

**From:** Roland Browne  
**To:** Simon Scott  
**Cc:** Allison Scott  
**Subject:** Re: PAC Inquiry into the Tasmanian Government's Proposed Hobart Stadium Feasibility Planning Process  
**Date:** Wednesday, 1 February 2023 1:43:15 AM

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Good evening Mr Scott.

Thank you for your response, below.

Of particular interest to me is item 1 of the Terms of Reference. Given your response, the only submission I can make is that there are no documents and there is no information explaining the process used to finally select Macquarie Point as the site for a proposed new stadium, where the PhilpLighton report recommended Regatta Point.

Furthermore, the lack of information is relevant to an assessment of item 1, given the Aurecon report (unsurprisingly) drew attention to the transport infrastructure "challenges" arising from a stadium at Macquarie Point. How could a sensible decision have been made in favour of Macquarie Point in the absence of a public and private transport strategy for the site, and thus for Hobart generally? What documents show the process of reaching this decision?

Also missing is an explanation of how the weightings were arrived at by PhilpLighton. These have all the appearances of back of the envelope calculations.

There is one other issue about cost. The MI Global cost benefit analysis costs the project at \$1billion. Their report was produced to the government in November 2022. Yet the government has since stated and maintained the cost of the project is in the order of \$715m. Why is this not a misleading statement?

Given these big projects always blow out, what is the realistic (worst case) cost of the project? Given anticipated cost escalations for building and other unforeseeable challenges, what allowance should be made? The NSW government ran into a \$1Billion blowout for its light rail in 2019, and faces its new Metro harbour tunnel increasing in cost by \$2.2 Billion.

And for this proposed stadium, the cost of the public transport "challenge" identified by Aurecon has not been considered by MI Global. They have not looked at public transport, parking and other costs, or the amenity consequences of the predicted congestion from traffic.

Thank you for the opportunity to make a submission.

regards

Roland Browne

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