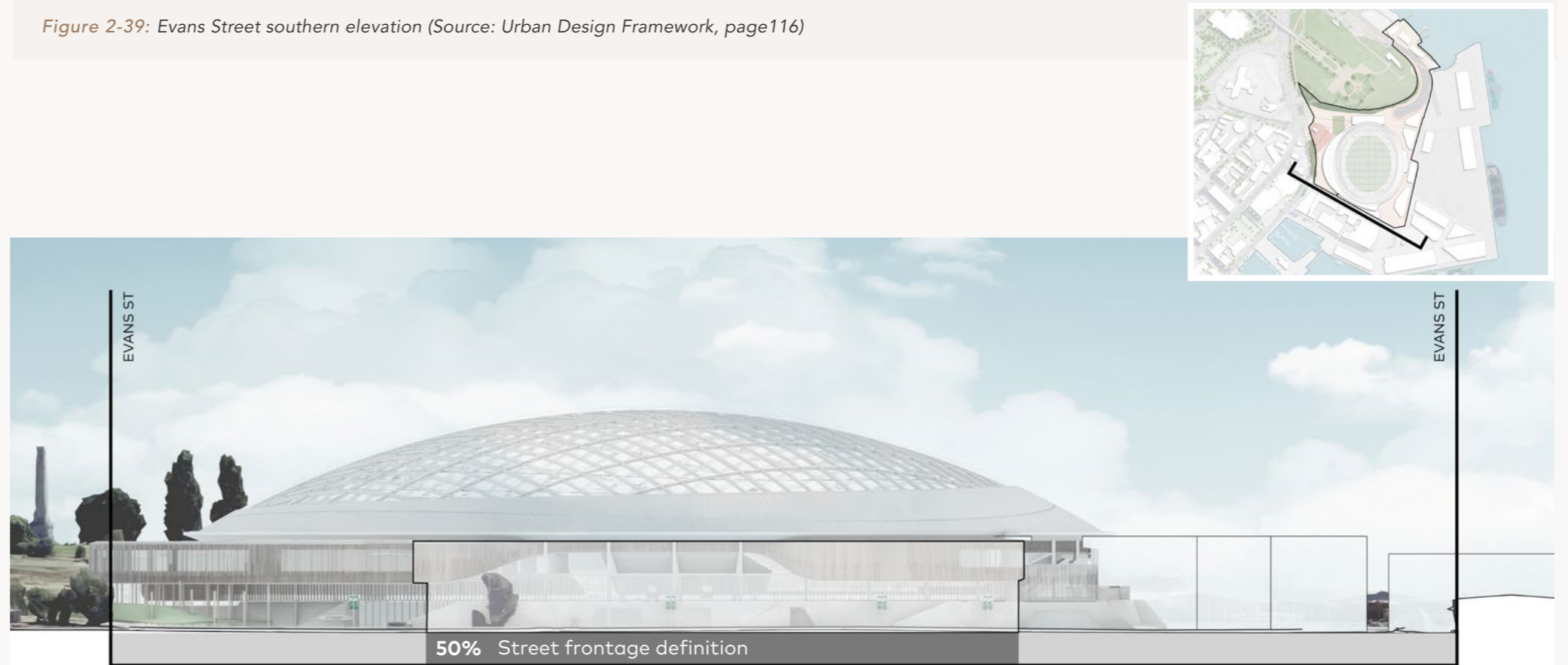


Figure 2-40: Proposed Evans Street northern elevation (Source: Urban Design Framework, page116)

2.8.8 To what degree the proposed project provides active street frontages and their locations

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

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

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

In addition to the landscaped plazas at each entry gate to the Multipurpose Stadium, there are a number of proposed secondary spaces across the Project Site that are not directly linked to the function and operation of the Multipurpose Stadium.

These spaces include:

the potential waterfront promenade at Regatta Point,

a minimum 10m wide pedestrian path and cycleway extending along the western edge of the bus plaza,

the public domain area north of the Multipurpose Stadium entrances and Goods Shed,

an extended public domain area between the eastern edge of the Multipurpose Stadium and future mixed use.

As the broader Precinct Plan and associated zones are developed, these spaces will significantly improve pedestrian connections along the waterfront and between the Cove, the Domain and the CBD.



Figure 2-41: Potential active street edge (Source: Urban Design Framework, page116)

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

The Site's design prioritises active edges to align with pedestrian movements, along Evans Street and the south-eastern thoroughfare between the Multipurpose Stadium and future mixed use developments.

Areas of two-way activation, which are identified as potential external facing tenancies for food and beverage and retail which serve the Multipurpose Stadium during events, will also provide an interface to the public domain during the remainder of the year.

Additionally, active edges around the Goods Shed in the north contribute to activating the pedestrian zone.

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

2.8.11 Design and placement of urban details

The landscape and public realm are designed to manage large crowds whilst adding visual appeal to the Multipurpose Stadium precinct, with native plants, local materials, water features, art and interpretive elements. There will be a number of open spaces 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.

The Site will be a public space accessible to all people. The Multipurpose Stadium will act as wayfinding device within the city, providing spaces for large public gatherings and a place of civic pride.

The activation of the Site through the Multipurpose Stadium and surrounding open space opens up 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.

For further information regarding street furniture and landscape treatments, refer to:

Chapter 5 – Propose Use and Development

Appendix I – Urban Design Framework.

Appendix NN – Public Art Strategy Discussion Paper

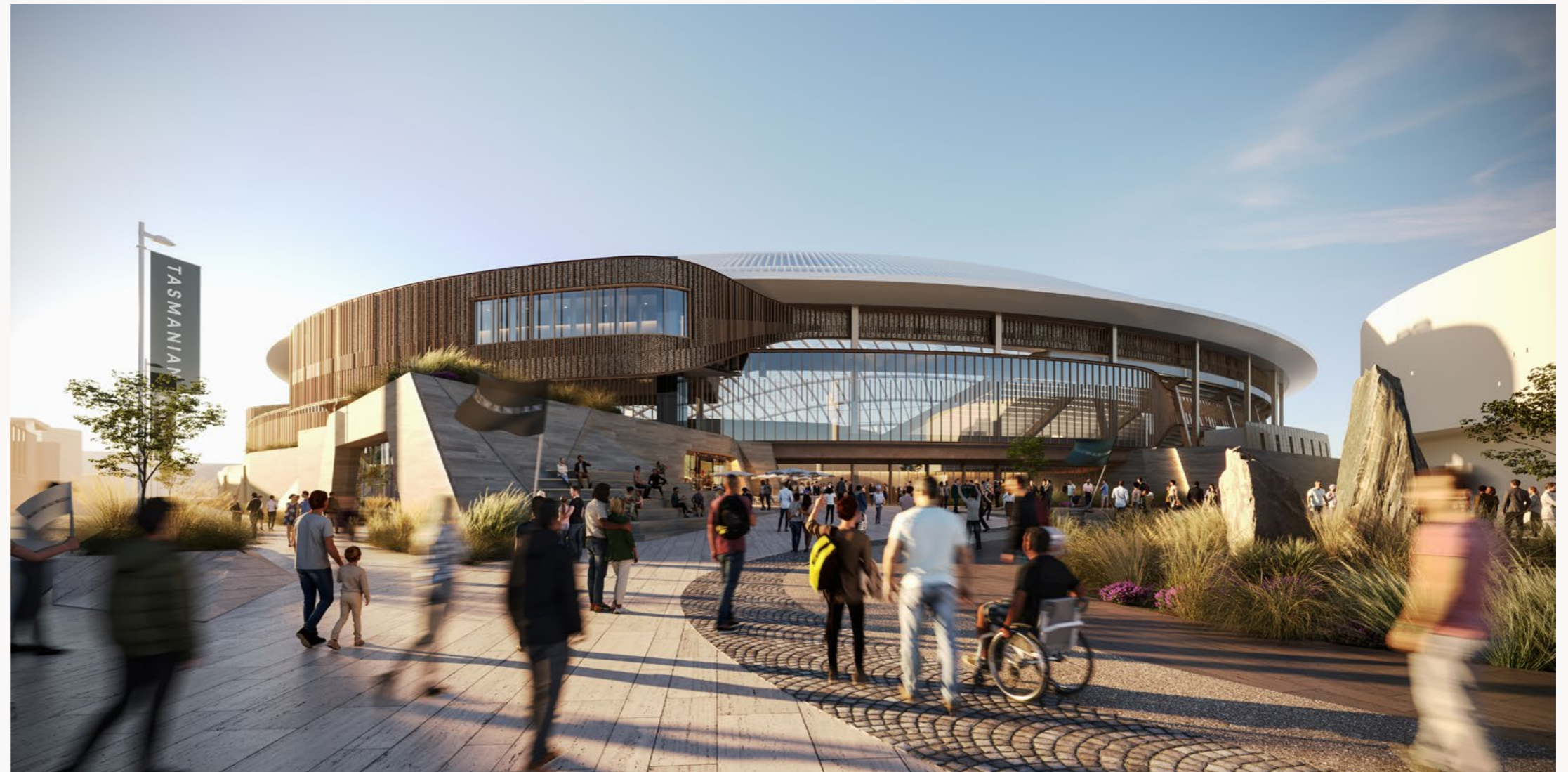
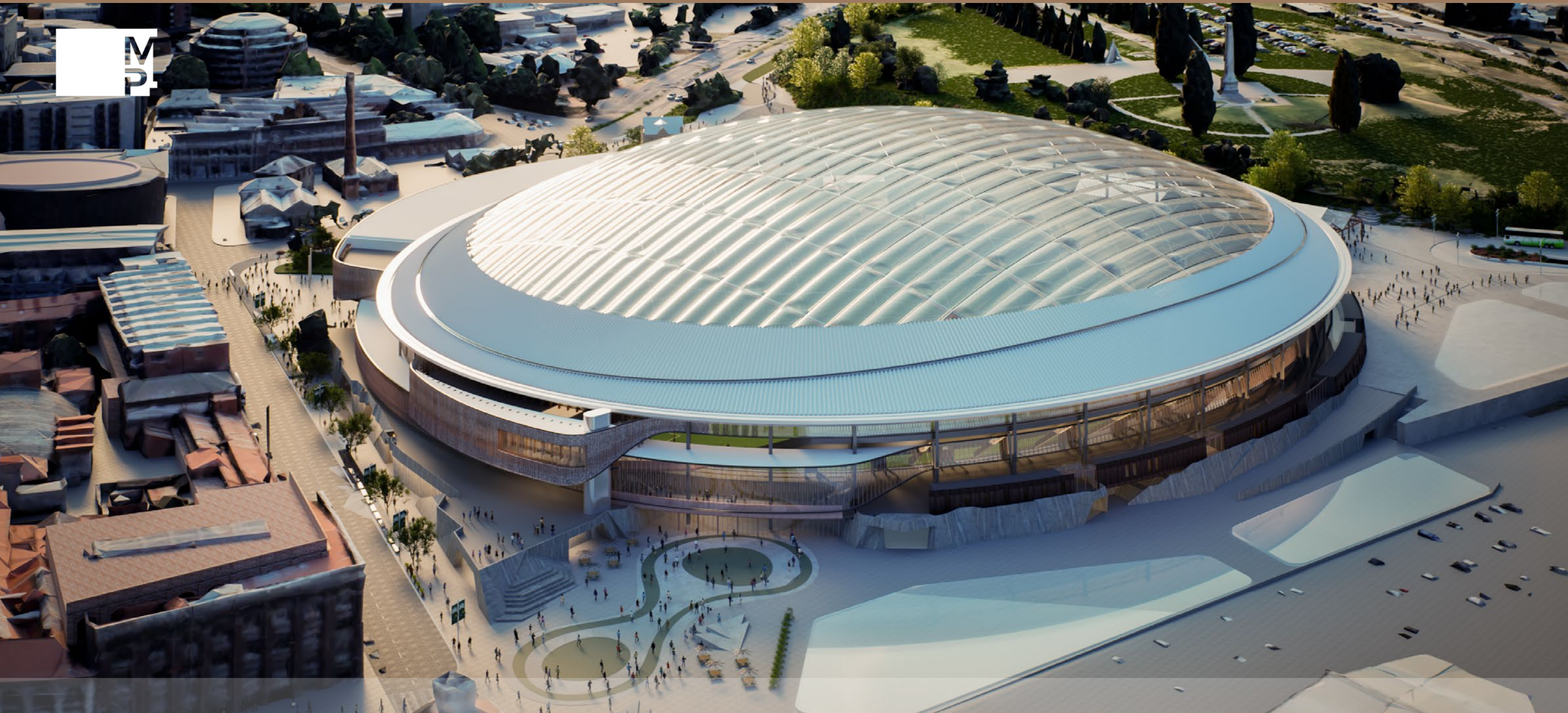


Figure 2-42: Artist's impression of the South East Plaza looking west along Evans Street (Source: Cox Architecture)



Figure 2-43: North South long section (Source: Cox Architecture)



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 3

Policy, Strategy and Legislation

3

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 2

Part II, section 2 of the TPC Guidelines requires the identification of relevant policies, strategies, and the legislative context within which the PoSS submission is to be considered, including the objectives of the Resource Management and Planning System of Tasmania (RMPS). These are to be summarised and responded to.

This specifically includes:

- a summary of the current Planning Scheme(s) that apply within Sullivans Cove and Hobart, associated or incorporated documents and the forthcoming Tasmanian Planning Scheme and Hobart Local Provisions Schedules,
- a summary of governmental policies, strategies and plans, relevant to the ongoing and future redevelopment of Macquarie Point and immediate surrounds.

To address this requirement, this section outlines:

- a summary of the part of the TPC Guidelines addressed,
- a list of supporting reports,
- responses to the relevant items in the TPC Guidelines.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>2.1 State Policies and Projects Act 1993 and Resource Management and Planning System legislation</p> <p>Clause 2.1.1 The SPP Act contains the requirements for the integrated assessment of the Project, which include:</p> <ul style="list-style-type: none"> • seeking to further the objectives set out in Schedule 1 of the Act (refer Appendix C)*, • being undertaken in accordance with State Policies (refer Appendix D for relevant State Policies). <p>These requirements cover a broad range of considerations. The reports are to provide a summary assessment of how the project relates to these requirements, and a cross reference to where evidence/information directly related to these requirements is provided in the reports.</p>	<p>PoSS Summary Report as a package directly responds to the broad objectives of the RMPS</p> <p>State Policies are addressed in this chapter.</p>
<p>Clause 2.1.2 The reports are to provide an outline of relevant objectives, principles and process from the RMPS Acts related to the assessment of applications for permits for use and development under:</p> <ul style="list-style-type: none"> • the <i>Land Use Planning and Approvals Act 1993</i> (LUPAA), • the <i>Environmental Management and Pollution Control Act 1993</i> (EMPC Act), • the <i>Historic Cultural Heritage Act 1995</i> (HCH Act). <p>The reports are to provide an outline of relevant objectives of and outcomes to be achieved under these Acts, with reference to:</p> <ul style="list-style-type: none"> • parts B and C of the Sullivans Cove Planning Scheme 1997, the Hobart Interim Planning Scheme 2015 and the draft Hobart Local Provisions Schedule, • the Objectives and Principles of the Sullivans Cove Planning Review 1991, • codes and guidelines related to planning schemes, including relevant Australian Standards and any referenced, applied, adopted or incorporated documents in the Sullivans Cove Planning Scheme 1997, Hobart Interim Planning Scheme 2015 and draft Hobart Local Provisions Schedule, • principles, codes or guidelines related to assessments under the EMPC Act, • registers and inventories of places of cultural significance under the HCH Act. <p>The reports are to provide an overview summary of these objectives and outcomes and cross referenced to where these matters relate to these Acts and associated documents have been addressed or referred to in the reports.</p>	<p>This chapter provides a summary response.</p> <p>Further detail is provided in the following chapters and appendices:</p> <p>Chapter 6 – Culture and Heritage</p> <p>Appendix GG – Site Development Plan</p>

TPC GUIDELINES	RESPONSE
<p>Clause 2.1.3</p> <p>The reports are to provide information that describes the extent to which the proposed project is consistent with and supports the urban renewal of the Macquarie Point site as provided in the Mac Point Precinct Plan or any draft Precinct Plan.</p> <p>To the degree of any inconsistency, a rationale is to be provided.</p>	<p>A response to this clause is included in the <i>Macquarie Point Planning Background</i> at the end of this chapter and in the following Appendices:</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix GG – Site Development Plan.</p>

2.2 | Governmental policy and strategy

<p>Clause 2.2.1</p> <p>In addition to matters directly related to the Objectives of the Act, State Policies and associated RMPS legislation, there are a range of other statutory and administrative plans, policies and programs that may be relevant to or provide context for the integrated assessment.</p> <p>The reports are to identify and outline the relationship between the proposed use and development of the proposed project, effects arising from the proposed project and governmental policies or programs covering the project site, the adjacent area, locality or the broader area. Reports containing policies and strategies may be formally approved or in draft form or may be published publicly or used internally by the relevant organisation for management purposes.</p> <p>The reports are to provide a cross reference to where these matters are addressed.</p> <p>The scope of the policy and strategy addressed are to include:</p> <ol style="list-style-type: none"> 1. Agreements or undertakings between or with local, State or Federal and other organisations relating to use and development of land on the project site, in the locality or in the broader area. This may include agreements such as the Hobart City Deal between multiple levels of government, or agreements between one level of government and other organisations that are relevant to the integrated assessment of the project. 2. Plans and strategies related to the project site managed under the <i>Macquarie Point Corporation Act 2012</i>. This may include: <ul style="list-style-type: none"> • 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, • proposed amendments to planning schemes. 3. Plans and strategies related to the role of the City of Hobart across a range of relevant areas including: <ul style="list-style-type: none"> • 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, • strategies for urban design details in Sullivans Cove. 	<p>This chapter provides a summary response.</p> <p>Further information is provided in:</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix JJ – Mac Point Precinct Plan</p>
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TPC GUIDELINES	RESPONSE
<p>4. The policies and strategies or management plans/development related strategies for infrastructure owners and managers in the areas covering:</p> <ul style="list-style-type: none"> • 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, • policies and strategies of the State Government or Renewables, Climate and Future Industries Tasmania, related to climate change and reduction of greenhouse gas emissions. 	
<p>Clause 2.2.2</p> <p>The reports are to provide a consolidated set of plans and maps showing the status and nature of governmental policies and strategies for the Macquarie Point site, the adjacent area, locality and broader area that are related to the stadium project.</p>	<p>A response to this clause is provided throughout this Chapter, with plans/maps (where relevant) including in the <i>Macquarie Point Planning Background</i> at the end of this chapter and in more technical detail in:</p> <p>Appendix I – Urban Design Framework</p>

This chapter is supported by the following consultancy reports

Appendix R – Natural Values Assessment	Appendix H – Social and Cultural Analysis Report
Appendix U – Coastal Inundation Assessment	Appendix F – Economic Impact Assessment
Appendix I – Urban Design Framework	Appendix E – Cost-Benefit Analysis
Appendix L – Historic Cultural Heritage Impact Assessment	Appendix GG – Site Development Plan
Appendix M – Historical Archaeological Assessment, Archaeological Sensitivity Report and Archaeological Method Statement	Appendix J – Visual Impact Assessment Report
Appendix S – Stormwater Management Plan	Appendix JJ – Mac Point Precinct Plan
Appendix Q – Noise and Vibration Assessment	Appendix B – Stadium Design Description
Appendix AA – Construction Management Plan	Appendix N – Transport Study
Appendix V – Site Remediation Strategy Update 2024	Appendix BB – Services Report – Infrastructure Strategy

3.1 State Policies and Projects Act 1993 and Resource Management and Planning System legislation

TPC GUIDELINE REFERENCE 2.1

3.1.1. 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 PoSS process supplants the standard approval processes required under the *Land Use Planning and Approvals Act 1993* (and associated SCPS 1997), *Environmental Management and Pollution Control Act 1994* and *Historic Cultural Heritage Act 1995*.

However, the provisions of the *State Policies and Projects Act 1993* apply and require the TPC's integrated assessment of the PoSS to:

- a. further the objectives set out in Schedule 1 of the RMPS,
- b. be undertaken in accordance with State Policies,
- c. take into consideration the matters set out in any representations made following public exhibition of the draft integrated assessment report.

The objectives set out in Schedule 1 of the RMPS are reflected in the TPC Guidelines. The following provides an outline of those objectives and associated legislation.

3.1.2. Schedule 1 Objectives

Schedule 1 of the RMPS outlines the following:

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.*
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, which set out specific requirements for land use and planning in Tasmania.

The Guidelines prepared by the TPC have been drafted to include the relevant considerations and requirements set out in RMPS and the PoSS submission is required to directly address the Guidelines. For example, sections 2, 3 and 8 of the Guidelines require the PoSS to outline all relevant policies, strategies and legislation under the RMPS and demonstrate how the PoSS responds to these. Section 3 and 8 require expert consultant input to outline and address economic, social and environmental impacts, benefits

and opportunities arising from the PoSS, which reflect the considerations outlined in Schedule 1, Objective (b) and Schedule 2, Objective (b) and (c) of the RMPS.

The following section outlines the second part of the Schedule 1 Objectives of the RMPS, along with responses relevant to the PoSS.

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

The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –

- 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; and*
- This is 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. As indicated previously, the Integrated Assessment Guidelines replace the use and development standards that would otherwise apply under the SCPS, whilst still ensuring the above objectives are achieved.
- 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; and*

The PoSS is accompanied by a range of expert consultant reports which give specific consideration to the social and economic effects 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 RMPS.

- 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; and*

The PoSS process considers the proposed Multipurpose Stadium and public concourse, associated uses and events, related infrastructure and services and any other facilities necessary, or convenient, for the implementation of the project. This provides for the consolidation of 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; and*
- g. *to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*

The PoSS 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. This includes planning for, and provision of additional public transport modes and facilities and upgrades to existing infrastructure to improve safety and efficiency.

Consideration has also been given to the conservation of buildings and places of aesthetic, architectural, cultural and historical interest within the Site and surrounding area. The design of the Multipurpose Stadium has specifically considered impacts to the Cenotaph and ensures that impacts to significant sight lines are mitigated. Of note is the Hobart Railway Goods Shed which is to be 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.

- 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; and*
- i. *to provide a planning framework which fully considers land capability.*

The provision of new public infrastructure and the integration of existing infrastructure has been carefully considered as part of the PoSS. 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.

The TPC Guidelines serve as the planning framework, with specific criteria that enable a broad and comprehensive assessment of the PoSS.

The following sections provide a brief overview and response to the relevant legislation identified above, along with the State Policies not previously identified. This does not include the *Living Marine Resource Management Act 1995*, *Water Management Act 1999* or *Major Infrastructure Development Approvals Act 1999*, as approvals or permissions are not sought under these instruments as part of this submission.

3.1.3. 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.

Another core purpose of the Act is to outline the requirements for State Policies.

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

- 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.

Notwithstanding, the Guidelines prepared by the TPC for the integrated assessment specifically require this PoSS submission to provide a summary of the Acts and planning schemes provided below.

State Policies

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.

The following provides a summary of these policies.

State Coastal Policy 1996

The State Coastal Policy (SCP) 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.

To the extent that the proposal conflicts with the existing planning scheme, amendments are proposed following the PoSS process to incorporate the Multipurpose Stadium, broader Precinct Plan and associated SDP as statutory planning documents within the Tasmanian Planning Scheme and Hobart Local Provisions Schedules (once complete). This will ensure future development across the Site is controlled through the relevant planning scheme codes and overlays which encompass and enforce considerations under the SCP.

The proposal is consistent with the Principles of the SCP. As an urban site, remnant natural values have been considered, together with coastal impacts and sea level rise. As a partially reclaimed site, the importance of the original shoreline to the traditional and original owners of the land, the muwinina people, has 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 proposal upholds the importance of public access to coastal areas and ensures that existing industries which are dependent on a coastal location are not impacted nor disadvantaged.

For a detailed assessment of the considerations identified under the SCP, including water quality management, natural values, coastal inundation, sustainability, urban design and heritage, please refer to the following sections of the PoSS Summary Report and supporting consultant reports:

PoSS Summary Report:

- Chapter 2 – Landscape and Urban Form
- Chapter 7 – Environmental Quality and Hazards

Appendix S – Stormwater Management Plan

Appendix R – Natural Values Assessment

Appendix U – Coastal Inundation Assessment

Appendix I – Urban Design Framework

Appendix L – Historic Cultural Heritage Impact Assessment.

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*.

The broad objectives and requirements of the policy are reflected in the Integrated Assessment Guidelines prepared by the Tasmanian Planning Commission, specifically Section 8.

These objectives and requirements include 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 PoSS is accompanied by a Stormwater Management Plan which outlines the proposed stormwater management arrangements, including modelling that confirms the above mentioned quality and quantity targets will be achieved via several stormwater treatment methods, including:

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 – Stormwater Management Plan

Appendix BB – Services Report – Infrastructure Strategy.

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
- Used Packaging Materials.

The PoSS Summary Report is accompanied by a comprehensive Site Remediation Strategy, which addresses the identified NEPMs above, where relevant to the Site.

The above considerations flow directly into the *Environmental Management and Pollution Control Act 1993*, as outlined below.

3.1.4. Environmental Management & Pollution Control Act 1993

The Environmental Management and Pollution Control Act 1994 (EMPCA) ensures 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.

The TPC guidelines require the PoSS application to provide a summary of the relevant matters under the Act, as outlined below:

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.

The PoSS adopts best practice environmental management, addressed within the following consultant documentation, and implemented into the design of the Multipurpose Stadium.

- Waste Management
- Site Remediation (contamination)
- Noise and Vibration
- Construction Management
- 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,

- b. the sensitivity of the environment into which a pollutant is discharged, emitted or deposited,
- c. the current state of technical knowledge for the activity,
- d. the likelihood and degree of success in preventing or minimising the harm or nuisance of each of the measures that might be taken,
- 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 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 are expected to be completed in late 2024.

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

PoSS Summary Report:
– Chapter 7 – Environmental Quality and Hazards
– Chapter 9 – Other Planning Matters
Appendix T – Solid Waste and Hazardous Material Management
Appendix Q – Noise and Vibration Report
Appendix AA – Construction Management Plan
Appendix S – Stormwater Management Plan
Appendix V – Site Remediation Strategy Update 2024.

3.1.5. 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 PoSS assessment pathway replaces the process otherwise required by legislation under the Resource Management and Planning System of Tasmania, including the HCHA. However, 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.

Section 5 of the TPC Guidelines outline additional criteria specifically relating to heritage considerations.

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

PoSS Summary Report:
– Chapter 6 - Culture and Heritage
Appendix L – Historic Cultural Heritage Impact Assessment
Appendix M – Historical Archaeological Assessment, Archaeological Sensitivity Report and Archaeological Method Statement.

3.1.6. Land Use Planning & Approvals Act 1993

The *Land Use Planning and Approvals Act 1993* (LUPAA) guides land 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).

The assessment guidelines prepared by the TPC have been informed by these statutory documents and a summary of each is provided below.

Sullivans Cove Planning Review 1991

Although prepared in 1991, the Sullivans Cove Planning Review (SCPR) laid the groundwork for the preparation and implementation of the SCPS in 1997 and still serves as a point of reference when considering key urban design principals and how they apply to Sullivan’s Cove.

As outlined in the SCPR, the historical urban form within the Cove is generally characterised by low-rise, small-scale development, presenting strong and consistent built forms, detailing and street-edges within a tight-knit subdivision pattern.

The SCPR generally specifies that building height should respond to the topography of the Cove and respect and maintain the urban ‘amphitheatre’ in a contiguous ‘stepped’ building line through to the CBD and broader landform horizons.

The SCPR also laid the groundwork for the consideration of key views and vistas to and from the Cove, the amphitheatre and escarpment zones as the built form steps back from the water’s edge.

These considerations are indicated in the figure below.

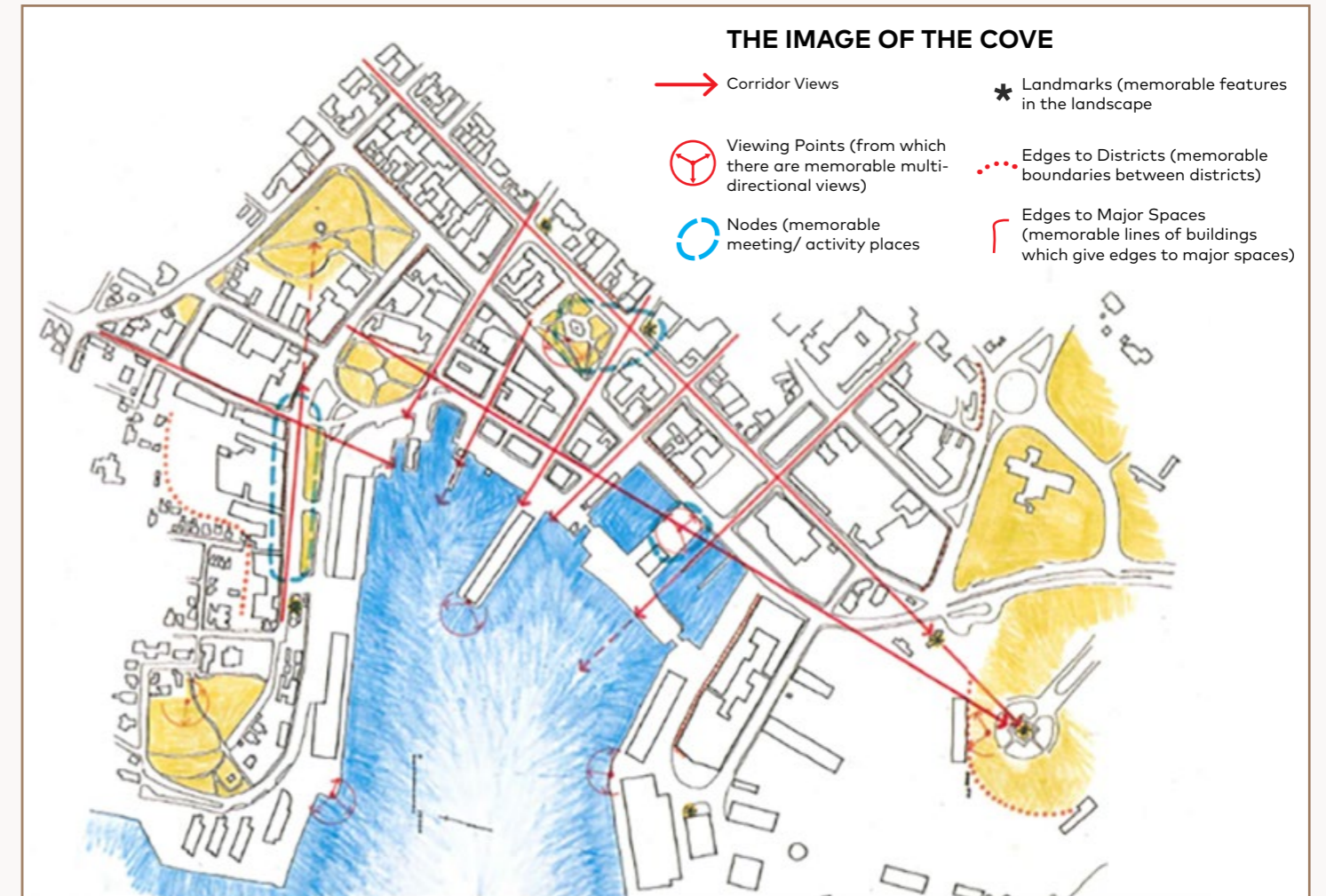


Figure 3-1: Primary corridors and viewpoints as illustrated in the SCPR (source: Sullivan’s Cove Planning Review 1991, p 70).

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.

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 that there are many ways in which 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.¹

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 PoSS and specifically in relation to Urban Form, Landscape and Heritage.

Section 6 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. Specifically 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.

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.

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
- Mixed Use Area
 - Includes the balance of the ‘Cove’.

The following provides a summary of Part B and C of the Scheme, as required under Guideline 2.1.2. For completeness, a brief summary of Parts B, D, E and F have also been provided.

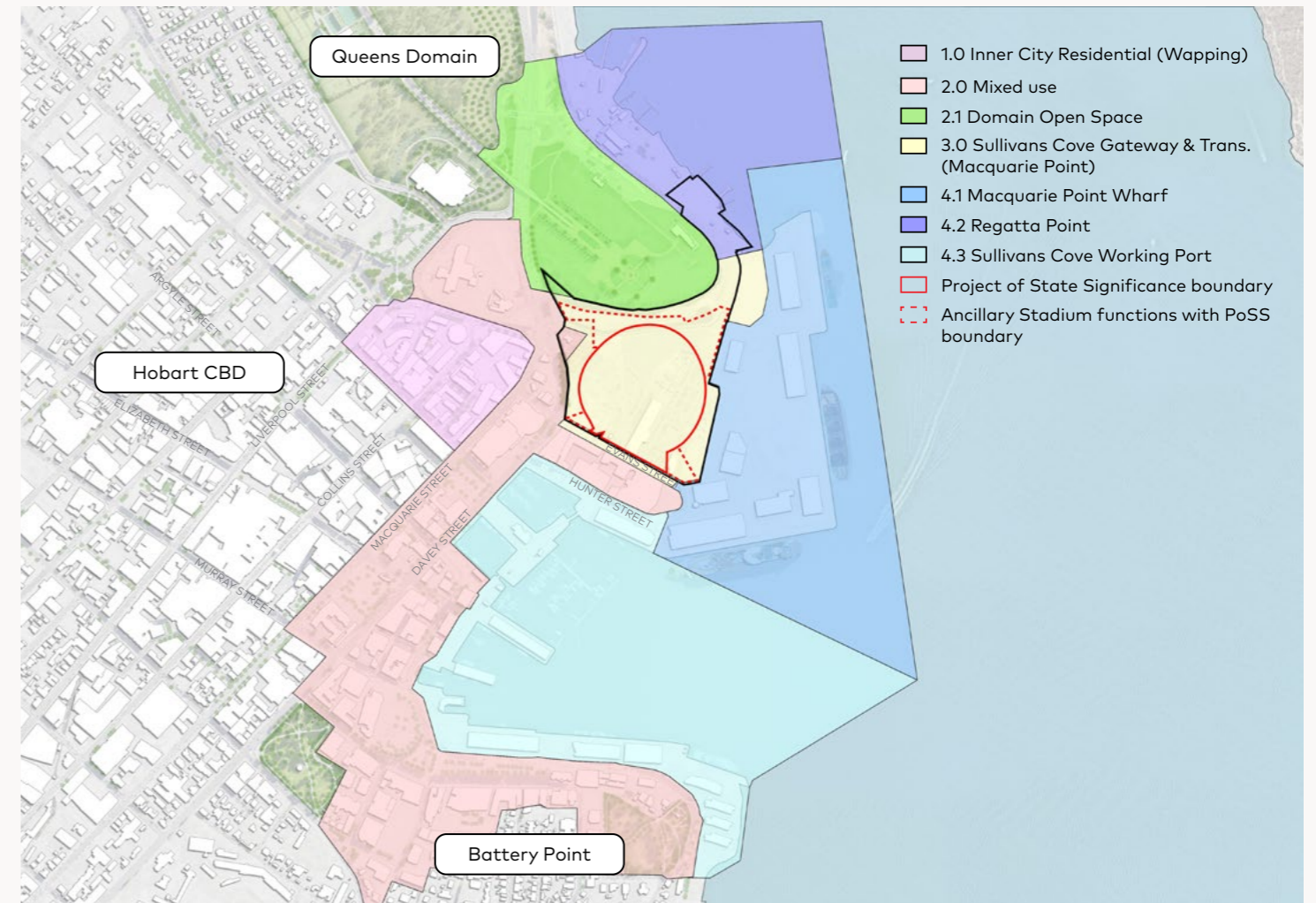


Figure 3-2: Extent of Sullivans Cove Planning Scheme and Activity Areas, with Precinct boundary shown black. PoSS Boundary shown red (source: www.thelist.tas.gov.au (c) State of Tasmania)

These areas constitute the established Activity Areas and include various performance-based standards in which use and development is to be assessed. The extent of these areas is shown in figure 2. Within the SCPS, use and development at Macquarie Point is currently guided by the Macquarie Point Reset Masterplan 2017-2030.

The objectives and requirements of the Masterplan are enforced through the SCPS and more specifically, through the Macquarie Point Site Development Plan.

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,
- manage construction or modifications involving land excavation, taking into account places or sites identified within the scheme as being of archaeological sensitivity.

The Macquarie Point site contains culturally significant buildings, specifically the Goods Shed and Red Shed. There are also several areas of Archaeological Significance.

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.

Whilst new buildings within Macquarie Point are exempt from consideration under the schedule, a number of key considerations have been implemented within the TPC Guidelines.

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.

Whilst the provisions of this schedule do not apply to buildings within Macquarie Point, several key considerations have been implemented within the TPC Guidelines.

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.

For a more detailed consideration of the proposed signage, please refer to the following sections of the PoSS Summary Report and supporting consultant reports:

- PoSS Summary Report:**
- Chapter 9 – Other Planning Matters
- Appendix Z – Signs.**

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 PoSS considers existing and proposed movement networks, traffic access and parking.

For a more detailed consideration of the above, please refer to the following sections of the PoSS Summary Report and supporting consultant reports:

PoSS Summary Report:

- Chapter 4 – Movement

Appendix GG – Site Development Plan

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 Site.

Schedule 7 – Demolition

The provisions of Schedule 7 relate to demolition² 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.

The TPC Guidelines include criteria requiring consideration of heritage buildings within the Site, and their contribution to the urban form of the Cove.

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 PoSS Summary Report and supporting consultant reports:

PoSS Summary Report:

- Chapter 7 – Environmental Quality and Hazards

Appendix BB – Services Report – Infrastructure Strategy

Appendix V – Site Remediation Strategy Update 2024.

Schedule 9 – Telecommunications Infrastructure

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

² Note no heritage buildings are proposed to be demolished.

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 embedded into the planning scheme.

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

Appendix GG – Site Development Plan.

This PoSS submission proposes a new Site Development Plan, to guide the provision 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, via a planning scheme amendment.

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 between the HIPS and the SCPS 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 by Leigh Woolley. 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.

The HIPS 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, under the *Land Use Planning and Approvals Act 1993*, the provisions of the HIPS have no bearing on applications for use and development undertaken within Sullivans Cove.

There are several criteria outlined in the TPC Integrated Assessment Guidelines that require a broad level consideration of the surrounding area, beyond the extent of Macquarie Point. Where relevant, this PoSS Summary Report and supporting documentation address this requirement.

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 Sullivans Cove Planning Scheme.

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 Macquarie Point SDP. The Particular Purpose Zone for Macquarie Point will continue to implement the vision and objectives of the Macquarie Point Reset Masterplan.

The existing Reset Masterplan is to be replaced with the new Mac Point Precinct Plan. As the TPS is likely to be in-effect toward the end of 2024, a planning scheme amendment will be required to implement the Mac Point Precinct Plan.

It is anticipated the amendment will seek to replace the currently 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.

3.2 Governmental Policy & Strategy

TPC GUIDELINE REFERENCE 2.2

The following section outlines the policies, strategies and management plans relevant to the Site and the PoSS.

3.2.1. Agreements between levels of government

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 municipal 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 the PoSS, 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 and developed separately to the PoSS.

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 PoSS.

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. Construction is expected to commence in 2024 for all three locations. 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 PoSS.

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

PoSS Summary Report:

- Chapter 1 – Proposal
- Chapter 4 – Movement.

3.2.2. Federal Funding Agreement

A Schedule to the Federation Funding Agreement – Infrastructure has been established for the Australian Government's \$240 million contribution towards Macquarie Point Urban Renewal.

The terms require the development of an updated Precinct Plan for the Site, for commercial arrangements to be agreed between TasPorts and Australian Antarctic Division for the upgrade of berth 6 at the Port of Hobart, and for the development of a Housing Plan as part of the implementation of the Precinct Plan.

The FFA is published at www.federalfinancialrelations.gov.au/agreements

3.2.3. 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.³

³ 30-Year Greater Hobart Plan, City of Hobart

3.2.4. Macquarie Point Development Corporation Act 2012

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
 - iiia. encourages pedestrian and bicycle traffic; and
 - iiib. allows for public transport; and
 - iiic. 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
- ba. 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.

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. As set out in the Precinct Plan, the Multipurpose Stadium, a declared PoSS, is in stage 1 and a key part of that redevelopment.



In addition to implementing the Precinct Plan, the PoSS has been prepared in accordance with the 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 this PoSS Summary Report and supporting consultant reports:

PoSS Summary Report:
– Chapter 4 – Movement
– Chapter 9 – Other Planning Matters
Appendix BB – Services Report – Infrastructure Strategy
Appendix N – Transport Study
Appendix XX – Site Remediation Strategy Update 2024.

Statement of Ministerial Expectations are a discretionary tool that 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. Noting the timing of the 2024 election over this period, there is no current Statement of Ministerial Expectations.

Site Masterplans or Precinct Plans

The multipurpose Stadium is the first major component of the broader vision set out in the new Mac Point Precinct Plan, which will drive and deliver the redevelopment and urban renewal of Macquarie Point.

A detailed summary of current and proposed site masterplan(s) and precinct plan(s) are outlined in the Macquarie Point Planning Background section of this chapter below, and in the following supporting consultant reports:

Appendix GG – Site Development Plan
Appendix I – Urban Design Framework.



3.2.5. City of Hobart

The City of Hobart has a range of plans and strategies which guide the future of the City, across the following areas:

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,

strategies for urban design details in Sullivans Cove.

The following provides an overview of the plans/strategies relevant to the areas above, along with a summary as to how the PoSS responds.

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 including detailed Precinct Plans and an Urban Design Framework addressing:

- 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 only applies to limited areas of Sullivans Cove, such as the Residential (Wapping) Precinct and former Gasworks site, which sits adjacent to the Site to the south and west.

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 the next 10 years.

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

Capital City Strategic Plan 2023

The purpose of the Strategic Plan is to outline the goals, strategies and actions which 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, as indicated the following diagram.



Figure 3-3: Community Pillars (source: Capital City Strategic Plan 2023)

A brief overview of these outcomes 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.⁴

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

As part of the broader strategic planning underway, the Mac Point Precinct Plan seeks to support the urban renewal of the Mac Point site via the creation of five (5) specific zones that are accessible to all people, offering vibrant experiences and destinations, and contributing 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 Multipurpose Stadium includes the concourse and surrounding civic spaces to which the stadium provides an activated frontage through the provision of ground level tenancies which open out to the concourse and outdoor spaces.

Use of the external spaces will include opportunities to support public art, performances and markets.

The following strategies under **Pillar 6**

are relevant:

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 Multipurpose 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 on the western area of the site, in keeping with the original shoreline, along with pedestrian pathways and connections from Evans Street, to the Hobart Cenotaph, Queens Domain and Regatta Point.

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.

The PoSS and broader development and implementation of the Mac Point Precinct Plan has been informed by over 2000 written submissions from public consultation, a wide-array of community organisations, statutory authorities and the State Government.

The following strategies under **Pillar 7**

are relevant:

7.2.5

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

The Multipurpose Stadium design incorporates the existing Goods Shed into the form of the stadium, allowing the continued adaptive re-use of the building whilst retaining the heritage characteristics of the building.

This is similarly the case with the Royal Engineers Building. Whilst this building will be retained in-situ, the façade of the Multipurpose Stadium facing the building has been designed to respond to the heritage characteristics of the building, maintaining its prominence in the streetscape along Davey Street.

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 PoSS 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.



Figure 3-4: Spectators at Adelaide Oval

Hobart: A city for all – Community Inclusion and Equity Framework

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
- 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 European and Tasmanian Aboriginal culture, 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 PoSS Summary Report:

PoSS Summary Report:

- Chapter 1 – Proposal

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.⁶

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 differentiates 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.⁷

The architectural design of the Multipurpose Stadium and overall development of the PoSS 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,

new/upgraded public infrastructure.

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

PoSS Summary Report:

- Chapter 5 – Economic, Social and Cultural Analysis

Appendix H – Social and Cultural Analysis Report

Appendix F – Economic Impact Assessment

Appendix E – Cost Benefit Analysis.



5 Hobart: A City for All – Community Inclusion and Equity Framework (Hobart City Council)
 6 City Economy Strategy 2023-2028 (Hobart City Council)
 7 Brand Tasmania website (www.tasmanian.com.au/brand-tasmania)

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).

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.⁸

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, 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 PoSS 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 PoSS Summary Report and supporting consultant reports:

PoSS Summary Report:

– Chapter 4 – Movement

Appendix N – Transport Study.

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.

The PoSS is accompanied by a Transport Study, which considers the benefits arising from infrastructure/transport services proposed as part of the PoSS (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 PoSS also includes an underground car park below the future Antarctic Facilities Zone, to meet the private vehicular access requirements for the broader precinct.

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

PoSS Summary Report:

– Chapter 4 – Movement

Appendix N – Transport Study.

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.⁹

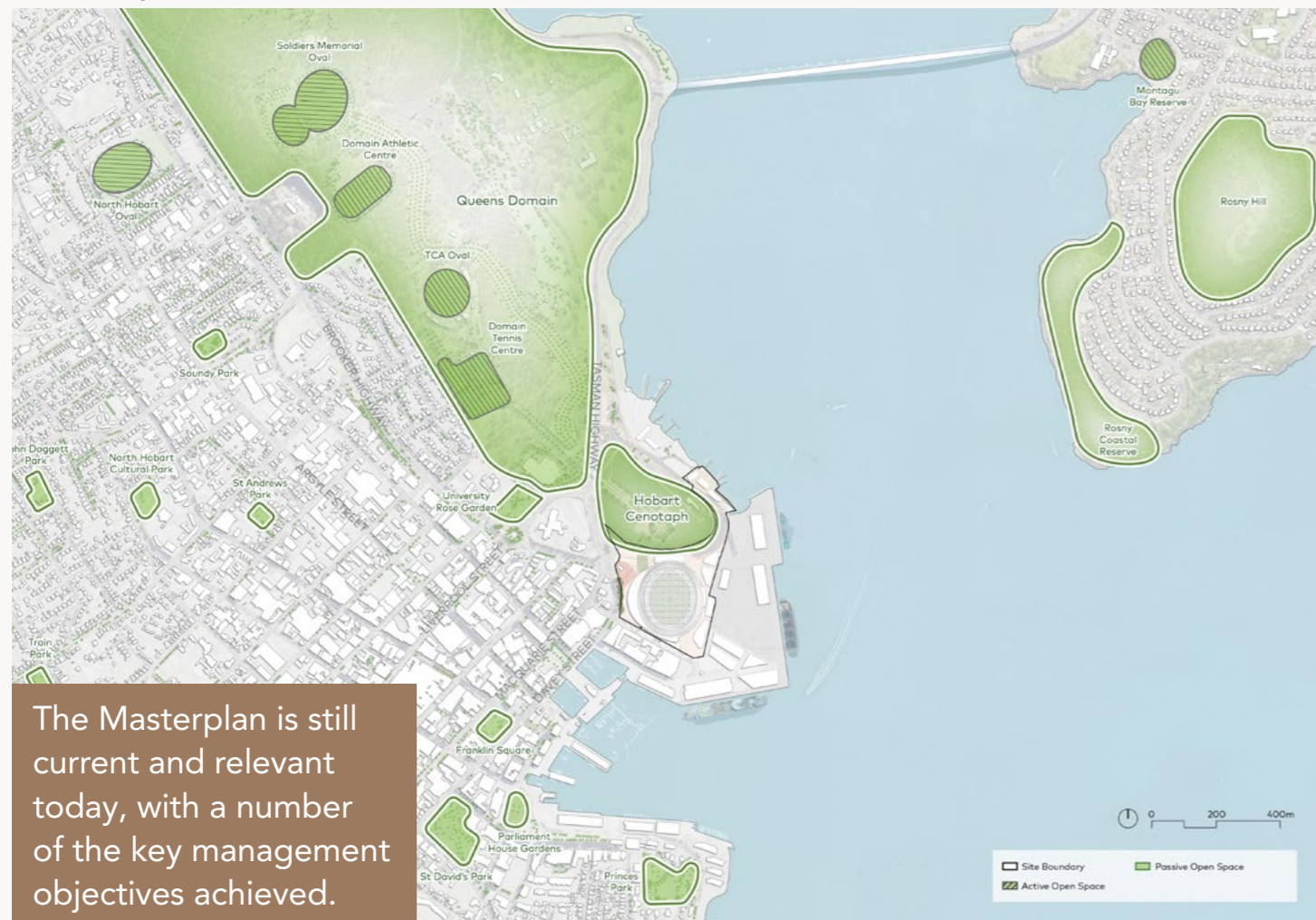
The Masterplan was prepared in 2013 by the landscape architecture firm Inspiring Place, and provides guidance on how to:

- create distinct high-quality settings within a rich landscape,
- unify a diverse history of singular developments,
- 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,
- 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.

Whilst the Multipurpose Stadium does not extend within the confines of the Masterplan area, the PoSS 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:



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

Figure 3-5: Relationship of stadium to Domain Precinct (source:Cox)

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 3-5.

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 bridges connections have been established, including the pedestrian bridge from Bathurst Street to the Domain, early concepts for the Bridge of Remembrance and a public staircase to the north of the Royal Engineers Building and the Cenotaph which has been completed.

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 WSP.

Funding for the bridge is yet to be confirmed however the PoSS 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 PoSS 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.

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.¹⁰

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 PoSS is broadly 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.

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.

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

PoSS Summary Report:
– Chapter 1 – Proposal
– Chapter 4 – Movement
– Chapter 7 – Environmental Quality and Hazards
Appendix T – Solid Waste and Hazardous Material Management
Appendix N – Transport Study
Appendix B – Stadium Design Description.

Transport Strategy 2024

The Hobart Transport Strategy contributes to achieving the City of Hobart's community vision over the next ten years, aligning with Pillar 5, Movement and Connectivity:

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).¹¹

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.¹¹

A detailed Transport Study has been prepared as part of the PoSS, 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 the increased demand resulting from the PoSS.
- 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 PoSS Transport Study is targeting 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).

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

PoSS Summary Report:
– Chapter 4 – Movement
– Chapter 9 – Other Planning Matters
Appendix N – Transport Study.

10 Sustainable Hobart Action Plan, Hobart City Council (2020-2025)
11 City of Hobart Transport Strategy 2024

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,
- 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.¹²

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 PoSS 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 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 PoSS Summary Report and supporting reports:

PoSS Summary Report:
– Chapter 4 – Movement
– Chapter 8 – Potential Land Use Conflicts
Appendix N – Transport Study.

TasPorts Operations & Management

The primary strategic document prepared by TasPorts, relevant to the Macquarie Point Precinct Plan and this PoSS 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 also 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,
- an expanded log and container storage facility to support increased throughput of export logs and containers.¹³

The development of the PoSS 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 included in 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.

Report and supporting reports:

PoSS Summary Report:
– Chapter 8 – Potential Land Use Conflicts
Appendix N – Transport Study.

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.

Works are also anticipated to commence in late 2024 to replace an aging sewer main, which will see the relocation of an existing trunk sewer main that runs through the Site.

MPDC will continue to work closely with TasWater.

Tasmanian Government

The Tasmanian State Government includes the Department of State Growth.

The following outlines State Government policies and strategies relevant to the Site and PoSS.

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 PoSS submission:

- 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 this PoSS Summary Report and supporting reports:

PoSS Summary Report:
– Chapter 4 – Movement
Appendix N – Transport Study.

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,
- 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 a 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.

12 Doone Kennedy Hobart Aquatic Centre Redevelopment Masterplan, City of Hobart (2017)
13 Macquarie Wharf Redevelopment, TasPorts

Renewables and Climate Change

Renewables, Climate and Future Industries Tasmania (ReCFIT) is a division of the Department of State Growth that advises the government, industry and community about the state's strategic direction on climate change, renewable energy growth and emissions reduction.

The following plans and strategies have, or are in the process of being established:

- *Tasmania's Climate Change Action Plan 2023-25.*
- This document outlines the government's plans for action on climate change for the next two years. The plan will assist in reaching targets to maintain net zero greenhouse gas emission, or lower, from 2030.

- *Tasmania Renewable Energy Action Plan – 2020 (Draft)*
- *Emissions Reduction and Resilience Plan for Tasmania's transport (Draft).*

To achieve the targets and actions set out in these documents, sustainable design and management measures must be incorporated into each new development, whether private or state/publicly owned. As such, the PoSS has adopted and incorporated a range of sustainability measures and aspirations into the design of the Multipurpose Stadium, including but not limited to the following.

Upfront Carbon Reduction

- The Multipurpose Stadium features a unique architectural roof to protect and enhance the playing surface, promoting less replacement of turf.
- Paths, concourses, and roadways will use recycled and low carbon alternatives in the concrete and aggregates used where possible.

Operation Energy and Carbon Efficiency

It is intended that the Multipurpose Stadium:

- will benefit from provision of heating hot water and cooling chilled water by centralised plant, serving the wider Macquarie Point precinct as a whole.

This reduces the number of separate plant installations (and their overall footprint), centralises maintenance for greater efficiency, and takes advantage of diversity of energy demand from the different buildings and uses across the precinct.

- Will support a photovoltaic array on the roof of the western grandstand. This system will be connected to the precinct wide energy network to ensure that if the power is not required by the stadium, it will be used elsewhere at Macquarie point, ensuring best return on investment.
- Will be all-electric in design.
- Aspires to be powered by 100% renewable energy to ensure any grid supplied electricity is not sourced from fossil fuel fired generation.
- Will feature an energy efficient LED sports lighting system.

Water Management

- all water use fixtures and fittings will be selected with water efficient WELS ratings.
- substantial landscaping within the Zone of Influence around the Stadium will also assist in capturing, detaining and treating stormwater.

Other Initiatives

- Will support alternative forms of travel to matches, with public transport stops, bicycle parking, electric vehicle charging and safe and attractive walking options.
- Will actively support the precinct in achieving its targeted Green Star Communities rating, by providing on-site energy generation, rainwater harvesting and urban heat island reduction strategies.

Further consideration of the above is provided in the following sections of this PoSS Summary Report and supporting reports:

PoSS Summary Report:

– Chapter 7 – Environmental Quality and Hazards

Appendix N – Transport Study

Appendix B – Stadium Design Description

Appendix T – Solid Waste and Hazardous Material Management

Appendix S – Stormwater Management Plan

Appendix BB – Services Report – Infrastructure Strategy.



Macquarie Point Planning Background

Since the inception of MPDC, development typologies have been developed and tested for the site. Each masterplan was developed in accordance with the Sullivans Cove Planning Scheme and other documents, as outlined in section 2 of this report.

Macquarie Point Strategic Framework and Masterplan (2015-2030)

MPDC previously prepared the Macquarie Point Strategic Framework and Masterplan 2015-2030 (masterplan 2015), along with a set of amendments to the Sullivans Cove Planning Scheme 1997 (SCPS). The masterplan divided the site into a finer grained grid typology of streets, building envelopes, and mixed uses which promoted commercial uses on the ground level and residential above. The planning scheme amendment, 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.

Macquarie Point Reset Masterplan (2017-2030)

In December 2016, the Museum of Old and New Art (MONA) developed a vision for the site, which informed the development of a new masterplan.

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, whilst also identifying key concepts, proposed uses and built forms which reflected the landscape within which it the site sits.

To implement the Reset Masterplan, Schedule F of the SCPS requires that a Site Development Plan be prepared and submitted as an integral part of the planning application or incorporated into the Scheme. The existing SDP implements specific urban design requirements to develop the Site in accordance with the masterplan.

An outline of the existing SDP is provided below.

Macquarie Point Site Development Plan (Amended 2019)

The objectives of the Sullivan's Cove Planning Scheme 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.

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. 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 (SDP Amended 2019) 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 stadium proposal is not constrained by the Site Development Plan by virtue of the PoSS process, the proposal reflects high level consistency.

The purpose of the current Macquarie Point Site Development Plan – (Amended 2019) is as follows:

32.1.1

To implement the Macquarie Point Strategic Framework and Masterplan 2017-2030.

32.1.2

To provide for Macquarie Point's redevelopment:

- as a vibrant and active area, with a mix of uses, that connects with and complements adjacent areas within Hobart,
- to encourage inner city living,
- to deliver sustainable social and economic benefits to Hobart,
- in accordance with sound planning, urban design and environmental principles,
- 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 construction 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 DCFS are outlined 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.

32.3.3

Not adversely impact on the cultural heritage and reverential ambience of the Hobart Cenotaph and its surrounds.

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.

32.3.8

Not unreasonably impact on Important views, including the following shown in Figure 32.2.

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.

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; and

32.3.14

Developments for sensitive uses are to be adequately designed and constructed to protect residential amenity and reduce the potential for land use conflict that may compromise the use of Macquarie Point as a major public event space.

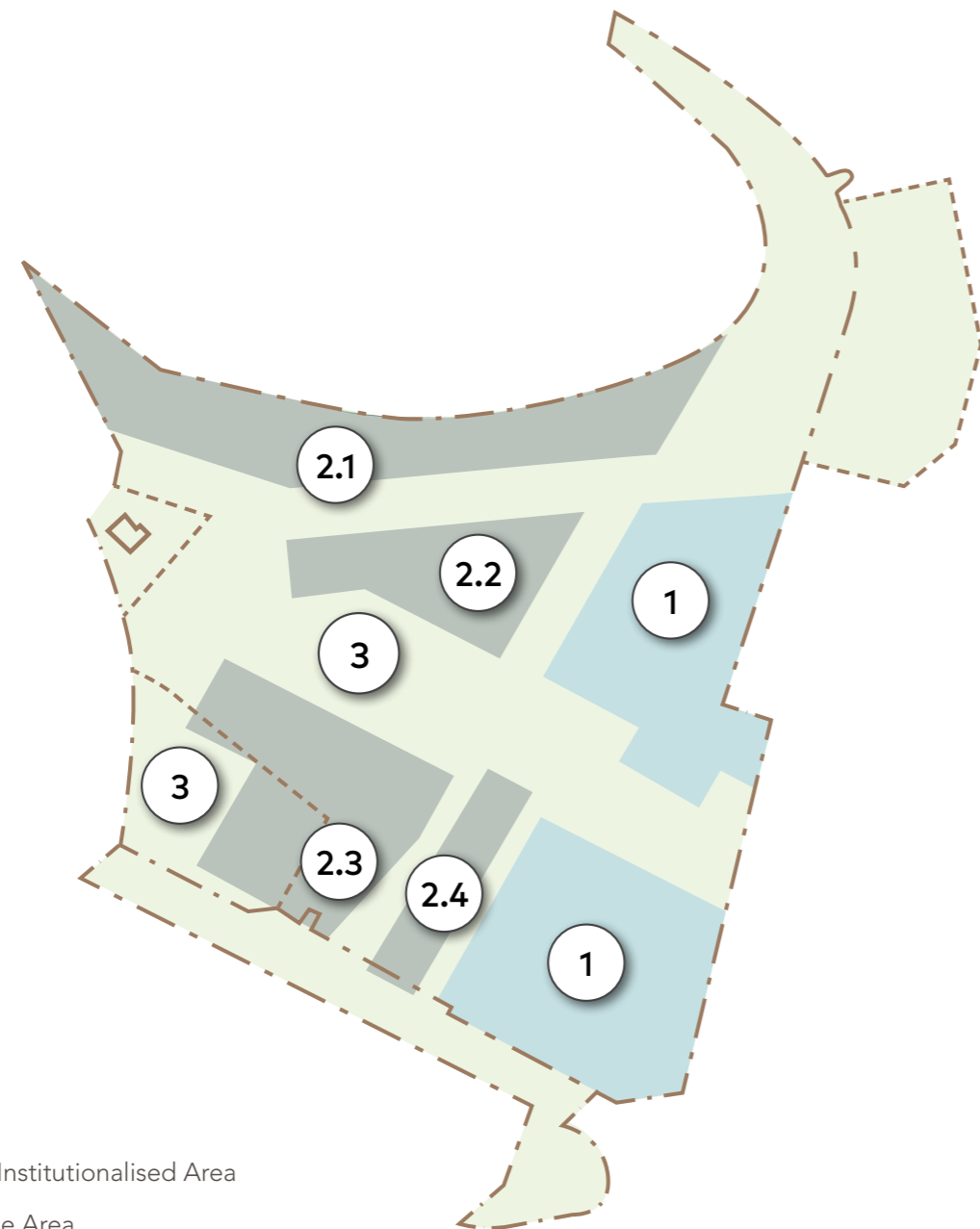
The Desired Future Character Statements are implemented and enforced through the associated use and development standards under the existing Site Development Plan. Whilst many of these statements are specific to the intent of the Reset Masterplan, there are key urban design considerations that are relevant for consideration for the design of the Multipurpose Stadium, specifically:

- **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.
- **32.3.3** – Not adversely impact on the cultural heritage and reverential ambience of the Hobart Cenotaph and its surrounds.

These broader considerations have been incorporated into the TPC Guidelines and have been considered in the design and siting of the proposed Multipurpose Stadium and concourse.

Use Areas

Under the MPSDP and Reset Masterplan, the following distinct use areas apply. The use areas reflect the intention and guiding principles of the Reset Masterplan and SDP to support a variety of mixed uses within the precinct.



- Use Areas
- 1 Arts and Institutionalised Area
 - 2 Mixed Use Area
 - 3 Open Space Area

Figure 3-6: Existing Use Areas (source: Sullivans Cove Planning Scheme 1997)

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 to ensure that is appropriate to the area.

The building areas were developed based on analysis within the Sullivans Cove Planning Review and detailed

reports prepared by Leigh Woolley and Macquarie Point Development Corporation, to maintain key viewpoints within the Cove.

At this detailed level, the stadium proposal footprint and curtilage were not foreshadowed by the masterplan and require reconsideration under the PoSS process.

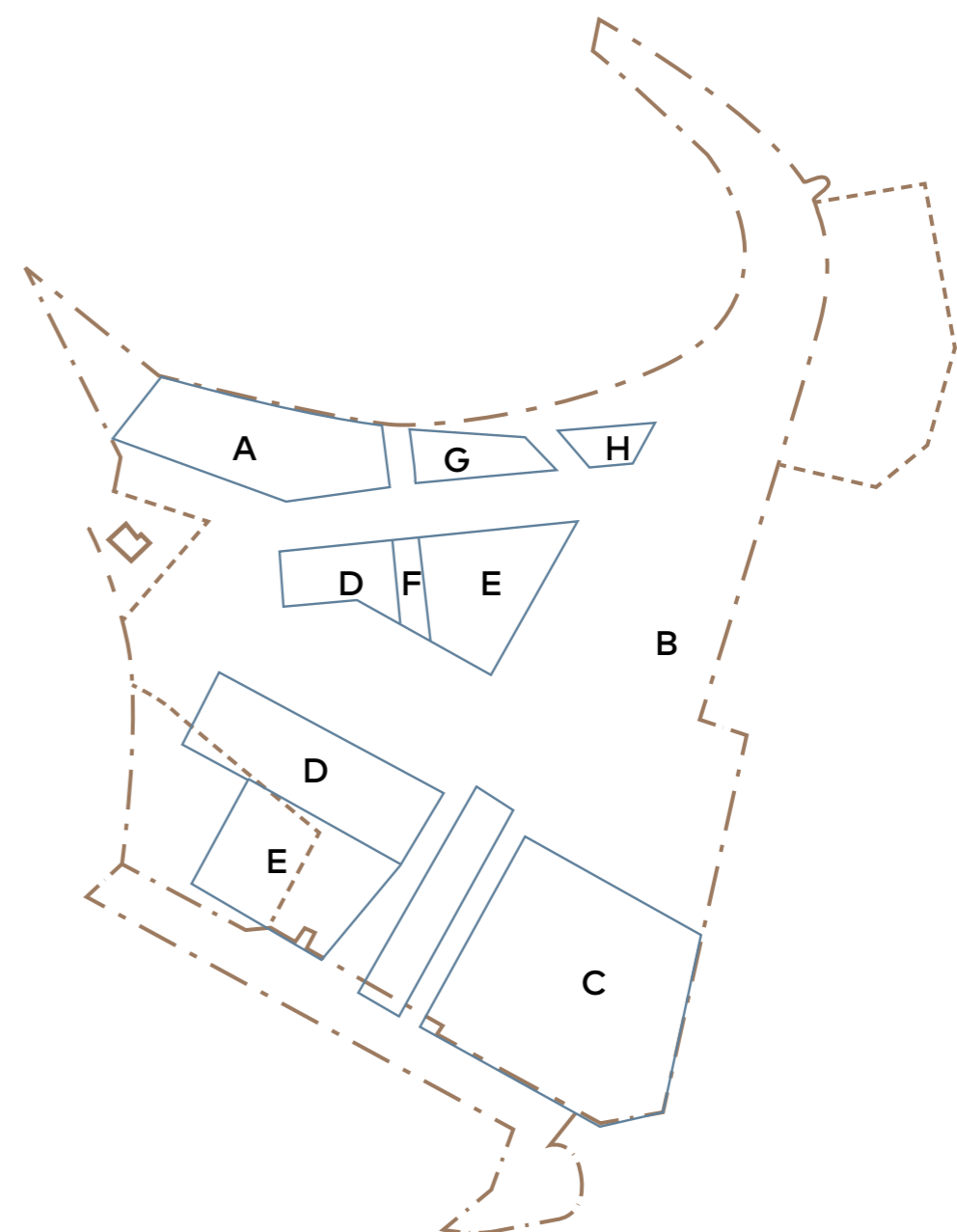


Figure 3-7: Building areas – Figure 32.4 (source: Sullivans Cove Planning Scheme 1997)

Use & Development Standard Review

To ensure use/activities were provided and undertaken in accordance with the Reset Masterplan, specific standards were implemented for each of the defined Use Areas and implemented through the SDP.

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,
- 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 initially 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,
- 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.
- 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:

Buildings located within the Building Areas on Figure 32.3 and within 20m of a frontage to a primary or secondary space are to align to the edge of that space.

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 a number of 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,
- From surrounding vantage points (Franklin Square, The Cenotaph, Battery Point).¹⁴

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

View 1: To and from Cenotaph & Macquarie Street

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

It is noted in the proposed Site Development Plan prepared as part of this PoSS, that the views identified above do not reflect other important aspects of the views from the Cenotaph derived from its unique circumstances and civic importance.

It is also noted that these views are not inherent in the Cove structure, but result from a specific design intent for the site, reflected in the former Macquarie Point Reset Masterplan.

Matters to be Considered

In assessing applications under the SCPS and existing SDP, 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.
- The Strategic Principles in Appendix A of the Macquarie Point Reset Masterplan 2017-2030.

These broader considerations are reflected in the TPC Guidelines.

Consideration of established and additional significant view lines is provided in the following sections of the PoSS Summary Report and supporting consultant reports:

PoSS Summary Report:

– Chapter 2 – Landscape and Urban Form

Appendix J – Visual Impact Assessment Report

Appendix L – Historic Cultural Heritage Impact Assessment

Appendix GG – Site Development Plan

Appendix I – Urban Design Framework.

Important Views and Sightlines

- 1 To/from Cenotaph & Macquarie Street
- 2 From Cenotaph to Parliament House Forecourt along Montson Street
- 3 From Cenotaph to St George’s Church
- 4 To/from Sullivans Cove and the Derwent River
- 5 From Cenotaph to the mouth of the Derwent River
- 6 Along Key Public Space
- 7 To Kangaroo Bay
- 8 From Cenotaph to ANZAC sunrise
- 9 To/from the Key Public Space to Cenotaph
- 10 To/from Davey Street to entry to Key Public Space
- 11 From Cenotaph to Cove Floor

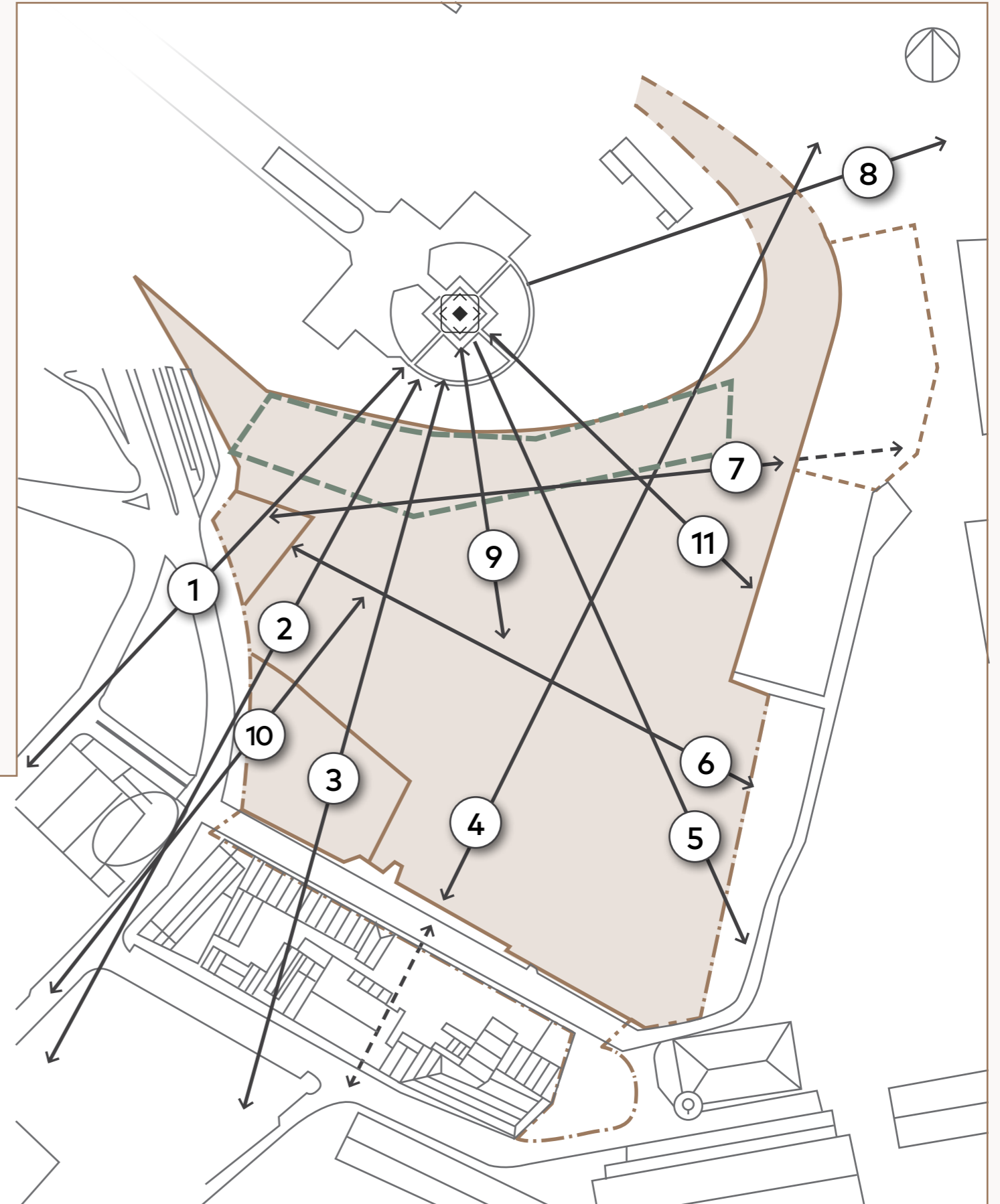


Figure 3-8: Figure 32.2 – Views and sightlines (source: SCPS 1997)

Mac Point Precinct Plan

A key component of the 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 Macquarie Point Reset Masterplan (2017-2030) and statutory SDP (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 of this is the building areas designated under the Reset Masterplan and SDP, 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. 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.

The proposed Mac Point Precinct Plan seeks to re-locate the required residential component to the north-east 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 Multipurpose 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. This Precinct Plan has been informed by more than 2000 written submissions, meetings with more than 100 local organisations, businesses and individuals; and collaboration with and input from TasPorts, the Department of State Growth (including Infrastructure Tasmania (ITas)), Stadiums Tasmania, Brand Tasmania, Homes Tasmania and the Department of Health.

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.¹⁵

The Plan sets out five (5) interconnected Zones, illustrating the style, and type of development 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.
- Public car parking will be limited and be prioritised for tenants and operational uses. 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 and Keeping Hobart Moving Strategy. The road will also support event-day passenger transport services.

The Site layout as shown in the Precinct Plan is provided below.

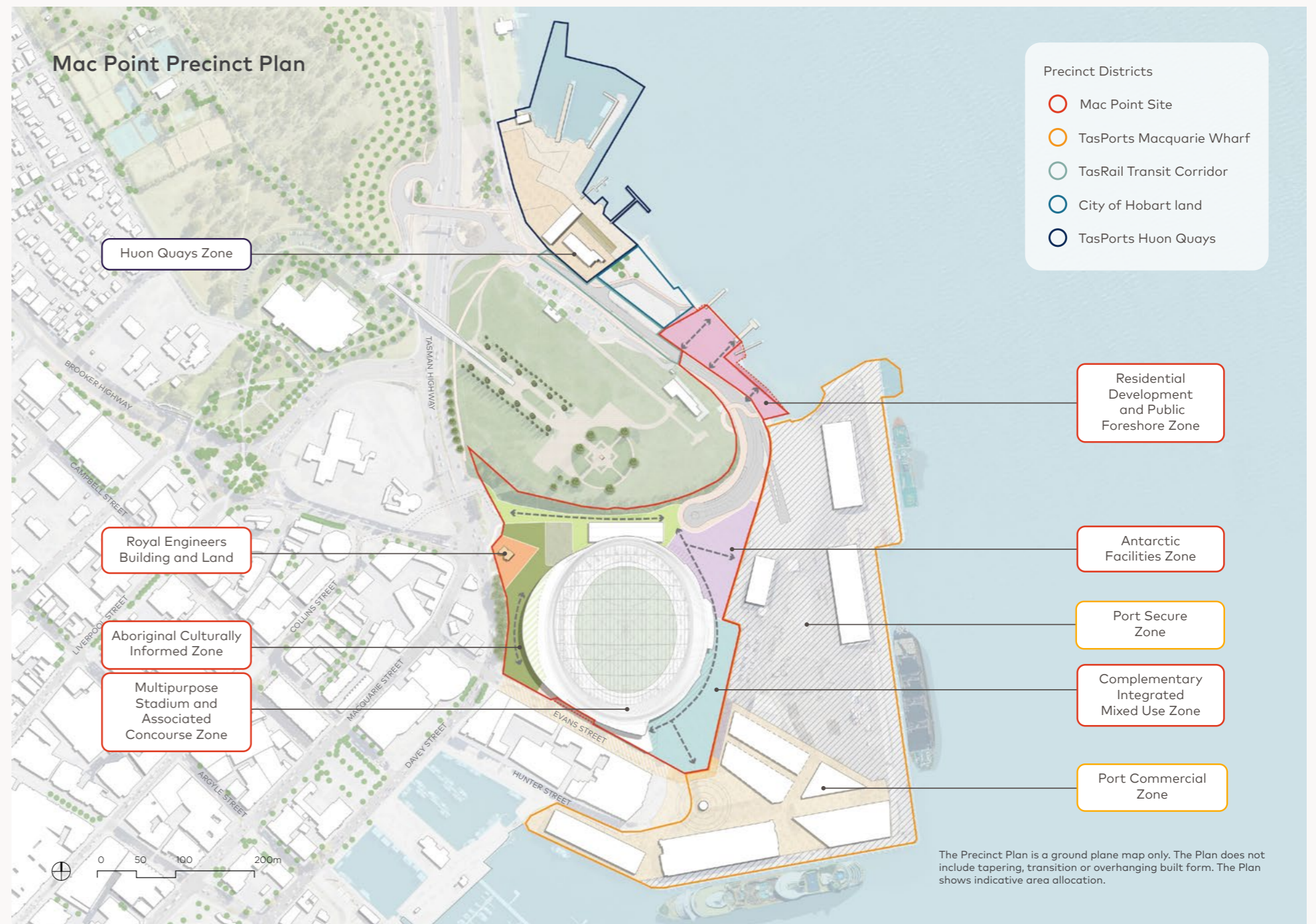


Figure 3-9: Macquarie Point Precinct Plan

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

Character Statement

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, humanscaled 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.¹⁶

The proposed Multipurpose Stadium has been developed in accordance with the vision and character statement for the broader precinct. It has also been informed by the April 2024 Site Development Plan.¹⁷

Precinct Zones

The Precinct Masterplan is comprised of the following Zones:

Multipurpose Stadium and Concourse Zone

A multipurpose stadium at Mac Point is anticipated to 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 (excluding external concourse) has an approximate area of 43,000m².

This footprint provides capacity for the functional requirements included in the business case for the multipurpose stadium, with capacity for flexibility and multipurpose use and management by Stadiums Tasmania. The multipurpose stadium 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.¹⁸

The Multipurpose Stadium will be the first component to be delivered as part of the redevelopment of the Site, as set out in the Precinct Plan. The following zones 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 8,000m² with an additional approximate area of 5,000m² 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.

The MPDC is engaging with community to:

- share what we have learnt about the site from studying the history and from site investigations,
- seek guidance on what the space should be called, and what the purpose should be,
- explore what opportunities might present for Aboriginal enterprises to be based on site and for education and storytelling.¹⁹

Antarctic Facilities Zone

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

The most recent review prepared by Antarctic Tasmania found that the Antarctic and Southern Ocean Sector contributed \$183.09 million in direct expenditure in Tasmania in 2021-22 alone, after growing every year the review has been undertaken.²⁰

The Precinct Plan recognises the importance of the Antarctic and science industries to Hobart and the State and includes a zone 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

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 a 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.²¹

Guideline

2.1.3

The reports are to provide information that describes the extent to which the proposed project is consistent with and supports the urban renewal of the Macquarie Point site as provided in the Mac Point Precinct Plan or any draft Precinct Plan. To the degree of any inconsistency, a rationale is to be provided.

Response:

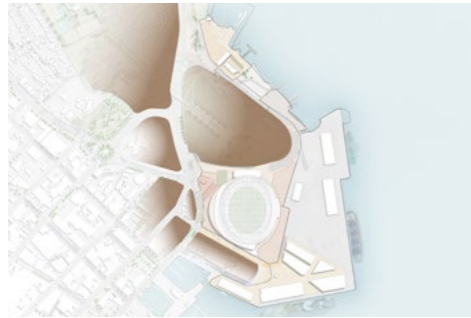
The Multipurpose Stadium is just one component of the broader vision outlined in the Mac Point Precinct Plan, as outlined above. The overall urban renewal of the Site began in 2012, with the establishment of MPDC which was charged with remediating the site to enable future use/development.

Most of the remediation works have now been completed, which has paved the way for the PoSS. The Mac Point Precinct Plan outlines the following key elements that assist in the ongoing urban renewal of the precinct.

16 Macquarie Point Precinct Masterplan (MPDC)
 17 Macquarie Point Site Development Plan, Risby B, April 2024
 18 Macquarie Point Precinct Masterplan (MPDC)

19 Macquarie Point Precinct Masterplan (MPDC)
 20 Summary Report, The contribution of the Antarctic and Southern Ocean Sector to the Tasmanian economy 2021-22, Department of State Growth, November 2023
 21 Macquarie Point Precinct Masterplan (MPDC)

The site will be designed to honour the unique character of the area while also leveraging the opportunities it presents.



Complement and not compete with neighbouring sites

Improve compatibility between the site and other surrounding sites, taking into account current and potential future activity.



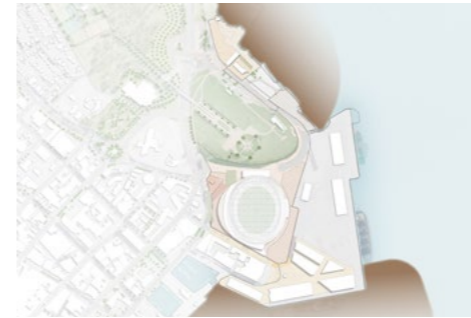
Create connections

Improve connections to nearby sites, enhance connectivity on site, and promote access to parks and green areas.



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.



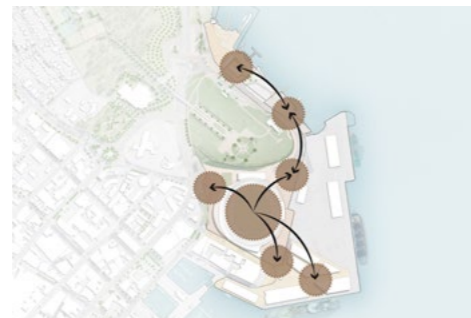
Reintegrate and address the Hobart waterfront

Explore opportunities to integrate the waterfront, allocating public spaces along the waters edge and providing physical and visual links to the Derwent River.



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.



Enable the success of each Zone

The specified needs, space and connections required to support individual projects are considered.



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.



Be an expression of the Tasmanian Brand

Create understated and special spaces, showcase quality products and produce, and use Tasmanian materials, innovations, and designs.

The PoSS seeks approval for the Multipurpose Stadium and incidental or associated works. This includes the stadium, associated cricket wickets, relocated Goods Shed and associated whole of precinct carpark. These spaces have been designed in context with the existing transport network to utilise and improve existing connections within the Cove.

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 Site Development Plan (2024).

The PoSS is also accompanied by detailed Heritage and Archaeological reports, to assess the way the PoSS responds to the built character and significant heritage places, precincts and landscapes with the Cove.

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)²²

(Source: Macquarie Point Precinct Plan)

The Precinct Plan outlines the following key elements, to achieve the urban renewal of the Site, along with a brief response to each of these criteria, with regard to the PoSS:

Complement and not compete with neighbouring sites

Improve compatibility between the site and other surrounding sites, taking into account current and potential future activity.

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 Multipurpose Stadium will increase pedestrian activation within the vicinity of these uses and along public corridors, event transport management and scheduling will be key in complementing, rather than competing or detracting from these land uses.

An example as to the way the Stadium will contribute to the use of surrounding sites is the anticipated increase in visitation to Hobart as a result of the events and use of the facility which 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

Improve connections to nearby sites, enhance connectivity on site, and promote access to parks and green areas.

The Multipurpose Stadium will require a range of supporting/enabling infrastructure upgrades to cater for the additional traffic and pedestrian demand generated, whilst also enhancing the public pedestrian/visitor experience and connectivity across the Site and broader precinct.

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.

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 surrounding area.

This includes the Hobart Railway Goods Shed, which is to be relocated from its current position on the Site and incorporated to align with the rail lines that run east to west in the northern part of the Site. 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 also 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 PoSS 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 face. 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 to:

- 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.

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 PoSS 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. The delivery of the Aboriginal Culturally Informed Zone, Antarctic Facilities Zone and Residential Development and Public Foreshore Zones are crucial elements of the Precinct Plan and will be appropriately staged and delivered to achieve the urban renewal of Macquarie Point.

Enable the success of each zone

The specified needs, space and connections required to support individual projects are considered.

The PoSS 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 PoSS 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 indicated previously, the open space and movement strategy for the PoSS 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.²⁰

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.

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 PoSS Summary Report and supporting documents:

PoSS Summary Report
– Overview
– Chapter 1 – Proposal
Appendix H – Social and Cultural Analysis Report
Appendix F – Economic Impact Assessment
Appendix GG – Site Development Plan
Appendix J – Visual Impact Assessment Report
Appendix JJ – Mac Point Precinct Plan
Appendix I – Urban Design Framework
Appendix B – Stadium Design Description.



3.2.6. Macquarie Point Site Development Plan 2024

As outlined in the Site Development Plan (SDP) (2024), the Urban Design Framework guiding the current proposal is established by foundation documents informing the Sullivans Cove Planning Scheme, being the *Sullivans Cove Planning Review 1991 (SCPR)*, and affiliated documents.

Those documents establish an urban form typology, which draws an analogy to an amphitheatre, with the slopes of the suburbs of Hobart, sitting on the foothills of the Wellington range and kunanyi, creating the effects of tiered seating; and the Cove itself, with its framed expanse of water on which the dance of activity occurs, forming the stage.

The Wall of the Cove, following this analogy, is 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. Any new development within the built wall of the cove should seek to maintain the uniformity of the wall, and not be individually prominent.

The SCPS requires the preparation of a Site Development Plan, which is described as a plan which outlines the frameworks for the future use or development of a site. 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 key sites as strategically important in the future development of the city. These sites are those that need to do more than comply, they need to be exemplars

of the preferred future and instrumental in influencing development across the broader Cove. The 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.

In making recommendations for use and built form, the SDP provides a comprehensive analysis of the urban form of the Cove, and the role of the site within that context. The SDP (2024) was prepared specifically to guide development in the context of delivering vision of the Mac Point Precinct Plan. The SDP (2024) prepared for this site finds that within this context, the Macquarie Point site sits behind the cove wall as experienced in Hunter Street. It is framed by the escarpment forming the edge of the Cenotaph which is considered significant as remnant coastal landform and the topographical expression of the wall, and any development on the site should ensure that the escarpment remains legible as a landform.

The analysis concludes 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,
- buildings should be freestanding and designed in the round as buildings in space, rather than buildings forming a linear wall, or within radiating streets.

The SCPS also acknowledges that the authenticity of the Cove is that its functions, whilst attractive to tourists, is not a tourist precinct. The Cove is a living, breathing, and sometimes noisy and uncomfortable epicentre of the city. The economic importance of the deep water port is enshrined and protected by the scheme, as is its need for at times noise and vibration generating activities. The scheme also recognises the importance of buildings, monuments, structures and spaces reflecting the history and development of Tasmania and its historical fabric.

The Cove is recognised for its recreational and commercial opportunities for the Tasmanian community and visitors, which should be maintained, enhanced and developed.²³



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 4

Movement

4

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 6

Part 1, Section 4 of the TPC Guidelines require a transport study that considers how people will get to and from the Multipurpose Stadium and the impact on the transport system.

Specifically this chapter provides an overview of the existing and proposed pedestrian and vehicular movement corridors to and from the site, along with an assessment of travel demand scenarios and associated impacts on the transport network.

This includes detailed traffic data and a traffic management strategy to reduce reliance upon private vehicles for access to and from Multipurpose Stadium events.

What scenarios have been considered?

Different scenarios have been assessed in the Transport Study. These compare a **base case** of no events occurring, to events with 24,500 attendees (**scenario 1+2**) and events with 31,500 attendees (**scenarios 3+4**).

The main assessment focuses on 31,500 capacity as it is the highest capacity option for opening. Transport modes for this assessment have been set to 60 per cent non-car modes to support and prioritise sustainable transport modes.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
6.0 Movement	
6.1 Travel scenarios and management options	
<p>Clause 6.1.1 The reports are to provide a transport assessment that provides evidence and information on a range of potential travel demand scenarios and travel demand management measures to be implemented and extended/adapted over time to achieve acceptable outcomes for stadium users and the broader transport/movement network.</p> <p>The purpose of the transport assessment is to provide information on the range of strategies and measures that may be required under different demand scenarios to:</p> <ul style="list-style-type: none"> enable visitors and Tasmanians using the stadium to have an easy, safe, amenable, reliable and convenient door to door travel experience, support and encourage active transport, minimise the risk of local and regional traffic disturbance before, during and after events, manage to an acceptable level any adverse effects to local businesses and residents from traffic, crowds and parking. 	<p>The Transport Study assessed a number of feasible transport options, some of which may make up the final suite of event transport plans in time for the first events in 2029. A range of scenarios and capacities are tested to provide an understanding of impacts and possible management, or infrastructure mitigations, proposed.</p> <p>The plan presents a variety of options that can be implemented and refined over time to best suit stakeholders and the public. The plan does not intend to preclude other transport solutions being put forward.</p> <p>A technical response to this clause is provided in Attachment N – Transport Study Sections 5.3, 5.4, 6.1, 6.2, 7.1 and 7.2.</p>
<p>Clause 6.1.2 The reports are to provide an overall framework supported by suitable models and assessment methods that:</p> <ul style="list-style-type: none"> enable a range of possible travel demand scenarios to be understood from the perspective of the users and the overall transport network, enable assessment of the effectiveness of a range of possible solutions including capacity creation, network management and behavioural change, underpin a proposed suite of travel demand measures that can be implemented prior to the stadium commencing operation, as well as extended and adapted over the life of the stadium, achieve acceptable public safety outcomes for users of the stadium and all other transport network users; and are informed by consideration of relevant transport plans and strategies, at a local and regional level, identified in section 2, including Keeping Hobart Moving Transport Solutions for Our Future (draft) State of Tasmania Oct 2023 and The Greater Hobart Cycle Plan. 	<p>A summary of the response to this guideline is provided in this chapter.</p> <p>A full response is provided in Attachment N – Transport Study.</p> <p>Detailed response can be found in the Transport Study Sections 4, 5.2, 5.3 and 6.1.</p> <p>Appendix B (Access Study) and Appendix H (Walking and cycling memo) of the Transport Study should also be referred to for response to 6.1.2.</p>

TPC GUIDELINES	RESPONSE
<p>Clause 6.1.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • modelling and assessing a range of transport planning scenarios including: <ul style="list-style-type: none"> – a high proportion/P10 use of private cars to travel to the stadium/ locality/area, – a high proportion/P10 pedestrian movement between the stadium and the Princes Wharf 1/Salamanca Place area, • travel demand preferences related to local weather events, the time of day/night events are being held, the age profile of event spectators, • the range of uses and activities proposed, which may include major events at different scales, conferences, exhibitions as well as daily activities, • the higher and lower levels of confidence associated with anticipated mode share changes resulting from travel demand measures, • assessing travel preferences, management measures and outcomes from a: <ul style="list-style-type: none"> – whole of Hobart’s inner/waterfront precinct perspective, – whole of local/regional transport network perspective, • providing an acceptable level of resilience in the transport network across transport services to enable atypical travel/movement circumstances to be managed, • establishing systems that enable travel outcomes to be monitored and evaluated over the lifetime of the stadium and for travel demand measures to be adapted and extend overtime, • where the proposed use includes the potential for events to be held during or overlapping with peak weekday/weekend travel patterns, the options and strategies are to assess this period as a base scenario. 	<p>Attachment N – Transport Study provides a technical response to this clause.</p> <p>Detailed response can be found in the Transport Study Sections 4, 5.2, 5.2.2, 5.3, and 9.</p>

6.2 | Traffic, freight and transport routes

<p>Clause 6.2.1</p> <p>The reports are to discuss how the use of the stadium relates to and affects:</p> <ul style="list-style-type: none"> • the land transport task and function of roads in the locality and broader area as well as the operation of the Port of Hobart, • the current and estimated (with/without the proposed project) traffic volumes and levels of services of roads in the area and specifically the risk of and timeframes associated with periods of saturation and congestion, • periods of congestion/saturation on roads in the locality of the stadium as well as the broader road network effects. 	<p>Attachment N – Transport Study provides a technical response to this clause.</p> <p>Detailed response can be found in the Transport Study Sections 5.1 and 5.2.</p>
<p>Clause 6.2.2</p> <p>The reports are to assess the road network changes/improvements and the other management interventions required to maintain the function, level of service and safety of major roads and the broader network.</p>	<p>Technical response can be found in the Transport Study, Sections 5, 6, 7 and 8.</p>

TPC GUIDELINES	RESPONSE
<p>Clause 6.2.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • estimated changes in traffic volumes and characteristics over the operating life of the stadium, • continued access to the Port of Hobart via Evans Street and any new proposed freight access route, • the heavy vehicle volume and types associated with transport to/from the Port of Hobart and any effect vehicles accessing the Tasman Highway or Brooker Highway has for congestion and the risk of crashes, • the proposed and likely timeframes associated with events at the stadium and how the transport task associated with these timeframes relates to current and forecast traffic on the road network, • the traffic characteristics and specific events that currently, or are forecast to, lead to low level of service on the road network and how this relates to the transport tasks scenarios or traffic related events during use of the stadium, • the potential for and effects of traffic congestion resulting from use of the stadium on the provision of emergency services in Hobart area, • the history of vehicle crashes in the locality and the need to avoid and otherwise minimise the number and severity of crashes, where possible. 	<p>A summary of the response to this guideline is provided in Attachment N – Transport Study. Particular responses to this Guideline can be found in sections 5, 5.1, 5.2, 6.10 and 7.10.</p> <p>In response to emergency services aspect, MPDC will be working directly with TasFire, Ambulance and Police to share traffic impacts and stadium access routes and to inform of potential areas of congestion.</p> <p>Information can also be found in Attachment CC – Emergency Management and Incident Response.</p>
<p>Clause 6.2.4</p> <p>The reports are to provide plans, maps and graphs that show:</p> <ul style="list-style-type: none"> • the function and characteristics of the land transport network both generally and during periods of low level of service, and how these characteristics change under a range of transport scenarios or traffic related risks associated with the stadium, • the characteristics of the land transport freight task and proposed network associated with the Port of Hobart and how these changes affect the broader network, • the land transport task and characteristics associated with proposed mass transit services and how this may affect the broader transport network, • the location and type of proposed road network change/improvement and management interventions. 	<p>Attachment N – Transport Study provides a technical response to this guideline. Response can be found in sections 5.2, 5.3, 5.5, 6.3, 6.4, 6.5, 6.10, 7.10 and 8.</p>

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

<p>6.3.1</p> <p>The reports are to discuss and provide information on issues, effects and user preferences associated with people choosing to use mass/public transport rather than cars (private cars/ride share) to travel to the stadium/ locality for events. Based on this, the reports are to provide evidence-based strategies for:</p> <ul style="list-style-type: none"> • achieving a planned mass/public transport versus car mode share, • managing the provision and use of car parking in the broader area to achieve transport outcomes. 	<p>Attachment N – Transport Study provides a technical response to this guideline. Response can be found in sections 4, 5.2, 5.6, 6.9 and 7.9.</p>
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TPC GUIDELINES	RESPONSE
<p>6.3.2</p> <p>The reports are to provide an assessment of the issues and options associated with:</p> <ul style="list-style-type: none"> • people accessing the stadium/locality and outline, • the maximum extent, location and design of mass/public transport services and infrastructure (including park and ride) required to achieve planned usage levels with a high degree of confidence, • strategies to achieve the majority of people accessing the stadium/locality by mass/public transport services, • strategies to manage the capacity and use of metered, multistorey, off-street and on-street car parking and how this will be managed around events, • strategies for the provision of drop off/pick up areas generally, and arrangements and infrastructure for people with specific access needs. <p>Where the proposed use includes the potential for events to be held during or overlapping with peak weekday/weekend travel patterns, the options and strategies are to assess this period as a base scenario.</p>	<p>Attachment N – Transport Study provides a technical response to this guideline. Response can be found in sections 5, 5.2, 5.6, 6, 6.9, 6.11, 7 and 7.9.</p>
<p>6.3.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • the alignment of public/mass transport and parking strategies with the information and outcomes of related travel demand management and transport assessment processes, • the need to ensure plans and redesign for mass/public transport fit with the need to provide pedestrians with safe, amenable, convenient pathways and platforms, • the capacity of the existing mass/public transport system, • the capacity for plans and strategies for mass/public transport movement to be altered or extended based on experience and evaluation. 	<p>Attachment N – Transport Study provides a technical response to this guideline. Response can be found in sections 4, 5.2, 5.3 and 6.</p>
<p>6.3.4</p> <p>The reports are to provide maps, plans and graphics that describe and show:</p> <ul style="list-style-type: none"> • the home catchments, key transport routes, modes and vehicle numbers associated with people travelling to/from the stadium/locality, • the mass/public transport (coaches, buses, ferries) fleet, capacity and key routes during peak movement periods, • the potential and planned capacity for car parking (metered, multi-storey, off-street and on-street) to be used around event periods within a 30-minute walking distance of the stadium, • the detailed design of: <ul style="list-style-type: none"> – mass/public transport infrastructure to be used during peak periods, – infrastructure/arrangements for general drop off/pick up locations and for people with specific access needs. 	<p>Attachment N – Transport Study provides a technical response to this guideline. Response can be found in sections 4, 5.2, 5.6, 6.5.1, 6.10 and 7.10.</p>

TPC GUIDELINES	RESPONSE
<p>6.4 Pedestrian / cycling movement</p>	
<p>6.4.1</p> <p>The reports are to discuss the characteristics of the use of the stadium and associated pedestrian, cycling and other non-motorised movement. The reports are to discuss and present information on the origins/destinations, paths, volumes and networks associated with pedestrian and cycle movement. The associated planning, infrastructure provision and management issues are to be discussed, with consideration given to how these issues change depending on factors such as time of day, prevailing weather conditions and the age and composition of users.</p>	<p>Attachment N –Transport Study provides a technical response to this guideline. Response can be found in sections 4, 5.2, 5.3, 5.4, 6.1, 6.2, 7.1, 7.2 and 8.</p>
<p>6.4.2</p> <p>The reports are to assess:</p> <ul style="list-style-type: none"> • the physical connections and improvements and management arrangements with surrounding land and road owners, required for pedestrians and cyclists to have safe, visible, amenable, direct and convenient routes when moving to and from the stadium and surrounding area, • the pedestrian network and standing/queuing area requirements associated with peak use of mass transport services, • a range of pedestrian movement scenarios including the peak movement of people to initial destinations in the Salamanca and central city areas, • the level of security of proposed bicycle parking infrastructure and number of bicycle bays to be accommodated, • pedestrian/cycle conflict and crash risks and interventions. 	<p>Attachment N –Transport Study provides a technical response to this guideline. Response can be found in sections 5.3 and 6.2.</p>
<p>6.4.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • maintaining the function and traffic flow of major arterial roads in the area during periods of high pedestrian use, • the need for plans and management of pedestrian networks to where possible avoid and otherwise minimise the likelihood of near misses or crashes between vehicles and pedestrians/cyclists, and to minimise pedestrian/cyclist conflicts, • any effect periods of high pedestrian use have on operation of wharf and port activities, tourist activities, parking and cycle paths in and around Sullivans Cove, • a range of potential techniques to manage flow, volume and direction of pedestrian movement before and after events, • the integration of pedestrian and cycling routes within the landscape and built form proposal, • the potential for risky/antisocial behaviour before and after events and the effect this has on movement and safety, • whether there is an opportunity to create a pedestrian route between Evans and Hunter Streets on Crown land used by the University of Tasmania, • physical restrictions and pinch/congestion points such as pedestrians waiting to cross at controlled intersections and the shared pedestrian and cycleway on Davey Street/Tasman Highway. 	<p>Attachment N –Transport Study provides a technical response to this guideline. Response can be found in sections 5.3, 5.3.2, 5.4.1, 6.2, 6.10 and 7.2.</p> <p>For the integration of pedestrian and cycling routes within the landscape and built form proposal, please also see Chapter 2 – Landscape and Urban form.</p>

TPC GUIDELINES	RESPONSE
<p>6.4.4</p> <p>Without limiting the content of the reports, the reports are to provide plans, maps and graphs that show:</p> <ul style="list-style-type: none"> • peak pedestrian movement networks, origins/destinations, preferred desire lines, volumes, level of service/comfort and congestion/risk locations, • linkages between existing and proposed infrastructure, • proposed infrastructure improvements and management interventions, • volumes and timeframes associated with peak pedestrian activity in the area. 	<p>Attachment N –Transport Study provides a technical response to this guideline. Response can be found in sections 4, 5.3, 5.4, 8 and Appendix H (Walking and cycling memo).</p>

This chapter is supported by the following consultancy reports

Attachment N – Transport Study

4.1 Introduction

The Macquarie Point Multipurpose Stadium Transport Study (Transport Study) addresses Part II, Section 6.0 Movement of the TPC Guidelines. The Transport Study estimates travel demands and considers a range of options for a feasible Transport Implementation Plan for the Multipurpose Stadium and the Site in a variety of scenarios. The Transport Study builds on the Macquarie Point Precinct Event Transport Access Study (2023) (Access Study) and outlines various options and components for event transport and day to day access for the Multipurpose Stadium in building up the transport implementation plan.

The CBD location significantly contributes to what can be a sustainable event travel plan. The location is uniquely beneficial by virtue of its proximity to existing public transport services and car parking, as well as bars, cafes and restaurants that will assist by flattening the spectator egress profile. Four major arterial roads all connect in the vicinity of the Macquarie Point precinct (Tasman Highway, Brooker Highway and Davey and Macquarie Streets). There are no embedded travel behaviours for Macquarie Point so there is an opportunity to promote active and public transport from day one.

The TPC Guidelines provide a comprehensive list of considerations for Movement (Transport Study), which cover the following areas:

travel scenarios and management options,

traffic, freight and transport routes,

access: mass/public transport, car use and parking,

pedestrian/cycling movement.

4.2 Overview

The Transport Study considered the TPC Guidelines through three distinct but interlinked studies including:

Origins Study

A study into the likely origin of a stadium patron including likely mode of travel.

Traffic and Transport Model

Analysis of the current traffic and transport model and integration of likely loads from stadium events based on likely origin travel.

Transport Plan

Assessment of the modes of transport and management strategies required to move patrons safely to and from the Multipurpose Stadium.

The origins study considered Tasmania’s population, access to transport modes as well as the uptake of the Tasmania Devils club memberships. The origins study was based on a capacity of 31,500 which is the higher demand scenario of the two typical capacities proposed (the other being 24,500). The origins study sets the foundation for demands across the various modes tested. Components of the origins study were also used to build up demands for sensitivity testing done for 40,000 capacity scenarios.

The origin–demand matrices prepared as part of the origins study informed the transport and pedestrian modelling, active transport and parking assessments, event bus (park and ride) route, fleet planning and a local area transport and traffic plan.

Transport modelling was conducted using the Greater Hobart Urban Travel Demand Model (Travel Demand Model). Given the strategic nature of the project, the need to understand traffic and public transport trips, the Travel Demand Model was seen as the best fit.

Static pedestrian modelling was undertaken to inform pedestrian levels of service using Fruin standards. This considered widths of existing footpaths and other walking routes for stadium egress and has identified constraint points, areas of opportunity and areas potentially requiring operational management for larger events.

Active transport assessments were undertaken to best understand the Active Transport network in 2029. Alternative routes have been identified for event days to reduce conflict points of cyclists and scooter users amongst large crowds.

Parking analysis included investigations into current supply on weekdays, weekday evenings and weekends to understand what sort of capacity might be available for stadium patrons. This included engagement with, and data received from the City of Hobart.

Transport assessments have identified four park and ride routes, for event bus modes. These seek to build on the existing public bus network and the proposed Rapid Bus network. Initial estimates for bus fleet are early indications of fleet and driver needs. Whilst park and ride sites have been identified, further feasibility studies, design assessments and engagement with property owners will be required to confirm location suitability.

The local area transport and traffic plan attempts to consolidate relevant modes of transport, road closures, management and interventions required in the local area to run stadium events.

The Macquarie Point Multipurpose Stadium capacities referred to in this study are:

24,500 capacity,

31,500 made up of **seating and standing** on the field of play in **concert mode**,

40,000 as sensitivity testing for any **future expansion case**.

Day 1 scenario base target for modes of transport is **60 per cent Non-Car mode share for 24,500 and 31,500 attendee events**. These scenarios represent an opening event at the stadium with minimal proposed transport network upgrades.

4.3 Origin Study

The Origins Study proportions transport mode shares for the Multipurpose Stadium journeys by potential event patron origin location. The Origins Study provides insights into the origins of people’s travel and the mode of transport they may use to access the Stadium.

The Origins Study considered existing travel patterns, existing and planned public transport provision, existing car parking supply and availability to estimate origin – mode matrices. These initial outcomes were then compared to Tasmania Devils AFL Club membership data, provided as number of members by postcode. The origin – mode matrices were then adjusted to reflect the spatial spread of higher or lower membership data across areas.

The Origins Study assists in quantifying the potential demand for event transport to and from the stadium from various parts of the Greater Hobart area, the State and Nationally.

SA3 – trip origin	Walk	Cycle / Micro Mob.	PT Rapid Bus	PT Local Bus	PT Event Bus	PT – Ferry	Private Vehicle – CORP	Private Vehicle – Park and Walk	Private Vehicle – Drop Off	Coach	Taxi / Ride Share	Total
Hobart Inner	6,744	860	252	293	0	74	161	827	391	0	2,122	11,724
Hobart – North West	76	103	252	252	2164	74	128	1,299	615	0	650	5,612
Hobart – North East	48	87	252	288	2937	589	160	1,630	772	0	303	7,067
Hobart – South and West	48	0	252	171	1700	0	106	1,073	508	0	58	3,916
Brighton	0	0	0	26	464	0	37	375	177	0	0	1,079
Sorell – Dodges Ferry	0	0	0	21	464	0	38	386	183	0	58	1,149
Outside of model area								429		525		954
Total by mode	6,917	1,050	1,008	1,050	7,729	736	630	6,019	2,646	525	3,190	31,500

Table 4-1: Overall trip origins distributed by mode (31.5k crowd 60 per cent non-car Day 1) (Table 4.2 -Transport Study).

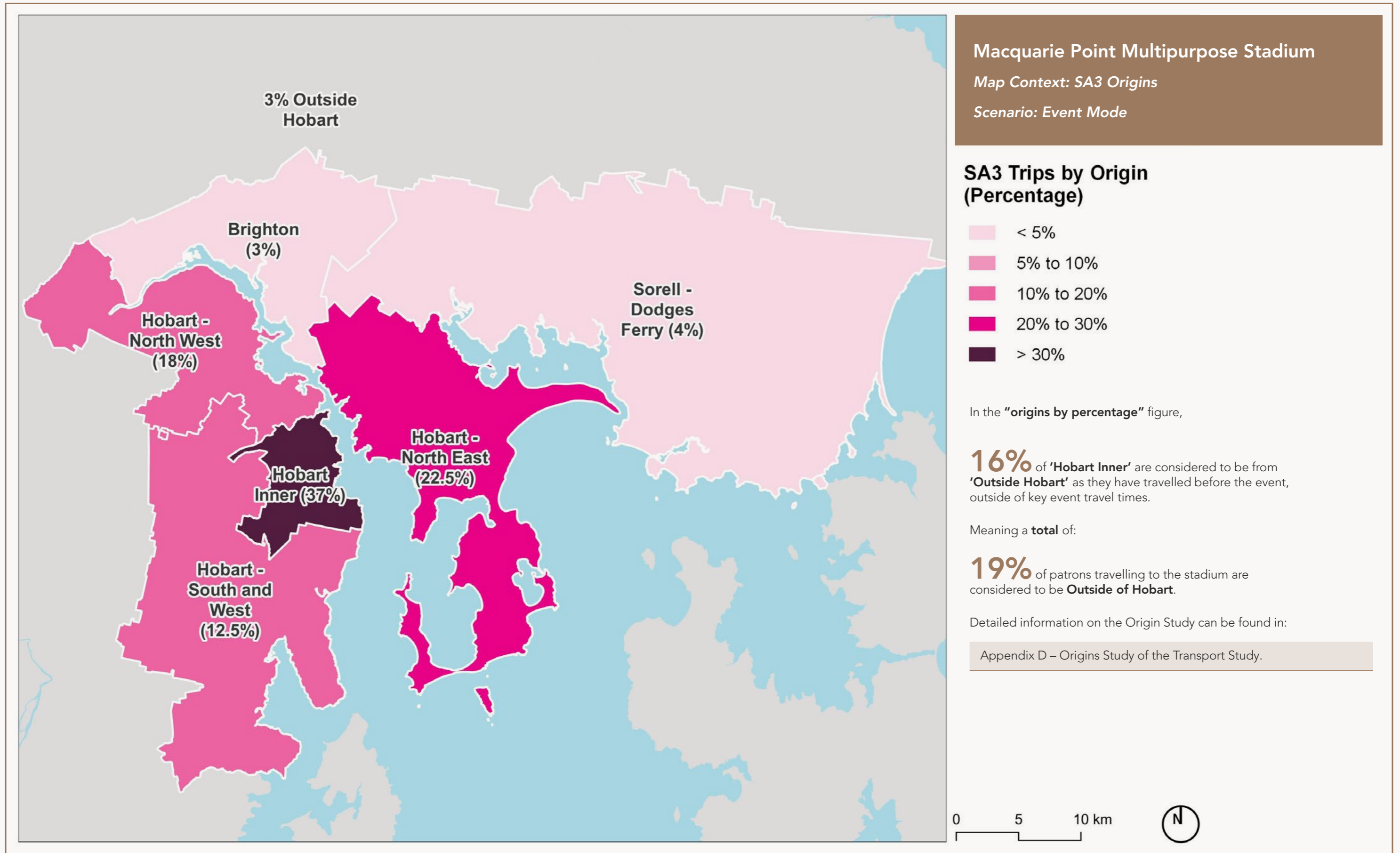



Figure 4-1: Origins by percentage (Figure 4.1 – Transport Study).

4.4 Strategic Modelling

Strategic modelling was completed using the Greater Hobart Urban Travel Demand Model (Travel Demand Model). This model was selected as it is already well-established, used regularly for strategic planning purposes in Hobart, allows for testing of traffic and public transport, has coverage of the Greater Hobart area and also allows for various demand scenarios to be loaded in subsequent to the results of the Origins Study.

The strategic modelling considered 2030 road network volume / capacity (V/C) as well as public transport capacity. The strategic modelling provided outputs on the effect of the Multipurpose Stadium on the transport network.

The following strategic modelling scenarios were undertaken for a forecast horizon of 2030:



Base Case – no event:
Model utilising the existing Travel Demand Model on days where no events were held.



Event with 24,500 patrons

Modelling the impact on the network of a sell-out event with a total capacity of 24,500 under two scenarios:

Scenario 1:
where **40% of patrons** travel to the Multipurpose Stadium via private vehicle.

Scenario 2:
where **60% of patrons** travel to the Multipurpose Stadium via private vehicle.



Event with 31,500 patrons

Modelling a concert- mode sell out event with a capacity of 31,500 patrons under the same two scenarios:

Scenario 3:
where **40% of patrons** travel to the Multipurpose Stadium via private vehicle.

Scenario 4:
where **60% of patrons** travel to the Multipurpose Stadium via private vehicle.

The modeling indicated:

The 2030 Base Case (non-event day) experienced some congestion on road links including the Tasman Bridge, Brooker Highway and Southern Outlet in the inbound direction for the AM peak and in the outbound direction for the PM peak. These key corridors are approaching or at capacity. The Tasman Bridge, sections of the Brooker Highway and Macquarie and Davey Street are expected to exceed capacity.

When events occur in the PM, the resulting PM peak periods were found to be comparable to, or less congested than, the Base Case (non-event day) Monday to Friday morning in bound peak period. This is because the volume of vehicles travelling into the city to attend events at the Multipurpose Stadium were less than the volume of vehicles on the road in the normal working day morning peak period.

Scenario 1 and **Scenario 3** both tested travel impacts where 60% of patrons travelled by means other than a private vehicle for 24,500 and 31,500 capacity respectively. These confirmed that additional event-day specific public transport services would be needed to support the normal public transport services that would be operational on a normal day. This includes both existing and planned services, including the Rapid Bus Network. The use of event-specific public transport services is common to support events at stadia and similar facilities.

To the right is **Scenario 3**, with 40% private vehicle use. Concert demand creates overcrowding on routes along New Town Road and the Southern Outlet. The higher event capacity and demand results in some outer suburb services to exceed capacity, including services in Brighton, Midway Point and Cambridge.

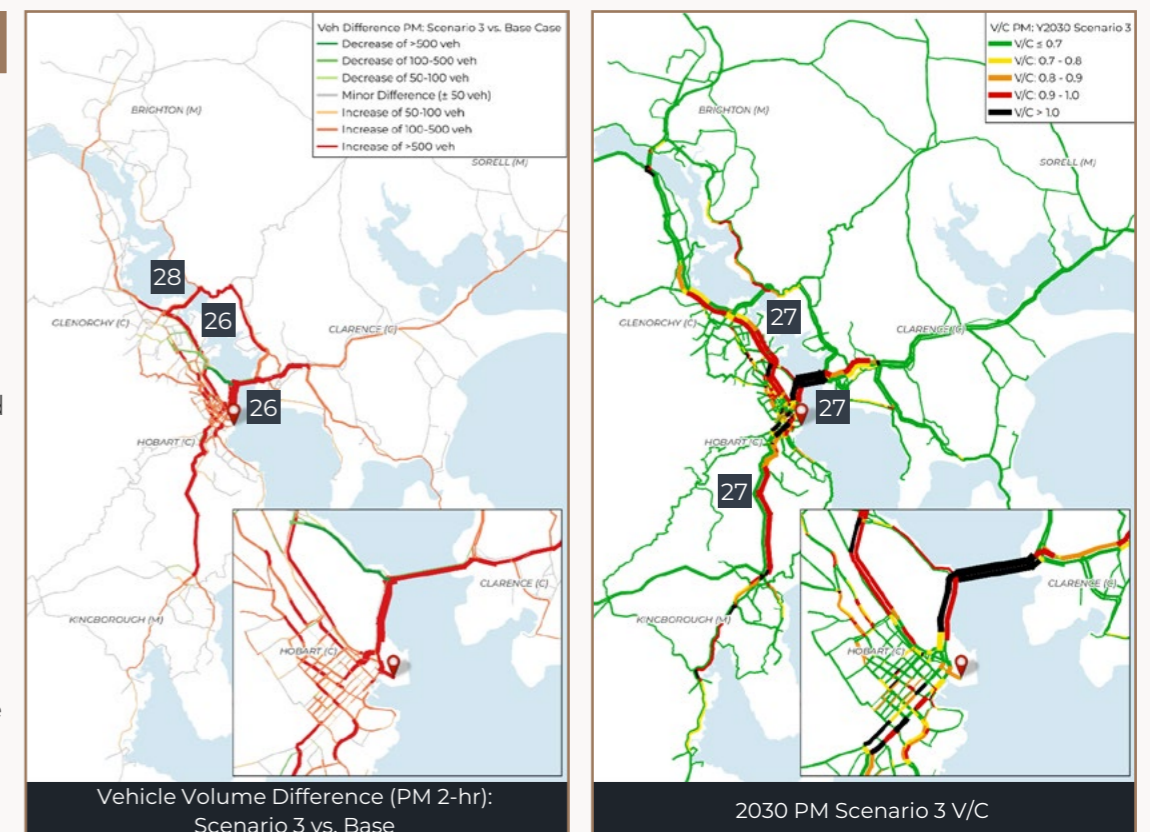


Figure 4-2: Concert sell out, 31,500 capacity, 40% private vehicle – (Appendix F, Transport Study).

In 2050, typical non-event traffic is expected to continue growing. Combined with the event demands, the Tasman Highway is still expected to be over capacity and the Brooker Highway is at capacity. The Bowen Bridge and East Derwent Highway observe a considerable increase in traffic volumes in both directions.

All listed scenario mapping and further detail of the transport modelling can be found in Appendix F of Attachment N – Transport Study.

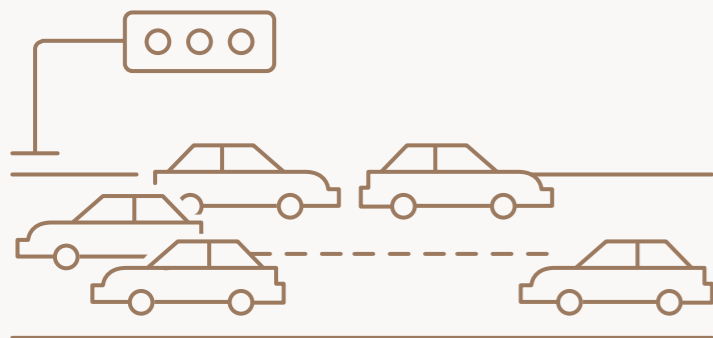
A travel time comparison has been conducted across Hobart’s key corridors to Macquarie Point. The modelled travel times on these routes for the 2030 Base Case and event demand scenarios are shown below.

Although the event-day demands create constraints on the network, the V/C ratios exhibited on the inbound routes during event ingress are better or comparable to the typical weekday AM peak period. The modelled scenarios have identified constraint points on the network. Alternatives to private car trips will be required to alleviate these

constraints and over capacity corridors. The provision of alternative services must be supported by a travel demand management campaign to inform the public of these services, and why they are being made available. Providing the services alone may not create the necessary mode shift to address the constraints identified.

Travel time route	2030 AM Base Case	2030 PM Base Case	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Tasman Highway – Rosny Hill Road to Brooker Avenue	11	4	7	10	8	14
Southern Outlet / Macquarie Street – Olinda Grove to Brooker Avenue	14	8	10	11	10	11
Brooker Highway – Elwick Road to Davey Street	15	9	11	12	12	13

Table 4-2: Modelled travel time (rounded to the nearest minute) (Table 5.4 – Transport Study).



4.5 2030 Transport Plan – 31,500 capacity

Planning has been undertaken for 31,500 as it is the highest opening year capacity and therefore, if the transport network can accommodate this capacity, it can accommodate lower capacities also. The overarching transport strategy, as identified in the Access Study (Appendix B in Attachment N – Transport Study), and reinforced in the Green Star Community terms of reference for the precinct, is to prioritise people-focused and sustainable transport modes.

4.5.1 Pedestrians

Safe and comfortable pedestrian access for stadium events is fundamental to the success of the project. Walking is the most space efficient of all transport modes and serves part of every trip to the Multipurpose Stadium. Providing an enjoyable experience for patrons accessing the Multipurpose Stadium is a key contributor to its success and reputation.

Evans Street (east of Davey Street), Hunter Street and across the waterfront will be closed to general traffic during event times for crowd safety, supporting local traffic only. Event traffic management will be supported by the Northern Access Road and McVilly interchange.

On Event days, operational support will be important to support safe access for pedestrians to and from the Sullivans Cove and Salamanca areas particularly across Victoria Dock Bridge. This may include operational changes for vessels which require entry and exit during event access periods when the bridge will need to remain in the lowered position.

4.5.2 Cycling

The active travel network has been built up collaboratively as a result of work by the City of Hobart and the Department of State Growth. The cycling and micromobility routes through the precinct will be disrupted for intermittent periods for patron entry and exit.

Restriction on bicycle access through the precinct will be kept to a minimum duration (similar to temporary road closures), only to be applied for short periods where crowd volumes create unsafe pedestrian congestion. Measures will be implemented to promote cycling including dedicated shared micromobility hubs established at key locations and areas to secure bikes.

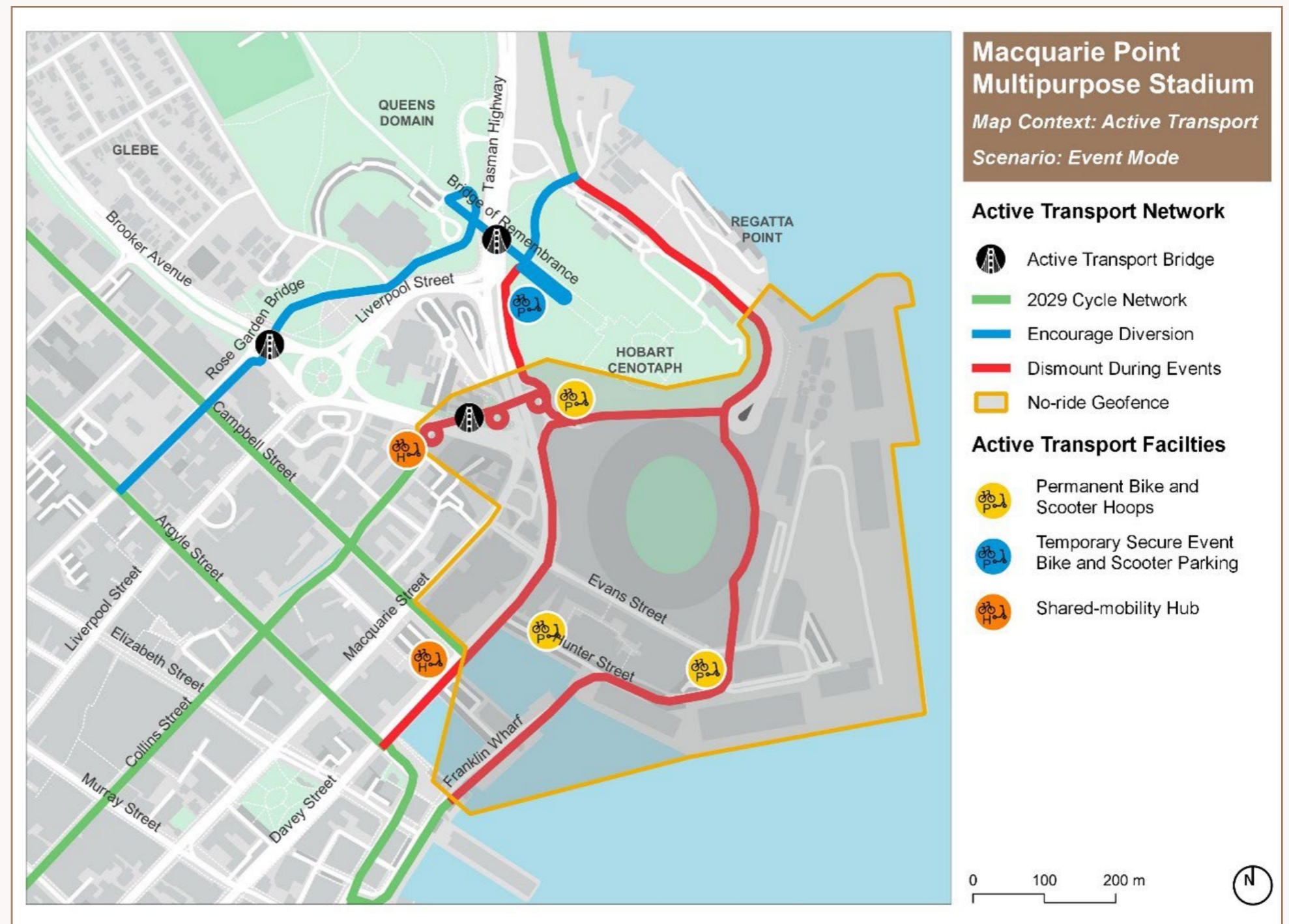


Figure 4-3: Active transport local network map, with event detours (Figure 6.2 – Transport Study).

4.5.3 Public Bus

The Multipurpose Stadium is in a prime location to utilise Hobart's existing bus network (operated by Metro Tasmania, Tassielink and the Kinetic Group) to encourage public transportation to events.

The Hobart City Bus Mall, located along Elizabeth Street adjacent to Franklin Square, is approximately 600 metres from the Multipurpose Stadium and provides connections to 116 different bus services. As part of this, the Mac Point Precinct is connected to both of Hobart's Turn Up and Go bus corridors connecting Rosny Park Interchange, Shoreline Central, Metro Springfield Interchange and Glenorchy Bus Mall. There may be a case to extend services later than 7pm or increase frequencies on weekends depending on event times.

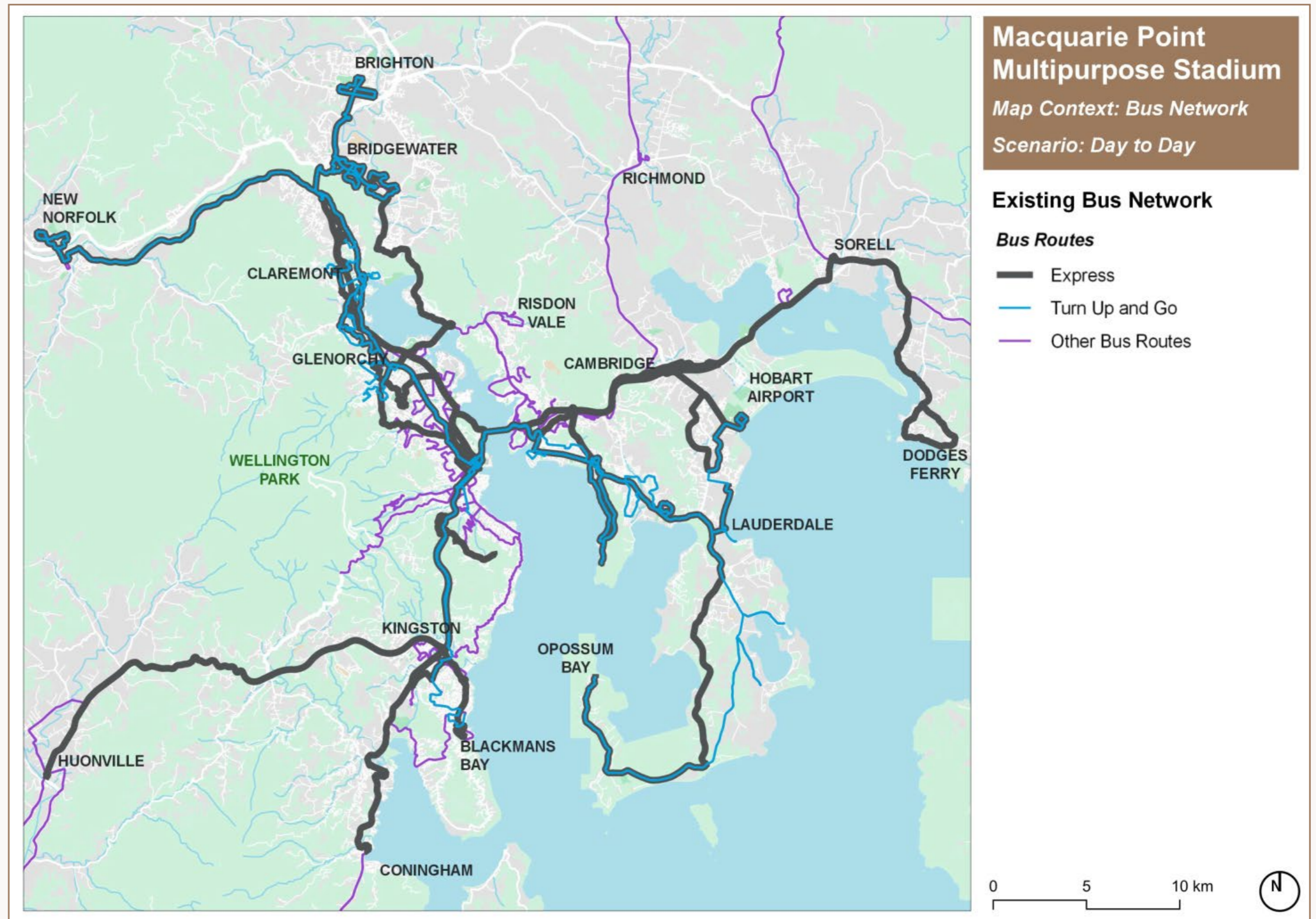


Figure 4-4: Local bus routes (network wide) (Figure 6.3 – Transport Study).

Turn Up and GO corridor	Routes Included	Monday to Friday (7am – 7pm)	Saturdays (7am – 7pm)	Sundays (7am – 7pm)
Hobart to Glenorchy via Moonah	500-522	Every 10mins	Every 20mins	Every 30mins
Hobart to Shoreline Central via Rosny Park	601, 614, 615, 624, 625, 634, 646	Every 10mins	Every 20mins	Every 30mins
Hobart Southern Services to Kingston (shown for completeness)	407-417, X08, 500, 709-719, X710	Variable	Variable	Variable

4.5.4 Proposed Rapid Bus

The Proposed Rapid Bus services are currently in a planning phase for Hobart and would provide frequent and more direct services between the Hobart CBD, Glenorchy, Kingston and Rosny Park via corridors from the north, east and south. Rapid Bus would be a supplementary travel mode during ingress and egress for the Stadium.

If the proposed Rapid Bus network is not in place by stadium opening, Rapid Bus patronage (target mode share) would shift either to local bus or to event-day bus services. It is noted that event bus relies on Rapid Bus corridors on some parts of the routes (see section 6.3 of Transport Study), and that without transit lanes and bus priority, event-day bus services would operate on the general traffic network.

Overall, the proposed Rapid Bus network will be an important factor in achieving desired mode share targets for the Stadium.

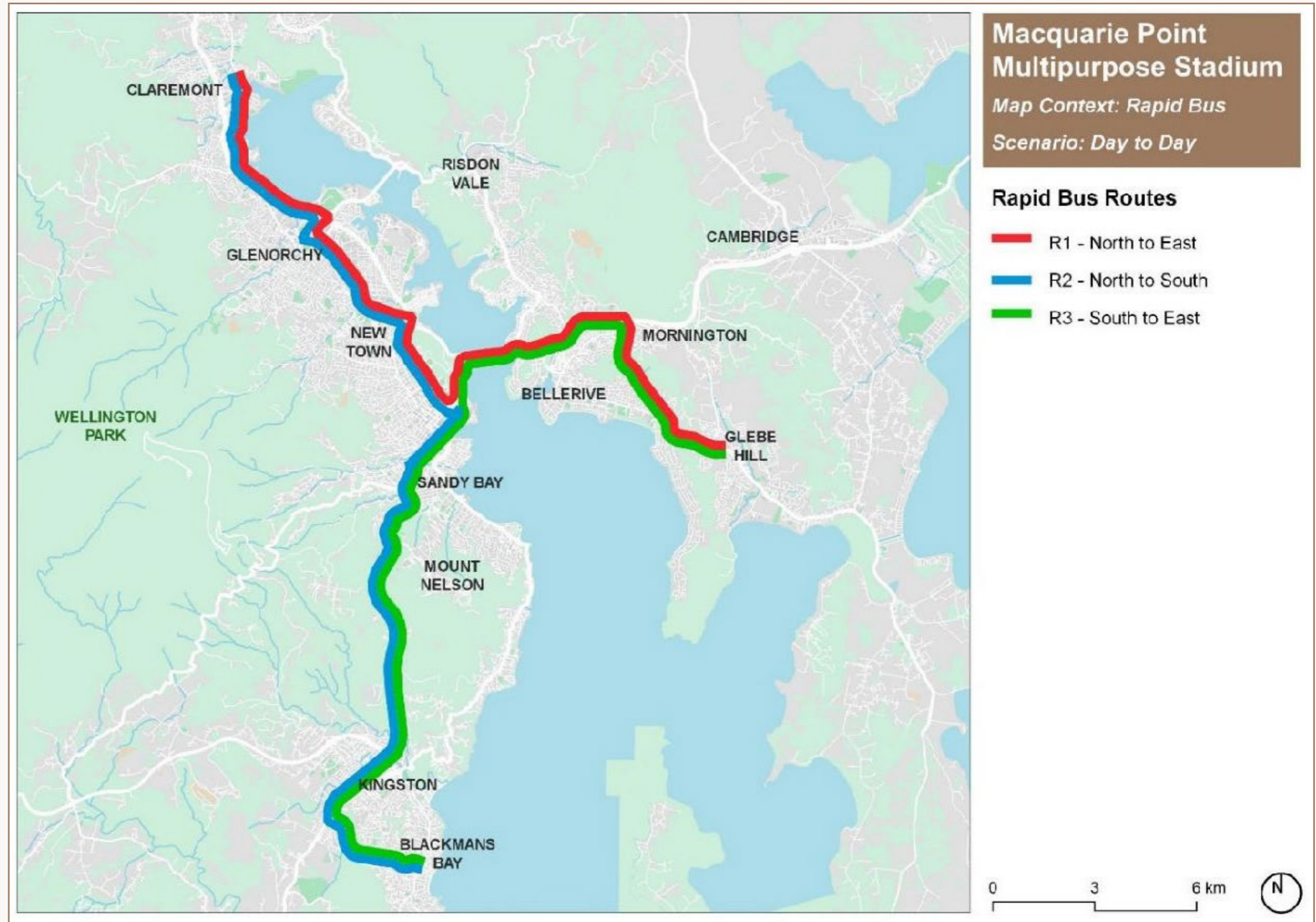


Figure 4-5: Proposed Rapid Bus concept network (Figure 6.5 – Transport Study).

4.5.5 Event bus/park and ride

Event bus would provide specific services for events and would take the majority of event patrons to and from the Multipurpose Stadium. Event buses would run on four routes, partially following proposed Rapid Bus routes to bolster services to Hobart's most populous areas. Park and Ride facilities at the ends of event bus routes would allow passengers to drive from areas beyond the immediate catchment and then board the event service. This has been suggested in place of event bus routes going further afield, requiring more drivers and a larger fleet.

Park and Ride facilities would include existing state Park and Ride (PnR) facilities, as well as new infrastructure at key locations. Passengers could also board event bus services at pick up locations from key centres to service residential centres (no park and ride facility).

The event bus routes developed are as follows:

North: Claremont (State PnR), Wilkinsons Point (PnR),

South: Kingston, Huntingdale (State PnR),

East: Rokeby (State PnR),

North East: Geilston Bay Recreation Area (PnR).

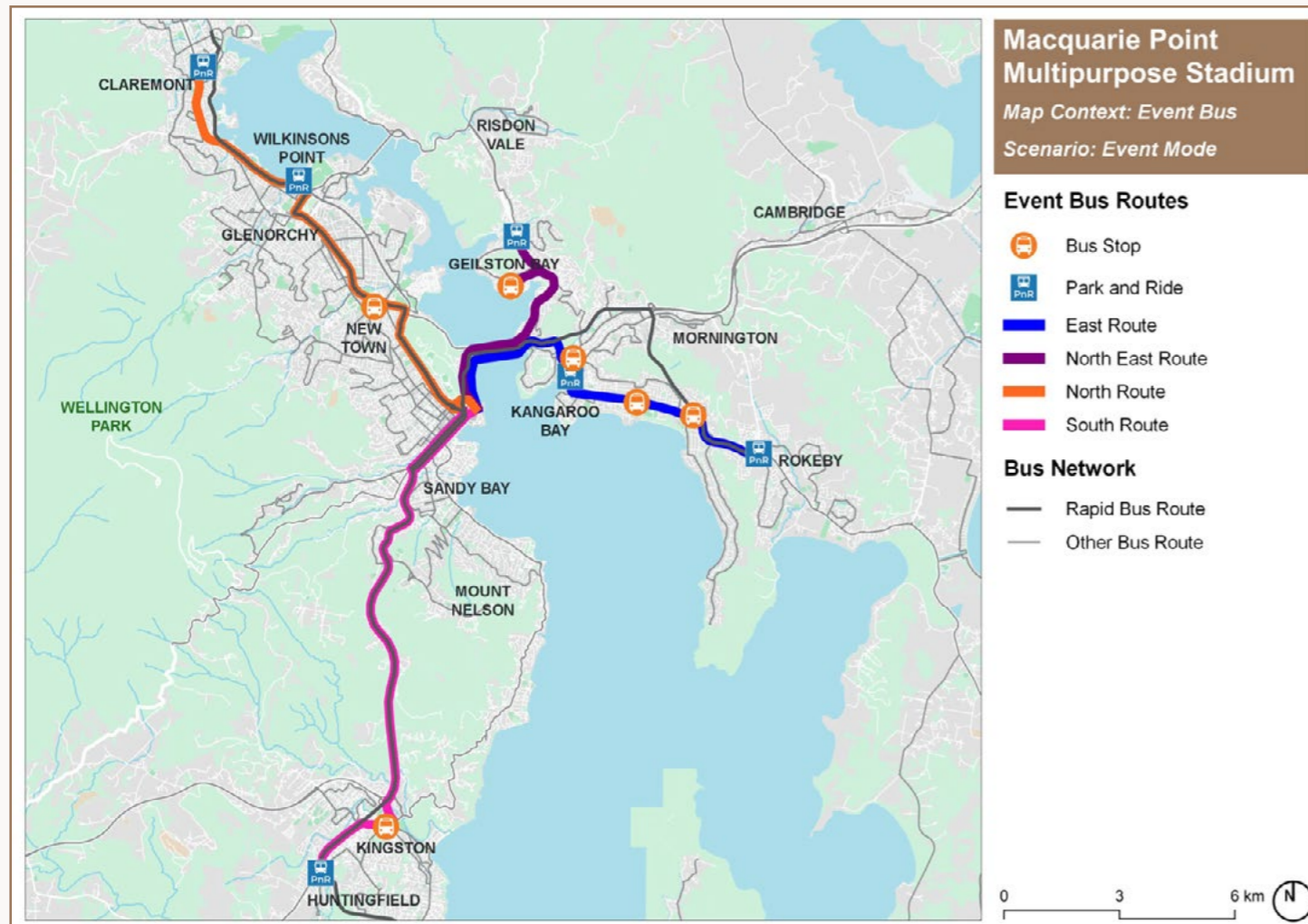


Figure 4-6: Event bus concept network (Figure 6.6 – Transport Study).

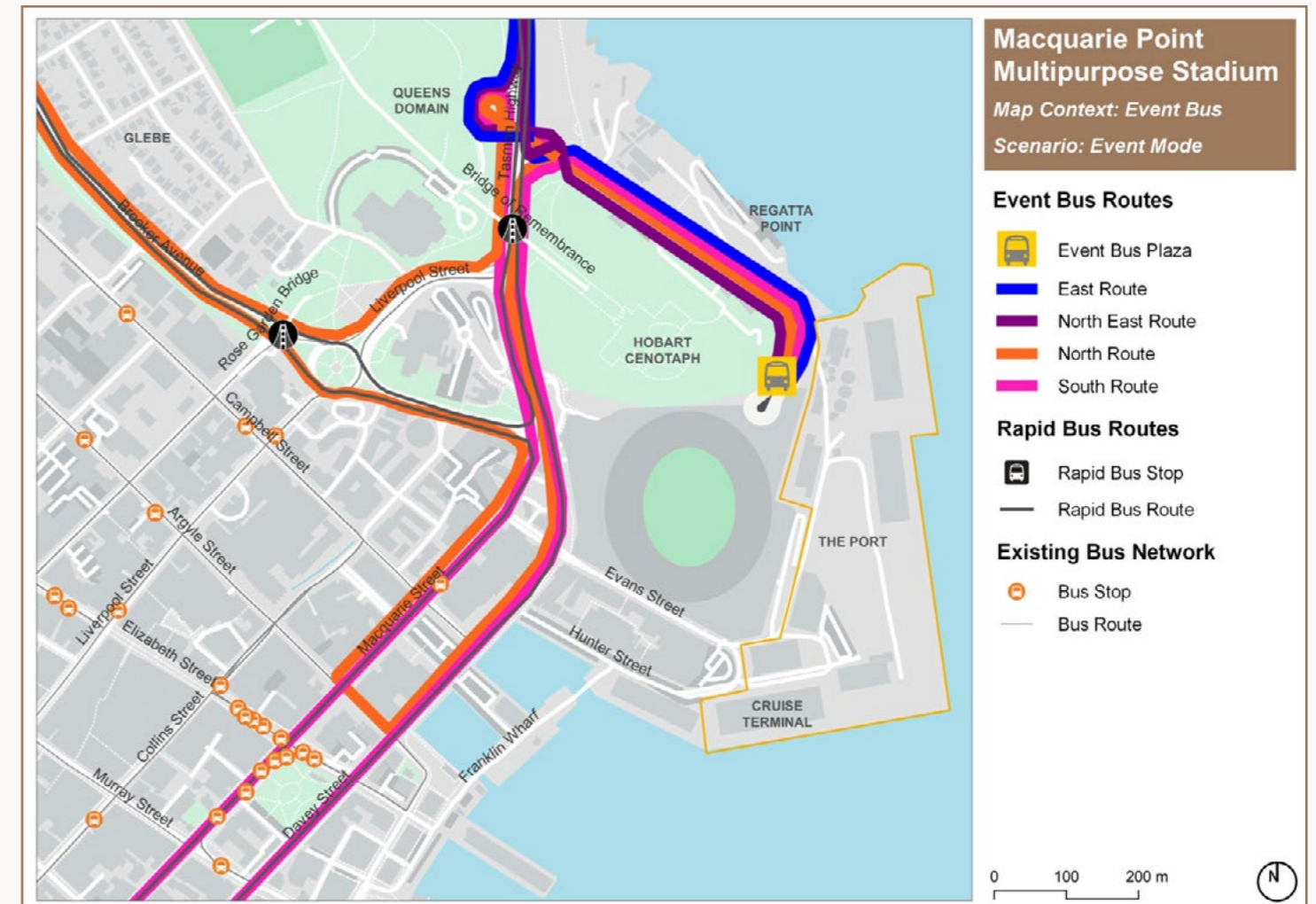


Figure 4-7: Event bus concept local Network (Figure 6.7 – Transport Study).

4.5.6 Event Bus Plaza/Northern Access Road

The Transport Study indicates the inclusion of bus bays for event day buses and the delivery of the Northern Access Road are key elements to the overall transport solution for the Multipurpose Stadium operation. The location of the event bus plaza has been guided by areas of available space and suitable vehicle access away from large crowds. The northeast corner of the site provides the most suitable location as pedestrian volumes are anticipated to be comparatively low in the Regatta Point area.

The event bus plaza will require a remote bus staging area (bus layover) for event buses on departure. This staging location should be within 1-2 kilometres of the Multipurpose Stadium for reliable call-up operations. There are potential opportunities for bus layover for one hour before the end of events on the roads within the surrounding road networks. This would require access to amenities for bus drivers on event days. This operation requires further investigation during the detailed planning of the event bus network.

Further findings on the event bus plaza can be found in:

Section 6.5.1 of the Transport Study.

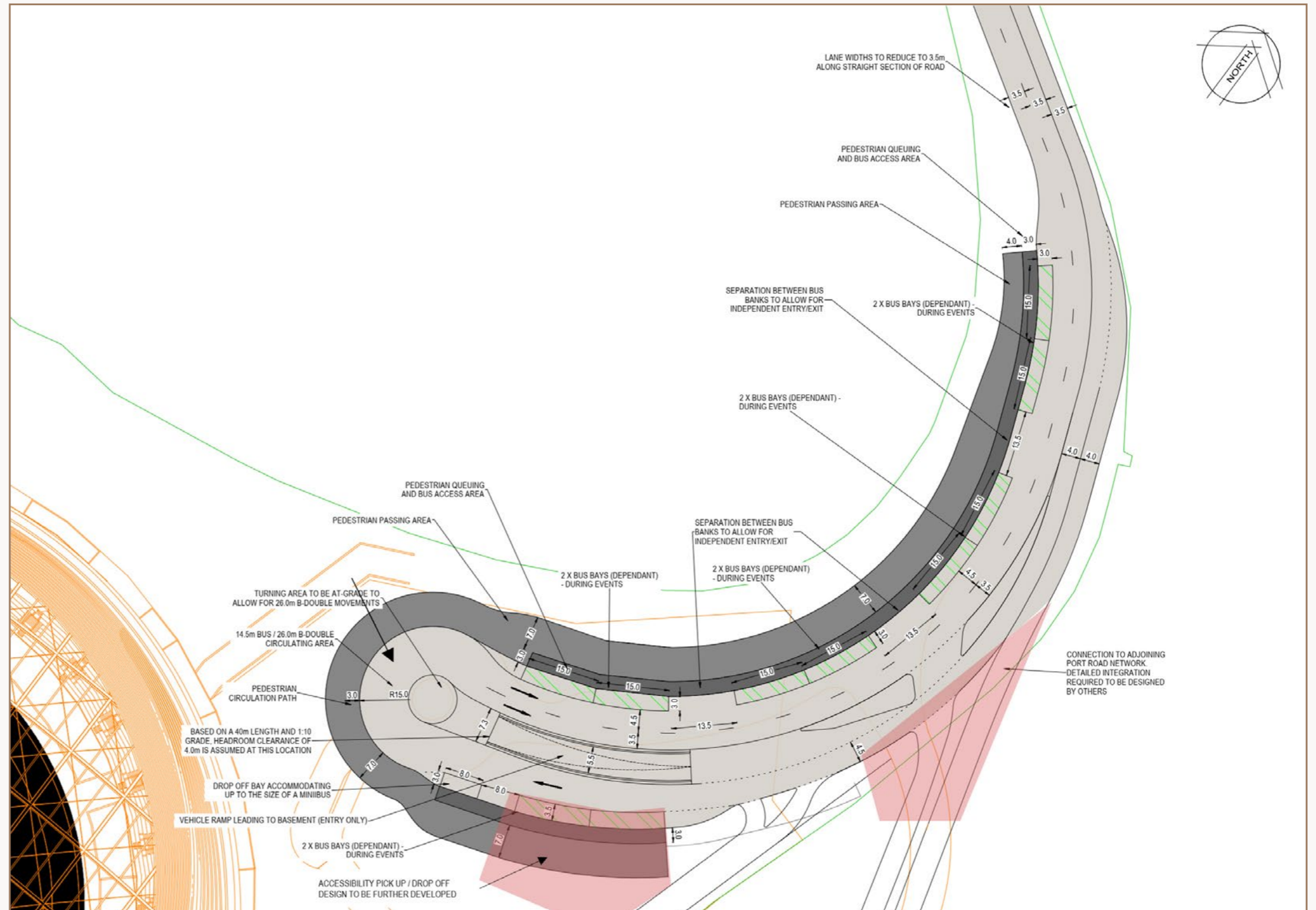


Figure 4-8: Concept event bus plaza (Figure 6.8 – Transport Study).

4.5.7 Ferry

The Brooke Street Pier to Bellerive ferry trial has proven successful and has been extended. This cross-river service will be complemented by an expanded ferry network by 2026 with three new wharves committed for Wilkins Point, Lindisfarne and Sandy Bay.

In addition to these three new wharves by 2026, the Regatta Point wharf is included in the draft ferry Masterplan, though the timing for this wharf is currently not confirmed. The Regatta Point location will assist in dispersing a portion of the crowd away from the CBD and waterfront as they walk north to the Regatta Point wharf. Grade separation of pedestrians/cyclists across the Northern Access Road is being considered as part of the Northern Access Road design.

The ferry mode share is assumed as relatively low (2%) compared to other public transport modes but could be increased in the future as operational aspects are determined. Future planning should consider the ferry network planning as it will directly influence the distribution and volume of spectators to either CBD ferry wharves such as the Brooke Street Pier or the Regatta Point wharf. It is noted, ferry network planning is currently underway by the Department of State Growth.

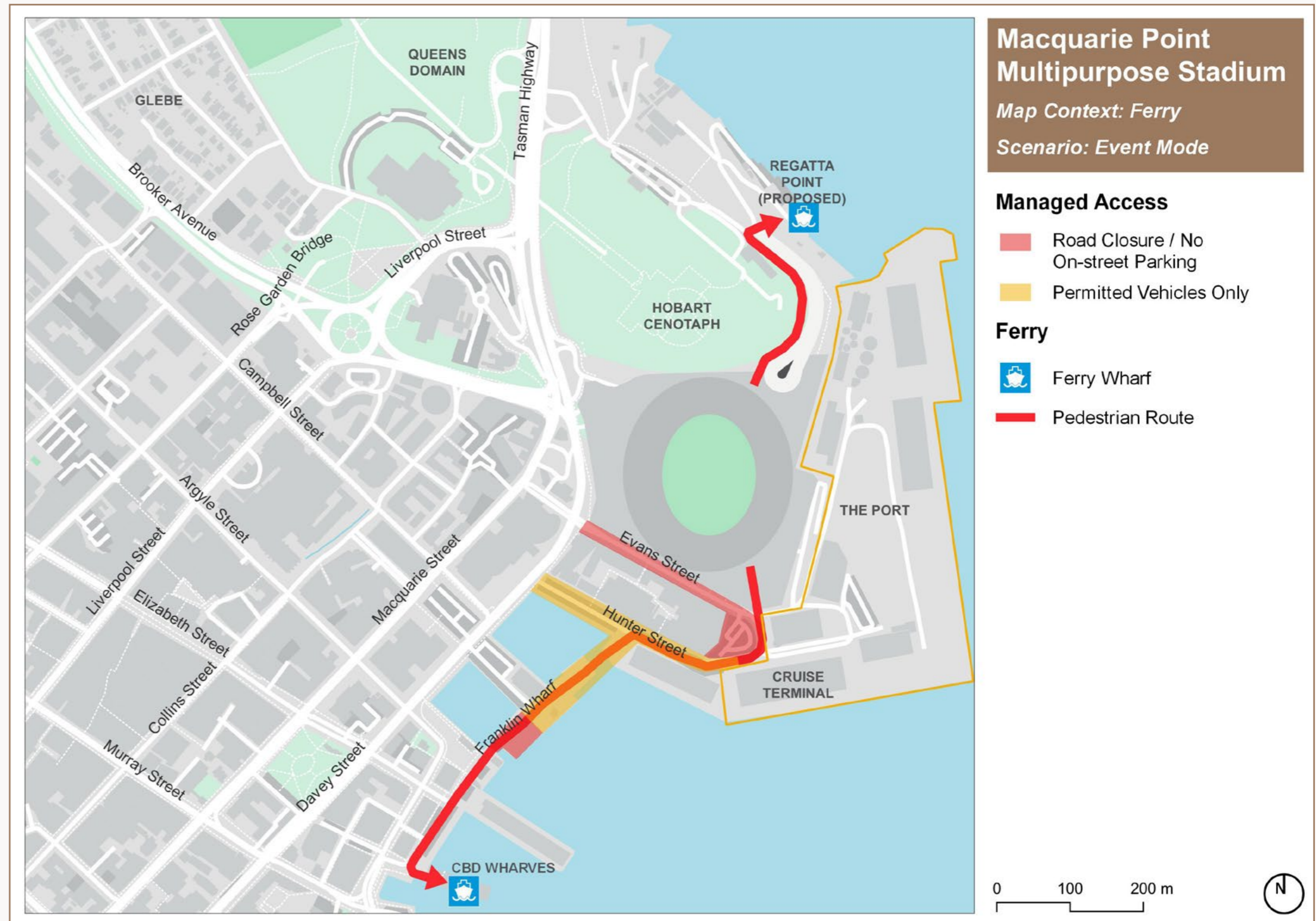


Figure 4-9: Local ferry wharves and pedestrian connections (Figure 6.11 – Transport Study).

4.5.8 Coach

Coaches will play a role in connecting regional Tasmania to the Multipurpose Stadium, and provide an opportunity for private charter for groups, sporting clubs and communities to experience events.

The number of spectators arriving by coach to a stadium in Australia is based upon the following factors:

- _____ The geographical location of the visiting team.
- _____ The number of home team supporters from regional areas.
- _____ The ease of regional transport to the Multipurpose Stadium (as a competing mode to coach).
- _____ The number of coach parking spaces provided.
- _____ The need, cost and requirement to book a coach parking space.
- _____ The promotion of coach parking to established groups (members, travel packages etc).

Engagement with TasPorts found that because of the year round nature and unpredictability of special port operations along with the secure boundary, the port is not suitable for coach parking for Multipurpose Stadium events. Coaches should drop off and pick up in the same location, and ideally will be parked there for the duration of the event. There are two options identified for this mode:

1. Drop off, parking and pickup in Queens Domain with a walking route via the Bridge of Remembrance.
2. Private coach trips are made to Park and Rides and customers transfer to event buses for the remainder of their journey.

4.5.9 Taxi / Ride Share

It is estimated 10 per cent of attendees will arrive via taxi and ride share services. Taxi and ride share will be accessed from the Hobart CBD, a short walk from the stadium precinct. There are existing taxi ranks on Collins Street (near the corner of Elizabeth Street), and near Salamanca on Castray Esplanade and Morrison Street.

Dedicated areas for public access to taxi and ride share will not be provided within the Multipurpose Stadium precinct. Kerb space around the immediate stadium precinct will need to be managed to exclude drop off/pick up with the exception of mobility impaired patrons.

Access for mobility impaired patrons would be facilitated through a traffic control point at the western end of Evans Street at Davey Street. Kerb space would be managed with regulatory signage, or other methods such as geofencing.

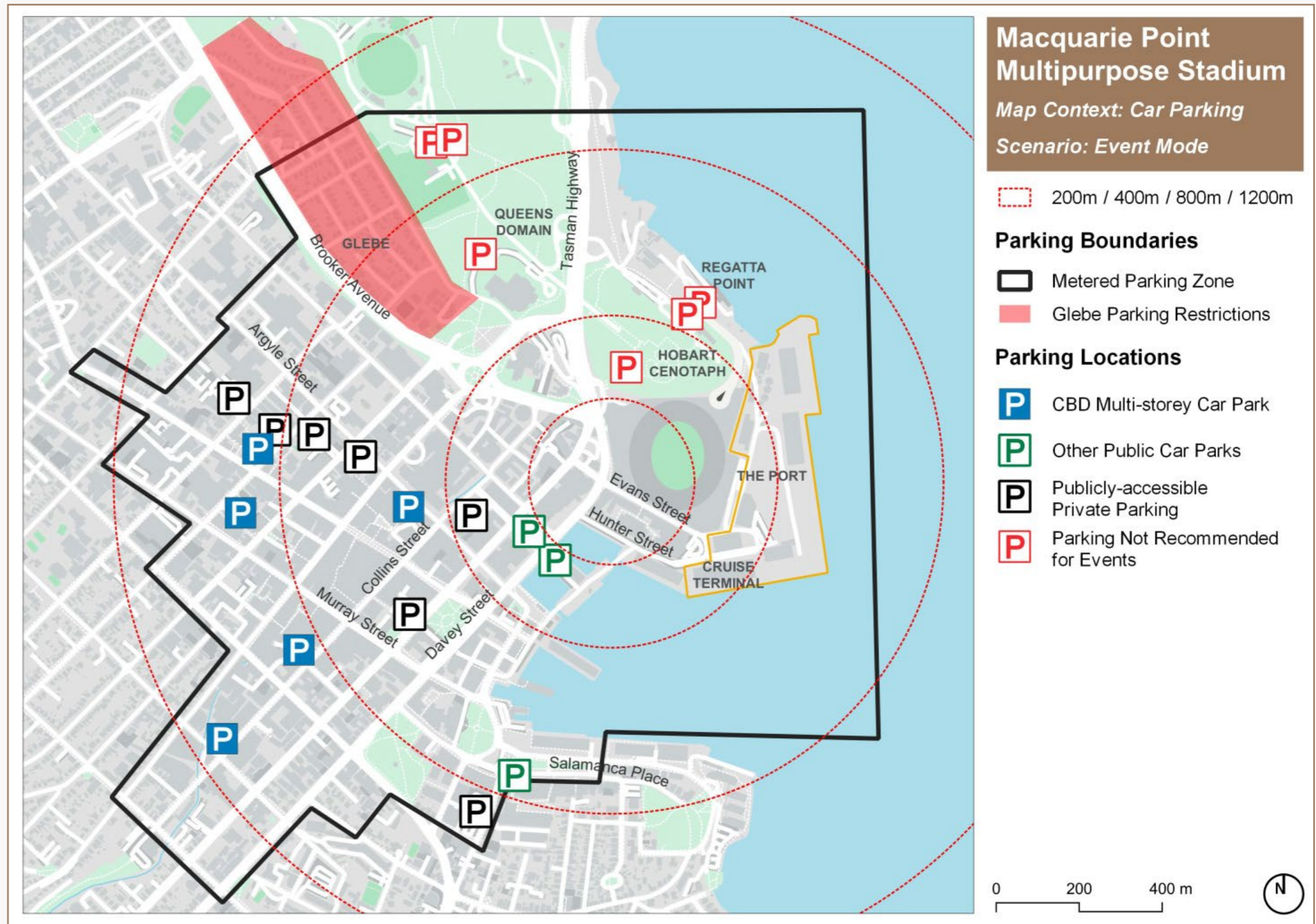


Figure 4-10: Local Parking (Figure 6.12 – Transport Study).

Priority has been given to traffic flow and pedestrian movement around the precinct. Accordingly, the taxi rank on Davey Street outside the Grand Chancellor Hotel is proposed to not be in use during events, given the narrow footpath widths and post-event crowds in the area. A new kerbside taxi rank has not yet been proposed, however it is noted that this may be a requirement.

4.5.10 Car Parking / Drop-off

Approximately 22 per cent of trips are anticipated to result in a parking trip-end with a destination at the Multipurpose Stadium. If park and ride to public transport trip chains and pick-up/drop-off trips are included, the total is 30 per cent. General public parking would utilise public and publicly

accessible facilities within a reasonable walking catchment of the stadium (nominally 1.2km).

Engaging Hobart City Council, there is ample supply of parking within the Hobart CBD, sufficient to accommodate the target driving mode share. The availability of parking is expected to vary depending on the day of the week and time of day.

4.5.11 Local area Transport and access plan

Event traffic management measures are put in place around stadia to facilitate priority access for public transport vehicles, enable car park entry and exit, restrict vehicle access into high pedestrian activity areas, creating a secure perimeter around a Multipurpose Stadium.

These considerations effect the Northern Access Road, Evans Street, Hunter Street and the waterfront. Traffic management measures of these areas include temporary road closures, managed intersections and vehicle permit checks.

Further details of the local area transport and access plan can be found in:

Section 6.10 of Attachment N – Transport Study.

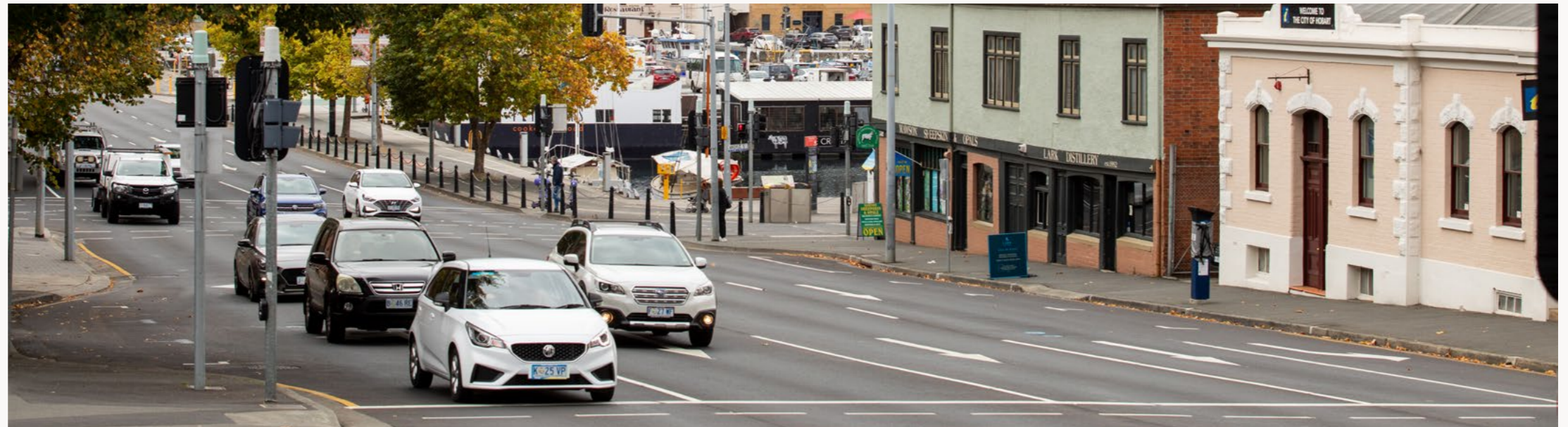


Figure 4-11: Local area transport and access plan (Figure 6.13 – Transport Study).



Figure 4-12: Local area transport and access plan day to day (Figure 7.4 – Transport Study).

4.5.12 Travel Demand Management

The 2030 Transport Plan at 31,500 capacity demonstrates the capability to meet the sustainable target of 60 per cent non-car mode share. A coordinated event travel behaviour campaign is needed to support this goal and transport offerings. The campaign will highlight the available public transport options and ensure attendees have the details and knowledge they require to utilise these services.

Considerations for an event travel behaviour campaign include:

Encouraging event patrons and background transport network users to re-time, re-route, re-mode and reduce their trips.

The sports clubs/promoters of events should be encouragers and the ‘face’ of the travel behaviour change campaign and include event-specific messaging. Overseas and local studies have shown that spectators best respond when their clubs promote travel options. The travel behaviour change measures should be investigated and planned by the suitable authority.

Integrated ticketing that includes event travel with event tickets, typically triggered when a crowd capacity threshold is expected to be exceeded. Integrated ticketing should include all public transport options and funding options should be explored.

Wrapped buses that promote the event bus services and which are selected as part of the event bus fleet on event days.

Event bus routes included into the future statewide journey planning tool and other journey planning tools for event days.

Travel advice in the media and on variable message signs advising of potential delays, re-timing journeys, re-mode and re-think the need to travel.

Concurrent events and overlap at the Federation Concert Hall (capacity 1,100), Theatre Royal (capacity 698) Queens Domain and cruise ship arrivals should be considered carefully in event by event planning, however, the range of pedestrian modelling and transport modelling scenarios in this study includes investigations for 31,500 people which would generally cover a stadium event and other concurrent events also.

Without this campaign, it is likely that the self-drive mode share will be greater, directly impacting the performance of the Hobart traffic network. In turn, this will influence opinion of the stadium experience and the suitability of the transport capabilities. Positive stadium experiences begin with the transport plan selected for each event scenario working effectively.

4.5.13 Transport Plan – day-to-day

Much of the infrastructure and many of the processes outlined in the 31,500 event transport plan also complements the day-to-day transport plan for people travelling to, through and from Macquarie Point. The day-to-day scenario discussed in the Transport Study is not impacted by crowds and event buses so the precinct can return to a shared space for the community, employees working on site and people attending for business and other activities.

The full day-to-day plan can be found in:

Section 7 of **Attachment N** – Transport Study.

4.5.14 Supporting and enabling projects

The Transport Study considered future projects that improve movement to and from the precinct. These projects integrate existing uses of the Port and cruise ship terminal with the new uses proposed to be introduced to the precinct, as well as to integrate the precinct into the city.

Projects have been identified to support the overall transport task for the stadium. These include:

Northern Access Road

Event bus plaza associated with the Northern Access Road

Hunter Street car park pedestrian improvements

Event travel behaviour campaign

The complete list of supporting and enabling projects can be found in:

Section 8 of **Attachment N** – Transport Study.

4.6 Conclusion and findings

Utilising the strengths of the central location of the Macquarie Point Site is important for developing the transport plan. The Multipurpose Stadium is centrally located and well connected to the current local bus and proposed rapid bus routes, ferry services, active transport corridors for walking and cycling, and the road network. As noted in the Strategic Business Case, (Tasmanian Government) the location encourages 'more sustainable transport options' than is possible at Tasmania's current stadiums at Bellerive and Launceston.

With this in mind, although there is ample parking in the CBD to prioritise the self-drive mode, this does not align with a sustainable approach, nor does it reflect best practice for new stadia around Australia or globally. For a stadium to be considered world-class from a transport perspective and achieve non-car mode shares of greater than 50 per cent, a plan based on a variety of transport options must be implemented. Therefore, sustainable modes and public transport are prioritised in the plan, with the remainder going to self-drive and car options.

While the Origins Study identifies where people are likely to travel from, a coordinated event travel behaviour campaign is required to encourage the necessary mode shift to support a multi-modal, sustainable and accessible event transport plan. The transport stakeholders, or future Transport Working Group for the Multipurpose Stadium, should establish roles and responsibilities for the travel behaviour campaign, however, global and domestic best practice shows that travel behaviour messaging from a club (for sporting events), in this case the Tasmania Devils or

the Hobart Hurricanes, is the most successful way to drive the necessary sustainable travel behaviours, with planning led by government agencies, transport providers and the future stadium operators. In the case of concerts and other major events, promoters may need to adopt or promote the campaign that has been developed by the lead transport agency.

The final event operational Transport Management Plan for the Multipurpose Stadium (along with supporting operational plans and traffic management plans), will be agreed through collaborative planning between Macquarie Point Development Corporation, Department of State Growth, City of Hobart, TasPorts and Stadiums Tas over the coming years in line with the detailed design and construction of the stadium and precinct.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 5

Economic, Social and Cultural Analysis

5

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 3

Part II Section 3 of the TPC Guidelines require the assessment of the economic, social and cultural effects of the Multipurpose Stadium. This specifically includes:

- an Economic Impact Assessment, outlining the economic uplift to Tasmania,
- a Financial Impact Report including cashflow projections,
- a Cost Benefit Analysis which assesses the net monetary benefit of the project,
- a Social and Cultural Analysis Report which assesses the cultural and social impact on Tasmanians including the benefit of the AFL team to Tasmania.

To address these requirements, this chapter provides contextual information about the proposed budget, summarises the above reports, and outlines the key findings. Where a partial response to the Guidelines has been provided in this chapter, with the full detail available in a supporting report, that has been indicated in the table below.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>3.0 The following reports are required to assess the economic, social and cultural effects of the project. Without limiting the methodologies that may be used to assess these matters, the reports are to include what follows.</p>	
<p>Cost Benefit Analysis</p>	
<p>3.1 Cost Benefit Analysis (CBA) A CBA assessing the net benefit of investing in the proposed project.</p>	<p>A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix E – Cost Benefit Analysis.</p>
<p>The CBA should identify and quantify to the fullest extent possible, all significant benefits and costs over the life of the project, discounted to current values.</p>	<p>A summary of the response to the guidelines is provided in this chapter. A technical response is provided in Appendix E – Cost Benefit Analysis, Sections 2.4 and 2.5.</p>
<p>The CBA should present a base case in which all assumptions represent the best estimates at this time, with supporting evidence for the value of each key assumption.</p>	<p>A technical response is provided in Appendix E – Cost Benefit Analysis at 2.4 (Cost inputs) and 2.5 (Identification and quantification of benefits).</p>
<p>Where community, environmental, social and cultural effects can be valued as costs and benefits with a reasonable degree of confidence, these should be included in the analysis. Where the CBA is assessing the effect of the project on intangible or cultural/social factors, these are to be valued or monetised in a similar way.</p>	<p>A summary response on quantifiable costs and benefits is outlined in this chapter. A technical response is provided in Appendix E – Cost Benefit Analysis at 2.5.1 – 2.5.4. Qualitative analysis of community environmental social and cultural effects is provided in the Social and Cultural Analysis section of this chapter, and Appendix H – Social and Cultural Analysis Report.</p>
<p>If there are significant costs or benefits that are not able to be easily quantified, notional but plausible values should be used, which can be varied in sensitivity analysis (see below) where they are significant drivers of the results.</p>	<p>The approach taken is that quantifiable costs and benefits are addressed in the Cost Benefit Analysis and qualitative costs and benefits are addressed in the Social and Cultural Impact Report. A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix E – Cost Benefit Analysis at 2.6.</p>

TPC GUIDELINES	RESPONSE
If there are significant costs or benefits that cannot be valued or monetised with any degree of accuracy, these factors should be included in the CBA and quantified information provided that links to social welfare values.	The approach taken is that quantifiable costs benefits are addressed in the Cost Benefit Analysis and qualitative costs and benefits are addressed in the Social and Cultural Impact Report. A summary of the response to this guideline is provided in this chapter. These requirements have been applied in undertaking the Cost Benefit Analysis, at 2.5 (Value Framework).
All significant costs and benefits used in the analysis should be separately and clearly identified, with supporting evidence provided for the values assumed for each item.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix E – Cost Benefit Analysis at 2.4.
All the important assumptions for both costs and benefits should be clearly stated over the life of the project analysis, with supporting evidence for each of the key assumptions made.	A technical response is provided in Appendix E – Cost Benefit Analysis at 2.4 and 2.5.
The CBA should include sensitivity analyses. For guidance, sensitivity analyses could include best and worst cases (i.e. “high” and “low” case scenarios that vary critical assumptions including the discount rate), partial sensitivity analysis (i.e. individually varying one critical assumption at a time), and scenarios that create plausible future alternative “states of the world” by reflecting collective changes in assumptions that are internally consistent with each other. Further information in relation to sensitivity analyses is provided below.	A technical response is provided in Appendix E – Cost Benefit Analysis at 2.6.
The choice of the discount rate is critical and it is expected the CBA base case would utilise a discount rate currently or commonly accepted by governments for assessing infrastructure proposals. For example, the Department of Prime Minister and Cabinet Cost Benefit Analysis Guidance suggests a real discount rate of 7%, with alternative discount rates of 3% and 10% to be used for sensitivity analyses.	A discount rate of 7% has been used in the Cost Benefit Analysis. Further detail is provided in Appendix E – Cost Benefit Analysis at 2.2.
Except where required in these guidelines, the CBA: <ul style="list-style-type: none"> • is to be prepared to align with the recommended principles and procedures outlined for a detailed CBA in the Guide to economic appraisal, Infrastructure Australia July 2021, • is to be informed by the method for assessing/valuing greenhouse gas emissions and the information to be provided in reports on this matter being informed by the Guide to assessing greenhouse gas emissions (interim), Infrastructure Australia Feb 2023. 	A response to this guideline is included in Appendix E – Cost Benefit Analysis , Table 4 Section 1.1.

TPC GUIDELINES	RESPONSE
3.2 Economic Impact Assessment	
An Economic Impact Assessment (EIA) using a computable general equilibrium model to assess the net effect of the proposed project on the Tasmanian economy from construction activities and the operation of the Stadium.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix F – Economic Impact Assessment . The net economic impact of the Stadium’s construction phase is outlined in Section 3.1. The net economic impact of the Stadium’s construction and operational phases are outlined in Section 3.1 and 3.2.
The modelling is to show the direct and indirect/induced economic effect resulting from indicators such as GDP (including GSP), employment, real income per capita and industry sector output. Any assessment of employment effects is to express these effects in terms of Full Time Equivalent (FTE) employment for the specific period of time.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix F – Economic Impact Assessment Section 3 (including industry sector output).
The modelling is to be provided in a transparent manner with all key assumptions separately detailed and supported and should enable professional peer review. The results of the economic modelling will form a key input into the CBA report and are to be explained in a manner that is understandable to an informed reader.	A summary of the response to this guideline is provided in this chapter. A technical response including detail on approach and assumptions is provided in Appendix F – Economic Impact Assessment , Section 2.
The modelling outputs should enable the construction and operation phase impacts to be separately identified.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix F – Economic Impact Assessment .
The economic impact report should also consider the opportunity cost of domestic investment – for example, a “counter-factual” estimate of the impact of an alternative investment of equivalent public funds. The report should also consider the degree of ‘crowding out’ that may occur through the construction stage activities.	A response is provided in Appendix F – Economic Impact Assessment , Section 3.
3.3 Financial Impact Report	
Impact of project’s construction and ongoing costs on State’s projected General Government Sector and Total State Sector financial position, with respect to key fiscal measures.	A response is provided in Appendix G – Financial Impact Report , Section 1.8.
Year-by-year cash flow projections associated with the project.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix G – Financial Impact Report .
Trends in key financial ratios for comparison purposes, including assessment of possible implications of the cost of State debt and the State’s credit rating. Assumed treatment of the Commonwealth funding contribution by the Commonwealth Grants Commission under the fiscal equalisation process.	These issues have not been addressed, rationale is provided in Appendix G – Financial Impact Report , page 17.

TPC GUIDELINES	RESPONSE
Sensitivity analysis including the impact of a significant delay in construction and of cost escalation.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix G – Financial Impact Report Section 1.7: Financial sensitivity / scenario analysis.
Time period for financial projections is to be the time period for construction (and including the scenario of a significant delay) and the first three years of operations.	A technical response is provided in Appendix G – Financial Impact Report Section 1.5.

3.5 | Sensitivity and comparative analyses and information documentation

The above reports are to provide a consolidated balanced overview of effects based on data and information drawn from the specific assessment methods outlined above.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in: Appendix G – Financial Impact Report Appendix E – Cost Benefit Analysis Appendix F – Economic Impact Assessment
The reports can use a variety of methodologies and indicators to provide evidence and information on economic development and qualities of people’s social, cultural and economic wellbeing.	
The reports should aim to address all significant beneficial and detrimental effects. Where there is a lack of evidence or direct quantifiable information, the reports may use information from other places in a balanced manner.	
The “Base Case” scenarios should clearly set out all relevant and material factors including: <ul style="list-style-type: none">the type and frequency of events and activities,the composition and number of users/customers,forecast/estimated costs and revenue,organisations and associations that will use the facility,forecast/estimated effects on interstate visitation.	
Sensitivity analysis is to be undertaken as part of the Cost-Benefit, Economic Impact and Financial Impact assessments, to understand how different assumptions around risk and uncertainty affect outcomes. Sensitivity analysis should ideally include the creation of probability distributions for key cost and revenue parameters that include P10, P50 and P90 values.	A summary response regarding alternative scenarios is provided in this chapter. A technical response is provided in Appendix F – Economic Impact Assessment, sensitivity analysis explanation at Section 3.1. Appendix G – Financial Impact Report – including a discussion on the suitability of probabilistic operational financial modelling for this project on page 4. Appendix E – Cost Benefit Analysis at 2.6.
Sensitivity analyses must include discount rate sensitivity for the CBA and variations on the key assumptions in relation to patronage of the facility.	A response is provided in Appendix E – Cost Benefit Analysis at 2.6.
The CBA will be undertaken as an absolute assessment for the base case scenario and not in comparison to an alternate option.	A response is provided in Appendix E – Cost Benefit Analysis at 2.1.

TPC GUIDELINES	RESPONSE
For the purposes of comparative assessment of ‘no policy change scenarios’ and sensitivity analyses the reports are to refer to or include information relating to: <ul style="list-style-type: none">the level of AFL, sporting and other events and activities and associated tourism activity, that have generally occurred in the state and region over the past decade (COVID-19 period excluded) over the forecast period,changes in the level of activity of AFL, sporting and other events and activity as well as flow on activity at a state and regional level that is forecast to occur as a result of the operation of the Stadium.	A response is provided in Appendix E – Cost Benefit Analysis at 2.3 and 2.5.1.

3.5 | Social and Cultural Impact Assessment

Effects related to sporting and other events and programs which would not occur without the Stadium.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix H – Social and Cultural Analysis Report.
Effects of Tasmania having AFL and AFLW clubs.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix H – Social and Cultural Analysis Report.
Effects on environmental values of the site and associated social and cultural impacts.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix H – Social and Cultural Analysis Report.
Effects on people with a cultural association with the Cenotaph or the Macquarie Point headland.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix H – Social and Cultural Analysis Report.
Effects due to changes in the cost and supply of residential accommodation in the greater Hobart area during construction.	A summary of the response to this guideline is provided in this chapter. A technical response is provided in Appendix H – Social and Cultural Analysis Report and Appendix C – Housing for Workforce.

This chapter is supported by the following consultancy reports

Appendix C – Housing for Workforce

Appendix G – Financial Impact Report

Appendix E – Cost Benefit Analysis

Appendix H – Social and Cultural Analysis Report

Appendix F – Economic Impact Assessment

5.1 Context

When considering the economic analysis, it is important to understand the context of the project. Stadia are social infrastructure, they add social and cultural value to the lives of the people who utilise them, providing access to concerts, festivals, sports games and community events that often would not otherwise have been available in the area. They also create jobs, and often boost the economy in the local area, particularly in the hospitality industry and the construction sector during the stadium build phase of the project.

Stadia are generally not profitable ventures in their own right, which is reflected in the lack of privately developed and owned ventures. Because the social and cultural benefits of a stadium outweigh the financial benefits, government intervention is required to enable the development of stadia.

The purpose of the economic impact assessment is to quantify the additional benefit that the proposed Multipurpose Stadium is likely to bring to Tasmania. The purpose of the Financial Impact Report is to provide an understanding of the financial implications of the Multipurpose Stadium during construction and the operations period, the direct costs and revenues associated with the implementation of the project, and the ongoing operation of the Multipurpose Stadium. The Cost Benefit Analysis quantifies all the monetizable benefits of the Multipurpose Stadium, acknowledging that many social and cultural benefits, which are the key incentives of a stadium, are not able to be quantified and included. The social and cultural impact analysis captures a broad view of the impacts, both positive and negative, and with a particular emphasis on the impacts which cannot be quantified for the Cost Benefit Analysis.

The Economic Impact Assessment provides information on the key economic impacts during the construction and operational phases of the stadium project.

This Multipurpose Stadium will bring additional social and cultural benefits that come with having a new mixed-use venue of this scale. It also enables the establishment of

a new AFL and AFLW club, the Tasmania Devils. Tasmania has always had a keen interest in participating in the AFL. Tasmania has produced a number of well-known legends of the game, along with numerous current AFL and AFLW stars, playing for some of the game's best clubs. There is extensive grassroots participation from a young age in the local AusKick programme, and multitiered competitions for all ages across the state. Tasmania also fields representative teams at junior and senior levels, participating in interstate games.

Tasmania has long wanted its own AFL team, and the lack of team has been a point of contention for over 20 years. The social and community benefits of both the team and the Multipurpose Stadium are difficult to quantify in monetary terms, particularly in this situation where there has been a long-held desire for an AFL team. The social and cultural analysis helps paint a fuller picture by identifying the costs and benefits in qualitative terms, and providing a framework for analysis.

5.1.1 Budget

The Multipurpose Stadium funding will be drawn from a number of different sources. The Tasmanian State Government has committed \$375m, the Commonwealth Government have committed \$240m, and the AFL \$15m. The operating assumption is that any residual funding will be borrowed, pending market testing processes. The total development budget is \$715m.

5.1.2 Cost Plan (estimate)

WT Partnership Pty Ltd (WT Partnership) was engaged by MPDC, as a stadium specialist quantity surveyor, to undertake cost plans throughout the design to ensure the design and budget align prior to commencement of works. The current cost plan for the project is \$715.5m as at July 2024, before escalation and value management.

The current cost plan estimate including escalation is \$774.91m, which forms the basis of the economic analysis. Scoping and value management strategies are being developed as part of the detailed design process to manage the project budget.

The cost plan will be updated by the quantity surveyors throughout the design process. To ensure costs are kept to budget, MPDC and the design team will continue to undertake scope and value management activities in parallel to the detailed design phase. To assist in value management, items have been identified for potential third-party/private sector funding, if funding is required or desired. A possible impact of private sector funding is the potential for revenue-

sharing to offset capital contributions on items identified within the cost plan. Private funding of some capital costs such as food and beverage fit out would then impact the operating revenue. The possible implications of this are covered in the sensitivity analysis.

5.1.3 Economic Impact Assessment

The Economic Impact Assessment outlines the economic impacts created by the Multipurpose Stadium. The economic impacts will differ during the construction and operational phases and as such have been modelled and analysed separately.

Construction phase

The construction phase is the period of capital expenditure between FY2024-25 and 2029-30, inclusive of defects liability period. The construction phase has been modelled under two labour market scenarios, one where there is significant slack in the labour market, and one with a tighter labour market (in line with a continuation of an unemployment rate close to the current 4.1%).

The key outputs of this analysis are:

The construction of the Multipurpose Stadium will **add between \$250-269m to Tasmania's GSP** over the construction period.

There will be **1510-3229 full time equivalent (FTE) direct and indirect jobs** over the construction period. This is measured in job years, i.e. one full time job for one year. In the peak year of construction, this will represent between 721-1576 new jobs. Of these, 588 are projected to be direct jobs in stadium construction.

During the construction phase, the **construction industry's gross value** added will be boosted by between **\$161-168m per year**.

Real Income per capita during the construction phase was projected to increase between **\$175-\$271** (2024-25 – 2028-29).

Operating phase

The operational phase has been modelled on a typical year in the project's operations which based on an average over the period 2031-2034 which is indicative of ongoing benefits and costs.

The modelling indicates a considerable positive impact on the economy, including:

The projected GSP uplift is **\$27-32 million per year**. This includes:

- **\$77.5m** in spending by out of state visitors over the whole of their stay, excluding Multipurpose Stadium related spending.
- **\$1.0m** in spending by interstate visitors within the Stadium (e.g. tickets, food and beverage purchases).
- **\$50.0m** in retained spending (Tasmanians who would previously have travelled interstate for an event, instead being able to access the event locally).

The economic uplift created by the Multipurpose Stadium is projected to **increase the income of Tasmanians by \$191-242 per person per year on average** considering the Core and Optimistic scenarios taking into account the contribution from the AFL. Considering the scale per person across the state, this is a good outcome, and demonstrates that the economic benefits of the Multipurpose Stadium will directly impact Tasmanians, as well as lifting the economy more broadly.

Between **203** and **204 FTE jobs** could be created on an **ongoing basis** due to the Multipurpose Stadium's operations. This includes direct jobs within the Multipurpose Stadium, and jobs created by the wider economic uplift within the state.

For high attendance events, Stadiums Tasmania have estimated that between **1010** and **1210 staff** will be **required on event days**, with a smaller workforce anticipated across the year.

Modelling

The quantitative economic modelling undertaken uses KPMG-REG, a proprietary regional Computable General Equilibrium (CGE) model of the Australian economy that has been tailored specifically for this assessment. The modelling establishes the impact of the project on the economy by creating a baseline model of the economy, and then assessing the impact created by the stadium. The economic contribution of the construction phase and operational phase of the Stadium to Tasmania has been modelled separately, as impacts will differ. Modelling assumptions are set out in full in **Appendix G – Financial Impact Report**, with an overview of KPMG-REG in **Appendix F** at page 12.

5.1.4 Financial Impact Report

The Financial Impact Report covers the financial implications of the Multipurpose Stadium during construction and the operations period, include the operating costs and revenue. It focuses on the financial impact to the Tasmanian Government, via the Macquarie Point Development Corporation and Stadiums Tasmania.

The Financial Impact Report is informed by two tiers of event profiles, which create a range within which annual events are likely to vary. This range considers a core base event calendar through to what is described as a more optimistic calendar.

The core event calendar of 36-38 event days per year, is considered a conservative but robust estimate. It was informed considering comparator venues and consultation with key stakeholders in relevant sectors, as well as the consultant's views. This figure below includes major event content such as concerts and AFL games, as well as smaller community events. Community events are an important part of the value of the Multipurpose Stadium to Tasmania, but it is important to note that they will not be major drivers of commercial outcomes. The core event calendar is in **Appendix G – Financial Impact Report**.

An optimistic event calendar with 48-51 events per year has also been developed, which differs from the base case in that it assumes that a slightly higher number of events are hosted on a regular basis, identified through the same processes as the core event calendar. The impact of the optimistic events calendar is considered in more detail below. The calendar is also in **Appendix G – Financial Impact Report**.

Key findings

The modelling scenario utilises the capital cost estimate of \$774.91m, as at July 2024. As noted above, this forms the basis of the economic analysis. A scoping and value management strategy is being implemented to manage the project to budget.

In addition, the table below illustrates the modelled cashflow for the Multipurpose Stadium using both the core base event schedule and more optimistic event schedule.

Macquarie Point Multipurpose Stadium: Real Cash Flow – Average year (\$2024)

	Core Scenario	Alternative Scenario 1 (Optimistic)
REVENUE		
Venue hire fees	1,246	2,523
Ticketing revenue	834	1,044
Membership and other revenue	5,289	5,462
Total revenue	7,370	9,028
EXPENSES		
Event day costs not passed through	202	523
Salaries and wages	2,550	2,550
Turf maintenance	370	493
Administration / overhead costs	1,700	1,700
Maintenance	4,690	4,690
Total expenses	9,512	9,956
EBITDA	(2,142)	(928)
Lifecycle costs	5,706	5,706
Operating result	(7,848)	(6,634)
Number of events	37	49
Attendance (pax)	392,743	537,218

Table 5-1: Profit and Loss Comparison between options (\$2024; \$000s)

A number of revenue generating items have been excluded from the capital cost estimate, which are being reviewed as part of scope and value management considerations.

The core scenario uses the base event schedule and indicates a possible operating deficit of \$2.14m, excluding life cycle costs. This is reduced to \$0.93m using the optimistic event schedule.

Using the conservative base event schedule, the operating deficit of \$2.14m could be improved to an operating surplus of \$1.09m per annum, before applying a more optimistic

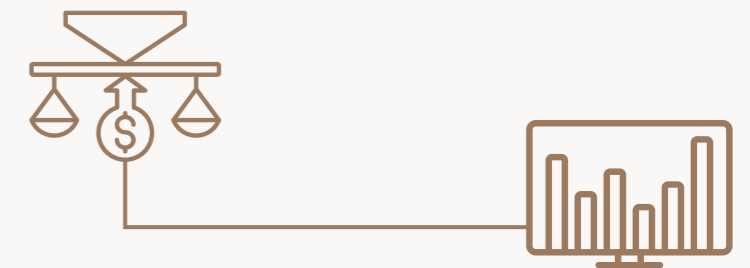
event outlook, if certain capital costs, such as kitchen and food and beverage fit out, are included in the upfront costs of the Multipurpose Stadium. Decisions taken about the upfront capital investment and the effectiveness of value management, will have an impact on the Multipurpose Stadium's revenue streams and the degree of subsidisation that may be required.

The optimistic event calendar increases the projected operating result in an average year from \$-7.8m in the core scenario to \$-6.6m in the optimistic scenario. The NPV over the lifetime of the assessment period in real cash flow terms improves by \$16.08m, from \$-695.56m to \$-679.48m. A breakdown of the cash flow comparison is below, further details are available in Appendix G – Financial Impact Report at 1.7.

The optimistic event scenario was sensitivity tested as part of the Cost Benefit Analysis. Further information is provided below.

Further information regarding modelling assumptions, stadium demand, operational performance, and sensitivity testing is available in:

Appendix F – Economic Impact Assessment.



5.2 Cost Benefit Analysis

The purpose of the Cost Benefit Analysis is to assess the extent to which the Multipurpose Stadium represents ‘value for money’, by identifying and quantifying in monetary terms the significant benefits and costs over its useful life, relative to a base case alternative.

The quantifiable costs and benefits have been identified as follows:

Impact	Benefit	Definition
Increased income for Tasmanian residents, businesses, and government	Producer and labour surplus	Producer and labour surplus flowing from new visitors to Tasmania spending money on local goods and services.
		Producer and labour surplus flowing from new event operators from outside of Tasmania spending money on local goods and services.
		Producer and labour surplus flowing from fewer Tasmanians leaving the State to attend an event in another Australian State or Territory.
Amenity impacts	Consumer surplus	Use-value accruing to Tasmanians who attend the new Stadium.
Increased civic and community pride Improved subjective wellbeing		Non-use value accruing to Tasmanians as a result of the AFL team’s establishment, independent of the Stadium’s use.
Improved physical and mental health	Health and productivity	Personal health benefit accruing to Tasmanians who start playing AFL as a result of the participation target and ‘inspiration effect’, who otherwise would have been physically inactive.
		Health system benefit that flows from the personal health benefit above.
		Productivity benefit that flows from the personal health benefit above.
All quantifiable positive impacts	Terminal value	The ongoing economic value of the project at the end of the evaluation period.

Table 5-2: Quantifiable benefits of the Stadium

A number of costs and benefits are not easily quantifiable in a CBA, such as the social impact of the Tasmanian Devils AFL team. Non-quantifiable benefits have been identified and are subject to a qualitative assessment in the social and cultural impact analysis.

Key findings

Consideration of the quantified costs and benefits in discounted real figures results in an estimated net cost of \$237.07m, and a Benefit-Cost Ratio of 0.69 using the core base event calendar scenario. This is a good outcome for social infrastructure projects, where a large component of the benefit is not quantifiable or not able to be monetised (whereas costs are generally easily monetised). For example, the Allianz Stadium in Sydney had a BCR of 0.62¹ and the Townsville Stadium, a BCR of 0.21.² These stadiums continue to operate successfully and deliver benefits to residents. Sensitivity testing found that applying the more optimistic event calendar found the BCR raised to 0.93.

Producer and labour surplus

Applying the base case and conservative event calendar, the Multipurpose Stadium is forecast to bring economic benefits for Tasmanians, driven by increased spending and visitation. The Multipurpose Stadium will result in an uplift in income for Tasmanian residents and businesses, in real terms, broken down as follows:

Attracts an increased number of interstate/international visitors to Tasmania to attend a sports or cultural Stadium event (\$658.3m).

Attracts an increased number of interstate/international visitors to Tasmania to attend a business Stadium event, such as a conferences (\$43.2m).

Attracts an increased number of interstate/international operators to Tasmania to put on/participate in an event (\$4.8m).

Fewer Tasmanians will travel interstate to attend events, as Stadium events not currently available in Tasmanian venues (\$353.8m).

Attracts new investment into the state, due to the AFL’s investment in the development of the Devils, grassroots and community football (\$121.1m).

Consumer surplus

In addition, the consumer surplus includes:

An estimated use value of \$56.6m, accruing to Tasmanian residents who attend the Stadium for the purposes of attending an event,

An estimated non-use value of \$66.6m, accruing to Hobart residents as the Stadium drives an uplift in civic pride, community cohesion, and subjective wellbeing in those who support the Devils.

Health and productivity

The Multipurpose Stadium is also projected to bring health and productivity benefits of \$149.5m (comprising \$128.1m personal health, \$6.8m health system, and \$14.6m productivity). This is attributable to the AFL’s committed investment in local grassroots and community football, which is contingent on the stadium development, resulting in more people being physically active. Increasing physical activity has physical and mental health benefits, resulting in health system savings, and benefits to the broader economy through an uplift in productivity.

Terminal value

The Stadium has a terminal value of \$432.8m in real terms, representing the economic value of the project at the end of the evaluation period (30 years) through to the end of the Stadium’s useful life (50 years). It is noted that this is calculated utilising a different methodology than that used within the Financial Impact Report, based on the quantified economic benefits rather than a depreciating book value.

The table below outlines the total costs and benefits in terms of the net present value applying the base case.

Table 5-3: CBA Outputs

\$m, \$2400	NPV 7% (central case)
Incremental costs – The Stadium	
Capital costs	\$578.95m
Operating subsidy (after Lifecycle costs)	\$62.35m
Event attraction costs	\$13.99m
Incremental costs – The Devils	
AFL State Government subsidy	\$98.57m
Total costs	\$753.86m
Incremental benefits – The Stadium	
Increased visitation – sports and cultural events	\$198.27m
Increased visitation – business events	\$13.17m
Increased visitation – operators	\$1.44m
Retained visitation	\$106.77m
Use-value	\$17.09m
Incremental benefits – The Devils	
AFL Industry	\$87.96m
Non-use value	\$20.30m
Health and productivity	\$29.92m
Incremental benefits – Other	
Terminal value	\$41.87
Total benefits	\$516.79m
Outputs	
Net benefit	-\$237.07m
Benefit cost ratio	0.69
Economic internal rate of return	3.51%

¹ Final Business Case Summary: Sydney Football Stadium Redevelopment.

² Strategic Business Case, at pg 18.

Optimistic Event Calendar Scenario

The optimistic event scenario has been created for sensitivity testing and to inform forecasting to demonstrate the impact of a less conservative estimate of event numbers. It otherwise assumes the same key inputs, such as a capital cost estimate of \$775m and excludes revenue generating items, like the core scenario.

The scenario is based on the optimistic event calendar (Appendix G, page 39) developed by DHW Ludus, which was informed by conversations with key stakeholders (particularly events owners). The optimistic event calendar differs from the core event calendar in that it is a less conservative estimate of event numbers. It is anticipated that annual variation will result in the Multipurpose Stadium’s activation generally reflecting a range within the two projections.

The optimistic event scenario was sensitivity tested as part of the Cost Benefit Analysis. The NPV (at a discount rate of 7%) is \$-50.3m. The BCR for this scenario is 0.93, up from 0.69 in the core scenario. Further details are available in:

Appendix E – Cost Benefit Analysis at 2.6.

The operational phase simulation (inclusive of AFL funding) for the optimistic events calendar scenario is modelled for 2031-32. This shows a typical year of operations once the Multipurpose Stadium is established. Figures with and without AFL funding are provided below. The AFL have agreed a funding package which includes funding towards the Stadium and the Training and Admin Base. It also includes operational funding, game development and talent development funding. While ongoing funding for operations is highly likely, and some ongoing game development and talent development is likely, the amounts have not been agreed, so an alternative without funding is provided for transparency. Further details are provided in:

Appendix F – Economic Impact Assessment at 3.2.

The optimistic event scenario simulation shows a GSP increase of \$79.4m per year, up from \$72.8m in the core scenario. It would create an additional 276 FTE jobs, up from 238 in the core scenario. It also increases income uplift to \$242 per person per year, from \$191 per person per year.

Table 5-4: Headline Results – Operational Phase

Variable	Incremental impact ^a			
	Core Scenario		Optimistic Scenario	
	AFL transfer	No AFL transfer	AFL transfer	No AFL transfer
Incremental Real Gross Domestic Product (2031-32)	\$32.4m 0.0014%	\$25.7m 0.0011%	\$45.9m 0.002%	\$36.5m 0.0016%
Incremental Tasmanian Real Gross Domestic Product (2031-32)	\$72.8m 0.22%	\$27.3m 0.08%	\$79.4m 0.24%	\$31.8m 0.10%
Incremental Tasmanian Real Income Per Capita (2031-32)	\$191 0.36%	\$132 0.25%	\$242 0.45%	\$183 0.34%
Ongoing Incremental FTE jobs	238 0.10%	203 0.08%	276 0.12%	242 0.10%

Notes: [a] The incremental impacts are reported as deviations from the baseline. The top number in each cell is the levels difference and the bottom number is the percentage difference.

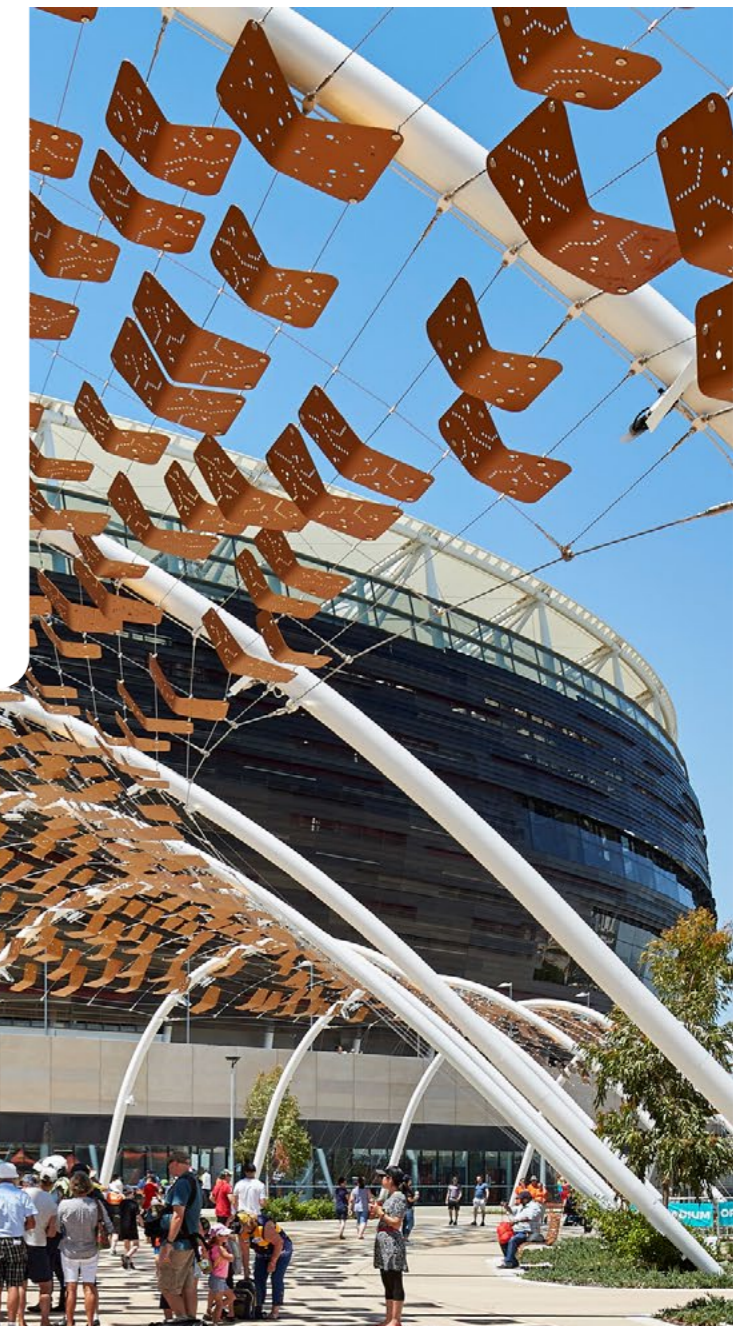


Figure 5-1: The arrival promenade at Optus Stadium (Perth)

5.3 Social and Cultural Analysis

The social and cultural impact analysis is a qualitative assessment of the potential impact of the Multipurpose Stadium on the social or cultural wellbeing of Tasmanians. It draws from an evidence base of grey³ and academic literature, MPDC stakeholder engagement, and community consultations. To ensure a holistic assessment of impacts, the social and cultural analysis does undertake a qualitative assessment of some impacts that are identified and considered from a quantitative perspective in other reports.

A Values Framework was created to underpin the social and cultural analysis. It documents the key mechanisms the Stadium will use to cause change, the outcomes of those mechanisms, and the impacts related to those outcomes.

The Framework contains the following elements:

Streams – These are specific components of the project that relate to the mechanisms that drive change.

Mechanisms – These are actions and processes related to the project that enable change.

Potential Outcomes – These are potential effects or changes caused by activities and drivers in the short, medium and long-term.

Potential Impacts – These are changes associated with potential outcomes. Impacts have been classified as ‘positive’ (i.e. they represent a net benefit for the community) and ‘negative’ (i.e. they represent a net cost for the community). There are a number of positive impacts that are anticipated to be amplified or magnified by the inclusion of a roof as part of the Stadium design. These are identified below.

Value Framework					
Streams	Mechanism	Potential Outcomes		Potential Impact	
	<i>Actions and processes related to the project and enabling change</i>	<i>Potential effects or changes caused by activities and drivers in the short, medium and long-term</i>		<i>The changes associated with potential outcomes</i>	
<p>Construction of a new multipurpose, roofed stadium</p>	Design	Improved public infrastructure provision	Noise and environmental pollution	Economic uplift for Tasmania (short-term)	Disruption to local businesses and residents (short-term) ★
	Construction Activity	Spend on local goods and services	Disruption to nearby businesses/residents (e.g. traffic)	Employment and increased human capital (short-term)	Visual impact of the Stadium ★
	Siteworks	Employment (short-term)	Impact on visual views and sightlines and heritage surroundings	Increased civic pride and community cohesion	Pollution, carbon emissions and other environmental impacts resulting from construction
		Resources consumed through construction		Housing supply (short-term)	
<p>Operation of a new multipurpose, roofed stadium</p>	New and high-quality events (sports and other)	Increased interstate and international visitation	Retained visitation	Economic uplift for Tasmania (long-term)	Improved amenity for Stadium visitors ★
	Year-round with roof	Promoting Tasmania’s brand, reputation and profile	Improved certainty (events and attendances)	Employment and increased human capital (long-term)	Improved subjective wellbeing
	Marketing and Broadcast	Uplift to surrounding precinct and other businesses	Employment (long-term)	Disruption to local businesses and residents (long-term)	Improved liveability
		Improved visitor experience	Increased traffic, noise and lights due to events	Noise and environmental pollution	Pollution, carbon emissions and other environmental impacts resulting from operations
		Catalyst for broader urban uplift and renewal			
<p>AFL New AFL and AFLW teams</p>	Fans and Memberships	Promoting Tasmania’s brand, reputation and profile	Increased social connection and community building	Improved physical and mental health	Increased civic pride and community cohesion
	Participation in AFL/AFLW	‘Inspiration effect’ – increased participation in AFL/AFLW	Improved facilities and resources for athletes	Improved subjective wellbeing	Improved athlete experience ★
	High performance pathways	Increased interstate and international visitation	Employment (long-term)	Increased investment and exports	Economic uplift for Tasmania (long-term)
				Employment and increased human capital (long-term)	

Figure 5-2: Value Framework

The framework generated a list of both positive and negative impacts which were investigated through a literature review and case studies. The impacts were then evaluated based on their likelihood of occurrence and anticipated consequence. Risk mitigation strategies were provided for negative impacts and enhancement strategies for positive impacts.

To ensure consistency across analyses, this Framework also underpins the scope of impacts considered through the EIA and CBA. Impacts that are economic in nature have been considered at a high-level and qualitatively in the SCA report, with more detailed and quantitative analysis provided in the EIA and CBA reports.

The table below documents the identified positive and negative impacts, along with anticipated impact levels after the implementation of mitigation strategies for negative impacts and enhancement strategies for positive impacts.

³ Grey literature refers to non-commercial publications such as government reports.

Issue	Description	Impact	Explanation
Positive impact 1A: Employment and increased human capital (short-term)	There will be 1510-3229 FTE jobs over the six-year construction period. In the peak year of construction, this will represent between 721-1576 new jobs. Of these, 588 are projected to be direct jobs.	High impact	A high proportion of the workers are expected to be local. MPDC is working with Skills Tasmania and Keystone on a workforce strategy including apprenticeships. Estimated workforce numbers are considered in Appendix F – Economic Impact Assessment .
Positive Impact 1B: Employment and increased human capital (long term)	<p>Long-term employment opportunities from the AFL and AFLW teams and Multipurpose Stadium operations. Stadiums Tasmania has estimated that between 1,010 and 1,210 personnel will be required to operate the Stadium on event days, with smaller workforce throughout the year.</p> <p>Creation of a new professional sports ecosystem for Tasmania, supporting industry talent attraction/retention and pipeline development.</p> <p>Likely over 135 AFL roles available for Tasmanians through the new teams and other AFL investment.</p> <p>A further 204 jobs could also be created due to the stadiums ongoing operation.</p>	Medium impact	<p>The creation of a new professional sport industry in Tasmania will benefit not just those directly employed, but also Tasmanians looking for development pathways. The professional sports industry has the potential to support sports outside of AFL, as many support roles such as comms or management will be transferrable to other sports.</p> <p>The operation of the Multipurpose Stadium will also create a skills uplift, and job opportunities both short and long term.</p> <p>The Economic Impact Assessment considers employment in more detail above, and in Appendix F.</p>
Positive impact 2: Increased investment and exports	This covers brand reputation, increased corporate investment, and business events.	Medium impact	<p>Tasmania is a popular location for business events such as conferences but currently lacks a suitable venue for large scale conference. This will be provided by the function rooms in the Multipurpose Stadium, allowing for large scale conferences that were not previously possible. This will enable knowledge sharing, innovation and further investment.</p> <p>Increased brand reputation through AFL game and finals broadcasts, as well as other sporting events.</p> <p>Increased sponsorships, often going beyond the immediate realm of sports, spurring corporate investment.</p>
Positive impact 3: Economic uplift for Tasmania (short-term)	During the construction phase Gross State Product is estimated to increase between \$250m-\$269m. During the peak construction phase, the construction industry's gross value added will be boosted by between \$161-\$168m.	High Impact	The use of Tasmanian service providers and materials (along with employment impacts) during Multipurpose Stadium construction will provide a significant economic boost for the local economy. Procurement and employment policies targeted at maximising local employment and skills outcomes will also enhance economic impacts. Uplift to surrounding businesses through construction worker spend on the job.

Issue	Description	Impact	Explanation
Positive impact 4: Economic uplift for Tasmania (long-term)	Increased interstate visitation, retention of spending where Tasmanians will have access to events they previously would have had to travel for, economic uplift due to event-related spending in the CBD, interstate visitors extending their stay beyond the event itself, supply chain benefits, direct and indirect spending associated with establishing the AFL team.	High impact	There will be a projected GSP uplift of \$27-32 million per year. Additional detail above and in Appendix F – Economic Impact Assessment .
Positive impact 5: Increased civic pride and community cohesion	Survey responses and academic research shows the Multipurpose Stadium will likely be regarded as a landmark in Hobart. In addition to the impact of the Multipurpose Stadium itself on civic pride, the increased variety of cultural and sporting offerings that will be available to Tasmanians is likely to positive contribute towards community building.	High impact	<p>AFL team will likely bring a significant amount of civic pride, with over 200,000 founding members of Tasmania Devils, the vast majority of whom live in Tasmania. This outstrips even the most popular established clubs, with Collingwood currently reporting the most members at 110,000 at the start of the 2024 season.</p> <p>The Multipurpose Stadium has been designed to be uniquely Tasmanian in its aesthetic and function. The AFL will also invest significantly in the Tasmanian community, including youth and children initiatives, and development pathways.</p>
Positive impact 6: Improved physical and mental health	The inspiration effect and role model effect can help encourage participation of sport by watching and interacting with professional sports. The new AFL and AFLW teams, as well as new content across other sporting codes, is likely to broaden engagement with sport.	High impact	<p>Sports participation improves health outcomes, including a reduction in cardiovascular disease, diabetes, obesity, and certain types of cancer.</p> <p>It is also beneficial for mental health, reducing the prevalence of depression and anxiety, as well as reduces feelings of isolation and loneliness.</p>
Positive impact 7: Improved subjective wellbeing	Watching live sport provides wellbeing benefits, through increased positive physiological responses, social connection with community and the positive psychological effects of identifying with a team. Another opportunity the new sporting content provides is increased social and community connection – a key contributor to subjective wellbeing.	High impact	The positive social and psychological effects of identifying with a team are well documented. The Devils will be the only club within the AFL to represent an entire State, rather than a city, and will be one of a small number of teams that represent Tasmania in professional sporting leagues. Associations with a team, often seen as extensions of individual identity, promote camaraderie and loyalty which can be a source of pride and collective identity.
Positive impact 8: Improved athlete experience	The construction of the Multipurpose Stadium marks a significant development in Tasmania's sports infrastructure and delivers an improved experience for all athletes who play at the venue through a modern design.	Medium/High impact	<p>The capacity of the Stadium to accommodate 23,000 seated spectators (plus 1,500 standing) surpasses that of other local venues, offering athletes the opportunity to perform in front of larger audiences.</p> <p>Another key factor in athlete experience is the quality of facilities. New improved state-of-the-art facilities can help improve an athlete's holistic experience, extending beyond their performance during a game.</p>

Issue	Description	Impact	Explanation
Positive impact 9: Improved amenity for Stadium visitors	The decision to include a roof as part of the Multipurpose Stadium's design ensures year-round usability, providing shelter from the weather. This encourages greater attendance as spectators are guaranteed protection from the elements, which is significant for both the comfort and the health of attendees. The presence of a roof negates weather-related disruptions, ensuring that events can proceed as scheduled, irrespective of rain or wind.	High impact	<p>A roofed Stadium creates an atmosphere conducive to enhanced acoustics for concerts and other performances. For sports events, the acuity of sound from the crowd can elevate the level of excitement and engagement within the venue. This controlled environment could attract a higher calibre of musical and cultural acts, confident in the knowledge that their performances will be seen and heard at optimal quality.</p> <p>The location of the Multipurpose Stadium near the Hobart CBD allows for easier access and the improvement of the attendee experience. Walking and cycling paths will also be available to access the immediate surroundings of the Multipurpose Stadium. The Multipurpose Stadium would also be situated near a variety of restaurants, bars and cafés, offering attendees plenty of options to dine and socialise before or after an event.</p>
Positive Impact 10: Improved liveability	An important benefit of the development of the Multipurpose Stadium is its influence on urban renewal (i.e. the process of upgrading and modernising parts of a city including infrastructure, housing, and community spaces). Stadia commonly trigger infrastructural improvements, commercial investments, and residential upgrades, beyond the immediate vicinity of the Multipurpose Stadium.	High impact	The investments and upgrades the Multipurpose Stadium will enhance the urban fabric of the location. This can broadly uplift a community's standards of living, making it more appealing for residents and potential investors alike. The Multipurpose Stadium is also set to catalyse transport investment in the State, a fundamental aspect of liveability, through its strategic placement in the Hobart CBD. Reliable transport links enable ease of access, not just to the Multipurpose Stadium but to other locations within the precinct and beyond.
Negative impact 1A: Disruption to local businesses and residents (short term)	Access and noise impacts on a small number of hospitality businesses in the immediate vicinity. Possible interruption to utilities.	Low impact	Impact is variable between businesses, depending on degree of noise sensitivity, e.g. TSO likely to be more impacted than other stakeholders. However, there will be ongoing consultation and liaison with local businesses to avoid major access issues and conflicting schedules. There will also be noise and construction a management plan to mitigate impacts. Hospitality businesses are likely to be somewhat disrupted but this is balanced against benefiting from influx of workers to the area.
Negative Impact 1B: Disruption to local businesses and residents (long term)	Traffic impacts on event day, moderate noise impacts.	Low impact	Construction, traffic and noise management plans will be designed to minimise noise and traffic disruptions to local businesses. Inconvenience of disruptions are balanced against economic benefit to local businesses.

Issue	Description	Impact	Explanation
Negative impact 2: Housing supply (short-term)	A housing study has been undertaken, and concluded that the likely impact on the housing market is negligible.	Negligible impact	Housing market impacts were identified as a potential issue, particularly if there was an influx of people moving to Hobart, as the Hobart housing market is under significant strain. However, Tasmanian workers will be hired where possible, which minimises the impact on housing. The 'Housing for Workforce' report assesses the likely impact on the housing market is minimal. The study suggests no more than 100 additional private rentals are projected to be required, which the market will be able to absorb.
Negative impact 3A: Environmental impacts resulting from construction (short-term)	Moderate impact likely as part of normal construction activities.	Low impact	<p>Some environmental impact, such as carbon emissions, is unavoidable as part of a large construction project. This will be mitigated where possible, noting that the site itself was heavily contaminated and has been remediated prior to construction, representing an improvement on the base case environmental situation. MPDC's procurement policy for goods and materials used in the construction of the Multipurpose Stadium will include sustainability considerations.</p> <p>The Mac Point Precinct will be pursuing a Green Star Communities rating for the Precinct as part of the development.</p>
Negative impact 3B: Pollution, carbon emissions and other environmental impacts resulting from operations (long-term)	Moderate impact from increased activity and high volume of attendees. Minor impact on the environment, due to ongoing use of water and electricity. Electricity impact is mitigated through Tasmania's 100% renewable energy status.	Low impact	The environmental impact will include travel by attendees to the Multipurpose Stadium, particularly interstate and international visitors, as well as the production and consumption of food and beverages. The Multipurpose Stadium itself will require lighting heating and refrigeration systems. However, carbon emissions will be mitigated through the use of a centralised district energy scheme, waste management strategies and on-site solar generation.
Negative impact 4: Visual impact of the Stadium	<p>The site is a former industrial space which does not have aesthetic value in itself. Remediation and development are improving this site aesthetics, as well as creating activation.</p> <p>There is likely to be an emotional impact on some sections of the Tasmanian community with strongly held emotional attachments to the Cenotaph.</p>	Low impact	<p>This is a former industrial site, with the Port of Hobart to the east. When cruise ships are in port, they are have a significant visual impact on the area. Developing the site to include a Multipurpose Stadium will improve upon the current aesthetics of the site, and does not significant disrupt the aesthetics of the surrounds.</p> <p>Due to its position to the south-east of the Cenotaph, the Multipurpose Stadium will not obscure the sunrise or views down Macquarie Street, and at no point in the year will shadow fall on the Cenotaph.</p> <p>However, there is likely to be an impact on some segments of the Tasmanian community who feel strongly that it will impact the Cenotaph.</p> <p>Further details on sightlines in Appendix I – Urban Design Framework.</p>

5.4 Enhancements and Mitigations

Significant work has been undertaken by MPDC to ensure that positive impacts are enhanced and negative impacts are mitigated. The key enhancements and mitigation with the highest impact, as reflected in the table above, are summarised below.

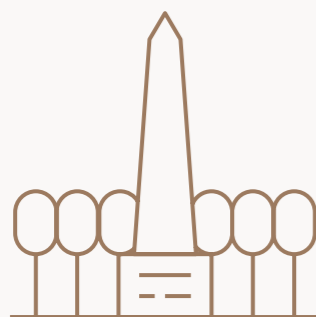
Positive enhancements

Employment – MPDC is working with Skills Tasmania and Keystone to encourage local opportunities including apprenticeships. This also has a flow on effect to housing impacts, minimising the number of workers new to Tasmania.

Economic uplift during construction – MPDC will undertake to use Tasmanian materials and expertise where possible, in line with Government procurement processes.

Civic pride and cohesion – The design of the Multipurpose Stadium is uniquely Tasmanian, it should feel like it belongs to Tasmania, and fits within its environment. This is important to minimise the disruption, and to ensure it is palatable to the community.

Additional positive impacts are summarised in the table on previous page.



Negative mitigations

Disruption to local businesses – MPDC will be working with local businesses to ensure that any disruptions, including noise, vibration or accessibility issues created by the construction of the Multipurpose Stadium are minimised. Once the Multipurpose Stadium is operational, ongoing efforts to minimise disruption will be undertaken by Stadium Tasmania.

Visual impact – concerns have been raised by some members of the community and in the media regarding the potential visual impact of the Multipurpose Stadium. As such, the design has sought to minimise the visual impact of the Multipurpose Stadium wherever possible. This has been done in a few key ways:

- The Multipurpose Stadium has a low street profile, meaning the edge of the building which meets the street is similar in scale to that of the surrounding buildings, reducing the visual bulk of the Multipurpose Stadium.
- The Multipurpose Stadium has a transparent dome shaped roof, this means that the visual impact of light towers (required if there is no roof) has been avoided, and the bulk and visual impact of the roof is minimised.

Further renders showing the visual impact of Stadium from a variety of vantage points around Hobart can be found in:

Appendix I – Urban Design Framework.



Figure 5-3: demonstrates the new view of the Cenotaph from the relocated Goods Shed.

Visual Impact on the Cenotaph – The impact of the Multipurpose Stadium on the Cenotaph has been very carefully considered as part of the design process.

The roof has particular relevance when considering the impact on the Cenotaph, as the escarpment between the Cenotaph and the Multipurpose Stadium will provide a physical buffer and assist in shielding the majority of the facade from view. The majority of the view from the base of the Cenotaph is the transparent dome roof featuring Tasmanian timber. The renders below were created at the request of the RSL to show the visual impact from the Cenotaph.



Figure 5-4: demonstrates the visual impact of the Stadium when crossing the Bridge of Remembrance. (Source: Cox Architecture)

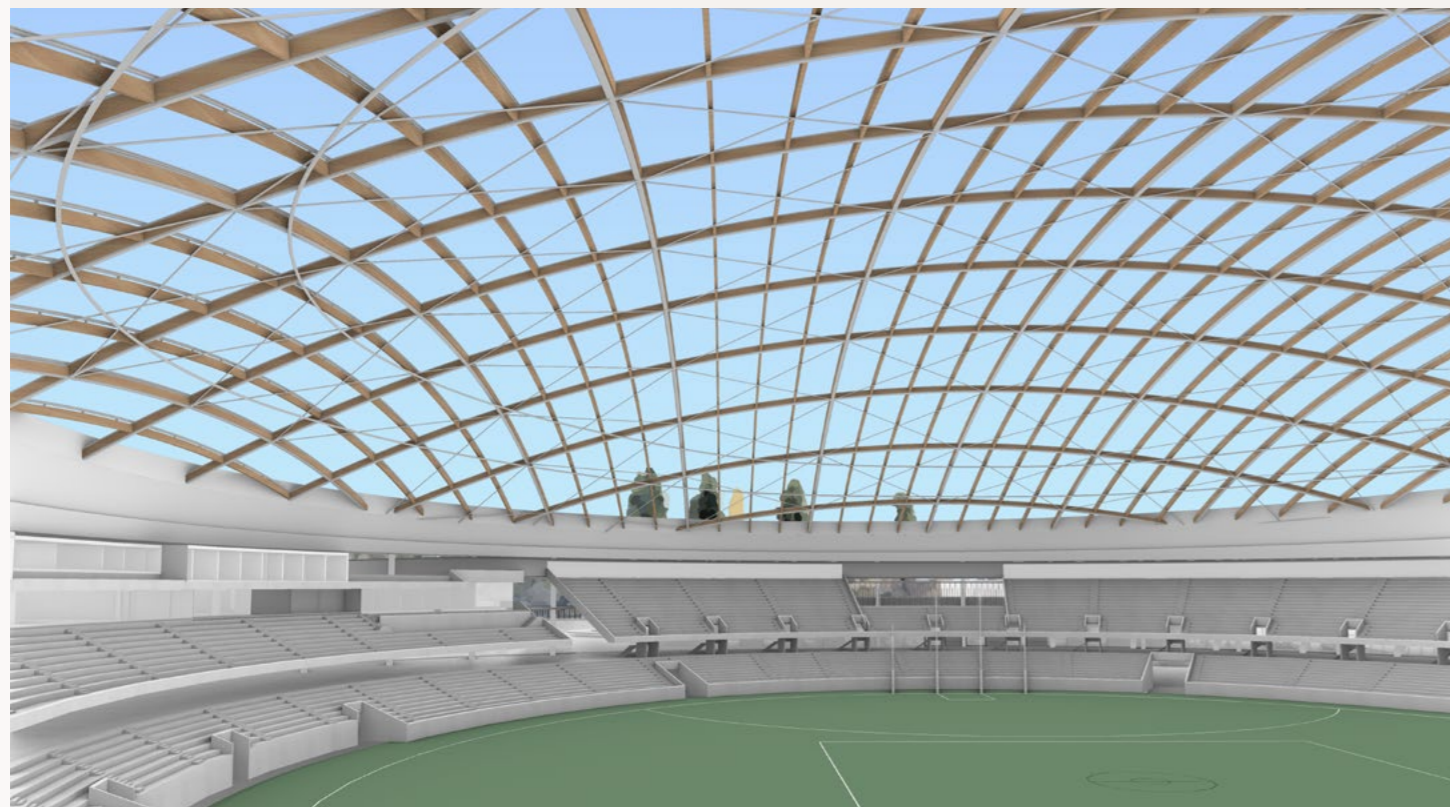


Figure 5-5: demonstrates the view of the Cenotaph from the seating bowl. (Source: Cox Architecture)



Figure 5-6: demonstrates the visual impact of the Stadium from the base of the Cenotaph. (Source: Cox Architecture)

5.4.1 Commentary on the economic, social and cultural analysis

As discussed above, some of the benefit that stadia provide is social and cultural in nature, and as such not easily captured by quantitative economic analysis. The reports attempt to balance the qualitative assessment of the social and cultural impacts, with the economic and fiscal impacts.

The economic, fiscal and cost benefit analyses do confirm that the Multipurpose Stadium will be a viable social infrastructure project. It will require significant capital investment from the Tasmanian Government of \$375m. It is likely to require an ongoing operational subsidy as well. However, as the Financial Impact Report advises, this is the norm for social infrastructure projects of this nature. The size of the ongoing subsidy is highly dependent on a number of ongoing issues, such as budget discussions.

Scoping and value management work is underway to ensure costs are kept to budget. Currently, the cost estimate is \$716m, plus cost escalations.

The social and cultural impact analysis had identified key issues, and highlights areas in which negative impacts can be mitigated and positive impacts can be amplified. The key negative impacts are disruption to local businesses, both in the construction period and on an ongoing basis on event days. This impact varies significantly based on the business itself. For hospitality businesses in the immediate area, there will be a significant uplift which is likely to start during construction, due to the worker influx to the area. Other businesses, such as short-term accommodation, may benefit but will likely also experience negative noise-related impacts in this time.

The key positive social impacts are an increase in civic pride and community cohesion, and the flow on social, cultural and wellbeing impacts that the Multipurpose Stadium and AFL team will bring to Tasmania. Access to a broader range of sporting and cultural events, including concerts, will improve the amenities available in Tasmania thereby increasing the quality of life. The Multipurpose Stadium will make use of planned transport infrastructure upgrades such as the ferry network expansion and help drive a shift in consumer habits towards public transport.

The social and cultural impact analysis shows a positive overall picture. There are 6 negative and 11 positive impacts identified. The negative impacts have 5 low impact ratings and 1 negligible. The positive impacts have 8 high impact ratings, 1 medium/high, and two mediums. This demonstrates that on balance the project will have a significant positive impact for Tasmania.

The issue of overshadowing has also been carefully considered. At no point will the Multipurpose Stadium cause shadow to fall on the Cenotaph, and it will not impact the sunrise for Anzac Day commemorations. Diagrams demonstrating shadowing at different times of the year and different times of the day are shown in **Chapter 1 – Proposal**.

The roof shape of the roof and avoidance of structural bulk, also ensures that key sightlines can be maintained from the Cenotaph, which was carefully considered when deciding on the placement of the Multipurpose Stadium on the site. While the Stadium will impact some sightlines to and from the Cenotaph (St George’s Church and the ‘mouth’ of the Derwent River) it will also create new view from the seating bowl to the Cenotaph and Goods Shed to the Cenotaph. Further discussion of sightlines is available in **Chapter 2 – Landscape and Urban Form**.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 6

Culture and Heritage

6

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 5

Part II, Section 5 of the TPC Guidelines require information and discussion on Aboriginal cultural values and landscape, Aboriginal heritage, places and precincts of historic cultural heritage significance and historic archaeology.

This chapter provides an overview of the cultural heritage across the site, including Aboriginal heritage, European heritage and associated built forms and landscapes. It also provides a summary outlining how the proposed Multipurpose Stadium responds to these key considerations, with reference to:

- The historic cultural heritage and value of the site and broader Cove.
- Identification and assessment of key historic sites and interaction with the proposed Multipurpose Stadium.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>5.0 Cultural heritage and values</p>	
<p>5.1 Aboriginal cultural values and landscape</p>	
<p>Clause 5.1.1-5.1.3 The reports are to describe the character of the landscape and any Aboriginal cultural values relating to the use, associations and meanings linked to the landscape character of the place. The reports are to analyse and assess the effects of the proposed project on the landscape character and the associated Aboriginal cultural values.</p> <p>Without limiting the scope of the reports, the reports are to include discussion and provide information relating to:</p> <ul style="list-style-type: none"> • identification of existing, historical and potential Aboriginal cultural values associated with the distinct combination of physical, associative and perceptual attributes of the landscape (both tangible and intangible), • a description of the methodology used to identify the landscape character and associated Aboriginal cultural values, to be developed in consultation with Aboriginal Heritage Tasmania, • analysis of both the nature and degree of effects on the attributes of the landscape character and on Aboriginal cultural values associated with the landscape character, • consideration of any measures to avoid, remedy or mitigate potential adverse effects and to promote positive effects. <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> • Ask First – a guide to respecting Indigenous heritage, places and values, Australian Heritage Commission, • Australian ICOMOS Practice Notes on cultural landscapes and intangible cultural heritage, • Aboriginal Heritage Standards and Procedures, Aboriginal Heritage Tasmania, • relevant processes and procedures of Te Tangi A Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix HH – Pre-Stadium Cultural and Landscape Values Assessment. See sections 8-16.</p>

TPC GUIDELINES	RESPONSE
<p>5.2 Aboriginal heritage</p> <p>Clause 5.2.1-5.2.3 The reports are to describe:</p> <ul style="list-style-type: none"> the known and potential Aboriginal heritage within the project site and in the vicinity, measures that will be undertaken so that development which may have adverse effects, including a direct impact, on Aboriginal heritage is avoided or managed in an acceptable manner. <p>The reports are to assess:</p> <ul style="list-style-type: none"> the extent to which the development directly impacts Aboriginal heritage protected under the <i>Aboriginal Heritage Act 1975</i>, the significance of known and potential Aboriginal heritage within the project site and the degree to which the location and design of proposed development avoid adverse effects to this heritage, how the proposed development will positively contribute to an understanding and appreciation of Aboriginal heritage within the project site, the options investigated for avoiding or mitigating impacts to known or potential Aboriginal heritage and for actions to enhance understanding, appreciation and extension of Aboriginal values. <p>The reports are to be informed and guided by relevant principles and process outlined in:</p> <ul style="list-style-type: none"> Aboriginal Heritage Standards and Procedures, Ask First – a guide to respecting Indigenous heritage, places and values, Australian Heritage Commission, The Burra Charter and associated Practice Notes. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix K – Previous Aboriginal Heritage Investigations.</p>
<p>5.3 Places and precincts of historic cultural heritage significance</p> <p>Clause 5.3.1-5.3.5 The reports are to describe the historic cultural heritage characteristics, values and significance of the buildings, structures, streetscapes and spaces on the project site and adjacent area. The reports are to assess the effect of the proposed project on the historic cultural heritage characteristics, values and significance.</p> <p>The reports are to assess:</p> <ul style="list-style-type: none"> what is significant about the places or precincts in terms of their historic cultural heritage values and whether some parts are more significant than others, the degree to which the proposed project complements and contributes to or detracts from the values of places or precincts of historic cultural heritage significance, the effect of the use, location, bulk, form and appearance of the proposed project on the values of places or precincts of historic cultural heritage significance, what measures, if any, are proposed to avoid or ameliorate any adverse effects, whether the proposed project will result in any heritage conservation benefits that might offset any adverse effects. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix L – Historic Cultural Heritage Impact Assessment, and</p> <p>Appendix J – Visual Impact Assessment Report. See sections 5.0-6.0, Goods Shed datasheet.</p>

TPC GUIDELINES	RESPONSE
<p>In preparing the reports, without limiting the scope, specific consideration is to be given to all places and precincts of historic cultural heritage significance as well as cultural landscape precincts and local historic landscape precincts listed or provisionally listed in the Tasmanian Heritage Register, Sullivans Cove Planning Scheme 1997, Hobart Interim Planning Scheme 2015 and the draft Hobart.</p> <p>Local Provisions Schedule that are:</p> <ul style="list-style-type: none"> on the Macquarie Point site, on Evans Street or Hunter Street, on the Cenotaph and Regatta Grounds at 20 McVilly Drive, within or partly within 200m of the title boundaries of the project site, beyond 200m of the title boundaries of the project site where relevant, relevant to the site in relation to the River Derwent. <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> the Burra Charter and associated Practice Notes, Tasmanian Heritage Council Practice Note 1B – Preparation of Heritage Impact Statements, Tasmanian Heritage Council Works Guidelines for Historic Heritage Places, where relevant, the Queens Domain Cultural Heritage Management Plan 2002. <p>Without limiting the content of the reports, the following information is to be provided:</p> <ul style="list-style-type: none"> plans, graphics and photographs demonstrating the historical timeline of the project site and broader area, a list and plans detailing the location of all places listed under the Tasmanian Heritage Register, Sullivans Cove Planning Scheme 1997, Hobart Interim Planning Scheme 2015 and draft Hobart Local Provisions Schedule on the project site and adjacent area, elevation plans and visualisations of the proposed development that clearly show the impact and effect of the proposal on each identified place and precinct of historic cultural heritage significance, from a range of relevant locations, the methodology used for visualisations is to be described and is to be informed by the New Zealand Institute of Landscape Architects Best Practice Guide 10.2, Visual Simulations, 2010, or an equivalent professionally developed and adopted set of guidelines, where relevant, Heritage Impact Assessments or Conservation Management Plans, details of any proposed disturbance, relocation or demolition relating to places of historic cultural heritage significance, including: <ul style="list-style-type: none"> whether the works are approved as part of any conservation plan, how affected elements will be recorded, any proposed reuse or storage of materials, detailed justification for the works. 	

TPC GUIDELINES	RESPONSE
<p>5.4 Historic Archaeology</p> <p>Clause 5.4.1-5.4.5 The reports are to describe the historic archaeological potential and significance of the project site and assess the likely effect of the proposed project.</p> <p>The reports are to assess:</p> <ul style="list-style-type: none"> • what is significant about the project site in terms of historic archaeological values and whether some parts are more significant than others, • the likelihood of the proposed project resulting in the removal or destruction of items of historic archaeological significance and how this may affect the historic archaeological significance of the project site, • what measures, if any, are proposed to avoid or ameliorate any likely adverse effects on the historic archaeological significance of the project site. <p>In preparing the reports, without limiting the scope, specific consideration is to be given to all identified archaeological assets, features or places of historic archaeological potential identified on the project site in:</p> <ul style="list-style-type: none"> • the Sullivans Cove Planning Scheme 1997, • the Tasmanian Heritage Register, • the Hobart Interim Planning Scheme 2015, • the draft Hobart Local Provisions Schedule. <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> • Tasmanian Heritage Council Practice Note 2 - Managing Historical Archaeological Significance in the Works Process, • Tasmanian Heritage Council Guidelines for Historical Archaeological Research Projects on Registered Places. <p>Without limiting the content of the reports, the following information is to be provided:</p> <ul style="list-style-type: none"> • investigation of documentary evidence pertinent to the project site, • a sampling program which includes timing and method of sampling and procedures followed where items of archaeological value are discovered, • a statement of archaeological potential and distribution on the project site, • plans showing the location of all archaeological assets, features or places of archaeological potential, including those identified in the Tasmanian Heritage Register, Sullivans Cove Planning Scheme 1997, Hobart Interim Planning Scheme 2015 and draft Hobart Local Provisions Schedule, • evidence that adequate archaeological reconnaissance and site sampling will be undertaken prior to the carrying out of works, • details of how items of archaeological significance will be reasonably protected during the design and carrying out of works, • details of ‘watching brief’ procedures to be implemented during the completion of works. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix M – Historical Archaeological Assessment, Archaeological Sensitivity Report and Archaeological Method Statement.</p>

This chapter is supported by the following consultancy reports

Appendix HH – Pre-Stadium Cultural and Landscape Values Assessment	Appendix J – Visual Impact Assessment report
Appendix K – Previous Aboriginal Heritage Investigations	Appendix M – Historical Archaeological Assessment, Archaeological Sensitivity Report and Archaeological Method Statement
Appendix L – Historic Cultural Heritage Impact Assessment	

6.1 Aboriginal Cultural Values and Landscape

TPC GUIDELINE REFERENCE 5.1

For the purposes of assessing Aboriginal cultural values and heritage within the Site, the TPC Guidelines require a description of the character of the landscape and any Aboriginal cultural values relating to the use, associations and meanings linked to the landscape character of the place.

6.2.1 Response and assessment

The reports provided are informed by the various policy documents cited in the Guidelines, as well as other documents useful for the purposes of undertaking consultation with the Aboriginal community.

It considers the cultural landscape of Macquarie Point in its broadest sense, commencing with a geographical overview, ethno-history, land use history and change, a series of historical plans overlays, and assessment of impacts to known Aboriginal heritage, through the review of previous archaeological excavations.

The report finds that an assessment of cultural and landscape values can only be made by the Aboriginal community, and in this regard, a statement of significance has been provided by Aboriginal Heritage Officer's Caleb Pedder and Colin Hughes.

The statement finds that Macquarie Point has significant cultural and landscape value. It remains that, although severely impacted by 220 years of disturbances, the land beneath is Aboriginal land and always will be, and evidence of past Aboriginal use and enjoyment of the area is demonstrated by the Aboriginal artefacts identified during the previous archaeological excavations:

"These artefacts tell a strong story of our Ancestors use of the area and provide a strong connection to contemporary Aboriginal people to the country they were found on. This connection to country has been stated over many years and is an integral part of past and contemporary Aboriginal culture."

The report makes twenty five recommendations, which are concluding statements. These recognise the importance of the Aboriginal landscape values at Macquarie Point, and the ongoing connection to land, despite impacts.

The recommendations emphasise the importance of Aboriginal community consultation and engagement. This is an ongoing process for the purposes of Southern Archaeology's Cultural Landscape and Values assessment which will be distributed to the Aboriginal community, and in addition to consultation work MPDC is carrying out separately to the PoSS submission.

MPDC has separately engaged Aboriginal Heritage Officers to consult with the Tasmanian Aboriginal community on the Aboriginal Culturally Informed Zone and Multipurpose Stadium, specifically on opportunities for the design of spaces in and around the facility; other opportunities it may present to the community; and ways it may integrate with the Aboriginal Culturally Informed Zone. This consultation is currently underway, and the results should be waited for before making conclusions.



Figure 6-1: c1819 view of Hobart by Evans showing the study area. Source: State Library of New South Wales Ref: FL3260004.

6.2 Aboriginal heritage

TPC GUIDELINE REFERENCE 5.2

The TPC Guidelines require the identification of known and potential Aboriginal heritage within the project site and any impacts and mitigation, contributions to the appreciation of Aboriginal heritage.

6.2.1 Response and assessment

With relevance to the Multipurpose Stadium and Concourse, a total of four Aboriginal heritage assessments have been undertaken at Macquarie Point since 2015, with the majority of the Site considered to be of low to indeterminate sensitivity. Three phases of salvage excavations were undertaken by archaeologists working with Aboriginal Heritage Officers. Consultation regarding methods and results took place with Aboriginal community members and the excavations were undertaken with approval from Aboriginal Heritage Tasmania (AHT).

Artefacts were identified in the western area of the Site and managed according to AHT permit conditions. The artefacts remain in the care of MPDC until permanent curation opportunities are determined in consultation with the Aboriginal community.

An area of high archaeological sensitivity was identified in the far western end of the Site coinciding with the original foreshore. The footprint of the Multipurpose Stadium and Concourse is outside of the area of high archaeological sensitivity and MPDC has made it a high priority to protect this area from disturbance and development as part of the Aboriginal Culturally-Informed Zone as shown below.

Further information on work undertaken on site is available in:

Appendix K – Previous Aboriginal Heritage Investigations.

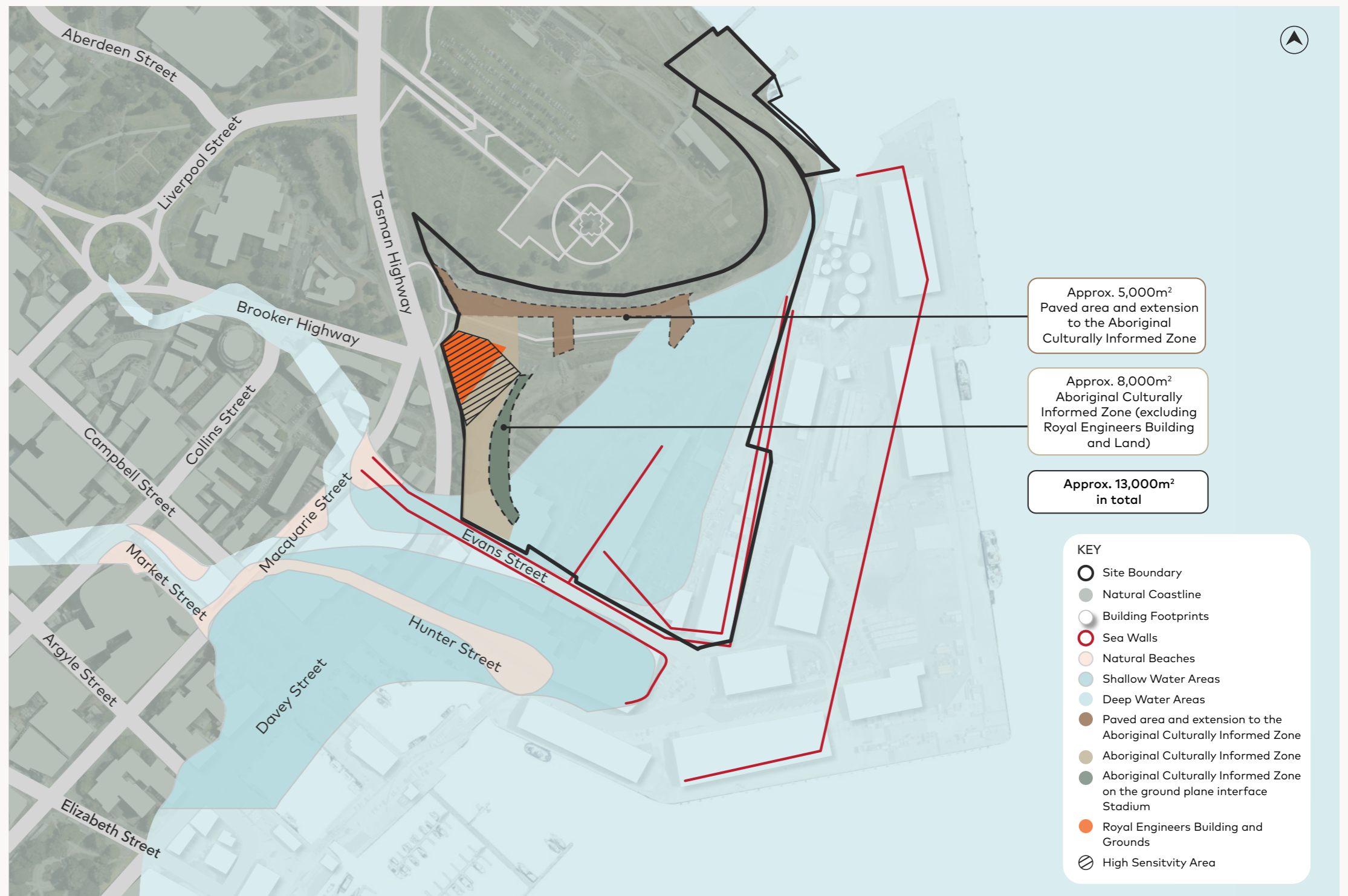


Figure 6-2: Historical Shoreline with overlay of the Aboriginal Culturally Informed Zone.

6.3 Places and Precincts of Historic Cultural Heritage Significance

TPC GUIDELINE REFERENCE 5.3

The TPC Guidelines identify the following criteria, which outline the physical area and considerations that must be assessed when identifying the potential impacts of the PoSS on places and precincts of historic cultural heritage significance.

6.3.1 Response and assessment

The Heritage Impact Assessment (HIA) prepared as part of the PoSS 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.

Further, it identifies mitigation measure to avoid or reduce the identified adverse impacts.

Heritage Impact Assessment (European)

Statutory heritage management applies to the project area at both State and local levels. There are three heritage listed buildings on the site. These are:

- The Royal Engineers Building,
- The Hobart Railway Goods Shed,
- The Red Shed.

The Red Shed is locally listed whilst the Royal Engineers Building and the Hobart Railway Goods Shed are listed on both State as well as local registers. In addition, and in accordance with the POSS Guidelines, there are 25 places in total which fall within the definition of the study area.

In reviewing the potential for heritage impacts, a distinction can be made between possible direct impacts (e.g., demolition, removal or subdivision), and possible indirect impacts such as changes to the setting of a place, or changes to views of a place, vibration etc. The project will result in both direct and indirect impacts. These are summarised the table 6-1.

Site No.	Name	Significance Level	Direct Impacts	Indirect Impacts	Overall Magnitude	Cultural Landscape Impacts	Management Recommended
1	'41 Hunter Street (UTAS Centre for the Arts, formerly part of H. Jones & Co.)'	State Local	Imperceptible / None	Very High	Major effect	Very High	Specific, General
2	'Cenotaph, Anzac Parade and Queen's Battery'	State Local	Imperceptible / None	Very High	Major effect	Very High	Specific, General
3	'Former HCC / City Motors Garage – façade'	State Local	Imperceptible / None	Imperceptible / None	Negligible effect	Low	None
4	'Former HMAS Huon Naval Depot (Huon Quays)'	State Local	Imperceptible / None	Imperceptible / None	Negligible effect	Low	None
5	'Former Hobart Railway Station'	State Local	Imperceptible / None	Imperceptible / None	Negligible effect	Negligible / neutral	None
6	'Former MTT Offices'	State Local	Imperceptible / None	Imperceptible / None	Negligible effect	Negligible / neutral	None
7	'Henry Jones & Co. IXL Jam Factory'	State Local	Imperceptible / None	Very High	Major effect	Very High	Specific, General
8	'Hobart Gas Works complex (incl. chimney)'	State Local	Imperceptible / None	Medium	Moderate effect	High	General
9	'Hobart Railway Goods Shed'	State Local	Very High	Very High	Major effect	Very High	Specific, General
10	'Roberts & Co. Woolstore Complex'	State Local	Imperceptible / None	Imperceptible / None	Negligible effect	High	General
11	'Royal Engineers Building and Stone Post'	State Local	Imperceptible / None	Very High	Major effect	Very High	Specific, General
12	'Soldiers Memorial Avenue, South African (Boer) War Memorial, and 2/40th Infantry Battalion monument'	State	Imperceptible / None	Low	Moderate effect	Low	General
13	'Tasmanian Museum and Art Gallery Complex'	State Local	Imperceptible / None	Imperceptible / None	Negligible effect	Medium	General
14	'Victoria Dock and Constitution Dock'	State Local	Imperceptible / None	Very High	Major effect	Very High	Specific, General
15	'Red Shed'	Local	Very High	Very High	Major effect	Very High	Specific
16	1.0 Inner City Residential (Wapping)	Local	Imperceptible / None	Imperceptible / None	Negligible effect	Low	None
17	2.0 Sullivans Cove Mixed Use	Local	Imperceptible / None	Very High	Major effect	Very High	General
18	2.1 Domain Open Space	Local	Low	Medium	Major effect	High	General
19	3.0 Sullivans Cove 'Gateway'	Local	Very High	Very High	Major effect	Very High	General
20	4.1 Macquarie Point Wharf	Local	Imperceptible / None	Imperceptible / None	Negligible effect	Imperceptible / None	General
21	4.2 Regatta Point	Local	Very High	Very High	Major effect	Very High	Specific, General
22	4.3 Sullivans Cove 'Working Port'	Local	Imperceptible / None	Very High	Major effect	Very High	General
23	'The Glebe'	Local	Imperceptible / None	Imperceptible / None	Negligible effect	Medium	General
24	'Middle Queens Domain'	Local	Imperceptible / None	Low	Minor effect	Low	General
	'Queens Domain Foreshore'	Local	Very High	Very High	Major effect	Very High	General
	'Southern Queens Domain'	Local	Imperceptible / None	Very High	Major effect	Very High	General
25	Hobart Rivulet	Local	Medium	Imperceptible / None	Minor effect	Imperceptible/None	General

Table 6-1

It is important to note that the assessment summarised above from the attached HIA report, has been undertaken on a principle-basis and has not considered the level of impact post management recommendations and mitigations being taken to lessen the potential impact.

The HIA contains both site specific and broad comments and recommendations. It finds that heritage impacts are avoidable where a 'do nothing' option is adopted, as would be the case with avoiding any development on the Site. The potential impact of alternative developments has not been considered.

Similarly, the assessment notes that the visual impacts could be minimised if the roof were to be removed or reduced. However, these observations and management recommendations have been made absent to any consideration of the likely subsequent structural or functional flow-on effects such alternatives would create, including usability of the place for cricket. Specifically:

- a reduction in roof height would require:
 - an increase in height of the perimeter walls resulting in other impacts, noting that these perimeter walls have been minimised as far as practicable to reduce visual and shadowing impacts.
 - additional steel and structural elements that would be required to brace the roof as it will be a less efficient structure and will lose its self-supporting arch shape. This additional bulk will increase the costs of the project and is likely to offset any benefits from potential height reductions, due a decrease in transparency of the roof structure.
- The removal of the roof would require:
 - the introduction of light towers, which would result in additional and new visual and heritage impacts which have not been assessed or considered.

It is also noted that the removal of the roof would not be in compliance with the agreement between the Tasmanian Government and AFL.

Twenty-five places or precincts have been identified within the study area boundaries. These are predominantly buildings, but also includes collections of places (precincts) and landscapes as defined by the planning schemes. The places have significance for a range of different values, but primarily for their built form, and at both State and local levels of significance. Places with social or associative significance also feature, including the Hobart Cenotaph and the Soldiers Memorial Avenue. For the most part, heritage values are not expressed in terms of whether some parts are more significant than others, although more recent registrations such as the Hobart Goods Shed do contain this level of analysis.



The HIA finds that the project will have 'very high' direct impacts on the following five places:

1. Hobart Railway Goods Shed,
2. Red Shed,
3. Sullivans Cove Gateway,
4. Regatta Point,
5. Queens Domain Foreshore.

'Very high' indirect impacts will occur to the following eight places:

1. 41 Hunter Street (UTAS Centre for the Arts, formerly part of H Jones & Co),
2. Cenotaph, Anzac Parade and Queen's Battery,
3. Henry Jones & Co IXL Jam Factory,
4. Royal Engineers Building and Stone Post,
5. Victoria Dock and Constitution Dock,
6. Sullivans Cove Mixed Use area,
7. Sullivans Cove Working Port,
8. Southern Queens Domain.

Lower levels of indirect impacts exist for other identified places.

The degree to which the project will detract from the heritage values of these places or precincts is variable, ranging from very high, to imperceptible or none.

The HIA also notes that the retention, relocation and activation of the Hobart Railway Goods Shed as part of the project provides an opportunity for greater public use and, with appropriate interpretation, a greater awareness of the place.

Where impacts to heritage places or precincts are identified, a range of mitigation measures are defined.

The general conclusion however is that the location, bulk, form and appearance will result in both direct and indirect heritage impacts, for which a range of mitigation measures of variable effectiveness are available. Reference should be made to the specific place datasheets contained in the HIA in relation to the effect of the proposed project on the individual places of historic cultural significance.

Reference should also be made to the individual site datasheets which contain site specific measures to ameliorate adverse effects. The author of the HIA has prepared mitigation measures which apply generally to most places and precincts, which are reproduced below, along with statements of response by the Proponent:

HIA Recommendation	Proponent Project Response
Minimise overall height	This would result in compromised outcomes, including: a flatter form roof requires deeper/more structural elements which will have visual and cost impacts, impede transparency, reduce functionality and range of uses possible, reduce the ability for lighting to be mounted internally, and instead create other visual impacts with the introduction of additional structural elements such as light towers. A reduction in height of the roof would also likely impact the ability to play cricket at the Multipurpose Stadium.
Simplifying the articulation of the dome's spring point	The transition between the stadium walls and the dome (the spring point) has been simplified through careful articulation of elements, materials, and colours, and a separation between the underside of the roof and the top of the balustrade.
Minimising depth and number of structural members to the greatest possible extent to provide greater transparency	Other roof design options were dismissed, as the preferred option achieves superior transparency outcomes and structural efficiency. Further information is available in Attachment B – Stadium Design.
Maximising transparency of cladding materials	ETFE pillows will be used which are transparent and allow for the reduction of framing members.
Design the perimeter of the stadium to minimise visual bulk	The design incorporates visual openings at the entries, as well as a continuous 500mm opening between the underside of the roof and the top of the balustrade at the back of the bowl. This gives the impression of the roof 'floating over', rather than contributing to a large mass.
Utilise visually recessive materials	The architects will consider recommendations from the heritage consultant. The current facade palette proposes battened screens, with concrete and gabion walls at the base.
Avoid highly reflective glazing and other surfaces	Battened screen mitigates reflectivity from glass.
Avoid strong, contrasting colours and complex material palettes	No contrasting colours are proposed.
Design and locate signage so that it does not compete with the historic context of the site.	This is agreed and consistent with the approach to signage.
Provide a sympathetic siting of, and interface between the heritage-listed Goods Shed, which is proposed for relocation and the stadium	<p>The proposed location for the Goods Shed honours the traditional purpose of the building through maintaining a relationship with an original rail corridor. Historic rail tracks will be interpreted on the ground plane and will be aligned to the Goods Shed entry in recognition of its previous function.</p> <p>The form of the Goods Shed will be legible and will appear detached from the Multipurpose Stadium, whilst providing a concealed threshold to allow connection between the two buildings.</p> <p>Integrating the Multipurpose Stadium and the Goods Shed will ascribe new purpose to the Goods Shed and allow the building to be celebrated by users who may not otherwise engage with the building. Accommodating desirable and necessary new functions within the Goods Shed that support events and will attribute new value to the building. Complete separation of the Goods Shed could compound its redundancy on the Site.</p>

As discussed above, the Goods Shed will be relocated and adaptively reused allowing for greater public use and, with appropriate interpretation, a greater awareness of the place.

Construction Vibration

AECOM's Noise and Vibration Assessment considers vibration risks for heritage buildings. There are no existing statutory requirements or guidelines for assessing or managing vibration from the construction of major infrastructure in Tasmania. Recent major impact assessments in Australia have used criteria from British or German standards or from the International Standards Organisation (ISO). German Standard DIN 4150-3 *Structural Vibration in Buildings Effects on Structures* outlines 'safe limits' as Peak particle velocity (PPV) levels up to which no damage due to vibration effects have been observed for particular classes of buildings.

The structural damage safe limits for construction short-term vibration is set at the following PPV in mm/s for heritage buildings:

- less than 10 Hz: 3 mm/s,
- 10 Hz to 50 Hz: 3 to 8mm/s,
- 50 Hz to 100 Hz¹: 9 to 10mm/s.

The safe limits for structural damage for construction vibration for long term vibration impacts on heritage buildings is 2.5 for velocity (mm/s) of vibration at horizontal plane of the highest floor (All frequencies).

Operational Vibration

The primary vibration generating sources associated with the operation of the Multipurpose Stadium are the following:

- building services plant and equipment,
- loading dock operations,
- patrons walking around the precinct.

Building services plant equipment can be effectively vibration isolated through structural design and installation of appropriate isolation mounts. The propagation of vibration beyond the Multipurpose Stadium building is highly improbable.

Vibration from heavy trucks using smooth roads at grade (without discontinuities such as speed bumps) typically generates low vibration levels below 0.2mm/s at 20 metres away. Considering the distance to the nearest sensitive receptor (Royal Engineer Building) over 50 metres, the vibration level would likely be dissipated to an insignificant level. Sensitive receptors beyond the boundary of the site are unlikely to perceive this level of vibration.

Therefore, the potential of operational vibration affecting sensitive receptors are minimal to insignificant.

1 For frequencies above 100 Hz, the higher values in the 50 Hz to 100 Hz is applicable.

6.4 Historic Archaeology

TPC GUIDELINE REFERENCE 5.4

The reports are to describe the historic archaeological potential and significance of the project site and assess the likely effect of the proposed project.

6.4.1 Response and assessment

Historic archaeology has been addressed in the report 'Macquarie Point Stadium Historical Archaeological Assessment, Archaeological Sensitivity Report and Archaeological Method Statement' (Appendix M).

The site includes two places of archaeological sensitivity identified in the SCPS, as indicated below:

- Royal Engineers Headquarters and Kings Yard (Ref No. 12).
- Hobart Rivulet – Domain Diversion Tunnel (Ref No. 90).

The Goods Shed is a State listed place but not for its archaeological sensitivity.



Figure 6-3: 1950s,c,TAHO, PH30-1-3699, Royal Engineers Building. Lower end Macquarie Street, Hobart.

The Project itself will not coincide with the Hobart Rivulet, while areas of coincidence between the project area and the Royal Engineers Headquarters and Kings Yard, have had their archaeological potential realised through previous excavations (see: DA PLN-20-295 and DA PLN 22-252). A remnant area of archaeological sensitivity remains of this place, located at the far western end of Mac Point, and has sensitivity for both Aboriginal and European archaeological values. It will not be impacted by the project.

The Archaeological Assessment report concludes that the Project area generally has low archaeological sensitivity, consisting most of reclaimed land that has been disturbed by twentieth century development. Some remnant evidence may exist of the Lumber Yard Slipway and Engineers Jetty, but again are likely to have been disturbed and only have basal components remaining. These items have been identified as having some historical and archaeological values at a local level. Assessed as having low archaeological potential, the likelihood of the project resulting in the removal or reduction of items of archaeological significance is likewise also low.

In response to the low potential and limited significance of the place, the report recommends archaeological monitoring when works are to occur within a particular area defined by the archaeologist, and a 'watching brief' for works occurring elsewhere. This combination of monitoring and watching brief is a sufficient sampling program. This area is shown Figure 6-4.

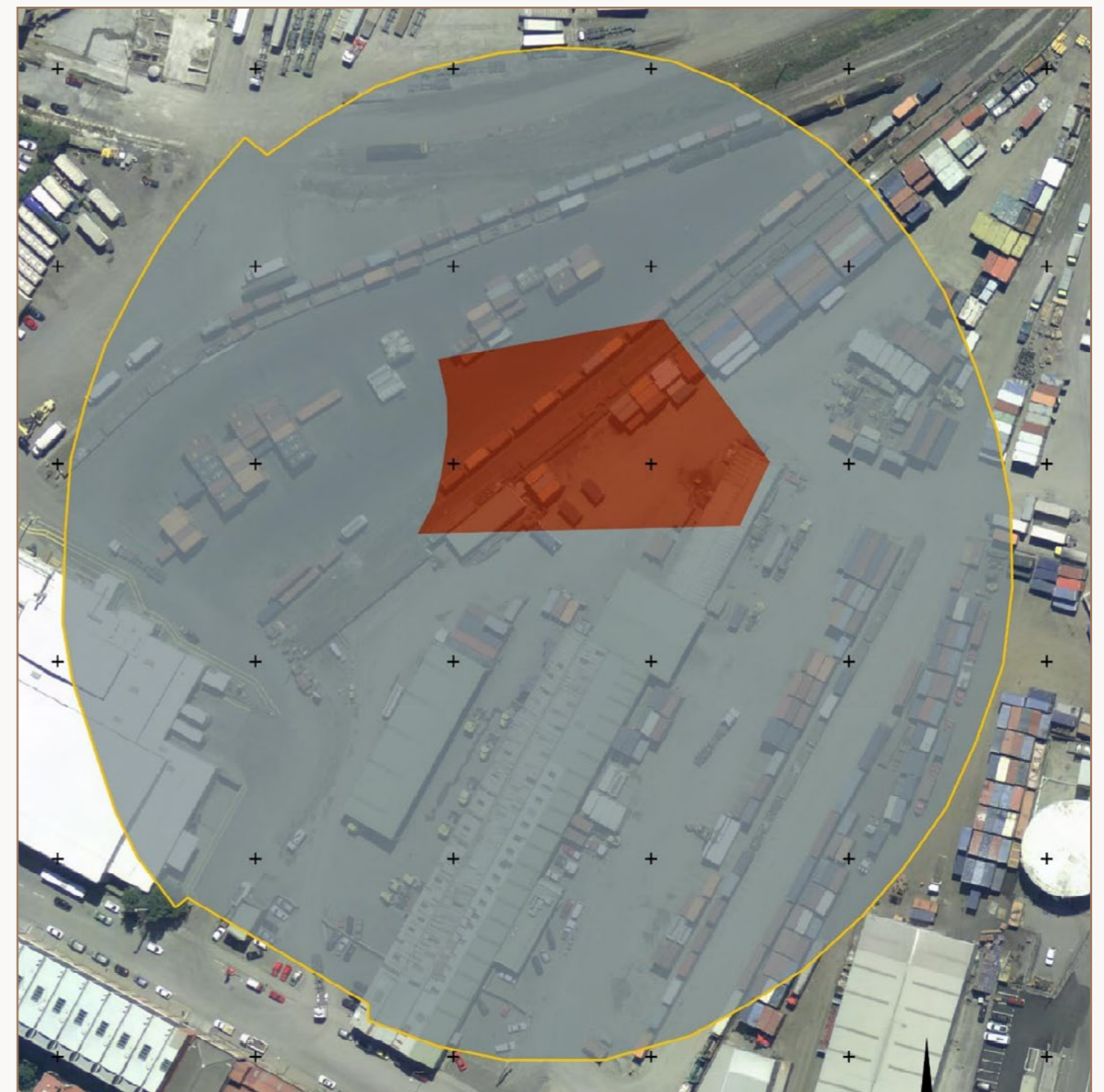


Figure 6-4: Revised archaeological sensitivity within the current project area, incorporating the location of 1820s slipway and Royal Engineers Jetty.

The Proponent recommends that where archaeological monitoring does not reveal any sites or features of significance, that monitoring cease as an unwarranted exercise.

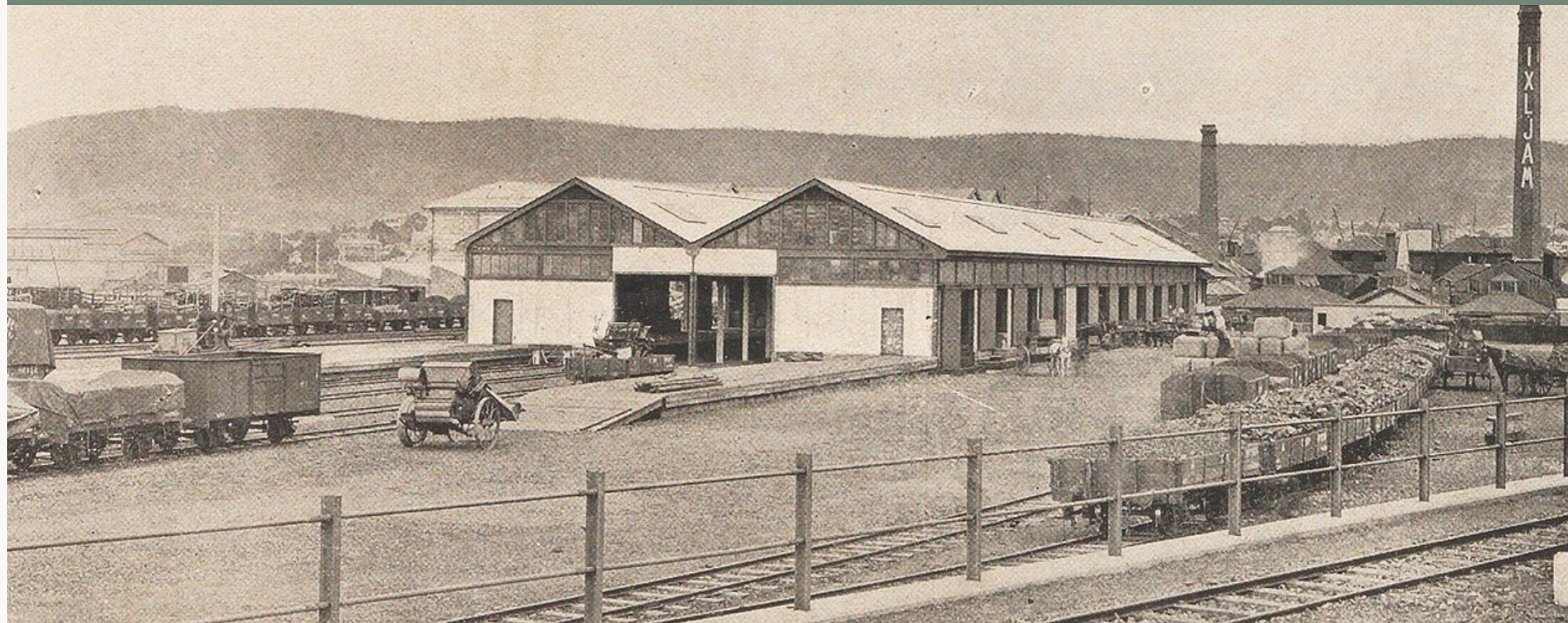


Figure 6-5: The 'New Goods Shed' constructed in 1915.



Figure 6-6: Hobart Railway Station – showing lines, back of Gas Works, looking up Macquarie Street, 1967.



Figure 6-7: The Royal Engineers Building constructed in 1846.

Attachment M – Archaeological Report provides a detailed outline of the historic archaeological potential and significance of the project site (5.4.1).

The report clarifies that remaining areas of sensitivity are limited in extent and significance and will not be significantly impacted by the PoSS, with archaeological monitoring and a 'watching brief' the appropriate response (5.4.2).

The Proponent additionally recommends that where archaeological monitoring does not reveal material of significance, that monitoring may cease as an unwarranted exercise.

The Archaeological Report gives specific consideration to the identified planning mechanisms in considering and assessing the archaeological potential and significance of the site (5.4.3).

The accompanying Historical Archaeological Assessment is informed by the practice notes and guidelines prepared by the Tasmanian Heritage Council and other provisions and provides detailed information addressing the points raised in Part II, Section 5 of the TPC Guidelines (5.4.4) (5.4.5).

The Assessment report is thorough in its analysis of previous archaeological work on the site and the remaining sensitivity. With regard to the project area, it identifies an area with low sensitivity with local significance warranting monitoring, with the remainder and majority of the site having nil to low sensitivity (5.4.5).

Please refer to the following supporting report for further assessment:

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



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 7

Environmental Quality and Hazards

7

How to read this chapter

Responding to TP Guidelines Reference Part II, Section 8

Part II, Chapter 8 of the TPC Guidelines require the identification of a range of potential environmental hazards, the assessment of their impacts on the quality of the surrounding environment and the identification of strategies minimise or mitigate the hazard or their impacts.

To address this requirement, this section outlines:

- a summary of the part of the TPC Guidelines being addressed,
- a list of supporting reports,
- responses to the relevant items in the TPC Guidelines.

This chapter addresses the following TPC Guidelines

This section addresses the following Guidelines under Part 8 – Environmental Quality and Hazards.

TPC GUIDELINES	RESPONSE
<p>8.1 Wind Effects</p> <p>Clause 8.1.1 to 8.1.3 The reports are to describe the existing wind conditions of the project site and analyse the effects of the proposed project on patterns of air movement and pressure.</p> <p>Clause 8.1.2 The assessment will analyse the effects of any impacts of the wind on the comfort experience and safety of the public.</p> <p>Clause 8.1.3 The report will review and detail assessment methodology, standards and acceptable limits, explain the choice of any particular methodology and provide information on significance and duration of any impact.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix O – Wind Comfort Assessment for Visitors and the Precinct Area.</p>
<p>8.2 Overshadowing</p> <p>Clause 8.2.1 The reports are to describe the existing solar access of the project site and adjacent area and analyse the effects of shadow impacts from the proposed project.</p> <p>Clause 8.2.2 The reports are to include shadow diagrams.</p> <p>Clause 8.2.3 The reports are to describe measures to minimise negative overshadowing effects.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix A – Architectural Drawings.</p>
<p>8.3 Light</p> <p>Clause 8.3.1 The reports are to describe the existing light conditions of the project site and surrounding area, all sources of and integration of proposed lighting and its use during different activities during and outside of events.</p> <p>The reports are to identify and assess any adverse impacts on adjacent uses, fauna and traffic safety arising from lighting and outline controls to prevent light spill.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix P – Lighting Assessment and Electrical & Hydraulic Infrastructure.</p>

TPC GUIDELINES	RESPONSE
<p>Clause 8.3.2 The report will review and detail light spill assessment methodology, standards and acceptable limits, explain the choice of any particular methodology and provide information on significance, duration and timing of any impact.</p>	
<p>8.4 Noise and Vibration</p>	
<p>Clause 84.1 The reports are to describe the existing noise and vibration conditions of the project site and vicinity, describe all sources of noise and vibration arising from expected and possible events and analyse the potential effects of impacts.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p>
<p>Clause 8.4.2 The report will review and detail noise and vibration assessment methodology, standards and acceptable limits, explain the choice of any particular methodology and provide information on significance and duration of any impact.</p>	<p>Appendix Q – Noise and Vibration Assessment.</p>
<p>Clause 8.4.3 The potential for emissions to cause nuisance is to be assessed, taking into account changes in noise frequencies and tonal components, increases in ambient noise levels, the time varying nature of emissions and the temporal span of the noise emissions and its effects on nearby uses.</p>	
<p>Clause 8.4.4 The reports are to describe any measures to limit and control noise and vibration to an acceptable level.</p>	
<p>8.5 Water Quality & Management</p>	
<p>Clause 8.5.1 The reports are to identify and describe the potential effects of the design and operation of the proposed project on site and surrounding hydrology, water quality and stormwater drainage. The reports will describe strategies for water/stormwater management and treatment and the mitigation of any environmental impacts on flora and fauna within the Derwent Estuary and risks associated with disturbance and re-suspension of sediments within the Derwent Estuary</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p>
<p>Clause 8.5.2 Consideration will be given to the site and surrounding hydrology and ecology, the receiving environment, liquid emissions from the stadium, proposed waste water/stormwater retention, treatment and reuse systems, the quality of water reused or discharged from these systems and proposed stormwater management.</p>	<p>Appendix S – Stormwater Management Plan</p> <p>Appendix R – Natural Values Assessment.</p>
<p>Clause 8.5.3 The reports are to provide details and a map(s) depicting the proposed wastewater treatment and/or discharge locations, preferential flow of stormwater arising from rainfall on the project site and the location, detail and integration of stormwater collection, treatment and reuse system.</p>	

TPC GUIDELINES	RESPONSE
<p>8.6 Solid Waste and Hazardous Material Management</p>	
<p>Clause 8.6.1 The reports are to identify the sources, nature and quantities of all solid wastes likely to be generated, any hazardous or controlled wastes that will be collected and disposed of separately from wastewater streams and describe the management of these waste materials and methods of use, storage, treatment or disposal of each type of waste.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p>
<p>Clause 8.6.2 The reports are to review and evaluate the potential for human health to be affected by wastes from the proposed project and describe any measures required to mitigate or manage any identified human health impacts.</p>	<p>Appendix T – Solid Waste and Hazardous Material Management.</p>
<p>Clause 8.6.3 The reports are to describe any measures taken to avoid or minimise the amount of waste which must be disposed of.</p>	
<p>8.7 Environmental Hazards</p>	
<p>Clause 8.7.1 The reports are to identify and describe any environmental hazards within or adjacent to the project site, including but not limited to:</p> <ul style="list-style-type: none"> • overland flooding; • groundwater fluctuations related to buried segments of Hobart Rivulet; • acid sulfate soils; • coastal inundation; and • contaminated land 	<p>A summary response is provided in this chapter. A full response is provided in:</p>
<p>Clause 8.7.2 The reports are to describe any potential effects on the project site and on public health arising from any identified hazards, describe measures to manage risks and detail any emergency management requirements and responses relating to environmental hazards.</p>	<p>Appendix LL – Site Environment Management Plan</p> <p>Appendix W – Overland Flood Assessment</p> <p>Appendix FF – Conceptual Hydrogeological Model and Numerical Model Memo</p> <p>Appendix KK – Preliminary Results of Acid Sulphate Soil Investigation</p> <p>Appendix U – Coastal Inundation Assessment</p> <p>Appendix V – Site Remediation Strategy Update 2024.</p>

TPC GUIDELINES	RESPONSE
<p>8.8 Environmental Hazards</p>	
<p>Clause 8.8 The reports are to assess climate risk and vulnerability and analyse the potential effects of climate change and sea level rise implications from a risk management perspective, including adaptive management strategies.</p> <p>The reports are to include relevant modelling of sea level rise predictions that incorporate ‘worst case’ storm surge and sea level rise scenarios, address impacts across time, extending to the expected life of the proposed project and clearly state assumptions, judgements and the nature and magnitude of uncertainties.</p> <p>The analysis is to include an outline of any compounding or cascading effects the proposed project may have on the adjacent area and infrastructure occurring as a result of sea level rise, extreme weather events or other climate-related shocks.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix Y – Heat Risk and Climate Change Assessment.</p>

This chapter is supported by the following consultancy reports

Appendix O – Wind Comfort Assessment for Visitors and the Precinct Area

Appendix A – Architectural Drawings

Appendix P – Lighting Assessment and Electrical & Hydraulic Infrastructure

Appendix Q – Noise and Vibration Assessment

Appendix AA – Construction Management Plan

Appendix S – Stormwater Management Plan

Appendix R – Natural Values Assessment

Appendix T – Solid Waste and Hazardous Material Management

Appendix W – Overland Flood Assessment

Appendix GG – Conceptual Hydrogeological Model and Numerical Model Memo

Appendix U – Coastal Inundation Assessment

Appendix KK – Preliminary Results of Acid Sulfate Soil Investigation

Appendix V – Site Remediation Strategy Update 2024

Appendix Y – Heat Risk and Climate Change Assessment

Appendix LL – Site Environment Management Plan

7.1 Wind Effects

TPC GUIDELINE REFERENCE 8.1.1-8.1.3

The TPC Guidelines require consideration of the potential impact on wind comfort in and near the proposed Multipurpose Stadium.

A preliminary assessment has been prepared in response to section 8.1.1-8.1.3.

Initial wind assessments have been undertaken to inform the design of the stadium. This report is available at **Appendix O – Wind Comfort Assessment for Visitors and the Precinct Area.**

The primary wind direction experienced in Hobart year-round is from the north-west. The winter and summer months may see some variations, with occurrences of westerly and south-westerly winds over the winter months. During summer, north-easterly winds may be experienced on rare occasions.



Figure 7-1: River Derwent view north over Port of Hobart.

The assessment provides a response to the following considerations identified in the criteria above:

Downwards-deflection (downdraft).

Upwards deflection (causing high wind speed and pressure effects).

Flow through narrow spaces between buildings, causing high wind speeds and turbulence.

Low velocity eddies on downward side of the proposed stadium.

Counter-current effects (reversed or cross-wind direction).

Due to the dome like nature of the Multipurpose Stadium downward and upward deflection are unlikely to have a significant impact on pedestrian comfort. Similarly upwards deflection is mainly expected at the roof surface and is anticipated to have a minor impact on pedestrian comfort. However, wind speeds can have an impact on the pedestrian comfort, though appropriate comfort levels appear achievable. This will be a focus of further modelling, including wind tunnel modelling, which will be prepared to accompany the next stage of the design of the Multipurpose Stadium to ensure appropriate comfort levels are achieved. Low velocity eddies and counter-current effects are expected to have a minor impact on pedestrian comfort. This will also be investigated by velocity measurements in the wind tunnel (inside wind tunnel model) as part of the detailed design stage.

The bulk of the wind considerations above are anticipated to have limited impacts on pedestrian comfort in and around the Multipurpose Stadium.

For further detailed information, please refer to:

Appendix O – Wind Comfort Assessment for Visitors and the Precinct Area.

7.2 Overshadowing

TPC GUIDELINE REFERENCE 8.2.1 – 8.2.3

The TPC Guidelines require the consideration of the potential impacts of overshadowing on the use and development of surrounding areas, as outlined in section 8.2.1 – 8.2.3.

Solar study diagrams have been prepared to indicate the extent and effects of overshadowing of the Multipurpose Stadium on adjacent streets, properties and within the boundaries of the precinct. The diagrams compare the current overshadowing conditions of the site with those of the proposed project, associated structures and future developments.

The following diagrams illustrate proposed shadowing at 9am, 12pm and 3pm on Spring Equinox, and 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 the majority of the shadow across the site.

The site consists of several publicly accessible plazas that correspond to the major entry points to the Multipurpose Stadium. The north-eastern plaza receives very little overshadowing from the Multipurpose Stadium throughout the year. Similarly, the north-western plaza receives very little overshadowing from the Multipurpose Stadium or relocated Goods Shed, 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 Aboriginal Culturally Informed Zone on the western side of the Multipurpose 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 Multipurpose Stadium begins to cast shadow across the street after midday, and in June there is overshadowing of the street throughout the day.

The south-eastern plaza receives little overshadowing from the Multipurpose Stadium throughout the day in December, however, will be subject to some overshadowing from the future development precinct 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 facade, with a height of 25.5m AHD. 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.

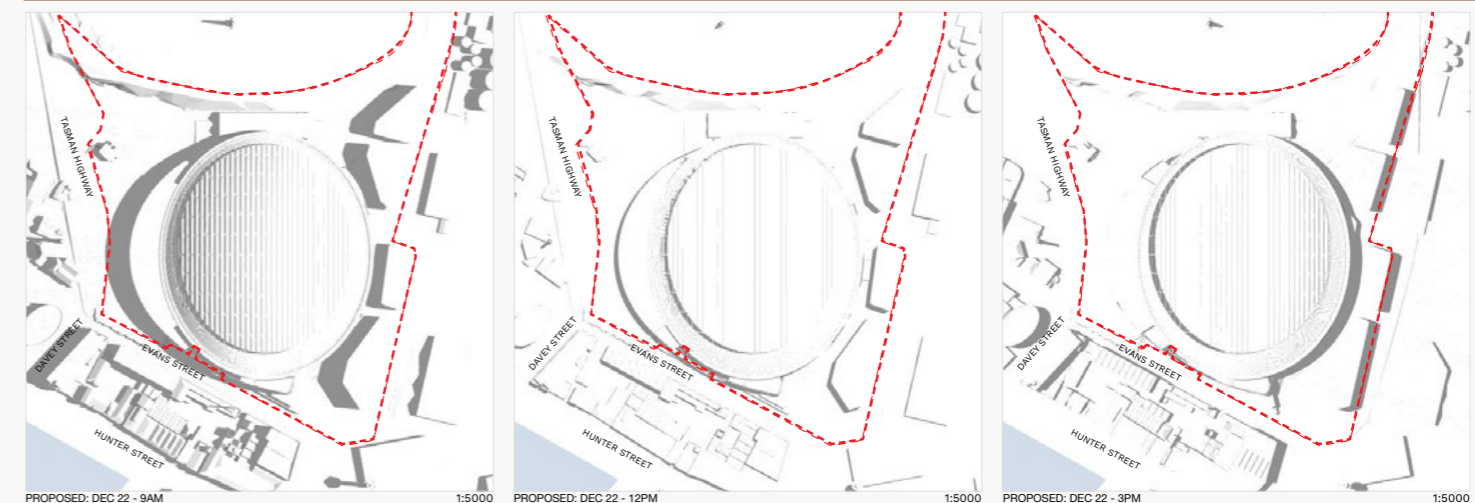
At the Winter solstice, a small portion of Davey Street walkway and the north-eastern side of Evans Street is in shadow at 9am. By 12 pm a portion of Evans Street remains in shadow, and by 3pm this shadow has contracted almost entirely to the subject site. In the Spring Equinox,

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 Multipurpose Stadium.

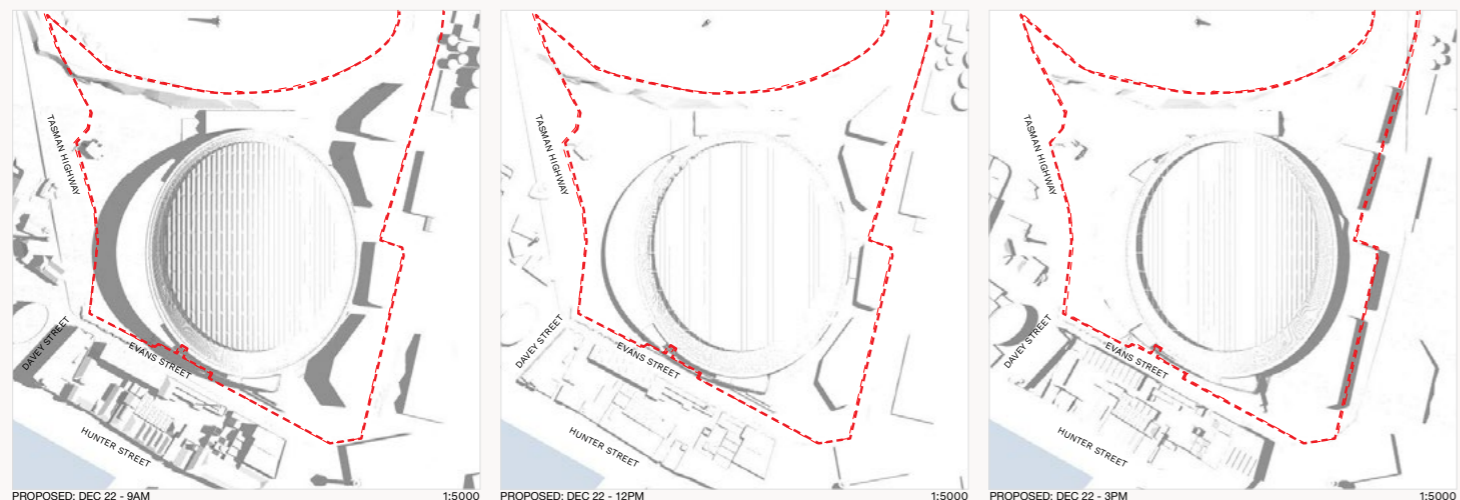
Given the location, form and bulk of the project, under no shadowing scenario does the Multipurpose Stadium or associated surrounding infrastructure cast shadows onto the Cenotaph or surrounding landscape. This will ensure the rising and setting of the sun is never interrupted.



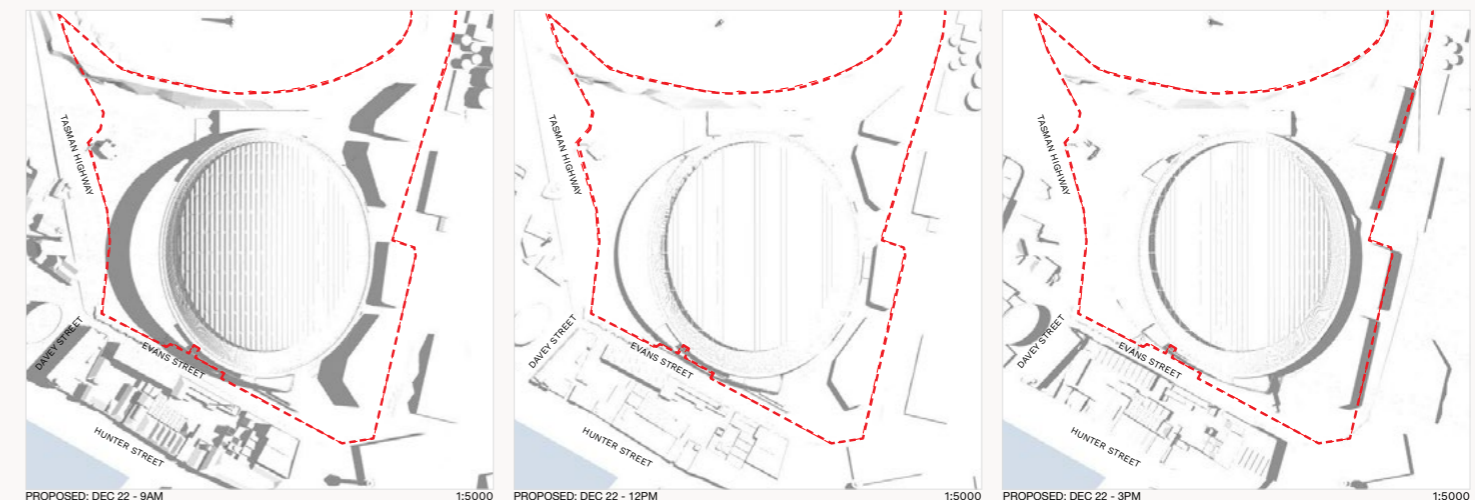
Winter solstice (June 21st / 22nd)



Spring Equinox (March 22nd)



Summer solstice (December 22nd)



7.3 Lighting

TPC GUIDELINE REFERENCE 8.3

Section 8.3 of the TPC Guidelines require the consideration of lighting requirements for the Multipurpose Stadium to determine potential impacts on surrounding areas, particularly during events.

This also requires consideration of existing lighting such as street lighting within the site and surrounding area.

The site and surrounding area are substantially illuminated by the existing network of street-lighting, in addition to light spill from surrounding buildings and commercial operations (i.e. TasPorts).

As a result, the existing ambient light levels surrounding the site are significant.

Proposed lighting will fall into the following categories:

Sports Lighting,

Façade / decorative lighting.

As the venue will be fully roofed, the sports lighting scheme is internal and not technically subject to AS4282. However, given the transparent roof sections and sections of more transparent facade, some reflected light may spill from the venue, as such this lighting will also be assessed against AS4282. Sports and facade lighting will be controlled via a central lighting control system which is commonplace in Multipurpose Stadiums and other event arenas.

This system gives event coordinators flexible control so that lighting can be altered and dimmed according to the requirements of each particular event. For example, during live broadcasted events (such as AFL games) the lighting will operate at high outputs to ensure appropriate levels of illumination for players, patrons and broadcast equipment.

- This lighting will only operate for the duration of the event and short periods prior to and following the event.
- Whilst a similar level of lighting may be required for certain periods during concert events, it is anticipated the lighting will be significantly dimmed to 10-20% of full capacity.

The purpose of the façade / decorative lighting arrangements is to illuminate key features of the Multipurpose Stadium, to provide interest and enhance the aesthetic qualities after dark. The lighting will also indirectly assist with wayfinding and safety/security.

Façade / decorative lighting will be strategically placed to achieve the desired effect, with consideration given to existing lighting arrangements associated with places of heritage/cultural significance within and surrounding the site (such as the Royal Engineers Building, which is externally illuminated).

This lighting will operate prior and during events, with options for colour variations.

The proposed light fixtures have been carefully selected to meet the Multipurpose Stadium’s operational requirements, whilst minimising the effect of light spill on adjoining properties. This is achieved through directional lighting, which illuminates the required areas (such as the pitch) and may incorporate baffling measures to reduce spill beyond the targeted areas.

Whilst the exact light fixtures are yet to be determined, the lighting consultant has undertaken an assessment of potential light spill based on the likely fixtures. All external lighting must be compliant with Australian Standard AS/NZS 4282: 2023: *Outdoor Lighting and Obtrusive Effects*.

The assessment of the proposed sports lighting for a broadcast event against the Australian Standard. The assessment confirms that the proposed lighting complies with AS4282 and the modelling indicates that light spill beyond the site is minimal.

The assessment parameters allowed for an open roof design, which would allow light within the stadium to be reflected out and beyond. Whilst this is not proposed, it has allowed for a conservative assessment to be made.

The image below is a pseudo colour render of the calculations completed to show the horizontal lux values represented as the colours noted in the index on the side of the image.

Note – the playing surface will exceed 10lux, the red colour includes all values >10lux (the playing surface is likely in the range of 1500lux or more). The majority of the surrounding area has blue shaded values, which shows the lighting spill is <1 lux horizontal. On the south-west where the façade is somewhat open/transparent, the light spill is locally up to 5lux and less than 10lux.

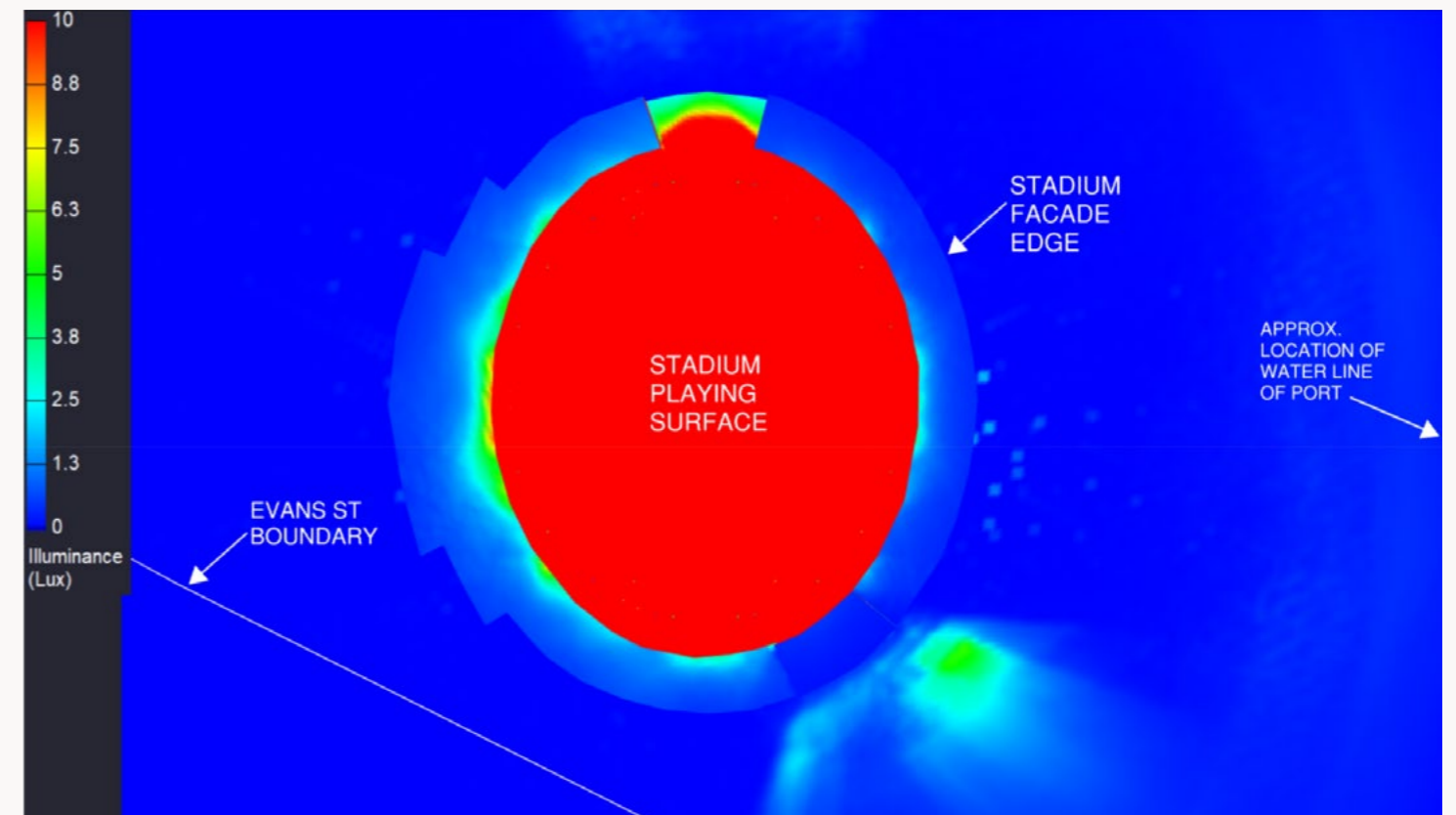


Figure 7-2: Image from AGI32 showing colour coding for lux levels.

7.3.1 Light Effects on Port Operations

As can be seen from the calculation results above the light spill on the port area is minimal, with horizontal contribution < 1lux. A vertical calculation grid has also been completed on the port area (at approximately the water edge) running north to south, which shows the vertical spill is also minimal. The vertical lighting lux levels range from 0lux up to around 10lux. While not a requirement of the AS4282 assessment, this is below the 25lux listed maximum spill lighting limit.

When the Multipurpose Stadium is viewed from the water (e.g. on a boat), the sports lighting will be visible and is expected to glow emanating predominantly upwards, as a result of the reflected lighting from the field of play through the transparent roof. Façade and decorative lighting will be relatively low output and while this will be visible from afar,

these light fittings will not contribute any spill lighting onto the port area located east of the Multipurpose Stadium.

From a navigational perspective, boating traffic should also be unaffected, as again the lighting will be visible from afar. However, the light fittings will not contribute to lighting levels e.g. much like you can see city lights from many kilometres away, they do not affect actual lighting levels, the lighting is perceived by the eye as a light source in the dark sky, but the measurable light contribution would be negligible.

From the perspective of control tower staff looking north, their viewing would not be expected to be negatively impacted because the lights are all downwards facing. From the elevated viewing area of the control tower, staff viewing the port water ways will not be within the focal aiming point of any of the lighting, with upward lighting only as a result of reflected light from the playing surface.

7.3.2 Cenotaph

The decorative lighting of the Cenotaph relies on the surrounding area having a relatively low lighting level, so that the lighting can contrast with the darker surroundings, when directed at the monument. As can be seen from the calculations, the spill lighting directed north is expected to be very minimal (<1lux horizontal in the vicinity of the stadium, which will reduce with distance) and should not impact the existing decorative lighting scheme when in use.

7.3.3 Conclusion

The lighting has been controlled as much as practically possible, to minimise light spill, given the lux level requirements for the various uses. AS4282 compliance has been confirmed (and will continue to be assessed) and the new lighting will meet the requirements of this standard.

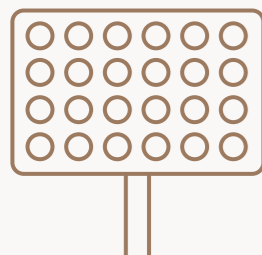
The primary concern of AS4282 is during non-broadcast events (which will be the most common situation), which is when lux spill levels are assessed on the neighbouring properties. AS4282 recognises that when a broadcast event is in operation this necessitates a high lighting level and spill lighting assessment is not required; none the less we have shown through that during all modes of operation the spill lighting should be minimal.

For further detailed information, please refer to:

Appendix P – Lighting Assessment and Electrical & Hydraulic Infrastructure.



Figure 7-3: Western grandstand, Adelaide Oval.



7.4 Noise and Vibration

TPC GUIDELINE REFERENCE 8.4.1

AECOM has prepared a Noise and Vibration Assessment on behalf of MPDC to assess both existing and additional noise and vibration resulting from the proposed Multipurpose Stadium.

The principles and objectives for noise control in Tasmania is provided in the following legislation/ Policies:

1. Environmental Management and Pollution Control Act 1994,
2. Environmental Management and Pollution Control (Noise) Regulations 2016,
3. Tasmanian Environment Protection Policy (Noise) 2009 (EPP).

7.4.1 Existing Noise and Vibration Conditions

Existing acoustic and vibration conditions across the site and surrounding area were determined based on long-term monitoring data provided by MPDC, along with additional attended measurements.

The data is collected from fourteen (14) long-term and short-term noise logging stations and ten (10) long-term and attended vibration logging stations, as shown in the image below.

The data indicates that existing ambient noise levels around the site are dominated by traffic noise from the Tasman Highway, Davey Street, Macquarie Street, local roads and general loading/unloading operations associated with the port.

The existing Wastewater Treatment Plant is also a consistent noise emitter; however, this is to be removed. The study did not identify any significant vibration sources.

In addition to the identified noise generating activities, the report also identifies noise sensitive receptors within vicinity of the site, as outlined below:

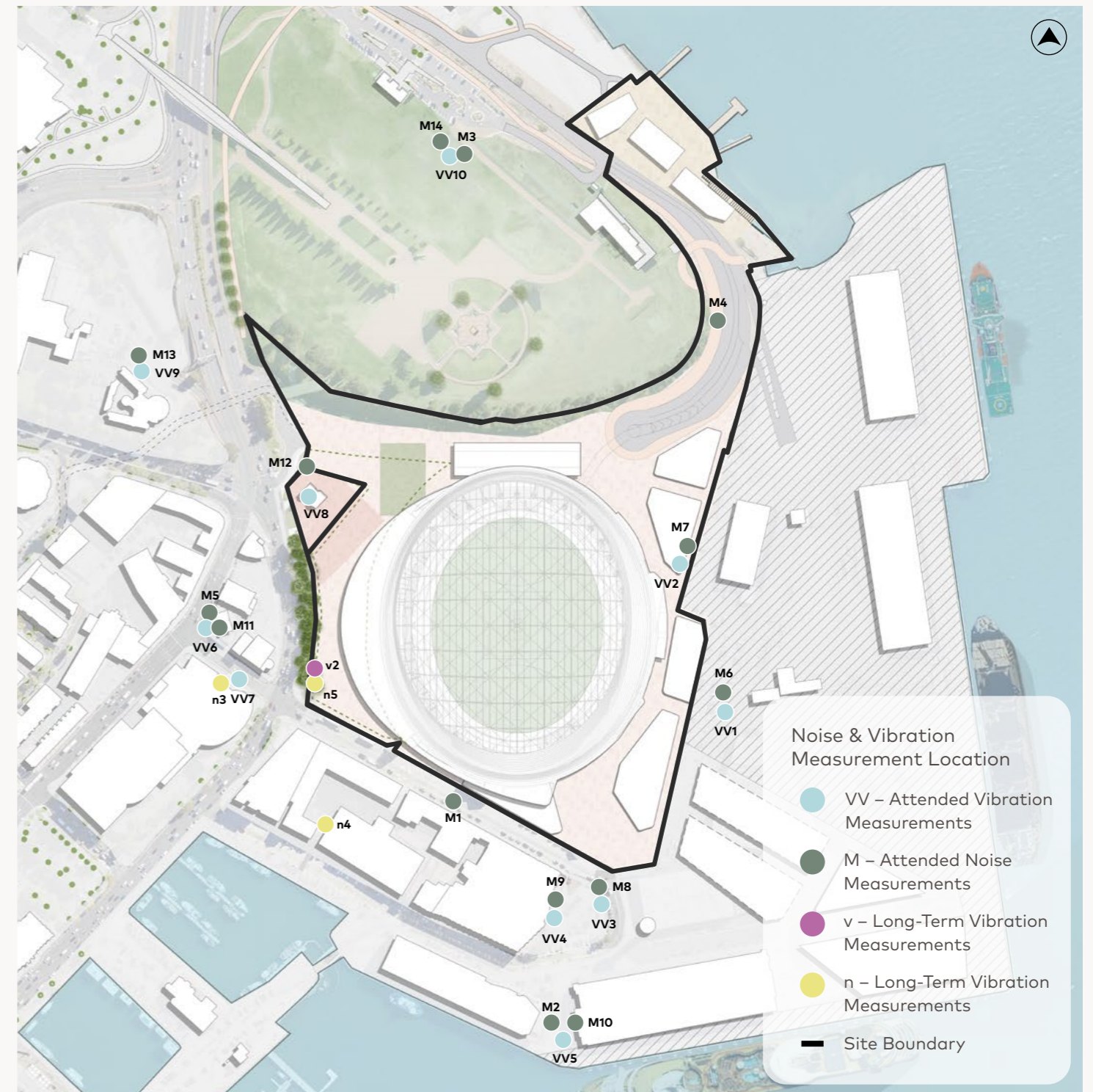


Figure 7-4: Noise and vibration measurement locations – Noise and Vibration Assessment Report – AECOM 21 August 2024.



Sensitive Receptors

Several Sensitive noise Receptors have been identified to the north, south and west of the site, these have been identified as having sensitive uses during the day, the day and night, and at particular times of the year e.g. dawn service on Anzac Day. The list below and accompanying plan shows the noise receptors identified in the AECOM report.

Receptor Reference	Location Description	Approximate Distance to the Stadium
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'i 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
R13	The Cenotaph	100 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

Table 7-1: Table 2 from Appendix Q – Noise and Vibration Assessment



Figure 7-5: Site Map – Boundaries and nearby receptors – Noise and Vibration Assessment Report – AECOM 21 August 2024.

Noise Modelling methodology

Modelling was undertaken to establish the following set of noise/vibration scenarios, based on the events/activities to be undertaken at the Multipurpose Stadium in accordance with the proposed event calendar.

A detailed outline of existing noise sources and data is provided in the **Appendix Q – Noise and Vibration Assessment**.

The following scenarios consider all of the items outlined in Criteria 8.4.1 of the TPC Guidelines.

Scenario	Event	Noise Sources
Scenario 1	Before and after sporting events	<ul style="list-style-type: none"> • building services plant, • patrons within plaza, engaged in outdoor activity, food and beverage and merchandise outlets, • bus plaza, • pre-game and post-game events in function rooms, • patrons entering and leaving the stadium.
Scenario 2	During sporting events	<ul style="list-style-type: none"> • building services plant, • crowd noise in stadium bowl and concourse, • PA system (speech, music), • game sirens.
Scenario 3	Before and after concerts	<ul style="list-style-type: none"> • building services plant, • patrons within plaza, engaged in outdoor activity, food and beverage and merchandise outlets, • patrons entering and leaving the stadium, • sound check (before concert only), • bus plaza.
Scenario 4	During concerts	<ul style="list-style-type: none"> • building services plant, • crowd noise in bowl, concourse, on field, • music sound levels.
Scenario 5	Conference/Trade fairs	<ul style="list-style-type: none"> • building services plant, • crowd noise in bowl, concourse, on field, • PA system (speech, music).
Scenario 6	Plaza Events	<ul style="list-style-type: none"> • music sound level in plaza, • patrons within plaza, engaged in outdoor activity, food and beverage and merchandise outlets, • temporary generators.
Scenario 7	Weekday occupancy (general Stadium use)	<ul style="list-style-type: none"> • building services plant, • function room facilities, • waste collections, • loading dock operation.

Each of the noise sources in the below table has been calculated at the identified nearest sensitive receptor locations. Noise contour maps for each of the predicted noise sources have been included in **Appendix Q** of the Noise and Vibration Assessment (Example game Siren contour provided below).

The Noise and Vibration Report provides a detailed outline of predicted noise levels associated with each of the primary and ancillary events/activities undertaken in the Multipurpose Stadium, as shown in the table below.

These have been compared with ambient noise levels and the criteria outlined in the Tasmanian Environment Protection Policy. Comparative noise measurements from other Stadiums across Australian have also been considered.

Further information is provided in:

Appendix Q – Noise and Vibration Assessment.

Receptor Reference	Location Description	Approximate distance to the Stadium	Rock Concert		Siren	PA System	Crowd Noise	Operational
			Mid Leq dB(A)	Max Leq dB(A)	Predicted Leq dB(A)	Predicted Leq dB(A)	Predicted Leq dB(A)	Predicted Leq dB(A)
R1	Sullivans Cove Apartments	40 metres to the south	58	76	69	58	55	31
R2	Zero Davey Boutique Apartments	40 metres to the south	55	74	65	55	50	31
R3	University of Tasmania School of Creative Arts and Media	70 metres to the south	65	83	77	67	63	38
R4	MACq 01 Hotel	115 metres to the south	58	76	68	57	54	25
R5	IXL Henry Jones Hotel	80 metres to the south	57	75	68	56	53	27
R6	Federation Concert Hall (Tasmanian Symphony Orchestra)	40 metres to the southwest	55	75	64	53	49	30
R7	Hotel Grand Chancellor	110 metres to the southwest	61	78	71	59	55	22
R8	7 Macquarie Street apartments	70 metres to the west	58	75	66	54	51	27
R9	The Old Woolstore Apartment Hotel	110 metres to the west	53	72	61	50	45	23
R10	Baha'l Centre of Learning	150 metres to the west	57	75	65	54	50	22
R11	ABC Broadcast Centre	230 metres to the west	56	73	64	53	49	Negligible
R12	The land parcel adjacent to Domain Boat Ramp, potential future residential development	180 metres to the north	53	71	60	49	44	Negligible
R13	The Cenotaph	90 metres to the north	64	80	73	62	58	Negligible
R14	One Collins Apartment	200 metres to the west	57	75	67	54	51	20
R15	Royal Hobart Hospital	320 metres to the west	56	74	67	54	50	Negligible
R16	Residential Apartments (1 Creswells Row)	250 metres to the southwest	50	68	55	44	39	21
R17	Residential Apartments (1-9 Ragged Lane)	180 metres to the west	54	72	60	49	45	Negligible
R18	Residential Apartments (1-15 Terminus Row)	220 metres to the southwest	53	71	60	50	45	21

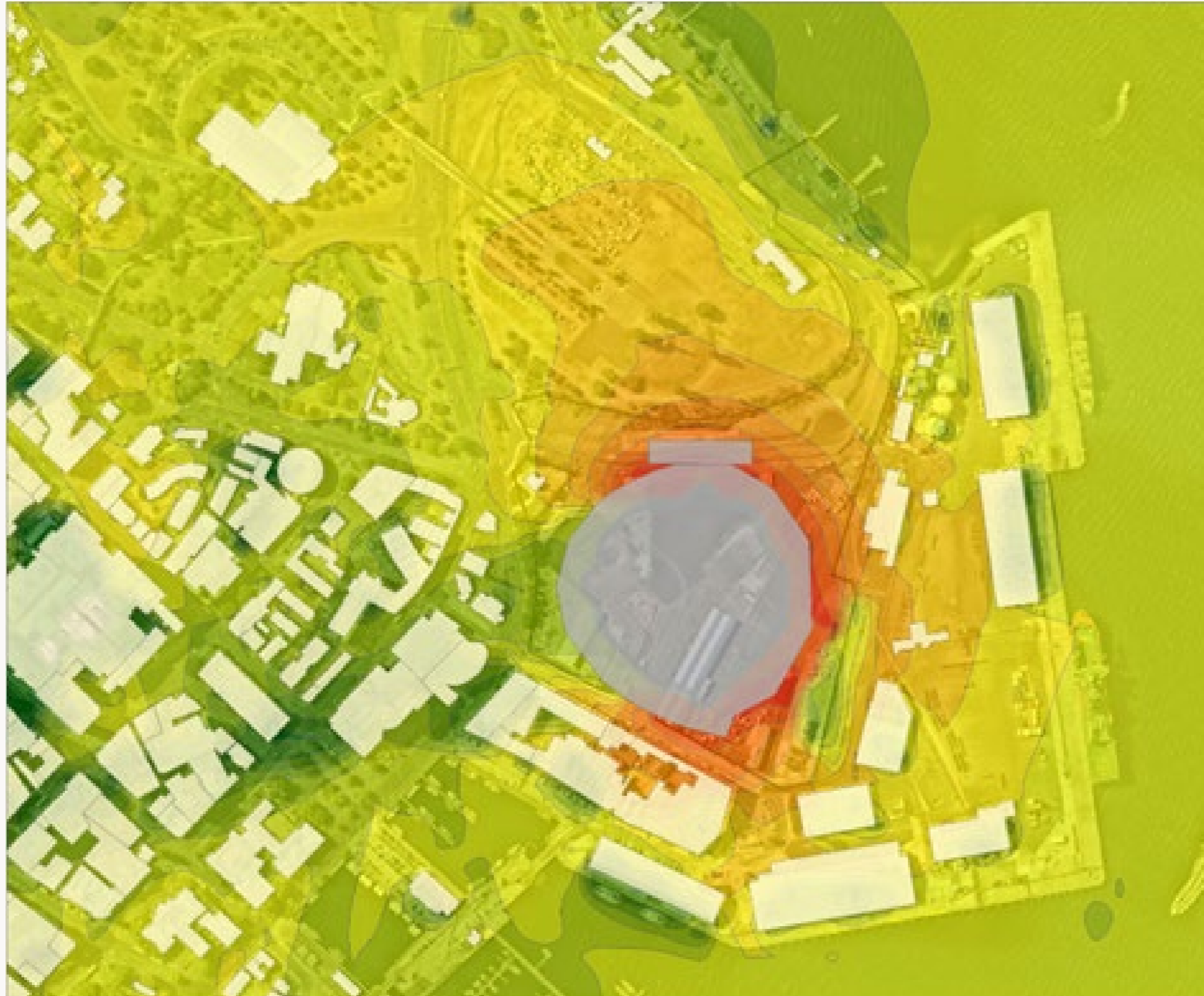


Figure 7-6: Game Siren Noise Contours – Appendix A Noise Contours – Noise and Vibration Assessment Report – AECOM 21 August 2024.

Based on the noise assessment, the following conclusions have been made:

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 Multipurpose 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 Multipurpose Stadium can be effectively managed to minimise disruption to the surrounding community.

The report provides a range of management recommendations to achieve a balance between the Multipurpose Stadium's operational needs and the preservation of environmental quality and community well-being.

Legend

- MacPoint Stadium
- Surrounding Buildings
- Site Boundary

Predicted Noise Levels, Lmax dB (A)

- <45
- 45-48
- 48-51
- 51-54
- 54-57
- 57-60
- 60-63
- 63-66
- 66-69
- 69-72
- 72-75
- 75-78
- 78-81
- >81

Note contours have been calculated at 2m above ground

Vibration Emissions

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.

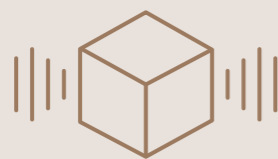
Mechanical plant equipment can be effectively vibration isolated through structural design and installation of appropriate isolation mounts.

The loading dock associated with the Multipurpose 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 at this scale would likely be short-term and contained within the stadium structure.

The report at Appendix Q indicates that in all scenarios, the likelihood of operational vibrations from the stadium affecting adjacent sensitive receptors is minimal.



Construction Noise & Vibration

Construction noise generated at any time of the day or night may be determined as unreasonable. This includes noise outside the 'Prohibited Hours of Use' specified in Schedule 1 of the Noise Regulations 2016 and noise from equipment that is not listed in the Regulations.

The following factors are considered when assessing whether a noise is unreasonable and may be causing an environmental nuisance:

- its volume, intensity or duration,
- the time, place and other circumstances in which it is emitted,
- whether it is, or is likely to be, audible in a habitable room in any other residential premises.

Generally, the use of portable construction equipment such as power tools, compressors, generators, pumps and cement mixers can only be used during the following periods, as required by the legislation.

- 7am – 6pm Monday to Friday,
- 8am – 6pm Saturdays,
- 10am – 4pm Sundays / Public Holidays.

Such restrictions are also often imposed on planning and building permits and within accompanying Construction Management Plans. This is consistent with the accompanying preliminary Construction Management Plan which has been prepared as part of this submission, as provided at Appendix AA.

AECOM's Noise and Vibration Report considers vibration risks for heritage buildings. There are no existing statutory requirements or guidelines for assessing or managing vibration from the construction of major infrastructure in Tasmania. Recent major impact assessments in Australia have used criteria from British or German standards or from the International Standards Organisation (ISO). German Standard DIN 4150-3 Structural Vibration in Buildings Effects on Structures outlines 'safe limits' as Peak particle velocity (PPV) levels up to which no damage due to vibration effects have been observed for particular classes of buildings.

The structural damage safe limits for construction short-term vibration is set at the following PPV in mm/s for heritage buildings:

- Less than 10 Hz: 3 mm/s,
- 10 Hz to 50 Hz: 3 to 8mm/s,
- 50 Hz to 100 Hz: 9 to 10mm/s.

The safe limits for structural damage for construction vibration for long term vibration impacts on heritage buildings is 2.5 for velocity (mm/s) of vibration at horizontal plane of the highest floor (All frequencies).

For frequencies above 100 Hz, the higher values in the 50 Hz to 100 Hz is applicable.

Impact on Fauna

Noise emissions from the operation of the Multipurpose Stadium have the potential to have an adverse impact on terrestrial fauna and birds. Elevated noise levels near existing habitats could potentially impact behavioural patterns such as feeding and mating for noise sensitive species.

Australia has no specific regulatory process that provides noise and vibration conditions considered suitable for protecting wildlife amenities. It is acknowledged that there is likely to be a wide range of sensitivity to noise from various species. However, for the purpose of this assessment the effect of noise and vibration is assumed to have similar effects to those observed in humans.

The Noise and Vibration Assessment at Appendix Q states that in the case of sporting events and music concerts, it is expected that species adjacent to the Multipurpose Stadium may be temporarily displaced if the noise levels from a newly introduced source are distressing. Less noise sensitive species would likely remain close to the proposed project area.

It is noted that there is little vegetation on the project site with the majority of the vegetation located in the Royal Hobart Regatta Grounds to the north of the project site, and as such, it is not expected that any existing fauna will be displaced due to the proposed project.

As set out in Appendix R – Natural Values Assessment, it is understood that there is no critical habitat for protected or threatened species in the vicinity of the project area.

Mitigation Strategies

Noise emissions associated with the operation of the Multipurpose Stadium, including event and non-event days, will be mitigated by the implementation of the following measures where applicable and/or necessary.

- Western façade of the Multipurpose Stadium will incorporate a built-form to create an acoustic buffer to nearby noise-sensitive receptors.
- Applying solid cladding to openings within the Multipurpose Stadium envelope that are not required for access or ventilation purposes, including sections along lower and upper façades. Solid cladding materials shall be selected according to the areas of application and their sound attenuation properties, and may take the form of glass, metal cladding, or similar products.
- Use of acoustically absorptive finishes within internal areas of the Multipurpose Stadium, including the concourse, to minimise the build-up of noise throughout the facility to reduce the noise transmission to the external environment.
- The Multipurpose Stadium will be fully covered with a roof structure comprising predominately of ETFE material. 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 Multipurpose Stadium.

- Acoustic attenuation to all building services plant and services plantrooms within the Multipurpose 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 in 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.
- 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 an 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 Multipurpose Stadium progresses.

Further information is provided in:

Appendix Q – Noise and Vibration Assessment.

7.5 Water Quality and Management

The Integrated Assessment Guidelines require the identification and description of the potential effects of the design and operation of the proposed project on site and surrounding hydrology, water quality and stormwater drainage.

The section describes management strategies for:

- water/stormwater treatment,
- water/stormwater management,
- environmental impacts.

For further detailed information, please refer to:

Appendix S – Stormwater Management Plan.

Model for Urban Stormwater Improvement Conceptualisation (MUSIC) models were established for the Site to determine if the discharge objectives can be met with the inclusion of the stormwater management controls. Selected stormwater controls include ground level bioretention systems integrated primarily as landscaping features and the potential for rainwater tanks attached to Site buildings to supply select internal water demands. The inclusion of rainwater tanks is indicative and further design work is required to identify the extent to which rainwater tanks can be provided to service the Site. Modelling indicates although the Multipurpose Stadium roof is the dominant ‘source’ with limited practical options for mitigation within Site boundaries, the overall discharge objectives are mostly achieved.

Water quantity controls are not specifically required for the Site and are unlikely to be necessary given the likely tidal discharging of stormwater from the Site to the River Derwent. Stormwater servicing assessments of existing drainage infrastructure around the Site indicate that the relevant flows can adequately be managed through existing infrastructure without further attenuation.

The stormwater controls selected for the Site assist in achievement of Green Star Communities ratings as applicable under the ‘Integrated Water Management’ category.

Sufficient space exists on Site for the integration of the bioretention style systems and provided that the Site is being fully designed and built, the integration of these proposed controls should be achievable. Additional design and assessment will be required in relation to the potential inclusion of rainwater collection infrastructure.

Water quality in Tasmania is governed through application of two legislative controls, the State Policy on Water Quality Management 1997 (referred to as State Policy) and *Environmental Management and Pollution Control Act 1994* (EMPCA), as noted in Chapter 3 – Policy, Strategy and Legislative Context.

In consideration of the Macquarie Point precinct, the River Derwent defines the receiving water body, specifically the lower River Derwent.

A primary objective of the State Policy is to define protected environmental values (PEVs), including current uses and values, for all Tasmanian surface waters. PEVs for the Derwent Estuary are defined in ‘Protected Environmental Values for the Derwent Estuary’ (Environment Protection Authority Tasmania, December 2003). Table 7-2 defines the PEVs for the River Derwent between the Tasman Bridge and Tinderbox/South Arm.

PEVS for Lower Derwent	Description of PEV
Protection of Aquatic Ecosystems	Protection of modified (not pristine) ecosystems from which edible, fish, crustaceans and abalone, but not other shellfish, are harvested, and having particular regard to various ecological values. (EPA Tasmania, December 2003)
Recreational Water Quality and Aesthetics	Primary contact water quality. Secondary contact water quality. Aesthetic water quality.

Table 7-2: PEVs for the River Derwent between the Tasman Bridge and Tinderbox/South Arm

7.5.1 Stormwater Discharge Objectives

The statutory setting of the project indicates that the following discharge objectives for the operational stage of the Site would be applicable.

75 per cent reduction in average annual load of total suspended solids (TSS).

50 per cent reduction in average annual load of total phosphorus (TP).

36 per cent reduction in average annual load of total nitrogen (TN).

91 per cent reduction in average annual load of litter/gross pollutants (non-statutory).

Treated stormwater discharges from the development should also enable the achievement of Water Quality Objectives for the receiving waters. i.e. the River Derwent adjacent the Site. Generally, the achievement of operational stage discharge criteria is taken as being sufficient to demonstrate compliance with receiving water body Water Quality Objectives.

There are no specific water quantity objectives applicable to the development. This requirement is likely appropriate given tidal discharge from Site will be targeted, and lack of any waterways for Site runoff to enter.

7.5.2 Stormwater Quality Modelling

Stormwater quality modelling has been undertaken to estimate the hydrology and load of common stormwater pollutants (i.e. total suspended solids (TSS), total phosphorus (TP) and total nitrogen (TN)) generated by the site using the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) to allow comparison with Site performance objectives.

Limited drainage from upstream areas passes through the Site. For the purposes of this modelling, it has been assumed that upstream flows bypass the Site.

The Site is divided into several catchments. The catchments have been identified through the Site's Infrastructure Strategy as provided at Appendix BB and utilises capacity in existing drainage systems surrounding the Site. The catchments included in the MUSIC model have been extended to provide coverage across the full extent of the Macquarie Point Precinct. The external catchment within the Hobart Cenotaph is shown but is excluded from MUSIC modelling currently. The receiving node is the River Derwent.

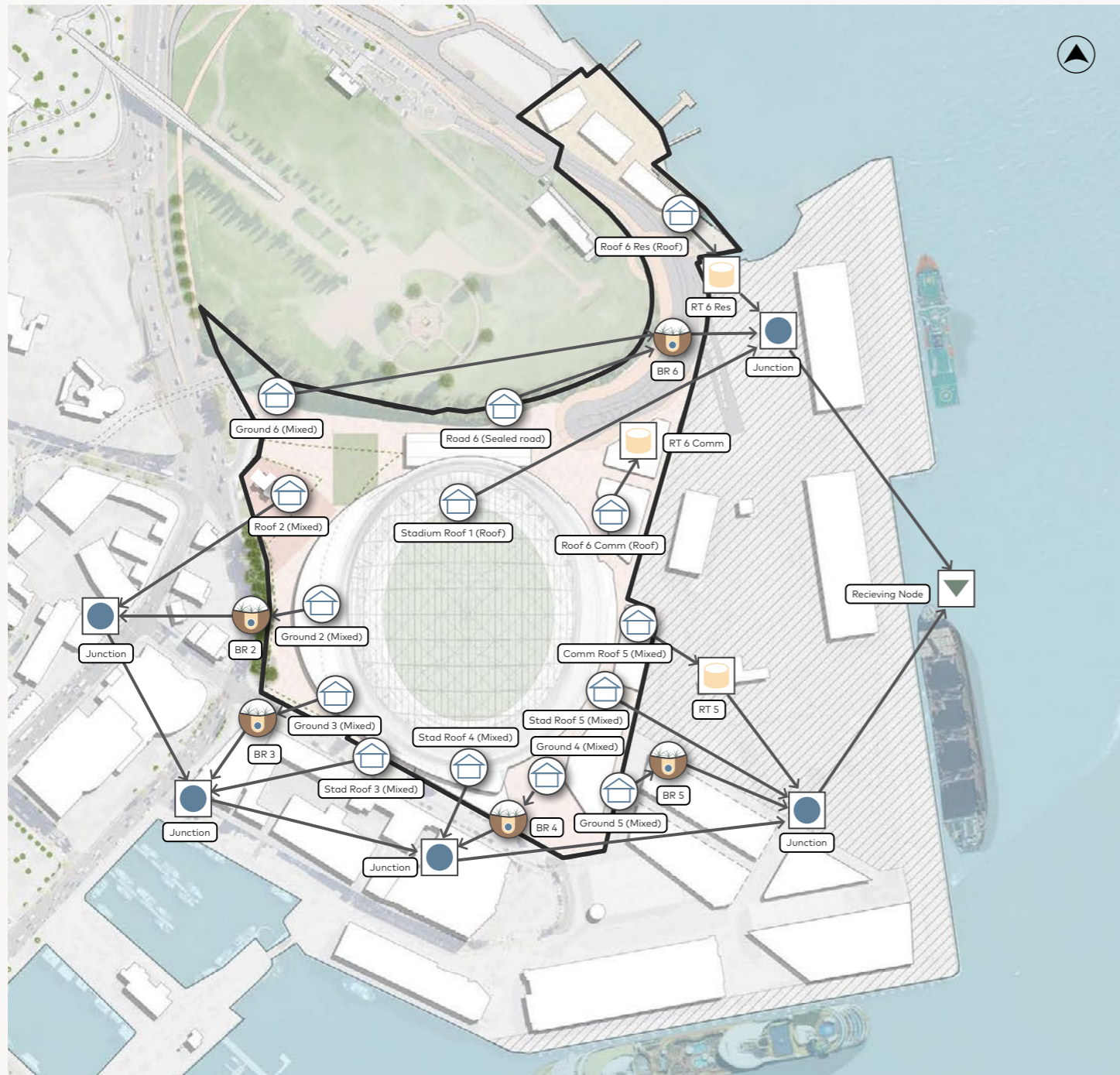


Figure 7-7: Developed Mitigated Site MUSIC Model Arrangement.

Pollutant	Total Annual Loads Existing Site (unmitigated)	Stadium Roof Loads (unmitigated)
Flow (ML/y)	36.6	22.0 (60%)
Total Suspended Solids (kg/yr)	2,3000	575 (25%)
Total Phosphorus (kg/yr)	7.46	3.33 (45%)
Total Nitrogen (kg/yr)	79.6	48.2 (60%)
Gross Pollutants (kg/yr)	1,390	827.6 (60%)

A variety of stormwater management measures have been integrated into the existing case from the MUSIC model as treatment nodes. Selected measures include:

- Bio-retention systems; and
- Rainwater storages for reuse (included for buildings).

The modelled results of the developed mitigated site are outlined in Appendix S – Stormwater Management Plan with an extract shown in Table 7-3 from that report below.

Pollutant	Annual Loads Mitigated Site	% Reduction* (Objective)
Flow (ML/y)	25.9	29.2
Total Suspended Solids (kg/yr)	569	75.4 (80%)
Total Phosphorus (kg/yr)	3.69	50.2 (45%)
Total Nitrogen (kg/yr)	50.9	35.9 (45%)
Gross Pollutants (kg/yr)	130	90.7 (90%)

Table 7-3: Table 5.7 from Appendix S – Stormwater Management Plan

The outcomes of the MUSIC modelling indicate that the discharge objectives are met for most parameters and are marginally below the objectives required for total nitrogen (TN) and total suspended solids (TSS), with the inclusion of the proposed (and indicative) stormwater management controls. However, there is sufficient space on Site for the integration of the control measures to meet the objectives.

Some of the opportunities identified include:

- Use of rainwater capture for reuse to offset potable water demand with compatible reuse options (aiming to match collected water quality with reuse type suitability). There may be potential to capture runoff from roof areas of buildings (subject to design configurations).
- The existing and proposed Site design generally has gentle gradients (e.g. 1 to 3%) across the Site which are generally favourable for application of a range of stormwater management controls. As the Site's ground

surfaces are still be determined, it will be possible to work with the existing natural landform and grade finished surfaces towards stormwater at-grade infrastructure. This promotes the practice of 'treatment-at-source'.

- As part of the landscaping there are expected to be opportunities to direct runoff from hardstand towards at-grade stormwater infrastructure including bio-retention systems, which can be integrated into garden and related areas.

7.5.3 Findings and Conclusion

Modelling indicates that the stormwater discharge objectives can be met for most parameters without intervention, however some treatment is required with regard to total nitrogen and total suspended solids. Though, there is opportunity and space on Site for the integration of control measures to manage these and meet the intended water quality objectives.

7.6 Flora and Fauna

A natural values assessment has been completed to address the entirety of the Mac Point Precinct Plan area, and to address the specific requirements pertaining to natural values specified in the TPC Guidelines. This included an intertidal survey. The report is provided at Appendix R – Natural Values Assessment.

A summary of the project areas values and recommendations are as follows:

7.6.1 Vegetation

The project area is heavily disturbed and covered completely by the modified land community extra-urban miscellaneous (TASVEG- FUM). The vegetation present is dominated by exotic ground cover and shrubs. There were no signs and/or presence of threatened flora or fauna observed within the project area. The project will not conflict with the objectives of the *Nature Conservation Act 2002*, and provided recommendations are adhered to, the project can comply with the relevant code overlays of the Tasmanian Planning Scheme.

7.6.2 Threatened flora

No threatened flora species were recorded during the survey and given the small spatial extent and modified nature of the project area; it is unlikely that any threatened flora have been overlooked.

Threatened flora habitat for two *Vittadinia* species (Woolly new-holland daisy (*vittadinia gracilis*) [TSPA – rare] and Narrowleaf new-holland-daisy (*vittadinia muelleri*) [TSPA – rare]) was observed within the project area, although no plants were observed. Spring surveys targeting this potential habitat for these species is recommended to determine presence/absence in the project area. If surveys fail to detect any threatened flora species, no action is required under the *Threatened Species Protection Act 1995*. A permit to take will be required in the event that threatened flora is recorded on site.

7.6.3 Threatened fauna

No presence or signs of threatened fauna were recorded across the project area. Surveys identified that low potential foraging habitat exists for the eastern barred bandicoot. However, the habitat present does not constitute critical habitat for the species and is isolated from native vegetation remnants.

Surrounding habitat for eastern barred bandicoots, swift parrots and blue-winged parrots will be subject to minor increases in the levels of anthropogenic noise and light, although impacts will be restricted to foraging and dispersal habitat and will represent a relatively minor disturbance during events. This is not expected to permanently exclude these species from utilising the area for foraging and dispersal.

The Multipurpose Stadium and associated infrastructure may present a collision risk to birds due to reflection and transparency. However, the report considers the risk of collision to be relatively low given that the proposed design will contain high volumes of visual obstruction, with the exception potentially being birds travelling from the water at night with potential light impacts. Impacts to marine values are not anticipated; however, in the event that water works are required, which are not currently proposed,

the report has recommended that a further survey be completed for the red and spotted handfish.

7.6.4 Weeds

Seven declared weed species listed under the *Biosecurity Act 2019* were recorded in the project area, those being African boxthorn, blackberry, boneseed, cutleaf nightshade, fennel, gorse, and white weed. Numerous non-listed environmental weed species were also recorded across the site.

To manage the risks of spreading weeds within and from the project area, a project-specific weed and hygiene management plan is recommended to detail weed and hygiene prescriptions for contractors through construction of the stadium and for land managers into operations. The plan should outline primary and secondary weed control and requirements, including wash-down stations and auditing procedures.

The report notes that the plan should consider the following guidelines:

Keeping it clean – A Tasmanian field hygiene manual to prevent the spread of freshwater pests and pathogens (Source: Department of Natural Resources and Environment Tasmania (NRET)).

Weed and Disease Planning and Hygiene Guidelines – Preventing the spread of weeds and diseases in Tasmania (Source: NRET).

Tasmanian Washdown Guidelines for Weed and

Disease Control – Machinery, Vehicles & Equipment (Source: NRET).

7.6.5 Legislative compliance

The report indicated that matters of national environmental significance were not likely, and as such, the project is not likely to warrant referral through the *Environmental Protection and Biodiversity Conservation Act 1999*.

No action is required under the *Threatened Species Protection Act 1995* or the *Nature Conservation Act 2002*. The development of a weed and hygiene management plan will satisfy the requirements of the *Biosecurity Act 2019*.

The project can meet the requirements of the relevant code overlays under the Hobart Draft Local Provisions Schedule of the Tasmanian Planning Scheme as there is no priority vegetation on site, and with mitigation measures for erosion, siltation, sedimentation and runoff in place, the provisions of the Waterways and Coastal Protection Area overlay can be satisfied.

7.6.6 Conclusion

The findings of the analysis indicated that the construction of the Multipurpose Stadium at the Site is unlikely to impact upon native flora and fauna. However, for completeness, to ensure potential impacts are mitigated, some further assessments are recommended in the report and could be implemented as conditions.

The report also notes that invasive species on site will need to be carefully managed.

7.7 Solid Waste & Hazardous Material

The TPC Guidelines require the identification and assessment of any and all solid, hazardous or controlled waste, separate from wastewater streams, detail how they will be managed, stored and the amount to be disposed of minimised. The TPC Guidelines also require the evaluation of the potential for adverse effects on human health during handling, transport or disposal of the material and describe how any risks to human health will be mitigated.

The full report is provided at:

Appendix T – Solid Waste and Hazardous Material Management.

The Solid Waste and Hazardous Material Management assessment from Incognitus, which incorporated advice from Veolia, (a major waste management company) outlines the likely waste generation streams, disposal methods and collection times.

The sustainability requirements of Multipurpose Stadium are primarily to achieve high rates of waste avoidance. The focus to reduce, reuse then waste segregation into as little amount of different waste streams as possible. To achieve this, the movement of waste both vertically and horizontally will be considered during planning, construction, and operational phases to allow for diversion from landfill.

To achieve this vision, the following related to waste management will be considered:

- waste avoidance,
- volume reduction,
- development of a solid use strategy,
- streamlining of the waste inputs,
- elimination of single use plastics,
- on site segregation,
- closed loop recovery (circular economy),
- strategy that designed around local handling resources.

The assessment identifies the following waste sources:

- general admission and public areas,
- vip and hospitality suppliers and vendors,
- retail and merchandise,
- catering production and preparation,
- sponsors and other stakeholders (AFL, NRL, Bands),
- general back of house activities related to specific events.

The assessment notes that only 30% of the total waste generated will be from public areas (i.e., directly from bins on the concourses, waste in seating decks etc.) The remaining waste will be generated from back of house activities and are considered in the overall waste collection strategy of the event spaces.

The management of public space waste will be captured in the front of house waste stream bins and housekeeping activities when cleaning the seated areas. Bin stations (providing a number of bins placed collectively for separate collection of waste streams) will be distributed across the venue. This includes sanity bins for all relevant health, safety and environmental regulations.

7.7.1 Human Health

More generally the potential for human health to be affected by wastes from the project will be managed through targeting avoidance, circular economy, re-use, and recycling of the various waste streams. Waste minimisation will also inform vendor management and control.

All back of house waste bins will be tailored to the functional area requirements.

Higher risk streams, such as medical waste will be separately stored and handled to avoid cross contamination and adverse human impacts.

7.7.2 Minimisation and Management Strategies

A range of waste minimisation strategies will be core to managing waste, which are to be implemented as part of the final Waste Management Plan. Key amongst these is:

- A ban on single use plastics, in accordance with the Hobart City Council by-law, which requires retailers to replace single use plastic containers smaller than one litre (1L) in volume, or an area equivalent to A4 (210 mm by 297 mm) in size.
- Developing an on site circular economy for organic recovery, on site waste processing and separation and recycling.
- A focus on reuse, installation of filtered water stations in public areas to encourage visitors to bring reusable drink containers, delivery of goods and products in reusable bins, and encouraging the use of serving on wash ware in catering locations.
- Implementation of waste stream management to enable composting of food and similar compostable waste and recycling of recyclable materials.
- Ensuring appropriate visible signage, education, sizing and placement with respect to waste management and recycling receptacles.

7.8 Environmental Hazards

The Site sits on predominantly reclaimed land that has been altered, extended and modified over more than 100 years, to support a range of use/development.

Identified existing and potential environmental hazards, both natural and human-induced are outlined below:

overland flooding,
groundwater fluctuations related to buried segments of Hobart Rivulet,
acid sulfate soils,
landslip,
ground subsidence,
liquefaction,
coastal inundation,
contaminated land.

7.8.1 Overland Flood Assessment

As outlined in Appendix W, BMT have assessed the potential risk of flooding across the Site, resulting from overland flow during significant rainfall events.

Overland flow risk generally occurs when existing stormwater/drainage infrastructure becomes overwhelmed, resulting in flood waters impacting surrounding land.

The purpose of the report is to develop a better understanding of the exposure of the Site to flooding under current and future climate scenarios.

Outcomes of the assessment are based on previous studies and new site-specific analysis, including:

Existing studies including the 'Greater Hobart Catchment Flood Hazard Study' (Cardno, December 2019) and the 'Hobart Rivulet Flood Study' (Entura, 2013).

Development of a TUFLOW hydraulic model of the Hobart

Rivulet utilising inflow conditions from the 2013 Study. The additional model was required to improve on the representation of the Site and surrounds, compared to previous studies, and assess hydraulic controls specific to the study location.

Information attained from the Hobart City Council Online Flood Mapping referred to as 'Potential Inundation Hazard Areas – Modelled 2100 1% AEP Flood Areas'. The mapping is described as a consolidation of previous flood studies, including the 2013 study stated above.

The modelling considers the following key flood scenarios:

- A **1%** Annual Exceedance Probability (AEP) event.
- A **1%** AEP event (with climate change projections included).
- A **5%** AEP event.

The term AEP describes the probability that a given rainfall total accumulated over a given duration will be exceeded in any one year. For example, a 1% AEP event means that a given area has a 1-in-100 chance of experiencing a flood of a defined magnitude, in any one year.

Generally, 1-in-100 events may be considered equivalent to a 100-year storm or flooding event.

Conversely, 5% AEP or 1-in-5 events are experienced more often, as the given rainfall and/or magnitude for a 5% event is much lower than a 1% event.

Broad-scale flood behaviour of Hobart Rivulet, which includes the Site, is provided as a mapping resource on the Hobart City Council website. As previously described, the mapping surrounding the Site is defined by the 2013 Study along with City Wide 1% AEP flood mapping 'used to approximate flood extents through the City's overland flow paths at a whole of catchment scale'.

The results, illustrated in Figure 7-8, have been defined utilising a TUFLOW model developed for this assessment. The model development builds on the 2013 Study utilising the inflows and structure details with the latest LiDAR and TUFLOW hydraulic modelling software. The results from this study have been used as the basis for assessing flooding at the Site. Existing peak flood depths and levels, and velocities for 5%, 1% and 1% (with climate change) Annual Exceedance Probability (AEP) events as defined by the TUFLOW modelling outputs are shown in flood maps enclosed in Annex A. Flood behaviour at the Project Site from this study, as shown in the flood maps.

On the basis of the location of the Site and these modelled flood results, there are no expected impacts on any part of the Site.

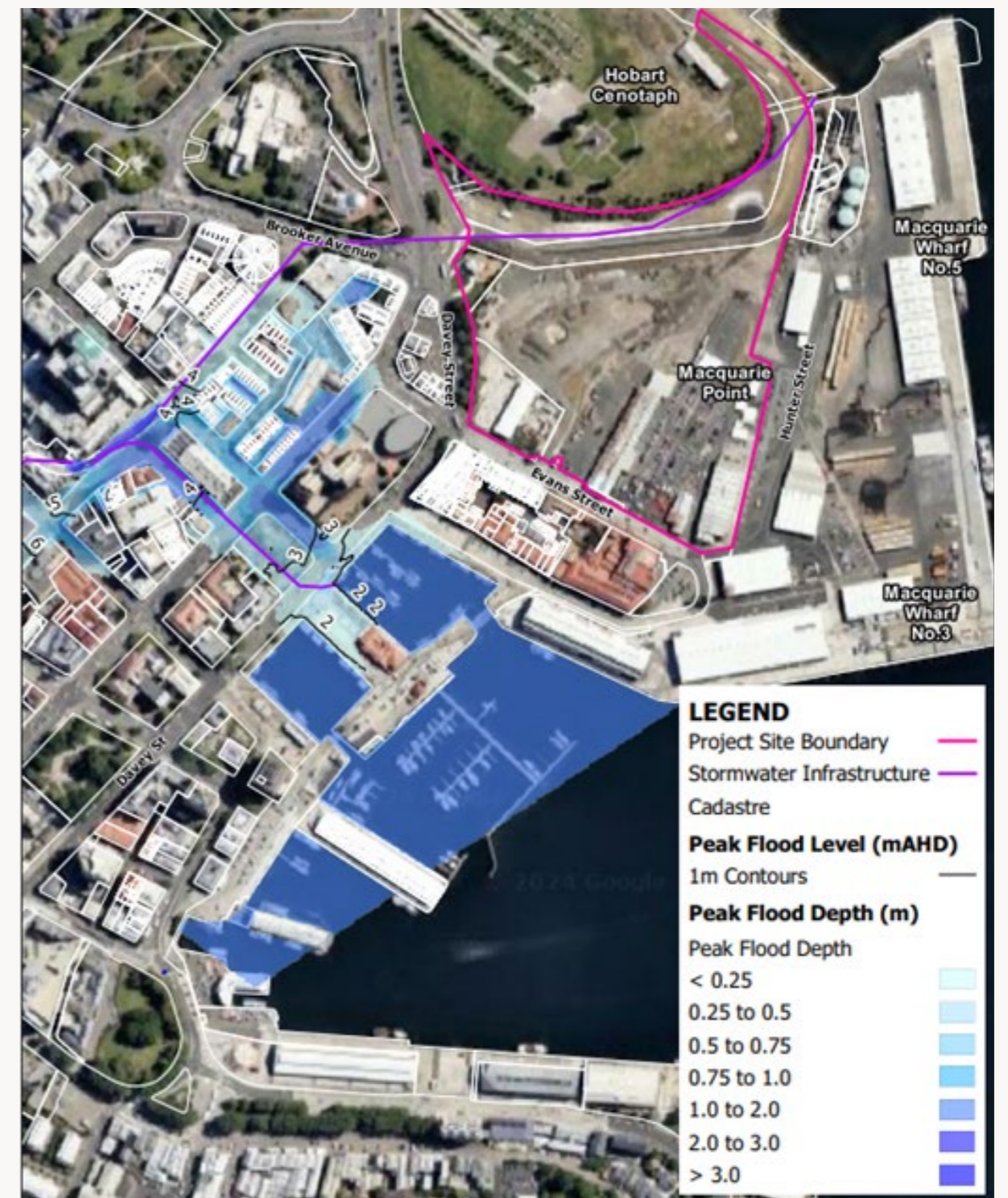


Figure 7-8: Existing 1% AEP with Climate Change Peak Flood Levels and Depths – Macquarie Point Overland Flood Assessment – BMT Commercial Australia Pty Ltd – 23 August 2024.

7.8.2 Conclusion

The report provides the following conclusions:

- During all modelled flood events, the Site is free from inundation aside from minor areas of inundation south of the Site along Hunter Street, between Franklin Wharf and Davey Street.
- During events including the 1% AEP and 1% AEP with climate change, flooding inundates Davey and Hunter Streets south of the Site, with modelled depths of less than 0.25 metres.
- The intersection of Davey and Campbell Street is exposed to significantly high velocities before flood water enters the marina. At this location peak modelled velocities can exceed 5 metres per second.
- Inundation of Davey Street results from flow originating from the constructed underground channel of Hobart Rivulet surcharging at Collins Street, at the Royal Hobart Hospital, along with upstream flow surcharging at Liverpool and Barrack Street.

Given the location of the Site and these modelled flood results, there are no expected impacts on any part of the Site.

Please refer to the following document for further information:

Appendix W – Overland Flood Assessment.

7.8.3 Groundwater fluctuations related to buried segments of hobart rivulet

Groundwater Flow

Macquarie Point was not historically crossed by the Hobart or Park Street Rivulets. It was however at the mouth of these two watercourses and the palaeochannels continue to exist in a geological context. During the nineteenth century, the course of both rivulets was channelised and diverted along the southern boundary of the Site. In turn, during the early twentieth century, the Rivulet was filled to form Evans Street, while its course was redirected via a tunnel excavated beneath the Cenotaph to the north.

Conceptual hydrogeological model and data collection used in the groundwater flow model was applied to this project. It was also modelled at P10, P50 and P90 groundwater elevations to assess modelled groundwater flow paths. Previous reports show that groundwater generally flows to the south-southeast. Groundwater in the Jurassic dolerite would flow through fractures and joints. In contracts, the slope deposits, silty sand, and fill are porous units. There are also several below surface seawalls which would act as barriers to groundwater flow.

The rivulet is contained by tunnels to the north and west of the Site, and there is an outlet allowing discharge into the Derwent River. Modelled groundwater flow paths are depicted in the following figure.

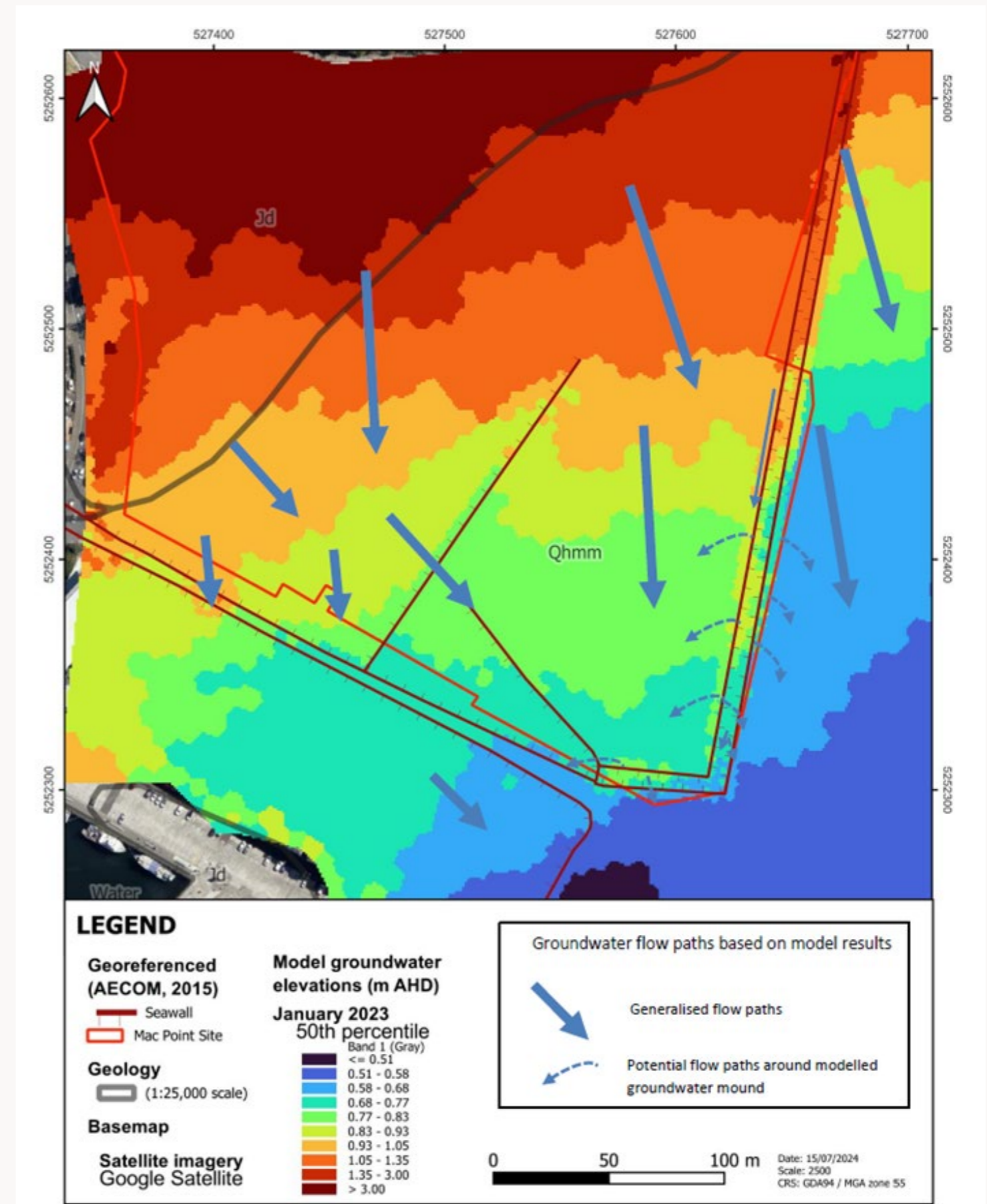


Figure 7-9: Modelled groundwater levels for the median (P50 uncertainty estimate (Groundwater Logic 2024) and associated paths during high water table conditions – Macquarie Point Conceptual Hydrogeological Model and Numerical Model Report – Hydro Earth Consulting Pty Ltd – 17 July 2024

7.8.4 Monitoring Wells

Several historic/current monitoring wells exist throughout the site to undertake spot level and water sample test over time. The monitoring bore network is shown in the figure below, noting that not all bore names are shown because of the close spacing. Bores that were mentioned in-text are labelled in the figure.

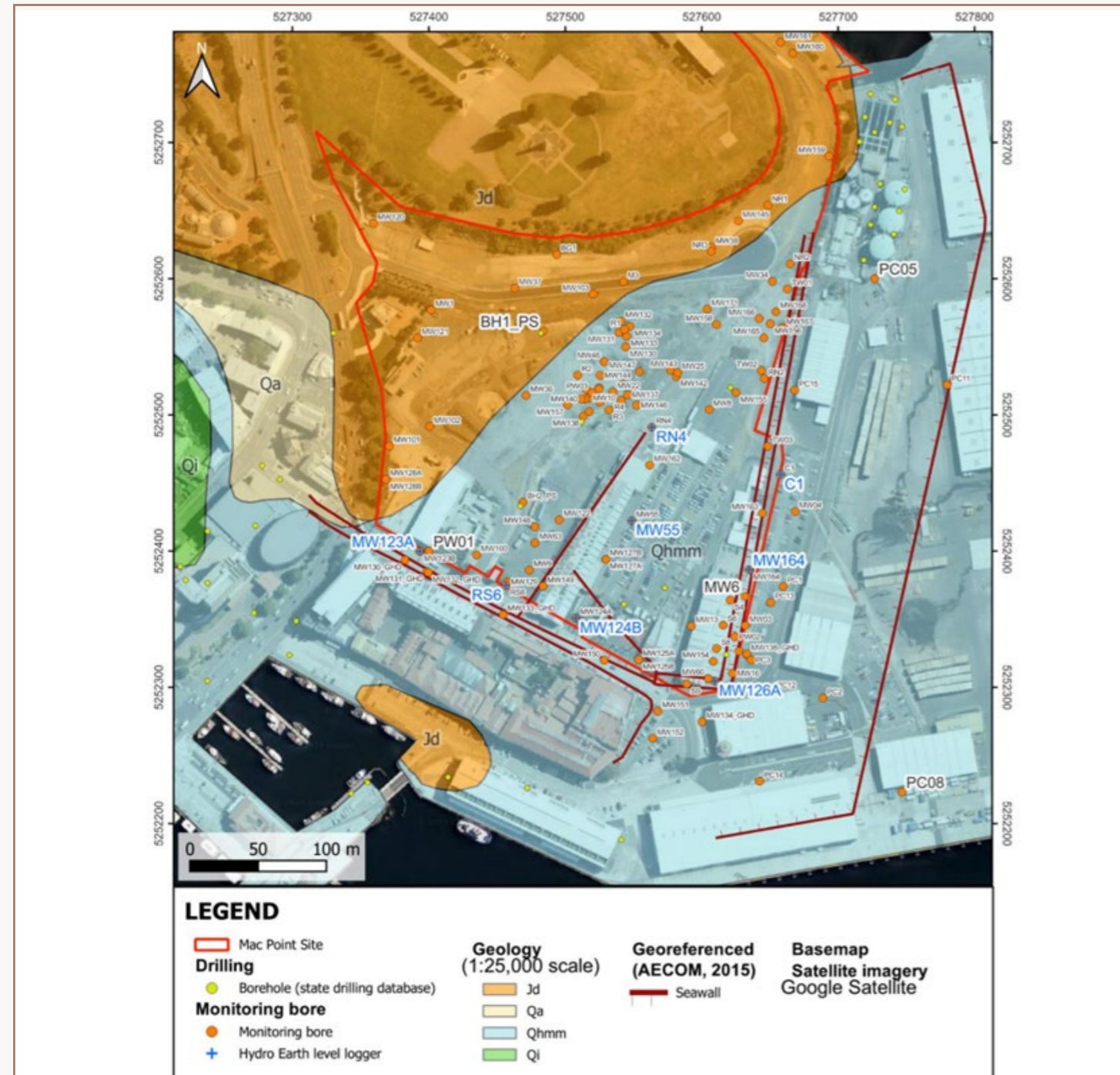
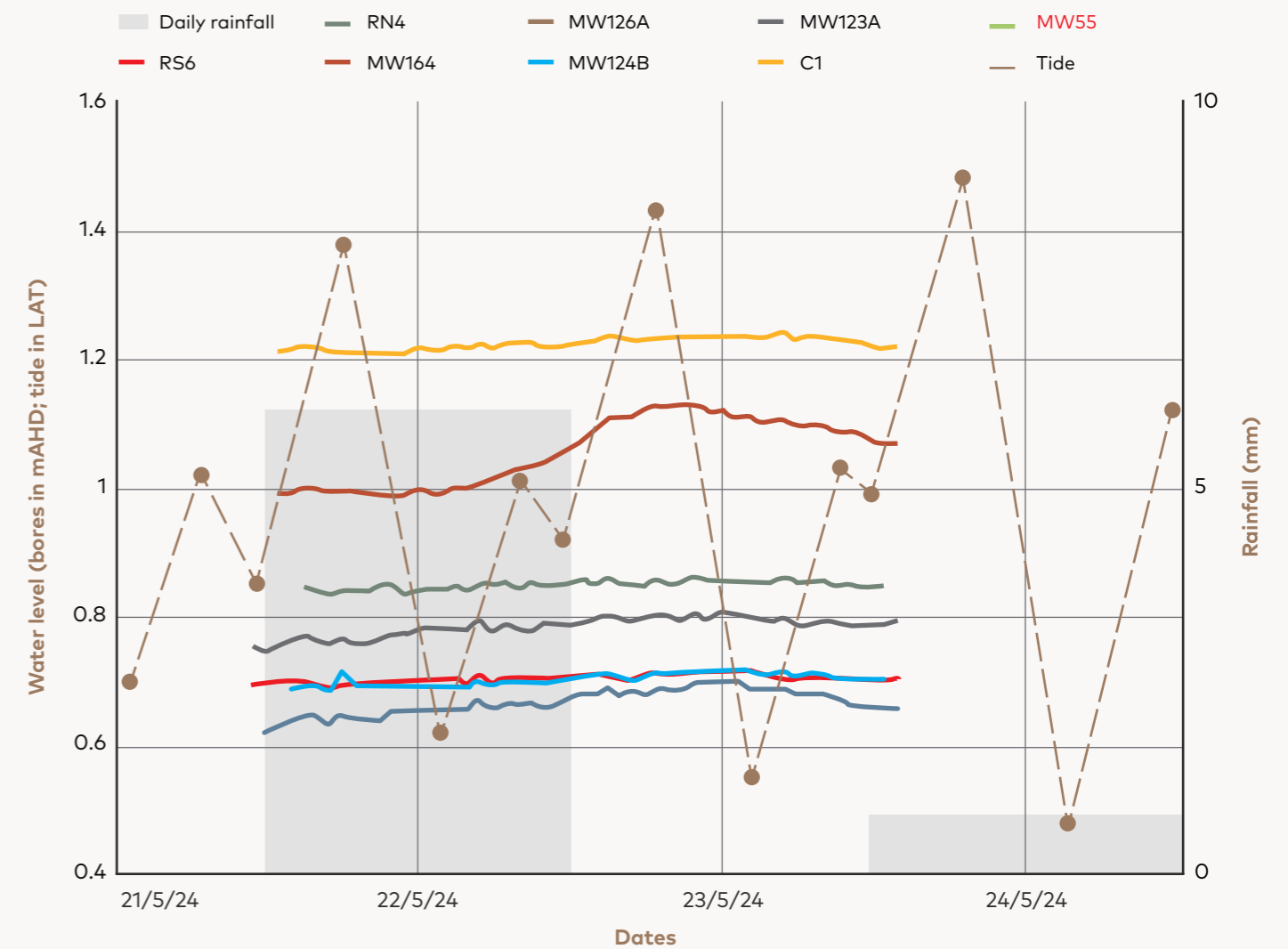


Figure 7-10: Monitoring bore network – Macquarie Point Conceptual Hydrogeological Model and Numerical Model Report – Hydro Earth Consulting Pty Ltd – 17 July 2024.

Water level loggers were installed in eight monitoring bores on Tuesday 22 May 2024 and the data was downloaded on Thursday 24 May 2024, providing two days of water level data. Water levels do not appear to fluctuate in response to tidal forces, but there is a rainfall response, especially at MW164 and to a lesser extent MW123A.

While this data provided a sample to inform this analysis, the loggers have been left in place to collect more data to inform future modelling projects, if required. Observations collected from this sample were sufficient for a simple class 1 numerical model.

Groundwater level logger data (May 2024)



7.8.5 Historic data from level loggers

GHD (2015a) placed level loggers in six monitoring bores between December 2013 and January 2015. The measurement interval was not stated in the report, however, the figures presented indicated data was collected at least daily. Three of the bores were located within the Site (BH1_PS, MW21 and MW6), and three were located outside the Mac Point Site.

None of the bores within the Mac Point Site showed a tidal response. PC8 was the only bore that showed a tidal response, suggesting that the tidal response does not propagate far from the shoreline. PC8 is located about 150 m southeast of the Site and about 30-40 m from the shoreline.

7.8.6 Summary

While the natural landform suggests the outlet for the Hobart and Park Street Rivulets was higher up towards Macquarie Street, the reclamation of land at Mac Point over time has seen the Hobart Rivulet first diverted down what is now Evans Street and later tunnelled under the Hobart Cenotaph from the Royal Hobart Hospital to Regatta Point.

Groundwater monitoring has been undertaken on the site since 2013 for various environmental purposes. The data from these logs as well as more recent short-term loggers shows groundwater in the vicinity of the Site is not affected by tidal influence. However, temporary fluctuations do occur in the data due to rainfall, which is expected in soil stratigraphy.

Please refer to the following document for further information:

Appendix FF – Conceptual Hydrogeological Model and Numerical Model Memo.

7.8.7 Acid Sulphate Soils

The Tasmanian Acid Sulfate Soil Management Guidelines (the Guidelines) (DPIPWE, 2009) require an assessment of Acid Sulfate Soil to be undertaken where the potential exists for such soil to be present, and the preparation and implementation of a Management Plan if any risk of disturbance of Acid Sulfate Soil exists from land use or proposed development.

The Site is mapped as having a low probability (6-7%) of Potential Acid Sulfate Soil (PASS), or soil which may be able to acidify under certain conditions, being present on LISTmap's Coastal Acid Sulfate Soils (0 – 20m AHD) layer.

Coastal Acid Sulphate Soils (0-20m AHD)(one feature)

Feature	
Dataset Name	Coastal Acid Sulfate Soils
Acid Sulfate Soil Probability	Low
Acid Sulfate Soil Atlas	Bx(p3)
Acid Sulfate Soil Atlas1	Low probability of occurrence (6-70% chance of occurrence in mapping unit). Disturbed ASS terrain, ASS material present below urban development, or present in former tidal zones inside bund walls e.g dredge spil etc. Potential acid sulphate soil (PASS) = sulfidic material (Isbell 1996 p.122). No necessary analytical data are available but confidence is fair, based on a knowledge of similar soils in similar environments.

As the proposed future development of the Site may include excavation or disturbance of deeper soils in order to install basements, footings, or other structures, the initial investigation was undertaken in order to assess the likelihood of Acid Sulfate Soil or PASS being encountered during future development of the Site and provide guidance for management or mitigation methodologies which may be required during future development or for any further investigation which may be warranted to allow safe implementation of the proposed development of the Site.

Between 16 April and 21 May 2024, 258 soil samples were collected from 20 bores holes across the Site by WSP Australia Pty Ltd (WSP).

Following completion of an appropriate period of slab tray incubation, results of the Acid Sulfate Soil Investigation will be issued in a report, detailing methodology and results of assessment, and providing recommendations for requirements to be captured in an Acid Sulfate Soil Management Plan for future Site development, which will document:

- The identified Site areas and geological layers which may contain PASS.

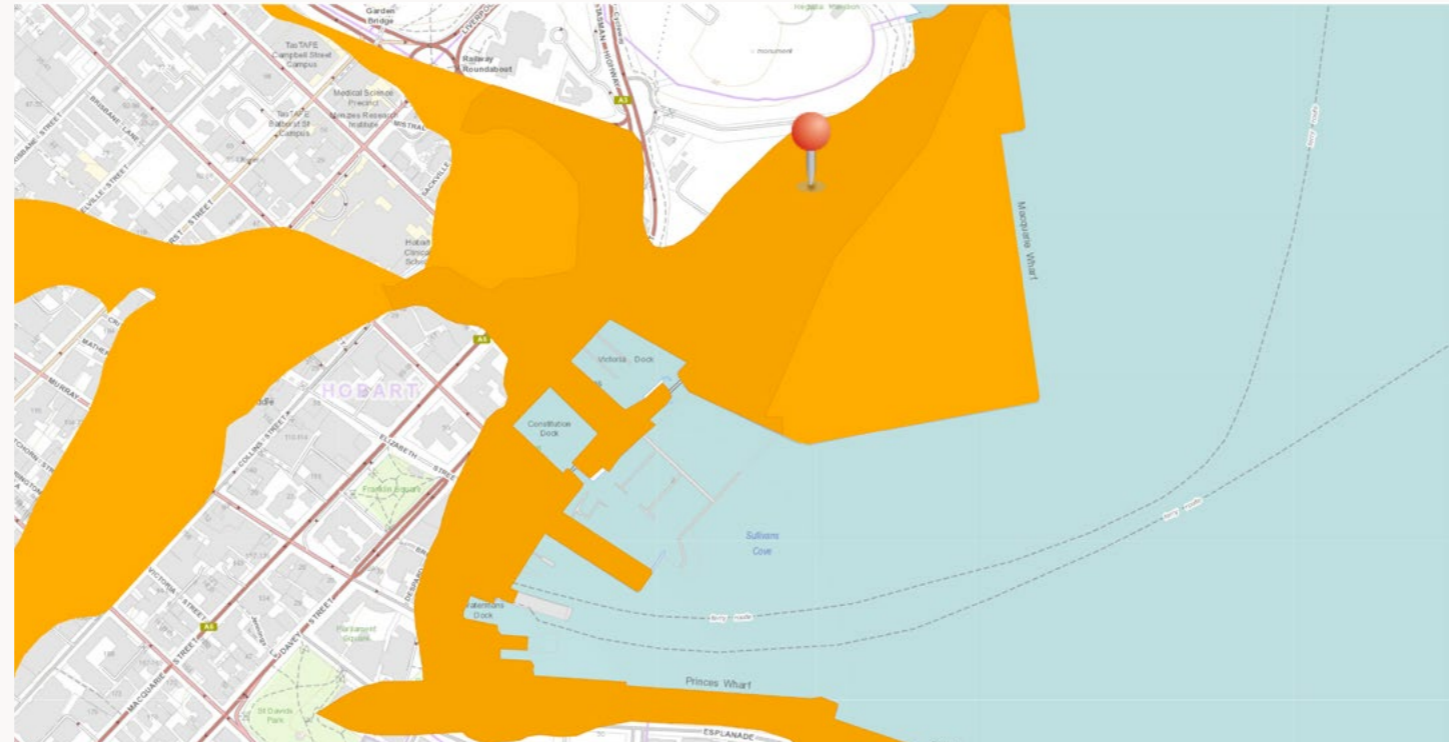


Figure 7-11: LISTmap layer – Acid Sulfate Soils – The LIST, Tasmanian Government – August 2024.

- A methodology and framework to inform identification and management of PASS during future works, including minimisation of disturbance, soil handling and storage techniques, and neutralisation (if required) to be applied.
- Reporting and disposal requirements for an excavated or disturbed PASS.

The preliminary assessment of analysis results indicate:

No Acid Sulfate Soil was detected in any soil sample collected.

PASS was detected in both fill and in natural marine sands/sediments below the groundwater table in the eastern and central portions of Macquarie Point.

Based on preliminary results, the natural Acid Neutralising Capacity (ANC) in the majority of locations may be sufficient to prevent acidification if PASS is disturbed.

A full assessment of the potential Acid Sulfate Soil management requirements for development of the Site will be conducted and reported when the final set of analytical results are received.

Please refer to the following document for further information:

Appendix V – Site Remediation Strategy Update 2024

Appendix KK – Preliminary Results of Acid Sulphate Soil Investigation.

7.8.8 Coastal Inundation / Wave Run-Up & Tsunami Risk

As set out in Appendix U – Coastal Inundation Assessment, an assessment of potential coastal hazards was undertaken to develop a better understanding of the exposure of the Site to coastal inundation under current and future climate scenarios.

The assessment focuses on the following coastal hazards that contribute to coastal inundation:

- tsunami,
- sea level rise,
- extreme coastal water levels and inundation,
- wave overtopping.

Tsunami Risk

The report reviews the pre-established tsunami inundation hazard area for the Hobart CBD. The hazard data and mapping demonstrate the site is outside of the tsunami hazard area, with inundation extent limited to low-lying areas at Sullivan's Cove and the seaward perimeter of Macquarie Wharf.

Having regard to BMT's assessment in the report and having regard to other flood studies undertaken by Entura and Cardno Group, the Site is expected to remain outside the tsunami hazard area.



Modelled tsunami inundation in Hobart CBD and Sandy Bay (Kain et al. 2018)



Inundation (including sea level rise)

A site-based assessment of present and future climate coastal water levels was recently completed by BMT.

The City of Hobart consider land below 3.0 mAHD83 as being at risk of coastal inundation, based on the 2100 1%AEP coastal inundation level being 1.94 m AHD83 and addition of a 1.0 m freeboard allowance. BMT's independent assessment of the coastal inundation level (not including the freeboard allowance) set out in Appendix U is generally consistent with the City's definition.

Ground elevations across the stadium area within the Site are above 3.0 mAHD and there is no risk of coastal inundation up to the 2120 1% AEP.

No mitigation measures related specifically to coastal inundation are considered necessary in the design and construction of the Multipurpose Stadium.

Extreme sea levels

Open coast storm tide events are often accompanied by large ocean waves that can drive temporary increases to water levels due to breaking waves, known as wave setup. Macquarie Point is well protected from ocean swells, with only locally generated wind waves able to reach the shoreline during severe weather events, which do not generate significant wave setup. The contribution of wave setup is therefore not included in the extreme water levels presented herein, with the levels representing a quasi-static water level (tide plus surge) that may be reached in a storm.

This table shows that an asset built in the present day (~2020) will need to adopt a floor level of about 1.5 mAHD to reduce the risk of inundation during its lifetime to within 3 to 5% for a 50- or 100-year design life respectively. By the year 2100 and due to sea level rise, a floor level around 2.2 mAHD is needed to retain a similar risk profile. Ground elevations across the Site are generally above 3.0 mAHD.

AEP (%)	Future Horizon Year			
	2020	2070	2100	2120
5	1.21m AHD	1.56m AHD	1.93m AHD	2.17m AHD
1	1.31m AHD	1.66m AHD	2.04m AHD	2.27m AHD

Table 7-4: Coastal Inundation Hazard Levels

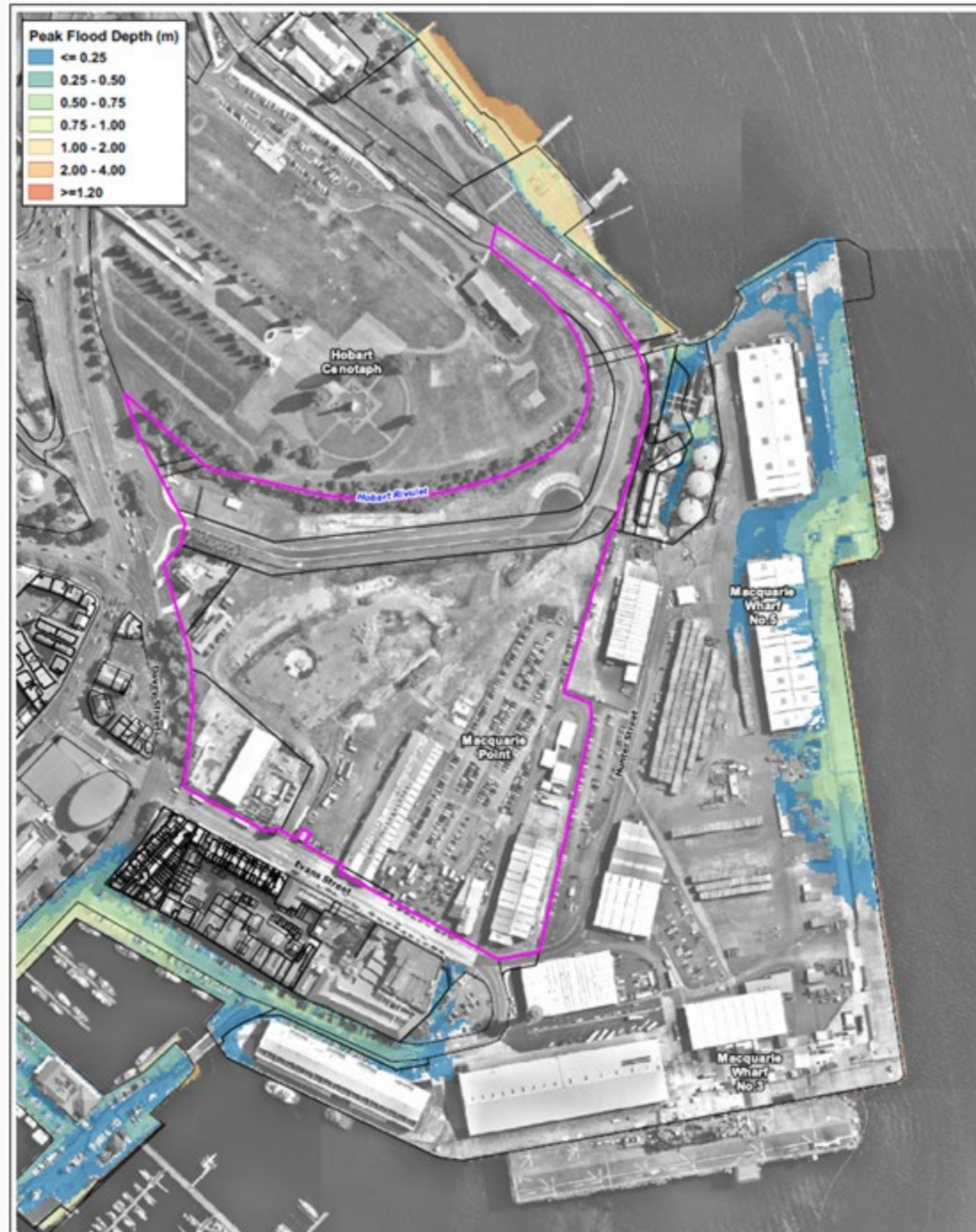


Figure 7-12: Coastal Inundation Hazard: 5% AEP in 2120 – Macquarie Point Coastal Inundation Assessment – BMT Commercial Australia Pty Ltd – 23 August 2024.

7.8.9 Wave Overtopping

The Multipurpose Stadium project site is separated from the River Derwent by the Port of Hobart, with the Port waterside boundary comprising of the Macquarie Wharf structures.

Regarding wave run-up and overtopping, the report confirms that Macquarie Point is well protected from ocean swells, with only locally generated wind waves able to reach the shoreline during severe weather events, which do not generate significant wave setup.

7.8.10 Summary

The site has a projected 1% AEP storm surge level of 2.2mAHD and is well protected from wave overtopping by surrounding infrastructure and buildings. As the Site boundary at Macquarie Point, with the exception of the Regatta Grounds, is at or above 3.0mAHD in either its current or future proposed levels, the site is not subjected to coastal inundation from a 1% AEP Storm event up to the Year 2120 (including climate change).

Please refer to the following document for further information:

Appendix U – Coastal Inundation Assessment.

7.9 Contamination

AECOM Australia Pty Ltd was engaged to assist with the development, implementation and ongoing oversight of a remediation strategy for the Macquarie Point site, and adjacent Regatta Point and Royal Engineers Building sites.

As required in the *Macquarie Point Development Corporation Act 2012* (amended 2015), an independent Environmental Auditor accredited by the EPA was appointed. The role of the Environmental Auditor is to review the progression of investigation, and remedial planning and execution works at the Site.

Remediation works on the Site have been ongoing since the establishment of the MPDC, which was tasked with preparing the site for future development. These works included excavation and on-site remediation or removal of contaminated soil and remnant infrastructure, extraction and removal of Light Non-Aqueous Phase Liquid (LNAPL) from Site groundwater, and in situ solidification (ISS) of historic gasworks-related contamination.

Assessment and remediation of contamination has been conducted with Auditor review and oversight. The outcomes of assessment and remediation have been used in the development of a Site Remediation Management Plan (SEMP), which outlines known or potential contamination on Macquarie Point and provides mitigation measures or procedures to allow future development and management of residual contamination in accordance with the Environmental Auditor issued Site Suitability Statements. The SEMP has been, and will continue to be, updated as new data or information on the condition and future use of Macquarie Point is developed.

MPDC has a series of overarching and interrelated remediation objectives in relation to the site. These include:

Ensuring that there are no unacceptable risks to human health associated with the Site, both to on-Site and off-Site receptors.

Ensuring there are no unacceptable risks to the off-Site environment / ecology from the Site.

Remediating the Site to a suitable standard to allow for redevelopment for the intended future land uses.

Remediating primary sources of contamination as these represent an ongoing source of pollution to groundwater.

To date, the following contaminated material has been removed from the site:

84,000 tonnes of contaminated soil has been excavated across the site.

2.3M litres of contaminated ground water has been removed.

The final stages of remediation are anticipated to be completed by the end of 2024, based on current available data and excluding any remediation which may be required for Regatta Point and a short section of redundant Diesel pipeline located adjacent to Regatta Point.

The following provides a summary of the Site Remediation Strategy, and contamination findings to date.

7.9.1 Macquarie Point Site Remediation Strategy Update 2024

AECOM have prepared an update to the Macquarie Point Development Project Site Remediation Strategy. The Report indicates the Site is substantially remediated, however, given the Site’s history, it notes there potential for some residual comminated material to be present on the site, including:

- underground storage tanks,
- fuel transfer lines,
- residual soil contaminants,
- asbestos – an asbestos register has been prepared for the site, to be referenced prior to works on site,
- lead,
- ground water contamination.

These can be managed through careful management and planning. The MPDC is well experienced in the management of potentially contaminated soil, and is well placed to respond to any legacy materials identified.

Whilst some chemicals of potential concern (COPC) may remain present after completion of remediation works, the report states that Site Specific Remediation Criteria have been established and implemented to identify and remove any contamination which represents unacceptable risks of harm to human health or surrounding ecosystems. Future controls and procedures to prevent harm any residual contamination have and will be reviewed and accepted by the independent Environmental Auditor, and documented in the SEMP for ongoing implementation at Macquarie Point.

7.9.2 Ground Water Contamination

Groundwater Monitoring Events (GMEs) were routinely conducted for monitoring groundwater wells located on-Site between January 2015 and November 2019. More recent targeted GME’s have been conducted in the Southwest corner of the site (Audit Area 6 – The Gateway) in 2022 and the Southeast corner of the site (Precinct South) in 2023.

The Report indicates some contaminated groundwater may remain, however direct contact or incidental ingestion is considered unlikely considering the planned future uses of Macquarie Point and the available reticulated water supply of Hobart.

The SEMP prohibits extraction of groundwater for irrigation/ recreational use and all human health and environmental risk is to be managed by documented controls in the SEMP. To date, no groundwater requiring direct remediation has been identified.

Whilst there may be risks to construction workers in the event any excavation is undertaken on the site, the Report states potential exposure can be effectively mitigated through the implementation of an appropriate Construction Environmental Management Pan (CEMP).

A preliminary construction management plan has been prepared and is available at Appendix AA.

7.9.3 Soil Vapour

The report indicates potentially hazardous soil methane concentrations have been identified within the central and south-eastern areas of the site. Areas where an unacceptable risk of soil vapour generation have been identified and remediated or have mitigation and development requirements are outlined in the SEMP and Site Suitability Statements.

No potentially hazardous soil vapour concentrations have been identified elsewhere on the Site, including where assessed in areas where soil or groundwater contamination concentrations indicate the potential for hazardous soil vapour generation. However, further assessment is required as:

- Limited assessment of potential soil vapours derived within the Gateway area has been conducted to date, and is currently planned following completion of the current stage of remediation in this area.
- Previous assessments of soil vapour have assumed limited or no change in Site elevation and have not accounted for potential modification to the Site surface which may arise under the Precinct Plan. Review of existing data and identification of any changes to controls or mitigations which may arise from any changes in surface elevation for the future development of the site is planned following assessment of soil vapour in the Gateway.

7.9.4 Requirements / Recommendations

Development of Risk-Based Remediation Criteria

AECOM has prepared risk-based site-specific Remediation Criteria (RC) for soil and groundwater to inform potential remediation/ management works required at the Site for the protection of human health (Macquarie Point Development Project – Derivation of Remediation Criteria [AECOM, 2016a]).

The Site Remediation Criteria were reviewed against the use/development proposed as part of the Macquarie Point Precinct Plan – and no updates were considered necessary.

Preparation of a Construction Environmental Management Plan (CEMP)

This should be prepared during the planning stage, expanding on the draft CMP provided at Appendix AA.

Site Environmental Management Plan (SEMP)

SEMPs have been prepared for the site, identifying known areas of contamination and provide appropriate management measures to address potential human health and environmental risks associated with subsurface contamination.

These documents were combined into a sitewide SEMP, which will again be updated following the completion of current remediation works. All future updates to the SEMP will be reviewed by the Environmental Auditor as part of seeking Site Suitability Statements.

Please refer to the following document for further information:

Appendix V – Site Remediation Strategy Update 2024

Appendix LL – Site Environmental Management Plan.

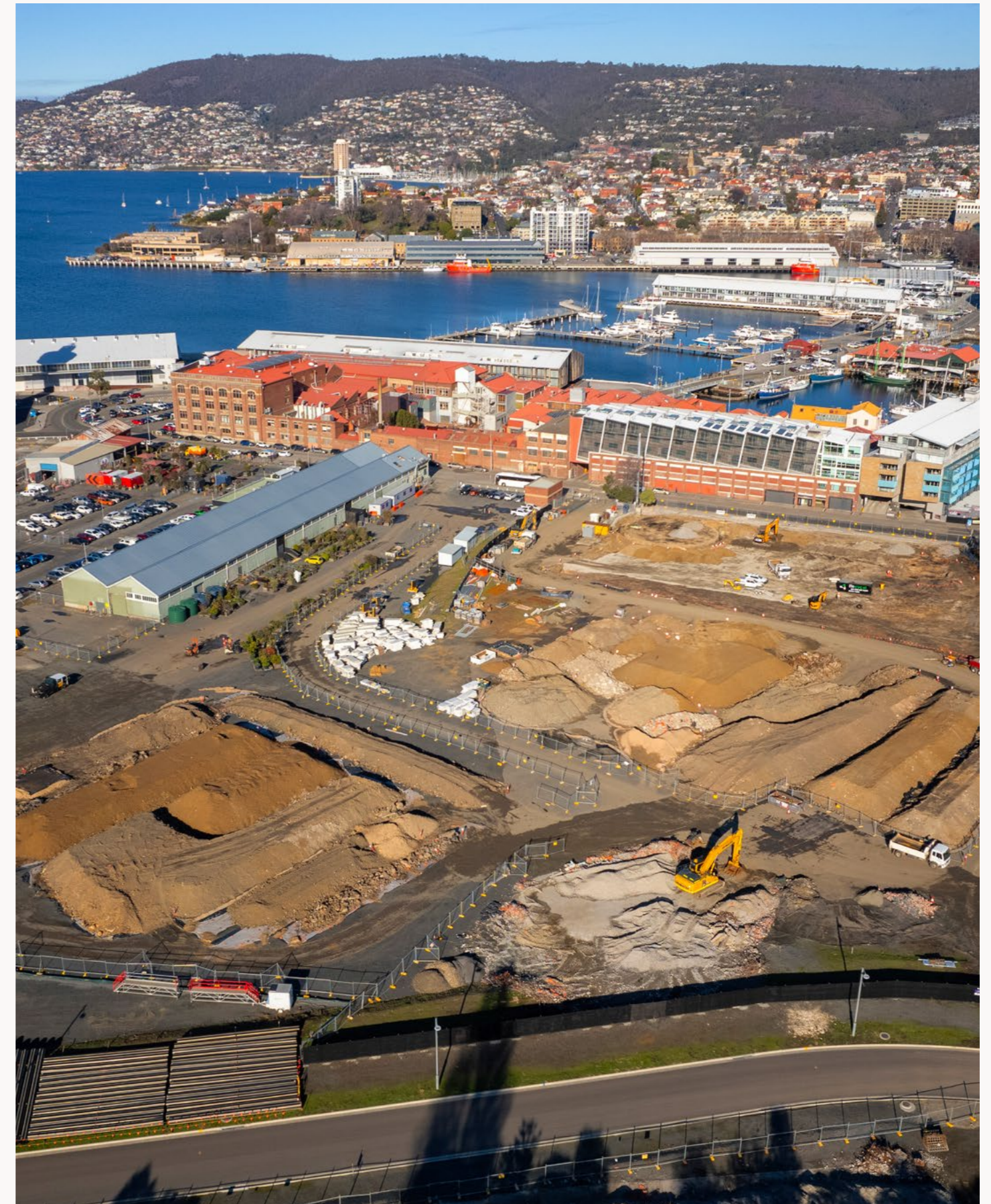


Figure 7-13: Macquarie Point Site – July 2024.

7.10 Climate Change

The TPC Guidelines require the consideration of section 8.8 including climate change and sea level implications from a risk perspective.

The assessment of risks associated with coastal inundation, storm surge and wave-runup/overtopping are separately addressed previously in this chapter. As are the assessment of projected climate change risks, including temperature and sea level rise, increased rainfall and urban heat island effect.

A desktop assessment was undertaken to develop a better understanding of the current temperature profile of the site and of the projected future impacts to the Site from changes in the climate. The assessment included the current and future heat risk for the Site.

The risks from extreme heat events are particularly challenging in urban areas due to the Urban Heat Island (UHI) effect. UHI effect is caused by altering natural surfaces to anthropogenic surfaces and land uses where the form, function and heat-trapping materials of the built environment absorb more heat and reduce permeability (and therefore surface moisture). This results in making urban areas hotter than surrounding rural and natural landscapes, impacting air quality, energy consumption and human health and morality.

Urban built-up areas are susceptible to the UHI effect, where temperatures are typically higher than in surrounding rural and natural areas. Factors such as the removal of trees, expansion of impervious surfaces and use of heat-trapping materials (like dark coloured roofs, bitumen pavements and cladding) contribute to increased surface temperatures. The obstruction of wind airflow from reduced building separation, larger buildings on smaller lots, and lack of tree canopy can further raise temperatures in urban areas.

To identify areas which have relatively elevated temperatures across the Project Site, the Land Surface

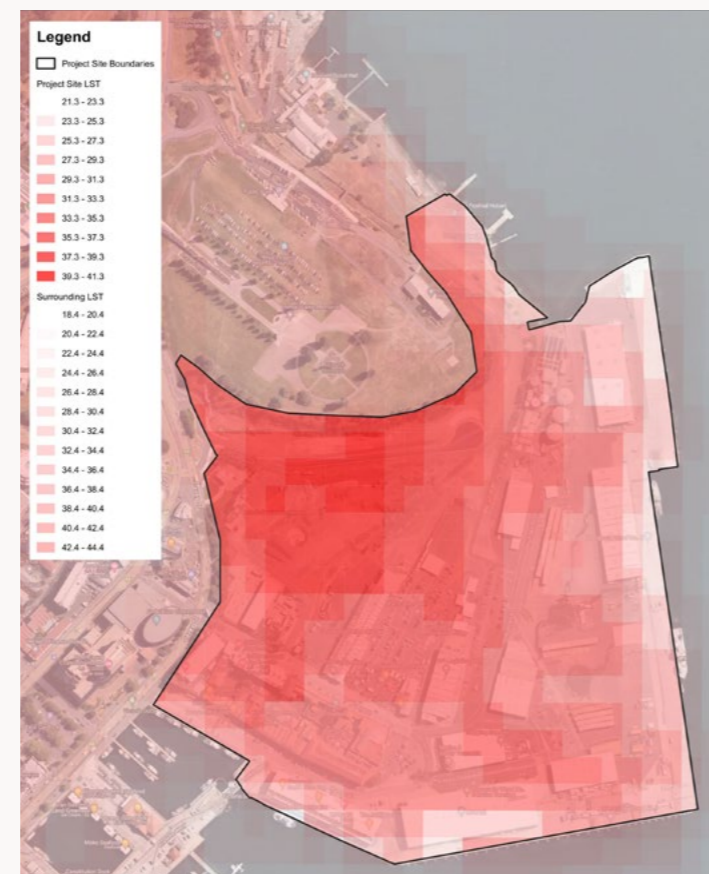


Figure 7-14: Project Site Land Surface Temperature (November 2018 – March 2019) – Macquarie Point Heat Risk and Climate Change Assessment – BMT Commercial Australia Pty Ltd – 31 May 2024.

Temperature (LST) of the Project Site were estimated using thermal bands of 30m-by-30m resolution Landsat-8 imagery following best practice approaches (Du et al., 2015). The hot summer of 2018/2019 (from 1st November 2018 to 31st March 2019) was used to analyse the maximum UHI effect on the Project Site.

This LST for the Project Site and surrounding area over the 2018/2019 summer is shown below in the following image.

The LST varies across the site, with cooler areas predominantly adjacent to the harbour, where temperatures range between 21.6°C and 31.6°C. Temperatures are lower

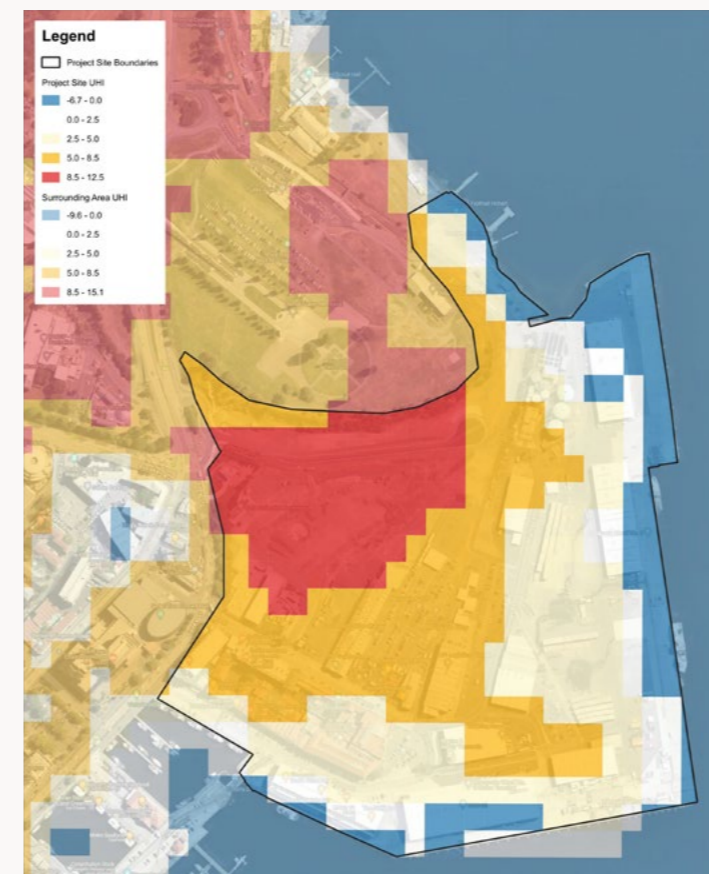


Figure 7-15: Project Site Urban Heat Island Hotspots – Macquarie Point Heat Risk and Climate Change Assessment – BMT Commercial Australia Pty Ltd – 31 May 2024.

in the northeast corner and gradually become warmer towards the southward, closer to the Macquarie Wharf No. 3 and areas adjacent to Constitution Dock. The hotter areas steadily become more concentrated from the interior westward with temperatures ranging from 34.2°C to 40.3°C.

The UHI hotspots relevant to the site were mapped as shown in Figure 7-15. Similarly to Figure 7-14, the major hotspots of the Project Site are predominately concentrated to the north-west of the site, south of the Anzac Parade. This area is primarily characterised by bare gravel, roads and black asphalt, as well as moderate to minimal areas of vegetated corridors separating Anzac Parade and Davey Street from the site. Areas with a lower UHI are concentrated to the eastern and southern boundaries of the site, closest to the River Derwent. This likely exposes built elements to the natural cooling function of the river and winds, which are naturally cooled by a large water body of the River Derwent.

Surface type heavily influences UHI and is dependent on the materials reflectivity. Reflectivity is measured by albedo and determines the extent that solar radiation will be reflected (or absorbed) by the surface.

Soil surfaces, comprising of gravel and bare soil, exhibited the most pronounced UHI effect, with a maximum average of 8.6°C higher than the baseline. This is likely due to the high heat absorption and slow emissivity of bare soils and gravel. Paved surfaces, largely comprising of asphalt or bitumen and concrete, followed closely with a maximum average UHI of 4.8°C, as expected due to their dark, heat-trapping nature.

In accordance with the climate projections supported by the City of Hobart, the number of extreme hot days (>40°C) is expected to rise. The frequency of heatwaves is projected to remain stable but with increased intensity (warmer days and nights) (T.A. Remenyi et al., 2020). Under a high emissions scenario, average annual daily mean, daily maximum temperature, hottest daily temperature of the year, temperature of warmest days and warmest nights, average summer days (>25°C) and average annual hot days (>30°C) are projected to incrementally increase by 2100.

Climate Variable	1961-1990 value	2021-2040 value	2041-2060 value	2061-2080 value	2081-2100 value
Average annual daily mean (°C)	11.9°C	12.9°C	13.5°C	14.2°C	14.8°C
Average annual maximum temperature (°C)	16.8°C	17.8°C	18.5°C	19.2°C	19.7°C
Hottest daily temperature of the year (°C)	35°C	36.3°C	37.5°C	38.1°C	38.7°C
Temperature of warmest days [99th percentile] (°C)	30.9°C	32.1°C	33.2°C	34.3°C	34.5°C
Temperature of warmest nights [99th percentile] (°C)	15.7°C	16.5°C	16.9°C	17.5°C	17.8°C
Average annual summer days (>25°C)	18 days	22 days	25 days	29 days	32 days
Average annual hot days (>30°C)	6 days	8 days	10 days	12 days	14 days
Average annual rainfall (mm)	561mm	549mm	554mm	553mm	563mm
Seasonal rainfall – Winter (mm)	150mm	134mm	141mm	141mm	152mm
Seasonal rainfall – Spring (mm)	141mm	136mm	130mm	129mm	113mm
Seasonal rainfall – Summer (mm)	139mm	156mm	144mm	142mm	154mm
Seasonal rainfall – Autumn (mm)	141mm	136mm	142mm	133mm	151mm
Annual maximum daily rainfall (mm)	77mm	88mm	81mm	79mm	92mm

7.10.1 Recommendations

There are a variety of measures that can help to reduce heat generation within urban areas. These include planning and design incorporating cool building materials, pavements and road surfaces, and increasing the amount of vegetation and water on the site.

Examples include:

- Use of vegetation such as trees and other shade forming species especially if strategically placed along prevailing wind corridors to enable passive cooling.
- Replacing heat absorbing infrastructure such as car parks with perforated surfaces such as vegetated areas.
- Using cool materials to increase reflectivity and emittance (cool roofs / cool and permeable paving).
- Use of water sensitive urban design.
- Ensuring buildings are laid out in a way that allows maximum airflow.

Urban heat is best managed using a suite of options and not being overly dependent on a single option alone.

A further detailed assessment is undertaken in the following appendixes:

- Appendix U – Coastal Inundation Assessment
- Appendix Y – Heat Risk and Climate Change Assessment.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 8

Potential Land Use Conflicts

8

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 7 and commentary on land use conflicts

Part II, Section 7 of the TPC Guidelines require information on the potential for land use conflict between existing activities in the locality. This specifically includes:

- Outlining what effects, the use of the stadium may have on current and future use of sites and places in the locality.
- Potential for conflict with existing activities undertaken in the locality and measures to mitigate potential conflict, including specific uses or places such as, the Cenotaph, Hobart Port operations, Cruise terminal and cruise passengers.

- Consideration of potential conflict(s) arising from:
 - Car parking demand, noise and vibration, pedestrian movement/behaviour and changes to traffic patterns and routes (such as road closures/ event/traffic management).
 - Information on suggested/recommended actions, mitigation strategies and plans to manage potential impacts.

To address this requirement, this section outlines:

- a summary of the part of the TPC Guidelines addressed,
- a list of supporting reports,
- responses to the relevant items in the TPC Guidelines,
- proposed conditions to consider as part of the assessment.

This chapter is supported by the following consultancy reports

Appendix Q – Noise and Vibration Assessment

Appendix AA – Construction Management Plan

Appendix N – Transport Study

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>Clause 7.0.2 The reports are to assess:</p> <ul style="list-style-type: none"> • 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 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, • the potential for current or future use of sites and places to restrict the capacity of the stadium to host major events. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix Q – Noise and Vibration Assessment</p> <p>Appendix AA – Construction Management Plan (CMP)</p> <p>Appendix N – Transport Study.</p>
<p>Clause 7.0.3 In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> – 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, • the level and characteristics of use of the stadium by Tasmanians and visitors outside of major events, • how the design of the proposed development will facilitate effective relationships between the proposed activities and uses. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix Q – Noise and Vibration Assessment</p> <p>Appendix AA – Construction Management Plan</p> <p>Appendix N – Transport Study.</p>

8.1 The Stadium & Context

TPC GUIDELINE REFERENCE 7.0

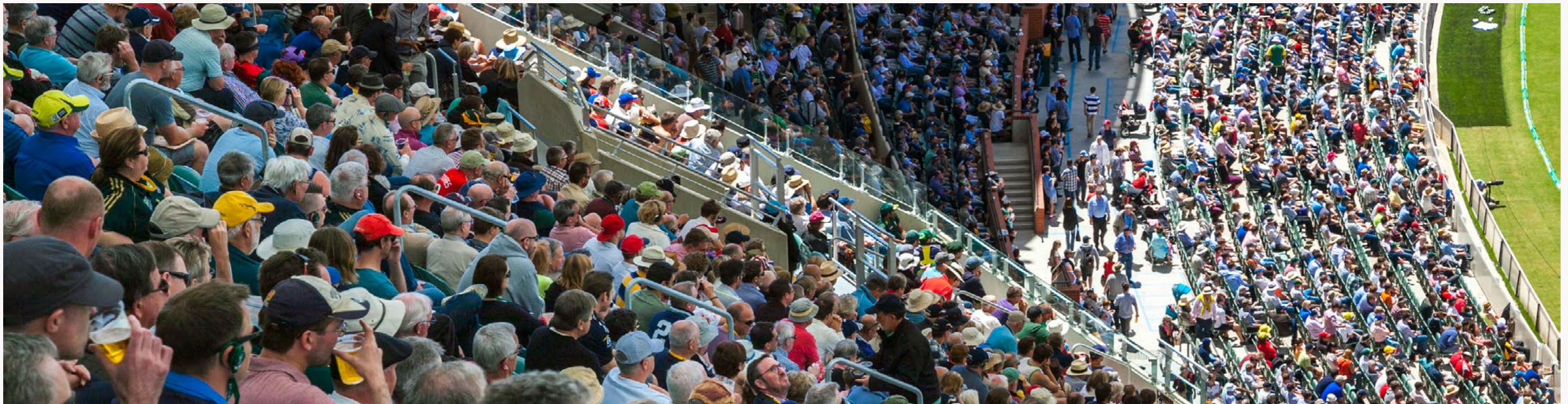


Figure 8-1: Adelaide Oval crowd.

This assessment has been made in relation to the stadium over three phases. The first is the construction of the venue, the second is the daily or regular functioning of the Multipurpose 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.

The final point outlined guideline 7.0.3 requires consideration of how the stadium design will facilitate effective relationships between the proposed activities and uses. This matter is not directly relevant to the consideration of potential land use conflicts between the Multipurpose

Stadium and adjoining, adjacent and nearby sites. Matters relating to the design of the stadium and relationship between the use and associated activities within the Stadium are provided in Chapter 1 of the PoSS Summary Report, supported by Appendix B – Stadium Design Description.

8.1.1 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.

8.1.2 Regular Uses

During non-event days, the Multipurpose Stadium has capacity to support a 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.

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.

8.1.3 Major Events

The capacity and anticipated use of the stadium will see approximately **8 events a year** anticipating patron numbers 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 Ogh-Ogoh procession and burning.

8.2 Traffic & Event Management

TPC GUIDELINE REFERENCE 7.0

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 PoSS includes provision of an underground car park below the future Antarctic Facilities Zone. The car park will provide spaces for staff and key management personnel and support staff associated with visiting sporting teams, and event promotion teams.

The likely impacts on adjacent land uses have been addressed in this PoSS Summary Report and the various consultant reports, and include:

- noise,
- vibration,
- traffic,
- parking,
- pedestrian movement,
- road closures,
- overshadowing.

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).

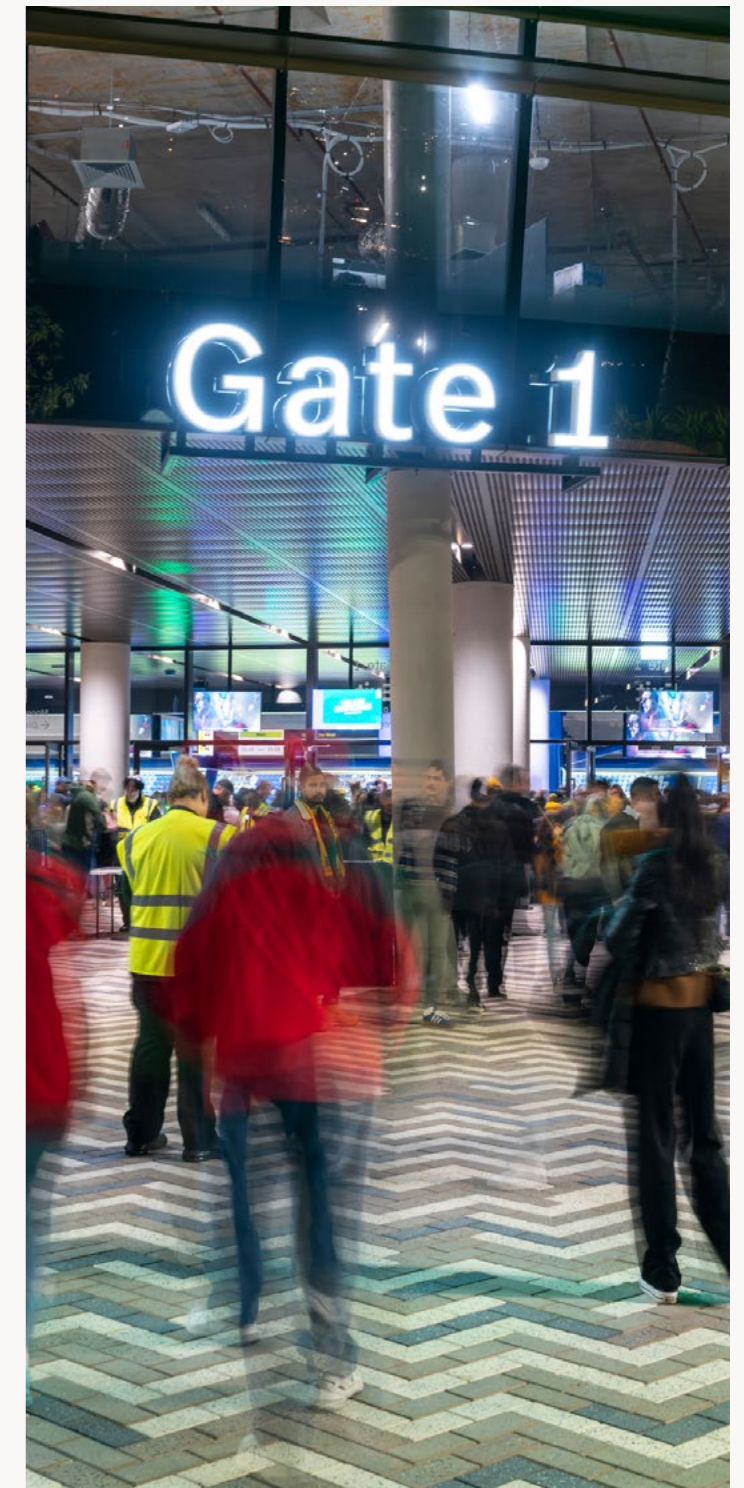
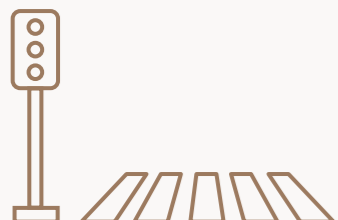


Figure 8-2: Gate 1 at Allianz Stadium (Sydney).



8.3 Noise-sensitive uses

With respect to noise emissions, major sporting events and concerts will naturally generate higher noise emissions, taking into account game sirens, music and entertainment and higher patron numbers.

The TPC Assessment Guidelines require specific consideration of noise-sensitive uses, which are defined in the Guidelines as:

land uses potentially particularly affected by noise. Including, but 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.

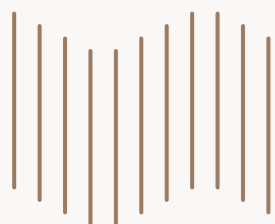
A range of noise-sensitive uses surrounding the Site have been identified and considered in the Noise and Vibration Assessment, as outlined below.

Table 2 from Appendix Q – Noise and Vibration Assessment

Receptor Reference	Location Description	Approximate Distance to the Stadium ¹
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
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.



8.4 Vibration

The TPC Guidelines also require consideration of likely vibration impacts on surrounding buildings.

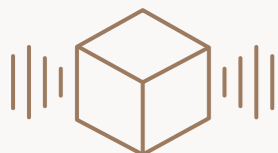
This includes the Royal Engineers Building, which is the closest receptor, the former gas works site (and tower) and buildings along Evans Street.

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 it is noted there are no statutory requirements or guidelines in Tasmania for assessing or managing vibration from construction. In this regard, 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).



Figure 8-3: Noise monitor on Macquarie Point (Photo: K Murray-Cox 2024).



8.5 Consideration of Overshadowing

Chapter 2 and 9 of this PoSS 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 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.



Figure 8-4: Macquarie Point site (Photo: GroundUp Imaging 2024).



8.6 Consideration of future potential use(s) of sites in the locality

Guideline 7.0.3 also requires consideration be given to the following:

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.

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.

Both the existing planning scheme(s) and 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 stadium to host major events. 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.

The recommendations of each of the corresponding reports have been drawn upon to provide a consolidated response to potential land use conflict for each of the following user groups. The consideration of noise related impacts focuses on those impacts likely to arise during major events at the Multipurpose Stadium, when noise emissions will be at their highest.



Figure 8-5: The public concourse around Queensland Country Bank Stadium (Townsville).

8.7 The Working Port & Cruise Terminal

The Port is currently used for a range of industrial functions, including loading and unloading goods and cargo, ship-to-shore services and refuelling.

The existing Macquarie Wharf no. 02 building, on the southern side of Hunter Street is utilised as a cruise ship terminal over the summer cruising calendar.

8.7.1 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.

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.

8.7.2 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 Slipways 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.

8.7.3 Changes to traffic routes, congestion and pedestrian movements

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.

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).

This is outlined in the Transport and Event Traffic Management Plan(s).

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 8-7) 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.

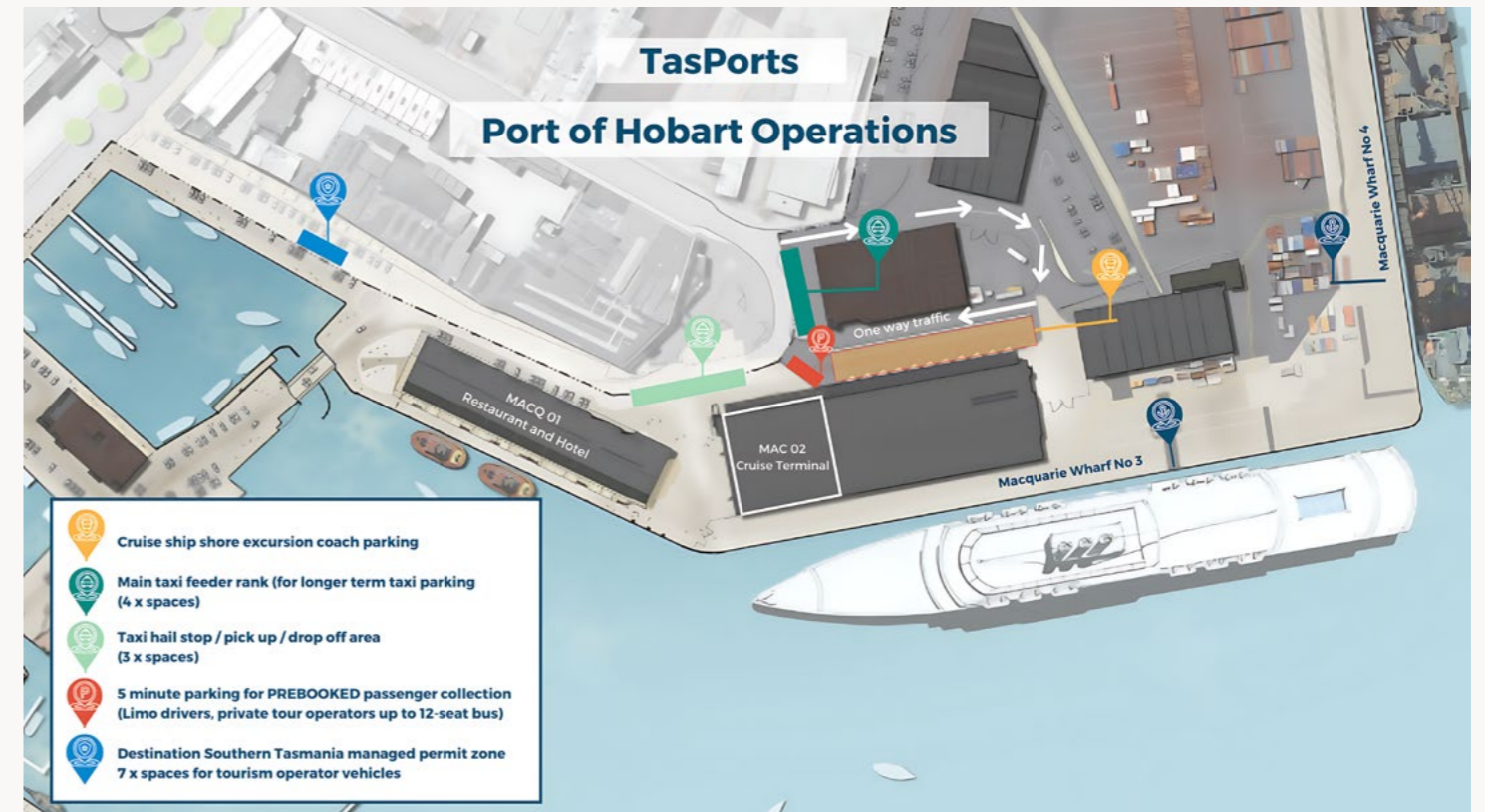


Figure 8-7: Cruise Terminal Operations (Source: TasPorts website June 2024).

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.

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.

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) as a result of the traffic management plans implemented by TasPorts.

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.

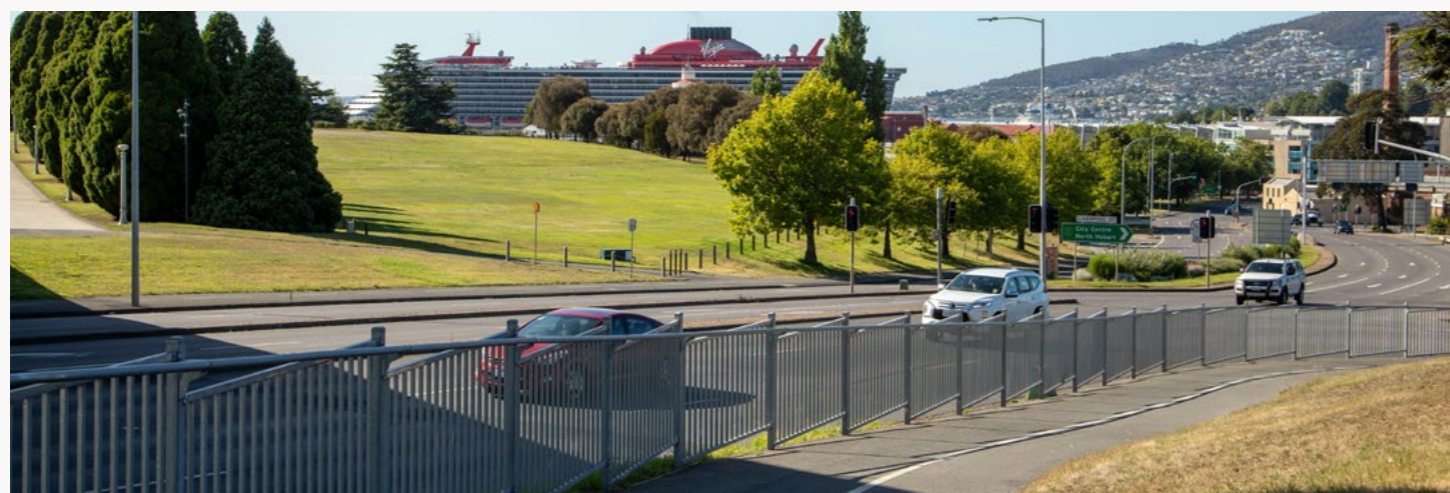


Figure 8-6: View to Macquarie Point, from the Tasman Highway (Photo: Pete Harmsen 2024).

8.8 Hunter Street Businesses, Hotels, Apartments and 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, along with a café, bar, restaurant and large atrium, along with 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.

8.8.1 Noise and Vibration

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 its 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.

8.8.2 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.

8.8.3 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).

8.9 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.

8.9.1 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:

8.9.2 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.

8.9.3 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 the 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.

8.9.4 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.

8.9.5 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 be 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.

8.9.6 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.

8.9.7 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 achieved 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,
- 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.

8.9.8 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.



Figure 8-8: View to Macquarie Point, from Battery Point (Photo: Pete Harmsen 2024).

8.10 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 PoSS 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.



Figure 8-9: Macquarie Point, from over the Derwent River (Photo: GroundUp Imaging 2024).

8.11 The Cenotaph, Regatta Grounds & Domain Slipyards



Figure 8-10: The Cenotaph.

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 Britain, 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),

Anniversary of the Korean War Armistice, set date 27 July.

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 2024, from 24 to 26 October.

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.

It has been confirmed that no conflicting events at the Stadium will be scheduled to coincide with 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 as an opportunity to broaden the ANZAC day message to a larger audience who could commemorate the day in close proximity to the Cenotaph. Such an event would only occur with consultation and agreement, with the RSL.

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.

8.11.1 Noise and Vibration

Construction Phase

Long-term and 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 above mentioned 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.



Figure 8-11: Excavator in use on Macquarie Point (Photo: K Murray-Cox 2024).

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.

8.11.2 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 as part of the PoSS process 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.

8.11.3 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.

8.12 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 Street.

It is also often utilised for other events, such as University of Tasmania graduation ceremonies.

8.12.1 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.

8.12.2 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.

Major events at the Multipurpose Stadium may occasionally occur on weekday evenings (Thursday or Friday nights), however 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.

In order 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.

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.

8.12.3 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.

8.13 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.

8.13.1 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).

8.13.2 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.

8.13.3 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.

8.14 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.

8.14.1 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).

8.14.2 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.

8.14.3 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.

8.15 The Bahai Centre for Learning

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.

8.15.1 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.

8.15.2 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.

8.15.3 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.

8.16 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.

8.16.1 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.

8.16.2 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.

8.16.3 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.

8.17 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 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.



Figure 8-12: The arrival promenade at Optus Stadium (Perth).

8.17.1 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. It is also expected that the Multipurpose Stadium will inform the design of the residential precinct, to minimise potential for impacts on internal and external areas of dwellings.

8.17.2 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.

8.17.3 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.

8.18 Section Summary & Mitigation Measures

8.18.1 Noise and Vibration Summary

The associated Noise and Vibration Assessment and preliminary Construction Management Plan indicate the potential for significant vibration impacts would most likely occur during the construction phase. 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.

A range of noise-sensitive receptors have been identified in the surrounding area, including several apartment buildings, Hotels and restaurants directly south of the Multipurpose 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 close proximity to the north.

The Noise and Vibration assessment concluded that there was potentially high risk of noise impact from music concerts on the closest noise-sensitive receptors, however worst-case music concert scenario will have a frequency of occurrence of one per year. The infrequency of the event may 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 of each Multipurpose Stadium event were assessed for duration and characteristics to determine impacts such as tonality and impulsiveness. In addition, the predicted noise levels were compared with the existing noise environment in the vicinity of the Project. The assessment of potential noise and vibration impacts demonstrates that with appropriate mitigation measures, impacts from the Multipurpose Stadium can be effectively managed to minimise disruption to the surrounding community.

Table 29 – Risk Assessment of Noise Source Characteristics

Noise Source	Noise Duration	Distance to Nearest Receptor	Characteristic	Potential Risk	Potential Mitigations	Post Impact Risk
Music Concerts	Over the event period. 1 concert per year	40 metres	Varies according to the genre of music. Examples: low frequency (bass) sound	High	<ul style="list-style-type: none"> stadium façade/roof treatment, guideline controls, e.g. noise limit, event and time limit, management plan. 	Moderate
Sporting events (PA system, crowd noise)	Over the event period. Nominally up to 1 event per weekend	40 metres	No impulsive or tonal characters in general	Moderate	<ul style="list-style-type: none"> stadium façade/roof treatment, guideline controls, e.g. noise limit, event and time limit, management plan. 	Low to Moderate
Game sirens	Short (4 second intervals during sporting event)	40 metres	Impulsive	Moderate	<ul style="list-style-type: none"> stadium façade/roof treatment. 	Low to Moderate
Plaza events with temporary generators	Occurring over a day(s)	30 metres	Generators used could be tonal	Moderate	<ul style="list-style-type: none"> placement of generators, local acoustic enclosure. 	Low
Building services plant	Permanent	40 metres	Plant equipment may be tonal	Low (can be practicable mitigated through attenuations)	<ul style="list-style-type: none"> acoustic louvres, attenuators, bms, vibration isolation. 	Low
Loading dock and waste collections	Short but may occur several times a week	170 metres	Truck reverse beepers and loading dock operation could be tonal and impulsive	Low due to distance to receptors	<ul style="list-style-type: none"> enclosed loading dock. 	Low
Bus plaza	Pre and post events	300 metres from existing receptors, 30 meters to potential future apartments	Engine idling noise can be tonal	Low, management control can be implemented to avoid bus idling	<ul style="list-style-type: none"> management controls, schedule of bus arrival and departure. 	Low

The recommendations summarised here will assist in achieving a balance between the Multipurpose Stadium’s operational needs and the preservation of environmental quality and community well-being.

Recommended mitigation measures include establishing 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 that 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.

These will be reflected in an Event Management Plan, which will be required to be approved under a condition of the order approving the Project.

8.18.2 Parking Demand, Traffic and 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 PoSS Summary Report and supporting consultant documentation:

PoSS Summary Report:
– Chapter 4 – Movement
Appendix Q – Noise and Vibration Assessment
Appendix N – Transport Study
Appendix AA – Construction Management Plan.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 9

Other Planning Matters

9

How to read this chapter

Responding to TPC Guideline reference: Part II, Section 9

Part II, Section 9 of the TPC Guidelines require information on other matters not already set out in the submission.

This specifically includes:

- Signs proposed as part of the development.
- Information on the construction planning and management process.
- The ability to connect to utility services (such as electricity, gas, water, stormwater and sewerage).
- Information on emergency management and incident response.

To address this requirement, this section outlines:

- A summary of the part of the TPC Guidelines addressed.
- A list of supporting reports.
- Responses to the relevant items in the TPC Guidelines.
- Proposed Conditions to consider as part of the assessment.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>9.1 Signage</p> <p>9.1 Provide details on any proposed signage and the cumulative effect on buildings and amenity of the area, including:</p> <ul style="list-style-type: none"> • visual clutter, • impact of signs on heritage places/buildings, existing signage and pedestrian movement and safety, • colour/illumination of signage. <p>Provide:</p> <ul style="list-style-type: none"> • a wayfinding/signage strategy, • details on content, size and dimensions of signs. <p>An assessment of the signs against Schedule 4 of the SCPS.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix Z – Signs.</p>
<p>9.2 Construction Management</p> <p>9.2.1 Provide details on construction management process, timeframes, traffic management, excavation requirements overall methodology and reporting and monitoring.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix AA – Construction Management Plan.</p>

TPC GUIDELINES	RESPONSE
<p>9.3 Utility Services</p>	
<p>9.3 Discuss, assess and demonstrate the PoSS:</p> <ul style="list-style-type: none"> • can occur within the capacity of existing utility services (electricity, gas, water, stormwater, sewerage), • where relevant, the required augmentation of utility services is viable and supported by asset managers, • where the development directly impacts on existing utility services, assets are able to be relocated or modified in an acceptable manner. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix BB – Services Report – Infrastructure Strategy.</p>
<p>9.4 Emergency Management</p>	
<p>9.4 The reports are to describe and provide information on:</p> <ul style="list-style-type: none"> • the overall design of emergency exit routes and spaces, • how the design of stadium enables emergency services to access all areas of the stadium from the public road network, • the criteria and process to be followed to ensure the design and management of evacuation procedures and access for emergency services is undertaken in an acceptable manner, • how evacuation procedures and management of people movement is undertaken to maintain the transport and traffic flow function of the major road network. <p>Provide maps and plans showing design/management of roads, routes, pathways and spaces, external to the stadium building.</p>	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Appendix CC – Emergency Management and Incident Response.</p>

This chapter is supported by the following consultancy reports

Appendix Z – Signs

Appendix BB – Services Report – Infrastructure Strategy

Appendix AA – Construction Management Plan

Appendix CC – Emergency Management and Incident Response

9.1 Signage Strategy

TPC GUIDELINE REFERENCE 9.1

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 night time hours. To achieve this, signage needs to be clear, highly legible and, of a scale that is proportionate to the stadium building and surrounding space.

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

The TPC Guidelines require signage to be 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 proposed signage strategy includes a wayfinding strategy, which ranges from larger signs to identify the Site from a distance to smaller directional signs to assist in crowd direction and dispersal through the plaza area. 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 building or proposed within a heritage street scape.

Whilst consideration has been given to these standards, the PoSS assessment process is separate from the standard use/development assessment process to which the SCPS applies. The following addresses each of the TPC Guidelines specifically.



Figure 9-1: Gate signage.

9.2 Stadium Signage Size and Use

TPC GUIDELINE REFERENCE 9.1

The signage is designed to be relative to the Multipurpose 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, whilst having a relationship that responds to the proportions of the Multipurpose Stadium and is not out of scale.

The proposed signage strategy encompasses four levels of sign types, each delivering necessary information and visual cues at different stages of the visitor journey. They are:

9.2.1 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, on opposite sides of the stadium, 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 on the southern-plaza and north-western plaza façades of the Stadium.

The signs would be classified under the SCPS as a Wall Sign, which allows, 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. Whilst the final dimensions have not yet been determined, it is possible that the sign would exceed the discretionary provisions of the SCPS.

9.2.2 Stadium Totem Signs

There are 4 totem signs proposed throughout the Site. The purpose of these signs is to promote the home team or promote events at the Multipurpose Stadium. Signs will be LED screens to allow for imagery. These signs are to be permanent, freestanding and designed to integrate with the surrounding landscape. The LED signs are proposed to reflect the multipurpose use, without the need to physically remove static signs, or cause clutter of having to establish additional signs.

The signs will also incorporate wayfinding in the lower third and signage will be consolidated where possible.

Each sign would be approximately 6m high and designed to be visible from 20m away or more, across the plaza and above the height of the crowd.

The SCPS would classify these as a Blade Sign, and stipulates a maximum height of 2.4m. The proposed signs will be located in a plaza context not envisaged by the scheme. 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.

9.2.3 Gate Entry Signs

The signs will be located over 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.

4 Gate Entry Signs are proposed, 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.

The SCPS designates these signs as Wall Signs, for which the scheme allows 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. It is likely that these signs are compliant with this standard.

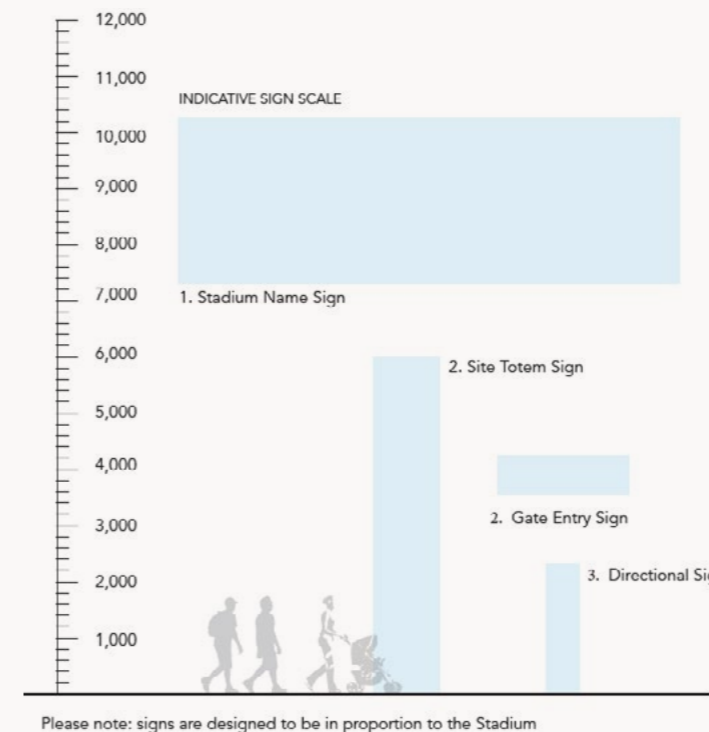


Figure 9-2: Indicative sign scale.

9.2.4 Directional Signs

These signs help direct patrons and the public around the Site to find toilets, amenities, entrances and emergency evacuation points.

These signs are to be permanent, will not contain advertising and 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.

It is proposed that 6 – 8 of these signs will be located around the site, at a height of approximately 2.5m. The SCPS would classify these as a Blade Sign and stipulates a maximum height of 2.4m. These signs would either be able to be made compliant, or be within a reasonable tolerance to compliant height.

The signage plan for the Multipurpose Stadium must comply with wayfinding strategies to safely guide and direct large crowds moving towards, and around, the site. 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.

The wayfinding strategy therefore has responded with 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.

As more detailed design evolves around the signage, the requirements of the SCPS will be taken into consideration where possible to ensure that 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. However, a building identification sign will be placed on the axis with Davey Street to increase exposure from passing traffic. In the context of the scale of the building and the setback from the road, this does not unduly contribute to any risk to traffic.

The retention of significant curtilage around the Multipurpose Stadium is anticipated to assist in managing and mitigating potential effects, such as those identified above.

For further consideration of the proposed signage, please refer to the following sections of the PoSS Summary Report and supporting consultant reports/ documentation:

Appendix Z – Signs.

9.3 Construction Management

TPC GUIDELINE REFERENCE 9.2

A preliminary Construction Management Plan (CMP) has been prepared by Zancon. The report demonstrates that the works associated with the construction of the proposed Multipurpose Stadium is possible and can be carried out in a manner that will not unduly impact on the environment and the community. This document will provide initial high level assessment and guidance for the Contractor who will prepare their own detailed Construction and Environment Management Plan (CEMP) which will provide more detail on such elements as the stages and periods of construction, including details on the daily timeframes for key elements of the construction process.

A draft Site Establishment Plan has been prepared, outlining indicative controls to manage the following:

- temporary site fencing/gates to secure areas not already secured by fencing,
- on-site storage, compounds, site office, etc.,
- hoardings to protect the public,
- traffic crossing over public access,
- connection to temporary services,
- site amenities installation,
- sediment and erosion control measures,
- identification of services to be protected,
- statutory and contact signage.

In establishing the "Site", the Contractor will be required to secure the area for all active work areas including the carpark provided for the use of site-based tradespeople to ensure the safety of the public and protection of the works.

Subject to engineering design, sedimentation could be located on the Eastern sides of the boundaries and split into two areas to catch run off with minimal travel distance. Both areas are near stormwater and sewer connections and will facilitate sampling and testing of water prior to any discharge into these systems.

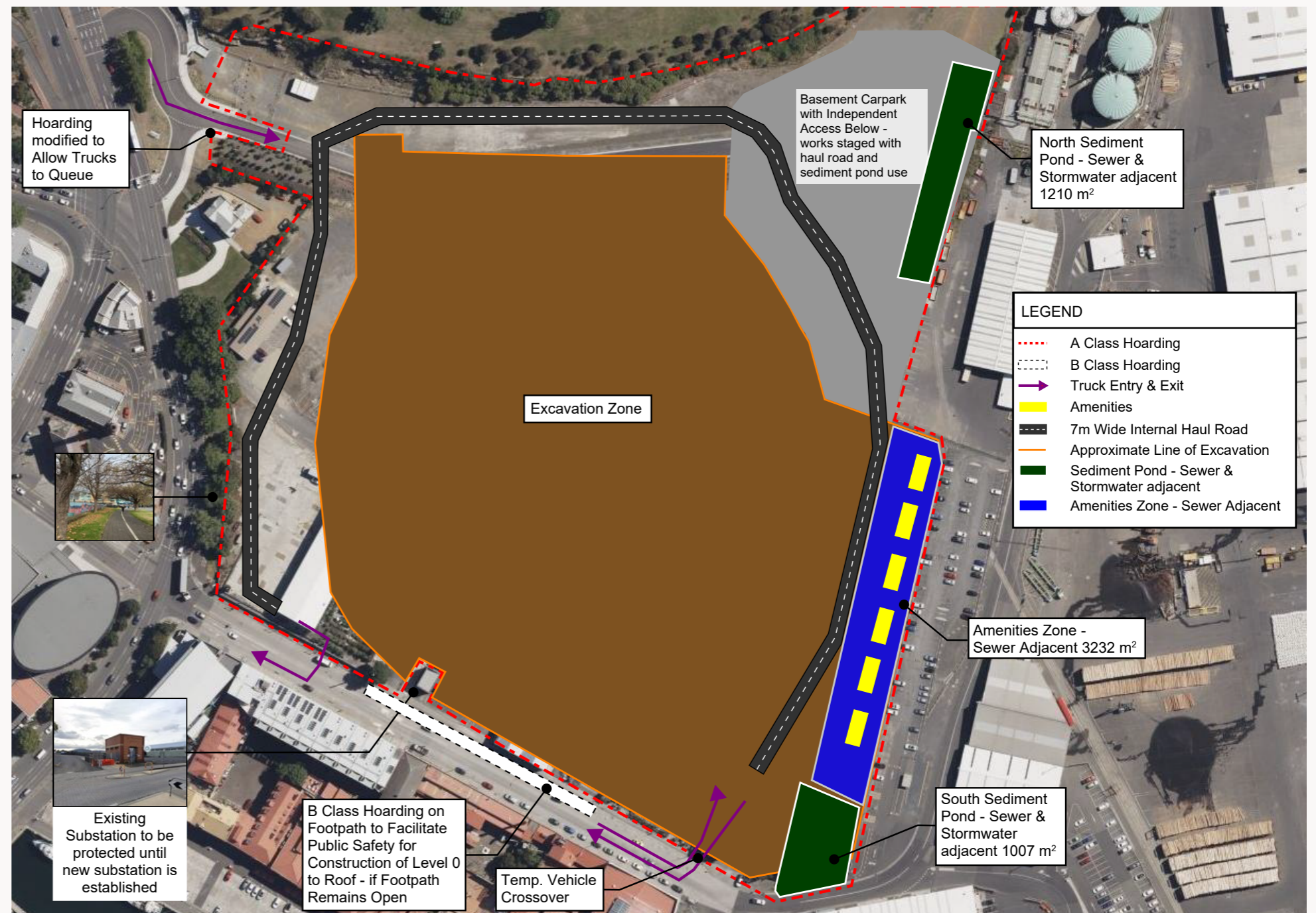


Figure 9-3: Draft Site Establishment Plan (Source: Draft Site Establishment Plan – associated with Construction Management Plan, Zancon).

9.3.1 Construction Management Requirements

Construction works are planned to run from 2025 through to completion of building, testing and commissioning of the Main Works in December 2028, prior to AFL overlay and other events focused works that will run for up to six (6) months until July 2029.

The stages of works will likely involve:

- enabling works,

- site retention and bulk excavation,

- substructure,

- structure and roof,

- services and finishes,

- landscaping and public domain.

To enable construction to occur, whilst minimising impact on surrounding neighbours and operations, the following requirements are suggested.

- 1** Generally, works will be conducted in daylight hours as are likely to be approved in the conditions of the Order approving the Project . This will allow construction over the period from:

 - a. 7.00am to 6.00pm Mondays – Fridays, with Saturdays permitted to work 8.00am to 6.00pm.
 - i. Construction crews will endeavour to restrict construction noise to typical work hours between 7.00am - 5.00pm Mondays – Fridays and 8.00am - 4.00pm Saturdays.
 - b. Works are not currently planned to be undertaken on Sundays, public holidays or any Cenotaph Special Event periods.
 - c. Works outside these times would be done on an exception basis or in response to an emergency.

- 2** The Contractor will be expected to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP), as a condition of the Order, informed by the Traffic Impact Assessment and implement the plan prior to commencement of works. The CPTMP will seek to:

 - a. Minimise the impact on pedestrian movements,
 - b. Maintain appropriate public access to adjoining lands and properties,
 - c. Minimise the impact to existing traffic on adjacent roads and intersections,
 - d. Maintaining access to/from any adjacent properties,
 - e. Strictly adhere construction vehicle movements to designated routes to/from the site,
 - f. Manage and control construction vehicle activity in the vicinity of the site,
 - g. Ensure construction activity is carried out in accordance with approved hours of works,
 - h. Ensure that all trucks will be loaded to their prescribed weight limits, within the site boundary, and be covered with a tarpaulin (rubbish loads only) prior to exiting the site.

- 3** The majority of transport routes to the project are yet to be proposed and will involve consultation with the City of Hobart, as will any temporary road closures necessary and other necessary authorities.

 - a. It is anticipated that construction vehicles and materials will utilise existing access points to the site, via Evans Street and the Tasman Highway.
 - b. In addition to site access via land, exploration of the option to bring materials in by water through TasPorts will be evaluated and considered for feasibility, by the Contractor on their appointment and will be subject to further investigation and agreement on how this can be carried out with TasPorts.

- 4** Specific environmental management principles and plans to be implemented on site with environmental performance to be monitored throughout the Works, in accordance with future engineering design requirements. Requirements during construction include:

 - a. Implementation of a Construction Noise, Dust and Vibration Management Plan,
 - b. Preparation of a Sampling, Analysis and Quality Plan (SAQP) for air quality and odour control,
 - c. Implementation of erosion and sedimentation controls (Soil and Water Management Plan), prior to the commencement of any works on-site, to prevent sediment run-off and erosion during construction,
 - d. Implementation of a Stormwater Management Plan (SWMP), to ensure all surface run-off water will be diverted from site where possible and run-off captured in the sedimentation detention for treatment prior to disposal,
 - e. Implementation of a Construction Pedestrian and Traffic Management Plan (CPTMP) to manage all vehicle movements and deliveries,

- f. Coordinating demolition and construction activities in accordance with the Site Environmental Management Plan (SEMP, 2021),
- g. Conducting dilapidation Surveys (for all existing buildings on the site, where required),
- h. Implementation of fencing around restricted areas (such as the curtilage around heritage sensitive areas).

The implementation of these measures will enable construction to occur in a manner that avoids significant adverse effects to surrounding land uses and infrastructure.

For further consideration of the construction management, please refer to the following sections of the PoSS Summary Report and supporting consultant reports/documentation:

Appendix AA – Construction Management Plan.

9.4 Utility Services

TPC GUIDELINE REFERENCE 9.3

9.4.1 Overview

The provision of infrastructure has been considered on a whole-of-precinct basis. This means that preliminary demands associated with future use/development forming part of the Macquarie Point Precinct Plan has also been considered in the modelling.

As outlined in the Infrastructure Strategy prepared by JMG the following projects are either underway or will be required as 'Enabling' works, to be completed prior to the Multipurpose Stadium opening. The specific works associated with the upgrades are to be considered and approved outside the PoSS process. These works will be delivered prior to the final completion of the Multipurpose Stadium.

Infrastructure Enabling Projects – Summary Table

Project	Purpose	Priority	Included within PoSS?	Status	Timing
Sewer Trunk Main Diversion	Relocate existing sewer trunk main to eastern boundary of the Site.	High	No	Works to begin in late 2024.	To be completed 2025.
Water Service Provision/Upgrades	Provide upsized water connections to service Stadium / broader precinct.	High	No	Various options / preliminary designs prepared. Subject to further planning / discussions with TasWater.	To be completed prior to Stadium opening (2029).
HV Electricity Provision/Upgrades	Increase power supply to support Stadium demand. Relocate existing substation(s).	High	No	Preliminary options prepared. Further discussions with TasNetworks required, including capacity assessment.	Prior to Stadium opening (2029).
Stormwater Provision / Upgrades	To direct stormwater from the site to existing connections, where possible. Implement Water Sensitive Urban Design and protect water quality.	High	No	Preliminary options prepared. Further discussions with Hobart City Council required.	Prior to Stadium opening (2029).

9.4.2 Infrastructure Design

JMG have undertaken a detailed assessment of existing service infrastructure within the Site and surrounding area.

This analysis has confirmed that upgrades and provision of new infrastructure will be required to service the Multipurpose Stadium, whilst also catering for expected future demand associated with the broader Macquarie Point Precinct Plan. Although the strategy considers both the Multipurpose Stadium and anticipated use/development within the broader precinct, the following summary considers the infrastructure required to service the Multipurpose Stadium only.

The following outlines the basis of design and methodology, as provided in the accompanying Infrastructure Strategy.

1 Sewer Infrastructure

A trunk 1200mm diameter sewer main diversion is proposed to continue down Evans Street before turning north through and into the new sewer pumping station, which is replacing the existing WWTP. The main will be considerably deeper than the existing main (down to -1.7m AHD), potentially allowing for a deeper sewer connection.

Estimated design sewer flows are summarised in the design sewer flow summary.

Design Sewer Flow Summary

Site	Floor Area/Seats	Design Sewer Flow (l/s)	Average Dry Weather Flow (l/s)
AFZ	11,500m ²	11.1	4.60
AFZ Car Park	23,100m ²	3.60	0.60
Complimentary Integrated Mixed-Use Zone	22,200m ²	6.20	0.40
Residential	8,400m ²	4.30	-
Multipurpose Stadium	25,000 seats	33.00	-
	31,000 concert	42.0	-
Public Open Space	15,000m ²	0.90	-

The Site is well located for access to existing gravity sewer connections. The site is to be developed as a Strata Title or leased development across a single title. However, due to its size it is proposed that several connections to the TasWaters network be provided. The table below summarises proposed connections.

Site	Branch Size (mm)
AFZ and Car Park Zone	225
Complimentary Integrated Mixed-Use Zone	150
Residential	150
Multipurpose Stadium (24,500 seats, 31,500 Concert)	375*
Public Open Space	150
District Infrastructure Scheme	150

* Sewer connections to the stadium may be split with corresponding smaller connections to the east and south.

2 Water Infrastructure

The Site is well located for access to existing water infrastructure. A DN450/600 bulk water main transfers water from the reservoirs, down Brooker Avenue and Campbell Street to Davey Street, approximately 2.7km from the reservoirs. A DN250 water main then runs up Davey Street to an existing DN200 water meter adjacent the Royal Engineers Building that currently services a portion of the site. The Macquarie Point precinct is encircled by minimum DN150 water mains.

The following customer connection points currently service the site:

- L474425 – DN200 near the Royal Engineers Building off the DN250 DICL water main in Davey Street.

- L115729 (20mm) and L135202 (50mm) that currently service Matrix Management Group off the DN250 DICL water main in Davey Street.

- L450332 (25mm) and L443057 (50mm) that currently service 6 Evans Street off the DN200 DICL water main in Evans Street.

- L95559 (20mm), L450443 (65mm) and L26023 (32mm) that currently service the Goods Shed off the DN150 DICL water main in Evans Street.

- L491923 (unknown size) that currently services the Red Shed (Hobart Brewing Company) and L160426 (32mm) that currently services 16a Evans Street, both off the DN150 DICL water main in Evans Street.

Site	Floor Area/Seats	Peak Water Demand (l/s)	Demand Pattern	Fire Flow (l/s)
Car park and AFZ	34,600m ²	7.20	Residential	32
Complimentary Integrated Mixed-Use Zone	22,200m ²	3.30	Residential	26
Residential	8,400m ²	2.20	Residential	26
Multipurpose Stadium	25,000 seats 31,000 concert	35.0 42.0	1pm, 4pm and 7pm peaks	6.2
Public Open Space	15,000m ²	0.30	Residential	N/A

It is proposed that the Site will be developed as a Strata-Title and that the internal domestic and fire service mains will be owned and operated by the prescient operator.

To assess capacity constraints, it is assumed that a minimum of three connections to the TasWater network will be required, as follows:

1. A DN200 connection at the current location on the Tasman Highway, adjacent to the Royal Engineers Building.

2. A DN150/200 connection off Evans Street adjacent to 12 Evans Street (the current TasNetworks substation).

3. A DN100/150 connection on the northern extent of the proposed Carpark, adjacent to the western boundary of the current Macquarie Point Sewage Treatment Plant.

TasWater undertook network modelling in November 2023 for a 40,000 seat stadium option with a fire demand of 66l/s to understand capacity constraints within their network.

The following scenarios were modelled: Non-Fire, Peak Hour Demand

- Connection 1 – Half the Stadium demand.

- Connection 2 – Half the Stadium demand, CIMU zone, POS.

- Connection 3 – Regatta residential area and AFZ.

Only one fire demand needs to be applied at a time. The Stadium fire flow was considerably larger than other fire flows and was thoroughly assessed.

Three scenarios were considered:

1. Half fire flow from Connection 1 and the other half from Connection 2, with 2/3 peak hour background demand.

2. Full fire demand from Connection 1, with 2/3 peak hour background demand.

3. Full fire demand from Connection 2, with 2/3 peak hour background demand.

A fourth scenario was also considered, a 26l/s fire demand from Connection 3 (for the residential area), with 2/3 peak hour background demand.

Sensitivity modelling for the 40,000-capacity stadium showed that there was adequate pressure and flow available in the network to cater for the proposed demands for both fire and non-fire scenarios. However, several pipes in the vicinity of the proposed development experienced excessive pressure loss above the maximum allowable 5m/km.

Given that AECOM's preliminary fire infrastructure design for the Multipurpose Stadium is proposing a full-capacity tank solution with substantially reduced fire demands, TasWater have been requested to review their modelling based on this reduced demand and stadium capacity. The lower demands showed a reduction in excessive pressure demand losses, but there may still be a need to upgrade the downstream infrastructure.

3 Stormwater

The Site is in close proximity to the Derwent Estuary and is adequately serviced by existing stormwater infrastructure. The existing stormwater infrastructure that can be utilised to service the development has been identified as Catchments 1 to 6.

Catchment 1 – Existing DN750 Northern Connection to Hobart Rivulet. Its HGL capacity is estimated at approximately 1100l/s.

Catchment 2 – Existing DN300 Under Davey Street. Its capacity is estimated at 250l/s.

Catchment 3 – Existing DN300 Northwestern End of Evans Street. This has a maximum capacity estimated at 450l/s.

Catchment 4A & 4B – Existing DN300 Southwestern End of Evans Street and Existing DN525 to TasPorts. Subject to confirmation of the pipes invert level and condition, it is proposed to utilise capacity within this system to take flows from the Stadium roof. Subject to this investigation and final roof discharge design, the capacity of this system could be increased by replacing the existing pipework.

Catchment 5 – Existing DN525 through TasPorts. This does not form part of the City of Hobart’s stormwater network, and it is recommended that the pipeline’s condition should be inspected by CCTV investigation.

Catchment 6 – Existing DN300 Domain Regatta Pavilion. Its capacity is estimated at 380 l/s.

The estimate capacity constraints in the receiving system, runoff from each catchment has been calculated for a 5% AEP rainfall event with the following results.

Catchment	Pipe Capacity (l/s)	Catchment Area (m ²) – External to Stadium	Runoff Coefficient	5% AEP Rainfall Peak Runoff External to Stadium (l/s)	Capacity available for Stadium roof (l/s)	Invert Level at the Connection Point
Catchment 1 Hobart Rivulet DN750 Northern Pipe to Rivulet	1,130	2,900	0.9	630	500	2.90m
		40,000	0.5			
		4,000	0.9			
Catchment 2 Davey Street DN300 under Davey St	130	6,900	0.6	115	15	TBC
Catchment 3 Evans St Southwest DN300 under Evans Street to Victoria Dock	80	2,450	0.9	50	30	2.33m
Catchment 4A Evans Street Southeast DN300 under Evans St	65	5,350	0.9	65	0	2.35m
Catchment 4B Evans St DN525	430	2,640	0.9	180	250	TBC
Catchment 5 DN525 TasPorts	500	9,450	0.9	200	300	TBC
Catchment 6 DN300 at Regatta Grounds	380	10,000	0.7	165	N/A	TBC
Total	2,715	83,690	-	1,405	1,095	

The table above shows that there is sufficient capacity within the existing stormwater network to take runoff from the precinct with approximately 1095 l/s available for the Stadium roof. Preliminary calculations from the Stadium Designers estimate that the 5% AEP stadium roof discharge will be 855 l/s increasing to 1,360 l/s for the 1% AEP event. If discharge from the Stadium roof can be split between catchments 1, 4B & 5 (with an available capacity of 1,050 l/s) detention for the roof run-off may not be required.

The Sullivans Cove Planning Scheme requires comprehensive consideration of stormwater harvesting and reuse. Given the numerous existing outfalls to the Derwent Estuary, new outfalls should be able to be avoided and it is proposed to utilise the existing outfalls.

For consideration of water quality and management, including water sensitive urban design measures and stormwater treatment, please refer to the following sections of the PoSS Summary Report and supporting consultant documentation:

PoSS Summary Report

– Chapter 7. Environmental quality and hazards

Appendix BB – Services Report – Infrastructure Strategy

Appendix S – Stormwater Management Plan.

4 Electrical Supply

The proposed supply arrangement for the precinct is to provide TasNetworks supply to the District Infrastructure Scheme (DIS), a central precinct-wide distribution plant and network, from which high voltage reticulation will feed each of the precinct zones via localised substations sized to meet the demand.

However, the options also consider the impact of reverting to a conventional network forming part of the TasNetworks distribution. As part of this assessment, the means of electricity metering needs to be considered, whether at high voltage, or at low voltage, or as a combination of the two options, dependent upon the final arrangement and management of the facilities.

Title arrangements will also impact the solution, whether the precinct is under a single title, strata titles, and separate titles.

Data regarding the projected demand for the Stadium has been provided by AECOM, as the lead engineers for the Stadium design. This data is used in the table below.

Facility	Floor Area/Units	Load	Comments
Multipurpose Stadium	20,000 seats 31,000 concert	4.6 MVA	All electric cooking
Antarctic Facility Zone	11,500m ²	1.2 MVA	
Complementary Integrated Mixed-Use Zone	22,200m ²	2.2MVA	
Residential	100 units	0.6 MVA	
Subtotal		8.6 MVA	
Contingency		2.1 MVA	Allow + 25%
Total Load		10.7 MVA	

The above load estimates are conservative and do not take into account diversity across the day/night for the various facilities and the contrasting functions and usage. In that sense the contingency factor may be excessive. At this stage, it has been advised that the total predicted load of 10.7 MVA be considered as a sensitivity analysis in terms of the impact on the TasNetworks network capacity in the area. The resulting concept design solution options should then be reviewed as the designs for the various facilities progress and the loads are refined.

At present the site is serviced by two 11kV feeders:

Feeder 14061 – From East Hobart Zone Substation (tbc) via the Domain Shipyards /Regatta Grounds foreshore to the TasWater sewerage treatment plant (STP).

Feeder 14062 – From East Hobart Zone Substation to Evans Street substation.

Any re-work of the TasNetworks network for the Macquarie Point and Regatta Ground precincts should take into account current and future loads and connection points for TasPorts facilities, and the STP which will be replaced by a new larger pump station when the STP operations are relocated to Sells Point.

For the Stadium it is important that the supply solution provides a higher level of resilience, as appropriate to a large capacity public facility, operating as a national sporting venue with nationally broadcast television coverage, i.e. an N+1 redundancy arrangement.

It is expected that there will be an immediate power backup arrangement, with capacity to maintain power to much of the facility, including a high level of emergency lighting, ground lighting broadcast, IT, communications, security and other power.

Provision of backup power to this extent could either be provided by multiple diesel generators, or alternatively better achieved by having a hot standby feeder to the site. We understand that the preference is to avoid the need for generator backup and to rely on alternative TasNetworks feeder backup.

5 Gas

Gas is not proposed as an energy source for the site.

6 Telecommunications

The site is currently served by Telstra underground conduit services. The provision of NBN services relies on applications to be made for specific services. Once further detail regarding numbers of connections and types and volumes of services is available, the network capacity will be reviewed from a network planning viewpoint. Pathways for services within the site are the responsibility of Stadium development, to provide a conduit and pit system sufficient to accommodate the infrastructure. NBN services for the Stadium, Complimentary Integrated Mixed Used Zone and Antarctic Facilities Zone are best provided off Evans Street only.

Response/Summary infrastructure

The services plans show that there is sufficient capacity in the existing network for all major services with some slight augmentation required to align boundary connections.

9.5 Emergency Management

TPC GUIDELINE REFERENCE 9.4

An Emergency Management and Incident Response report has been prepared for the Multipurpose Stadium by Intelligent Risk. The report addresses the overall design of emergency exit routes and spaces from the Multipurpose Stadium and access routes for emergency services. The report is extensively illustrated with evacuation plans for all levels of the Multipurpose Stadium.

A specific emergency management response has been designed for each level of the building:

Ground Level

Event occupants will evacuate via the closest emergency egress stairwells, located in the north west and south west of the venue. The Western Plaza will be an interim assembly area and the Incident Controller will coordinate and ensure contract security attend this location.

Concourse

Level 1 | Concourse occupants will evacuate via the closest emergency egress stairwell located in the north western, north eastern, eastern and south eastern egresses under the direction of the Evacuation Team.

Functions/Members

Level 2 | Occupants of the Premium Members Level egress will be via the north western, western and south western stairs, under the direction of the Evacuation Team.

Media

Level 3 | Occupants of the Premium Suite Level egress will be via the north western, western and south western stairs under the direction of the Evacuation Team.

Concert Mode

Field of Play | Occupants of the field during concert mode will exit via the players entrances and the service tunnel under direction of the Evacuation Team.

Non-Event Mode

In non-event mode, all occupants are to exit via the nearest emergency exit and meet at the nearest assembly area.

Fire appliance routes.

Routes exist around the perimeter of the Multipurpose Stadium.

Ambulance Access Routes

The ambulance access route is from the northern access road, via the Stadium service road and exit to Evans Street.

Evacuation routes

Numbers have been calculated for each of the four evacuation routes:

North west: 5,635 people,

North east: 5,880 people,

South east: 8,820 people,

South west: 4,165 people.

Evacuation sequences may be scheduled for an immediate, all out evacuation, partial or staged evacuation, or to shelter in place.

Set evacuation announcements are scripted for full or partial evacuations, or for sheltering in place.

An **Emergency Management and Incident Response** report will form part of the operational manual for the Stadium, which will be created in consultation with the Department of Police, Fire and Emergency Management.

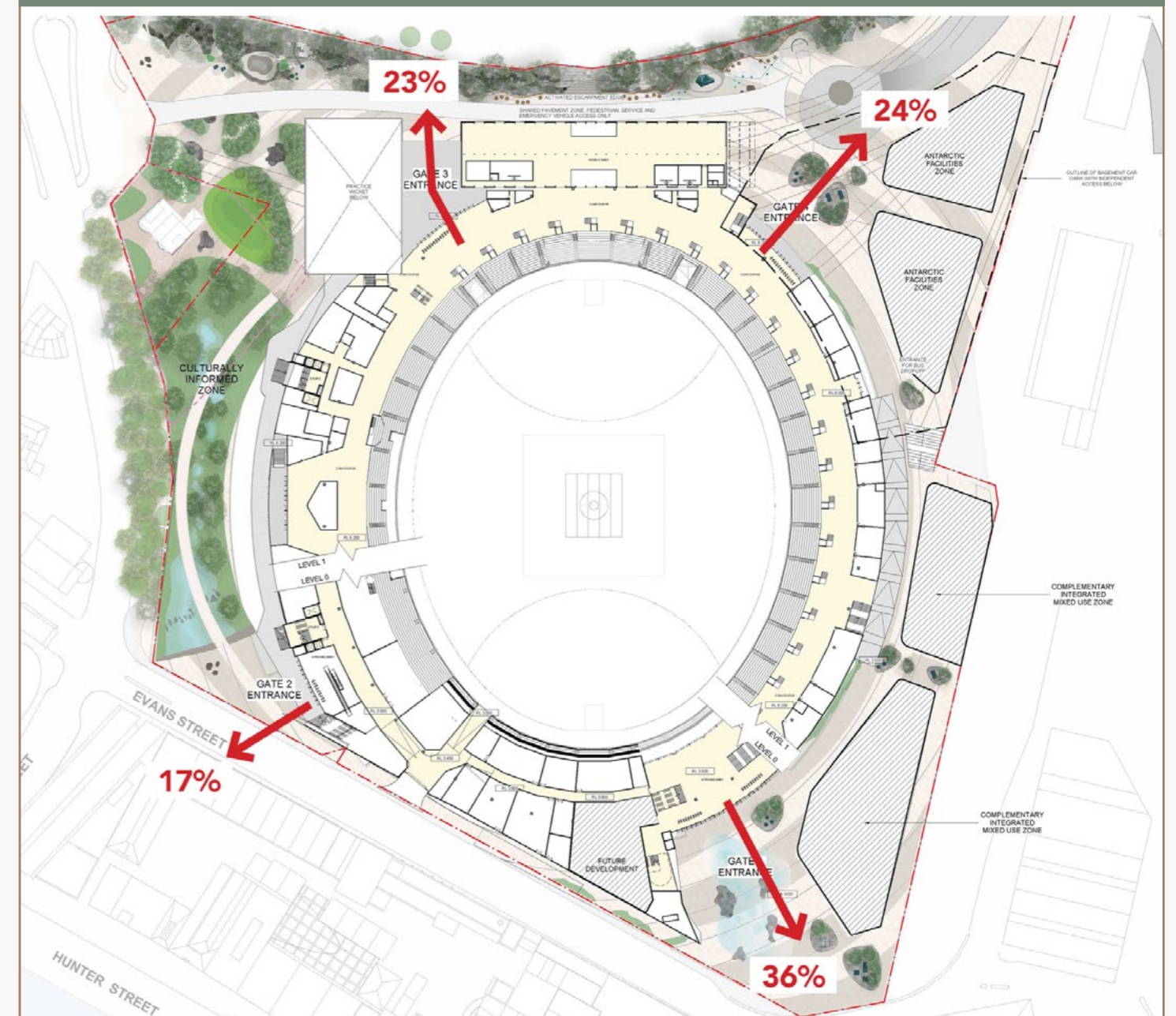


Figure 9-4: Evacuation Plan.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

CHAPTER 10

Geotechnical Conditions

10

How to read this chapter

Responding to TPC Guideline reference: Part I, Section 1.2.1,
Part 8, Section 8.7.1 (in part)

Part I, Section 1.2 of the TPC Guidelines requires a Site Description that provides details of the geology and geomorphology of the project site and broader area and the nature, depth and engineering properties of the reclaimed land.

The review of environmental hazards is also to identify and describe hazards within or adjacent to the project, including landslip, ground subsidence and liquefaction.

This has been considered in two geotechnical reports prepared by consultant WSP: a factual report, and an interpretive report. The results are summarised below.

This chapter addresses the following TPC Guidelines

TPC GUIDELINES	RESPONSE
<p>1.2 State Policies and Projects Act 1993 and Resource Management and Planning System legislation</p> <p>Clause 1.2.1 The reports are to provide plans and a description of the project site and its surrounds, including but not limited to the following:</p> <ul style="list-style-type: none"> • details of the geology and geomorphology of the project site and broader area and the nature, depth and engineering properties of the reclaimed land. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Attachment II – Geotechnical Factual Report</p>
<p>8.7 Environmental Hazards</p> <p>Clause 8.7.1 The reports are to identify and describe any environmental hazards within or adjacent to the project site including but not limited to:</p> <ul style="list-style-type: none"> • landslip, • ground subsidence, • liquefaction. 	<p>A summary response is provided in this chapter. A full response is provided in:</p> <p>Attachment II – Geotechnical Factual Report</p> <p>Attachment KK – Preliminary Results of Acid Sulphate Investigation</p> <p>Attachment LL – Site Environment Management Plan</p>

This chapter is supported by the following consultancy reports

Attachment II – Geotechnical Factual Report

Attachment KK – Preliminary Results of Acid Sulphate Investigation

Attachment LL – Site Environment Management Plan

10.1 Introduction



Figure 10-1: WSP staff recording core samples collected at Macquarie Point (Photo: Pete Harmsen 2024)

WSP Australia Pty Ltd (WSP) was engaged to undertake geotechnical investigations of the Macquarie Point site as a whole and with a particular emphasis on the Multipurpose Stadium. This engagement included the consolidation of over 700 historic borehole and subsurface data collected over the past 9 years, identify and undertake additional investigations to provide factual reporting and interpretive assessment of the geotechnical properties onsite.

Following assessment of the availability and quality of historic geotechnical data onsite, WSP identified 16 additional Borehole testing sites with an emphasis on gathering data on the dolerite substrate particularly the bearing capacity of the dolerite and the overlying sediment and fill.



Figure 10-2: Dolerite core sample collected at Macquarie Point (Photo: Pete Harmsen 2024)

10.2 Geotechnical Factual Report

TPC GUIDELINE REFERENCE 1.2.1

10.2.1 Summary

The Factual Report provides an objective description of the geotechnical works carried out at Mac Point and the tests rock and soil samples were subject to. The interpretation of results are documented in the separate Interpretative Report.

WSP carried out additional geotechnical investigations for the proposed Multipurpose Stadium at Macquarie Point in 2024. Geotechnical boring is used to evaluate the soil and rock properties including their construction attributes. Twenty vertical boreholes were constructed, of which, 16 were for geotechnical purposes and the remaining four were for acid sulfate investigations (Undertaken by AECOM – see Appendix KK). Acid sulfate soils are natural sediments that contain iron sulfides, that when disturbed or exposed to air, can release acid that damages structures. Testing depths varied from 2.70m (ABH-001) to 28.82m (BH-005).

Seventeen static cone penetration tests were carried out using an instrumented cone-tipped probe pushed into the soil with a hydraulic ram system at a standard rate. Cone penetration depths varied from 1.46m (CPT-04) to 11.2m (CPT-16). Cone penetration testing is used to assess the geotechnical properties of the soil.

The location of these testing sites is shown in the following figure.

The scope of works included the following:

- Desktop review of available geotechnical information.
- Vertical borehole drilling.
- Cone Penetration Testing (CPT) and Dilatometer Testing (DMT).
- Targeted sampling regime.
- Laboratory testing on soil and rock samples collected during the borehole investigation.
- Groundwater level observation were encountered during the investigations (see Table 3-1 of the Factual Report).
- Survey of all test locations (undertaken by others).

The works carried out by WSP in 2024 is in addition to the previous 700 drilling investigations carried out at Mac Point for a range of geotechnical, environmental and other purposes.

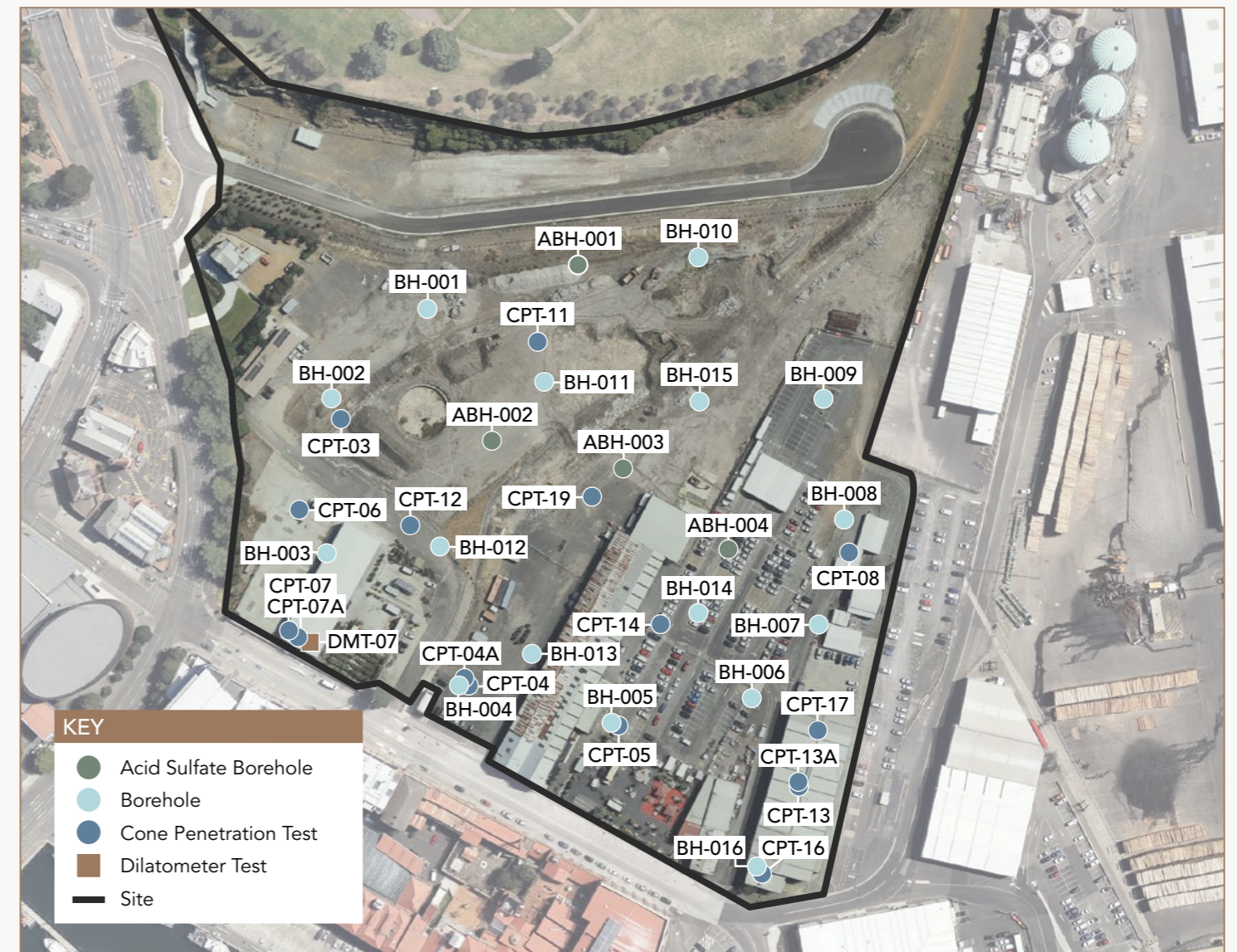


Figure 10-3: Site Plan – Boreholes and Cone Penetration Tests.

At the completion of investigation works, rock and soil samples were subject to the following laboratory testing:

- Aggressivity Suite Testing on Soil (EC, pH, SO4, Cl).
- Atterberg Limits & Linear Shrinkage.
- Moisture Content.
- Oedometer (1-D consolidation).

- Particle Size Distribution (0.075–19mm).
- Particle Size Distribution + Hydrometer (0.002–19mm).
- Point Load Index (PLI).
- Standard Compaction CBR (4 days soaked and 100% SMDD).

- Triaxial Compression Unconsolidated Undrained with strain measurements.
- UCS (Unconfined Compression Strength).
- UCS with Deformability of Rock Material (Youngs Modulus & Poissons Ratio).

Rock Abrasion:

- Cerchar
- Sievers
- Taber.

10.3 Geotechnical Interpretive Report

TPC GUIDELINE REFERENCE 1.2.1

10.3.1 Summary

The Geotechnical Interpretive Report provides the interpretation of the historic collection of geotechnical information by others and the results of the geotechnical investigations carried out in 2024. The purposes of the report are to inform the foundation design of the Stadium.

The Hobart region is predominantly underlain by Triassic Sandstone and Mudstone (Upper Parmeener Supergroup) which has been intruded by Jurassic era dolerite. The dolerite can be several hundred metres thick, extremely hard and durable when fresh. At Mac Point, the Hobart Rivulet and Park Street Rivulet have formed and eroded the bedrock on the alignment of faulting in the northwest to southeast direction. The waterflow has preferentially eroded the more highly weathered rock associated with the fractured zones along the fault alignment.

WSP characterise the Mac Point site into three zones: the Northern, Central and Southern as shown in the following figure.

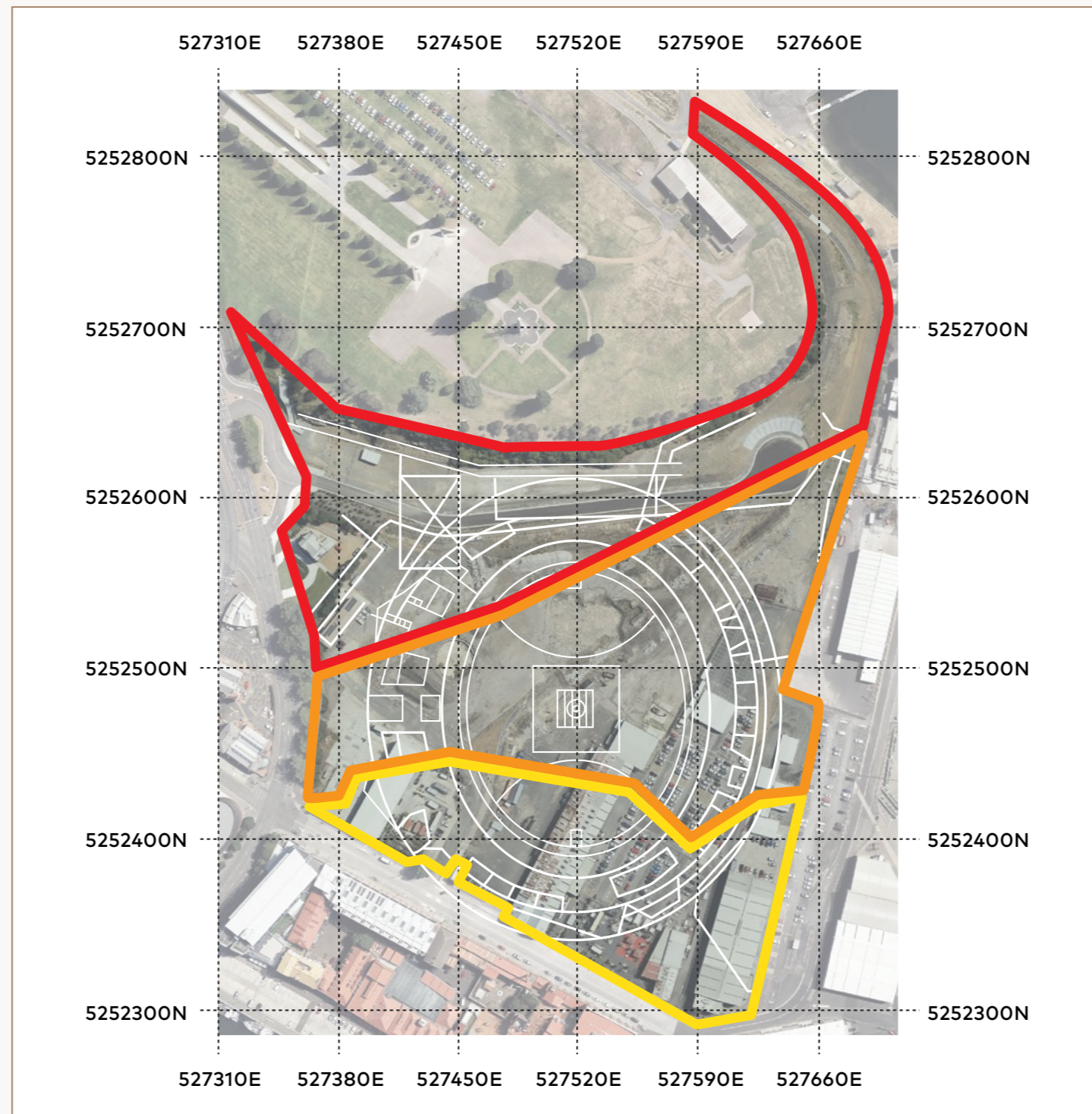


Figure 10-4: The Three Geotechnical Zones of Mac Point – the Northern in red, Central in orange and Southern in yellow.

10.3.2 The Three Geotechnical Zones of Mac Point

The Northern Zone

The Northern Zone has highly modified terrain from the original natural surface due to historic quarrying activity which removed the southern slope of the Cenotaph hill. The ground profile within this zone predominantly consists of uncontrolled Fill overlying Dolerite. The Dolerite was penetrated to a maximum depth of approximately 10m. The depth to competent Dolerite is typically shallow, within about 3-5m below ground level (bgl).

The Central Zone

The Central Zone was likely a tidal wash zone and includes Fill overlying Dolerite, Fill overlying Estuarine deposits, and Estuarine deposits overlying Dolerite. The Dolerite is Fresh to extremely weathered. The Dolerite contact in this area has more natural surfaces and is relatively flat.

The Southern Zone

The Southern Zone is dominated by the underlying palaeochannel of the mouths of the two rivulets. This Zone has a small area of uncontrolled Fill to Dolerite contact in the north-west. Fill in this unit predominantly overlies the Estuarine unit. The Estuarine unit overlies the Alluvium and Dolerite. The Alluvium overlies the Dolerite within the palaeochannel. In this Zone the Dolerite surface that defines the channel can be moderately steep.

The site investigation data defines the material forming Mac Point into four units:

Unit 1 – Fill.

Fill overlies the entire site, with thicknesses ranging from 0.5m to 13m, but typically between 5m to 7m. Fill is shallower in the northern zone, and deeper to the southeast. WSP define it as ‘uncontrolled’ fill, which has not been selected, placed and compacted to a known and appropriate engineering standard.

Unit 2 – Estuarine.

The Estuarine deposits overlie Alluvium at the southern end of the site and overlie Dolerite to the northeast of the site. The thickness ranges from 0.1m to 11.0m. The composition of the Estuarine deposits typically includes sand with some gravel and clay. The Cone Penetration Testing Soil Behaviour Type assessment indicates the deposits can be interbedded, which will affect the behaviour of the Unit and how structures founded on the Unit perform.

Unit 3 – Alluvial.

The Alluvial unit is confined to the southern zone of the Site, and lies within the general east-west trending main palaeochannel. The thickness of the Alluvium in the centre of the channel varies between 6m and 10m bgl. The Alluvium is predominantly sand and gravels with approximately 5% fines.

Unit 4 – Rock (Dolerite).

Unit 4 is divided into sub-units according to weathering as follows:

- a. 4A: residual soil and extremely weathered Dolerite.
- b. 4B: moderately to highly weathered Dolerite.
- c. 4C: fresh to slightly weathered Dolerite.

Dolerite underlies the entire Site with depth of top of rock varying across the Site from RL 4m bgl in the north, the RL -16m bgl in the south-east of the Site.

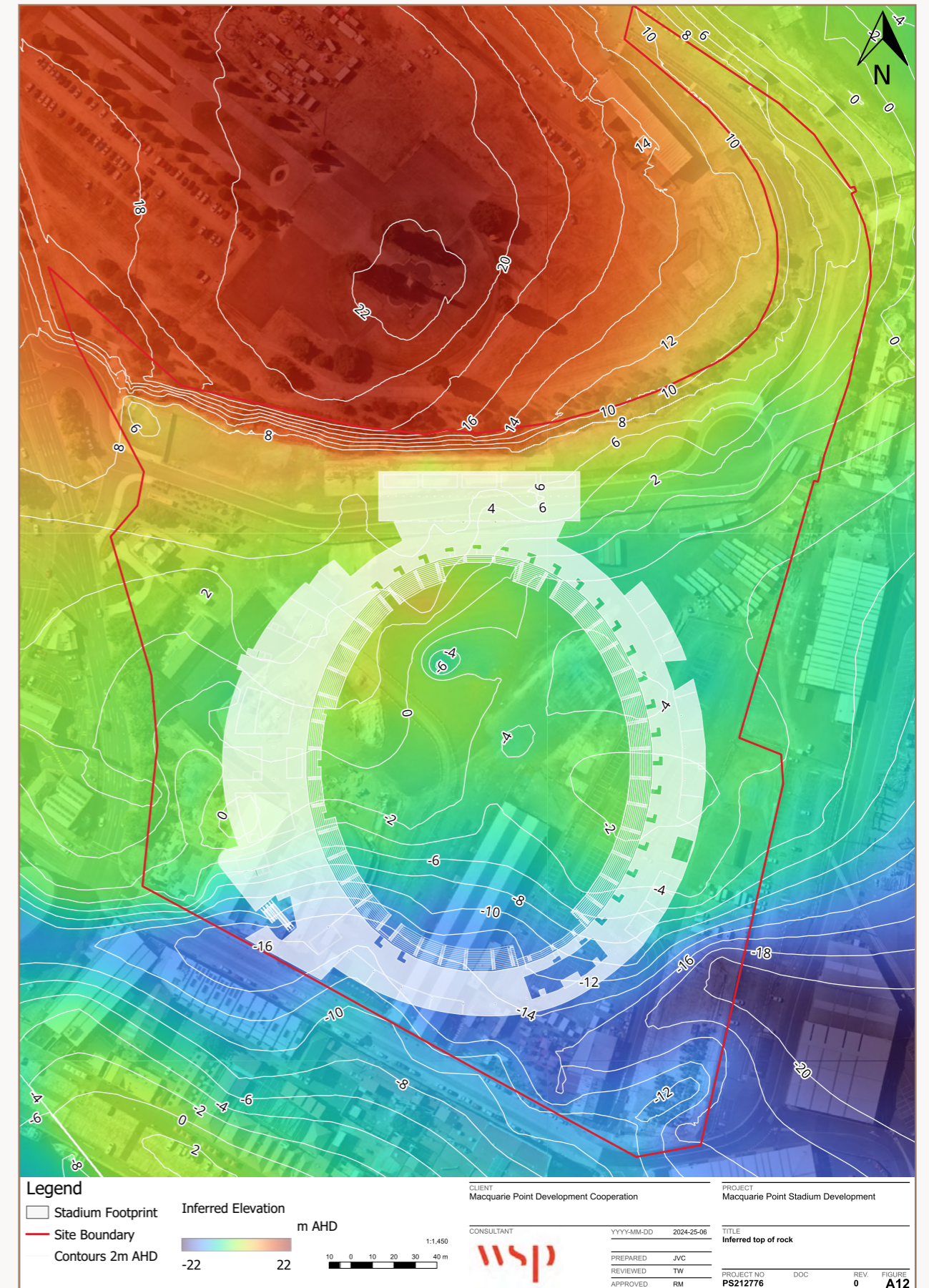


Figure 10-5: Inferred Top of Rock.

10.3.3 Design Recommendations

WSP provide design recommendations. Design parameters for piles are shown in the table below. It shows the recommended geotechnical end bearing and shaft resistance for design of bored piled foundations. Piles should penetrate at least two pile diameters into the respective founding soil or rock units.

Unit ID	Unit Name	Ultimate Unit Shaft Resistance	Ultimate unit end bearing resistance (MPa)	Design Young's Modulus E' MPa	Ultimate lateral resistance P _y (kpa)
1A	Fill (Uncontrolled) Granular	10–25 (15)	–	5–20 (10)	100–350 (250)
1B	Fill (Uncontrolled) Cohesive	20–50 (25)	–	5–20 (10)	100–450
2	Estuarine	5–20 (10)	0.2–1.5 (0.5)	5–15 (6)	25–250 (75)
3A	Alluvium (Granular)	30–100 (40)	(2.5)	20–60 (40)	500–1250 (1000)
3B	Alluvium (Cohesive)	(30)	(0.9)	10–50 (25)	(900)
4A	Dolerite (EW)	(100)	2–5 (3)	50–200 (100)	(1250)
4B	Dolerite (HW to MW)	500–1000 (600)	10–40 (15)	1,000–10,000 (2,000)	5,000–12,000 (8,000)
4C	Dolerite (SW to FR)	1400–2800 (2000)	35–100 (50)	40,000–70,000 (50,000)	18,000–35,000 (25,000)

Notes:

- The indicative range of upper/lower bound design values are provided with the selected value shown in parentheses. Unit shaft resistance for rock sockets will decrease with increasing pile diameter and increasing socket length.
- In the uppermost 1m of each layer, the design ultimate lateral resistance values should be multiplied by 0.5 to account for the increased possibility of failure along fracture planes in rock. Where rock is encountered at the existing ground surface level, the reduced lateral resistance value should be increased to 1.5m, due to the increased likelihood of failure along fracture planes at low overburden pressures.
- Ultimate lateral resistance increases from 2 x S_u at the surface to 9 x S_u at a depth of 4.5 x pile diameter.
- Adopt sensitivity of 50% and 200% to stiffness values for structural analysis. If structure is unable to withstand such variation in stiffness, more detailed stress/strain dependent geotechnical design analysis should be undertaken.
- The designer should consider the potential effect of deep weathered zones along fractured and sheared zones (where present) when assessing lateral pile behaviour.

It is expected that some of the structures may be supported on spread footings founded on rock or suitable soil strata. The size of spread footings is determined by the serviceability bearing pressures presented in the table below.

Unfavourable bedding of rock strata, especially in sloping ground should be considered for the geotechnical assessment of footing capacity. In cases where defects or slopes may control bearing capacity, it may be necessary to modify design parameters.

Unit ID	Unit Name	Ultimate bearing resistance for spread footings (kPa)	Serviceability bearing resistance for spread footings (kPa)
1A	Fill (Uncontrolled) Granular	100	50
1B	Fill (Uncontrolled) Cohesive	100	50
2	Estuarine	200	75
3A	Alluvium (Granular)	300	100
3B	Alluvium (Cohesive)	300	100
4A	Dolerite (EW)	1,000	250
4B	Dolerite (HW to MW)	15,000	2,500
4C	Dolerite (SW to FR)	50,000	7,500

Notes:

- Serviceability bearing resistance assumes settlement magnitudes of less than 1% of the foundation width.
- Guide only – to be checked using intrinsic soil strength values for the size, depth, and shape of footing under consideration at any given location.
- Spread footings are not recommended to be founded in uncontrolled fill given the variable nature and potential for differential settlement to occur. Spread footings could be used in fill if measures are undertaken to improve the ground stiffness to perform in a consistent manner.

The planning, design, and construction of the excavation and excavation retention system(s) will need to consider appropriate measures to reduce the risk of damaging nearby sensitive assets, which may include but are not limited to buried services, adjacent buildings or structures and existing retention systems (e.g., ground anchors) for adjacent sites. Additionally, ground water control measures will also need to be considered.

The soil/rock to grout bond stress considered for the design of ground anchors depends largely on the installation methods adopted, such as drilling and grouting.

Excavation progress within the bedrock will depend on its intact strength and discontinuity spacing. Given the high and very high strength of the bedrock, excavation is likely to require a mixture of ripping, rock cutting, splitting or blasting for unit 4C, and ripping with either D8 dozers or hydraulic hammers for unit 4B. Care should be taken to limit the vibration impacts on adjacent structures.

10.4 Ground Related Risks

TPC GUIDELINE REFERENCE 8.7.1

10.4.1 Landslip

WSP identify rock slope instability as an issue, with the potential risk of rockslides. This may occur where rock cuts are present on the site, and there is the potential for wedge instability and fragments sliding or toppling off the face to the toe of the slope.

Potential mitigation measures include where the face of all cuts should be mapped by an engineering geologist or geotechnical engineer to assess the risk of rock failure. Where there is a risk of adverse rock wedges affecting structures or the public, measures should be taken to reduce the risk such as flatter batters, permanent rock supports, or catch fences.

10.4.2 Ground Subsidence

The issue of total and differential ground settlement of soils is a risk with high lateral variability within fill, collapse settlement of fill, consolidation of cohesive soils, or creep settlements of granular soils.

Excessive total settlement can adversely affect structures and services, particularly where uncontrolled fill introduces a high degree of uncertainty. Differential settlement can result from lateral variability of thickness and density of natural deposits. The collapse of settlement of fill may occur where increased loading causes groundwater level rise. Ongoing creep of foundation material should also be considered. Ground movements after pile installation can induce unexpected loading.

Mitigation measures may include treatment of uncontrolled fill to achieve performance requirements, through excavation and replacement, foundation improvement, or engineered inclusions. Bridging layers or load transfer platforms can mitigate risk of variable foundation performance over short distances. Mitigation may also be achieved through founding structures through the compressible stratum onto bedrock. Structures can be designed that can tolerate the predicted settlement, including sensitivity assessments for local variability. Earthworks can also be undertaken to install piles so that earthworks induced ground movements do not adversely affect constructed piles.

10.4.3 Liquefaction

The issue of seismic effects on granular soils, or liquefaction resulting in lateral spreading has been identified as a risk. Liquefaction is likely to lead to settlements of granular strata. It may cause lateral spreading.

Ground movements caused by earthquakes could trigger liquefaction in loose granular layers below the water table. This could lead to settlement and loss of strength of structures. Due to the proximity to the Derwent River, there is potential for lateral spreading of land towards the River in seismic events.

Mitigation measures include footings designed to consider the effects of liquefaction on the structures. Further, a lateral spreading assessment can be undertaken to assess if it is a credible design scenario for the site.

The historic alignment of the Hobart Rivulet was adjacent to, but did not cross Macquarie Point. The diverted Rivulet tunnel crosses Mac Point at two discrete points at the northern ends of the site.

An Acid Sulfate Soil Management Plan will be required and should be included in construction documentation.

See the BMT report 'Macquarie Point Coastal Inundation' (31 May 2024) for discussion of that topic.

The report AECOM 'Site Remediation Strategy Update. Macquarie Point Development Project' (17 June 2024), addresses contaminated land issues.

10.4.4 Summary

The geotechnical investigations show a variable layer of fill and estuarine sediments varying from 0.5m to 19m bgl, overlain on a thick dolerite intrusion. Studies of the dolerite samples taken show a bearing capacity of the dolerite in the order of 35–100 MPa. The fill was found to have been placed with very little structure or compaction which makes this layer susceptible to the effects of subsidence due to settlement or liquefaction (caused by earthquake activity). Due to the sloping nature of dolerite in some areas, especially located near paleochannels, this presents a risk of lateral movement of the subsiding fill. Mitigation measure suggested above should be applied to ensure all structures are appropriately founded and capable of withstanding the effects of lateral movement in the fill.



Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE

Conclusion

Conclusion

The proposed Multipurpose Stadium project addresses to the guidelines of Tasmania’s Resource Management and Planning System (RMPS). This comprehensive framework governs all land use planning and development in the state, ensuring a cohesive approach to resource management and environmental protection.

The Project also addresses the requirements of the TPC Guidelines, incorporating all relevant components of the RMPS, including the Schedule 1 objectives. By doing so, the Project demonstrates a commitment to sustainable development and a balanced approach to environmental, social, and economic considerations.

Furthermore, the Project has been considered in the context of the policies, plans and strategies of key stakeholders, such as the City of Hobart and TasPorts, along with TasWater and TasNetworks to ensure the Project aligns with other infrastructure projects planned or currently underway. Such projects include the TasWater wastewater treatment plant relocation and sewer main diversion and ongoing liaison with TasNetworks for planned electricity network and supply upgrades. This collaborative approach ensures that the Multipurpose Stadium development is compatible with broader regional and local objectives.

The Project incorporates strategies to:

minimise environmental impact through careful design and implementation,

protect water quality by adopting water-sensitive urban design principles,

remediate historical soil contamination,

stimulate urban renewal by transforming an underutilised site into a vibrant public space,

enhance pedestrian connectivity between the Cove, the site and the broader CBD.

The Project will also complement relevant aspects of existing plans such as the Queens Domain Masterplan, promote increased public activation of the waterfront and integrate with broader infrastructure upgrades and transport initiatives, such as the Keeping Hobart Moving strategy.

This integrated approach to planning and development demonstrates the Project’s commitment to sustainable growth and community benefit. By aligning with the RMPS and relevant policies, the Multipurpose Stadium is poised to make a significant contribution to Tasmania’s future.

The proposed Multipurpose Stadium is envisioned as a dynamic and versatile venue that will revitalise Macquarie Point and become a focal point for the Hobart community. By offering a diverse range of sporting and entertainment events, the Multipurpose Stadium will cater to a broad audience and contribute significantly to the city’s cultural and economic life.

A key element of the Multipurpose Stadium’s role is to establish a home ground for the Tasmania Devils AFL and AFLW teams, fulfilling a long-held aspiration of the Tasmanian community. The unique design of the Multipurpose Stadium, incorporating Tasmanian materials and reflecting the state’s rich sporting heritage, will create a sense of place and pride.

In addition to hosting sports and entertainment events, the Multipurpose Stadium will also serve as a community hub, providing new public spaces and facilities. A large function room and the refurbished Goods Shed will support a range of events and activities, from conferences and exhibitions to hospitality and leisure.

The Multipurpose Stadium’s design prioritises visitor comfort and flexibility. A fully enclosed roof will protect patrons from the elements while enabling a wide variety of events to be held year-round. Careful attention has been paid to the Multipurpose Stadium’s shape and form to minimise its visual impact on the surrounding area while creating a distinctive and iconic landmark.

The use of locally grown and sourced timber as a prominent material in the roof structure reflects the Project’s commitment to sustainability and showcases the state’s natural resources. The overall design aesthetic is inspired by the industrial heritage of the site, with raw and natural finishes complementing the Multipurpose Stadium’s modern functionality.

The Multipurpose Stadium is designed to seamlessly integrate into its surroundings while creating a distinctive and iconic presence. The Project respects and complements the local natural and built environment, maintaining visibility of key landmarks and features, while introducing a new focal point for the Macquarie Point precinct and wider City of Hobart.

The Multipurpose Stadium’s design has been carefully considered in relation to the existing landscape, including the amphitheatre formed by kunanyi/Mount Wellington and the Wellington Ranges. The building’s form and orientation aim to minimise impact on these natural features while enhancing the overall visual quality of the site.

While the Multipurpose Stadium will be a prominent addition to the Hobart skyline, its design incorporates strategies to mitigate visual bulk and ensure compatibility with the surrounding built environment. The use of a translucent dome and careful consideration of the building’s appearance contribute to a harmonious integration with surrounding built form and values, whilst forming an iconic landmark within the Hobart cityscape.

The Project aligns with broader planning objectives for Sullivans Cove, as outlined in the 1991 Sullivans Cove Planning Review and the 2024 Sullivans Cove Development Plan (SDP). The Multipurpose Stadium supports the vision of a mixed-use precinct focused on culture, entertainment and tourism, while also contributing to the ongoing revitalisation of Macquarie Point.

The Multipurpose Stadium’s architectural form complements the existing character of the Cove, creating a distinctive yet harmonious presence. By referencing the Cove Wall typology, the design establishes a connection to the site’s industrial heritage while also projecting a forward-looking image for the future.

Effective transport planning is essential to ensure the successful operation of the Multipurpose Stadium. The Project has undertaken a comprehensive transport study to assess potential impacts and develop strategies to mitigate traffic congestion and promote sustainable travel options.

The study focused on a maximum Stadium capacity of 31,500 attendees and explored various transportation scenarios. A strong emphasis was placed on encouraging non-car modes of transport, with a target of 60% of attendees utilising public transport, walking or cycling.

Key elements of the transport plan include the development of a dedicated event bus plaza, to improve public transport access, and a focus on pedestrian connectivity. Supporting infrastructure and initiatives will be required to optimise spectator travel and reduce reliance on private vehicles.

The Multipurpose Stadium’s location benefits from existing public transport options, including bus stops, ferry terminals and proximity to the CBD. Leveraging these existing assets will be crucial to managing event-day traffic and reducing congestion.

The Multipurpose Stadium is anticipated to deliver substantial economic, social and cultural benefits to Tasmania. While the Stadium itself is expected to operate at a loss, it will serve as a catalyst for broader economic activity, job creation and community development.

Construction of the Multipurpose Stadium is projected to generate significant economic activity, with an estimated \$250-269 million boost to Tasmania's Gross State Product (GSP) and the creation of 1,510-3, 229 full-time equivalent (FTE) jobs. Once operational, the Multipurpose Stadium is expected to contribute an additional \$27-32 million annually to GSP and support 203-204 FTE jobs.

Beyond economic impacts, the Multipurpose Stadium will have a profound positive influence on the social and cultural fabric of Tasmania. The establishment of a Tasmanian AFL team is fulfilling a long-standing community aspiration and will generate significant civic pride. Additionally, the Multipurpose Stadium's capacity to host a diverse range of events will enhance Tasmania's cultural offerings and attract visitors from both within and outside the State.

While the Project is expected to generate substantial benefits, it is important to acknowledge that the economic costs will outweigh the direct revenue generated by the Stadium. However, this is typical of stadia and the broader indirect economic, social and cultural impacts are often unquantifiable yet wide reaching and are considered to be significant to justify the investment in this social and economic infrastructure for the state.

The Multipurpose Stadium project is committed to respecting and preserving the cultural and heritage values of the Macquarie Point site. Consultation with Aboriginal heritage officers over a number of years has identified the area's significance and outlined recommendations for ongoing engagement with the Aboriginal community.

While the Project area does not coincide with identified areas of high archaeological sensitivity, a comprehensive monitoring program will be implemented to identify and manage any potential archaeological discoveries.

The Project involves the careful management of several heritage-listed buildings, including the Royal Engineers Building and the Goods Shed. The proposed relocation and adaptive reuse of the Goods Shed will ensure its preservation and integration into the overall development.

Recognising the broader cultural and historical significance of the site, the Project aims to create a development that respects and enhances the area's heritage values. By incorporating elements of Tasmania's history and culture into the Multipurpose Stadium's design, the Project seeks to create a place that is both contemporary and respectful of the past.

A comprehensive assessment of potential environmental impacts has been undertaken to ensure the Multipurpose Stadium is developed in a sustainable and responsible manner. The Project incorporates a range of measures to mitigate environmental risks and protect the surrounding area.

To minimise impacts on human comfort, a detailed wind environment study has been conducted. Further detailed wind tunnel testing will be conducted to refine the Multipurpose Stadium's design and identify potential mitigation measures. Careful consideration has also been given to potential overshadowing, with the Multipurpose Stadium's form optimised to reduce impacts on surrounding properties and public spaces.

The Multipurpose Stadium's lighting system has been carefully designed to minimise light spill and glare. The use of high-quality, directional lighting fixtures and light shielding will help to reduce the impact of the Multipurpose Stadium on nearby properties.

A noise and vibration assessment has been conducted to evaluate potential impacts on the community during both construction and operation of the Stadium. To mitigate noise impacts, the Project will implement noise control measures such as acoustic treatments, vibration isolation and the use of low-noise equipment. Construction hours will be restricted to minimise disturbance to local residents and businesses.

Effective stormwater management is essential to protect water quality and prevent flooding. The Project incorporates a range of measures, including bio-retention systems, rainwater harvesting and permeable paving, to manage stormwater runoff and reduce the load on the existing stormwater infrastructure.

A comprehensive ecological assessment has been conducted to identify potential impacts on flora and fauna. While the site is predominantly developed, surveys have identified the potential for the presence of threatened plant species and potential habitat for fauna, including the eastern barred bandicoot. Mitigation measures, such as habitat creation and protection, will be implemented to offset any potential adverse impacts.

A waste management plan has been developed to minimise waste generation and promote recycling and resource recovery. The Multipurpose Stadium will implement a range of waste reduction strategies, including the elimination of single-use plastics and the provision of adequate recycling facilities. Hazardous materials will be managed in accordance with relevant regulations to protect human health and the environment.

The site has been assessed for potential environmental hazards, including risks associated with flooding, groundwater contamination, acid sulphate soils, coastal inundation and wave run-up. Mitigation measures have

been implemented where necessary to address these risks. The Project incorporates strategies to address the impacts of climate change, including the implementation of measures to reduce the urban heat island effect and improve energy efficiency. The Multipurpose Stadium's design incorporates features to enhance resilience to future climate change impacts, such as increased rainfall and sea level rise.

By addressing these environmental factors, the Project demonstrates a commitment to sustainable development and environmental stewardship.

The development of the Multipurpose Stadium has the potential to impact surrounding land uses. Careful consideration has been given to managing those potential conflicts, including noise, vibration, overshadowing, traffic congestion and changes to transport routes.



A comprehensive assessment has identified potential areas of conflict during construction of the Project and developed strategies to mitigate these impacts. Construction activities will be managed through detailed plans to minimise disturbance to the community. Noise levels generated during major events will be carefully controlled, with measures in place to reduce impacts on nearby residents and businesses.

Traffic management plans will be implemented to address potential congestion and ensure efficient movement of people to and from the Multipurpose Stadium. While some overshadowing of Evans Street may occur briefly during short periods, the overall impact is considered to be minimal.

Ongoing monitoring and feedback will be incorporated into the management of any potential conflicts to ensure the Project's ongoing compatibility with the surrounding area.

The successful delivery of the Multipurpose Stadium requires careful consideration of a range of additional planning matters. Effective wayfinding and signage are essential for ensuring the safe and efficient movement of large crowds within and around the Multipurpose Stadium. Signage for the Multipurpose Stadium is to comply with the wayfinding strategies to safely guide large crowds. The scale of the building and its function is not envisaged by the Sullivans Cove Planning Scheme (SCPS) and therefore the strategy proposes signs that would not generally comply with it. However, the requirements of the SCPS will be taken into account where possible as signage design evolves.

A Construction Environmental Management Plan has been developed to outline the Project's approach to environmental management and community engagement. This plan will ensure that construction activities are carried out in a manner that minimises disruption to the surrounding area and protects the environment.

The Project has undertaken a detailed assessment of potential land use conflicts and has developed strategies to mitigate these impacts. This includes consideration of noise, vibration, traffic and overshadowing effects on surrounding properties and businesses.

Infrastructure upgrades are essential to support the Multipurpose Stadium's operations. The Project includes provisions for the upgrade of sewer, water and electricity infrastructure, as well as the implementation of water-sensitive urban design principles.

To ensure the safety of patrons and staff, a draft Emergency Management and Incident Response plan has been developed. This plan outlines procedures for evacuations, emergency access and coordination with emergency services.

A comprehensive geotechnical investigation has been undertaken to assess the ground conditions at the Macquarie Point site. This investigation involved a detailed analysis of existing subsurface data and the completion of additional boreholes to provide a thorough understanding of the site's geological characteristics.

The site is characterised by four distinct geological units: fill, estuarine, alluvial and dolerite bedrock. The depth of the bedrock varies across the site, with implications for foundation design.

Based on the geotechnical investigation, the Multipurpose Stadium foundations will be a combination of bored piles and spread footings. The high strength of the bedrock will require specialised excavation techniques, including ripping, rock cutting and splitting.

Thorough risk assessments have been conducted to identify potential geotechnical hazards such as landslides, ground subsidence and liquefaction. Mitigation measures will be implemented to address these risks and ensure the long-term stability of the Multipurpose Stadium.

The Multipurpose Stadium at Macquarie Point represents a significant opportunity to enhance Hobart's cultural, economic and social fabric. The Project has been carefully planned and designed to align with relevant planning and regulatory frameworks, while also addressing potential environmental and social impacts. By delivering a Multipurpose Stadium that caters to a wide range of events and activities, the Project will create a lasting legacy for the Tasmanian community.



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



MACQUARIE
POINT

Macquarie Point Multipurpose Stadium

PROJECT OF STATE SIGNIFICANCE

Appendices



Adelaide Oval crowd

Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE



APPENDIX 1.0

Index: TPC Guideline section
references and responses

1

Appendix 1 – Index: of TPC Guidelines section references and responses

TPC Guideline	Response Index
1.0 Proposal	
1.1 Description of and plans for the proposed project	
<p>Clause 1.1.1</p> <p>The reports are to provide a description and plans for the proposed project in addition to the detailed plans as outlined in section 1.3.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Overview Chapter 1 – Proposal</p> <p>Relevant appendices:</p> <hr/> <p>Appendix A – Architectural Drawings Appendix B – Stadium Design Description</p>
<p>Clause 1.1.2</p> <p>The reports are to provide information on the:</p> <ul style="list-style-type: none"> • titles and areas of land (including public land) related to the proposed project • objectives of the proposed project, including a broad statement of the objectives which have led to the proposed project and a summary of the reasons for the proposed project, and • scope of the proposed project, including: <ul style="list-style-type: none"> – a history of the events leading up to the formulation of the proposed project; – the timeframe for implementation of the proposed project; – possible future development and activities related to the proposed project; – site choice, including key reasons for the chosen location of the proposed project; and – the staging and timing of the proposed project including ancillary works and expected – dates for construction, completion and operation. 	<p>PoSS Summary Report:</p> <hr/> <p>Overview</p> <p>Relevant appendices:</p> <hr/> <p>Appendix I – Urban Design Framework Appendix DD – Title Folio Plans and Easements Relating to project Appendix AA – Construction Management Plan</p>
1.2 Site Description	
<p>Clause 1.2.1</p> <p>The reports are to provide plans and a description of the project site and its surrounds, including but not limited to the following:</p> <p>Titles and ownership</p> <ul style="list-style-type: none"> • site plan showing the overall boundaries, dimensions and orientation of the project site and the Macquarie Point site as well as land and title boundaries; • titles to land and any areas of public land related to the project site including any use and development outside of the Macquarie Point site; • copy of the current folios of the Register for all of the project site, including the plans and any schedule of easements; • ownership of the project site and surrounding land; • any rights-of-way, easements, covenants and other reservations affecting the project site and Macquarie Point site; 	<p>PoSS Summary Report:</p> <hr/> <p>Overview Chapter 7 – Environmental Quality and Hazardous Material Chapter 9 – Other Planning Matters Chapter 10 – Geotechnical Conditions</p> <p>Relevant appendices:</p> <hr/> <p>Appendix I – Urban Design Framework</p>

TPC Guideline	Response Index
<p>Clause 1.2.1 continued</p> <p>Services and access</p> <ul style="list-style-type: none"> the location of all existing infrastructure assets and services on the project site, the Macquarie Point site and in the locality; existing vehicular, bicycle and pedestrian access to and access ways on the project site, the Macquarie Point site and the Macquarie Wharf site; any existing car parking and loading areas on the project site, Macquarie Point site and adjacent area; <p>Existing physical properties</p> <ul style="list-style-type: none"> plan of the project site and Macquarie Point site showing the location, building footprint and use of existing buildings and significant structures and open spaces within the project site, the Macquarie Point site and adjacent area; the building form, height and finishes of existing buildings on the project site, the Macquarie Point site and adjacent area; topography of the project site and Macquarie Point site including contours showing Australian Height Datum (AHD) levels; the hydrology of the site including any water bodies, waterways, catchments and natural drainage lines on or adjacent to or impacted by the project site; details of the geology and geomorphology of the project site and broader area and the nature, depth and engineering properties of the reclaimed land; existing areas of public open space in the broader area; existing vegetation types and ecological vegetation classes of the project site and adjacent area; and current aerial photography or mosaic at an appropriate scale showing the project site and the context of the broader area. 	<p>Appendix DD – Title Folio Plans and Easements Relating to project</p> <p>Appendix R – Natural Values Assessment</p> <p>Appendix S – Water Quality and Management</p> <p>Appendix U – Coastal Inundation Assessment</p> <p>Appendix V – Contaminated Land, including Acid Sulfate Soils</p> <p>Appendix W – Flood Assessment</p> <p>Appendix X – Geotechnical Interpretative Report</p> <p>Appendix FF – Groundwater</p> <p>Appendix II – Geotechnical Factual Report</p> <p>Appendix BB – Utility Services</p>
<p>Clause 1.3.1</p> <p>The reports are to provide full details and plans, including sections and elevations, of the proposed project, including a full description of the proposed use and development. Plans are to relate to the full extent of the project site. The plans are to show all use and development that is necessary or convenient for the proposed implementation and operation of the project. This will include:</p> <ul style="list-style-type: none"> the location, building footprint, floor plan layout and purpose of proposed buildings and associated open areas; a contiguous ground floor plan showing the relationships of interior and exterior spaces, the building form, height, detailing and finishes of proposed buildings and works; elevations and cross-sections of proposed buildings, any demolition requirements and plans, landscaping plans including details of the treatment of open spaces, including their relationship to surrounding lands and linkages; details and plans of any proposed cut or fill; 	<p>PoSS Summary Report:</p> <hr/> <p>Overview</p> <p>Chapter 1 – Proposal</p> <p>Chapter 2 – Landscape and Urban Form</p> <hr/> <p>Relevant appendices:</p> <hr/> <p>Appendix A – Architectural Drawings</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix D – Cut and Fill</p> <p>Appendix I – Urban Design Framework</p>

TPC Guideline	Response Index
<p>1.4 Design and management response</p> <p>Clause 1.4.1 The reports are to provide a context analysis and design response that assess and describe how:</p> <ul style="list-style-type: none"> • the design of all proposed use and development; and • management actions related to the proposed use and development; respond to the context, attributes, values and constraints of the project site, adjacent area, locality and broader area. The reports are to consider how analysis of each of the issues under ‘Planning Assessment’ below, have informed the proposed project’s design and the proposed management of its use. <p>The reports are to outline potential non-site related effects on people’s social, economic and cultural wellbeing arising due to the construction and operation of the proposed project and management actions proposed to be taken to either avoid, minimise or offset adverse effects, or enhance and realise beneficial effects. The analysis is to consider how consideration of effects identified under ‘3.0 Economic development and social, cultural and community wellbeing’ below, have informed the proposed management actions. For the purposes of this section, a ‘management action’ is a specific action proposed to be taken by the Proponent to manage or specifically address an effect (beneficial or adverse) that is occurring as a consequence of the project. Management actions may relate to:</p> <ul style="list-style-type: none"> – on site effects - where the effect is a direct consequence of the project, this may be due matters such as noise at a local level or due to traffic at a broader level; and – off site effects - where the effect is a systemic consequence of the project - such as short term workers occupying rental accommodation and affecting housing affordability. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 1 – Proposal Chapter 2 – Landscape and Urban Form Chapter 4 – Movement Chapter 5 – Economic Social and Cultural Analysis Chapter 7 – Environmental Quality and Hazards Chapter 8 – Potential Land Use Conflicts Chapter 9 – Other Planning Matters</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix B – Stadium Design Description Appendix C – Stadium Housing Report Appendix E – Cost Benefit Analysis Appendix F – Economic Impact Assessment Appendix G – Financial Impact Report Appendix H – Social and Cultural Analysis Report Appendix I – Urban Design Framework Appendix J – Visual Impact Assessment Report Appendix N – Transport Study Appendix P – Light and Utility Services Appendix Q – Noise and Vibration Appendix AA – Construction Management Report</p>

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<p>Clause 1.4.2</p> <p>The reports are to assess and provide information on:</p> <ul style="list-style-type: none"> • how the proposed project design responds and contributes positively to its context and specifically avoids adverse effects of impacts on the project site, adjacent area and locality; • how management actions applied during construction and operation of the proposed project eliminate, minimise, mitigate or offset direct adverse social and environmental effects to an acceptable level; • how the requirements of the use of the proposed project have informed the siting, design, operation and management of the proposed project in the context of the project site, adjacent area and locality; and • off-site management actions that are proposed to address broader social, cultural or economic effects of the project. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 1 – Proposal</p> <p>Chapter 2 – Landscape and Urban Form</p> <p>Chapter 4 – Movement</p> <p>Chapter 5 – Economic Social and Cultural Analysis</p> <p>Chapter 7 – Environmental Quality and Hazards</p> <p>Chapter 8 – Potential Land Use Conflicts</p> <p>Chapter 9 – Other Planning Matters</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix B – Stadium Design Description</p> <p>Appendix E – Cost Benefit Analysis</p> <p>Appendix F – Economic Impact Assessment</p> <p>Appendix G – Financial Impact Report</p> <p>Appendix H – Social and Cultural Analysis Report</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix J – Visual Impact Assessment Report</p> <p>Appendix N – Transport Study</p> <p>Appendix P – Light and Utility Services</p> <p>Appendix Q – Noise and Vibration</p> <p>Appendix AA – Construction Management Report</p> <p>Appendix GG – Site Development Plan</p> <p>Appendix JJ – Precinct Plan</p>

TPC Guideline	Response Index
<p>Clause 1.4.3</p> <p>Without limiting the content of the reports, the following details and plans are to be provided:</p> <ul style="list-style-type: none"> • a description of the planning context of the project site and broader area, including distances to adjoining zones and activities; • a description of the ground conditions and microclimate of the project site; Guidelines - Macquarie Point Multipurpose Stadium Project of State Significance - February 2024 5 • plans and a description of surrounding road networks, public transport, utilities and infrastructure; • public open space on the project site in the adjacent and broader area; • any pedestrian or vehicular access ways in the adjacent and broader area; • a description of significant places in the adjacent and broader area such as public parks, cultural venues, leisure or business locations and any proposed linkages to the project site; • plans and a description of street frontage features such as poles, street trees, street furniture and cross-overs; • plans and a description of the location, use and height of existing buildings and the location of any private and public open space on the project site and adjacent area; • prevailing winds and wind patterns associated with existing built form; • existing solar access to the project site, surrounding properties and public spaces including footpaths; • existing views to and from the project site, paying particular regard to views to kunanyi/Mount Wellington and the Wellington Range and to views to and from public spaces (including roads, footpaths, public squares, wharf and dock areas and other open spaces) in the locality or other places in the locality or broader region that may be affected by the project; • the pattern of subdivision and development in the adjacent area; • areas of natural or human-made hazard; • the architectural form, style, building details and materials of the adjacent area; • off-site noise sources and noise sensitive activities in the locality that may be affected by noise from the site; and • any other notable physical or cultural characteristics of the project site, adjacent area or locality including sites, places or items of cultural heritage significance. The reports are to indicate where any management action or other undertaking outlined in this section is proposed to be given effect through an approval or permit for the project that may be granted. 	<p>Poss Summary Report:</p> <hr/> <p>Chapter 1 – Proposal</p> <p>Chapter 2 – Landscape and Urban Form</p> <p>Chapter 4 – Movement</p> <p>Chapter 6 – Culture and Heritage</p> <p>Chapter 7 – Environmental Quality and Hazards</p> <p>Chapter 8 – Potential Land Use Conflicts</p> <p>Chapter 10 – Geotechnical Conditions</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix N –Transport Study</p> <p>Appendix O – Wind Effects Report</p> <p>Appendix I – Urban Design Framework</p> <p>Appendix Q – Noise and Vibration</p> <p>Appendix U – Coastal Inundation Assessment</p> <p>Appendix V – Contaminated Land, including Acid Sulfate Soils</p> <p>Appendix W – Flood Assessment</p> <p>Appendix FF – Groundwater</p> <p>Appendix X – Geotechnical Interpretative Report</p> <p>Appendix II – Geotechnical Factual Report</p> <p>Appendix JJ – Precinct Plan</p>

2.0 |

2.1 | State Policies and Projects Act 1993 and Resource Management and Planning System legislation

<p>Clause 2.1.1</p> <p>The SPP Act contains the requirements for the integrated assessment of the Project, which include:</p> <ul style="list-style-type: none"> • seeking to further the objectives set out in Schedule 1 of the Act (refer Appendix C)*; and • being undertaken in accordance with State Policies (refer Appendix D for relevant State Policies). <p>These requirements cover a broad range of considerations. The reports are to provide a summary assessment of how the project relates to these requirements, and a cross reference to where evidence/information directly related to these requirements is provided in the reports.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 3 – Policy Strategy Legislative Context</p>
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<p>Clause 2.1.2</p> <p>The reports are to provide an outline of relevant objectives, principles and process from the RMPS Acts related to the assessment of applications for permits for use and development under:</p> <ul style="list-style-type: none"> • the <i>Land Use Planning and Approvals Act 1993</i> (LUPAA); • the <i>Environmental Management and Pollution Control Act 1993</i> (EMPC Act); and • the <i>Historic Cultural Heritage Act 1995</i> (HCH Act). <p>The reports are to provide an outline of relevant objectives of and outcomes to be achieved under these Acts, with reference to:</p> <ul style="list-style-type: none"> • parts B and C of the Sullivans Cove Planning Scheme 1997, the Hobart Interim Planning Scheme 2015 and the draft Hobart Local Provisions Schedule; • the Objectives and Principles of the Sullivans Cove Planning Review 1991; • codes and guidelines related to planning schemes, including relevant Australian Standards and any referenced, applied, adopted or incorporated documents in the Sullivans Cove Planning Scheme 1997, Hobart Interim Planning Scheme 2015 and draft Hobart Local Provisions Schedule; • principles, codes or guidelines related to assessments under the EMPC Act; and • registers and inventories of places of cultural significance under the HCH Act. <p>The reports are to provide an overview summary of these objectives and outcomes and cross referenced to where these matters relate to these Acts and associated documents have been addressed or referred to in the reports.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 3 – Policy Strategy Legislative Context</p> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix GG – Site Development Plan</p>
<p>Clause 2.1.3</p> <p>The reports are to provide information that describes the extent to which the proposed project is consistent with and supports the urban renewal of the Macquarie Point site as provided in the Mac Point Precinct Plan or any draft Precinct Plan.</p> <p>To the degree of any inconsistency, a rationale is to be provided.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 3 – Policy Strategy Legislative Context</p>
<p>2.2 Governmental policy and strategy</p>	
<p>Clause 2.2.1</p> <p>In addition to matters directly related to the Objectives of the Act, State Policies and associated RMPS legislation, there are a range of other statutory and administrative plans, policies and programs that may be relevant to or provide context for the integrated assessment.</p> <p>The reports are to identify and outline the relationship between the proposed use and development of the proposed project, effects arising from the proposed project and governmental policies or programs covering the project site, the adjacent area, locality or the broader area. Reports containing policies and strategies may be formally approved or in draft form or may be published publicly or used internally by the relevant organisation for management purposes.</p> <p>The reports are to provide a cross reference to where these matters are addressed.</p> <p>The scope of the policy and strategy addressed are to include:</p> <ol style="list-style-type: none"> 1. Agreements or undertakings between or with local, State or Federal and other organisations relating to use and development of land on the project site, in the locality or in the broader area. This may include agreements such as the Hobart City Deal between multiple levels of government, or agreements between one level of government and other organisations that are relevant to the integrated assessment of the project. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 3 – Policy Strategy Legislative Context</p>

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<p>Clause 2.2.1 continued</p> <p>2. Plans and strategies related to the project site managed under the <i>Macquarie Point Corporation Act 2012</i>. This may include:</p> <ul style="list-style-type: none"> • 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. <p>3. Plans and strategies related to the role of the City of Hobart across a range of relevant areas including:</p> <ul style="list-style-type: none"> • 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. <p>4. The policies and strategies or management plans/development related strategies for infrastructure owners and managers in the areas covering:</p> <ul style="list-style-type: none"> • 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 • policies and strategies of the State Government or Renewables, Climate and Future Industries Tasmania, related to climate change and reduction of greenhouse gas emissions. 	
<p>Clause 2.2.2</p> <p>The reports are to provide a consolidated set of plans and maps showing the status and nature of governmental policies and strategies for the Macquarie Point site, the adjacent area, locality and broader area that are related to the stadium project.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 3 – Policy Strategy Legislative Context</p> <hr/> <p>Relevant Appendices:</p> <hr/> <p>Appendix B – Stadium Design Description</p> <p>Appendix I – Urban Design Framework</p>

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<p>3.0 The following reports are required to assess the economic, social and cultural effects of the project. Without limiting the methodologies that may be used to assess these matters, the reports are to include what follows.</p>	
<p>3.1 Cost-Benefit Analysis</p> <p>A CBA assessing the net benefit of investing in the proposed project.</p> <p>The CBA should identify and quantify to the fullest extent possible, all significant benefits and costs over the life of the project, discounted to current values.</p> <p>The CBA should present a base case in which all assumptions represent the best estimates at this time, with supporting evidence for the value of each key assumption.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix E – Cost Benefit Analysis</p>
<p>Where community, environmental, social and cultural effects can be valued as costs and benefits with a reasonable degree of confidence, these should be included in the analysis. Where the CBA is assessing the effect of the project on intangible or cultural/social factors, these are to be valued or monetised in a similar way.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix E – Cost Benefit Analysis</p> <p>Appendix H – Social and Cultural Analysis Report</p>
<p>If there are significant costs or benefits that are not able to be easily quantified, notional but plausible values should be used, which can be varied in sensitivity analysis (see below) where they are significant drivers of the results.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix E – Cost Benefit Analysis</p>
<p>If there are significant costs or benefits that cannot be valued or monetised with any degree of accuracy, these factors should be included in the CBA and quantified information provided that links to social welfare values.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p>
<p>All significant costs and benefits used in the analysis should be separately and clearly identified, with supporting evidence provided for the values assumed for each item.</p> <p>All the important assumptions for both costs and benefits should be clearly stated over the life of the project analysis, with supporting evidence for each of the key assumptions made.</p> <p>The CBA should include sensitivity analyses. For guidance, sensitivity analyses could include best and worst cases (i.e. “high” and “low” case scenarios that vary critical assumptions including the discount rate), partial sensitivity analysis (i.e. individually varying one critical assumption at a time), and scenarios that create plausible future alternative “states of the world” by reflecting collective changes in assumptions that are internally consistent with each other. Further information in relation to sensitivity analyses is provided below.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix E – Cost Benefit Analysis</p>

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<p>The choice of the discount rate is critical and it is expected the CBA base case would utilise a discount rate currently or commonly accepted by governments for assessing infrastructure proposals. For example, the Department of Prime Minister and Cabinet Cost-Benefit Analysis Guidance suggests a real discount rate of 7%, with alternative discount rates of 3% and 10% to be used for sensitivity analyses.</p> <p>Except where required in these guidelines, the CBA:</p> <ol style="list-style-type: none"> 1. is to be prepared to align with the recommended principles and procedures outlined for a detailed CBA in the Guide to economic appraisal, Infrastructure Australia July 2021; 2. is to be informed by the method for assessing/valuing greenhouse gas emissions and the information to be provided in reports on this matter being informed by the Guide to assessing greenhouse gas emissions (interim), Infrastructure Australia Feb 2023. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix E – Cost Benefit Analysis</p>
<p>3.2 Economic Impact Assessment</p> <p>An Economic Impact Assessment (EIA) using a computable general equilibrium model to assess the net effect of the proposed project on the Tasmanian economy from construction activities and the operation of the Stadium.</p> <p>The modelling is to show the direct and indirect/induced economic effect resulting from indicators such as GDP (including GSP), employment, real income per capita and industry sector output. Any assessment of employment effects is to express these effects in terms of Full Time Equivalent (FTE) employment for the specific period of time.</p> <p>The modelling outputs should enable the construction and operation phase impacts to be separately identified.</p> <p>The economic impact report should also consider the opportunity cost of domestic investment – for example, a “counter-factual” estimate of the impact of an alternative investment of equivalent public funds. The report should also consider the degree of ‘crowding out’ that may occur through the construction stage activities.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix F – Economic Impact Assessment</p>
<p>3.3 Financial Impact Report</p> <p>Impact of project’s construction and ongoing costs on State’s projected General Government Sector and Total State Sector financial position, with respect to key fiscal measures including, net operating balance, fiscal balance and net debt.</p> <p>Year-by-year cash flow projections associated with the project.</p> <p>Trends in key financial ratios for comparison purposes, including assessment of possible implications of the cost of State debt and the State’s credit rating.</p> <p>Assumed treatment of the Commonwealth funding contribution by the Commonwealth Grants Commission under the fiscal equalisation process.</p> <p>Sensitivity analysis including the impact of a significant delay in construction and of cost escalation.</p> <p>Time period for financial projections is to be the time period for construction (and including the scenario of a significant delay) and the first three years of operations.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <hr/> <p>Appendix G – Financial Impact Report</p>

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<p>3.4 Social and Cultural Impact Assessment</p> <p>Effects related to sporting and other events and programs which would not occur without the Stadium.</p> <p>Effects of Tasmania having AFL and AFLW clubs.</p> <p>Effects on environmental values of the site and associated social and cultural impacts.</p> <p>Effects on people with a cultural association with the Cenotaph or the Macquarie Point headland.</p>	<p>PoSS Summary Report:</p> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <p>Appendix H – Social and Cultural Analysis Report</p>
<p>Effects due to changes in the cost and supply of residential accommodation in the greater Hobart area during construction.</p>	<p>PoSS Summary Report:</p> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <p>Appendix C – Stadium Housing Report</p> <p>Appendix H – Social and Cultural Analysis Report</p>
<p>3.5 Sensitivity and comparative analyses and information documentation</p> <p>The above reports are to provide a consolidated balanced overview of effects based on data and information drawn from the specific assessment methods outlined above.</p> <p>The reports can use a variety of methodologies and indicators to provide evidence and information on economic development and qualities of people’s social, cultural and economic wellbeing.</p> <p>The reports should aim to address all significant beneficial and detrimental effects.</p> <p>Where there is a lack of evidence or direct quantifiable information, the reports may use information from other places in a balanced manner.</p> <p>The “Base Case” scenarios should clearly set out all relevant and material factors including:</p> <ul style="list-style-type: none"> • the type and frequency of events and activities; • the composition and number of users/customers; • forecast/estimated costs and revenue; • organisations and associations that will use the facility; and • forecast/estimated effects on interstate visitation. 	<p>PoSS Summary Report:</p> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <p>Appendix E – Cost Benefit Analysis</p> <p>Appendix F – Economic Impact Assessment</p> <p>Appendix G – Financial Impact Report</p> <p>Appendix H – Social and Cultural Analysis Report</p>
<p>Sensitivity analysis is to be undertaken as part of the Cost-Benefit, Economic Impact and Financial Impact assessments, to understand how different assumptions around risk and uncertainty affect outcomes. Sensitivity analysis should ideally include the creation of probability distributions for key cost and revenue parameters that include P10, P50 and P90 values.</p> <p>The CBA will be undertaken as an absolute assessment for the base case scenario and not in comparison to an alternate option.</p>	<p>PoSS Summary Report:</p> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <p>Relevant Appendices:</p> <p>Appendix E – Cost Benefit Analysis</p>

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<p>For the purposes of comparative assessment of ‘no policy change scenarios’ and sensitivity analyses the reports are to refer to or include information relating to:</p> <ul style="list-style-type: none"> • the level of AFL, sporting and other events and activities and associated tourism activity, that have generally occurred in the state and region over the past decade (COVID-19 period excluded) over the forecast period; and • changes in the level of activity of AFL, sporting and other events and activity as well as flow on activity at a state and regional level that is forecast to occur as a result of the operation of the Stadium. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 5 – Economic, Social and Cultural Analysis</p> <hr/> <p>Relevant Appendices:</p> <hr/> <p>Appendix E – Cost Benefit Analysis</p>
<p>4.0 Landscape and Urban Form</p>	
<p>4.1 Landscape and Visual Values</p>	
<p>Clause 4.1.1</p> <p>The reports are to discuss, identify and assess the likely significance of, and the effects of, change resulting from the Stadium on the landscape, as a public resource, and on people’s views, enjoyment and visual amenity.</p> <p>The landscape is to be assessed in its broadest sense. The area to be included in the assessment is to be the full extent of land and water where there may be an effect. The definition of landscape is to include natural landforms, waters and ecosystems, human settlement and people’s association with place.</p> <p>The landscape assessment is to describe the importance and values attached to elements of the landscape by people and communities.</p> <p>The reports are to assess the effect the proposed project has on:</p> <ul style="list-style-type: none"> • the landscape and townscape values and characteristics of the project site and broader area, • spatial and physical use and enjoyment, • specific views in to and out of the site and the general visual amenity experienced by people and the likely significance of visual effects. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <hr/> <p>Relevant appendices:</p> <hr/> <p>Appendix J – Visual Impact Assessment</p>
<p>Clause 4.1.2</p> <p>The reports are to assess the effect the proposed project has on:</p> <ul style="list-style-type: none"> • the landscape and townscape values and characteristics of the project site and broader area, • spatial and physical use and enjoyment, <p>specific views in to and out of the site and the general visual amenity experienced by people and the likely significance of visual effects.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <hr/> <p>Relevant appendices:</p> <hr/> <p>Appendix I – Urban Design Framework Report</p> <p>Appendix GG – Site Development Plan</p>

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<p>Clause 4.1.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • how the historic character of the landscape is incorporated into and shapes the character of the locality. The historic landscape character will be derived from understanding how the long sequence of events and actions are visible in today’s landscape and the broad patterns and character that this sequence reveals, • supplementing the assessment of historic and landscape character with information on: <ul style="list-style-type: none"> – the historic cultural heritage significance of registered and listed heritage places and precincts, – the cultural significance of known Aboriginal heritage (note: advice from Aboriginal Heritage Tasmania will be obtained on how sensitive information is to be presented in reports), • the spatial characteristics of the broader area, • the existing urban morphology of the broader area, how previously adopted plans and strategies related to future urban form contribute to the landscape character of the area and the effect that out of scale buildings have on the historic and landscape character of the area, • the area within which the proposed project is visible, the number and range of people and groups who may experience views and viewpoints and where they will be affected, • the overall significance of visual effects from an understanding of the sensitivity of viewers, the values of different views and the scale, degree of contrast and magnitude of visual effects, • people’s visual and spatial experience of the proposed project incorporating: <ul style="list-style-type: none"> – where people experience the proposed project while moving in the broader area, the sequential visual experience is to be assessed, – where the proposed project is to be lit at night, the effects of lighting are to be assessed, • the spatial and location characteristics of the Cenotaph headland within the surrounding townscape and landscape at a local and subregional level. The roles, values and landscape significance of the Cenotaph headland is to be assessed with respect to views and vistas to and from the Cenotaph: <ul style="list-style-type: none"> – as identified by users and managers of the Cenotaph, – as outlined in section 32.3 and figure 32.2 of the Sullivans Cove Planning Scheme 1997, – as outlined in Planning Scheme Amendments to Macquarie Point Site Development Plan Planning Report, AllUrban Planning, Dec 2018, – as outlined in Macquarie Point Master Plan: Reset - urban design notes, Leigh Woolley, 2019, • the spatial and location characteristics of the surrounding landscapes, and their roles and values. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <p>Relevant appendices:</p> <hr/> <p>Appendix I – Urban Design Framework Report</p> <p>Appendix J – Visual Impact Assessment</p> <p>Appendix GG – Site Development Plan</p>

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<p>Clause 4.1.4</p> <p>The reports are to provide plans, including sections and elevations, maps and graphics that show, illustrate and describe:</p> <ul style="list-style-type: none"> • the landscape character of the area and the significance of effects to landscape values, • the historic character of the area and how layers of history are revealed through visual and spatial indicators, • the historic, existing and planned urban morphology of the area, and how this character is represented in the landscape, • the areas within which the proposed project may be viewed and the range and number of people that may be affected, • key sequential and static viewpoints and the overall significance of visual effects. <p>The methodology used for visualisations is to be described and is to be informed by the New Zealand Institute of Landscape Architects Best Practice Guide 10.2, Visual Simulations, 2010, or an equivalent professionally developed and adopted set of guidelines.</p> <p>The reports are to be informed and guided by the processes and principles outlined in Guidelines for Landscape and Visual Assessment, third edition, 2013.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <p>Relevant appendices:</p> <hr/> <p>Appendix A – Architectural Drawings</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix GG – Site Development Plan</p> <p>Appendix I – Urban Design Framework Report</p>
<p>4.2 Urban form of Sullivans Cove</p>	
<p>Clause 4.2.1</p> <p>The reports are to describe the existing urban form of Sullivans Cove and describe and analyse:</p> <ul style="list-style-type: none"> • how the built form, massing, bulk, scale, alignment, orientation, detailing and landscaping of the proposed project is informed by the historic, existing spatial and built form of Sullivans Cove, • the effect of any impacts from the proposed project on the existing spatial and built form and historic and cultural value of Sullivans Cove. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <p>Relevant appendix:</p> <hr/> <p>Appendix I – Urban Design Framework Report</p>
<p>Clause 4.2.2</p> <p>The reports are to describe:</p> <ul style="list-style-type: none"> • the planning history of the spatial and built form of Sullivans Cove and how the proposed project relates and responds, • the history of master plans and site development plans for the Macquarie Point site and how the proposed project relates and responds. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <p>Relevant appendix:</p> <hr/> <p>Appendix I – Urban Design Framework Report</p>

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<p>Clause 4.2.3</p> <p>In preparing the reports, without limiting the scope, specific consideration is to be given to:</p> <ul style="list-style-type: none"> the pattern of building height, bulk and form, to what degree the proposed Stadium building is individually prominent by virtue of being significantly higher or having a larger apparent size in contrast to neighbouring buildings when viewed in street elevation, to what degree the proposed project contributes to or detracts from a human scale environment, 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <p>Relevant appendices:</p> <hr/> <p>Appendix A – Architectural Drawings</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix I – Urban Design Framework Report</p> <p>Appendix J – Visual Impact Assessment</p> <p>Appendix GG – Site Development Plan</p>
<p>Clause 4.2.4</p> <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> the Sullivans Cove Planning Review 1991, the Sullivans Cove Planning Scheme 1997. <p>Without limiting the content of the reports, the following information is to be provided:</p> <ul style="list-style-type: none"> plans detailing the existing urban form qualities of Sullivans Cove, including building footprints and heights, primary and secondary spaces and expression of the wall of the Cove, long sections and visualisations showing the location, size, bulk and design of the proposed project relative to the existing urban form, from a range of relevant locations. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 1 - Proposal</p> <p>Chapter 2 – Landscape and Urban Form</p> <p>Chapter 3 – Policy, Strategy and Legislation</p> <p>Relevant appendices:</p> <hr/> <p>Appendix B – Stadium Design Description</p> <p>Appendix I – Urban Design Framework Report</p> <p>Appendix GG – Site Development Plan</p>
<p>Clause 4.2.5</p> <p>Without limiting the content of the reports, the following information is to be provided:</p> <ul style="list-style-type: none"> plans detailing the existing urban form qualities of Sullivans Cove, including building footprints and heights, primary and secondary spaces and expression of the wall of the Cove and long sections and visualisations showing the location, size, bulk and design of the proposed project relative to the existing urban form, from a range of relevant locations. <p>The methodology used for visualisations is to be described and is to be informed by the New Zealand Institute of Landscape Architects Best Practice Guide 10.2, Visual Simulations, 2010, or an equivalent professionally developed and adopted set of guidelines.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 2 – Landscape and Urban Form</p> <p>Relevant appendices:</p> <hr/> <p>Appendix A – Architectural Drawings</p> <p>Appendix B – Stadium Design Description</p> <p>Appendix I – Urban Design Framework Report</p> <p>Appendix J – Visual Impact Assessment</p>

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<p>5.0 Cultural heritage and values</p>	
<p>5.1 Aboriginal cultural values and landscape</p>	
<p>Clause 5.1.1 – 5.1.3</p> <p>The reports are to describe the character of the landscape and any Aboriginal cultural values relating to the use, associations and meanings linked to the landscape character of the place. The reports are to analyse and assess the effects of the proposed project on the landscape character and the associated Aboriginal cultural values.</p> <p>Without limiting the scope of the reports, the reports are to include discussion and provide information relating to:</p> <ul style="list-style-type: none"> • identification of existing, historical and potential Aboriginal cultural values associated with the distinct combination of physical, associative and perceptual attributes of the landscape (both tangible and intangible); • a description of the methodology used to identify the landscape character and associated Aboriginal cultural values, to be developed in consultation with Aboriginal Heritage Tasmania; • analysis of both the nature and degree of effects on the attributes of the landscape character and on Aboriginal cultural values associated with the landscape character; and • consideration of any measures to avoid, remedy or mitigate potential adverse effects and to promote positive effects. <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> • Ask First - a guide to respecting Indigenous heritage, places and values, Australian Heritage Commission; • Australian ICOMOS Practice Notes on cultural landscapes and intangible cultural heritage; • Aboriginal Heritage Standards and Procedures, Aboriginal Heritage Tasmania; and • relevant processes and procedures of Te Tangi A Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix HH – Southern Archaeology</p>
<p>5.2 Aboriginal heritage</p>	
<p>Clause 5.2.1 – 5.2.3</p> <p>The reports are to describe:</p> <ul style="list-style-type: none"> • the known and potential Aboriginal heritage within the project site and in the vicinity; and • measures that will be undertaken so that development which may have adverse effects, including a direct impact, on Aboriginal heritage is avoided or managed in an acceptable manner. <p>The reports are to assess:</p> <ul style="list-style-type: none"> • the extent to which the development directly impacts Aboriginal heritage protected under the Aboriginal Heritage Act 1975; • the significance of known and potential Aboriginal heritage within the project site and the degree to which the location and design of proposed development avoid adverse effects to this heritage; • how the proposed development will positively contribute to an understanding and appreciation of Aboriginal heritage within the project site; and 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix K – Aboriginal Heritage Investigations</p>

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<p>Clause 5.2.1 – 5.2.3 continued</p> <ul style="list-style-type: none"> the options investigated for avoiding or mitigating impacts to known or potential Aboriginal heritage and for actions to enhance understanding, appreciation and extension of Aboriginal values. <p>The reports are to be informed and guided by relevant principles and process outlined in:</p> <ul style="list-style-type: none"> Aboriginal Heritage Standards and Procedures; Ask First - a guide to respecting Indigenous heritage, places and values, Australian Heritage Commission; and The Burra Charter and associated Practice Notes. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix K – Aboriginal Heritage Investigations</p>
<p>5.3 Places and precincts of historic cultural heritage significance</p>	
<p>Clause 5.3.1 – 5.3.5</p> <p>The reports are to describe the historic cultural heritage characteristics, values and significance of the buildings, structures, streetscapes and spaces on the project site and adjacent area. The reports are to assess the effect of the proposed project on the historic cultural heritage characteristics, values and significance.</p> <p>The reports are to assess:</p> <ul style="list-style-type: none"> what is significant about the places or precincts in terms of their historic cultural heritage values and whether some parts are more significant than others; the degree to which the proposed project complements and contributes to or detracts from the values of places or precincts of historic cultural heritage significance; the effect of the use, location, bulk, form and appearance of the proposed project on the values of places or precincts of historic cultural heritage significance; what measures, if any, are proposed to avoid or ameliorate any adverse effects; and whether the proposed project will result in any heritage conservation benefits that might offset any adverse effects. <p>In preparing the reports, without limiting the scope, specific consideration is to be given to all places and precincts of historic cultural heritage significance as well as cultural landscape precincts and local historic landscape precincts listed or provisionally listed in the Tasmanian Heritage Register, Sullivans Cove Planning Scheme 1997, Hobart Interim Planning Scheme 2015 and the draft Hobart Local Provisions Schedule that are:</p> <ul style="list-style-type: none"> on the Macquarie Point site; on Evans Street or Hunter Street; on the Cenotaph and Regatta Grounds at 20 McVilly Drive; within or partly within 200m of the title boundaries of the project site; beyond 200m of the title boundaries of the project site where relevant; and relevant to the site in relation to the River Derwent. <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> the Burra Charter and associated Practice Notes; Tasmanian Heritage Council Practice Note 1B - Preparation of Heritage Impact Statements; Tasmanian Heritage Council Works Guidelines for Historic Heritage Places; and where relevant, the Queens Domain Cultural Heritage Management Plan 2002. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix L – Historical Cultural Heritage Impact Assessment</p> <p>Appendix J – Visual Impact Assessment</p>

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<p>5.4 Historic Archaeology</p> <p>Clause 5.4.1 – 5.4.5</p> <p>The reports are to describe the historic archaeological potential and significance of the project site and assess the likely effect of the proposed project.</p> <p>The reports are to assess:</p> <ul style="list-style-type: none"> • what is significant about the project site in terms of historic archaeological values and whether some parts are more significant than others; • the likelihood of the proposed project resulting in the removal or destruction of items of historic archaeological significance and how this may affect the historic archaeological significance of the project site; and • what measures, if any, are proposed to avoid or ameliorate any likely adverse effects on the historic archaeological significance of the project site. <p>In preparing the reports, without limiting the scope, specific consideration is to be given to all identified archaeological assets, features or places of historic archaeological potential identified on the project site in:</p> <ul style="list-style-type: none"> • the Sullivans Cove Planning Scheme 1997; • the Tasmanian Heritage Register; • the Hobart Interim Planning Scheme 2015; and • the draft Hobart Local Provisions Schedule. <p>The reports are to be informed by:</p> <ul style="list-style-type: none"> • Tasmanian Heritage Council Practice Note 2 - Managing Historical Archaeological Significance in the Works Process; and • Tasmanian Heritage Council Guidelines for Historical Archaeological Research Projects on Registered Places. <p>Without limiting the content of the reports, the following information is to be provided:</p> <ul style="list-style-type: none"> • investigation of documentary evidence pertinent to the project site; • a sampling program which includes timing and method of sampling and procedures followed where items of archaeological value are discovered; • a statement of archaeological potential and distribution on the project site; • plans showing the location of all archaeological assets, features or places of archaeological potential, including those identified in the Tasmanian Heritage Register, Sullivans Cove Planning Scheme 1997, Hobart Interim Planning Scheme 2015 and draft Hobart Local Provisions Schedule; • evidence that adequate archaeological reconnaissance and site sampling will be undertaken prior to the carrying out of works; • details of how items of archaeological significance will be reasonably protected during the design and carrying out of works; and • details of ‘watching brief’ procedures to be implemented during the completion of works. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix M – Historical Archaeological Assessment</p>

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6.0 Movement	
6.1 Travel scenarios and management options	
<p>Clause 6.1.1</p> <p>The reports are to provide a transport assessment that provides evidence and information on a range of potential travel demand scenarios and travel demand management measures to be implemented and extended/adapted over time to achieve acceptable outcomes for stadium users and the broader transport/movement network.</p> <p>The purpose of the transport assessment is to provide information on the range of strategies and measures that may be required under different demand scenarios to:</p> <ul style="list-style-type: none"> • enable visitors and Tasmanians using the stadium to have an easy, safe, amenable, reliable and convenient door to door travel experience, • support and encourage active transport, • minimise the risk of local and regional traffic disturbance before, during and after events, • manage to an acceptable level any adverse effects to local businesses and residents from traffic, crowds and parking. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>Clause 6.1.2</p> <p>The reports are to provide an overall framework supported by suitable models and assessment methods that:</p> <ul style="list-style-type: none"> • enable a range of possible travel demand scenarios to be understood from the perspective of the users and the overall transport network, • enable assessment of the effectiveness of a range of possible solutions including capacity creation, network management and behavioural change, • underpin a proposed suite of travel demand measures that can be implemented prior to the stadium commencing operation, as well as extended and adapted over the life of the stadium, • achieve acceptable public safety outcomes for users of the stadium and all other transport network users; and are informed by consideration of relevant transport plans and strategies, at a local and regional level, identified in section 2, including Keeping Hobart Moving Transport Solutions for Our Future (draft) State of Tasmania Oct 2023 and The Greater Hobart Cycle Plan. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix B – Stadium Design Description</p> <p>Appendix H – Social and Cultural Analysis Report</p> <p>Appendix N – Transport Study</p>
6.2 Traffic, freight and transport routes	
<p>Clause 6.2.1</p> <p>The reports are to discuss how the use of the stadium relates to and affects:</p> <ul style="list-style-type: none"> • the land transport task and function of roads in the locality and broader area as well as the operation of the Port of Hobart, • the current and estimated (with/without the proposed project) traffic volumes and levels of services of roads in the area and specifically the risk of and timeframes associated with periods of saturation and congestion, • periods of congestion/saturation on roads in the locality of the stadium as well as the broader road network effects. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>

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<p>Clause 6.2.2</p> <p>The reports are to assess the road network changes/improvements and the other management interventions required to maintain the function, level of service and safety of major roads and the broader network.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>Clause 6.2.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • estimated changes in traffic volumes and characteristics over the operating life of the stadium, • continued access to the Port of Hobart via Evans Street and any new proposed freight access route, • the heavy vehicle volume and types associated with transport to/from the Port of Hobart and any effect vehicles accessing the Tasman Highway or Brooker Highway has for congestion and the risk of crashes, • the proposed and likely timeframes associated with events at the stadium and how the transport task associated with these timeframes relates to current and forecast traffic on the road network, • the traffic characteristics and specific events that currently, or are forecast to, lead to low level of service on the road network and how this relates to the transport tasks scenarios or traffic related events during use of the stadium, • the potential for and effects of traffic congestion resulting from use of the stadium on the provision of emergency services in Hobart area, • the history of vehicle crashes in the locality and the need to avoid and otherwise minimise the number and severity of crashes, where possible. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>Clause 6.2.4</p> <p>The reports are to provide plans, maps and graphs that show:</p> <ul style="list-style-type: none"> • the function and characteristics of the land transport network both generally and during periods of low level of service, and how these characteristics change under a range of transport scenarios or traffic related risks associated with the stadium, • the characteristics of the land transport freight task and proposed network associated with the Port of Hobart and how these changes affect the broader network, • the land transport task and characteristics associated with proposed mass transit services and how this may affect the broader transport network, • the location and type of proposed road network change/improvement and management interventions. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>6.3 Access: mass/public transport, car use and parking</p>	
<p>Clause 6.3.1</p> <p>The reports are to discuss and provide information on issues, effects and user preferences associated with people choosing to use mass/public transport rather than cars (private cars/ride share) to travel to the stadium/locality for events. Based on this, the reports are to provide evidence-based strategies for:</p> <ul style="list-style-type: none"> • achieving a planned mass/public transport versus car mode share, • managing the provision and use of car parking in the broader area to achieve transport outcomes. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>

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<p>Clause 6.3.2</p> <p>The reports are to provide an assessment of the issues and options associated with:</p> <ul style="list-style-type: none"> • people accessing the stadium/locality and outline, • the maximum extent, location and design of mass/public transport services and infrastructure (including park and ride) required to achieve planned usage levels with a high degree of confidence, • strategies to achieve the majority of people accessing the stadium/locality by mass/public transport services, • strategies to manage the capacity and use of metered, multistorey, off-street and on-street car parking and how this will be managed around events, • strategies for the provision of drop off/pick up areas generally, and arrangements and infrastructure for people with specific access needs. <p>Where the proposed use includes the potential for events to be held during or overlapping with peak weekday/weekend travel patterns, the options and strategies are to assess this period as a base scenario.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>Clause 6.3.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • the alignment of public/mass transport and parking strategies with the information and outcomes of related travel demand management and transport assessment processes, • the need to ensure plans and redesign for mass/public transport fit with the need to provide pedestrians with safe, amenable, convenient pathways and platforms, • the capacity of the existing mass/public transport system, • the capacity for plans and strategies for mass/public transport movement to be altered or extended based on experience and evaluation. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>Clause 6.3.4</p> <p>The reports are to provide maps, plans and graphics that describe and show:</p> <ul style="list-style-type: none"> • the home catchments, key transport routes, modes and vehicle numbers associated with people travelling to/from the stadium/locality, • the mass/public transport (coaches, buses, ferries) fleet, capacity and key routes during peak movement periods, • the potential and planned capacity for car parking (metered, multi-storey, off-street and on-street) to be used around event periods within a 30-minute walking distance of the stadium, • the detailed design of: <ul style="list-style-type: none"> • mass/public transport infrastructure to be used during peak periods, • infrastructure/arrangements for general drop off/pick up locations and for people with specific access needs. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>6.4 Pedestrian / cycling movement</p>	
<p>Clause 6.4.1</p> <p>The reports are to discuss the characteristics of the use of the stadium and associated pedestrian, cycling and other non-motorised movement. The reports are to discuss and present information on the origins/destinations, paths, volumes and networks associated with pedestrian and cycle movement. The associated planning, infrastructure provision and management issues are to be discussed, with consideration given to how these issues change depending on factors such as time of day, prevailing weather conditions and the age and composition of users.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>

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<p>Clause 6.4.2</p> <p>The reports are to assess:</p> <ul style="list-style-type: none"> • the physical connections and improvements and management arrangements with surrounding land and road owners, required for pedestrians and cyclists to have safe, visible, amenable, direct and convenient routes when moving to and from the stadium and surrounding area, • the pedestrian network and standing/queuing area requirements associated with peak use of mass transport services, • a range of pedestrian movement scenarios including the peak movement of people to initial destinations in the Salamanca and central city areas, • the level of security of proposed bicycle parking infrastructure and number of bicycle bays to be accommodated, • pedestrian/cycle conflict and crash risks and interventions. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>Clause 6.4.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • maintaining the function and traffic flow of major arterial roads in the area during periods of high pedestrian use, • the need for plans and management of pedestrian networks to where possible avoid and otherwise minimise the likelihood of near misses or crashes between vehicles and pedestrians/cyclists, and to minimise pedestrian/cyclist conflicts, • any effect periods of high pedestrian use have on operation of wharf and port activities, tourist activities, parking and cycle paths in and around Sullivans Cove; • a range of potential techniques to manage flow, volume and direction of pedestrian movement before and after events, • the integration of pedestrian and cycling routes within the landscape and built form proposal, • the potential for risky/antisocial behaviour before and after events and the effect this has on movement and safety, • whether there is an opportunity to create a pedestrian route between Evans and Hunter Streets on Crown land used by the University of Tasmania, • physical restrictions and pinch/congestion points such as pedestrians waiting to cross at controlled intersections and the shared pedestrian and cycleway on Davey Street/Tasman Highway. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p>
<p>Clause 6.4.4</p> <p>Without limiting the content of the reports, the reports are to provide plans, maps and graphs that show:</p> <ul style="list-style-type: none"> • peak pedestrian movement networks, origins/destinations, preferred desire lines, volumes, level of service/comfort and congestion/risk locations, • linkages between existing and proposed infrastructure, • proposed infrastructure improvements and management interventions, • volumes and timeframes associated with peak pedestrian activity in the area. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 4 – Movement</p> <p>Relevant appendices:</p> <hr/> <p>Appendix H – Social and Cultural Analysis Report</p> <p>Appendix N – Transport Study</p>

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<p>7.0 </p>	
<p>Clause 7.0.1</p> <p>The reports are to discuss, describe and provide information on:</p> <ul style="list-style-type: none"> • The range of uses and activities for which approval is sought, as well as any limitation that is proposed on the use of the stadium; • the proposed management and programming regimes associated with the proposed uses; • how the proposed use and development of the stadium relates to current or potential future uses of sites and places in the locality of the stadium; and • any restriction on the capacity of the stadium to host events arising from existing or potential future use of sites and places in the locality. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 1 – Proposal</p> <p>Chapter 8 – Potential Land use Conflicts</p> <p>Relevant appendices:</p> <hr/> <p>Appendix A – Architectural Drawings</p> <p>Appendix B – Stadium Design Description</p>
<p>Clause 7.0.2</p> <p>The reports are to assess:</p> <ul style="list-style-type: none"> • 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 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. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 8 – Potential Land use Conflicts</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p> <p>Appendix Q – Noise and Vibration Report</p> <p>Appendix AA – Construction Management Plan</p>
<p>Clause 7.0.3</p> <p>In preparing the reports, specific consideration is to be given to:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> – 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; • The level and characteristics of use of the stadium by Tasmanians and visitors outside of major events; and • How the design of the proposed development will facilitate effective relationships between the proposed activities and uses. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 8 – Potential Land use Conflicts</p> <p>Relevant appendices:</p> <hr/> <p>Appendix N – Transport Study</p> <p>Appendix Q – Noise and Vibration Report</p> <p>Appendix AA – Construction Management Plan</p>

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8.0 Environmental Quality and Hazards	
8.1 Wind Effects	
<p>Clause 8.1.1</p> <p>The reports are to describe the existing wind conditions of the project site and analyse the effects of the proposed project on patterns of air movement and pressure.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p>
<p>Clause 8.1.2</p> <p>The assessment will analyse the effects of any impacts of the wind on the comfort experience and safety of the public.</p>	<p>Appendix O – Wind Effects Report</p>
<p>Clause 8.1.3</p> <p>The report will review and detail assessment methodology, standards and acceptable limits, explain the choice of any particular methodology and provide information on significance and duration of any impact.</p>	
8.2 Overshadowing	
<p>Clause 8.2.1</p> <p>The reports are to describe the existing solar access of the project site and adjacent area and analyse the effects of shadow impacts from the proposed project</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 1 – Proposal</p> <p>Relevant appendices:</p>
<p>Clause 8.2.2</p> <p>The reports are to include shadow diagrams.</p>	<p>Appendix A – Architectural Drawings</p>
<p>Clause 8.2.3</p> <p>The reports are to describe measures to minimise negative overshadowing effects.</p>	<p>Appendix B – Stadium Design Description</p>
8.3 Light	
<p>Clause 8.3.1</p> <p>The reports are to describe the existing light conditions of the project site and surrounding area, all sources of and integration of proposed lighting and its use during different activities during and outside of events.</p> <p>The reports are to identify and assess any adverse impacts on adjacent uses, fauna and traffic safety arising from lighting and outline controls to prevent light spill.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix P – Light and Utility Services</p>
<p>Clause 8.3.2</p> <p>The report will review and detail light spill assessment methodology, standards and acceptable limits, explain the choice of any particular methodology and provide information on significance, duration and timing of any impact.</p>	
8.4 Noise and Vibration	
<p>Clause 8.4.1</p> <p>The reports are to describe the existing noise and vibration conditions of the project site and vicinity, describe all sources of noise and vibration arising from expected and possible events and analyse the potential effects of impacts.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix Q – Noise and Vibration Report</p>

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<p>Clause 8.4.2</p> <p>The report will review and detail noise and vibration assessment methodology, standards and acceptable limits, explain the choice of any particular methodology and provide information on significance and duration of any impact.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p>
<p>Clause 8.4.3</p> <p>The potential for emissions to cause nuisance is to be assessed, taking into account changes in noise frequencies and tonal components, increases in ambient noise levels, the time varying nature of emissions and the temporal span of the noise emissions and its effects on nearby uses.</p>	<p>Relevant appendices:</p> <hr/> <p>Appendix Q – Noise and Vibration Report</p>
<p>Clause 8.4.4</p> <p>The reports are to describe any measures to limit and control noise and vibration to an acceptable level.</p>	
<p>8.5 Water Quality & Management</p>	
<p>Clause 8.5.1</p> <p>The reports are to identify and describe the potential effects of the design and operation of the proposed project on site and surrounding hydrology, water quality and stormwater drainage.</p> <p>The reports will describe strategies for water/stormwater management and treatment and the mitigation of any environmental impacts on flora and fauna within the Derwent Estuary and risks associated with disturbance and re-suspension of sediments within the Derwent Estuary.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix S – Water Quality and Management</p>
<p>Clause 8.5.2</p> <p>Consideration will be given to the site and surrounding hydrology and ecology, the receiving environment, liquid emissions from the stadium, proposed waste water/stormwater retention, treatment and reuse systems, the quality of water reused or discharged from these systems and proposed stormwater management.</p>	<p>Appendix R – Natural Values Assessment</p>
<p>Clause 8.5.3</p> <p>The reports are to provide details and a map(s) depicting the proposed wastewater treatment and/or discharge locations, preferential flow of stormwater arising from rainfall on the project site and the location, detail and integration of stormwater collection, treatment and reuse system.</p>	
<p>8.6 Solid Waste and Hazardous Material Management</p>	
<p>Clause 8.6.1</p> <p>The reports are to identify the sources, nature and quantities of all solid wastes likely to be generated, any hazardous or controlled wastes that will be collected and disposed of separately from wastewater streams and describe the management of these waste materials and methods of use, storage, treatment or disposal of each type of waste.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/>
<p>Clause 8.6.2</p> <p>The reports are to review and evaluate the potential for human health to be affected by wastes from the proposed project and describe any measures required to mitigate or manage any identified human health impacts.</p>	<p>Appendix T – Waste Report</p>
<p>Clause 8.6.3</p> <p>The reports are to describe any measures taken to avoid or minimise the amount of waste which must be disposed of.</p>	

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<h2>8.7 Environmental Hazards</h2>	
<p>Clause 8.7.1</p> <p>The reports are to identify and describe any environmental hazards within or adjacent to the project site, including but not limited to:</p> <ul style="list-style-type: none"> • overland flooding; • groundwater fluctuations related to buried segments of Hobart Rivulet; • acid sulfate soils; • coastal inundation; and • contaminated land • Landslip; • Ground subsidence; • Liquefaction. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Chapter 10 – Geotech</p> <p>Relevant appendices:</p> <hr/> <p>Appendix W – Flood Assessment</p> <p>Appendix GG – Site Development Plan</p> <p>Appendix JJ – Mac Point Precinct Plan</p> <p>Appendix U – Coastal Inundation Assessment</p> <p>Appendix V – Contaminated Land</p>
<p>Clause 8.7.2</p> <p>The reports are to describe any potential effects on the project site and on public health arising from any identified hazards, describe measures to manage risks and detail any emergency management requirements and responses relating to environmental hazards.</p>	
<h2>8.8 Climate Change</h2>	
<p>Clause 8.8</p> <p>The reports are to assess climate risk and vulnerability and analyse the potential effects of climate change and sea level rise implications from a risk management perspective, including adaptive management strategies.</p> <p>The reports are to include relevant modelling of sea level rise predictions that incorporate ‘worst case’ storm surge and sea level rise scenarios, address impacts across time, extending to the expected life of the proposed project and clearly state assumptions, judgements and the nature and magnitude of uncertainties.</p> <p>The analysis is to include an outline of any compounding or cascading effects the proposed project may have on the adjacent area and infrastructure occurring as a result of sea level rise, extreme weather events or other climate-related shocks.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 6 – Culture and Heritage</p> <p>Relevant appendices:</p> <hr/> <p>Appendix Y – Climate Change Heat Risk Assessment</p>
<h2>9.0 </h2>	
<h3>9.1 Signage</h3>	
<p>Provide details on any proposed signage and the cumulative effect on buildings and amenity of the area, including:</p> <ul style="list-style-type: none"> • Visual clutter • Impact of signs on heritage places/buildings, existing signage and pedestrian movement and safety; and • Colour/illumination of signage. <p>Provide:</p> <ul style="list-style-type: none"> • A wayfinding/signage strategy. • Details on content, size and dimensions of signs <p>An assessment of the signs against Schedule 4 of the SCPS</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 9 – Other Planning Matters</p> <p>Relevant appendices:</p> <hr/> <p>Appendix Z – Signage Report</p>

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<p>9.2.1 Construction Management</p> <p>Provide details on construction management process, timeframes, traffic management, excavation requirements overall methodology and reporting and monitoring.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 9 – Other Planning Matters</p> <p>Relevant appendices:</p> <hr/> <p>Appendix AA – Construction Management Plan</p>
<p>9.3 Utility Services</p> <p>Discuss, assess and demonstrate the PoSS:</p> <ul style="list-style-type: none"> • can occur within the capacity of existing utility services (electricity, gas, water, stormwater, sewerage); • where relevant, the required augmentation of utility services is viable and supported by asset managers; and • where the development directly impacts on existing utility services, assets are able to be relocated or modified in an acceptable manner. 	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 9 – Other Planning Matters</p> <p>Relevant appendices:</p> <hr/> <p>Appendix BB – Utility Services Report</p>
<p>9.4 Emergency Management</p> <p>The reports are to describe and provide information on:</p> <ul style="list-style-type: none"> • the overall design of emergency exit routes and spaces • how the design of stadium enables emergency services to access all areas of the stadium from the public road network; and • the criteria and process to be followed to ensure the design and management of evacuation procedures and access for emergency services is undertaken in an acceptable manner. • how evacuation procedures and management of people movement is undertaken to maintain the transport and traffic flow function of the major road network. <p>Provide maps and plans showing design/management of roads, routes, pathways and spaces, external to the stadium building.</p>	<p>PoSS Summary Report:</p> <hr/> <p>Chapter 9 – Other Planning Matters</p> <p>Relevant appendices:</p> <hr/> <p>Appendix CC – Emergency Management Report</p>

Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE



APPENDIX 2.0

List of Proposed Conditions

2

Proposed conditions

While preparing the PoSS Summary Report, the following proposed conditions have been identified for the TPC's consideration as part of the assessment and approval process.

Land use planning and environmental conditions

The proposal may proceed on the conditions set out in Schedule A to this Order, as if those conditions were the conditions of a permit issued under the *Land Use Planning and Approvals Act 1993* (Tas).

The agency responsible for the enforcement of the conditions in Schedule A to this Order is the Department of State Growth.

Heritage conditions

The proposal may proceed on the conditions set out in Schedule B to this Order, as if those conditions were the conditions of a permit issued under the *Historic Cultural Heritage Act 1995* (Tas).

The agency responsible for the enforcement of the conditions in Schedule B to this Order is the Department of Natural Resources and Environment Tasmania.

SCHEDULE A – LAND USE PLANNING CONDITIONS

Part 1 – Definitions

agency	Has the same meaning as in section 3(1) of the SPP Act.
building	has the same meaning as in section 3(1) of the LUPA Act;
Department	Means the Department of State Growth;
development	has the same meaning as in section 3(1) of the LUPA Act;
final Macquarie Point IIAS	means the final Macquarie Point Integrated Impact Assessment Statement prepared by the Tasmanian Planning Commission and submitted to the Minister under section 26 of the SPP Act;
Guidelines	means the document titled <i>Guidelines for the Macquarie Point Multipurpose Stadium Project of State Significance</i> prepared by the Tasmanian Planning Commission dated 16 February 2024;
land	has the same meaning as in section 3(1) of the LUPA Act;
LUPA Act	means the <i>Land Use Planning and Approvals Act 1998</i> (Tas);
Mac Point Precinct Plan	means the plan prepared by the Macquarie Point Development Corporation in accordance with the <i>Macquarie Point Development Corporation Act 2012</i> ;
Minister	means the Minister responsible to administering the SPP Act;
MPDC Act	means the <i>Macquarie Point Development Corporation Act 2012</i> (Tas).

Project	means the use and development of the Project Land for: <ul style="list-style-type: none"> a. a Stadium that is suitable for a range of entertainment, sporting, cultural, corporate and community uses; b. the related infrastructure and services necessary to support the Stadium and its operations; c. a public concourse adjacent to the Stadium; and d. any other facility or thing necessary, or convenient, for the implementation of the project.
Project Land	means the land identified by hatching in the plan provided as Annexure 1;
Reports	means the reports prepared to address the Guidelines;
Site Master Plan	has the same meaning in the section 3(1) of the MPDC Act;
SPP Act	means the <i>State Policies and Projects Act 1993 (Tas)</i> ;
Stadium	means the multi-purpose stadium proposed as part of the Project;
use	has the same meaning as in section 3(1) of the LUPA Act;
works	has the same meaning as in section 3(1) of the LUPA Act.

Part 2 – Conditions

1. General

- 1.1. The use and development of the Project must be generally in accordance with the final Macquarie Point IIAS except as modified by these conditions.
- 1.2. A current version of the plans and documents approved under these conditions must be available on a clearly identifiable Project website during the development and use of the Project.
- 1.3. Where in this Schedule the Minister is required by a condition to consult with the either or both of the City of Hobart and a relevant agency in relation to the approval of a plan or document, such consultation shall occur as follows:
 - 1.3.1. the Minister shall provide the relevant plan or document to the City of Hobart and relevant agency;
 - 1.3.2. if within 21 days of receiving the relevant plan or document, the City of Hobart or the relevant agency provides written comments, the Minister must consider those comments before deciding whether to approve the relevant plan or document; and
 - 1.3.3. if no written comments are received from the City of Hobart or relevant agency within 21 days, then they are deemed to have had no comments on the relevant plan document.
- 1.4. Where in this Schedule the Minister is required by a condition to consult with a relevant agency in relation to the approval of a plan or document, the Minister is responsible for determining whether an agency is a relevant agency.

2. Development plans

- 2.1. Prior to the commencement of development of the Project (excluding preparatory buildings and works under condition 10 of this Schedule), development plans must be submitted to and approved by the Minister in consultation with the City of Hobart and relevant agencies.
- 2.2. The development plans must be generally in accordance with the development plans included in the Reports for the Stadium, but modified to show:

- 2.2.1. final site layout plan(s);
 - 2.2.2. site levels showing the full extent of cut and fill;
 - 2.2.3. architectural plans and elevations;
 - 2.2.4. final schedule of materials, colours and finishes of the Stadium building and associated buildings;
 - 2.2.5. signage and wayfinding; and
 - 2.2.6. the outcomes of wind modelling undertaken as part of the detailed design process to ensure the Project satisfies appropriate wind comfort criteria for ground level areas.
- 2.3. The development plans may be prepared and approved in stages (including separately for demolition, construction and operation) but the development plans for any stage must be approved by the Minister before the commencement of development (excluding preparatory buildings and works under condition 10 of this Schedule) for that stage.
- 2.4. The development plans may be amended from time to time to the satisfaction of the Minister. An application for the approval of an amendment to the development plans must be accompanied by:
- 2.4.1. a schedule explaining the proposed amendment(s);
 - 2.4.2. a description of the form and extent of any consultation undertaken concerning the proposed amendment(s) with the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions); and
 - 2.4.3. any written comments from the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions).
- 2.5. The use and development of the Project must be carried out in accordance with the approved development plans to the satisfaction of the Department.

3. Urban design and landscaping plan

- 3.1. Prior to the commencement of development for the Project (excluding preparatory buildings and works under condition 10 of this Schedule), urban design and landscape plans (UDLPs) must be submitted to and approved by the Minister in consultation with the City of Hobart and relevant agencies. The UDLPs must:
- 3.1.1. include a site layout plan that shows the location of permanent above-ground buildings and structures surrounding the Stadium within the Project Land;
 - 3.1.2. include architectural plans, including sections and elevations, with materials and finishes;
 - 3.1.3. include landscape plans, including sections and elevations, with plant species;
 - 3.1.4. implement the 'Stormwater Management Plan' included in the Reports, to the extent required by the final Macquarie Point IIAS;
 - 3.1.5. implement the recommendations of the 'Landscape Assessment' included in the Reports, to the extent required by the final Macquarie Point IIAS;
 - 3.1.6. implement the recommendations of the 'Natural Values Assessment' included in the Reports, to the extent required by the final Macquarie Point IIAS;
 - 3.1.7. implement the visual impact mitigation measures in the 'Urban Design Framework' and the 'Visual Impact Assessment' included in the Reports, to the extent required by the final Macquarie Point IIAS; and
 - 3.1.8. implement the recommendations in the 'Aboriginal Cultural Values Assessment' included in the Reports, including ongoing consultation and engagement with the Aboriginal community, to the extent required by the final Macquarie Point IIAS.
- 3.2. The UDLPs may be prepared and approved in stages (including separately for demolition, construction and operation) but the UDLPs for any stage must be approved before the commencement of development (excluding preparatory buildings and works under condition 10 of this Schedule) for that stage.

- 3.3. The UDLPs may be amended from time to time to the satisfaction of the Minister. An application for the approval of an amendment to the UDLPs must be accompanied by:
 - 3.3.1. a schedule explaining the proposed amendment(s);
 - 3.3.2. a description of the form and extent of any consultation undertaken concerning the proposed amendment(s) with the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions); and
 - 3.3.3. any written comments from the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions).
- 3.4. The use and development of the Project must be carried out in accordance with the approved UDLPs to the satisfaction of the Department.

4. Construction Environmental Management Plan

- 4.1. Prior to the commencement of development for the Project (excluding preparatory buildings and works under condition 10), a Construction Environmental Management Plan (CEMP) must be submitted to and approved by the Minister.
- 4.2. The CEMP must have regard to any relevant recommendations contained in the Reports and include any relevant requirements contained in the final Macquarie Point IIAS.
- 4.3. The CEMP must include:
 - 4.3.1. a summary of key construction methodologies and hours;
 - 4.3.2. a process(es) for the carrying out additional surveys for Woolly new-holland daisy (*vittadinia gracilis*) and Narrowleaf new-holland-daisy (*vittadinia muelleri*) prior to development commencing, to inform the location of construction activities. Any confirmed locations of these species on the Project Land must be avoided, with suitable buffer distances confirmed in the CEMP;
 - 4.3.3. the outcomes of further vibration modelling which demonstrates that the detailed design for the Project can be constructed within the recommended vibration limits contained in 'Noise and Vibration Assessment included in the Reports;
 - 4.3.4. a noise and vibration management plan to mitigate and manage impacts during construction;
 - 4.3.5. an air quality plan to manage and mitigate air quality and odour impact during construction;
 - 4.3.6. a soil management plan which sets out the site contamination hazards and responses and ongoing maintenance and care requirements;
 - 4.3.7. a water quality and water management plan to prevent and manage on-site and surrounding hydrology, water quality and stormwater drainage impacts;
 - 4.3.8. a pedestrian and traffic management plan to manage:
 - 4.3.8.1. all vehicle and pedestrian movements on and around the Project Land during construction;
 - 4.3.8.2. the transport of construction vehicles and materials within the surrounding transport networks; and
 - 4.3.8.3. any temporary road closures;
 - 4.3.9. dilapidation surveys for the following existing buildings Royal Engineers Building;
 - 4.3.10. an acid sulphate soil management plan which identifies any areas of acid sulphate soil and sets out a framework for identification, management, reporting and disposal of any acid sulphate soil during construction;
 - 4.3.11. implementation of any fencing around areas of restricted access during construction (such as around areas of heritage sensitivity);
 - 4.3.12. a summary of the consultation that informed the preparation of the CEMP and a summary of the proposed ongoing engagement activities with the City of Hobart, relevant agencies, the community and other stakeholders during construction of the Project, and enquiries and complaints management;

- 4.3.13. a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during construction of the Project;
 - 4.3.14. measures implementing the recommendations of the 'Historic Archaeological Assessment' included in the Reports, to the extent required by the final Macquarie Point IIAS. Where archaeological monitoring does not reveal any sites or features of significance, monitoring is to cease as an unwarranted exercise; and
 - 4.3.15. an unanticipated discovery plan as per the requirements of the 'Aboriginal Heritage Report' included in the Reports, to the extent required by the final Macquarie Point IIAS.
- 4.4. The CEMP may be prepared and approved in stages (including separately for demolition construction) but the CEMP for any stage must be approved before the commencement of development (excluding preparatory buildings and works under condition 10) for that stage.
- 4.5. The CEMP may be amended from time to time to the satisfaction of the Minister. An application for the approval of an amendment to the CEMP must be accompanied by:
- 4.5.1. a 'tracked changes' version with a schedule explaining the proposed amendment(s);
 - 4.5.2. a description of the form and extent of any consultation undertaken concerning the proposed amendment(s) with the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions); and
 - 4.5.3. any written comments from the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions).
- 4.6. The development of the Project must be carried out in accordance with the approved CEMP to the satisfaction of the Department.

5. Operation Environmental Management Plan

- 5.1. Prior to the commencement of use for the Project, an Operation and Environmental Management Plan (OEMP) must be submitted to and approved by the Minister.
- 5.2. The OEMP must have regard to any relevant recommendations contained in the Reports and include any relevant requirements contained in the final Macquarie Point IIAS.
- 5.3. The OEMP must include (to the extent not included in the Events Management Plan):
- 5.3.1. an overarching framework for managing environmental and amenity effects during operation of the Project, including management plans in respect of:
 - 5.3.1.1. community and communications;
 - 5.3.1.2. event and spectator management;
 - 5.3.1.3. emergency response management;
 - 5.3.1.4. lighting;
 - 5.3.1.5. noise and vibration;
 - 5.3.1.6. security arrangements;
 - 5.3.1.7. wayfinding and signage;
 - 5.3.1.8. traffic and transport, which must be informed by a traffic impact assessment prepared by a suitably qualified person for the underground carpark proposed as part of the Project, addressing the immediate traffic impacts of the underground carpark on surrounding intersections;
 - 5.3.1.9. waste and resource recovery;
 - 5.3.1.10. water quality and water management; and
 - 5.3.1.11. weed management;

- 5.3.2. a summary of the consultation that informed the preparation of the OEMP and a summary of the proposed ongoing engagement activities with the City of Hobart, the community and other stakeholders during construction of the Project and enquiries and complaints management; and
 - 5.3.3. a summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during operation of the Project.
 - 5.4. The OEMP may be prepared and approved in stages but the OEMP for any stage must be approved before the commencement of operation.
 - 5.5. The OEMP may be amended from time to time to the satisfaction of the Minister. An application for the approval of an amendment to the OEMP must be accompanied by:
 - 5.5.1. a 'tracked changes' version with a schedule explaining the proposed amendment(s);
 - 5.5.2. a description of the form and extent of any consultation undertaken concerning the proposed amendment(s) with the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions); and
 - 5.5.3. any written comments from the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions).
 - 5.6. The use of the Project must be carried out in accordance with the approved OEMP to the satisfaction of the Department.
- 6. Events Management Plan**
- 6.1. Prior to the commencement of use for the Project, an Events Management Plan must be submitted to and approved by the Minister in consultation with the City of Hobart. The Events Management Plan may specify different requirements for different types and scale of events.
 - 6.2. The Events Management Plan must detail the following for different event types within the Stadium:
 - 6.2.1. communications protocol for:
 - 6.2.1.1. notification of and co-ordination with emergency services, Department of State Growth and Hobart City Council;
 - 6.2.1.2. notification of affected neighbours and stakeholders that may be impacted by noise, road closures or other operational considerations;
 - 6.2.2. fire risk assessment and management;
 - 6.2.3. noise and vibration mitigation measures;
 - 6.2.4. security arrangements;
 - 6.2.5. wayfinding and signage;
 - 6.2.6. spectator management controls;
 - 6.2.7. traffic and car parking management;
 - 6.2.8. waste management; and
 - 6.2.9. any temporary structure proposed to be erected.
 - 6.3. The Events Management Plan may be amended from time to time to the satisfaction of the Minister. An application for the approval of an amendment to the Events Management Plan must be accompanied by:
 - 6.3.1. a 'tracked changes' version with a schedule explaining the proposed amendment(s);
 - 6.3.2. a description of the form and extent of any consultation undertaken concerning the proposed amendment(s) with the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions); and
 - 6.3.3. any written comments from the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions).

- 6.4. The use of the Project must be carried out in accordance with the approved Events Management Plan to the satisfaction of the Department.
- 7. Public infrastructure and utilities**
- 7.1. Prior to the commencement of development (excluding preparatory works under condition 10 of this Schedule) for the Project, detailed plans and designs showing connections to public infrastructure and utilities must be submitted to and approved by the Minister in consultation with the relevant agency who is an infrastructure owner or service provider. The plans and designs must include drawings, sections, invert levels and crossing services, and may be amended from time to time to the satisfaction of the Minister.
- 7.2. Prior to the use of the Stadium commencing, the infrastructure and utilities shown on the approved detailed plans and designs must be installed in accordance with the approved detailed plans and designs to the satisfaction of the Minister.
- 7.3. Prior to the use of the Stadium commencing, the following projects which fall outside the scope of this approval must be progressed to enable use of the Stadium to the satisfaction of the Minister:
- 7.3.1. the Northern Access Road to the north-east of the Project Land;
 - 7.3.2. Sewer Trunk Main diversion to the eastern boundary of the Project Land;
 - 7.3.3. upsized water connections to service the Stadium and broader precinct;
 - 7.3.4. increase power supply to support demand generated by use of the Stadium, including relocation of existing substation(s); and
 - 7.3.5. stormwater connections from the Project Land (to be provided and upgraded as necessary).
- 8. Planning Scheme Amendment**
- 8.1. Prior to the commencement of use for the Project, a planning amendment to the Sullivans Cove Planning Scheme (**Planning Scheme Amendment**) must be submitted in accordance with the MPDC Act.
- 8.2. The Planning Scheme Amendment must include any relevant requirements in the final Macquarie Point IIAS, and have regard to and follow the requirements of Part 5 Division 3 of the MPDC Act, including:
- 8.2.1. implementation of the Site Master Plan under section 37 of the MPDC Act;
 - 8.2.2. development of planning amendments in accordance with section 39G and section 39H of the MPDC Act;
 - 8.2.3. amendment of the Sullivans Cove Planning Scheme or Local Provision Schedule in accordance with section 39K of the MPDC Act.
- 9. Staging**
- 9.1. The development and use of the Project may be undertaken in stages. In these conditions, reference to 'a stage' includes any stage or part of the Project, whether for construction or operation or both.
- 10. Preparatory buildings and works**
- 10.1. The following preparatory buildings and works may be commenced before the requirements in conditions 2, 3 and 4 of this Schedule are satisfied:
- 10.1.1. investigating, testing and preparatory works to determine the suitability of land, and property condition surveys;
 - 10.1.2. construction, protection, modification, removal or relocation of utilities, services and associated infrastructure;
 - 10.1.3. establishment of environment and traffic controls;
 - 10.1.4. creation of construction access points and working platforms;
 - 10.1.5. site establishment works, including temporary site fencing and hoarding, site offices, hardstands and laydown areas;

- 10.1.6. establishment of temporary car parking areas;
- 10.1.7. demolition to the minimum extent necessary to enable preparatory works (excluding demolition of heritage buildings); and
- 10.1.8. protection works, salvage and relocation of Aboriginal or historical buildings or artefacts in accordance with:
 - 10.1.8.1. the recommendations of the 'Historic Archaeological Assessment' included in the Reports, to the extent required by the final Macquarie Point IIAS. Where archaeological monitoring does not reveal any sites or features of significance, monitoring is to cease as an unwarranted exercise; and
 - 10.1.8.2. an unanticipated discovery plan as per the requirements of the 'Aboriginal Heritage Report' included in the Reports, to the extent required by the final Macquarie Point IIAS.

SCHEDULE B – HERITAGE CONDITIONS

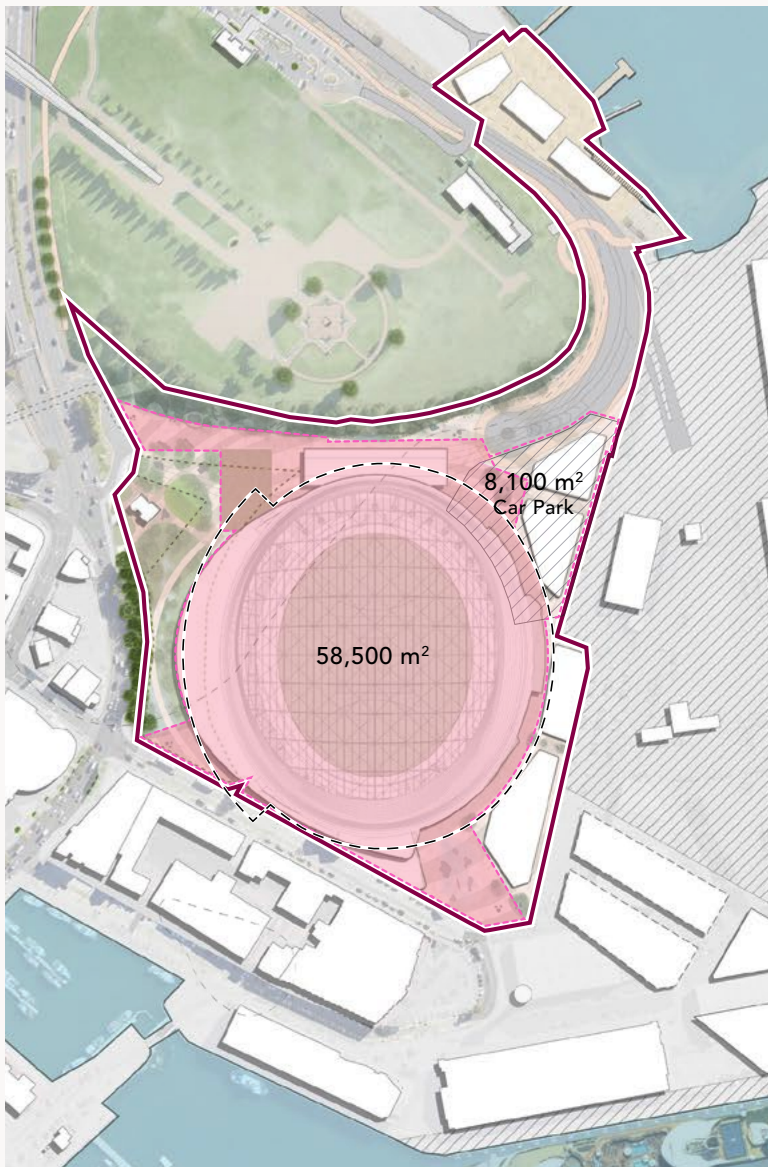
development	has the same meaning as in section 3(1) of the LUPA Act;
final Macquarie Point IIAS	means the final Macquarie Point Integrated Impact Assessment Statement prepared by the Tasmanian Planning Commission and submitted to the Minister under section 26 of the SPP Act;
Guidelines	means the document titled <i>Guidelines for the Macquarie Point Multipurpose Stadium Project of State Significance</i> prepared by the Tasmanian Planning Commission dated 16 February 2024;
LUPA Act	means the <i>Land Use Planning and Approvals Act 1998 (Tas)</i> ;
Minister	means the Minister responsible to administering the SPP Act;
Project	means the use and development of the Project Land for a multi-purpose stadium, concourse and associated buildings and works;
Project Land	means the land identified by hatching in the plan provided as Annexure 1;
Reports	means the reports prepared to address the Guidelines;
SPP Act	means the <i>State Policies and Projects Act 1993 (Tas)</i> ;
use	has the same meaning as in section 3(1) of the LUPA Act;
works	has the same meaning as in section 3(1) of the LUPA Act.





11. Conservation Management Plan

- 11.1. Prior to the commencement of development excluding preparatory buildings and works under condition 11.5 of this Schedule), a Conservation Management Plan must be submitted to and approved by the Minister in consultation with Heritage Tasmania.
- 11.2. The Conservation Management Plan must have regard to any relevant recommendations contained in the 'Preliminary Heritage Impact Assessment' and the 'Historic Archaeological Assessment' included in the Reports and include any relevant requirements in the final Macquarie Point IIAS, including management measures to facilitate the:
 - 11.2.1. removal, storage and relocation of the Goods Shed;
 - 11.2.2. removal, storage and relocation of the Red Shed; and
 - 11.2.3. ongoing management and conservation of heritage sites.

- 11.3. The Conservation Management Plan may be amended from time to time to the satisfaction of the Minister in consultation with Heritage Tasmania. An application for the approval of an amendment to the Conservation Management Plan must be accompanied by:
- 11.3.1. a 'tracked changes' version with a schedule explaining the proposed amendment(s);
 - 11.3.2. a description of the form and extent of any consultation undertaken concerning the proposed amendment(s) with Heritage Tasmania, the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions); and
 - 11.3.3. any written comments from Heritage Tasmania, the City of Hobart, relevant agencies and other stakeholders (including community groups, business associations, sporting clubs and educational institutions).
- 11.4. The use and development of the Project must be carried out in accordance with the approved Conservation Management Plan to the satisfaction of the Department.
- 11.5. The following preparatory buildings and works may be commenced before the requirements in condition 11.1 of this Schedule are satisfied:
- 11.5.1. investigating, testing and preparatory works to determine the suitability of land, and property condition surveys;
 - 11.5.2. construction, protection, modification, removal or relocation of utilities, services and associated infrastructure;
 - 11.5.3. establishment of environment and traffic controls;
 - 11.5.4. creation of construction access points and working platforms;
 - 11.5.5. site establishment works, including temporary site fencing and hoarding, site offices, hardstands and laydown areas;
 - 11.5.6. establishment of temporary car parking areas;
 - 11.5.7. demolition to the minimum extent necessary to enable preparatory works (excluding demolition of heritage buildings); and
 - 11.5.8. protection works, salvage and relocation of Aboriginal or historical buildings or artefacts in accordance with:
 - 11.5.8.1. the recommendations of the 'Historic Archaeological Assessment' included in the Reports, to the extent required by the final Macquarie Point IIAS. Where archaeological monitoring does not reveal any sites or features of significance, monitoring is to cease as an unwarranted exercise; and
 - 11.5.8.2. an unanticipated discovery plan as per the requirements of the 'Aboriginal Heritage Report' included in the Reports, to the extent required by the final Macquarie Point IIAS.
- 11.6. Where building and works are proposed to be carried out in accordance with this condition 11.5, those preparatory buildings and works cannot occur in a manner that may impact on the heritage value of the Goods Shed, Red Shed, Royal Engineers Building and any other listed heritage sites.
- 11.7. Where in this Schedule the Minister is required by a condition to consult with the either or both of the Heritage Tasmania and a relevant agency in relation to the approval of a plan or document, such consultation shall occur as follows:
- 11.7.1. the Minister shall provide the relevant plan or document to Heritage Tasmania and relevant agency;
 - 11.7.2. if within 21 days of receiving the relevant plan or document, Heritage Tasmania or the relevant agency provides written comments, the Minister must consider those comments before deciding whether to approve the relevant plan or document; and
 - 11.7.3. if no written comments are received from Heritage Tasmania or relevant agency within 21 days, then they are deemed to have had no comments on the relevant plan document.

Annexure 1 – Project Land



-  PoSS scope boundary 2023
-  PoSS scope boundary expanded to include ancillary Stadium functions
-  PoSS scope underground car park
-  Macquarie Point site boundary

Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE



APPENDIX 3.0

Glossary of terms

3

Glossary

Acronym	Meaning
AEP	Annual Exceedance Probability
AFL	Australian Rules Football
AHT	Aboriginal Heritage Tasmania
BBL	Big Bash League
CA	Cricket Australia
CBA	Cost-Benefit Analysis
CEMP	Construction and Environment Management Plan
CGE	Computable General Equilibrium
CMP	Construction Management Plan
COPC	Chemicals of potential concern
CPT	Cone Penetration Testing
CPTMP	Construction Pedestrian and Traffic Management Plan
CT	Cricket Tasmania
DIS	District Infrastructure Scheme
DMT	Dilatometer Testing
EIA	Economic Impact Assessment
EMPCA	Environmental Management and Pollution Control Act
ETFE	Ethylene tetrafluoroethylene
FTE	Full-time equivalent
GMEs	Groundwater Monitoring Events
GSP	Gross State Product
HCHA	Historic Cultural Heritage Act
HIA	Heritage Impact Assessment
HIPS	Hobart Interim Planning Scheme
ICC	International Cricket Council
IMAS	Institute for Marine and Antarctic Studies
ISO	International Standards Organisation
ISS	In situ solidification
LNAPL	Light Non-Aqueous Phase Liquid
LPS	Local Provisions Schedules
LST	Land Surface Temperature

Acronym	Meaning
LUPAA	Land Use Planning and Approvals Act
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NEPM	National Environment Protection Measures
PEVs	Protected environmental values
PLI	Point Load Index
PnR	Park and Ride
PoSS	Project of State Significance
PPV	Peak particle velocity
RC	Remediation Criteria
ReCFIT	Renewables, Climate and Future Industries Tasmania
RMPS	Resource Management and Planning System
SAQP	Sampling, Analysis and Quality Plan
SCP	State Coastal Policy
SCPS	Sullivans Cove Planning Scheme
SDP	Sullivans Cove Development Plan
SEMP	Site Environmental Management Plan
SMP	Stormwater Management Plan
SRMP	Site Remediation Management Plan
STP	Sewerage treatment plant
THR	Tasmanian Heritage Register
TMAG	Tasmanian Museum and Art Gallery
TN	Total nitrogen
TP	Total phosphorus
Transport Study	The Macquarie Point Multipurpose Stadium Transport Study
Travel Demand Model	Greater Hobart Urban Travel Demand Model
TSS	Total suspended solids
UCS	Unconfined Compression Strength
UDF	Urban Design Framework
UHI	Urban Heat Island
VIA	Visual Impact Assessment
V/C	Volume/capacity
WBBL	Women's Big Bash League
WSUD	Water Sensitive Urban Design

Terms and Definitions

The following outlines key terms and definitions used throughout this document.

Term	Definition	Abbreviation
Macquarie Point Multipurpose Stadium	– The proposed new Multipurpose Stadium to be constructed at Macquarie Point.	Stadium
Project Site	The site of the proposed Stadium.	
Concert Mode	The event mode which allows for patrons to occupy the field of play during the event, thereby increasing capacity. Note - 'an amphitheatre style event' has been used to indicate concerts or similar events which will not use the whole stadium.	
Capacity	The maximum number of ticketed patrons to the Stadium	
Leading Edge	The height of the external perimeter of the Stadium	
Macquarie Point Development Corporation	The Macquarie Point Development Corporation is a statutory authority as set out in the <i>State Service Act 2000</i> . It was established through the <i>Macquarie Point Development Corporation Act 2012</i> and is responsible for the remediation, redevelopment and transition of Mac Point into a vibrant mixed-use precinct.	MPDC
Project of State Significance	A planning approval process for projects with a state-wide impact, that includes assessments of economic and social impact.	PoSS
Precinct Plan	Means the Mac Point site, including Crown land at Regatta Point, Macquarie Wharf and Huon Quays.	
Site Development Plan		SDP
Cove Floor	The concept of the flat fill surface of Sullivans Cove such as wharves, docks and associated areas, including Macquarie Point, having a recognisable identity contained by the built form (Cove wall) and topography.	
Macquarie Point Site	means the land included with the definition of a site under the <i>Macquarie Point Development Corporation Act 2012</i> . Area owned by MPDC	The Site
Macquarie Point Precinct	The area subject to the Macquarie Point Precinct Plan, Mac Point Site, Huon Quays and the Port Zones.	
Zone of Influence	Means the areas immediately surrounding the physical extent of the Stadium, subject to supporting/enabling works.	
Service Access	Access to areas required to services to maintain operations to the Stadium. Service vehicle / staff vehicle access will be from the Northern Access Road.	

Term	Definition	Abbreviation
Service Access Road	Internal access road for vehicular movement within the footprint of the Stadium	
External Concourse	The hardstand area immediately surrounding the perimeter of the Stadium	
PoSS Boundary		
The Mountain		kunanyi / Mt. Wellington
Stadium Roof Height	The maximum height of the Stadium at the apex of the dome	
Occupancy	The maximum number of occupants allowed under the Building Permit. These include patrons and ancillary staff	
Regatta Point	The area encompassing Huon Quays, Regatta Point, the proposed Residential and public foreshore zone.	
Plaza	The activated areas linking the precinct to the Stadium	
Event Closure	Temporary closure of roads adjacent to the stadium to facilitate Events	
Northern Access Road	Northern Access Road from McVilly Drive to provide vehicle access to the stadium, bus plaza and TasPorts	
Bus Plaza	Event bus dedicated pick up and set down area. Short term public parking outside of event timings.	
Key Site	A site which is regarded as under utilised and having the potential, through development or redevelopment within 5-10 years of the final approval of the Scheme, to be used for activity which will reinforce the strategic framework of the Scheme and objectives of the Activity Area.	
Relative Level or Reduced Level ("RL")		The level of the finished surface relative to the Australian Height Datum.
Brooker Avenue/Highway	Referred to as Highway for general information and Avenue for technical, to reflect common usage.	

Macquarie Point
Multipurpose
Stadium

PROJECT OF STATE SIGNIFICANCE



APPENDIX 4.0

Supporting reports

4

Attachments

Title	Appendix
Architectural Drawings	A
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**MACQUARIE
POINT**

Contact details:

41 Evans Street,
Hobart, TAS 7000

www.macpoint.com



You can request an alternate format by emailing contact@macpoint.com

Contact details

41 Evans Street, Hobart, TAS 7000
www.macpoint.com
