



PARLIAMENT OF TASMANIA

PARLIAMENTARY STANDING COMMITTEE OF PUBLIC ACCOUNTS

**Tasmanian Government's Proposed Hobart Arts
Entertainment and Sports Precinct Planning Process
Final Report**

Members of the Committee

Legislative Council

Hon Ruth Forrest MLC
(Chair)

Hon Luke Edmunds MLC
(from 21 May 2024)

Hon Bec Thomas MLC
(from 21 May 2024)

Hon Meg Webb MLC
(until 14 February 2024)

Hon Josh Willie MLC
(until 27 February 2024)

House of Assembly

Ms Lara Alexander MP
(until 14 February 2024)

Mr Simon Behrakis MP
(from 14 November 2023)

Dr Shane Broad MP
(until 14 February 2024)

Mr Mark Shelton MP
(from 23 May 2024)

Mr Josh Willie MP
(from 23 May 2024)

Mr Dean Young MP
(until 9 November 2023)

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Charter of the Committee

The Public Accounts Committee (the Committee) is a Joint Standing Committee of the Tasmanian Parliament constituted under the *Public Accounts Committee Act 1970* (the Act).

The Committee comprises six Members of Parliament, three Members drawn from the Legislative Council and three Members from the House of Assembly.

Under section 6 of the Act the Committee:

- **must** inquire into, consider and report to the Parliament on any matter referred to the Committee by either House relating to the management, administration or use of public sector finances; or the accounts of any public authority or other organisation controlled by the State or in which the State has an interest; and
 - **may** inquire into, consider and report to the Parliament on any matter arising in connection with public sector finances that the Committee considers appropriate; and any matter referred to the Committee by the Auditor-General.
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Abbreviations and Acronyms

AAD	Australian Antarctic Division
AFL	Australian Football League
AFLW	Australian Football League Women
Agreement	Club Funding and Development Agreement
CBD	Central Business District
CGC	Commonwealth Grants Commission
DPaC	Department of Premier and Cabinet
DSG	Department of State Growth
GGs	General Government Sector
GST	Goods and Services Tax
ICC	International Cricket Council
MLC	Member of the Legislative Council
MP	Member of Parliament
MPDC	Macquarie Point Development Corporation
NMFC	North Melbourne Football Club
PoSs	Project of State Significance
PPP	Public Private Partnership
RSL	Returned and Services League of Australia
TASCORP	Tasmanian Public Finance Corporation
TSO	Tasmanian Symphony Orchestra
UTAS	University of Tasmania

Executive Summary

Tasmania has sought and argued for a Tasmanian Australian Football League (AFL) team to play in the national AFL competition for many years. A number of previous reviews of the viability of a Tasmanian team have been undertaken over many years.

More recent negotiations between the Tasmanian Government and the AFL to secure the 19th licence for a Tasmanian AFL football team ultimately resulted in the Club Funding and Development Agreement (the Agreement) being signed on 3 May 2023. This Agreement was not considered formally by Cabinet prior to being signed by Premier Rockliff.

A condition imposed on the State under this agreement included a requirement for the State to deliver a 23,000-seat fixed-roofed stadium at Macquarie Point in Hobart. The AFL has made it unequivocally clear that the licence for the Tasmanian club is conditional on the stadium being completed at Macquarie Point, with a fixed roof and minimum capacity of 23,000. The AFL has stressed that comparable requirements applied to the establishment of previous expansion clubs like the Greater Western Sydney Giants and Gold Coast Suns, with stadium infrastructure seen as fundamental to both financial viability and long-term success of the clubs.

AFL CEO Andrew Dillon informed the Committee that no alternative sites would be considered, and that the stadium must meet the AFL Venue Guidelines, including broadcast, lighting, gender-neutral change rooms, premium corporate seating, modern connectivity, and compliance with safety and accessibility standards. The stadium must also be multi-purpose, capable of hosting cricket, rugby, soccer, concerts and cultural events, with a concert capacity of 30,000. According to the AFL, the Macquarie Point site is the only acceptable site for the proposed stadium.

Whilst the initiative represents a historic milestone for Tasmanian football, it has also become a focal point of political, financial and community scrutiny and public concern regarding the cost to the State to deliver the stadium and the location of Macquarie Point as a condition. Despite its strategic appeal to the AFL and government, Macquarie Point's location has triggered strong opposition from neighbouring stakeholders. The Returned Services League (RSL) raised concerns about the impact on the Hobart Cenotaph's sightlines and cultural significance due to its immediate proximity. The Tasmanian Symphony Orchestra highlighted potential disruptions to its operations, including vibration and noise affecting Federation Concert Hall and its recording studio. The Federal Group, who own significant accommodation premises in the area, raised concern about impacts on the heritage status of these buildings and access for guests during construction and on events days.

The Macquarie Point Development Corporation (MPDC), the proponent, has acknowledged that while some stakeholder impacts can be mitigated, they cannot be eliminated entirely. The decision to construct a stadium at Macquarie Point also required the relocation of the sewerage trunk main; the Tasmanian Planning Commission estimated the cost of these works to be in the order of \$15 million.

The financial underpinnings of the project have also come under scrutiny. The Tasmanian Government states it has capped its capital contribution at \$375 million, while the total

estimated cost of the stadium has risen to \$715 million. However, the MPDC's own submissions forecast costs could increase to \$775 million, excluding key components such as Wi-Fi infrastructure, CCTV, scoreboard systems, fit-outs and the required re-location of the heritage listed Goods Shed on the site. These omissions, along with evidence regarding mega-project overruns, have raised credible concerns that the final cost could significantly exceed current estimates.

The State Government had stated that any costs above its committed contribution, along with the Australian Government's and the AFL's contributions, would be sought from the private sector.

On 5 May 2025, the Government announced that it would adopt a 'design and construct' procurement methodology for delivery of the stadium, rather than pursuing a public-private partnership funding model. This represents a shift in project delivery and financial risk allocation.

Additional risks are embedded in the Agreement, including a provision whereby the State must pay the AFL an extra \$4.5 million if the stadium is less than 50% complete by October 2027. Further, if the venue is not operational by the 2029 season, another \$4.5 million must be paid and if matches are moved to alternate venues resulting in reduced revenue, the State must cover the shortfall.

The operational cost of the Tasmanian club is estimated at \$50 million per year, which is expected to be funded with \$12 million from the State, \$20 million from the AFL, and \$18 million from club revenue. According to the Agreement, after 12 years, if the AFL deems Government support inadequate, it may relocate or dissolve the team.

The final AFL Agreement was not formally tabled before Cabinet, nor was Treasury advice formally sought or provided regarding its full financial implications, particularly those relating to funding penalties or make-good clauses. Despite repeated questions during public hearings, Premier Jeremy Rockliff and senior departmental officials declined to confirm whether comprehensive financial risk assessments were ever presented to Cabinet. Senior officials and Premier Rockliff confirmed that verbal briefings were provided, but legal advice was limited to ministerial offices and not shared with Cabinet.

Then Treasurer, Hon Michael Ferguson MP acknowledged that Treasury played a limited role in negotiations, and only provided high-level input during Budget preparations and Treasury advice was not sought on its full financial implications. Legal advice was obtained via Crown Law and external counsel but was not circulated to the Cabinet prior to the Agreement's signing on 3 May 2023.

At the time of this Report, recent Australian Bureau of Statistics *Producer Price Indexes for the Construction Industry* show that ongoing labour shortages for skilled tradespeople continue to impact prices, with particularly high demand in the concrete and electrical trades. These industry-wide pressures are expected to add further cost risk to the stadium build. Evidence shows that the majority of major infrastructure projects in Australia and internationally are not delivered on time, exceed budget, and overestimate benefits. This reinforces concerns over the potential for escalating costs and project delays.

The high-performance training and administration facility for the team will be built at the Kingston Twin Ovals site, south of Hobart, with a total cost of \$50 million. The AFL will contribute \$10 million, which is, according to the AFL, twice its average contribution to similar facilities for other clubs. The State will fund the remaining \$40 million. While the AFL expressed a preference for proximity to the Hobart CBD, it has allowed greater flexibility in the training base's location than the stadium itself.

Further complicating the project was the Federal Government's decision not to exempt its \$240 million stadium contribution from the GST pool. This would mean the actual benefit to Tasmania could be significantly reduced, depending on future Commonwealth Grants Commission's assessments. There have since been commitments to quarantine this \$240 million from GST assessments, although this has not yet formally occurred. On 31 March 2025, the Tasmanian Planning Commission released its *Draft Integrated Assessment Report Macquarie Point Multipurpose Stadium Project of State Significance* that estimated capital costs to the proposed stadium project at \$422 million more than that submitted by MPDC including additional borrowing costs.

Some cultural and heritage concerns also remain unresolved. Aboriginal leaders and members of the Macquarie Point Truth and Reconciliation Park co-design team reported they were not consulted about the stadium prior to its announcement. The RSL and the Tasmanian Symphony Orchestra continue to voice opposition to the site. Critics argue the site risks sacrificing key heritage and cultural assets in a city with other viable locations. Advocates counter that the stadium will anchor a revitalised urban precinct and deliver long-term economic and social benefits.

Public confidence has been challenged particularly due to concern over the project's economic risks. Despite previous firm Government assurances that the State's contribution will be capped, market and cost uncertainties persist. Private sector involvement was explored, with the Government initiating a Market Sounding Process for the broader Macquarie Point precinct.

Concern was raised regarding the exclusion of essential components from the project's cost estimates which underrepresent the true budget risk, and that the scale, complexity, and design complexity. The Government has since indicated the additional funding required for the stadium will be debt-funded, however the amount that will be required remains uncertain. Oversight of the project is being managed through a Steering Committee that includes senior Treasury officials. The proposed stadium is currently being assessed as a Project of State Significance, which requires a rigorous integrated assessment and community consultation. However, the Government has expressed concerns about the current Project of State Significance process, particularly regarding the Tasmanian Planning Commission's draft Integrated Assessment Report, which identifies a number of significant issues with the proposal and relies, in part, on work prepared by Dr Nicholas Gruen. The Government has signalled its intent to replace the current process by introducing enabling legislation to establish an alternate approval pathway.

The Committee acknowledges Tasmania's long-standing ambition to join the AFL is conditional on the delivery of the Macquarie Point stadium project. The Committee also notes while there are potential economic and social benefits, it is a high-risk, high-cost undertaking

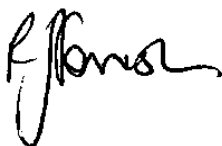
with fixed contractual conditions, likely escalating costs, divided community sentiment, and potential Aboriginal and historic cultural and environmental impacts. Its future success depends not only on construction but on earning and sustaining public trust, managing risk transparently, and demonstrating clear value to Tasmania in the decades to come.

The Committee notes the AFL team, and if approved, the Macquarie Point stadium represent a generational opportunity for Tasmania – but both represent an extraordinary financial and governance undertaking. The success or failure of the stadium development will hinge not only on planning approval, transparent funding arrangements and construction outcomes, but also on maintaining public trust, effective stakeholder engagement, and demonstrating the long-term viability of the team, the precinct and the financial viability of operating the venue. The Committee recommends:

Any high cost and/or high-risk Government initiatives should follow rigorous governance processes, including the formal consideration by Cabinet, and consideration of supporting documents, prior to any final decision being made.

Should any private partnership and/or investment arrangement, be entered into to support the stadium operations, any arrangement be appropriately transparent, follow all relevant Treasury Procurement Instructions and have timely parliamentary oversight.

The recent decision to not proceed with a private partnership and/or investment arrangement, to support the stadium build, the Government must ensure all borrowings required to construct and deliver the facility are reported transparently and visibly in the State budget papers, follow all relevant Treasury Procurement Instructions and have regular parliamentary oversight.



Hon Ruth Forrest MLC
Chair

12 May 2025

Summary of Findings

The Committee found:

Area	Finding
ToR 1 – Matters related to the Club Funding and Development Agreement (Agreement)	<p>F1. The draft AFL Agreement did not go to Cabinet for deliberation: rather verbal briefings were provided.</p> <p>F2. Treasury advice on the Agreement was neither formally requested nor provided.</p> <p>F3. The Department of State Growth led the negotiations with support of Crown Law, Department of Premier and Cabinet, and external stadia experts.</p> <p>F4. According to the AFL, the Macquarie Point site is the only acceptable site for the proposed stadium.</p> <p>F5. The Government has cited concerns regarding the current Project of State Significance process based on the Tasmanian Planning Commission's draft Integrated Assessment Report's scope and reliance on an assessment prepared by Dr Nicholas Gruen.</p> <p>F6. The Government has indicated its intent to undertake an alternate approval process by introducing enabling legislation with the intention of replacing the current Project of State Significance process.</p>
ToR 2 – The suitability of Macquarie Point as the site for a proposed Arts, Entertainment and Sports Precinct	<p>F7. A number of consultants were engaged by Infrastructure Tasmania to conduct feasibility studies on the three sites: Lower Domain, Regatta Point and Macquarie Point, Hobart.</p> <p>F8. After a series of feasibility, capacity and economic analysis/assessments, Cabinet decided that Macquarie Point was a better location for the proposed stadium than Regatta Point and Lower Domain, Hobart.</p> <p>F9. Key neighbouring stakeholders expressed concerns about the close proximity and impact of the proposed stadium with respect to sightlines, noise, access during and after construction etc. (RSL, Tasmanian Symphony Orchestra, Federal Group, Royal Hobart Regatta Association and Hotel Grand Chancellor).</p> <p>F10. Macquarie Point Development Corporation claimed it is trying to mitigate stakeholders' concerns but there will be some impact regardless.</p> <p>F11. TasPorts indicated, regardless of what is developed on Macquarie Point, the development of a new northern access road will be required.</p> <p>F12. TasPorts expects that it can manage any disruption to the Port of Hobart access or operations that might result from design, construction and operations that may occur on Macquarie Point.</p> <p>F13. TasPorts stated additional ferry terminals cannot be accommodated within the area from Macquarie 2 to Macquarie 6, due to the operational demand of the working port.</p>
ToR 3 - The financial risks associated with the Agreement	<p>F14. The AFL has estimated \$50 million per annum will be required to operate the Tasmania Football Club, comprising \$12 million of State Government funding indexed annually, \$20 million of AFL</p>

Area	Finding
	<p>funding and \$18 million from Club membership, commercial partners and stadium revenue.</p> <p>F15. Under the Agreement, the AFL has the option of cancelling the Team licence or relocating the Team after 12 years if ongoing Government funding is deemed inadequate by the AFL.</p> <p>F16. As the Tasmanian Government's financial contribution is fixed for 12 years, in the view of the AFL, any shortfall risk in funding the operations of the Tasmania Football Club during this period are to be borne by the Club and ultimately the AFL.</p> <p>F17. Under the Agreement, should the AFL elect to schedule a match at an alternative stadium which results in a shortfall in expected match revenue, the Tasmanian Government will be required to cover that shortfall.</p> <p>F18. At the time of this Report, recent Australian Bureau of Statistics <i>Producer Price Indexes for the Construction Industry</i> show that ongoing labour shortages for skilled tradespeople continue to impact prices, with high demand for concrete trades and electrical services.</p> <p>F19. Evidence shows the majority of major infrastructure projects built in Australia and around the world are not delivered on time, exceed budget and overestimate benefits.</p> <p>F20. The State Government stated that a contingency was included in the \$715 million Government estimated cost.</p> <p>F21. The proponent, Macquarie Point Development Corporation, has more recently forecast total costs to increase by \$60 million to \$775 million, noting a number of elements of the stadium build have now been excluded from the \$775 million cost.</p> <p>F22. The State Government continues to claim that their capital contribution to the stadium is capped at \$375 million.</p> <p>F23. On 20 January 2025, the State Government stated that any costs above their committed contribution, the Australian Government's and the AFL's contributions, would be sought from the private sector.</p> <p>F24. On 5 May 2025, the State Government announced a decision to undertake a 'design and construct' procurement methodology rather than pursuing a public-private partnership funding model for the delivery of the proposed stadium, which will require additional Government borrowings.</p> <p>F25. On 31 March 2025, the Tasmanian Planning Commission released its <i>Draft Integrated Assessment Report Macquarie Point Multipurpose Stadium Project of State Significance</i> that estimated capital costs to the proposed stadium project at \$422 million more than that submitted by MPDC, including additional borrowing costs.</p>
ToR 4 – Matters related to the financing and delivery of the entire proposed Arts, Entertainment and Sports Precinct	<p>F26. The decision to construct a stadium at Macquarie Point required the relocation of the sewerage trunk main. The Tasmanian Planning Commission estimated the cost of the sewerage trunk main works to be in the order of \$15 million.</p> <p>F27. Both the Prime Minister Hon Anthony Albanese MP and then Leader of Opposition Hon Peter Dutton MP made commitments to</p>

Area	Finding
	exempt the \$240 million Australian Government contribution to urban renewal related to the proposed stadium from the Commonwealth Grants Commission calculation of the GST.
ToR 5 - The future of Blundstone Arena (now Ninja Stadium) and UTAS Stadium	<p>F28. International Cricket Council venue guidelines are silent as to whether Test Cricket can be played under a roof.</p> <p>F29. The AFL considers that UTAS Stadium will be required for future AFL games and has welcomed the \$130 million capital investment in the facility.</p> <p>F30. As per the findings in the Committee's Interim Report, the long-term future of Ninja Stadium (formerly Blundstone Arena) remains unclear.</p>
ToR 6 - Other matters	<p>F31. Macquarie Point Development Corporation claimed the anticipated 10m concourse surrounding the stadium will provide a buffer between the stadium structure and Evans Street, Hobart.</p> <p>F32. A decision has been made to locate the Tasmania Football Club, Club Training and Administration facility at the Twin Oval Complex in Kingston.</p>

Committee Recommendations

The Committee makes the following three (3) recommendations. The Committee recommends:

- R1. Any high cost and/or high-risk Government initiatives should follow rigorous governance processes, including the formal consideration by Cabinet, and consideration of supporting documents, prior to any final decision being made.
 - R2. Should any private partnership and/or investment arrangement, be entered into to support the stadium operations, any arrangement be appropriately transparent, follow all relevant Treasury Procurement Instructions and have timely parliamentary oversight.
 - R3. The recent decision to not proceed with a private partnership and/or investment arrangement, to support the stadium build, the Government must ensure all borrowings required to construct and deliver the facility are reported transparently and visibly in the State budget papers, follow all relevant Treasury Procurement Instructions and have regular parliamentary oversight.
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Conduct of Review

On 1 May 2023, Mr Matthew Pollock (Chief Executive Officer, Master Builders Tasmania) provided a response to the Committee questions on notice taken at the 28 April 2023 public hearing.

On 4 May 2023, the Committee wrote separately to Mr Dominic Baker (Chief Executive Officer, Cricket Tasmania) and Ms Anne Beach (then Acting Chief Executive Officer, Macquarie Point Development Corporation (MPDC)) with questions on notice from the 28 April 2023 public hearing. Responses were received by the Committee on 11 and 12 May 2023 respectively.

On 24 May 2023, the Committee resolved to amend the Terms of Reference and continue scrutiny of Government decision making and financial implications related to the Tasmanian AFL team and the proposed new stadium, and as referred to by the State Government, the Arts, Entertainment and Sports Precinct.

The revised Terms of Reference follows:

To inquire into and report upon the Tasmanian Government's process into the proposed Arts, Entertainment and Sports Precinct in Hobart with a particular emphasis on:

- 1. matters related to the Club Funding and Development Agreement (Agreement) signed between the Crown in the Right of Tasmania and Australian Football League;*
- 2. the suitability of Macquarie Point as the site for a proposed the Arts, Entertainment and Sports Precinct;*
- 3. the financial risks associated with the Agreement;*
- 4. matters related to the financing and delivery of the entire proposed Arts, Entertainment and Sports Precinct;*
- 5. the future of Blundstone Arena and UTAS Stadium; and*
- 6. any other matter incidental thereto.*

A media advisory and the Committee's revised Terms of Reference were released and published on the Committee's website on Friday, 2 June 2023.¹ At that stage, the Committee did not invite public submissions on the basis that it would need to consider any evidence provided by the Government.

Having resolved what documents and information should be called for from the State Government around the terms of reference, the Committee wrote to Premier Jeremy Rockliff on 2 June 2023. In line with the powers to summon the production of documents under both the *Public Accounts Committee Act 1970* (section 7) and the *Parliamentary Privilege Act 1858* (section 1), the Committee requested the following documents:

¹ See Media Advisory (Friday, 2 June 2023), https://www.parliament.tas.gov.au/data/assets/pdf_file/0020/70526/pac.med.20230602.mediarelease.Event-StadiumRevisedTOR.FINAL.pdf

- a fully un-redacted version of the Club Funding and Development Agreement signed between the Crown in the Right of Tasmania and Australian Football League (AFL)
- a fully un-redacted version of the MI Global Partners appendices to the Hobart Arts Entertainment and Sports Precinct – Business Case i.e.
 - Appendix 6 – Hobart Stadium Capacity Optimisation Analysis Final Report (29 August 2022)
 - Appendix 7 – Hobart Stadium Cost Benefit Analysis Report – Final Full Report (11 November 2022)
- details of the current funding agreements for Hawthorn and North Melbourne AFL Teams including any agreements that apply through to 2028-29
- full details of the funding agreement with the Federal Government for the \$240m for the proposed Arts, Entertainment and Sports Precinct
- geotechnical detail related to Macquarie Point
- culture and heritage detail related to Macquarie Point
- details of any planning/statutory/heritage rules or requirements applicable to the Cenotaph and surrounding area
- any communication between the Premiers Office, Department of State Growth (DSG), the Treasurer and Treasury related to financial clauses in the Agreement
- any communications between Macquarie Point Development Corporation (MPDC) and the Premier’s Office and DSG/Major Stadiums Unit in regards to the proposed Arts, Entertainment and Sports Precinct and the Agreement (including but not limited to):
 - emails
 - briefing papers/notes
 - reports
 - analysis
 - advice etc., and
- any other agreements related to the proposed precinct and training and administration facility including (but not limited to):
 - user agreements
 - revenues distribution
 - match day revenue
 - licensing
 - sponsorship/naming rights.

During the course of the Inquiry, public hearings with a broad cross-section of stakeholders and submissions were held in person and via WebEx² in Hobart:

Friday, 16 June 2023 (Hobart)

TasPorts

Mr Anthony Donald (Chief Executive Officer)

Australian Football League (AFL) Commission

Mr Andrew Dillon (Chief Executive Officer)

² At the time of the Inquiry, WebEx by Cisco was the Parliament of Tasmania’s secure video conferencing platform

Friday, 23 June 2023 (Hobart)

Professor Greg Lehman (Pro Vice-Chancellor Aboriginal Leadership, University of Tasmania)

Hon Jeremy Rockliff MP

Premier

Department of State Growth Representatives

Mr Kim Evans (Secretary)

Mr Brett Stewart (Deputy Secretary)

Mr Gary Swain (Deputy Secretary)

Wednesday, 5 July 2023 (Hobart)

Hon Michael Ferguson MP

Deputy Premier/Treasurer

Department of Treasury and Finance Representatives

Mrs Fiona Calvert (Deputy Secretary, Economic and Financial Policy Division)

Mr James Craigie (Deputy Secretary, Budget and Finance Division)

Monday, 16 October 2023 (Hobart)

TT-line Pty Ltd (Spirit of Tasmania)

Mr Bernard Dwyer (Chief Executive Officer)

Mr Michael Grainger (Chairman)

Friday, 3 November 2023 (Hobart)

Stadia Precinct Pty Ltd

Mr Dean Coleman (Managing Director)

Mr Paul Lennon

Tuesday, 28 November 2023 (Hobart)

Charles Toubert Productions Pty Ltd

Mr Charles Toubert (Director)

Macquarie Point Development Corporation

Mr Brian Scullin (Chair)

Ms Anne Beach (Chief Executive Officer)

Australian Institute of Architects

Mr Stuart Tanner (National President)

Mr Paul Zanatta (via WebEx)

Friday, 8 December 2023 (Hobart)

Hon Michael Ferguson MP

Deputy Premier/Treasurer

Department of Treasury and Finance Representatives

Mrs Fiona Calvert (Acting Secretary)

Mr James Craigie (Deputy Secretary, Budget and Finance Division)

Ms Caroline Sharpen (Chief Executive Officer, Tasmanian Symphony Orchestra)

Dr Daniel Hanna (Executive General Manager – Corporate and Regulatory Affairs, Federal Group)

Mr Ralph Freckleton (General Manager, Hotel Grand Chancellor Hobart)

Royal Hobart Regatta Association

Mr Ross Doddridge OAM (President)

Mr Steven Dine

On 20 June 2023, the Premier responded to the Committee's abovementioned request for documents and noted that many of the requested documents contained commercially sensitive third-party information and accordingly the State Government would need to notify those parties of the intent to share documents with the Committee.

On 23 June 2023, the Committee wrote to Mr Andrew Dillon (then Chief Executive Officer Elect, AFL Commission) with questions on notice from the 16 June 2023 public hearing. A response was received by the Committee on 7 July 2023.

On 26 June 2023, the Committee wrote separately to Professor Greg Lehman (Pro Vice-Chancellor, Aboriginal Leadership, University of Tasmania (UTAS) and Mr Anthony Donald (Chief Executive Officer, TasPorts) with questions on notice from the 16 June 2023 public hearings. Responses were received by the Committee on 26 June and 12 May 2023 respectively.

Also on 26 June 2023, the Committee wrote to Premier Rockliff with questions on notice from the 16 June 2023 public hearing.

On 30 June 2023, the Premier wrote to the Committee with reference to aforementioned request for documents and supplied both redacted and confidential copies for the Committee's consideration. A number of documents were to be provided at a later stage subject to further confirmation.

The Committee wrote to the Premier on 10 July 2023 acknowledging the provision of documents to date and noting that more was to follow.

On 18 July 2023, through Hon Guy Barnett MP (then Minister for State Development, Construction and Housing), the Committee received documentation with respect to the 'geotechnical detail related to Macquarie Point' and the 'details of any planning/statutory/heritage rules or requirements applicable to the Cenotaph and surrounding area'.

On 3 August 2023, the Premier sought further clarification with respect to the original production of documents request highlighting communications sought had returned 'an extensive number of records that (were) being considered for confidentiality concerns in consultation with affected third parties ...'. After a meeting with the Department of State Growth representatives on 13 September 2023, the Committee received a confidential index of discovered documents for Department of State Growth and MPDC documents through the Premier on 9 November 2023.³

³ Letter to Chair from Premier Rockliff (dated 9 November 2023)

On the understanding that TT-Line had renewed its sponsorship contract with the North Melbourne Football Club (NMFC) until 2025,⁴ the Committee wrote to TT-Line on 14 August 2023, requesting a fully un-redacted version of the sponsorship contract between TT-Line and NMFC. Correspondence continued between the parties until following a summons to produce, TT-Line provided the Committee in confidence a copy of the requested sponsorship contract on Monday, 16 October 2023.⁵

On 6 September 2023, the Committee tabled the Interim Report of the Tasmanian Government's Proposed Hobart Stadium Feasibility Planning Process (No.16 of 2023).⁶

On 7 September 2023, in reviewing the differences between the redacted (public) and un-redacted (confidential) versions of the Australian Football League Women (AFLW) Licence Agreement that had been provided to the Committee, the Committee highlighted to the Premier that:

... is of the view that there is a material difference between providing to the public a copy of the AFLW Licence Agreement albeit with heavily redacted pages and the current copy which has at least 18 pages completely omitted: this in the Committee's view is less transparent and it is not possible for a member of the public to appreciate what sections of the Agreement have been omitted.

The Committee requests that the Government reconsider and reissue any publicly released documents pertaining to the Club Funding and Development Agreement signed between the Crown in the Right of Tasmania and Australian Football League (AFL) that have been redacted and have pages omitted, to be re-released with no pages omitted. In order to promote best practice and facilitate the release of the maximum amount of official information in response to a request for the production of documents, the Committee is of the view that more broadly the practice of omitting pages from released documents (unless otherwise lawful) should be discouraged.⁷

On 18 October 2023, having received and considered a significant tranche of evidence provided by the Government and other witnesses, the Committee resolved to advertise and call for further public submissions. The Committee advertised the Inquiry in the three major Tasmanian newspapers⁸ and on its public website.⁹ The closing date for submissions was close of business Friday, 24 November 2023. A total of 43 submissions were received by the closing date and are available on the Committee website.¹⁰ This brought the total number of submissions received by the Committee across both Terms of Reference to be 970.

⁴ See House of Assembly Government Business Scrutiny Committee (Thursday, 1 December 2022), https://search.parliament.tas.gov.au/Search/search/search?IW_FIELD_ADVANCE_PHRASE=Thursday%201%20December%20AND%202022%20AND%20TT%20Line%20Company%20Pty%20Ltd%20IN%20TITLE&IW_DATABASE=Hansard&IW_SORT=-9&IW_SEARCH_SCOPE=meta, p.13-16

⁵ See [Transcript of Evidence – TT-Line \(16 October 2023\)](#)

⁶ See https://www.parliament.tas.gov.au/_data/assets/pdf_file/0034/73699/16bc8646204fbb8e8c558ddcdd0df8b210e1e4d2.pdf

⁷ Letter to Premier Rockliff from Chair dated 7 September 2023

⁸ *The Mercury*, Saturday, 21 October 2023, and *The Examiner* and *The Advocate*, Saturday, 28 October 2023

⁹ See [Invitation for Submissions – Revised Terms of Reference \(20 October 2023\)](#)

¹⁰ See <https://www.parliament.tas.gov.au/committees/joint-committees/standing-committees/public-accounts-committee/inquiries/tasmanian-governments-proposed-hobart-stadium-feasibility-planning-process/submissions/tasmanian-governments-process-into-the-proposed-arts-entertainment-and-sports-precinct-in-hobart-current-terms-of-reference>

On 19 October 2023, the Committee wrote to the Premier for additional information, namely:

Taking into account your public statement on or about 16 September 2023, that the Government had 'factored in' potentially problematic site conditions, and had 'contingency' for build and cost overruns 'should they be required',¹¹ the Committee respectfully requests a detailed break-down of the Government's contribution of \$715 million towards the Proposed Arts, Entertainment and Sports Precinct at Macquarie Point.

A response was received for this question on 9 November 2023.

On 3 November 2023, the Committee wrote to Mr Dean Coleman (Managing Director, Stadia Precinct Pty Ltd) with questions on notice from that day's public hearing. A response was received by the Committee on 13 November 2023.

On 29 November 2023, the Committee received correspondence from Mr James Anderson (Mount Nelson) who shared a link to an article by JC Bradbury (Sports Economist, Arizona State University Global Sport Institute): 'So Your City Wants to Build a Stadium – Here's What to Know'.¹²

On 30 November 2023, the Committee wrote to Ms Anne Beach (Chief Executive Officer, MPDC) with questions on notice from the 28 November 2023 public hearing. A response was received by the Committee on 18 December 2023.

On 8 December 2023, the Committee received further correspondence from Mr Russell Hanson (Submission #883) with respect to an opinion piece that was published by The Mercury (6 December 2023).¹³

On 11 January 2024, the Committee wrote separately to Hon Michael Ferguson MP (then Deputy Premier and Treasurer) and Dr Daniel Hanna (Executive General Manager, Corporate & Regulatory Affairs, Federal Group) with questions on notice from the 8 December 2023 public hearings. A response was received by the Committee from the then Treasurer on 31 January 2024. No response was received from Federal Group.

On 8 February 2024, the Committee received correspondence from Mr Vica Bayley MP (Greens Member for Clark) with respect to a change to the 2023 Ministerial Statement of Expectations for the MPDC.

With the prorogation of Parliament and dissolution of the House of Assembly on 14 February 2024, in accordance with long standing practice and convention, Committee activity ceased.

¹¹ See ABC News, 'Tasmania's premier defends site of AFL stadium amid concerns about 'geotechnical properties', <https://www.abc.net.au/news/2023-09-17/premier-defends-afl-stadium-site-after-geotechnical-report/102863822>

¹² A link to the article is available here: <https://globalsport.asu.edu/blog/global-sport-matters-june-digital-issue-examines-stadium-development-and-its-impact-local>

¹³ 'Let us unite to realise our own field of dreams', Russell Hanson, The Mercury (6 December 2023), p.18-19

Upon resumption of the 51st Parliament of Tasmania, both houses agreed to the reestablishment of the Committee. The Committee resolved to continue the Inquiry.

Further public hearings were held in person and via WebEx in Hobart:

Friday, 21 June 2024 (Hobart)
<u>Macquarie Point Development Corporation</u> Mr Kim Evans (Chair) Ms Anne Beach (Chief Executive Officer)
<u>No Stadium Yes Team Group</u> Ms Janice Overett Mr Brian Chapman
<u>Our Place – Hobart Group</u> Mr Roland Browne Mr Shamus Mulcahy Mr Richard Miller Flanagan Mr Mathew Hinds
Mr Russell Hanson Mr Jim Wilkinson
Friday, 9 August 2024 (Hobart)
Hon Michael Ferguson MP Deputy Premier/Treasurer
<u>Department of Treasury and Finance Representatives</u> Mr Gary Swain (Secretary)

On 19 June 2024, the Committee received further correspondence from Mr Hanson with respect to his September 2023 paper, ‘Economic Benefits to Tasmania from the Introduction of a Tasmanian AFL Team and a New Stadium in Hobart at Macquarie Point’.¹⁴

On 24 June and 7 August 2024, the Committee wrote to Ms Anne Beach (Chief Executive Officer, MPDC) with questions on notice from the 21 June 2024 public hearing. A response was received by the Committee on 5 August and 28 October 2024 respectively.

Final public hearings were held in person and via WebEx in Hobart:

Wednesday, 26 March 2025 (Hobart)
<u>Macquarie Point Development Corporation</u> Mr Kim Evans (Chair) Ms Anne Beach (Chief Executive Officer)

¹⁴ See <https://www.docdroid.net/kTXARFY/hanson-report-0923-1-pdf>

Wednesday, 26 March 2025 (Hobart)

Lateral Economics

Dr Nicholas Gruen (Chief Executive Officer)

Mr Gene Tunny (Senior Associate)

On 31 March 2025, the Committee wrote to Ms Anne Beach (Chief Executive Officer, MPDC) with questions on notice from the 26 March 2025 public hearing. A response was received by the Committee on 11 April 2025.

On 9 April 2025, the Committee wrote to the current Treasurer, Hon Guy Barnett MP for a copy of the letter from the Federal Treasurer, Hon Jim Chalmers MP outlining the claimed GST exemption. This was received by the Committee on 12 April 2025.

Background

As outlined in the Tasmanian Government's submission to the Inquiry¹⁵, the Government has committed \$375 million deliver the proposed Arts, Entertainment and Sports Precinct. The Government claimed:

... [it] will deliver significant economic, health, social and community benefits not just for Hobart but for the whole of Tasmania. It will strengthen Tasmania's economy, delivering \$2.2 billion in economic activity over 25 years providing more opportunity to invest in schools, hospitals, roads, social housing and future critical infrastructure projects.

In particular, Macquarie Point was selected as the preferred location due to its proximity to the city, topography, and connections from the water. Furthermore, the Government claimed that Macquarie Point could host the \$715 million stadium, while benefitting the Antarctic and Science Precinct, hospitality venues and convention facilities, and incorporate a Truth and Reconciliation Art Park in liaison with the Tasmanian Aboriginal community.

The Committee notes on 7 May 2020 a Select Committee of the Tasmanian Legislative Council issued its report on an AFL license for Tasmania with some findings of that Committee being relevant to this Inquiry.¹⁶

Over the course of the Inquiry the Committee received 43 submissions to the revised terms of reference and 926 submissions from the original terms of reference. The majority of those submissions did not support the siting of the proposed stadium at Macquarie Point for a range of reasons.

The Committee procured evidence from individuals, organisations and State Government ministers, departmental representatives and entities through 13 days of public hearings. Copies of the public hearing transcripts and submissions are available on the Committee's website.¹⁷

In no particular order, a summary of the matters raised in the submissions and other evidence taken by the Committee, with regard to the Agreement and proposed stadium include but are not limited to:

- impact on TasPorts' ongoing operations
- the transformation of Macquarie Point site into a broader cultural, entertainment and sporting precinct
- impact on the economy, tourism, jobs etc.
- potential to transform Hobart city

¹⁵ See Tasmanian Government Submission

(https://www.parliament.tas.gov.au/_data/assets/pdf_file/0025/60775/complete20government20submission.pdf), p.3

¹⁶ See Legislative Council Select Committee Final Report on AFL in Tasmania,

https://www.parliament.tas.gov.au/_data/assets/pdf_file/0019/51706/afl.rep.final.combined.pdf

¹⁷ See Tasmanian Government's Process into the Proposed Hobart Arts, Entertainment and Sports Precinct Inquiry webpage,

<https://www.parliament.tas.gov.au/committees/joint-committees/standing-committees/public-accounts-committee/inquiries/tasmanian-governments-proposed-hobart-stadium-feasibility-planning-process>

- success of the new Tasmanian AFL team
 - condition precedent in securing the licence for the new Tasmanian AFL team
 - impact on the original vision of the proposed Tasmanian Aboriginal Truth and Reconciliation Art Park that was part of the MONA vision for the site
 - the apparent lack of consultation on behalf of the Government to affected stakeholders
 - the probability that the stadium will cost more than the budgeted amount set by the State Government
 - the capacity of the State Government to fund the project in the current budget constraints
 - the economic analysis undertaken by consultants for the State Government
 - the proposed capacity of the stadium
 - housing and transport of workers during the construction phase
 - the proximity of the proposed stadium to the Federation Concert Hall and impact on the TSO operations
 - the noise during construction and the proposed operation of the stadium impact on visitor experience to existing businesses on Evans Street
 - potential shadowing and impact on sightlines on the Cenotaph and surrounding business
 - the impact on the Hobart waterfront
 - the access and logistics relating to getting 23,000 – 30,000 people in and out of the proposed stadium including parking, traffic and transport
 - the impact on existing business that require clear access to Evans Street at all times
 - the impact of potential social housing on the Regatta Point site
 - the impact on the Royal Hobart Regatta, and
 - previous attendance at Bellerive Oval for AFL or any other sports event.
-

Evidence

ToR 1 – Matters related to the Club Funding and Development Agreement

The Committee understands that the Stadium under the Agreement has a number of contractual minimum specifications:

- the Stadium will be a 23,000 seat multi-purpose fixed translucent roof stadium at Macquarie Point in Hobart.
- the Stadium must include the following key design features and customer considerations:
 - at least 1,500 corporate/premium spaces which must include capacity of at least 500 hundred spaces in corporate suites (or similar facilities), with the suites to be of varying capacities but at least 12 of which must have a capacity of at least 16 persons
 - all seats to have uninterrupted views of playing surface and video boards
 - at least 2 large format video boards (minimum size to be set out in the agreed design and plan documentation)
 - Wi-Fi and 5G internet connectivity (or the appropriate internet connectivity at the time)
 - food and beverage outlets in line with FSADC (Football Stadia Advisory Design Council) guidelines
 - toilet facilities including disabled facilities in line with BCA (Building Code of Australia) requirements
 - all spatial movements through the stadium to be designed in line with Greenguide compliance as issued by SGSA (Sports Ground Safety Authority), and
 - ability for stadium to be a multi-use sporting and entertainment venue, used for a range of sporting events including AFL, Soccer, Cricket, Rugby Union/League, concerts, and cultural, convention and business events (capacity of up to 30,000 attendees for concerts).
- the Stadium must include the following operational functionalities:
 - car parking allowance within Stadium of approximately 40 spaces
 - LED signage on boundary line and all seating tiers
 - thematic lighting system
 - Pantech truck access to field of play and allowance for Back of House "Boneyard" and storage facilities;
 - turf replacement system/strategy with locally accessible turf farm
 - national standard access control system
 - whole of stadium CCTV system
 - Club retail merchandise facilities
 - sensory room and changing place facilities (larger disabled room to accommodate disabled person and carer), and
 - standalone back up power supply.
- the Stadium must be built in line with the AFL Venue Guidelines (Tier 2 venue) current as at the date of this agreement including:
 - 1,500 lux broadcast lighting
 - oval dimensions at least 159.5m x 128.5m (boundary line)
 - 4 change rooms gender neutral
 - umpire changeroom facilities gender neutral, and
 - AFL standard broadcast and media facilities.

At the public hearings, Mr Andrew Dillon (Chief Executive Officer, AFL Commission) made the following opening statement on why the AFL licence for a Tasmanian AFL team was tied to the development of a 23,000-seat roofed stadium at Macquarie Point:

***Mr DILLON** - ...Tasmania's been actively pursuing an AFL licence for more than 40 years. There's been an incredible amount of work by so many Tasmanians to advocate for a team. That work resulted in the 3 May [2023] announcement where the AFL, alongside the Premier, Jeremy Rockliff, and the Deputy Prime Minister, Richard Marles, announced that, with the support of our 18 AFL clubs, we had an agreement with the State and a pathway for Tasmania to be the nineteenth licence in the AFL and AFLW competitions.*

It was a great day for Australian Football followers, the Tasmanian footy community and Tasmania. Finally, a Tasmanian team, based in Tasmania, representing and uniting Tasmanians. On that day, as we've done on previous occasions, the AFL made clear the licence was granted after a binding commitment was signed by the Tasmanian Government to develop a 23,000-seat roofed stadium as part of a revitalised Macquarie Point precinct.

That commitment was made possible with significant funding from the Tasmanian and federal governments and the support of the AFL. Like everyone in Tasmania, the AFL clubs and AFL Commission want a team that is set up for success. Everything we have done with the establishment of this new club is about setting it up to compete on and off the field. This includes the club's playing list, field, training and admin base, the required AFL and government funding commitments and, of course, the club's new home at Macquarie Point.

To successfully exist and compete in the AFL competition, quality stadiums are an absolute entry-level requirement for a new AFL club. There's a stadium benchmark across the AFL competition, every current AFL stadium that hosts more than four games has a capacity of more than 23,000 and has either recently been redeveloped or has future plans on the horizon for redevelopment. The AFL has a roofed stadium in Melbourne and, in partnership with the Victorian Government, we are currently spending \$225 million to improve facilities and to expand the 365-day-a-year capability of the stadium to cater for major sporting, cultural and other events.

Adelaide Oval has been redeveloped, Optus Stadium in Perth has been built, the SCG has had ongoing redevelopment and the MCG has been constantly upgraded over the decades with plans being developed for a further upgrade.

Having a new stadium isn't a new hurdle introduced for the Tasmanian team. New or fully redeveloped stadiums were a requirement for our most recent expansion of clubs, the Gold Coast Suns and the GWS Giants. As such, a new stadium in Hobart has been a constant in all discussions with the Tasmanian Government and the Tasmanian Task Force. A new roofed stadium at Macquarie Point is a key feature of the Tasmanian Task Force Report in 2019. It was also a key point in Colin Carter's report, and as Colin reiterated last weekend in the Hobart Mercury:

We won't get a team without a decent stadium. We can discuss what sort of stadium is needed, but that Tasmania needs a new one is beyond dispute.

Securing funding for a new stadium was one of the 11 identified workstreams along with other items like [missed field [inaudible]], player retention and talent pathways that the AFL undertook in developing the business case for a standalone Tasmanian team. It was in fact the last hurdle and the commission and the clubs were only able to sign off on the nineteenth licence following the announcement by Prime Minister Anthony Albanese of the Federal Government's funding contribution of \$240 million.

The new stadium is critical to the club's financial model and future sustainability, and critical to attracting sports and events tourists, who expect to experience great events and great venues. It is also critical in attracting and retaining the players, coaches and administrators who can and will make a Tasmanian team sustainable and successful.

I think it's important that I reiterate today the clear position of the AFL Commission and our 18 clubs, which is that without the Federal and State Government commitment to a fully funded, new, roofed stadium, the proposal for a team for Tasmania would not have been considered by the AFL Commission or the clubs.

I know there are some who have said they support the team but not the stadium, but we have been and remain consistent in saying there cannot be one without the other. Without the stadium, there would be no team. That was not a new concept and not a new request, nor was it a new condition or a new rule. We have consistently made clear that for a Tasmanian team to be part of the AFL competition, that team must have a new stadium.

Football might have been the catalyst for the new stadium, but we also fully support the Government's clear vision that the stadium will transform Macquarie Point site into a broader cultural, entertainment and sporting precinct. It will be a precinct that attracts events that usually bypass Tasmania, and one that is estimated to deliver significant economic impact and have a further significant impact on tourism, on jobs and in transforming the city and the state. We have seen that firsthand with Adelaide Oval, with Optus Oval, and with Heritage Bank Stadium on the Gold Coast - projects that have transformed communities and opened the door for major cultural sporting and music events.

As part of the agreement with the new team, the AFL has committed to invest \$360 million in building the football pathways across the state and in supporting the Tasmanian team. There have been robust negotiations with both the current Premier, Mr Rockliff, and the former premier, Mr Gutwein, who strongly advocated for the team and ensured that the AFL invested in the game at all levels. This has been a thorough, transparent and exhaustive process with hundreds of hours in discussions over many months, with all parties having to moderate their positions and compromise to reach an acceptable solution.

The Premier and his team have done their job to look after the State's interest to secure its own team, and a sustainable team, and the AFL has done its job to set up a team to be successful and to be supported by our 18 AFL clubs.

We fully understand and respect the debate around the stadium and we have seen similar debates in other states over time, but we have also seen the community benefits that a quality stadium delivers for the community and the State.¹⁸

Mr Dillion (AFL) unequivocally informed the Committee that there was no room to renegotiate should Macquarie Point be deemed unsuitable:

Mr WILLIE - ... would the AFL consider alternative sites to Macquarie Point if the information became public that it was unachievable to deliver a stadium at Macquarie Point through whatever planning process?

Mr DILLON - As I said earlier, the approval that we have is for a 23,000-seat stadium, roofed, at Macquarie Point. That's the approval that's been given at a specific -

CHAIR - You said the roof is negotiable, so the location, is that negotiable?

Mr DILLON - No. I think you might have misheard me there. The roof is part of the approval process. So, it is a fully roofed 23,000-seat stadium.

Mr WILLIE - If there are issues through the planning process with the Macquarie Point site in terms of being able to build a stadium there, is the AFL open to negotiating a different site?

...

Mr DILLON - As I said, the approval process is really clear, and what we said, it's a stadium, 23,000 seats, roofed, at Macquarie Point, and that's the approval that's been given by the AFL commission and the AFL clubs.

Mr WILLIE - If the Tasmanian Planning Commission, for example, come back and say that it's not possible to deliver a stadium at Macquarie Point, what's the AFL's position?

Mr DILLON - Like I said earlier, if we don't have that stadium then the licence conditions aren't reached, so we don't have the team.

CHAIR - There's no room to negotiate a different location for a suitable stadium that meets the other criteria?

Mr DILLON - As I said, and I can't speak for, we're not in a position to renegotiate. The work has been done over a number of years, the site has been identified and that was a critical part of the approval and the business case in the first instance going to the commission. And then, as I said earlier, getting the sign-off from the 18 AFL clubs. It's the site that was identified as the best site for a successful team for Tasmania, and that's we want. We want it to be successful not just in the short term or the medium term, but for the long term. That's where the Macquarie Point site is the site, and it's a key part of the approval process that's been gone through.¹⁹

...

¹⁸ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.18-20

¹⁹ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.25

CHAIR - *If the planning process identified, say, unsuitable ground conditions making it impossible to build a stadium there, does that then mean the deal is completely off, there will be no team? Obviously, no stadium because the planning process has identified that.*
...

Mr DILLON - *The deal is contingent and conditional upon the stadium, 23,000 seats, fully roofed at Macquarie Point. If any of those, and there are other conditions, but we are talking about the stadium here, then the deal, of course, would fail. The licence doesn't get triggered.*²⁰

AFL provided the following response to a question on notice that summarised their view of the chain of events that led to the Agreement:

A new roofed stadium in Hobart has been a constant in discussions with the Tasmanian Government and the Tasmanian Taskforce.

The Tasmanian Taskforce report (submitted in December 2019) contemplated the concept of a new roofed stadium at Macquarie Point in Hobart, and in late 2021, as part of the work to finalise a business case for a 19th AFL and AFLW licence, the required infrastructure (including a new roofed stadium) to support a new AFL Club was identified as one of the eleven workstreams to be confirmed in consultation with the Tasmanian Taskforce.

In June to August 2022, the AFL participated in a Tasmanian Government process to review potential sites, scope and costings of new stadium in Hobart. Six sites were reviewed and, based on those reviews, Macquarie Point was assessed as the Government's preferred site.

In September 2022, the Tasmanian Government announced Macquarie Point as the site for the new stadium and its financial commitment to the new stadium. The Tasmanian's Government's financial commitment was included in the AFL's 19th Licence Business Case that was presented to the AFL Commission and 18 AFL Clubs.

In December 2022, the Tasmanian Government requested \$240 million in funding from the Federal Government to enable the Macquarie Point precinct project, which includes the new stadium.

*In May 2023, the AFL and Tasmanian Government finalised agreements for the funding and licensing of a new AFL Club based in Tasmania. The agreement for the licence of a new AFL Club based in Tasmania is conditional on the build of a new 23,000 capacity roofed stadium at Macquarie Point.*²¹

At the public hearings, when asked as to whether Treasury had provided advice to the Premier and/or Cabinet with respect to the Agreement, Premier Rockliff, Mr Kim Evans (then Secretary, Department of State Growth) and Mr Gary Swain (Deputy Secretary, DSG) stated the following:

²⁰ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.26

²¹ Letter to Chair from AFL (dated 7 July 2023)

Mr WILLIE - Was Treasury advice provided to Cabinet to make a decision on their funding agreement?

Mr ROCKLIFF - You've seen the Treasury communication.

Mr WILLIE - We've just heard that's about the stadium and Budget. I'm interested in whether Treasury advice was provided to Cabinet regarding the agreement you signed?

Mr ROCKLIFF - I'm not going to get into Cabinet deliberations. You've seen the -

Mr WILLIE - I'm not asking for deliberations, Premier.

Mr ROCKLIFF - I'm not going to get into those Cabinet deliberations. You can get a range of advice from across agencies. We had a Budget process. Of course, Treasury provide a point of view. State Growth provide a point of view. We make key decisions in Cabinet all the time across a range of portfolio areas, including investments. We receive advice from departments and make decisions based on a range of information.

CHAIR - ... Did you receive advice from Treasury - I'm not asking to see the advice. I'm not asking for any Cabinet deliberations. Did you receive advice from the Department of Treasury and Finance about the agreement you were signing that is clearly not outlined in this list of documents?

Mr ROCKLIFF - I'm not going to get into the details of matters in Cabinet deliberations.

CHAIR - I'm not asking the details.

Mr ROCKLIFF - Treasury were part of the Budget process -

CHAIR - I'm not asking about the Budget.

Mr ROCKLIFF - It's a key part of it because we have an annual investment of \$12 million for the team and investments leading up to the team's commencement, including the stadia infrastructure capital investment. Of course, Treasury officials were involved.

CHAIR - If I can stop you there, Premier. There're clauses in the agreement that don't go to the current Budget that have a financial implication should certain circumstances occur. Did Treasury provide advice to you or to Cabinet about the agreement that is unrelated to the \$12 million over the period for the team and the allocation for the stadium?

Mr SWAIN - There are major projects and developments all over Government happening all the time.

CHAIR - I understand that. I am asking did you receive advice from Treasury around the detail within the agreement you signed on 3 May [2023]?

Mr EVANS - *The agreement is largely a legal agreement, so we got extensive legal advice from the Crown Solicitor -*

CHAIR - *I am not asking about the legal aspect. I am asking about the financial implications.*

Mr ROCKLIFF - *The legal aspect is important.*

CHAIR - *Yes.*

Mr EVANS - *The financial aspects were understood by Treasury, because they were part of the deliberations - advising Government on the deliberations through the budget process.*

CHAIR - *But the Budget does not include all the financial implications. Let me ask you: did you get legal advice on all those aspects?*

Mr SWAIN - *I was Acting Secretary at that time and part of the advice we gave the Premier was we got the independent legal adviser to give us its view on the legal risks around the deal, which should be standard practice. In then advising the Premier, we said we have taken appropriate legal advice on the risks of this deal.*

CHAIR - *On every aspect of the deal you took legal advice on that?*

Mr SWAIN - *That adviser was involved all the way through, they had full knowledge.*

CHAIR - *You had legal advice on every aspect that was included in that agreement?*

Mr SWAIN - *Yes.*

CHAIR - *Yes. Okay. Did you get Treasury advice on every aspect of that agreement?*

Mr EVANS - *We would have other major projects all over Government where that does not happen.*

CHAIR - *No, I am not asking about that.*

Mr EVANS - *That is not the standard process.*

CHAIR - *I know it may not be, but I am asking a simple question: did you get Treasury advice around every aspect of this agreement as you got legal advice on every aspect of the agreement?*

Mr EVANS - *We would not ordinarily get - as the Deputy Secretary was going to say, we are involved in lots of transactions, hundreds that are small, some large. We do not consult and involve Treasury on every single part of every negotiation just because it might have a financial impact.*

CHAIR - Let us be more specific then: did you get advice from Treasury on the penalty clauses?

Mr ROCKLIFF - Treasury were a part of the process, of course, because they are intimately involved in the budget, because they are Treasury.

CHAIR - The penalty clauses are not in the budget. We do not seem to be able to get an answer to that.

Mr EVANS - I wanted to correct something if I could. You characterised them as penalty clauses. They actually make good clauses. They are clauses that would give rise to funding in certain events to make good the costs of the team.

Mr WILLIE - Compensation.

Mr EVANS - No, it is not compensation, because the counterfactual is that in making good the team, it enables it to remain viable, but it avoids the payment of the initial \$12 million as an example.

CHAIR - What about the penalty, I would call it, for not having the stadium built in time?

Mr EVANS - Again, this goes to the fundamental viability of the team. The team has a detailed business case and financial model that underpins its viability. Those models rely on certain revenues. The simple point is if you have first grade infrastructure that would come with a stadium, it will have a different revenue impact or benefit for the team than if it is playing in other stadia. What we have agreed is that should we not -

CHAIR - Based on crowd numbers?

Mr SWAIN - It is based on a whole range of factors, including advertising, capacity, crowd numbers, hospitality, all of those things.

Mr EVANS - My simple point is it would be the AFL and the 18 clubs' interest is to make sure the team is successful and viable. Our interest is the same.²²

Similarly, the Committee was informed by the Premier and Mr Swain that the legal advice around the Agreement was not provided to Cabinet:

Dr BROAD - Mr Evans gave evidence the stages of the negotiation he sought approval from the Premier, and we have just heard Mr Swain say legal advice was provided to the Premier. When we look through the document, we see there is no legal advice provided to Cabinet, and there is very little advice to Cabinet about the various stages apart from verbal briefings. Is it fair to say that you, Premier, were leading the negotiation and Cabinet was not provided with the legal documents or information about the steps as they progressed?

²² See Transcript of evidence [Public Hearings \(23 June 2023\)](#), p.25-28

Mr ROCKLIFF - Yes, I might throw to Mr Swain on that one. But in the minutes signed on 3 May [2023], it references Attachment F, which has been reviewed by the Crown Solicitor.

Mr SWAIN - I was referring to the process for giving the Premier assurance and advice as to whether to sign that deal. In that minute we pointed to an attachment. That attachment articulated ... who had been involved all the way through the process's view in relation to business. ...

Dr BROAD - That legal advice was not provided to Cabinet. Indeed, 3 May [2023] is the day after the signing of the agreement.

Mr SWAIN - Every contract we would ever enter into will have an allocation of risk and every contract will have arrangements where one party or the other has to -

Dr BROAD - This is not relevant to the question I am asking. I am asking about that advice being provided to Cabinet, not whether it was due, or whether it was robust or anything. I am just pointing out that advice was not presented to Cabinet. That is what I am pointing out. Would you disagree with that? Where was the legal advice presented to Cabinet?

Mr SWAIN - I am not trying to frustrate this by not answering the question. I was just trying to get to that we would have projects all the time where that is not the case. We would do 20 to 25 major projects a year. ... We would have a contract with an external party. There will be risk allocation if certain events happen. The contractor might have to pay if other events happen. The principle being the Government might have to pay. If it is a principle-based delay, we might have to pay. That level of detail does not typically go to Cabinet. There will be a responsible minister and that minister will exercise their authority.

Ms WEBB - It is hardly a typical project. The answer is no, and that is the reason why the answer is no. That is fine. The Committee can hear that answer. It is just that if the question is put and the answer is no, how about you say no?²³

At the public hearings, Hon Michael Ferguson MP (then Treasurer) admitted neither he or Treasury was involved with the penalty clauses within the Agreement:

CHAIR - Treasurer, to confirm, then, in your role as Treasurer there was information provided to you around the cost of the stadium or the events facility, the cost of a team -

Mr FERGUSON - Yes.

CHAIR - penalty clauses, those sorts of things - costs that could be incurred on behalf of the State?

²³ See Transcript of evidence [Public Hearings \(23 June 2023\)](#), p.28-29

Mr FERGUSON - *In terms of detailed elements and conditions within the written contract which was being contemporaneously negotiated, I wouldn't necessarily go so far as to say, in your words, 'penalty clauses', but in Secretary Kim Evans's words, 'make good' clauses, to make sure the team was constantly financially viable and strong. No, I haven't been kept involved in those because they were quite properly being led by the Premier and his team in the Department of State Growth. They reach in for resource support from, for example, Crown Law, or economic analysts who have prepared, for example, the business case in support.*

In my role, I have absolutely been kept informed and, indeed, provided my own feedback to the Premier in terms of preparing the Budget for the financials as best as we were able. The profile I think does speak to that in the budget papers.

CHAIR - *You did say in your opening comment, Treasurer, that the role of Treasury is, in terms of the input you have in various points of decision-making, whether it's a small or a large commitment, one could argue this is a fairly large commitment financially for the State. You said that's a normal part of the process. In this process, can you identify the points at which Treasury provided input into the proposal into the stadium and then the team, and the cost associated with the team?*

Mr FERGUSON - *Treasury has had a necessarily limited role in that because it's been led by the Premier with the support of the Department of State Growth, who have the wherewithal and the experience to manage large projects and small projects.*

CHAIR - *But you said that these people seek financial advice. That's what you said.*

Mr FERGUSON - *When they require it, when they need it. Treasury doesn't insert itself into other agencies' business if they're running according to their own program. If advice is requested it may be provided, but it's not necessarily the case that anybody should assume that Treasury somehow inserts itself into a process that is being well informed and well managed by a different department.*

CHAIR - *You would expect that people involved in State Growth who are leading this, or the Premier's department, wherever they were in the relevant parts of it, you said yourself they would seek financial advice. Would they seek that from Treasury? Where would they seek that financial advice?*

Mr FERGUSON - *I think my comment was that if they need to seek that advice, they can, but in this particular case, the Department of State Growth is one of the most competent and skilled departments at delivering capital projects. You might imagine - and I don't feel that I should name them - there would be different departments, particularly small ones, that don't have a lot of experience in large construction projects and may well need to lean on the support of Treasury - but, just as or perhaps even more relevant, they may be leaning on the support of the Department of State Growth for their own capital projects.*

The role of Treasurer, and my team that support me, has been making sure that we've stayed in regular contact, via the Premier himself and through our Cabinet process, to

make sure the Budget was well prepared, being well informed about the elements of the deal that were being committed to, including the cost of stadium infrastructure and the State obligation to provide that as part of our capital budgeting in the Budget, but also, as you've indicated, the team finances as well.

CHAIR - *To clarify then, Treasurer, you are saying that the people within State Growth who deliver major infrastructure projects might seek financial advice from sources other than Treasury if they needed it?*

Mr FERGUSON - *Yes, absolutely. For example, Crown Law, if they want to get a contract checked out before it's signed or, for example, an external consultant - as occurred with the development of the business case. As you know, the rather large folder of documents that has been provided to Tasmanians in the Parliament shows that so much expertise has been obtained to ultimately draw up the business case and to ultimately obtain the support both of State and Federal Government towards this project - the State Liberal and Federal Labor governments.*

Ms WEBB - *... Treasurer, you have talked about the fact that State Growth is competent - and that's fine - and has the capacity -*

Mr FERGUSON - *But I've also said that Treasury has had a limited role. I think I've been quite transparent about that.*

Ms WEBB - *Can I confirm, are you able to provide the instances in which that occurred, or clarify specifically that it didn't occur?*

Mr FERGUSON - *It's not Treasury's project. Treasury haven't been -*

Ms WEBB - *That's not the question I'm asking you, Treasurer.*

Mr FERGUSON - *Well, I'm answering it the way I feel is appropriate. Treasury haven't been driving this project, nor has it been needed by State Growth to hold their hand along the way. That is not how it works. State Growth is perfectly equipped and capable in planning and delivering large capital projects. This is not something Treasury have needed to provide that detailed and other advice towards.*

Where we have been instrumental, of course, is ensuring that we have been kept informed along the way to ensure the commitments that were being considered by Government - with the hope they would be supported by the Australian Government and by the AFL - is provided for in the Budget, with good notice in advance.

Ms WEBB - *I am just trying to clearly understand, and perhaps you can confirm it for me: are you saying that no advice was provided from Treasury?*

Mr FERGUSON - *I am not prepared to say that because I can't guarantee that officers haven't spoken to each other, but Treasury hasn't played - and shouldn't have been expected to play - a formal role in a process that is being led by the Premier -*

Ms WEBB - *I was not asking about a formal role.*

Mr FERGUSON - *If I can answer, with the support of the Department of State Growth. The Department of State Growth has led and driven this project and has significant resources - not the least of which is the business unit within that department, Infrastructure Tasmania, which has significant resources to develop and deliver these programs. This was a complex negotiation that the Premier has successfully achieved for our State, which involves numerous engagements with the Australian Government and of course the AFL.*

Ms WEBB - *Thank you, Treasurer. I certainly would welcome your answering the question, so I will put it to you again. Are you confirming that Treasury advice was not provided?*

Mr FERGUSON - *Was not asked for, was not needed. I have made that clear, I think, in my opening statement.*²⁴

At the public hearing, it became evident to the Committee that the Premier had not presented the final Agreement to Cabinet and was somewhat frustrated with the Committee's scrutiny of this point:

Mr WILLIE - *Just to follow on from your questions, good governance matters, Premier. I am interested in why you thought it was not necessary to present the Agreement to Cabinet.*

Mr ROCKLIFF - *Well, you know, I'm interested in why you think it is necessary to block progress in this State. If I look at this Committee, everyone has put their position on the table - 90 per cent of this Committee is against the stadium. Frankly, to call it a kangaroo court is an insult to kangaroos.*

Ms WEBB - *Chair, I would like to object to that.*

CHAIR - *Yes. Order.*

Mr ROCKLIFF - *This is just typical politics.*

CHAIR - *Premier, 90 per cent includes everyone except your own member on this Committee in that, and I think that is being very disingenuous. In fact, you are probably counting half of him. I urge you to avoid such statements.*

...

CHAIR - *Let's move on from the politics and answer the questions. Did you want to rephrase your question?*

...

Mr WILLIE - *I didn't think it was political.*

CHAIR - *Ask it again then if you think and I'll make a judgment on that.*

²⁴ See Transcript of evidence [Public Hearings \(5 July 2023\)](#), p.3-5

Mr WILLIE - Why did you think it was not necessary to present the agreement to your Cabinet colleagues?

Mr ROCKLIFF - I'm not going to get into the details of Cabinet deliberations, except to say my Cabinet colleagues were informed along the way, including the expenditure in the Budget, Mr Willie, which has just gone through the Lower House of Parliament and will be debated in the Legislative Council next week.²⁵

...

With respect to when Cabinet was informed of the decision to sign off on the Club Funding and Development Agreement, Premier Rockliff provided the following response:

As advised during the PAC hearing on June 23 [2023], Cabinet was kept informed at every stage on both the multi-purpose stadium and the progression of AFL negotiations.

The allocation of the funds for the stadium project, the AFL team and the high-performance centre was agreed during Budget Committee deliberations in April. As Premier I had the authority to sign the AFL agreement on 3 May 2023.

The Treasurer also confirmed to the committee on July 5 [2023], the agreement was signed post-verbal briefings where the Cabinet were kept constantly up to date with the process of negotiations.

The Treasurer also noted that Budget development commences late in the previous calendar year, and therefore he had been constantly kept up to date in respect of the financials.

*As the committee know, the deliberations of Cabinet are confidential.*²⁶

With respect to the positions of senior officers who were part of the negotiation team for the Tasmanian Government, the following response was provided by Premier Rockliff:²⁷

The negotiations between the Tasmanian Government and the AFL, which ultimately resulted in the Club Funding and Development Agreement signed on 3 May 2023, were undertaken over an extended period of time and were supported by a range of teams on behalf of the Government.

The initial development of the business case for Tasmanian AFL and AFLW licences was led by the Tasmanian AFL Taskforce and delivered in December 2019. This work was then followed by the AFL commissioned independent review of the business case by Colin Carter.

Initial high-level engagement followed between the Premier and the AFL to agree the broad terms including funding commitments by the parties. These terms were made public in September 2022 and informed subsequent detailed discussions between the

²⁵ See Transcript of evidence [Public Hearings \(23 June 2023\)](#), p.24

²⁶ Letter to Chair from Hon Jeremy Rockliff MP (Premier) (dated 3 August 2023)

²⁷ Letter to Chair from Hon Jeremy Rockliff MP (Premier) (dated 3 August 2023)

Department of State Growth and the AFL to develop the Club Funding and Development Agreement.

These discussions were conducted over hundreds of hours and managed by State Growth's Strategic Projects team to ensure a coordinated approach. The detailed discussion involved the relevant senior officers as appropriate from across the Department including the Culture, Arts and Sport Group, Transport and Infrastructure Group, and the Resources, Strategy and Policy Group.

The broader team, supported by the Crown Solicitor and technical experts as needed, interacted with the Secretary of State Growth and the Premier's Office at all times to ensure an integrated and consistent approach to the discussions.

The following details the senior government officers involved at various stages:

Directly involved:

- *Secretary, State Growth*
- *Deputy Secretary - Transport and Infrastructure Group, State Growth*
- *Deputy Secretary, Resources, Strategy and Policy, State Growth*
- *General Manager, Strategy, Policy and Coordination, State Growth*
- *Director, Events Tasmania, State Growth*
- *Deputy Chief of Staff, Premier's Office, DPaC*
- *Principal Advisor, Premier's Office, DPaC*
- *Senior Advisor, Premier's Office, DPaC*

Assisted by:

- *Crown Solicitor, Justice*
- *External Legal Counsel*
- *External Stadia Expert*

Regularly engaged:

- *Premier*
- *Chief of Staff, Premier's Office, DPaC*
- *Principal Advisor, Premier's Office, DPaC*
- *Executive Director, Major Stadiums, State Growth*
- *Deputy Secretary, Culture, Arts and Sport, State Growth*
- *Chair, Stadiums Tasmania*
- *Acting Chief Executive Officer, Macquarie Point Development Corporation*
- *AFL Taskforce*

With respect to key milestones and dates when MPDC expect to reach planning approval, commencement and completion of construction, and other relevant milestones to the stadium build, MPDC provided the following:

The Tasmanian Planning Commission are required to publish their Integrated Assessment Report on the Project of State Significance by 17 September 2025. After which, the next step is for the Premier, as the responsible Minister under the State

Policies and Project Act 1993, to present a recommendation to Parliament setting out the approval sought and any conditions proposed to apply. ...

Early works are planned to commence at the end of this calendar year, pending planning approval. The main construction contract is expected to be awarded in the second quarter of 2026, with works to commence shortly after. The stadium is required to be complete before 31 December 2030, the final date in the Tasmanian Club Funding and Development Agreement. Exact dates are dependent on a range of factors including when planning approval is received.²⁸

Attachment A is a schematic of the Project of State Significance process.

With respect to the 60 per cent completion date (i.e., 31 October 2027), MPDC shared the following:

If there is a change to the 60% completion date from 31 October 2027 we are required to inform the AFL by 31 October 2025 under the Tasmanian Club Funding and Development Agreement. Ahead of the 31 October we will form an estimate of when we expect stadium construction to start based on our works program to determine if we need to notify the AFL. We will monitor progress to enable an accurate update to be provided.

At the hearing I noted we would need to confirm with the AFL how 60% of stadium completion will be measured. For information it is noted that the Tasmanian Club Funding and Development Agreement specifies the following: 'confirmation from an independent quantity surveyor appointed by the Tasmanian Government that 60% of the building works for the construction of the stadium have been completed (as referenced by 60% of progress claims of the Adjusted Building Contract Sum certified by the project quantity surveyor)'.

This is anticipated to remain the case, however, this will also be confirmed to ensure accurate forecasting and reporting.²⁹

A media release from the Hon Jeremy Rockliff MP (Premier) and Hon Eric Abetz MP (Minister for Business Industry and Resources) dated 13 April 2025, stated the Government announced the plan to introduce enabling legislation to Parliament to progress approvals for the Macquarie Point Urban Renewal Project, citing:

It follows significant concerns raised about the current planning process.

...

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

"We cannot afford not to deliver this project. And we cannot afford delays.

²⁸ See [Letter to Chair from MPDC dated 11 April 2025](#)

²⁹ See [Letter to Chair from MPDC dated 11 April 2025](#)

“This has been one of the most scrutinised projects in the state’s history.

“It will drive economic growth, deliver jobs, and, of course, mean Tasmania gets the teams that are rightfully ours.

“Every Member of the Parliament will have their say on this project – just as they would have through the POSS.

“It’s time we got on building it.”

Minister for Business, Industry and Resources, Eric Abetz cited recent concerns about the Tasmanian Planning Commission’s draft Integrated Assessment Report’s scope and reliance on an assessment prepared by Dr Gruen.

“It is the government’s view that Dr Gruen’s report has been tainted by an apprehension of bias, undermining the Government’s confidence in the Integrated Assessment Report.

“At the very least, there is a significant likelihood the concerns raised will lead to lengthy legal challenges regarding any final recommendation and significantly delay the final decision by the Minister to approve the stadium.

“To be clear: we are very supportive of the TPC and the important work it has carried out.

“We will continue to work through the report - and whatever public feedback there is on it.

“We will keep extracting what we can to inform good and proper planning decisions around the stadium, to make the precinct the best it possibly can be.”

Public representations on the Tasmanian Planning Commission’s draft Integrated Assessment Report will continue as planned until May 8, allowing all Tasmanians the opportunity to provide their feedback.

The legislation is expected to be released for public consultation in May.³⁰

At the time of finalising this Report, draft legislation had not been released for public comment and the current Project of State Significance process was still underway.

³⁰ ‘Next steps for the Macquarie Point Project’ Media Release, Hon Jeremy Rockliff MP (Premier) and Hon Eric Abetz, <https://www.premier.tas.gov.au/latest-news/2025/april/next-steps-for-the-macquarie-point-precinct> [Accessed 9 May 2025]

Committee Findings

- F1. The draft AFL Agreement did not go to Cabinet for deliberation: rather verbal briefings were provided.
- F2. Treasury advice on the Agreement was neither formally requested nor provided.
- F3. The Department of State Growth led the negotiations with support of Crown Law, Department of Premier and Cabinet, and external stadia experts.
- F4. According to the AFL, the Macquarie Point site is the only acceptable site for the proposed stadium.
- F5. The Government has cited concerns regarding the current Project of State Significance process based on the Tasmanian Planning Commission's draft Integrated Assessment Report's scope and reliance on an assessment prepared by Dr Nicholas Gruen.
- F6. The Government has indicated its intent to undertake an alternate approval process by introducing enabling legislation with the intention of replacing the current Project of State Significance process.

Committee Recommendation

- R1. Any high cost and/or high-risk Government initiatives should follow rigorous governance processes, including the formal consideration by Cabinet, and consideration of supporting documents, prior to any final decision being made.

ToR 2 – The suitability of Macquarie Point as the site for a proposed Arts, Entertainment and Sports Precinct

The AFL provided the following response to a question on notice with respect to what level of confidence was the AFL given by the State Government that the Macquarie Point stadium proposal would pass the required planning process:

The AFL has always understood that the Macquarie Point stadium was subject to a detailed planning process, including obtaining relevant planning approvals. This is reflected in the Funding and Development Agreement entered into by the AFL and the Tasmanian Government dated 3 May 2023, which sets out the relevant statutory approvals required in order to commence construction activities in respect of the new stadium.

The AFL initially understood that the new stadium planning pathway would be via a major project assessment process. However, now understands that it will be via the project of state significance assessment process.³¹

Following a response to a question on notice with respect to the presence and location of any remaining contaminated soils with ammonium/ammonium salts on the current Macquarie Point site, the Committee was satisfied with the evidence that MPDC provided in the form of geotechnical data spreadsheets.

With respect to the preliminary assessment of the suitability (or not) of Regatta Point as the preferred site for the new stadium, Premier Rockliff provided the following:³²

In late October 2021, Infrastructure Tasmania (ITas) engaged local firm MCS Management & Consulting to undertake a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium (capacity of 23,000 – 27,000 seats) with a retractable roof and within easy commuting distance of the Hobart CBD.

This analysis supported the work of the AFL Taskforce with respect to the infrastructure, including appropriate stadia, that is necessary to effectively support a Tasmanian team being secured and operating into the future.

As noted in ... Minute - Southern Stadium Preliminary Analysis,³³ the approach to the preliminary feasibility analysis, while carefully considered, was desktop and high level in nature and required significant further work to appropriately scope, plan and cost the project to develop and deliver a new stadium.

A preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium with a retractable roof was

³¹ Letter to Chair from AFL (dated 7 July 2023)

³² Letter to Chair from Hon Jeremy Rockliff MP (Premier) (dated 3 August 2023)

³³ See [Attachment B](#)

*presented in person to ITas by MCS Management & Consulting on 4 February 2022 (... Preliminary Presentation).*³⁴

*On 25 February 2022, MCS Management & Consulting, and Philp Lighton Architects delivered a final report on the feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium for Hobart (...Hobart Stadium Location Report).*³⁵

With respect to when was Department of State Growth asked of the feasibility of Regatta Point and when the feasibility work commenced for the proposed stadium at Macquarie Point, Premier Rockliff provided the following:³⁶

The timeline below provides an overview of the works undertaken to-date with regard to stadia location, including feasibility analysis of Regatta Point and the Tasmanian Arts, Entertainment and Sports Precinct.

Hobart Stadium - Site Selection Process

In late October 2021, Infrastructure Tasmania (ITas) engaged local firm MCS Management & Consulting (the Consultant) to undertake a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium (capacity of 23,000 – 27,000 seats) with a retractable roof and within easy commuting distance of the Hobart CBD.

On 25 February 2022, MCS Management & Consulting, and Philp Lighton Architects delivered a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium for Hobart.

2022 State of the State Address

*On 1 March 2022, then Premier, Peter Gutwein, announced the Tasmanian Government's vision to develop a multi-purpose stadium at Regatta Point. In that announcement, the Premier noted the new stadium, subject to stakeholder consultation, planning approval and achieving later that year an AFL licence, was a recommendation of the AFL Taskforce.*³⁷

2022/23 State Budget

On 26 May 2022, the 2022/23 Tasmanian State Budget was delivered and included funding of \$1.25 million in the 2022/23 financial year to continue the work of the AFL Licence Taskforce, and to progress the feasibility planning for the infrastructure necessary, including a new sporting and event stadium in Hobart.

³⁴ See Attachment C

³⁵ See Attachment D

³⁶ Letter to Chair from Hon Jeremy Rockliff MP (Premier) (dated 3 August 2023)

³⁷ The Committee noted that whilst the AFL Licence Taskforce Report narrative spoke to the benefits of a new stadium, it did not state a new stadium was essential to, nor should be a condition of, a Tasmanian AFL team: see Tasmanian Government's Proposed Hobart Stadium Feasibility Planning Process Interim Report, https://www.parliament.tas.gov.au/data/assets/pdf_file/0034/73699/16bc8646204fbb8e8c558ddcdd0df8b210e1e4d2.pdf, p.20

Stakeholder discussion

Following the preliminary site assessment in late 2021, the Government continued discussions with stakeholders (including the AFL) on Regatta Point and Macquarie Point as the two preferred locations.

Concerns were raised that the Regatta Point site may be too costly due to the requirement to reclaim land and construct over water.

In consideration of the 11 workstreams required for a Tasmanian Club, the Government agreed to undertake further analysis of the preferred locations - to ensure that a strong case was put to the Clubs and Commission.

PWC - Economic Analysis commissioned

The Government approached PwC around undertaking economic analysis on a new Arts, Entertainment and Sports Precinct occurred on 31 May 2022, with a range of discussions around the scope of the report occurring in June 2022 and a contract on 14 July 2022.

Feasibility Study

In mid-2022, the Government undertook to receive engineering, stadium demand and optimisation, and cost and times analyses for a multipurpose stadium in Hobart to support additional analysis of the top three sites assessed as part of the MCS work - being Macquarie Point, Regatta Point and Lower Domain. The Lower Domain site was excluded from further consideration as part of the analysis.³⁸

Expert input was provided by Aurecon, MI Associates and WT Partnership. Both the AFL and State Growth were actively involved in the cost estimates completed by international cost management consultants WT Partnership based on the most recent engineering studies.

In late July 2022, the Tasmanian Government finalised these arrangements in a grant deed with the AFL to deliver a Feasibility Study for the development of a stadium in Hobart to accommodate activities not limited to AFL, soccer, rugby, cricket, and concerts.

PWC - Economic Analysis

On 4 August 2022, the final report from PwC was provided which estimated the economic impacts of a new arts, entertainment, and sports precinct in Hobart - this report pointed to the strong economic potential of the project.

MI Global - Capacity Analysis

The MI Global Hobart Stadium Capacity Optimisation analysis final report was provided in August 2022 (commissioned through the Feasibility Study), with the report recommending a 23,000-seat stadium.

³⁸ See [Hobart Stadium - Site Selection Process](https://www.parliament.tas.gov.au/data/assets/pdf_file/0017/70721/b8240f0a7d9b4e129d8bf561b8e8f51a417aac7d.pdf) for further details as to why the Lower Domain site was ultimately excluded, https://www.parliament.tas.gov.au/data/assets/pdf_file/0017/70721/b8240f0a7d9b4e129d8bf561b8e8f51a417aac7d.pdf

Feasibility Study - finalised

On 19 August 2022, the Feasibility Study was finalised. The analysis by Aurecon and WT Partnership found that a new stadium at Regatta Point would cost around 40 per cent more than one at Macquarie Point due to challenges at the site.

This is principally due to the need to reclaim land and build over the water at the Regatta Point site as opposed to a relatively flat site at Macquarie Point. The stadium build time would also be around 12 months longer at Regatta Point as a result of the site development issues.

Cabinet

On 22 August 2022, the site feasibility work undertaken for Tasmania's Arts, Entertainment and Sports Precinct was considered by Cabinet.

On 5 September 2023, Cabinet deliberated and decided on the site selection for Tasmania's Arts, Entertainment and Sports Precinct.

Preferred site - confirmation of Macquarie Point

On 18 September 2022, the Premier announced Macquarie Point as the preferred location for a new Tasmanian Arts, Entertainment and Sports Precinct, with a new boutique stadium as its centrepiece. The announcement included the following on AFL:

History stands to be made this month if Tasmania achieves our dream of having our very own team in the AFL. That licence would be the catalyst for this development at Macquarie Point, but the benefits of this precinct spread far beyond footy and far beyond the State's south.

The Government committed to pay up to half of the estimated \$375 million cost of a new stadium at Hobart's Macquarie Point³⁹

MI Global - Cost-Benefit Analysis

On 11 November 2022, MI Global Partners provided its final Hobart Stadium Cost Benefit Analysis Report, which confirmed the considerable economic benefits of the new Stadium (the report was commissioned in October 2022).

Strategic Business Case Finalisation

In December 2022, the Tasmanian Government finalised its Detailed Business Case for Tasmania's New Arts, Entertainment and Sports Precinct, which was presented to the Australian Government to seek its financial contribution to the project.

AFL's Understanding of Community Sentiment on the siting of the proposed Stadium

As noted in the Committee's interim report, significant community interest and much negativity, had been brought about with the announcement of the team contingent on the 23,000-capacity roofed stadium situated at Macquarie Point. At the public hearings,

³⁹ At the time of the announcement by Premier Rockliff, the expected cost of the stadium was \$750 million: see 'Tasmanian Premier Jeremy Rockliff 'sick of mistruths' about \$750m AFL Hobart stadium plan', ABC News (22 November 2022), <https://www.abc.net.au/news/2022-11-22/rockliff-sick-of-mistruths-about-750m-afl-hobart-stadium-plan/101681552>

Mr Dillion (Chief Executive Officer, AFL) informed the Committee that community sentiment (positive or negative) was expected and of no surprise to the AFL:

Ms WEBB - ... At what point were there discussions and what were those discussions around community sentiment about that particular site for the stadium?

Mr DILLON - I probably won't go into the direct discussions but I think with any development, and we've seen it particularly with Adelaide Oval but even in Perth, I think any change, there's always community sentiment one way or the other, so this isn't something that's a surprise to us. But I think processes like this one and the process that we'll go through in the planning are really important for community concerns to be taken into account as part of those processes.

We've seen it, particularly in Adelaide Oval - it was the move from West Lakes into the CBD. There weren't many proponents at the start but there's a lot of people putting up their hand now saying they were behind it the whole way, as we've seen how well Adelaide Oval operates and how important it's been for the success of Adelaide and Port Adelaide, in particular.

So, I think it's a great spot ... but we understand that the community also has to see the benefits as well. We understand with any change that there will be concern but I think they are concerns that these processes can help allay.

Ms WEBB - Is it AFL's understanding that, in terms of the degree of community sentiment at the moment in this State, are you aware of the polling that has been done over recent months around community sentiment on that particular site?

Mr DILLON - I am not aware of specific polling. I am aware of concerns. Going back to 3 May [2023], the announcement of the team was unbelievably well received. We think the stadium is going to be great for the State. But, as you say, we do know that we have to work through those concerns. We also know that there are supportive groups setting up Facebook sites and things like that, where we've got 15,000 people signed up to that. We are aware that this is a process to be played through. But we think for the team to be successful, it needs to be playing out of that stadium near the CBD at Macquarie Point.⁴⁰

Potential impact on the Cenotaph and surrounding area

Hon Guy Barnett MP (then Minister for State Development, Construction and Housing) informed the Committee of the planning, statutory and heritage requirements applicable to the Cenotaph.⁴¹

In relation to this item, I note the Hobart Cenotaph is on land owned by the Hobart City Council. Information on the Cenotaph is set out in Activity Area 2.1 'Domain Open

⁴⁰ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.32

⁴¹ Letter to Committee Secretary from Hon Guy Barnett MP (Minister for State Development, Construction and Housing) dated 18 July 2023

Space' of the Sullivans Cove Planning Scheme 1997 available on the Hobart City Council's website. Planning requirements are outlined in Clause 17.⁴²

At the public hearings, Ms Anne Beach (Chief Executive Officer, MPDC) spoke to the potential impact of the stadium to the Cenotaph:

Mr WILLIE - *With your engagement with the RSL and Cox Architecture, are you confident you can alleviate the RSL's concerns? I know it's a live process at the moment but do you think you're going to get some agreement that it will not impact the Cenotaph in the way they're concerned about?*

Ms BEACH - *In designing, they're stating there are a number of things we need to consider. A key thing we've been working through in resolving the stadium are a number of things. We need to think about the character of the site, the key elements we need to deliver within the precinct. There are a number of projects, the sight lines that impact in and around the site and the key users around the site. The Cenotaph is one of a number of sensitive users.*

We also need to be thinking about the port to the east, which has which has light implications and there's critical access that we need to maintain. There are businesses that operate around us, there's hotels, there's residents. So, there are a number of sensitive uses we need to be aware of. Similarly, yes, the TSO have noise and vibration considerations. These all impact design. We also need to think about the uses within the stadium and we have to balance all of those.

In managing those, we're not going to be able to satisfy 100 per cent of everyone's requirements and there will be a scale of impact. So, we will not be able to meet perfectly all of the RSL's requirements, but minimising the impact on them has been a fundamental element of the design of the stadium. There's a number of things we've been designing into the concept design to minimise impact but there will not be zero impact.

Mr WILLIE - *How do you work through that process when you've got so many different user groups around the stadium? You'd be able to mitigate some of the concerns better than others. How do you prioritise who?*

Ms BEACH - *We have to work through a balance. Some of those things have cost implications. Things like sight lines are actually articulated in the planning scheme, so we've plotted where those things were. There are things like access that are non-negotiable and they're required for business continuity. We identified where the statutory sight lines were and that helped us lay out the precinct plan. We map all those key elements out, we meet with the key users, and we just work through which of those things are possible and which of those things are not possible to meet.⁴³*

⁴² See Sullivans Cove Planning Scheme 1997 (all approved amendments up until 17 February 2011), Hobart City Council, <https://www.hobartcity.com.au/files/assets/public/v/6/development/planning-schemes/sullivans-cove-planning-scheme-1997-10-may-2023.pdf>, p.48-49

⁴³ See Transcript of evidence [Public Hearings \(21 June 2024\)](#), p.7-8

The Committee noted that Mr John Hardy (Chief Executive Officer, RSL Tasmania) had written to Premier Rockliff on 18 July 2024, highlighting ‘The RSL has been disrespected and misled at every turn, be that by State Growth, MPDC or Cox Architecture, with the former telling us it would be no more than 40 meters high at our congress in 2023 and the latter stating only 6 weeks ago in a meeting with us that it would be six stories’ and ‘The Cenotaph was purposely sited on vital ground in 1925 to command important sight lines. The sight lines to the Derwent Estuary, Battery Point and St Georges Church will be blocked by the stadium 1.0 plans that have been released publicly. These impacts cannot be avoided because of the height and bulk of the stadium. At 54m high and only 96m from the Cenotaph the stadium will dwarf the Cenotaph.’⁴⁴

Potential Impact on Tasmanian Symphony Orchestra Operations

At the public hearings, Ms Beach informed the Committee as to their engagement with the Tasmanian Symphony Orchestra:

Ms BEACH - ... We are engaged with the Tasmanian Symphony Orchestra. That's been important, not just for the future operations but also current. We've been doing, as the Chair mentioned, some remediation work on the corner of Evans and Davey streets. That's quite close to the Federation Hall and the work that that team does is very sensitive to noise and vibration. So, we've been putting in place noise and vibration monitors both on site and in the Federation Hall, and the areas around, which has helped us create some baseline data but also monitor impact. We're trying to do some things like that to help us understand impacts now but also future planning for construction when there's more substantive work on site.

CHAIR - What about the recording studio on Evans St?

Ms BEACH - That is linked to the Federation Hall, so there has been noise, that's related

-

CHAIR - So, you are doing it all?

*Ms BEACH - Yes. Some of that is managing timing and some of it is just understanding level of impact.*⁴⁵

The Committee noted that whilst the TSO musicians, staff and Board had publicly stated that they were ‘united in support for Tasmania’s AFL and AFLW team and a high-performance stadium in Hobart’ they were ‘calling for a ‘common sense rethink’ of the stadium’s proposed location, which would sacrifice too many of the landmarks the State has worked hard to achieve and preserve’.⁴⁶

We’re certain there must be a less terrible location for our new stadium. Tasmania is one of the least densely built-up corners of the world. Surely, there is a spot that does not

⁴⁴ Media Release RSL Tasmania, Hobart Cenotaph Disrespected re Stadium Proposal (19 July 2024), <https://www.rsltas.org.au/wp-content/uploads/2024/07/Media-Release-RSL-Tasmania-Hobart-Cenotaph-Disrespected-re-Stadium-Proposal-July-19-2024.pdf>

⁴⁵ See Transcript of evidence [Public Hearings \(21 June 2024\)](#), p.13-14

⁴⁶ See Media Release TSO, Tasmanian Symphony Orchestra calls for stadium solution that delivers for the Devils and protects existing cultural icons (3 October 2024), <https://www.tso.com.au/tso-calls-for-stadium-solution/>

compromise our state concert hall, our Cenotaph and war memorial, and the famous maritime heritage of our waterfront,' Ms Sharpen says.

'We've done a lot of searching and we're yet to find another example of a government anywhere in the world prepared to build a 23,000-seat stadium 170m from the perimeter of their state performing arts centre.

Committee Findings

- F7. A number of consultants were engaged by Infrastructure Tasmania to conduct feasibility studies on the three sites: Lower Domain, Regatta Point and Macquarie Point, Hobart.
- F8. After a series of feasibility, capacity and economic analysis/assessments, Cabinet decided that Macquarie Point was a better location for the proposed stadium than Regatta Point and Lower Domain, Hobart.
- F9. Key neighbouring stakeholders expressed concerns about the close proximity and impact of the proposed stadium with respect to sightlines, noise, access during and after construction etc. (RSL, Tasmanian Symphony Orchestra, Federal Group, Royal Hobart Regatta Association and Hotel Grand Chancellor).
- F10. Macquarie Point Development Corporation claimed it is trying to mitigate stakeholders' concerns but there will be some impact regardless.

Potential Impact on TasPorts Operations at Macquarie Point

At the public hearings, the Committee heard from Mr Anthony Donald (Chief Executive Officer, TasPorts) with respect to potential impacts on TasPorts operations that may result from the proposed stadium at Macquarie Point:

***Mr DONALD** - ... as far as the stadium is concerned, I think it is important to recognise the strategic objectives of TasPorts, in particular around the Port of Hobart. Our primary objective is to facilitate trade and act in a sound commercial manner.*

With respect to the Port of Hobart, the infrastructure and service offerings are primarily aligned and directed towards supporting the Australian Antarctic Division and cruise ships, and to a lesser extent, bulk export facilities for logs in particular. There are other visiting Antarctic nations and the Australian Defence Force and other visiting navies and, of course, a fishing fleet.

I just thought that it was really important just to note from our strategic perspective the importance of the Port of Hobart and our primary objectives around supporting the Australian Antarctic Division and cruise [ships] in particular and to a lesser extent those other industries and customers that I make reference to.

***CHAIR** - I assume that you have seen some of the documentation about the proposed stadium and the proposed footprint?*

Mr DONALD - Yes.

CHAIR - There are some more recent ones we have seen where it appears that they may impinge on TasPorts land. Does it or doesn't it, from your perspective, and what interaction have you had in determining whether there will be an impact on TasPorts land and operations?

Mr DONALD - I have not seen any concepts that impinge on TasPorts land.

CHAIR - What about the operations?

Mr DONALD - I am not aware of any impacts on our operations as a result of the stadium.

Mr WILLIE - Has there been engagement from the Government? Have they reached out to you and given you some more understanding about potential designs and how that might interact with your property?

Mr DONALD - We have had extensive consultation, integration and communication with Macquarie Point Development Corporation and representatives of State Growth for probably four to five years, associated with the development of Macquarie Point, a high degree of consultation and interaction. As it relates to the stadium, we were provided with some information associated with the concept drawings and asked to provide some comment in relation to whether or not we felt there was any impact beyond the impacts that we had already described with respect to the previous land use plans from Macquarie Point Development Corporation. Based on the concepts that we had provided, we could not identify, could not see any further requirements that we may have in place.

Ms WEBB - Can I clarify when that was provided to you and that comment requested?

Mr DONALD - Certainly, I am not aware of the specific dates, but it was prior to the public release of information associated with the stadium.

...

CHAIR - In terms of the impacts of development on Macquarie Point, not just for the stadium, but previous ones, can you outline what those concerns were that you raised in regard to any development or the most immediate past development that seemed to be progressing?

Mr DONALD - I would not use the word 'concerns'. I would use the word 'considerations', and they would be no different to considerations that we would apply to any infrastructure development across the state, very consistent with the considerations that we have in place with respect to the QuayLink development in Devonport. They are predominantly associated with preserving the port secure zone in accordance with the necessary legislation and regulations and the access to and egress from our ports - that is, road connections - and, of course, the safety of people -

CHAIR - Safety of your people?

Mr DONALD - No, more of the public, the community. TasPorts has a significant operation and landholding associated with commercial port operations, but equally we have a large footprint and responsibility associated with community assets and open space. A perfect example of that is the Hobart waterfront, so we are acutely aware of the management of risk associated with the protection of people, pedestrians in particular, who are moving through our land and through our port facilities, from a community access perspective. Those have been fundamental conversations that we have had in place with Macquarie Point Development Corporation and State Growth for four to five years.

CHAIR - The previous designs were unlikely to create a mass movement of people in a relatively short period of time: particularly leaving an event, people go in dribs and drabs a bit, but obviously after an event they tend to mostly exit all at the same time, expect if your team's been flogged and you've left early. In terms of that, there's a large volume of people leaving that site, and you talk about the public safety, there's also the safety of the people who are accessing the port at that point. Have you raised that as a matter that needs to be considered in the design of this?

Mr DONALD - I haven't raised it because it is already a matter that would be considered as part of the design of the facility, whether it was through the previous land use plans of Macquarie Point or the stadium. I don't see that process of engagement, our input and collaboration with others changing. I do acknowledge that there would be potentially a higher intensity of people's movements, particularly departing an event. From pedestrian management, that makes sense, but it doesn't concern me that the process that I'm expecting will be implemented won't accommodate that in an appropriate manner.

This week is a good example. We have had 150,000 walking through the Hobart waterfront because of Dark Mofo. During the Sydney to Hobart event and the Taste Festival, on a particular day or night, we may have 50,000 people walking through the Hobart waterfront and, again, they're not all arriving or departing in the same 15-20 minutes, but it is a high-intensity movement of people and it is something that we are always focused on. There's nothing I'm aware of that suggests to me the need to have any concern about the process that would be implemented to design appropriate infrastructure and separation of vehicles and pedestrian movements to enable that to occur safely and appropriately.

CHAIR - Is it your view then that those matters, which are different for a stadium than they would be for a housing development, say, or even some other arts precinct necessarily, are you confident that what now appears to be the plan, a Project of State Significance assessment, will manage and assess all those things?

Mr DONALD - Absolutely.

CHAIR - Do you expect you'll be participating in that process to provide the key aspects for you?

Mr DONALD - Yes. Absolutely. I see that as fundamental, that we work collaboratively with all of our neighbours to ensure that traffic modelling in particular, incorporating

heavy vehicle movements, buses or coaches to support our cruise lines, and light vehicles for people entering and exiting the port.

CHAIR - There's also heavy vehicles that come in under darkness, like log trucks and things like that, ..., particularly this time of year. ...

Mr DONALD - I did mention heavy vehicles. In the last 12 to 18 months, the number of log trucks have been very minimal. That's a separate issue. But around the State, we have thousands and thousands of heavy-vehicle movements and we know the capacity for the Port of Hobart in particular to accommodate heavy-vehicle movements in and around our port and with the important interface with the local and state road network. The capacity that exists in the network is far in advance of the traffic volumes that we see.⁴⁷

During the public hearings, the Committee heard from Mr Donald (TasPorts) with respect to their engagement with the State Government over the Macquarie Point precinct plan and proposed wharf upgrades:

Mr WILLIE - The Federal Government contribution to the precinct requires a precinct plan, including wharf upgrades. What engagement have you had with the State Government in terms of that precinct plan, what are the wharf upgrades required and what's your expectation in terms of funding?

CHAIR - And timing.

...

Mr DONALD - In relation to the precinct plan, our engagement has been consistent with the engagement with the Macquarie Point Development Corporation in accordance with the City Deal, the need for us to contribute and participate in a whole-of-precinct plan associated with the infrastructure. Our particular focus is around the infrastructure associated with the Australian Antarctic Division around Macquarie 6. The previous plans for it to have an Antarctic Science Precinct within the Macquarie Point Development Corporation has obviously now changed. However, that does equally provide an opportunity for warehousing and some minor office accommodation within our wharf precinct.

Mr WILLIE - In terms of the required upgrades, have you got an amount that would need to be funded for the wharf upgrades?

Mr DONALD - I openly and quite regularly talk about the need for bankable business cases for Tasmanian ports. We have been very open about the fact that we have been in commercial discussions with AAD for an agreement that will enable us to fund the upgrade of Macquarie 6. The recent funding announcements from the Federal Government don't change our plans at all.

Mr WILLIE - So you will self-fund the wharf upgrades -

Mr DONALD - For Macquarie 6, yes. That was always part of our plan.

⁴⁷ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.1-4

Mr WILLIE - And the time line?

Mr DONALD - That will be dependent on our commercial negotiations with the Australian Antarctic Division. I might add that our recent engagement with the Deputy Secretary Mr Sean Sullivan has been extremely positive. I'm very confident now with the introduction of a new director, CEO, that we'll be able to progress those discussions promptly - and we have already recommenced. Our proposal to the Australian Antarctic Division is very consistent with what we articulated a number of years ago. Of course, we won't commit to the commencement of delivery without a commercial agreement. We are, of course, a state-owned corporation with an independent board operating under the Corporations Act. In order to debt fund the money, there is appropriate governance but, also, we need to be able to demonstrate the necessary financial performance of our organisation to fund not just the construction but the ongoing maintenance of the asset. That is why the commercial agreement is vital in order for us to satisfy both our governance and our borrowing requirements with TASCORP.

Dr BROAD - About the Antarctic precinct. You were saying that the Antarctic precinct plan had changed? Is that correct? Is there going to just be a wharf upgrade and no associated buildings and shifting of the headquarters to there or a greater science precinct where we will be expecting buildings with scientists actually working? What are you alluding to that has changed?

Mr DONALD - The concept plans that I think we have all seen indicate that there are no specific Antarctic science buildings in the footprint. That doesn't preclude some of those office accommodations and buildings being incorporated into the stadium development. I am not familiar with it, or would it be appropriate for me to be across that level of detail? What I am aware of is that we have always had within our concepts associated infrastructure, both warehousing and minor office accommodation, within the port footprint, immediately adjoining the Macquarie 6 development.

Ms WEBB - ... the Antarctic precinct potentially no longer then being a component of the development with the stadium. Did that have anything to do with the wharf upgrades or the future plans, from your perspective?

Mr DONALD - The answer to that is no. It wouldn't impact our operation.

...

CHAIR - So when the works are going on to upgrade the port, sorry, did you say the time line for that?

Mr DONALD - No, I didn't because that would be conditional on a commercial agreement with the Australian Antarctic Division.

CHAIR - So you don't have any indication of when that is likely to be?

...

Mr DONALD - If they agreed tomorrow, we'd be very close to moving into procurement.

...

Mr DONALD - It would be a number of years. The construction duration is around two years.

CHAIR - Right, but it's not ready to go because you haven't got that agreement yet?

Mr DONALD - That's correct.

CHAIR - If both things were going on at once, I know that's only a one-off situation, but how difficult would it be to manage the port at that time if both are going on at once? Assuming that when you're building a large structure like a stadium you're going to have to block off a large area to public access and anybody else, except for people who are certified to be on site basically, and then getting access to the port, because I assume during that upgrade you're still going to have to operate.

Mr DONALD - Yes. I don't see any concerns. There would always be the possibility of disruption with the delivery of any infrastructure, whether or not it's the construction of a road or a curb and channel or a footpath or a large infrastructure offering like that stadium or a wharf upgrade. There's always disruption.

The key and vital element is that that disruption is planned and whether or not there's some operational procedures in place for the hours of the day that truck movements need to occur or deliveries need to occur. That's all part of infrastructural project delivery and that's something that my team in particular, I think, is incredibly good at. I personally have been involved in the delivery of large-scale infrastructure, particularly now in Tasmania but also in Victoria, of a significant nature in operational facilities that require ongoing, 24/7 operations to continue. I think that's something that we will continue to focus on and I'm not aware that concerns me in that regard.⁴⁸

With respect to port security arrangements and the timing of ship visits, Mr Donald (TasPorts) shared the following with the Committee:

CHAIR - When the ADF brings its ships in, are there additional or particular requirements that are made and security there? ...

Mr DONALD - On any vessel, there is a consistent standard of inspection and surveillance prior to a visit. Naturally, from time to time there are additional requirements. I'd probably have to take advice on whether or not I'd share that in public.

CHAIR - I'm not asking you to share it, I appreciate that they're security matters. I'm not asking you to reveal those: I'm just asking if there are additional requirements, assuming that there would be for vessels such as that.

Mr DONALD - I would say that it's very consistent, if not the same, as all of our commercial port movements. We operate under legislation and regulation, and the standards are consistent. From time to time, if the Australian Defence Force chose to

⁴⁸ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.4-7

request additional or undertake additional inspections themselves, then that would be their choice to do so.

CHAIR - *Is the timing of the visits a matter for the ADF or are they a matter for TasPorts or in collaboration?*

Mr DONALD - *It's a combination and, really, a reflection on the availability of berthing is really the only constraint.*

CHAIR - *Having a major event on at the time they were there wouldn't be a barrier?*

Mr DONALD - *No. Certainly, I have had some level of interaction with the Australian Defence Force in that regard -*

CHAIR - *Around the proposed stadium?*

Mr DONALD - *Yes, and our cruise customers, and no-one has any particular concerns. We are acutely aware of all of the requirements and we don't anticipate any concerns or issues at all. The management of a port or an airport, an operational environment, there are always issues to resolve, challenges to deal with. That's why our organisation exists. There are requirements that we need to comply with. There are requirements that our customers and port users need to comply with, and our role is to ensure compliance, essentially, in that regard.*

From a security perspective, I'm not aware of any concerns associated with the stadium.

Ms WEBB - *I can hear you quite clearly saying that you don't have those concerns from your point of view. Have your customers and port users raised issues or concerns they have from their perspective?*

Just putting aside whether you feel that they can be addressed or not, has that been raised with you from any of those users?

Mr DONALD - *No. The only comment that I would share is that our cruise customers in particular came to understand event-timing schedules because they would plan to stay at the wharf overnight if that was available to them because they see it as an opportunity to bring additional cruise ships in so that their passengers could attend an event.*

*It's more of a positive interest. There are certainly no negatives or any concerns raised, from our perspective.*⁴⁹

⁴⁹ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.7-8

Mr Donald (TasPorts) also informed the Committee whether TasPorts had any concerns with a potential housing development being situated near port operations:

Mr YOUNG - *We have seen an alternative design proposed. How would a major housing development impact on the 24-hour working port? Do you have any concerns around that?*

Mr DONALD - *No. Fundamentally, if I could use the term, our social licence to operate, whether or not there's housing directly adjoining or there's office accommodation directly adjoining, we need to be mindful of that. I would expect that there would be appropriate acoustic treatments put in place in terms of building standards, but that's not all that dissimilar to the standards that we see today in general construction.*

In Hobart in particular, but also across the State, there's other locations, Devonport in particular, where we coexist with the community, with open space and with residential developments. The location of our ports historically - I mean, we do have the oldest ports in the country - our communities and cities have been developed around our ports. I'm perhaps a little biased, but I like to think that our communities are quite connected to our ports. Our role is to advocate for them, but also to ensure our social licence to operate continues because our role in facilitating trade supports the state from a number of different perspectives, both economically but also because they're bringing in important consumables.⁵⁰

At the public hearings, the Committee was informed by Mr Donald (TasPorts) as to whether additional ferry locations could be located near the proposed stadium:

Ms WEBB - *... I just wondered if there's been discussion around use of port facilities to put in place more ferry infrastructure approximate to the site. Could you describe any discussions or interactions around that?*

Mr DONALD - *Yes. I'm aware of the concept associated with additional ferry locations. I don't anticipate, nor would it be appropriate for, any of those ferry stops or terminals to be within the working part of the port, that is, from Macquarie 3, 4, 5 and 6 or Macquarie 2. There'll be no ferry terminals in those locations.*

I would expect that the current ferry terminal down here on the Hobart waterfront would remain and that there are other opportunities around towards The Domain for other locations. Our requirements would be through input from our harbour master on ensuring there's ongoing safe movement of vessels.

Ms WEBB - *So that hasn't been put to you, or discussion around ways to look at that being incorporated hasn't been put to you?*

Mr DONALD - *No.*

⁵⁰ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.8

CHAIR - *Would there be room to do it, even if it was something the Government has perhaps brought to you as an option? Would there be room within the working port to put all the infrastructure that you need and the separation for a ferry terminal?*

Mr DONALD - *No. We wouldn't allow that from Macquarie 2 to 6.*

Dr BROAD - *So what about Macquarie 1?*

Mr DONALD - *I think Macquarie 1 is a great spot for our tug boats, Dr Broad. ...*

CHAIR - *You don't want ferries there then, is that what you're saying?*

Mr DONALD - *I think there's perhaps other better locations in that regard. I haven't thought about that location but my immediate response is I could probably think of a number of others that are better suited. I think when we first put our tugs out in front of the MACq01 Hotel, there was perhaps an element of nervousness from the hotel about that but very quickly and consistently we received positive feedback from the hotel and hotel guests about their opportunity to view the tugs and our crews moving in and out of the port. It's a good reminder for all of us of the importance that those crews and our services play in facilitating trade for the State.⁵¹*

Mr Donald (TasPorts) also discussed the creation of the proposed northern access route to the port operations:

Dr BROAD - *... I know that there's been questions about access to the port and discussions about an alternative access for trucks. I know that Hunter Street can be a bit of a bottleneck. I think only about four cars can cross every change. There was discussion about an alternative access to the port, mainly around log exports and so on. Has there been any further discussion or is that just completely off the radar now?*

Mr DONALD - *The point that you made then around the log exports, I'm not familiar with that at all, in terms of an additional road connection for log exports.*

Dr BROAD - *That was a point raised by Evan Rolley in his report about the timber industry.⁵²*

Mr DONALD - *Yes, okay, and that report was prepared four to five years ago. My association with TasPorts began in late 2015. One of the first things that I looked at for the organisation was some advice we'd received associated with what's referred to as the northern access route, which is the creation of a new connection into the working part of the port and that has been a live discussion with State Growth, Macquarie Point Development Corporation and Hobart City Council for five years. The introduction of a concept associated with the stadium has not changed our desire for a northern access route to be provided at some point in time in the future. The work that I would imagine*

⁵¹ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.8-9

⁵² Available on the DSG website: 'Strategic Advice to inform the Department of State Growth on options to maximise the value of forest resource opportunities from the Southern Tasmania forest region', Evan Rolley (October 2018), https://www.stategrowth.tas.gov.au/_data/assets/pdf_file/0010/525628/Evan_Rolley_Strategic_Advice_Southern_Residues_Web.pdf

we will all do together to appropriately plan for traffic movements would identify the necessary timing for the delivery of that infrastructure.

Dr BROAD - *Can you just clarify the approximate route that a northern access would take? Would that be along the escarpment or through The Domain?*

Mr DONALD - *It comes down through the back of the Huon Quays facility. ...*

Dr BROAD - *But you are suggesting that that's still a live option and still in discussion and that's been ongoing for five years?*

Mr DONALD - *Yes, absolutely.*

Dr BROAD - *Did that discussion get any lift when the original proposal for a stadium would have actually been right on top of that access route?*

Mr DONALD - *No.*

Dr BROAD - *Did that come up in conversation at all?*

Mr DONALD - *No, it didn't. It did, only that our requirement for the northern access route at some point in time is still required. The plans in place for Macquarie Point Development Corporation prior to the stadium, in our view, require the northern access route still to be considered at a point in time. The existence of the stadium doesn't change our view or the need for the northern access route at some time in the future. The timing associated with that would be, I'd imagine, identified over the next 12 to 18 months following detailed planning associated with traffic movements and construction staging.*

Dr BROAD - *When the first proposal at Regatta Point was entered, basically dropped into the newspaper with a nice pretty picture, was the northern access raised as an issue with the Government?*

Mr DONALD - *No, because it was always understood that it was a fundamental requirement and no changes to the requirements associated with the stadium, from my perspective.*

CHAIR - *When you say that you are confident, are you saying that the northern access route maintains a priority for TasPorts or an important project, if we can call it that? The Government is aware of that, so it would be helpful to see the diagram of where it actually is proposed. ... So, are you confident that such a large structure that would prohibit movements around the entirety of that area other than around the perimeter can still fulfil that northern access?*

Mr DONALD - *Yes, absolutely.*⁵³

Attachment E illustrates the TasPorts Northern Access Road via concept drawings.

⁵³ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.9-10

With respect to whether TasPorts as a state-owned company has the power to reject a ministerial direction that may impact the current footprint of the existing Port, TasPorts responded as follows:

*Article 24.4 of TasPorts' Constitution requires TasPorts to comply with any lawful directions given in writing by its shareholders.*⁵⁴

Committee Findings

- F11. TasPorts indicated, regardless of what is developed on Macquarie Point, the development of a new northern access road will be required.
- F12. TasPorts expects that it can manage any disruption to the Port of Hobart access or operations that might result from design, construction and operations that may occur on Macquarie Point.
- F13. TasPorts stated additional ferry terminals cannot be accommodated within the area from Macquarie 2 to Macquarie 6, due to the operational demand of the working port.

⁵⁴ Letter to Committee Secretary from TasPorts (dated 7 July 2023)

ToR 3 – The financial risks associated with the Agreement

The Committee noted that under the Agreement:

- the Tasmanian Government would need to pay the new AFL club an extra \$4.5 million if the stadium build is less than 50 per cent complete by October 2027,
- another \$4.5 million if it can't host matches in the 2029 season, and
- if for any reason, the AFL elects to schedule a match at an Alternative Stadium and there is a shortfall between the expected match revenue and actual match revenue, then the Tasmanian Government is required to cover that shortfall.^{55 56}

The Tasmanian Government has also promised \$12 million per year (compounded annually by the lower amount: by either CPI or 2.5 per cent) over 12 years in start-up costs for the new club. If the club isn't considered financially sustainable after its first 12 years, the Tasmanian Government may need to provide further funding, or the AFL has the right to move the club or terminate the contract.⁵⁷

At the public hearings, Mr Dillon spoke to the additional operational funding clause of the Agreement:

***Dr BROAD** - About the contract clauses, especially 11.5, which is failure to reach a negotiated agreement at the end of the initial 12-year period: I am wondering why the AFL has inserted that clause that gives the AFL the power to basically can or relocate the club after 12 years? We could go through this whole process, have a stadium at the waterfront and no footy after 12 years.*

***Mr DILLON** - I will start by saying, which I have said a number of times, is that with the stadium, the way that the club's going to be built, we want a successful team for Tasmania and we will have a successful team for Tasmania. You already have a licence for a team to enter into the AFL competition. It is not a decision the AFL commission takes lightly. Since the AFL commission came in in 1984 there has only been seven additional licences granted. The decision to grant a licence is a generational decision, like we did with Gold Coast, like we have done with GWS. That's why we have been so specific about the 11 work streams, in particular the stadium, because it is so important for the AFL when we grant a licence to come into the competition. It is not something we take lightly, it is not something we do lightly.*

The way the Agreement is structured, our hope is to ensure alignment between the AFL and the Government as long-term partners in the club because there's significant investments which we acknowledge from the Government but also from the AFL into the team.

The clause you are talking about, it is really for the parties to meet together after 12 years to then move forward about what the future funding for the club will be because

⁵⁵ Clause 9 (Additional Establishment Funding)

⁵⁶ Clause 5.9 (Stadia Compensation)

⁵⁷ Clause 11 (Additional operational funding) of the Agreement

the commitment from the Tasmanian Government in the initial instance is for funding over 12 years.

We understand that we will probably require long-term funding from both parties to ensure the team remains successful. But that's the thinking from an AFL point of view. It's a generational decision, it is not one that we take lightly and what we are working towards is a long-term partnership with the State Government and with a successful team in Tasmania that goes on in perpetuity. But, as I said, because these are such important decisions and not ones we take lightly, it is a provision that we have but not one we are thinking that we would be enacting.

Dr BROAD - *Why did you insist on the clause then? It is absolutely weighted in the AFL's favour that at the AFL's sole discretion the team could be cancelled or relocated. You are talking about an intergenerational decision and yet, basically, that clause gives the AFL the power to relocate or terminate a team at its sole discretion. I think if you were talking about intergenerational changes then maybe that clause would have been worded a little differently.*

Mr DILLON - *I think it is important to then look at, it's the 12-year funding agreement, it is in line with that. We could not expect a Tasmanian Government or anyone to provide funding in perpetuity. So, what we need to say, potentially, from an AFL point of view, is to protect the interest of the competition. That is the reason for the clause. As I said, it's a generational decision, it is a team for Tasmania. We think we have got all the building blocks to make this team successful.*

Dr BROAD - *The way that clause is worded is if the State Government is not willing to put in the operational funding that the AFL deems appropriate, then you can cancel or relocate the team.*

Mr DILLON - *That is what the clause says but we want a successful team for Tasmania. It is a generational decision and it's linked to the funding arrangements and it is a successful team for Tasmania in Tasmania.*

Dr BROAD - *But can't you also see how that gives the AFL the whip hand over the future of the AFL team because you can basically ask the Government for a significant uplift in operational funding? If that's not forthcoming, this clause gives you the power to cancel or relocate the team. Isn't that significant power when it comes to the renegotiation? You've given yourself the ultimate control over the future of the team after 12 years.*

Mr DILLON - *That is right but the AFL isn't - the State Government funding is a fixed amount going up by - and then the AFL takes the risk on all other parts of funding that team. As I'll come back to, we want a successful team in Tasmania, for Tasmania - a generational decision: but because we only have the funding for that 12-year period, that's why that provision's in there. We see this as a long-term partnership, hopefully in perpetuity, and as I said previously, awarding a licence isn't something the AFL takes lightly - it doesn't and it won't. A team, 12 years playing in a brand-new stadium at Macquarie Point, I don't think it is something that we're going to have to be dealing with.*

Dr BROAD - You just said that the AFL is taking on operational risk for the Tasmanian team, whereas the Agreement specifically hands all the risk to the Tasmanian Government. Where is AFL's risk in the operation of the team?

Mr DILLON - In the operation of the team? The funding of the stadium is different but for the ongoing operations of the team, the Tasmanian Government's funding is a fixed amount that goes up by an amount over a 12-year period. Any gap between that and what it costs to operate a team sits with the club and then ultimately the AFL.

CHAIR - ... I note in your annual report, the distributions to AFL clubs and obviously the Gold Coast Suns and GWS Giants get the lion's share of that - GCS \$28 million plus and \$27.5 million for the Giants. Is that the full operational costs of those teams or do they have other funding sources that take it up to a total amount, and what is that if you're aware? I'm just interested in how much the Tasmanian team might get at the bottom of this table.

Mr DILLON - Those amounts are the AFL distributions to those clubs and then they - Gold Coast runs Heritage Bank Stadium, so they have additional revenue coming in and then - that doesn't include their corporate sponsorship and the like, so they've got other funding sources other than the AFL. On our estimates at the moment, it will be \$50 million to run the Tasmanian club, so \$12 million will be Government funding, \$20 million will be AFL funding and then the remaining \$18 million will be revenue that's derived from commercial partners and the stadium and the like, membership. That's roughly how we see the funding going but if the revenue doesn't hit where we need it or the cost to run the club becomes more than \$50 million, that's where the risk then sits with club and the AFL to bridge that gap if it ends up becoming more than that. So, out of the \$50 million to run the club annually, \$12 million will be from the Government: the remainder will be up to the club and the AFL to fund.

...

CHAIR - So if the club can't raise that, the AFL picks up the tab and so we see a bigger proportion of it, like we do for the GWS and the Gold Coast Suns and the Lions have got a decent share and St Kilda.

Mr DILLON - That's right but I think we - our modelling shows, and the way that we would see this club running with 90,000 people signing up and even just going back to 3 May [2023] and how many - the excitement around the announcement of the licence, we really think that won't be an issue from an AFL point of view and we are really clear on that. And the stadium, obviously, is a really important part of the economics of that team to enable it to be successful, to enable it to attract and retain players, and to compete in the AFL competition from the first day. We are looking at, there will probably be 30,000 members, so it will be a team that I think will start off strongly and we are keen. But I just wanted to make that point, that that operational risk does sit with the AFL.⁵⁸

⁵⁸ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.28-30

Committee Findings

- F14. The AFL has estimated \$50 million per annum will be required to operate the Tasmania Football Club, comprising \$12 million of State Government funding indexed annually, \$20 million of AFL funding and \$18 million from Club membership, commercial partners and stadium revenue.
- F15. Under the Agreement, the AFL has the option of cancelling the Team licence or relocating the Team after 12 years if ongoing Government funding is deemed inadequate by the AFL.
- F16. As the Tasmanian Government's financial contribution is fixed for 12 years, in the view of the AFL, any shortfall risk in funding the operations of the Tasmania Football Club during this period are to be borne by the Club and ultimately the AFL.
- F17. Under the Agreement, should the AFL elect to schedule a match at an alternative stadium which results in a shortfall in expected match revenue, the Tasmanian Government will be required to cover that shortfall.

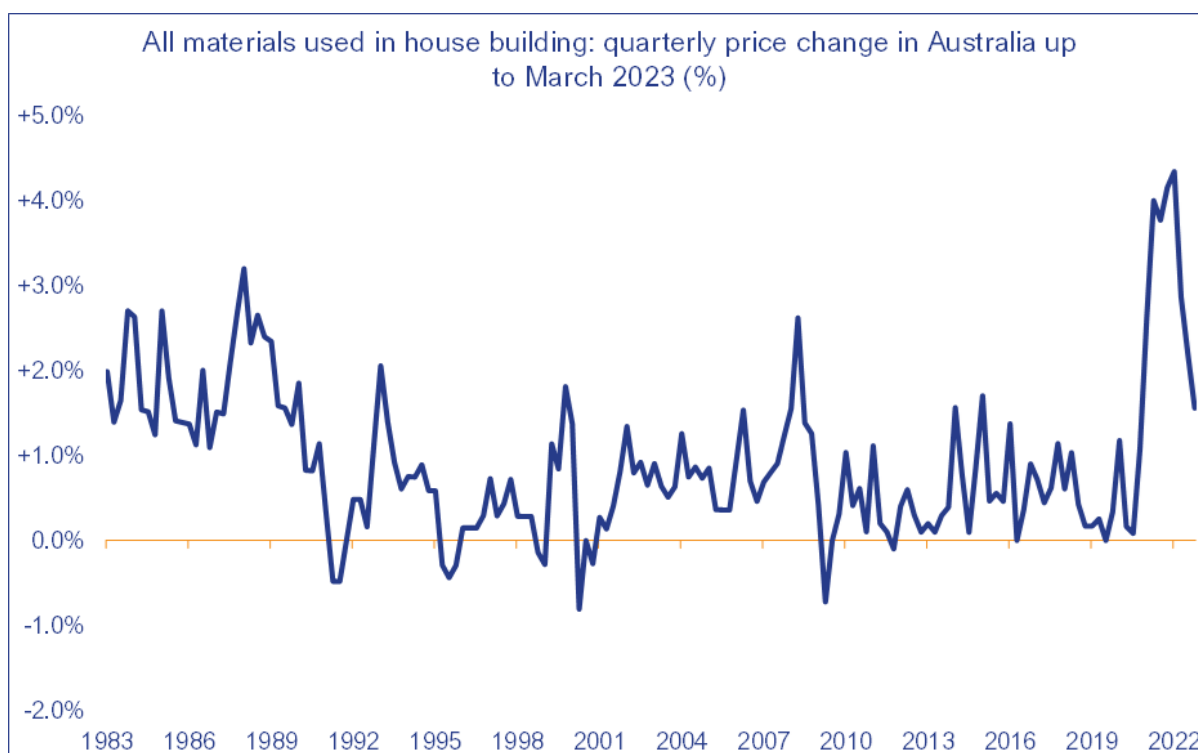
Construction Costs associated with the future build of Macquarie Point Stadium

Master Builders Tasmania provided the following information with respect to the producer price index (PPI) for building materials (to March 2023):⁵⁹

The latest ABS PPI data for the March 2023 quarter, building materials increased by +1.6 per cent overall.

- *PPI for building materials are up by +11.4 per cent over the year-to March 2023*
- *CPI for Housing is up by 9.8 per cent over the year to March 2023*
- *For Hobart PPI for building materials increased by 13.9 per cent over the year to March 2023*
- *Steel and metal products remain elevated compared to other states*
- *Prices growth has moderated considerably since peaks recorded in 2022.*

⁵⁹ Email to Chair from Matthew Pollock (CEO, Master Builders Tasmania) dated 1 May 2023



Master Builders Tasmania also provided a comparative table of the annual change in the cost of inputs to the house construction industry for the 12 months to March 2023:⁶⁰

Annual change in cost of inputs to the house construction industry - year to March 2023 (% change)							
	Australia	Sydney	Melbourne	Brisbane	Adelaide	Perth	Hobart
All materials used in house building	+11.4%	+12.3%	+10.4%	+11.7%	+10.5%	+12.5%	+13.9%
Timber, board and joinery products	+12.7%	+14.8%	+10.9%	+13.4%	+13.1%	+13.1%	+11.8%
Ceramic products	+13.2%	+15.1%	+7.1%	+9.1%	+5.0%	+40.1%	+4.5%
Concrete, cement and sand	+15.6%	+9.6%	+19.9%	+27.3%	+2.5%	+8.7%	+6.9%
Cement products	+15.2%	+13.9%	+17.0%	+13.6%	+16.5%	+15.0%	+11.7%
Steel products	-1.0%	+0.2%	-5.7%	+1.4%	+6.0%	+3.3%	+7.8%
Metal products (excluding steel)	+10.7%	+12.2%	+11.2%	+7.5%	+9.6%	+6.2%	+33.6%
Plumbing products	+10.0%	+10.4%	+12.5%	+8.5%	+7.7%	+4.5%	+9.6%
Electrical equipment	+7.7%	+5.8%	+9.6%	+4.3%	+8.0%	+10.0%	+9.0%
Installed gas and electrical appliances	+6.1%	+4.8%	+9.5%	+2.6%	+2.4%	+5.9%	+6.6%
Other house building materials	+12.0%	+13.4%	+7.7%	+16.1%	+13.4%	+15.4%	+9.9%

Source: Master Builders Australia analysis of ABS Producer Price Indexes

At the time of this Report, the Committee noted the following with respect to ABS Producer Price Indexes for the Construction Industry:

⁶⁰ Email to Chair from Matthew Pollock (CEO, Master Builders Tasmania) dated 1 May 2023

- Nationally, building construction prices rose 0.4% this quarter (October to December 2024) and 4.3% over the past twelve months to December 2024.
- Price growth was driven primarily by increased labour costs flowing through to output prices. Although labour cost increases have moderated compared to recent quarters, ongoing labour shortages for skilled tradespeople continue to impact prices, with high demand for concrete trades and electrical services notable this quarter. Ongoing activity in the non-residential market, coupled with pressure from the residential and civil construction sectors, continued to drive competition for limited resources such as labour and concrete. Similar skills and input materials are required across both other residential building projects such as large apartment buildings, and non-residential construction such as hospitals.
- In particular, non-residential construction prices rose 0.7% over the quarter due to the ongoing labour shortage amid continued high demand for government-led education, health and infrastructure projects. Concrete and electrical services saw price increases due to rises in material prices and labour cost.
- Over the past twelve months, non-residential building construction prices rose 4.9% nationally (Tasmania 4.3% increase).⁶¹

At the public hearings, the then Treasurer spoke to how the Government intended to keep the proposed stadium's commitment to \$715 million:

CHAIR - *You did talk about major projects being a risk and this has been one of them. You mentioned workforce shortages, price escalations and things like that and the Government have repeatedly made their claim that they will spend a total of \$715 million and not a cent more. In light of the comments acknowledging those challenges, how do you continue to make that claim?*

Mr FERGUSON - *Two reasons: first of all, a point of clarification, our budget papers always reflect budget risks, even if they are not materialised. But you cannot eliminate risk: even with a small project there is risk.*

...

Mr FERGUSON - *Those risks are reflected for from an - what would you say - like a budget transparency point of view. It is one of the opportunities the independent thinking within Treasury and Finance Department are able to bring to MPs and the public's own awareness. That is, when you build a major project, there are risks that need to be managed.*

Secondly, the costings of this project have been developed during a period, where, escalations were no longer a surprise. I would make that point. Whereas, a lot of projects that were committed to in the earlier days, pre-pandemic or during the early phase of the pandemic, they are the ones that really suffered the biggest price escalations. That is because of those supply constraints, labour market shortages, international steel prices and in shipping. Those increases, when they were priced, people were not aware of them as we are now much more aware of those prices that have been calculated in that new environment.

⁶¹ See 'ABS Producer Price Indexes for the Construction Industry', <https://www.abs.gov.au/statistics/economy/price-indexes-and-inflation/producer-price-indexes-australia/latest-release#construction>, [Accessed 25 March 2025]

CHAIR - *The proposal that has been published fairly recently with the new concept designs and everything, show quite an interesting structure. That will obviously require a high degree of engineering. ... However, the question I had for you was about the commitment to only spend \$715 million of Tasmanian's money on this.*

Acknowledging all those challenges, even though some of this decision has been made, but there has been a whole heap of other pressures come to bear. I am asking how you can continue to make that claim in light of those comments on cost escalations, workforce shortages and the like.

Mr FERGUSON - *In my role as Treasurer, I will not be running the project. MPDC will be within the oversight of Mr Street. All I can really do is reinforce the position of the Government. Which is, that we will be managing this project, to quote the Premier, 'within an inch of our lives'. To really closely manage, scrutinise and ensure that it follows best practice in terms of the assurances that need to be obtained at each step on the way through, so that risks are identified and then mitigated at the earliest possible stages. It was the case that at our previous hearing, Ms Calvert talked to the Committee about how even that project sum did have some contingency within it.*

*I am going outside of my portfolio here. I will probably draw the line pretty much there. That is the position of the Government. That is, with really strong project management, the Secretary's discussed how a senior member of Treasury sits within the steering group to provide those inputs as well. That is the position of our Government.*⁶²

The Committee noted that whilst the stadium cost had been set at \$715 million since December 2022 and the Government continued to claim that the State contribution is capped at \$375 million, the MPDC submission to the Tasmanian Planning Commission (as part of the Project of State Significance process) had forecast that the total costs could be \$60 million higher to \$775 million.^{63 64}

The Committee noted that as part of the '2030 Strong Plan for Tasmania's Future', Premier Rockliff re-emphasised the Tasmanian Government expenditure on Macquarie Point multipurpose stadium would be capped, as part of the Tasmanian Liberal Party's election commitments:

A re-elected majority Rockliff Liberal Government will cap Tasmanian Government capital expenditure on the Macquarie Point Multipurpose Stadium at \$375 million.

The Stadium will be a game-changer for Tasmania, generating over \$300 million in economic activity, 4,000 jobs during construction, and 950 jobs per year once operational.

And, of course, it is the key to our very own AFL and AFLW teams.

⁶² See Transcript of evidence [Public Hearings \(9 August 2024\)](#), p.8-9

⁶³ See 'Macquarie Point Multipurpose Stadium Summary Report (September 2024)', Tasmanian Planning Commission, https://www.planning.tas.gov.au/_data/assets/pdf_file/0003/781293/Macquarie-Point-Multipurpose-Stadium-Summary-Report-September-2024.PDF, p.

⁶⁴ See Letter to Hon Nic Street MP (Minister for Sports and Events from MPDC (dated 2 October 2024), https://www.macpoint.com/files/ugd/f3f8f0_d664ed3813f14dbcbe91e485f9734e77.pdf

Despite this, I recognise that this project is not everyone's cup of tea and that some Tasmanians would prefer that this money was spent in different areas.

I also understand that there are concerns in the community that the final cost of the Stadium could significantly increase, leaving Tasmanian taxpayers with a large, unbudgeted bill.

Therefore, I have taken the decision that a re-elected majority Rockliff Liberal Government will cap Tasmanian Government capital expenditure on the Macquarie Point Stadium at the currently budgeted \$375 million – and not one red cent more.

Along with the Macquarie Point Development Corporation and Stadiums Tasmania, we will open private-sector investment options for the Macquarie Point Precinct to ensure the Government's contribution to the project is capped.⁶⁵

The Committee also noted that Hon Eric Abetz MP (Minister for Business, Industry and Resources) stated:

The Tasmanian Liberal Government is encouraged by the strong, positive interest expressed by local, national and international market players who want to participate in the Market Sounding Process for the Macquarie Point Precinct.

The Market Sounding Process will investigate opportunities to harness private sector investment and innovation on procurement and delivery options for the Precinct.

Registrations of Interest closed on Friday, 17 January and includes consortiums, tier-one construction firms and major equity investors.

...

Market Sounding is the first step in considering a private partner to activate the Macquarie Point Precinct and is used prior to the commencement of a formal procurement process.⁶⁶

MPDC provided the following additional information with respect to the scope and breakdown of the participants to the market sounding process:

Registrations for the market sounding process closed on 17 January 2025, with 42 interested party submissions received. Of the 42 interested party submissions received, there were:

- 4 sponsors
- 7 construction contractors (tier 1 & 2s)
- 17 advisors

⁶⁵ See Media Release, Hon Jeremy Rockliff MP (Premier) 'Tasmanian Government expenditure on Macquarie Point multipurpose stadium to be capped', date, <https://www.premier.tas.gov.au/our-plan/supporting-our-communities/tasmanian-government-expenditure-on-macquarie-point-multipurpose-stadium-to-be-capped#:~:text=A%20re%20deflected%20majority%20Rockliff,Multipurpose%20Stadium%20at%20%24375%20million.>

⁶⁶ See Media Release 'Private sector shows strong interest in the Macquarie Point Precinct', Hon Eric Abetz MP (20 January 2025), <https://www.premier.tas.gov.au/latest-news/2025/january/private-sector-shows-strong-interest-in-the-macquarie-point-precinct> [Accessed 25 March 2025]

- *facility managers*
- *2 specialist sub-contractors*
- *2 other organisations*

This included 12 organisations based in Tasmania or with a significant presence in Tasmania.⁶⁷

The MPDC estimate summary specifically excluded the following:

- *Goods Shed Relocation and Fitout – Corporation led*
- *External Infrastructure Services – Corporation led*
- *Kitchens and Food and Beverage Fitouts beyond service connection points*
- *Audio-visual Services including TVs and Brackets, Wi-Fi, DAS,⁶⁸ Cellular Services and Scoreboards*
- *PA System and Close Circuit TV*
- *LED Ribbon Advertising to fences*
- *Whole of precinct costs*
- *Fitout to Venue Control Room*
- *Accelerated Programme / Site Restrictions*
- *Delay and Prolongation Allowances*
- *Operational specific items*
- *Information Technology, computing equipment*
- *GST.*

In a media release from Hon Eric Abetz MP (Minister for Business, Industry and Resources) (dated 5 May 2025), the Minister stated:

The Tasmanian Government will fast-track the delivery of the Macquarie Point Multipurpose Stadium by implementing a ‘design and construct’ procurement methodology.

The decision follows a market sounding exercise, which sought feedback on the procurement and delivery options available for the Macquarie Point Precinct.

“Feedback from the market sounding process was crucial in understanding how to activate the precinct in a way that unlocks decades of economic investment, jobs and opportunities,” Minister for Business, Industry and Resources Eric Abetz said.

...

A procurement process for the stadium will commence following the passage of enabling legislation through Parliament.⁶⁹

⁶⁷ See [Letter to Chair from MPDC dated 11 April 2025](#)

⁶⁸ distributed antenna system

⁶⁹ ‘Next step in delivery model for the Mac Point Precinct’, Hon Eric Abetz MP, <https://www.premier.tas.gov.au/latest-news/2025/may/next-step-in-delivery-model-for-the-mac-point-precinct> [Accessed 9 May 2025]

The Committee noted Dr Nicholas Gruen's Independent Review of the Macquarie Point Stadium (dated 1 January 2025)⁷⁰ and the recent TPC's Macquarie Point Multipurpose Stadium Draft Integrated Assessment Report (31 March 2025)⁷¹, highlighted in their respective views, shortcomings in potentially locating the stadium at the Macquarie Point site:

- the stadium's estimated cost to be under budgeted (up from \$765 million to over \$1,400 million) with the benefit-cost ratio being significantly over-stated (between 44 cents (Gruen) to 53 cents (TPC) compared to the Government's estimate of 69 cents)
- an overly hasty process to meet the Agreement's timing demands
- minimal effective consultation with the Tasmanian community and key stakeholders
- the economic implications for the Tasmanian community
- the physical size required to house stadium functions in the context of the Macquarie Point site
- transport required to service major events at Macquarie Point
- access to and from the stadium within a constrained site, and
- the northern access road which is regarded as essential to the Project.

At the public hearings, Dr Nicholas Gruen (CEO, Lateral Economics) and Mr Gene Tunny (Senior Associate) informed the Committee as to how they had arrived at the estimated cost for the proposed stadium:

CHAIR - ... *I'm interested in how you arrived at the cost. You've outlaid it in the report ... \$1,096 million, acknowledging that does exclude some of the costs the MPDC have taken out in terms of attributing to the cost of the stadium build. Can you just talk the Committee through how you arrived at that? ...*

Dr GRUEN - *Essentially, we wanted to produce - our test was a kind of 'not on anyone's behalf'; we weren't trying to inflate the figures, we weren't trying to reduce the figures. You ask yourself the question, 'what do you put in this?' You put in things which need to happen for the stadium to go ahead, and those things were not there. There was some \$332 million, from memory, of dollars that were not there. That was one of the largest adjustments. There was the question of opportunity cost, the opportunity cost of the land.*

Those are the two biggest things, I believe. We were at pains to try to make sure that we don't kid ourselves, that we don't say that if we sell more land or some other asset that somehow, we've saved money. We've just sold an asset, that's all we've done. In other words, we've accounted for the cost, or we've funded the cost, simply in a different way, but the cost remains the cost. Those were the main things, and then there were lots of fairly detailed things that we went through that the economic analysis and the cost benefit analysis helped us refine. That's basically the story.

...

⁷⁰ See 'Independent Review of the Macquarie Point Stadium (Dr Nicholas Gruen) 1 January 2025', https://www.parliament.tas.gov.au/_data/assets/pdf_file/0024/92283/Independent-Review-of-the-Macquarie-Point-Stadium-Dr-Nicholas-Gruen-1-January-2025.pdf

⁷¹ See 'Macquarie Point Multipurpose Stadium Draft Integrated Assessment Report (31 March 2025)', TPC, https://www.planning.tas.gov.au/_data/assets/pdf_file/0008/803825/Macquarie-Point-Multipurpose-Stadium-Draft-Integrated-Assessment-Report-31-March-2025.PDF [Accessed 8 April 2025]

CHAIR - When we talk about the opportunity cost - and this has been raised in this Committee in previous hearings a number of times, it was also raised in previous submissions from other economists ... -

...

CHAIR - ... You're saying that by failing to do this, KPMG underestimated the cost of the project by at least \$156 million. ...⁷²

Dr GRUEN - Yes, ...

CHAIR - ... If the Government owns the land and can basically do whatever it likes with the land, is there a different assessment of that if it had been private land as opposed to public?

Dr GRUEN - ... An interesting question is the question of zoning. A government has a right to zone land however it wants to. It can zone the land for the stadium building. That doesn't change the opportunity cost of the site, because the concept of opportunity cost refers to the use of the site.

The way I try to explain this is that if you impose certain planning restrictions on the land, and let's say that reduces the commercial value of the land, then what that is, it's a - the zoning divides the - let's say we said the opportunity cost was \$156 million and let's say it zoned so you couldn't sell it subject to the zoning for more than \$50 million.

What that's saying is that the zoning is, in a sense, gifting the additional \$106 million to the public. It's saying the constraint - if it's a height restriction or whatever it is - we're calling that a public good, and that's not available for the market. It's not available to the highest bidder.

Mr BEHRAKIS - This is the air above the -

Dr GRUEN - The air above. Yes, that's right. That's a way to understand what this concept of opportunity cost means. You may not thank me for this, but it's conceptually complicated, because the opportunity cost of land 'here' is made higher if the zoning 'here and here' is more strict. We've said \$156 million, you could argue about that. Actually, if all of Hobart was zoned so that you couldn't build but you could build there, it's probably \$300 million, okay?

There is an argument to be had that the opportunity cost is \$300 million. It's a reasonable argument. It's actually moderate - what we have there is a fairly moderate thing. However, there's no problem in saying, and setting out the basis on which you want to suggest a different valuation.

Mr TUNNY - I just want to add something. I want to reinforce what Nicholas is saying. ... In the report, what we've done is we've actually put references to some of the key guidelines regarding infrastructure in Australia regarding Government projects. Infrastructure Australia, for example, noted in its 2021 guide to economic appraisal that,

⁷² See [Letter to Chair from Dr Nicholas Gruen \(24 March 2025\)](#)

*in the case of land, the capital cost should include the opportunity cost of the land used even where this is currently owned by the Government, so it's very clear. ...*⁷³
*This is just absolutely something that's undeniable, that opportunity cost needs to be considered. Most, nearly all economists, I'd say all economists, should agree with that proposition.*⁷⁴

Dr Gruen also spoke to the lack of contingencies included in the MPDC's submission to the TPC PoSS process:

CHAIR - *Regarding the contingencies and excluded essential related infrastructure spending associated with that, you put that down, that there's an additional \$322 million of costs on top of the cost estimate that's been presented to the TPC. ... That's helped you get to the \$1.96 billion compared to the claimed \$775 million. Did you, in the work that you've done, really identify what the actual contingency is for risk mitigation? Do you believe that was done adequately?*

Dr GRUEN - *... The industry of quantity surveying has various rules of thumb for trying to quantify risk at different stages of a design. You will find in our report that we sent what we knew and what we could find out to another quantity surveyor. He said that at the stage of design he took the project to be at, it was appropriate to add another \$20million contingency. That's been added in our report.*

*The pity of this is that risk is very hard to - of its nature, risk is uncertain. You don't know what it is until either you encounter it or you find out it wasn't a problem. That \$20 million is a sort of industry standard way to address the question of the potential risks from estimating the cost from an immature design. What is the standard way to allow for geotechnical risks? I don't really know, but I haven't written there, 'This could be hundreds of millions of dollars out', but experience tells us that if those risks come in, those are the magnitudes. That was true of geotechnical risk. It's true, I believe, of the roof. These things are qualitatively mentioned in the report, but we haven't put a number on them. The numbers are substantial.*⁷⁵

At the public hearings, Mr Richard Flanagan (Our Place – Hobart Group) brought to the attention of the Committee the findings of Professor Bent Flyvbjerg on mega project overruns:

Mr FLANAGAN - *... The world expert on mega projects is Oxford Professor Bent Flyvbjerg.*⁷⁶ *He's consulted on these projects all over the world. He's compiled a database of over 16,000 mega projects. What he discovered was truly shocking: 99.5 per cent of projects go over budget, over schedule, under benefit. Only 0.5 per cent of projects are on budget, time and promised benefits. It's hard, writes Professor Flyvbjerg, to overstate just how bad the record is. What he discovered with major buildings is that the actual mean cost overrun of a major building is 62 per cent. That's based on 16,000 projects. At 62 per cent, the cost of the stadium based on world's best data is that the stadium would cost \$1.1 billion. Even if*

⁷³ See [Independent Review of the Macquarie Point Stadium \(Dr Nicholas Gruen\) 1 January 2025](#), p.87

⁷⁴ See Transcript of evidence [Public Hearings \(26 March 2025\)](#), p.3-5

⁷⁵ See Transcript of evidence [Public Hearings \(26 March 2025\)](#), p.5

⁷⁶ See 'Megaprojects and risk: An anatomy of ambition', Bent Flyvbjerg, Nils Bruzelius, Werner Rothengatter (2003)

you build in a 62 per cent as \$1.1 billion, a 62 per cent buffer into your budget, Professor Flyvbjerg warns you have still dramatically underestimated the danger, as 39 per cent of all building mega projects go over that mean to the point of reaching a staggering 206 per cent. In other words, based on the global evidence, the stadium has a four in 10 chance of costing 206 per cent more than \$715 million. That would make it \$2.1 billion.⁷⁷

At the public hearings, Mr Shamus Mulcahy (Our Place – Hobart Group) shared a list of recently constructed roofed stadiums in countries with similar wage structures to Tasmania:

***Mr MULCAHY** - ... Using the widely accepted methodology of comparative assessment developed by Bent Flyvbjerg ...*

...

***Mr MULCAHY** - ... The way you estimate complex megaprojects like this broadly when not a lot of information is available is to simply look at precedence and they do it on a wide scale. I've just done it on a very quick scale for everyone here. You develop a mean and you analyse your project against the mean and make assessments of the risk of yours and the complexity of yours against the mean.*

First, using this is a very simplified version for the start. I'm not able to find any stadium of the size that is proposed at Mac Point with a glazed roof anywhere in the world. This table I've made lists relatively recently constructed stadiums but with a focus towards stadiums with roofs and stadiums in countries where the construction industry and wage structures are similar to ours.⁷⁸ I've listed them chronologically. I haven't listed them in costs and it's not a complete listing. I have dropped out quite a few US stadiums that sit in the middle to upper bracket of \$1 billion to \$2 billion and I've done that simply to make it not too US-centric and show a broader global context.

AFL stadiums exist: we know that there are some non-AFL stadiums with roofs and there are even some non-AFL stadiums with glazed roofs, but what's proposed by the State Government does not exist in total anywhere in the world. Without this background, the reality suggests that there's unprecedented levels of spatial and economic risk that need to be managed as part of this project.

You're going to ask me where I think our stadium sits in terms of costs. I just want to talk to the table a little bit and point out a few things. If you look at SoFi Stadium, when you look at these things, capacity is not a direct indication of cost. Ultimately, what's more of an indication of cost is the scale of the field and particularly with a roofed stadium because that's what you have to span.

I want to drop the outliers out so we can look at what might be a mean here. I want to drop out SoFi Stadium, let's ignore that. It is a really good example. It's quite recent, it's 2020 and it's got a fixed glazed roof, so it ticks a lot of boxes. I wanted to be fair about this. It is an outlier simply because of the cost, \$5.5 billion US, and the sting in the tail is it's an NFL-sized stadium so it's only 110 metres long and 49 metres wide. Compare that

⁷⁷ See Transcript of evidence [Public Hearings \(21 June 2024\)](#), p.36

⁷⁸ See [Our Place \(#17\) - Stadium Comparison Table \(Shamus Mulcahy\) \(21 June 2024\)](#)

with what we're proposing, an AFL size. You'll notice the one at the top is an AFL one, the Gabba, so you compare the scale. I also want to drop out the one at the bottom which our stadium is compared against the lot. It's the Dunbar Stadium in Dunedin, New Zealand. It's \$200 million. It's a rugby size, much smaller than what we're proposing, in a city not much bigger than Launceston. Look at it: it is a middle shed akin to Creek Rd Netball Centre but a little bit larger. It's not comparable to what we are doing, so look at what's left and then start to draw your eyes up some of the cost values.

The mean here for a stadium is approximately \$1.8 billion, which is in line with what people are saying and what I've been hearing. The scary thing about this is there are very few in this list that barrel out under \$1.5 billion and most of them are 15 to 20 years old. Then ask yourself what's left. Most of them start to hit the \$1.9 billion to \$2 billion mark and none of them yet are AFL sized: they're all much smaller. I don't think that level of risk is being considered in this project at all. The closest thing that I think hits the mark is probably Marvel Stadium but it's 24 years old ...⁷⁹

At the most recent public hearing, it was evident to the Committee that MPDC still did not have a definitive final cost of the proposed stadium:

CHAIR - ... *One of the things I want to lead off with ... is that I understand the WT Partnership were engaged to cost the stadium build. Where's that at the moment? What's the most current advice on that?*

...

Ms BEACH - *Yes, so WT Partnership is our quantity surveyor. They sit alongside our design team and are working throughout the process. That includes working through individual parts of the design and monitoring the broader project. As the Chair said, as part of user engagement, there are specific elements that come through and different requests. We'll work through each of those as they're identified for potential inclusion, we'll work with Stadiums Tasmania, draw those up and work through individual costings. WT will help us throughout that design process.*

CHAIR - *Where is it at the moment? Have we got an estimated cost for the various components at this stage?*

Ms BEACH - *As part of the information we've provided through the PoSS submission process, we've outlined the different sections that informed that process. The individual sections can be identified through that. The current costings take us through to schematic design. We're just in the detailed design process at the moment.*

CHAIR - *What are the figures? This is a Committee that wants to be able to report the figures ourselves rather than have to go to the TPC (Tasmanian Planning Commission). Can you tell us what the figures are?*

Ms BEACH - *We don't have a cost resolved as yet. It depends on how we work through the design process. In the PoSS submission we were sitting at around \$775 million. The final cost will depend on decisions around the inclusion, which we're working through as*

⁷⁹ See Transcript of evidence [Public Hearings \(21 June 2024\)](#), p.39-40

*a detailed design. For example, the fundamentals that are included in the costs that have been identified are things like back of house basic spaces provided for food and beverage, the seating bowl, the roof. Those elements have been set out. The final course will depend on the final things that are resolved to include - the amount of food and beverage, some of the specifications that we're working through with users. That is part of the design process we're going through at the moment.*⁸⁰

Ms Beach went on to state that the Tasmanian Parliament would get a better cost estimate of the proposed stadium as part of the PoSS process:

CHAIR - *For Parliament to make a decision - and I don't know what the TPC is going to say and I'm sure you don't either just yet - but will the Parliament have the actual realistic estimated cost of the project available to make a decision?*

Ms BEACH - *Because we'll have clarity on what is proposed and if there's any changes we need to make or any tweaks to the design, we would be able to articulate that so the Parliament can make a decision based on our cost estimate.*⁸¹

The Committee were provided the following by MPDC with respect to updated and detailed costings of the stadium build to the current schematic design:

... At the hearing I said that project spend to date was approximately \$12 million. We have cross checked costs and as at end of February 2025, the project spend to date is \$18.9 million, with \$1.8 million specifically attributable to the Project of State Significance process.

*... the individual elements that make up the capital cost estimates are set out in the description and subtotal columns in the key components cost spreadsheet submitted to the Tasmanian Planning Commission on 31 January 2025 in response to a request for further information.*⁸²

The summary notes the trade and build cost for each element under the sub total column, and separately allocates on-costs, escalation and provides the resulting total for each item. Totals for each of these columns are at the top of the spreadsheet.

*We are currently in the detailed design process and an updated cost plan will be developed to reflect revisions to the design to respond to user and operator requests around functionality. An updated cost estimate resulting from the detailed design process will be prepared ahead of seeking project approval.*⁸³

On 31 March 2025, the Tasmanian Planning Commission released its *Draft Integrated Assessment Report Macquarie Point Multipurpose Stadium Project of State Significance*. The

⁸⁰ See Transcript of evidence [Public Hearings \(26 March 2025\)](#), p.2-3

⁸¹ See Transcript of evidence [Public Hearings \(26 March 2025\)](#), p.19

⁸² See Annexure Z – Key components cost spreadsheet 31 January 2025, Proponent's further information reports - 31 January 2025, Macquarie Point Multipurpose Stadium Integrated Assessment, Tasmanian Planning Commission, https://www.planning.tas.gov.au/_data/assets/pdf_file/0007/798730/Annexure-Z-Key-components-cost-spreadsheet-31-January-2025.pdf [Accessed 14 April 2025]

⁸³ See [Letter to Chair from MPDC dated 11 April 2025](#)

Committee noted that according to the TPC, the estimated capital costs to the proposed stadium project was nearly \$422 million more than that submitted by MPDC, including borrowing costs:

The Panel finds that under its central scenario, construction of the Project would require the State to borrow – or otherwise finance at the same or greater cost – approximately \$992 million. At the end of 10 years of operation the additional debt directly associated with the Project’s construction and operation would be approximately \$1.86 billion.⁸⁴

The TPC found:

The Panel finds that the construction of the Project would add approximately \$992 million to Tasmanian Total State Sector Net Debt. Once operating, the State would need to fund additional debt servicing costs of approximately \$75 million per annum on average. The State’s annual cash deficit would be higher on average by approximately \$87 million over the first 10 years of the stadium’s operations.⁸⁵

A summary of the estimated capital costs is provided in [Appendix 1](#).

Committee Findings

- F18. At the time of this Report, recent Australian Bureau of Statistics *Producer Price Indexes for the Construction Industry* show that ongoing labour shortages for skilled tradespeople continue to impact prices, with high demand for concrete trades and electrical services.
- F19. Evidence shows the majority of major infrastructure projects built in Australia and around the world are not delivered on time, exceed budget and overestimate benefits.
- F20. The State Government stated that a contingency was included in the \$715 million Government estimated cost.
- F21. The proponent, Macquarie Point Development Corporation, has more recently forecast total costs to increase by \$60 million to \$775 million, noting a number of elements of the stadium build have now been excluded from the \$775 million cost.
- F22. The State Government continues to claim that their capital contribution to the stadium is capped at \$375 million.
- F23. On 20 January 2025, the State Government stated that any costs above their committed contribution, the Australian Government’s and the AFL’s contributions, would be sought from the private sector.
- F24. On 5 May 2025, the State Government announced a decision to undertake a ‘design and construct’ procurement methodology rather than pursuing a public-private partnership funding model for the delivery of the proposed stadium, which will require additional Government borrowings.

⁸⁴ See [Project of State Significance - Macquarie Point Multipurpose Stadium - Draft Integrated Assessment Report 31 March 2025](#), p.17 [Accessed 11 May 2025]

⁸⁵ See [Project of State Significance - Macquarie Point Multipurpose Stadium - Draft Integrated Assessment Report 31 March 2025](#), p.38 [Accessed 11 May 2025]

F25. On 31 March 2025, the Tasmanian Planning Commission released its *Draft Integrated Assessment Report Macquarie Point Multipurpose Stadium Project of State Significance* that estimated capital costs to the proposed stadium project at \$422 million more than that submitted by MPDC, including additional borrowing costs.

Committee Recommendation

R2. Should any private partnership and/or investment arrangement, be entered into to support the stadium operations, any arrangement be appropriately transparent, follow all relevant Treasury Procurement Instructions and have timely parliamentary oversight.

ToR 4 – Matters related to the financing and delivery of the entire proposed Arts, Entertainment and Sports Precinct

Premier Rockliff provided the following to a request by the Committee for a detailed costs breakdown for the proposed multipurpose stadium at Macquarie Point:

In mid-2022, the Tasmanian Government undertook to receive a feasibility study to inform Cabinet's site selection for the multi-purpose stadium. The feasibility study included site selection, engineering feasibility, cost planning, project scoping and resource planning, capacity optimisation, and economic analysis.

As part of the feasibility work, cost estimates were provided by international cost management consultants WT Partnership, based on the most recent engineering studies as detailed by Aurecon in the Hobart Stadium Site Options report. These investigations identified a capital cost requirement of \$741 million for the stadium. Net of \$26 million of existing committed works at Macquarie Point, the funding requirement is \$715 million.

A copy of the WT Partnership Hobart Stadium Pre-Feasibility Estimate No. 1 (the report) is enclosed. This report has been publicly available since it was tabled in the House of Assembly on 1 June 2023.⁸⁶

The report includes cost estimates for Macquarie Point (and Regatta Point), and includes site works, construction costs, contract and client contingency, consultant fees, development management fees, and headwork contributions allowances. It also allowed for future cost escalation until an assumed construction start date of early 2025 for Macquarie Point.

The Macquarie Point estimate is inclusive of allowances for design contingency (15 per cent), construction contingency (10 per cent), and client contingency (five per cent). This represents a contingency of \$32.6 million for site works and a contingency of \$23.9 million for stadium works (mid-option) for Macquarie Point.

Future cost escalation was forecasted at 8 per cent per annum for 2022, 4.5 per cent per annum for 2023, and 3.5 per cent per annum for 2024. Future cost escalation in construction prices beyond a start date of early 2025 were excluded.

The estimate also included a market loading allowance to enable a suitable contractor to relocate/accommodate supervision labour and sub-contractors. Value management options are also outlined, which could reduce, or increase the base cost of both the site works and the stadium works.

The process for developing large complex construction projects like the multipurpose stadium at Macquarie Point generally requires several 'business case' type documents to inform decision making at key stages of project planning, design and development.

⁸⁶ See House of Assembly Tabled Papers 2023, Hobart Stadium – Pre-Feasibility Estimates No 1 – WT Partners 8 August 2022 (tabled 1 June 2023), https://www.parliament.tas.gov.au/house-of-assembly/tailed-papers/2023/n/HATP9.6_1_06_2023.pdf

Evaluation will continue, including benefit and cost estimates, as the project progresses - including a full economic assessment as part of the Project of State Significance process.

In relation to the Tasmanian Government's contribution, my Government has committed \$375 million for the Macquarie Point Urban Renewal project, with \$230 million included in the 2023/24 State Budget and Forward Estimates. The Australian Government has committed \$240 million to the project, while a further \$85 million is to be funded through borrowings against land sale or lease for commercial uses, and the Australian Football League will contribute \$15 million.⁸⁷

The then Deputy Premier and Treasurer Ferguson provided the following response to a question taken on notice with respect to who and where the borrowings and future interest payments etc. will be allocated within the State Budget:

The 2023-24 Budget included \$230 million over the budget and forward estimates period (2023-24 to 2026-27) as part of the State's \$375 million contribution to the Macquarie Point Urban Renewal project. This funding has been allocated to the Department of State Growth.

Due to the timing of the Australian Government Budget, the 2023-24 Budget did not include Australian Government funding for this project. The 2023-24 Revised Estimates Report will include Australian Government funding for this project.

General Government Sector borrowings and associated costs are reported in Finance General.

The 2024-25 Budget development process will consider any changes that are needed to reflect updated information on this project. This could include revisions to the timing and quantum of cashflows and the entity responsible for the delivery of the project.⁸⁸

The Committee noted from the TasWater public hearing evidence with Mr George Theo (Chief Executive Officer) and Mr Tony Willmott (General Manager, Project Delivery), that a large sewerage pipeline needed to be relocated to accommodate the proposed stadium:

Dr BROAD - *Are there any TasWater assets that will have to be relocated through the construction of the stadium? I understand there are some pipelines that are going straight through the middle. Are they going to have to be relocated, or can the stadium be built on top, or is there any sort of discussion going on in terms of that aspect of TasWater's operation?*

Mr WILLMOTT - *There is a project being led by Macquarie Point Development Corporation to relocate the inlet to the plant. That is currently in their remit. We are assisting with some design, but that is their project.*

⁸⁷ Letter to Chair from Premier Hon Jeremy Rockliff MP (dated 9 November 2023)

⁸⁸ Letter to Chair from Treasurer Hon Michael Ferguson MP (dated 31 January 2024)

Dr BROAD - *My understanding is that the pipeline goes straight through the site. Would that pipeline have to be detoured around the perimeter of the stadium?*

Mr WILLMOTT - *Yes.*

Dr BROAD - *It cannot be built underneath ...?*

Mr WILLMOTT - *The plan is to relocate.*

CHAIR - *That is not your project. That is not a TasWater project?*

Mr WILLMOTT - *It is not a TasWater project. It is just like any other development. If a developer has our assets crossing property, they often relocate them, and then we provide the connections back into our network.*

Dr BROAD - *And then you take ownership after the asset has been relocated?*

Mr WILLMOTT - *Correct, it is a donated asset, just like any development.*

Dr BROAD - *Is it just a sewerage pipeline, or is there water through there also? ...*

Mr WILLMOTT - *Not from our site. We have a water connection, but to my knowledge, it does not go through the middle of that site at all. The sewer inlet certainly does.*

Dr BROAD - *Is that a big pipe?*

Mr WILLMOTT - *Off the top of my head, the pipe is around a metre. Yes, they are quite large. There is the plant there.*

Dr BROAD - *Would that be a significant project to detour around the perimeter of the stadium?*

Mr WILLMOTT - *Like any project in that quantum, yes. It would be a significant project. But again, Macquarie Point Development Corporation have handled that to date and will continue to complete that project.*

Dr BROAD - *Is there a ballpark figure for how much a project like that would cost?*

Mr WILLMOTT - *I do not know the exact budget they had on that project.*

Dr BROAD - *Have you got any idea of a per-metre rate or something like that?*

Mr WILLMOTT - *Not off the top of my head.*

Dr BROAD - *Would it be in the millions?*

Mr WILLMOTT - *Yes, it would be in the millions.*

Dr BROAD - *I am just after a sort of ballpark figure. I am not going to hold you to it.*

Mr WILLMOTT - *Whether it is \$5 million, I'm not sure.*

Dr BROAD - *Somewhere in multiple millions, I suppose, is what we are talking to relocate.*

Mr WILLMOTT - *Correct.*

CHAIR - *Could I clarify whether the relocation of the sewerage line is a matter that will occur regardless of what is done to the site, or only if the stadium is constructed there?*

Mr WILLMOTT - *That is a matter for them, again, to where that actual pipe is located. We are assisting with the design part of the project. We have significant designers on board - local Tasmanian designers. IPD [Consulting] are assisting with the design at Macquarie Point.*

We have afforded that assistance to them to complete design of that pipe.

CHAIR - *When were you asked to provide some assistance with regard to the design? I am trying to understand whether this was already part of the deal.*

Mr WILLMOTT - *No, it is not.*

CHAIR - *This is since the decision on the stadium?*

Mr WILLMOTT - *Correct, since the announcement.*

CHAIR - *You have been consulted on that?*

Mr WILLMOTT - *After.*

CHAIR - *After the decision?*

Mr WILLMOTT - *That is right.*

CHAIR - *You were asked for some advice design of the relocation of the main sewerage line, which is about a metre in diameter roughly.*

Mr WILLMOTT - *Correct.*

CHAIR - *If there was not to be a stadium built there, that work may not be needed. Am I correct in that? I am just trying to understand the process here.*

Mr THEO - *I think that is a fair assumption. Depending on what you put above the ground influences what is below the ground. If it was a park, you would not need to move*

*it. But if you are going to build a building, no matter what it is, it makes sense to move it. You do not want pipes beneath buildings.*⁸⁹

The Committee noted that in its response to the draft integrated assessment report (as part of the PoSS process), TasWater highlighted the following concern:

The proposed re-alignment of the critical 1050mm Concrete Gravity Trunk Sewer Main is planned to occur inside the adjacent title C.T. 169069/1 which is owned by TasPorts. The PoSS Summary Report includes a copy of the current folios of the Register for all of the project site, including the plans and any schedule of easements which essentially outlines a list of existing easements, but does not include any recommendation for a proposed easement over the new sewer location (or any other proposed TasWater infrastructure).

The PoSS Summary Report outlines:

“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.”

*It is imperative that we understand the impacts of the proposed relocation including ongoing protection of this critical asset now under this assessment, and not separately. The documents include draft plans that show a new re-alignment of this Gravity Sewerage Trunk Main so that it is well outside of the area of works and we think it is important to make note that we cannot endorse a proposal to work around this existing critical main without an opportunity to assess the impact on this asset under construction (e.g. for appropriate exclusion zones ~10m either side of the main) and we think that it is only possible to undertake works on the Stadium if the diversions works occur first, before excavation of the site happens. It is important that this critical main is well protected/not damaged.*⁹⁰

In addition, the Committee noted that whilst not costed in the MPDC submission to the PoSS process, the TPC estimated the cost of the sewerage trunk main works to be in the order of \$15 million.⁹¹

MPDC provided the following response to the question taken on notice with respect to the expected additional costs the Corporation would incur based on the delay of the contract awarded to Black Cap to reroute the sewerage pipeline on the Macquarie Point site:

⁸⁹ See Transcript of evidence [Public Hearings \(31 March 2023\)](#), p.3-5

⁹⁰ See [Submission – TasWater 7 October 2024](#), Macquarie Point Multipurpose Stadium Integrated Assessment, Tasmanian Planning Commission, <https://www.planning.tas.gov.au/assessments-and-hearings/current-assessments-and-hearings/macquarie-point-multipurpose-stadium-integrated-assessment>, p.3 [Accessed 8 April 2025]

⁹¹ See ‘Macquarie Point Multipurpose Stadium Draft Integrated Assessment Report (31 March 2025)’, https://www.planning.tas.gov.au/_data/assets/pdf_file/0008/803825/Macquarie-Point-Multipurpose-Stadium-Draft-Integrated-Assessment-Report-31-March-2025.PDF, p.25 [Accessed 8 April 2025]

While the majority of the costs have been offset through other works required on site, there is approximately \$1.6 million in costs that could not otherwise be offset.⁹²

MPDC provided the following response to a question taken on notice with respect to a detailed breakdown of the budgeted \$55 million remediation for works still to be completed:

In the 2021-22 State Budget, the Tasmanian Government committed to a \$78.05 million funding contribution over three years.

This funding comprises \$64.55 million in capital funding and \$13.5 million in operating expenses over three years. This included an \$18 million allocation for remediation works.

The Corporation's cash reserves as at 30 June 2023 were \$54.2 million. This includes the \$18 million remediation allocation.

The final key area requiring remediation work is Audit Area 6 – in the south-west corner of the site (the old gas works and then cold store site). This parcel was added to the precinct in 2015 and requires the remediation of subsurface coal tar. A Development Application has been approved and the tender for the excavation works has recently closed, submissions assessed and an appointment is currently being finalised. Physical works are planned to commence in early 2024. This will see around 12,000m³ of contaminated material removed from the site, with a further 1,110m³ of tar-impacted material to be treated in-situ.

Some testing, treatment and removal of soil extracted from the realignment for the Hobart sewer main is also anticipated.

There is also a small section of land (Audit Area 4 East) where a historic diesel pipeline will need to be removed. This work is anticipated to be completed as part of the installation of the Northern Access Road, which will be led by State Growth.⁹³

With respect to the construction management plan and acid sulphate soil testing, MPDC provided the following:

The Preliminary Results of Acid Sulphate Soil Investigation were submitted as part of the Project of State Significance submission as Appendix KK.⁹⁴

The preliminary Construction Management Plan was submitted as part of the Project of State Significance submission as Appendix AA.⁹⁵ Acid sulphate soil removal is covered on page 52. The Plan is an initial document which is subject to change and will likely next be updated after engagement of the contractor and prior to site works commencing.⁹⁶

⁹² Letter to Committee Secretary from MPDC (dated 12 May 2023)

⁹³ Letter to Committee Secretary from MPDC (dated 18 December 2023)

⁹⁴ See Appendix KK – Preliminary Results of Acid Sulphate Investigation - AECOM 2 August 2024, Tasmanian Planning Commission, https://www.planning.tas.gov.au/_data/assets/pdf_file/0003/781311/Appendix-KK-Preliminary-Results-of-Acid-Sulphate-Investigation-AECOM-2-August-2024.PDF [Accessed 14 April 2025]

⁹⁵ See Appendix AA – Construction Management Plan, Tasmanian Planning Commission, https://www.planning.tas.gov.au/_data/assets/pdf_file/0008/781325/Appendix-AA-Construction-Management-Plan-ZANCON-August-2024.PDF [Accessed 14 April 2025]

⁹⁶ See [Letter to Chair from MPDC dated 11 April 2025](#)

MPDC provided the following response to a question taken on notice with respect to a breakdown of costs associated with the ending of the process related to the defunct Macquarie Point escarpment development:

The Corporation made two payments to Milieu Property, in its capacity as the preferred proponent for the development parcel previously identified as the Escarpment:

- *Cost Reimbursement as per the Cost Reimbursement Deed of \$1,257,500 (excl. GST)*
- *Supplemental Costs reimbursement of \$350,000 (ex GST) in relation to the development of a Project Development Agreement.⁹⁷*

With respect to consultants directly contracted on the Macquarie Point site (as at 30 June 2024), MPDC advised the Committee that 27 consultants had been paid a total of \$5,046,163 with a further 5 consultants having been contracted (but no money expended).⁹⁸ The consultancy costs consolidated by project phase indicated:

• Consultant Procurement	\$ 87,916
• Feasibility Design	\$ 35,970
• Project of State Significance	\$ 665,891
• Stadium Design	\$4,154,095
• Stadium Support	\$ 102,291

A summary is provided at [Appendix 2](#).

At the public hearings, the then Treasurer, Hon Michael Ferguson MP provided an update with respect to the financials behind the proposed stadium:

***Mr FERGUSON** - ... In the time since the 2023/24 Budget was presented in May [2023] of last year, a number of things have changed and transpired. We discussed at one of our earlier hearings the fact that we were booking in our State budget expected contributions to the Stadium Project and the Macquarie Point Precinct project in advance of the Federal Government's final funding decisions and ... roll them into our budget, those revenue figures. ... Additionally, the deed with the AFL itself has been finalised and - approximately May [2024] of this year, April or May of this year - we achieved the Federal funding agreement, the actual bilateral agreement as opposed to a funding promise. For those reasons, we're now in a very clear position which we're able to discuss with your Committee today as to as to what that looks like. Funding in last year's Budget was presented as a capital fund through the Department of State Growth. Now that we have all of those funding and bilateral agreements in place, funding in the upcoming Budget will be presented in a different way. It will be presented as funding directed through Macquarie Point Development Corporation as the deliverer of that project. That's the biggest change.⁹⁹*

⁹⁷ Letter to Committee Secretary from MPDC (dated 18 December 2023)

⁹⁸ Letter to Committee Secretary from MPDC (dated 28 October 2024)

⁹⁹ See Transcript of evidence [Public Hearings \(9 August 2024\)](#), p.1-2

The then Treasurer and Mr Gary Swain (Secretary, Department of Treasury and Finance) provided an update with respect to the impact on the State's finances:

Mr FERGUSON - *Well, I would argue that, first of all, when the Budget is presented on September 12th 2024, you'll be able to see the latest accounting and profiling of those funds. I am not at liberty to discuss those in detail today, but the structure will be shown exactly as I have described. It will be reflected, not as capital through State Growth, but I would go as far as to say, it will be an equity payment to Macquarie Point Development Corporation as a government-owned corporation to deliver those funds to deliver that project.*

Regarding impact on the budget, because we are having a new financial year coming into the forward estimates, there will be a higher amount of total funds. I think last year it was \$230 million. This year, you will see a new financial year coming into the forward estimates. That will be the second way - it will be a further updated set of numbers in the budget.

Finally, because it will be equity to our State-owned corporation - as opposed to purchase of non-financial assets, capital grant throughout one of our GGS¹⁰⁰ government departments - for that reason, it will have no difference to the net operating balance. It will have a small improvement to the fiscal balance and no change in that treatment to borrowings figures and GGS net debt. ...

Mr SWAIN - *... In regard to debt going to the general pool, so it will not be dealt with, as I think you discussed last year, as an individual debt or going to the assessment of funding need, which happens leading up to the current year of the budget. That really will not change as it moves from State Growth capital into equity through financial.*

Mr FERGUSON - *I am reflecting, Chair, if I may, on my own answer and our discussion last December [2023] - it might have actually been a July [2024] hearing - the borrowings will still remain with GGS because the borrowings will not be affected in the way it is represented by the movement of funds through the corporation.¹⁰¹*

With respect to the equity transfer to MPDC, the then Treasurer spoke to potential future impacts of those funds should a private investor become involved with the stadium project:

Mr WILLIE - *This arrangement could change again though if you enter into a 3P¹⁰² arrangement. We had Macquarie Point Development Corporation (MPDC) here recently. They said that they were going to go to an expression of interest to look for private capital soon, so the way you have structured it and the way you have explained it may change again.*

Mr FERGUSON - *... I would not envisage that at this stage because of the fact that the Government is making the funds that, previously, you had seen as capital funds through State Growth, will become an equity transfer to our State-owned corporation. The equity*

¹⁰⁰ General Government Sector

¹⁰¹ See Transcript of evidence [Public Hearings \(9 August 2024\)](#), p.2

¹⁰² Public Private Partnership

will stay on that balance sheet to deliver the project. And seeking private investment as well onsite, I don't believe, would change the absolute value of those equity amounts that have been put in there. I don't see it that way, but I can understand your question in so far as we are seeking private investment. Although it's outside my area, I understand that there is interest for that to occur, but the equity holding of the corporation itself wouldn't be affected by that. It would just grow the total value of the precinct.

Mr WILLIE - So, MPDC may hold that equity over a 20- or 30-year period potentially, depending on the arrangement with a private investor?

Mr FERGUSON - Yes, with the caveat that at a point in the future, although those decisions are still future decisions, it's anticipated that there will be a transfer to Stadiums Tasmania once the precinct is built.¹⁰³

At the public hearings, the Committee heard from the Premier, Mr Evans and Mr Brett Stewart (Deputy Secretary, DSG) as to why the State Government had not asked for more funding from the AFL with respect to the proposed stadium:

Mr WILLIE - Premier, last week we heard the incoming CEO, Mr Dillion, say he could not recall the Tasmanian Government asking for more than \$15 million towards the stadium. Why did you not ask for more funding given the AFL is a beneficiary?

Mr ROCKLIFF - We have secured \$10 million for the high-performance centre from the AFL capital and \$15 million for the stadium. The other matter we need to be mindful of Mr Willie, is we need to have ownership and control of the stadium. The more the AFL invests, then presumably the more they would want a clip of the ticket, if I can say that, and have control over the stadium. This is the Tasmanian's stadium, not the AFL's. We appreciate the \$15 million of investment but in my mind and others might want to comment further, that higher the investment of the AFL the less control Tasmania would have over their own stadium.

Mr WILLIE - It sounds like you did not even ask the question.

CHAIR - The question was, did you ask for more than \$15 million from the AFL for the stadium?

Mr ROCKLIFF - There was lots of room for negotiation of capital investment and indeed, investment, including the \$360 million of investment the AFL is putting in, which people are against the deal or the stadium seem to forget.

Mr. EVANS - The \$358 million investment from the AFL, whilst we did not exactly negotiate around how that would be divvied up, it is fair to say the contribution to the new club to ensure it is viable of \$210 million and then additional funding in to grassroots football is arguably, more important than a small contribution to the stadium.

¹⁰³ See Transcript of evidence [Public Hearings \(9 August 2024\)](#), p.3

As the Premier has indicated, the larger the contribution by the AFL, the more that they would want a say in terms of the use of that particular stadium when we see this very much as a Tasmanian project, broader than the AFL –

Mr ROCKLIFF - *Outside of the AFL.*

Mr WILLIE - *You've made that statement about the AFL wanting more control. Is that what they told you?*

Mr ROCKLIFF - *Well, that's just –*

Mr EVANS - *Hypothetical.*

Mr ROCKLIFF - *Yes.*

Mr WILLIE - *So, they haven't made that statement to you? You're just making assumptions.*

...

Mr STEWART - *I think it's reasonable to assume that if someone's going to invest equity in something, they'll want a return on that equity. That's in any investment. It's a principle of any commercial deal.*

CHAIR - *Including the people of Tasmania.*

Mr STEWART - *Correct.*

Mr WILLIE - *So, you're confirming you didn't ask for more than \$15 million because you were concerned they would want greater say over the stadium.*

Mr ROCKLIFF - *Well it stands to reason. The greater investment they would have, the more clip of the ticket that they would expect, and we wanted this to be Tasmanians' stadium. What we've done is secure \$358 million from the AFL into Tasmania and \$305 million from the Federal Government into Tasmania. Now, I could have thrown my hands up in the air and said 'No, it's all too hard', but we would be more than half a billion dollars worse off at that point with no AFL team and no Macquarie Point precinct plan and development opportunity.¹⁰⁴*

Impact on GST on Federal Government Commitment

On 23 May 2024, Federal Government Treasurer Hon Dr Jim Chalmers MP confirmed that the \$240 million towards the Macquarie Point urban renewal project would not be GST-exempt.

At the public hearings the then Treasurer spoke to this issue:

¹⁰⁴ See Transcript of evidence [Public Hearings \(23 June 2023\)](#), p.40-41

CHAIR - The other thing that's changed too was you had a very clearly stated expectation, Treasurer, that the Federal Government funding should be quarantined from the GST calculation. It's not, which wasn't a surprise to me. What modelling have you done to assess the impact of that reality now on the Federal Government commitment toward the precinct - not necessarily to the stadium itself but to the precinct.

Mr FERGUSON - First of all, it was a surprise to us because we were waiting for over one year for an answer in reply to four separate written inquiries from the Government. On the basis of the length of time that it was taking, we felt that it was being seriously considered, not ruled out of order. It was in order, and bitterly disappointed and angry with the Australian Government for making that decision and, secondly, to make us wait that long. It's not over yet because future GST updates still provide the same opportunities to get the same outcome in the future. There will be a 2025 GST update late this year and we will be looking again to lobby in advance of that, and in the context of a looming Federal election, to leave nothing to chance, including engaging with the Federal Opposition.

We don't accept the decision of Dr Chalmers at all, particularly given the flawed logic he and the Prime Minister have relied upon. First of all, the Prime Minister said that this project in Tasmania does not qualify for such GST exemption. He drew a parallel with the Brisbane 2032 Olympics, claiming that they had not been given GST exemption. But he was wrong because they had given that exemption.

CHAIR - Yes. The Commonwealth Grants Commission have written papers on the treatment of the Olympic Games in Brisbane and they are all published, freely available to the public.

Mr FERGUSON - My point is a different one, which is that the Prime Minister drew a parallel when he said the same should apply in Tasmania. That is our point: the same should apply.

CHAIR - The error is his. I am not denying that. My question was now this decision's been taken, the politics and your anger with the Federal Government aside from all that -

...

CHAIR - What is the impact on the State Budget over the Forward Estimates as a result, as we know it has a long lead?

Mr FERGUSON - There will be an impact on the State Budget. That is why it is unacceptable.

...

Mr FERGUSON - I will only be able to reinforce what the Deputy Secretary, Mrs Calvert, said to the Committee last year, which is that it is not possible to model nor estimate the impact because it's retrospective some years into the future. To say that a different way, we will not know until all of the other inputs are available to the CGC¹⁰⁵ in making GST allocation decisions to Tasmania. So, it's not possible to even estimate, but it is clearly a number between zero and \$240 million, and that is a major impact on the

¹⁰⁵ Commonwealth Grants Commission

Budget, in my view, and it is a real budget risk and that is why we'll continue to argue for it. ...

Mr SWAIN - ... So, the first year of expenditure is 2025-26. That is reflected in payments, I think, with a two-year lag, from memory. Tasmania's spend is judged against an assessment of need in Tasmania and then that is compared to the expenditure of every other jurisdiction in relation to an assessment of need in their jurisdiction.

CHAIR - That is the job of the Commonwealth Grants Commission. They do a fine job.

Mr SWAIN - So, it is a relative assessment at the time and it is not knowable at this point, ..., we can't model that.

Mr FERGUSON - We cannot put a figure on it, but we can agree that it only represents a negative risk to the budget. We can agree on that.

...

Mr FERGUSON - ... As the Secretary has mentioned, the first payment is scheduled for 2025-26, therefore, it is important to understand that the Commonwealth payments received in that financial year 2025-26 will not impact the Commonwealth Grants Commission's assessments until 2027-28. On that basis, there is actually more than one GST update opportunity to get this matter resolved in our favour. One of those opportunities is late this year. Even though it is in calendar year 2024, it is the 2025 GST update, but also the following year and possibly the one after that. I can inform the Committee I have again written to the Commonwealth Treasurer on 31 May 2024 urging reconsideration of this issue. I copied that letter to the Prime Minister and the Federal Opposition Leader. We will continue to strongly advocate for Macquarie Point Precinct funding to be excluded from GST relativities to ensure that Tasmania receives its proper share of GST revenue, but also so that we get the full value of what that Commonwealth grant was intended to achieve.

Mr WILLIE - We've just had a rewriting of history because the Treasurer didn't ask for the exemption until he was asked about it in Question Time. The point where you could have actually leveraged the Federal Government was prior to them making a commitment and getting the Federal Government to commit to that publicly.

...

CHAIR - Do you have a copy of the letter you first wrote asking for the consideration of the exemption of the GST?

Mr FERGUSON - Yes, I actually discussed it. I actually have tabled those letters in previous occasions. The first written letter was on 9 May [2023] involving myself. That's a matter of public record. It's also a matter of public record, which I absolutely invite the Committee and Mr Willie especially to take heed of, that I have had discussions with Dr Chalmers before I wrote that letter and also the letter referred to those discussions. That's a matter of record and it's unfortunate that we continue to have those false histories being played out by the Opposition.

Mr WILLIE - Your request was after you were asked in Parliament by a letter, ...

*Mr FERGUSON - Mr Willie, I'll make the point again. Discussions were held, commitments were made that they would be considered. It was followed up with four letters from me, and that is the record.*¹⁰⁶

According to the Hon Guy Barnett MP (Treasurer) media announcement of 13 December 2024, the Committee noted the Federal funding for the proposed Macquarie Point stadium was to be exempt from the GST payments to Tasmania.¹⁰⁷ The ABC further reported that the Treasurer stated:

*"I received a letter from the Treasurer Jim Chalmers very early this morning ... we're very pleased, I welcome the news, this has been a long hard-fought campaign of advocacy for Tasmania to get its fair share," he added.*¹⁰⁸

A copy of the letter was provided to the Committee on 12 April 2025. Of note, Hon Jim Chalmers MP (Federal Treasurer) wrote:

*I write to confirm I will list the \$240 million Commonwealth payment for the Macquarie Point Urban Renewal Project as an exemption from the calculation of the GST revenue sharing relativities when I issue my next terms of reference to the Commonwealth Grants Commission. This will be reflected in a draft terms of reference circulated by the Treasury shortly.*¹⁰⁹

The Committee noted as at the time of this Report the Commonwealth Grants Commission terms of reference had not been updated since 2023 and with the Australian Parliament then being in caretakers mode, a new Treasurer would not be necessarily be bound to this undertaking.

Earlier on 8 December 2024, former Federal Liberal leader Hon Peter Dutton MP suggested Tasmania's proposed Macquarie Point stadium could get a GST exemption if the Liberals win the upcoming Federal election:¹¹⁰

He acknowledged that the party is at a 'disadvantage' due to a lack of official Treasury or Finance advice but said they would "do everything we can to support the people of Tassie".

"We're very happy to consider any request from the Rockliff Government around the GST or other issues," he said.

¹⁰⁶ See Transcript of evidence [Public Hearings \(9 August 2024\)](#), p.4-7

¹⁰⁷ See media release 'GST exemption for Macquarie Point multipurpose precinct secured', Hon Guy Barnett MP (Treasurer), 13 December 2024 <https://www.premier.tas.gov.au/latest-news/2024/december/gst-exemption-for-macquarie-point-multipurpose-precinct-secured> [Accessed 8 April 2025]

¹⁰⁸ See 'Federal funding for proposed Macquarie Point stadium to be exempt from GST payments to Tasmania', ABC Tasmania News, <https://www.abc.net.au/news/2024-12-13/tas-macquarie-point-stadium-gst-exemption/104721020> [Accessed 8 April 2025]

¹⁰⁹ See [Letter from Hon Jim Chalmers MP to Hon Guy Barnett MP dated 13 December 2024](#)

¹¹⁰ See 'Dutton hints at GST exemption for Tasmania's Macquarie Point stadium project', Pulse Tasmania, <https://pulsetasmania.com.au/news/dutton-hints-at-gst-exemption-for-tasmanias-macquarie-point-stadium-project/> [Accessed 8 April 2025]

Committee Findings

- F26. The decision to construct a stadium at Macquarie Point required the relocation of the sewerage trunk main. The Tasmanian Planning Commission estimated the cost of the sewerage trunk main works to be in the order of \$15 million.
 - F27. Both the Prime Minister Hon Anthony Albanese MP and then Leader of Opposition Hon Peter Dutton MP made commitments to exempt the \$240 million Australian Government contribution to urban renewal related to the proposed stadium from the Commonwealth Grants Commission calculation of the GST.
-

ToR 5 – The future of Blundstone Arena (now Ninja Stadium) and UTAS Stadium

International Cricket Council Regulations and Fixed Roofed Stadium

Cricket Tasmania responded to questions from the Committee on the fact that International Cricket Council (ICC) cricket fixtures could not be played under a fixed roof stadium and whether the State Government was advised of this restriction.

The Committee was informed that whilst the International Cricket Council Venue Guidelines (Guidelines) did not explicitly permit or not permit playing Test cricket under a roof, there are no examples around the world of Test cricket being played under a roof. On the face of it, the Guidelines appear to assume that Test cricket will be subject to the elements. Of note, the Guidelines do articulate other requirements for facilities both within and adjacent to the proposed stadium:

... there are minimum standards with respect to practice pitches on and adjacent to the ground for two teams to use in the lead up to and on match days (Optus Stadium has 16 outdoor practice pitches on the northern side of the stadium by way of example). The Guidelines also articulate minimum standards for other requirements, some of which were mentioned during the hearing, including player and match officials' areas, media, broadcast, lighting, sightcreens, scoreboards, and spectator facilities. In addition, the installation of pitch footings and the development, testing and storage of drop-in pitches (should that be deemed the most appropriate way to facilitate cricket in the venue) will also need to be addressed.

The Committee was advised that the Guidelines, among other matters, were discussed with the Premier and Minister for Sport & Recreation on 12 December 2022.¹¹¹

Future of Blundstone Arena (now Ninja Stadium) and Tasmanian Cricket

Cricket Tasmania informed the Committee that there was ongoing work with respect to the future of Blundstone Arena (now Ninja Stadium) and Tasmanian Cricket:

The high-performance facility planning work being undertaken by Cricket Tasmania, with support from expert sports infrastructure advisory firm Waypoint, which was discussed during the hearing, is continuing at this time. This work involves defining cricket's high-performance training and administration facility requirements for the future and analysing whether those facilities can be accommodated within the Blundstone Arena precinct, together with assessing other potential sites. This complements the feasibility analysis undertaken for Cricket Tasmania by Deloitte, which was funded by the Tasmanian Government, and which assesses the options for the future operation and management of Blundstone Arena. The outcomes of both pieces of work, which should not be considered in isolation, will be presented to the Tasmanian Government confidentially the near future.¹¹²

¹¹¹ Letter to Chair from Dominic Baker (Chief Executive Officer, Cricket Tasmania) dated 11 May 2023

¹¹² Letter to Chair from Dominic Baker (Chief Executive Officer, Cricket Tasmania) dated 11 May 2023

UTAS Stadium

At the public hearings Mr Dillon (AFL) was asked by the Committee as to why the UTAS Stadium in Launceston was not suitable for the Tasmanian AFL Team in the first instance:

Mrs ALEXANDER - ... I'm based in Launceston and, obviously, there has been an announcement as well around the refurbishment of the UTAS Stadium where a lot of games have been played. The refurbished stadium here will have a capacity of 27,000, as opposed to 23,000 in Hobart. Why is it that UTAS is not considered a good option for the new AFL team in Tasmania?

Mr DILLON - Well, I don't think it's not considered a good option. What we see is that UTAS, we'll be looking to play four games a year there for the men's and the AFLW, I think, we would be playing games up there as well. It's a great stadium, we appreciate that there is going to be an investment in there to make it an even better stadium.

But there is the going back to 2019 taskforce report. That was what nominated Hobart as the home where we play slightly more than half the games. But, by having the spread between Hobart and Launceston, I think it's great for Tasmania. I think the Launceston stadium is a good stadium and it will be a great stadium with redevelopment.¹¹³

MPDC provided the following explanation with respect to the event schedule that was used by KPMG for the PoSS Process:

Both an events calendar and optimistic events calendar were submitted as part of the Project of State Significance submission within the Financial Impact Report at Appendix G of the submission.¹¹⁴ The calendars can be found at page 37 of the report, information on the methodology used can be found starting at page 9.

The Committee noted other than a single 'one-off' concert annually (30,000 people) and two Tier 2 friendly soccer matches every four years (22,050 people each) all proposed events could be accommodated by current York Park and/or Ninja Stadium.

Committee Findings

- F28. International Cricket Council venue guidelines are silent as to whether Test Cricket can be played under a roof.
- F29. The AFL considers that UTAS Stadium will be required for future AFL games and has welcomed the \$130 million capital investment in the facility.
- F30. As per the findings in the Committee's Interim Report, the long-term future of Ninja Stadium (formerly Blundstone Arena) remains unclear.

¹¹³ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.31

¹¹⁴ See Appendix G – Financial Impact Report - KPMG 9 September 2024, Tasmanian Planning Commission, https://www.planning.tas.gov.au/_data/assets/pdf_file/0007/781315/Appendix-G-Financial-Impact-Report-KPMG-9-September-2024.PDF [Accessed 14 April 2025]

ToR 6 – Other matters

Impact of Footprint of Proposed Stadium/Stadium Concourse

MPDC provided the following response to a question taken on notice with respect to the distance between the planned stadium/stadium concourse and the boundary of Evans Street at the closest point (excluding the footpath):

The Stadium Test Fit report on our website sets out the footprint included in the precinct plan.¹¹⁵ This includes an indicative 10m concourse around the stadium. While a concept design has not yet been prepared, it is anticipated that the 10m concourse will provide a buffer between the stadium structure and Evans Street.¹¹⁶

State Government Communications with Key Stakeholders

With respect to what direct communication the Government, the Premier and the then Minister for Aboriginal Affairs had with the Tasmanian Aboriginal community prior to and since the decision to locate the proposed stadium to Macquarie Point, Premier Rockliff provided the Committee with the following:¹¹⁷

In relation to the Government's engagement with the Tasmanian Aboriginal people prior to and since the decision to locate the multipurpose stadium at Macquarie Point, the following key engagements are noted. The Macquarie Point Development Corporation, as an agency and statutory authority, has led this work on behalf of the government.

- *As part of early engagement work with the Tasmanian community, in 2021 Cultural Heritage Management Australia were contracted to support engagement with the Tasmanian Aboriginal people, to inform early work on design principles for the Truth and Reconciliation Park (The Park).*
 - *This work was coordinated through Cumulus, consultants procured by the Corporation.*
 - *It included engagement with eight Aboriginal Tasmanian organisations in 2021 and indicated strong support for the concept of The Park.*
- *Following this, in 2022 a co-design team comprised of four Aboriginal members was established to inform preliminary design principles, working with the Corporation's consultant, Cumulus.*
- *The Park is, and remains, a priority and part of the planned development of Macquarie Point. On 18 September 2022 when Macquarie Point was announced as the preferred location for a multipurpose stadium, I reiterated the Government's commitment to delivering the Truth and Reconciliation Park on the site.*
- *Each of the co-design members was contacted by the Corporation on behalf of the Government.*
- *After the announcement, I am advised that to inform potential options for the delivery of The Park, the Macquarie Point Development Corporation engaged milangkani projects to undertake a desktop research project to provide information on cultural*

¹¹⁵ See Stadium Footprint Test Fit, https://www.macpoint.com/files/ugd/fa3c3b_430cc0ac0c844d80991dfc6268fc00c1.pdf [Accessed 12 April 2024]

¹¹⁶ Letter to Committee Secretary from MPDC (dated 18 December 2023)

¹¹⁷ Letter to Chair from Hon Jeremy Rockliff MP (Premier) (dated 3 August 2023)

centres in Australia and some international examples. This work was undertaken to better understand the potential scope, governance, and form of a cultural centre, and the types of uses and activities that could be supported and occur within such a facility. This work was undertaken in late 2022 through to early 2023.

- *The co-design team is scheduled to reconvene in August 2023 to review the work to date and discuss next steps to progress The Park. This date was selected to align with availability and to fit around the existing commitments of members.*
- *The work to date will be used to support further engagement with the community to help shape The Park.*
- *Since the announcement, other engagement by the Corporation with Tasmanian Aboriginal people members has included:*
 - *To support the development of an augmented reality project that visually illustrates the original shoreline and landform at Macquarie Point.*
 - *To appoint Aboriginal panel members that will assess responses to an Expressions of Interest process to select a Tasmanian Aboriginal artist for a digital artwork commission.*
 - *Seeking permits, advice and consultation related to the finding of first contact artefacts on site.*
 - *Drafting an interpretation board that will be erected on site providing information on the original use and importance of the site to the palawa people.*

These key engagements are in addition to discussions the Hon Roger Jaensch, Minister for Aboriginal Affairs, and I have as part of our ongoing work and discussions with the Tasmanian Aboriginal people.

Professor Greg Lehman provided the following response to the question taken on notice with respect to meetings held between himself and other members of the Aboriginal Working Party and Mr Kim Evans (then Secretary, DSG) before and since the public announcement of the proposed stadium:

My meetings with Kim Evans were held on the following dates:

- *11 March 2022*
- *20 September 2022*

These discussions were focussed on emphasising the importance of the Truth and Reconciliation Art Park and Cultural Centre at Mac Point. No indication was given at these meetings of the likelihood that a stadium would be located there.

*I can also confirm that, as of 14 December 2022, none of the other members of the Aboriginal Working Party had been approached or had any discussions with either government ministers or departmental representatives on the subject of the stadium.*¹¹⁸

MPDC provided the Committee with information on consultancies used by MPDC to 30 June 2024 with Aboriginal representation (see [Appendix 3](#)). With respect to Aboriginal

¹¹⁸ Email to Committee Secretary from Professor Greg Lehman (dated 26 June 2023)

groups and/or individuals that had been consulted as part of the development of the concept plan, MPDC responded as follows:¹¹⁹

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.

MPDC also provided a list of when MPDC last met or corresponded with the key stakeholders mentioned at the 26 March 2025 public hearing:

- *Federal Group – Last met on 25 September 2024. Last corresponded 17 December 2024.*
- *Regatta Association – Last met 23 August 2024.*
- *Returned Services League Tasmania (RSL) – Last meeting 11 December 2024. Last corresponded on 7 February 2025.*
- *Skills Tasmania and Keystone – Last met on 14 March 2025.*
- *Stadiums Tasmania – Last met on 8 April 2025. We have regular weekly meetings with Stadiums Tasmania.*
- *Tasmanian Symphony Orchestra (TSO) – Last met 11 November 2024. Last corresponded on 26 March 2025.*
- *TasPorts – Last met on 8 April 2025. We have a regular monthly meeting with TasPorts.*
- *TasNetworks – Site walk on 19 February 2025. The team also has regular fortnightly meetings with TasNetworks.*
- *TasWater – Last met on 31 March 2025. The team has a regular monthly meeting with TasWater.*¹²⁰

Siting, Funding and Ownership of the Proposed Training and Administration Facility

The Committee understands that amongst other contractual pre-conditions that the Tasmanian Government is responsible for determining the location of the Training and Administration (TA) Facility (also known as the High Performance Centre), at a location in close proximity to the Hobart central business district.

¹¹⁹ Letter to Committee Secretary from MPDC (dated 5 August 2024)

¹²⁰ See [Letter to Chair from MPDC dated 11 April 2025](#)

The minimum specifications of the TA Facility include:

- gross ground floor area of approximately 9,000 m² (approximately 7,000m² footprint with a 2-storey design)
- full sized, MCG dimension fenced oval (including 162 metres x 139 metres boundary to boundary) approximately 22,000m²
- additional grassed training area, adjacent to main oval (or close by) approximately 150m long by 120m wide boundary to boundary where the training area is an oval shape (which is the parties' preferred option) and, where the training area is not an oval shape, then of similar total size in square metres and of an equivalent quality to the MCG
- an indoor training area/s of at least 1,400 square metres
- strength and conditioning areas of at least 500 square metres
- gender neutral (female friendly) Locker Rooms (AFL & AFLW) of at least 120 square metres for each
- medical, physio and treatment facilities of at least 200 square metres
- wet recovery facilities of at least 250 square metres
- football and administrative staff office facilities of at least 400 square metres
- player/staff breakout and lounge facilities of at least 120 square metres
- meeting rooms and auditorium of at least 200 square metres
- club dining area of at least 200 square metres, and
- car parking - approximately 150 dedicated car spaces.

The TA Facility must be built to a standard that is at a minimum consistent with the majority of other club training bases across the country.

At the public hearings, Mr Dillon (AFL) spoke to the siting, funding and ownership of the separate high-performance training and administration facility for the new Tasmanian team:

Ms WEBB - ... *Is there an expectation from the AFL about the proximity of that facility to the main stadium in the CBD?*

Mr DILLON - *My understanding is that there is a number of sites that have been identified. AFL is going to make an investment of \$10 million into that facility but, ultimately, it is a decision for the Government to make as to what the right site is. We would like it in proximity to the CBD but, ultimately, it is the Government's call.*

Ms WEBB - *Yes, but the AFL has been pretty specific about its requirements in terms of location for some of the other matters, like the stadium. So, does the AFL have a kind of no-go zone beyond which it would not be acceptable to put that facility. Is it 10 kilometres, is it 20 kilometres?*

Mr DILLON - *I think we are flexible on that. What we want is a training and admin centre that is set up to allow the team to be successful. I think that is the number one thing so it is not as important as the stadium. I think it is getting it in the right position so that you have got the right facilities, as I say, in proximity to the CBD but that it is one where there is a greater degree of flexibility.*

Ms WEBB - In terms of the funding of the facility, my understanding is it is \$10 million from the AFL, at least \$40 million from the State Government. Anything beyond that is cost on the State Government. Is that funding mix similar to the expectations that have been in other locations for these sorts of training and admin facilities?

Mr DILLON - The \$10 million investment from the AFL is a large investment for us in a club training and admin facility. But about \$50 million gets you a higher quality training and admin facility, and that will help in attracting players and retaining players. So, we think it is the right amount and the funding is not dissimilar to what we have with others but from an AFL point of view it is at the larger end of an investment that we would make in a club training and admin.

Ms WEBB - I am mostly interested in the proportional mix, with the State Government putting in four-fifths and the AFL one-fifth. Is that proportional mix of funding into that sort of facility similar to what has occurred in other locations where a state government has largely funded the bulk of it?

Mr DILLON - In the majority, the State Government funding would be a higher percentage.

...

Dr BROAD - On that, the deal says that the TA facility's owners are still to be determined. Do you have a view on who should be the owner of the training facility?

Mr DILLON - Again, we do not have a strong view. It is one that we had a discussion with the Government as to whether it is the Council that is the ultimate owner or the Government.

Dr BROAD - But not the team or the AFL, or anything like that?

Mr DILLON - The ultimate underlying owner of the land would be whoever it is on and we have got a rental or a leasehold position in place.

Dr BROAD - We know what the rent is going to be. It's going to be \$1. So, there has been no further discussion on the ultimate owner of the training facility?

Mr DILLON - No.¹²¹

AFL provided the following response to a question on notice with respect to how that funding arrangement compared to other teams/jurisdictions:

Since 2017, the AFL has invested in 16 AFL Club Training and Administration base projects. The average AFL investment has been \$3.53 million per AFL Club. The average total project cost of each development has been \$47 million per AFL Club, equating to an average of 7.5 per cent being funded by the AFL.

¹²¹ See Transcript of evidence [Public Hearings \(16 June 2023\)](#), p.36-37

The AFL investment into the Tasmanian Club Training and Administration facility project will be \$10 million of a total estimated project cost of \$50 million (equating to 20 per cent of the total development cost).¹²²

The Committee noted the Kingston Twin Ovals had been chosen as the site for the AFL High Performance Centre and Training Facility:

The Kingston Twin Ovals has been chosen as the site for the AFL High Performance Centre and Training Facility, marking a significant milestone for Tasmania's AFL dream.

Minister for Sports and Events, Nick Duigan, said significant due diligence had shown Kingston offered the best location in terms of delivery, cost and community outcome.

"This is a foundational step toward establishing Tasmania's first dedicated AFL and AFLW teams," Minister Duigan said.

"This facility will support elite player development, enabling Tasmanian athletes to compete at the highest levels while inspiring future generations.

"It will help create a legacy for local football and elevate Tasmania on the national sports stage."

Minister Duigan said the Kingston site means practical completion can be completed on or before the 31 October 2027, which is the date agreed to by the AFL.¹²³

With respect to the AFL High Performance Centre and Training Facility, the Committee noted the Agreement specified under Clause 19.2, the Tasmanian Government agreed that it will, at its cost and risk,:

- commence the TA Facility Construction Activities as soon as reasonably practicable, and
- use its best endeavours to achieve Practical Completion of the Facility on or before 31 December 2025.¹²⁴

Oversight of Potential Negotiations with a Third Party

At the public hearings, Mr Swain, (Secretary, Department of Treasury and Finance) informed the Committee of any oversight Treasury might have over future negotiations:

Mr WILLIE - What oversight will Treasury have in negotiations with a third party? I guess the risk here is that the State Government enters into an arrangement, potentially for political purposes, to say, 'look, we have a private party interested in this'. You may say it's commercial-in-confidence. The terms may be less than advantageous for the State.

¹²² Letter to Chair from AFL (dated 7 July 2023)

¹²³ See media advice 'Kingston to be the home of new AFL High Performance Centre', Hon Nick Duigan MLC (Minister for Sports and Events), 19 November 2024: <https://www.premier.tas.gov.au/latest-news/2024/november/kingston-to-be-the-home-of-new-afl-high-performance-centre> [Accessed 8 April 2024]

¹²⁴ Subject to both the satisfaction of the Commonwealth Funding Condition and the Tasmanian Government satisfying the Statutory Approvals Condition, see Clause 19.2, p.20

There might be higher costs over the period. What oversight will Treasury have in those negotiations? What parameters will you go into those negotiations with, making sure that you're protecting the State's interest?

...

Mr SWAIN - *We have a couple of involvements: one will be through the POSS¹²⁵ planning process, where we'll take an interest in the economic and financial assessments. I just dropped that in, though it's not directly relevant to your question.*

Mr WILLIE - *Just on that, some of that information will be public at the end of the month, will it?*

Mr SWAIN - *That's up to the applicant, which will be MPDC, but I believe they are getting close. In relation to the overall governance and delivery of the project, there is a steering Committee that Treasury has a senior representative on. That representative is there to make sure that the interests of the budget are considered and also that the contracting and procurement approach is consistent with all the TAs¹²⁶ and TIs¹²⁷ and frameworks that we use to protect public interest. Associated with that, as I think you'd all be aware, there are some international trade obligations that are honoured through the delivery of the procurement in line with the TIs, so we'll also be able to make sure that's adhered to. Really, the global answer to your question is there is an overarching Steering Committee with a number of parties. Treasury is represented at a senior level on that.¹²⁸*

Sponsorship Agreement between TT-Line and North Melbourne Football Club

The Committee received evidence in camera from TT-Line with respect to their sponsorship agreement with the North Melbourne Football Club (NMFC). The Committee satisfied itself that TT-Line had renewed its sponsorship agreement with NMFC until 2025 and that TT-Line had an option to withdraw from the agreement.

Alternative to Tasmanian Government Macquarie Point Stadium

The Committee heard from Mr Dean Coleman (Managing Director, Stadia Precinct Pty Ltd) and Mr Paul Lennon with their alternative public private partnership offering for Macquarie Point.¹²⁹ According to the Stadia Precinct's website:

Stadia Precinct submitted an unsolicited bid to the Tasmanian government on June 28, 2024. While we await a response from the panel appointed to review our proposal, we remain committed to our goal of completing the stadium by 2029.¹³⁰

¹²⁵ Project of State Significance

¹²⁶ Treasury Acts?

¹²⁷ Treasurer's Instructions

¹²⁸ See Transcript of evidence [Public Hearings \(9 August 2024\)](#), p.4

¹²⁹ See in general Transcript of evidence [Public Hearings \(3 November 2023\)](#) and [Stadia Precinct Presentation](#)

¹³⁰ See 'Stadia Precinct Updates MAC2.0 Progress in The Mercury', Stadia Precinct, 7 October 2024, <https://www.stadiaprecinct.com/blog/35gqg574jlza771ouszkv3kxzw255>

The Committee noted that the Stadia Precinct proposal had received key stakeholder support from the Tasmanian RSL Board, Hobart City Council, Royal Hobart Regatta Association, and others.

Committee Findings

- F31. Macquarie Point Development Corporation claimed the anticipated 10m concourse surrounding the stadium will provide a buffer between the stadium structure and Evans Street, Hobart.
 - F32. A decision has been made to locate the Tasmania Football Club, Club Training and Administration facility at the Twin Oval Complex in Kingston.
-

Appendix 1 – Adapted Extract of Estimated Capital Costs from TPC Draft Integrated Assessment Report

	MPDC	Gruen	Panel
Core Construction Cost ^A			
	\$774.9 M	\$861.0 M	\$861.0M
Stadium Related Costs ^B			
Kitchen and Food and Beverage Fitout		\$15.2 M	\$15.2 M
AV Services		\$27.1 M	\$27.1 M
PA System		\$2.7 M	\$2.7 M
CCTV System		\$3.5 M	\$3.5 M
LED Ribbon Board Advertising		\$8.0 M	\$8.0 M
Below Ground Carpark ^C			\$75.0 M
Total Stadium Direct	\$774.9 M	\$917.5 M	\$992.5 M
Precinct Plan Costs ^D			
Davey Street Footpath Extension		\$0.5 M	\$0.5 M
Event Bus Plaza		\$15.0 M	\$15.0 M
Collins Street Redesign		\$12.2 M	\$12.2 M
Collins Street Footbridge		\$60.0 M	\$60.0 M
UTAS Pocket Path		\$2.0 M	\$2.0 M
Evans Street Redesign		\$4.9 M	\$4.9 M
Public Transport Infrastructure		\$25.6 M	\$ 25.6 M
Site Access Upgrade/Northern Approach		\$46.5 M	\$46.5 M
Hunter Street Carpark Change		\$0.5 M	\$0.5 M
Total Precinct Related	\$0.0 M	\$167.2 M	\$167.2 M
Preparatory/Miscellaneous			
Sewer Realignment			\$15.0 M
Goods Shed Relocation		\$18.5 M	\$6.5 M
General Infrastructure			\$4.1 M
Energy Infrastructure			\$11.4 M
Total Preparatory Etc.	\$0.0 M	\$18.5 M	\$37.0 M
Grand Total	\$774.9 M	\$1,103.2 M	\$1,196.7 M ¹³¹

Notes

- MPDC's estimate is from WT Partners before 'value-management activities'. Panel's and Dr Gruen's are estimates from XMIRUS Peer Review of WT Partnership Costing, November 2024.
- Estimates included in MPDC's report but excluded from their analysis on the assumption these items would be paid for by commercial interests. The Panel's estimates include the capital costs and the estimated revenue associated with these assets based on modelling undertaken by Dr Gruen and Lateral Economics.
- Sourced from Department of State Development
- Required works to ensure the stadium is fully operational, including the Collins Street footbridge which may be necessary for the operation of the stadium

¹³¹ See 'Draft Integrated Assessment Report: Macquarie Point Multipurpose Stadium Project of State Significance', Tasmanian Planning Commission (31 March 2025), https://www.planning.tas.gov.au/_data/assets/pdf_file/0008/803825/Macquarie-Point-Multipurpose-Stadium-Draft-Integrated-Assessment-Report-31-March-2025.PDF, p.25-26 [Accessed 8 April 2025]

- E. The Goods Shed and the sewer line would need to be moved before substantive construction commences. The stadium would require additional investment in energy infrastructure and services. The estimates for the sewer realignment, the Goods Shed and the energy services are as supplied to the Panel by MPDC.

Appendix 2 – Summary of all Consultancies used by MPDC (as of 30 June 2024)

Consultant	Role	Phase	\$
Alan Hay	Aboriginal Health	POSS	4,750.00
AECOM	Remediation Strategy	POSS	29,880.00
APP	Project Management Support	Consultant Procurement	22,610.00
AURECON	Stadium Feasibility Design	Feasibility Design	35,970.00
BM+G	Building Surveyor	Stadium Design	Appointed
BMT	TPC Guidelines Environmental	POSS	73,405.00
Burbury	TPC Guidelines	POSS	10,420.00
Capital Insight	Project Management Support	Stadium Design	488,879.57
Corporate Communications	Stadium Communications	Stadium Support	5,421.25
Cox Architects	Architects	Stadium Design	3,444,233.00
Cushman & Wakefield	Economics review	POSS	7,000.00
Dean Greeno	Aboriginal Advisory	Stadium Design	1,750.00
JMG	Site Infrastructure Strategy	POSS	55,191.00
Ken Kanofski	Procurement Support	Consultant Procurement	7,293.00
KPMG	Economics	POSS	97,806.00
Leftfield Project Solutions	Economics – housing	POSS	6,600.00
Megan James	Probity Services	Consultant Procurement	500.00
Minter Ellison	Legal Support	Stadium Support	96,870.00
Moda Consulting	Probity Services	Consultant Procurement	4,900.00
Oceanside Consulting	Project Management Support	Consultant Procurement	17,160.70
Purcell Consulting	Heritage Assessments	POSS	77,109.00
Smartform	Functional Brief Development	Stadium Design	158,176.36
South Western Drilling	Drilling Consultant	POSS/Stadium Design	Appointed
State Growth – State Planning Advisor (Scott Balmforth)	Technical Support	Stadium Design	9,438.00
The Project Advisory	Technical Support	Consultant Procurement	31,500.00
Veris	Site Surveying	Stadium Design	24,157.25
Veolia	Waste Consultant	POSS	Appointed
WLF	Probity Services	Consultant Procurement	3,952.00
WT Partnership	Cost Surveying	Stadium Design	27,460.91
WSP	Transport Consulting	POSS	303,730.00
WSP	Geotechnical Consulting	POSS/Stadium Design	Appointed
Zancon	Construction Consultant	POSS/Stadium Design	Appointed

Appendix 3 – Summary of the MPDC Consultation Process with Tasmanian Aboriginal Community Organisations

Consultancies engaged by MPDC that identifies consultants with Aboriginal representation include COX Architecture, Realm Studios, Cultural Heritage Management Australia, Aboriginal Heritage Investigations and Southern Archaeology.

As part of their engagement, Cultural Heritage Management Australia have consulted with the following groups and individuals.

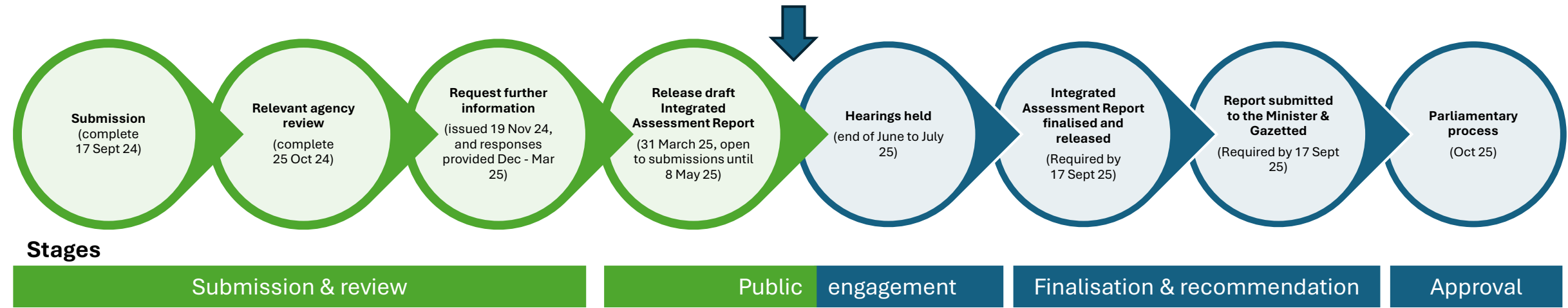
Organisation	Response to 5 August 2024	Meeting Date
Tasmanian Aboriginal Centre	No response received	
Aboriginal Land Council of Tasmania	No response received	
melythina tiakana warrana (Heart of Country) Aboriginal Corporation	Meeting confirmed	Meeting held in the week of 15 July 2024
parrdarrama pungenna Aboriginal Corporation	No response received	
South East Tasmanian Aboriginal Corporation Weetapoona Aboriginal Corporation	Emailed response confirming receipt – no meeting confirmed	
Six Rivers Aboriginal Corporation	Meeting confirmed	Meeting scheduled for the week of 5 August 2024
Circular Head Aboriginal Corporation	Meeting confirmed	Meeting scheduled for the week of 5 August 2024
Cape Barren Island	Meeting confirmed	Meeting held on 29 July 2024
Flinders Island Community Members Aunty Vicky Green Aunty Colleen Wheatly Aunty Gwen Wheatly and others	Meeting confirmed	Meeting held on 30 July 2024
Flinders Island Aboriginal Association	Meeting confirmed	Meeting held on 30 July 2024
Aboriginal Elders Council of Tasmania	Meeting confirmed	Meeting scheduled for the week of 5 August 2024
Karadi Aboriginal Corporation	Meeting confirmed	Meeting held on 10 July 2024
kooporoona naira Aboriginal Mob representing the Aboriginal Community of Deloraine	Meeting confirmed	Meeting scheduled for the week of 5 August 2024

List of Attachments

- A. Schematic of the Project of State Significance process
 - B. Minute - Southern Stadium Preliminary Analysis
 - C. Preliminary Presentation
 - D. Hobart Stadium Location Report
 - E. TasPorts Northern Access Road Concept Drawings
-

Project of State Significance application process

We are here
(April 2025)
The draft Integrated Assessment
Report is open for public
submissions





DEPARTMENT OF STATE GROWTH

Dept. Ref MIG22/216
Critical Date 22 February 2022

APPROVED/NOT APPROVED	
SIGNED:	
DATE:	1.3.22

Minute to the Premier

SUBJECT: SOUTHERN STADIUM PRELIMINARY ANALYSIS

Minister's notation:

Recommendation:

That you:

1. **NOTE** that a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium with a retractable roof was presented to Infrastructure Tasmania by MCS Management & Consulting on 4 February 2022;
2. **NOTE** that the southern stadium analysis utilises a desktop multi-criteria assessment under the broad categories of environmental, cultural, location, buildability and governance, of six possible sites for a new stadium and identifies Regatta Point as the preferred site;
3. **NOTE** that the southern stadium analysis is desktop and high-level in nature and significant further work will be required to appropriately scope, plan and cost a project to develop and deliver a new stadium;
4. **NOTE** that the significance of a new stadium project will be of interest to many stakeholders and the broader Tasmanian community and a decision to fully scope and develop the project requires some targeted engagement of impacted and important stakeholders in the first instance;
5. **APPROVE** the draft Southern Stadium Stakeholder Engagement Plan included at Attachment 2, which is premised on a Tier 2 stadium with retractable roof and oval and rectangular functionality at the Regatta Point site, for implementation upon the timing of a southern stadium announcement being confirmed;
6. **NOTE** that Infrastructure Tasmania is developing separate advice with respect to the next steps for progressing a southern stadium project.

Current Situation:

Preliminary analysis

In late October Infrastructure Tasmania (ITas) engaged local firm MCS Management & Consulting (the Consultant) to undertake a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium (capacity of 23-27,000 seats) with a retractable roof and within easy commuting distance of the Hobart CBD. This analysis supports the work of the AFL Taskforce with respect to infrastructure, including stadia, that is necessary to effectively support a Tasmanian team being secured and operating into the future.

The analysis included initial briefings, development and analysis of assessment criteria, high level schematic concept design and compilation of a report and presentations. A preliminary report, a copy of which is provided at Attachment 1, was presented to ITas on 4 February 2022. A total of six sites have been considered in the analysis, with selection based on the following key considerations:

1. Has an acceptable commuting/walking distance from the CBD to maximise patron utilisation of existing CBD parking, passenger transport, accommodation and hospitality.
2. Maximise the promotional benefit of the venue to the State.
3. Minimise impact on residential areas.

These considerations resulted in a focused consideration of the Doman precinct, Macquarie Point and the Regatta Grounds. A comprehensive suite of criteria, under the broad categories of environmental, cultural, location, buildability and governance, have been utilised to assess and undertake a relative ranking of each potential site. This assessment resulted in Macquarie Point being ranked first, Regatta Point second and Lower Domain Road third.

With alternate development plans for Macquarie Point in place, the Consultant has recommended Regatta Point as the preferred site, noting the following:

- Its relative position and proximity to residential areas (being the furthest of the sites considered).
- Its ability to be well connected into numerous public transport services including ferries and the northern transit corridor.
- It presents an opportunity to develop a new absolute waterfront restaurant and retail precinct, which is connected to the Hobart waterfront via Macquarie Point.
- The site provides a significant 'wow' factor from all approaches.
- The opportunity to work with the RSL and the Regatta Association to enhance the area and annual events.

The Consultant is expected to provide its final report and related documentation during the week commencing 14 February 2022. In considering the Consultant's recommendation, ITas has also requested that a small number of very high quality conceptual images of the site, stadium and facilities be produced to support stakeholder engagement activities. These images will be completed by the end of February 2022.

Details of the Consultant's work have been shared with the AFL Taskforce given one of its key workstreams is infrastructure, including stadia, that would support a Tasmanian team.

Next steps

The approach to the preliminary feasibility analysis, whilst carefully considered, has been desktop and high level in nature. Significant further work, including stakeholder engagement, is required to develop the concept into a project that has an appropriate scope, budget and potential timelines. It is possible that stakeholder engagement may identify that not all elements of all future plans may be compatible, eg the extent to which a stadium at Regatta Point impacts on wharf expansion plans.

ITas is working with MCS Management & Consulting to consider possible next steps following its preliminary advice and recommendation regarding a preferred site. ITas will also seek input from its expert adviser Waypoint and the AFL. Separate advice in this regard will be provided for consideration in the coming months.

Communications Strategy:

The development of a southern stadium is significant and will be of interest to many stakeholders and the broader Tasmanian community.

A draft Southern Stadium Stakeholder Engagement Plan, a copy of which is provided at Attachment 2, has been developed to support an announcement the Government may make in relation to the preliminary analysis becoming a project that will be fully scoped and developed.

The draft stakeholder engagement plan identifies key messages which link to the Government's broad vision for major sporting and entertainment infrastructure across the State, and prioritises stakeholders based on the extent to which they are impacted and their influence. It also includes an action plan which categorises engagement activities pre and post any announcement about the project.

Implementation of the Stakeholder Engagement Plan can commence once approved and/or the timing of an announcement about progressing a southern stadium project is confirmed.

Background:

The Tasmanian AFL Licence Taskforce Report was delivered to the State Government on 20 December 2019. The Report concluded that Tasmania should be included in the national competition. The AFL commissioned Colin Carter, former Geelong President and AFL Commissioner, to undertake a detailed review of the Taskforce business report to examine all financial, fixturing, talent and other relevant considerations. Mr Carter concluded that Tasmania had a strong case for inclusion in the AFL. The AFL has agreed that a decision on whether a standalone team from Tasmania will enter the league will be made in 2022.

A working party involving representatives from the AFL Taskforce, AFL and the Department of State Growth (the Department) has been established to progress the outcome of the Carter Review. Concurrently the AFL Taskforce is progressing its next program of works aimed at securing an AFL licence for Tasmania. A key component of that program of works relates to infrastructure, including a southern stadium and a best-of-breed high performance facility as an immediate priority.

MCS Management & Consulting was engaged by Infrastructure Tasmania in late October 2021 to undertake a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium. The value of the contract was \$18,000 (ex GST). The cost of conceptual images of the Consultant's preferred site is \$22,500 (ex GST).



Kim Evans
Secretary

15 February 2022

Prepared by:	Alison Turner	Cleared by:	Gary Swain
Position:	Director Major Infrastructure Projects	Position:	Deputy Secretary Transport & Infrastructure
Email:	[Redacted]	Email:	[Redacted]
Phone:	[Redacted]	Phone:	[Redacted]

Attachments:

1. Southern Stadium Analysis Preliminary Report, *MCS Management & Consulting*, 4 February 2022
2. Draft Southern Stadium Stakeholder Engagement Plan

PRELIMINARY REPORT

4th FEBRUARY 2022





MCS Facility Management – Stephen McMullen

Stephen is a well-known and respected venue manager who has delivered over 500 international and national events including a World Cup and COAG.

He has been the leader on over \$70 million of Tasmanian Sports Infrastructure Projects including the Tasmanian Hockey Centre and Blundstone Arena Redevelopments, and has the unique ability to engage with stakeholders, develop plans to suit and implement the information obtained into the design and operationally to deliver successful facilities and events.

He has also acted as lead consultant on a number of “greenfield proposals” including the Quarry Project, a stadium in Hobart for a Tasmanian A-League team, as well as the conceptual designer of the Tasmanian Hockey Centre.

He is currently Managing Director of Pinpoint Group who are charged with delivering the updated Taste of Summer Festival.

Stephen is an Accredited Member of the Venue Management Association (Asia and Pacific), International Association of Venue Managers, and representative of the recently formed Live Entertainment Industry Forum.

He is the Head Coach of the Tassie Tigers Men’s senior hockey team and former successful Tasmanian Premier League team North West Graduates Men’s coach and a Life Member of NWHGHC.

Stephen lives and works in Hobart





Philp Lighton Architects – Peter Gaggin FAIA

Peter has over thirty years professional experience and has been a Director of Philp Lighton Architects since 2002. Over the last 20 years he has attained considerable experience and expertise in community buildings, sporting facilities, aged care, local government, recreational, children's, community, civic, university and educational projects. As project director he has been responsible for the delivery of more than \$300M value of built work since 2002.

He is a Fellow of the Australian Institute of Architects (FAIA 15866), and is an active committee member of the RAIA Tasmania Chapter Practice Committee and a senior mentor and examiner for architectural graduates approaching their professional registration exams. He is also a volunteer Board member of Kickstart Arts, a community arts organisation based in ancient buildings in St Johns Park New Town.

Peter is a former State Senior Hockey representative, Premier League player and umpire. Currently representing Australia, Tasmania and the University Hockey at Grade and Masters level, he is the state coordinator for masters' hockey in Tasmania and the Tasmanian delegate to the Hockey Australia Masters Council. He has played in every state and territory of Australia and internationally in England, Spain, Belgium, Germany, Netherlands, New Zealand and South East Asia. He currently coaches his Club's U18 team.

Peter's partner Andrea is a former WNBL and State player and their children are all actively involved in sport – be it hockey, AFL, basketball or netball.

He is a Life Member of University Hockey Club, a Cricket Tasmania Member, a Jack Jumpers basketball Club member and a proud member of the Richmond Football (AFL) Club (Go Tiges!)

From this wealth of experience he understands what makes sporting facilities work, and has instilled this knowledge and experience into the design of many buildings and sporting facilities.

PhilpLighton Architects



Philp Lighton Architects – Richard Headlam

With family roots sewn deep within the sheep covered plains of the Tasmanian Midlands, Richard's respect of the Tasmania's unique landscape, climate and people are a constant source of influence and inspiration.

Richard holds a Master's qualifications in Architecture and is a qualified architect registered in Tasmania. He has been the Project Architect for most of Philp Lighton Architects' sports facilities and implements the level of skill and knowledge required into these projects through all phases from concept design to contract administration and completion.

Richard's ability to effectively communicate engaging ideas from concepts to fine detail, has seen him successfully manage projects of all scales throughout the state. His considered approach to complex problems can be seen in recent projects at Kangaroo Bay Sporting Facility, Risdon Vale Community Sports Pavillion and multiple projects at Blundstone Arena.

His drive to succeed extends beyond the workplace, and can be often seen perfecting his drop shot at the Domain Tennis Centre, drag flicking penalty corners at the Tasmanian Hockey centre, or making his son 'pick up 4' in an epic game of UNO.

Architecture magazines on his desk or coffee table will be worn most heavily on pages displaying the wild forms and paired back palettes of John Lautner or Olson Kundig.

Richard sees architecture as an opportunity to enrich people's everyday lives by challenging how a user interacts with and perceive space.

PhilpLighton Architects

PROJECT TIMINGS

Phase	Scope	Timings
Phase A	Briefing and project commencement	Late Oct 2021
Phase B	Development and analysis of Assessment Criteria	Nov & Dec 2021
Phase C	Schematic Concept Design	December 2021
Phase D	Compilation of a Report + Presentations	Early to Mid Jan 22
	Final Report	Mid Jan/Early Feb 2022



PROJECT BRIEF

The State Government requires a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium (capacity of 23,000 to 27,000 seats) within easy commuting distance of the Hobart CBD.

The final assessment may include up to three (3) sites.



PROJECT BRIEF *(continued)*

Key considerations for the sites

- 1.** Has an acceptable commuting/walking distance from the Central Business District (eg within a determined radius from the GPO), to maximise patron utilisation of existing CBD parking, passenger transport, accommodation and hospitality
- 2.** Maximise the promotional benefit of the venue to the State
- 3.** Minimise impact on residential areas



ACCEPTABLE COMMUTING / WALKING DISTANCE

Walkability Standards – Design Concepts – Test of Common Assumptions

Robby Layton, Phd.

- Typical pedestrians believe 10 minutes walking time is an acceptable time
- Average speed of pedestrians ranges from 1.44 to 3.32 miles per hour (2.32 to 5.34km/h)
- Outcome of this study is common assumption is 390 to 900 metres is acceptable distance to walk

Australasian Transport Research Forum

- Average speed of pedestrians is 1.49 metres per second (90 metres per minute = 900 metres)

Project Assumption – 10 to 15 minutes is the radius we will work to = **1,350 metres**



SITE CONSIDERATION CRITERIA

- Heritage impacts
- Aboriginal heritage impacts
- Natural conservation value impacts
- Noise/light impacts
- Event day Traffic impact / congestion / management
- Ease of patron access
- Hobart City Council zoning and management plan compliance
- Site ownership constraints
- Site size constraints, including expansion capability
- Opportunities for functional integration with nearby infrastructure / precinct creation
- Services capacity
 - distribution – power, gas, water, sewer, stormwater, data, augmented reality
 - Data consumption and speed during events



SITE CONSIDERATION CRITERIA *(CONTINUED)*

- Emergency and other services amenity, access and ability to respond
 - Tas Police, Ambulance, Air Ambulance, Fire Services, etc
 - Health Department (eg: Covid agencies)
 - Federal Agencies
 - Defence forces
- Construction impact
 - Long term construction project (+2 years)
- Safety and security
 - Evacuation and egress
 - Surveillance / observation / protection
 - Counter terrorism
- Environmental considerations
 - Low impact – materials, re-use and recycled, energy demand, building envelope etc
 - Carbon neutral footprint guiding principles
 - Low emissions
- Site Expansion/Growth Opportunities



CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION		
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat		
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance		
20	20%	Patron impact	Residential location	Event traffic & pedestrian management		
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period		
0	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site		
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues		
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site		
20	20%	Community	Residential impact	Impact on residential amenity		
Total Points	20%	Community	Existing usage	Impact on users and tennant activities		
0						
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services		
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services		
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements		
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes		
0	10%	Safety and security	Evacuation and egress	Safe surrounds		
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state		
BUILDABILITY	30%	Cost to develop	Civil works required	RATING	DESCRIPTION	SCORE
Points Value	10%	Cost to develop	Minimising project costs			
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and			
Total Points	30%	Services capacity	Existing availability and/or capacity			
0						
				5	EXCEPTIONAL	100%
				4	EXCELLENT	75%
GOVERNANCE	25%	Ownership	Site ownership constraints	3	SATISFACTORY	50%
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities			
10	25%	Statutory authority compliance	Management plan compliance			
Total Points						
0						
				2	POOR	25%
				1	UNACCEPTABLE	0%

CATEGORY DESCRIPTIONS

Environmental – Focus Areas

This describes the environmental impact of the development both during construction and after completion on the pre-existent endemic and introduced flora and fauna, together with excavation or fill into natural landform and topography, and the nearby residential uses.

- **Flora and Fauna:** score based on the impact on the natural environment, including identification of any know habitat for rare or endangered species
- **Noise and Light:** score based on the impact on neighbouring houses on event night, including stadium noise, and flood lighting
- **Patron impact:** score based on the anticipated impact of patron using the site, both during construction and event night, including traffic congestion and pedestrian management, and outside stadium anti-social behaviour before or after events.
- **Construction impact:** score based on a long term construction activity and working hours, contractor parking, traffic management, construction noise including rock-breaking and power tools, heavy vehicle movements, meal purchases at local shops, rubbish, dust and spoil management
- **Topography and landform:** score based on the disturbance of the landform including natural waterways and to riparian corridors, cut, fill, excavations, and stockpiling of excavated material, over a +6ha flat site



CATEGORY DESCRIPTIONS

Cultural – Focus Areas

This describes the cultural impact of the development on the historical and cultural significance of the site, both first nations' and post-colonial, including heritage, adjacent residential uses and the effect on the site's current usage patterns and experiences

- **Aboriginal heritage impacts:** score based on the consultation with the traditional custodians of the land to determine identification of issues, evidence of occupation and connections to country (site)
- **Heritage Impacts:** score based on the impact to the historical significance of the site including known buildings, relics or previous usage or historical links to the site
- **Community residential impact:** score based on the anticipated impact to the adjacent residences and occupants, including impacts on occupants' peace and quiet, on-street parking, flood lighting, and noise, property values, outlook, and views
- **Community existing usage impact:** score based on the anticipated impact to the existing current usage of the proposed site, be it passive, recreational or organised, including such things as accessibility to the site, community sport, commercial or industrial usages



CATEGORY DESCRIPTIONS

Location – Focus Areas

This describes the site's location in relation to the Central Business District, distance by walking, capability and capacity of the existing infrastructure, services, utilities, road networks and access and promotional capacity of the facility to the state.

- **Ease of patron access:** score based on the adjacency to the CBD, and ease and safety of pedestrian access before, during and after events, ease of way-faring, utilisation of existing infrastructure and services
- **Event day traffic impact and congestion:** score based on the ease of traffic management, event logistic vehicles, carparking, safe access, public and alternative transport arrangement – bus, bikes, e-vehicles, light rail, ferry, ride share, taxis, utilisation of existing infrastructure and services
- **Site size constraints:** score based on the ability to future proof the site to provide for the ability to grow the site with minimal changes to requirements, this includes such items as infrastructure capacity, land availability, etc
- **Emergency and services amenity:** score based on the ability for emergency and other services to be accommodated, infrastructure capacity, reaction times and ease of access (fire fighting etc)
- **Safety and security:** score based on the provisions for emergency evacuation and safe refuge, entry screening, crime prevention through environmental design
- **Wow factor:** score based on the experiential brilliance, showcase of Tasmanian excellence, promotional overview to city, iconic facility embedded in the public realm



CATEGORY DESCRIPTIONS

Buildability – Focus Areas

This describes the straightforwardness with which the facility could be developed on the site and includes building cost, earthworks (cut / fill / excavation), other required civil works construction, connections to the existing infrastructure and contractor access to the site

- **Cost to develop - civil works:** score based on the relative costs for excavations, cut and fill, importation of material and the complexity of building the site on the existing topography
- **Cost to develop – building works:** score based on minimising project expenditure by using existing landforms, services, structures and the like
- **Opportunities for functional integration with nearby infrastructure:** score based on the ability to connect to existing road networks, and other transportation hubs without the need to build new access or provide major improvements to the existing.
- **Services capacity:** score based on the close availability of building services such as stormwater, sewer, power, water, data and comms without the need to build new or provide major upgrades or improvements to the existing



CATEGORY DESCRIPTIONS

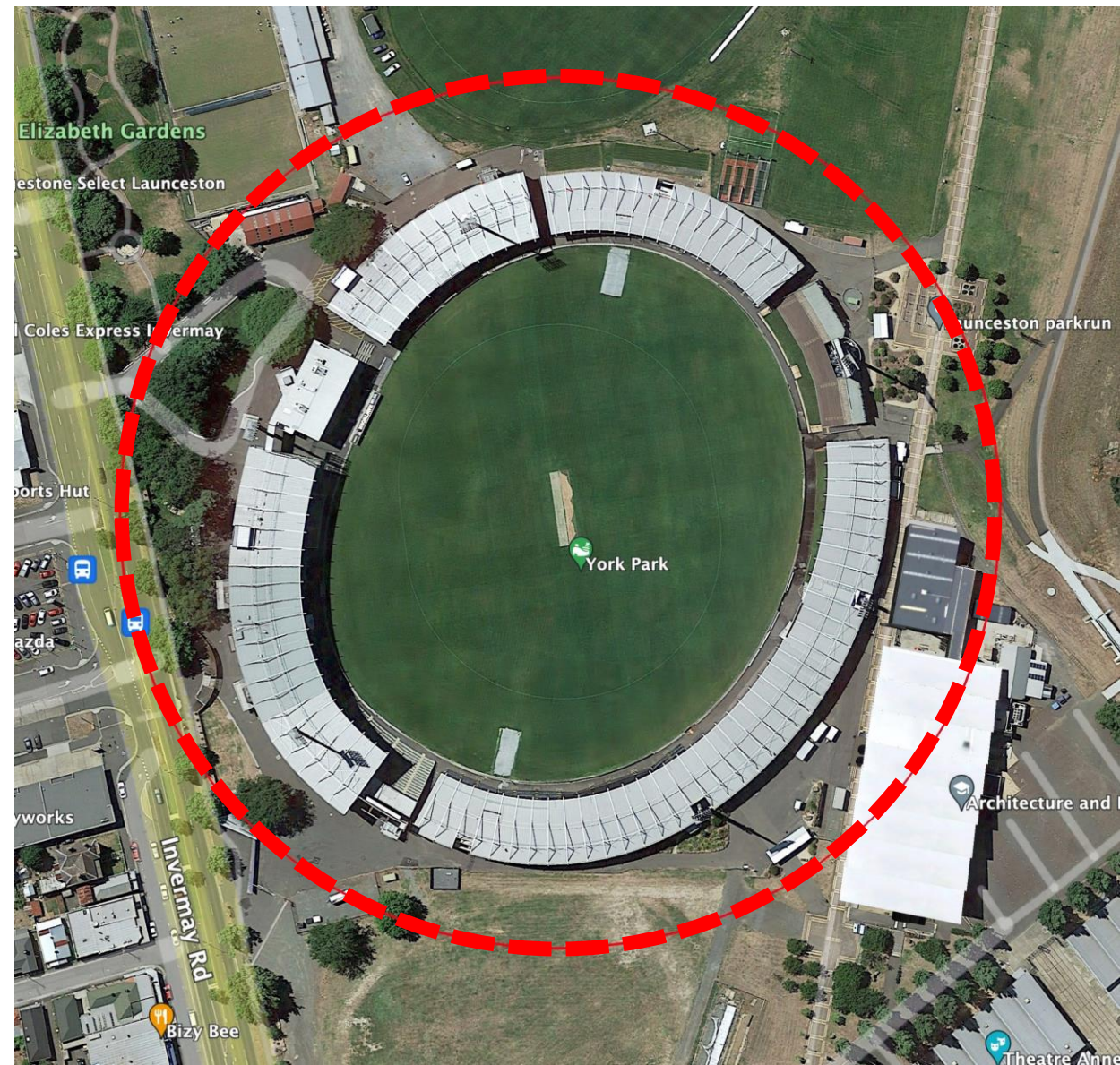
Governance – Focus Areas

This describes the ownership of the land on the proposed site, statutory requirements and management over the site and the ease of meeting those requirements

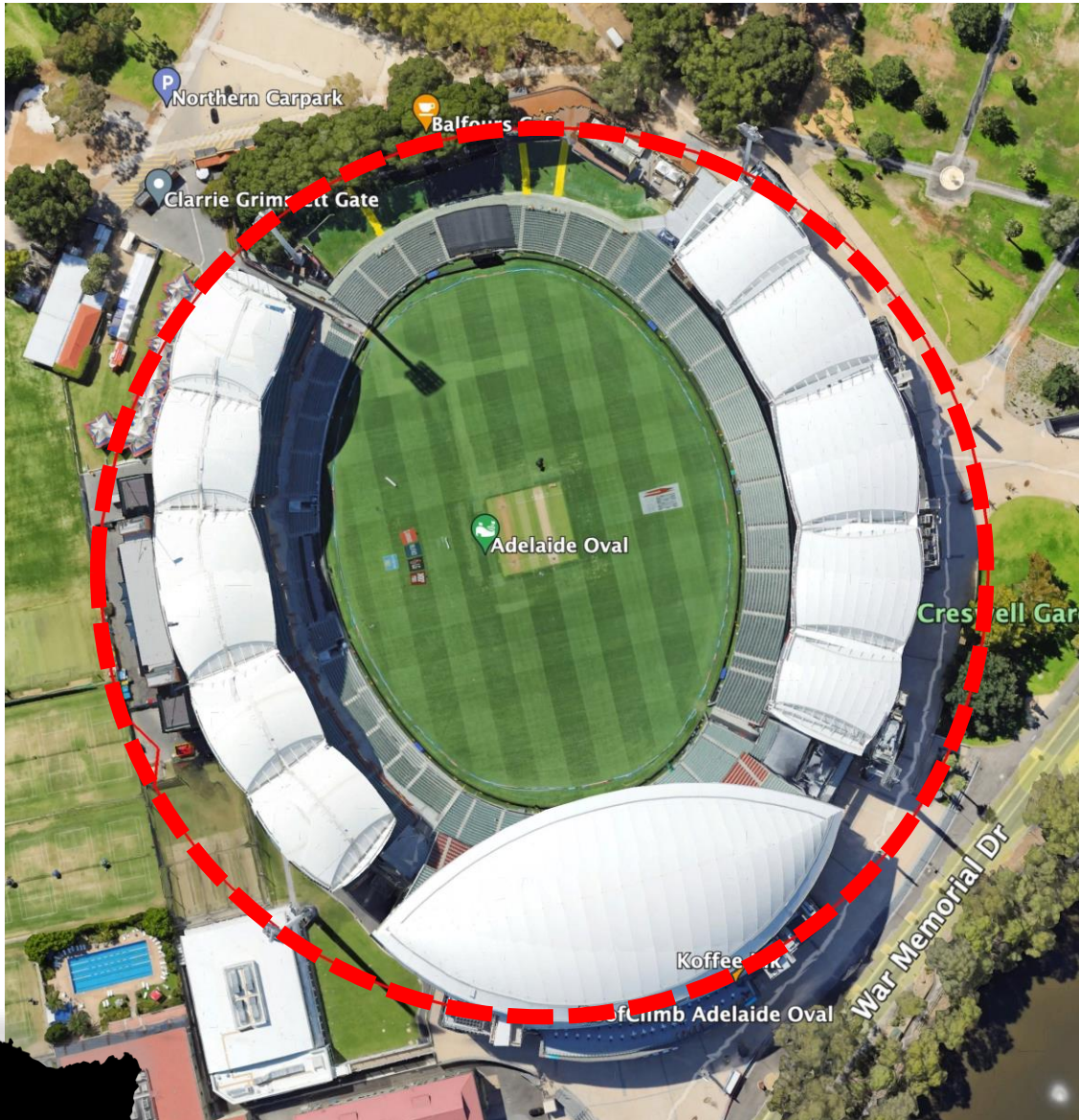
- **Ownership:** score based on the ability to obtain “ownership” and access to the site – lease / rent / purchase and to amalgamate titles or other methods to enable construction over adjacent lots
- **Statutory Authority compliance:** score based on the ability to meet town planning requirements for the new works working within the statutory authority framework
- **Management Plan compliance:** score based on the ability to meet management plan requirements for the new works working within the statutory authority framework

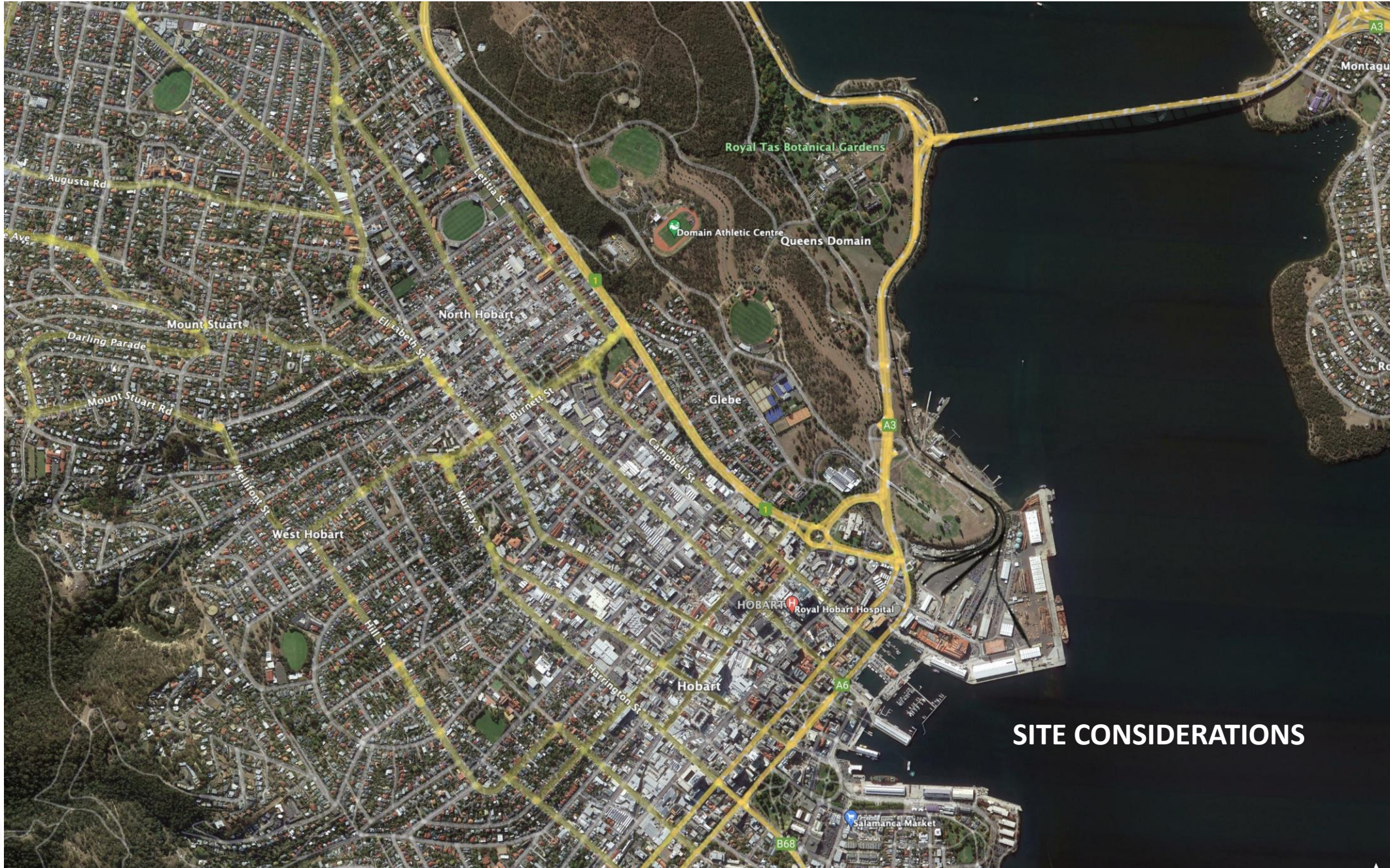


CURRENT TASMANIAN STADIA @ 140m RADIUS



NEWER MAINLAND STADIA @ 140m RADIUS





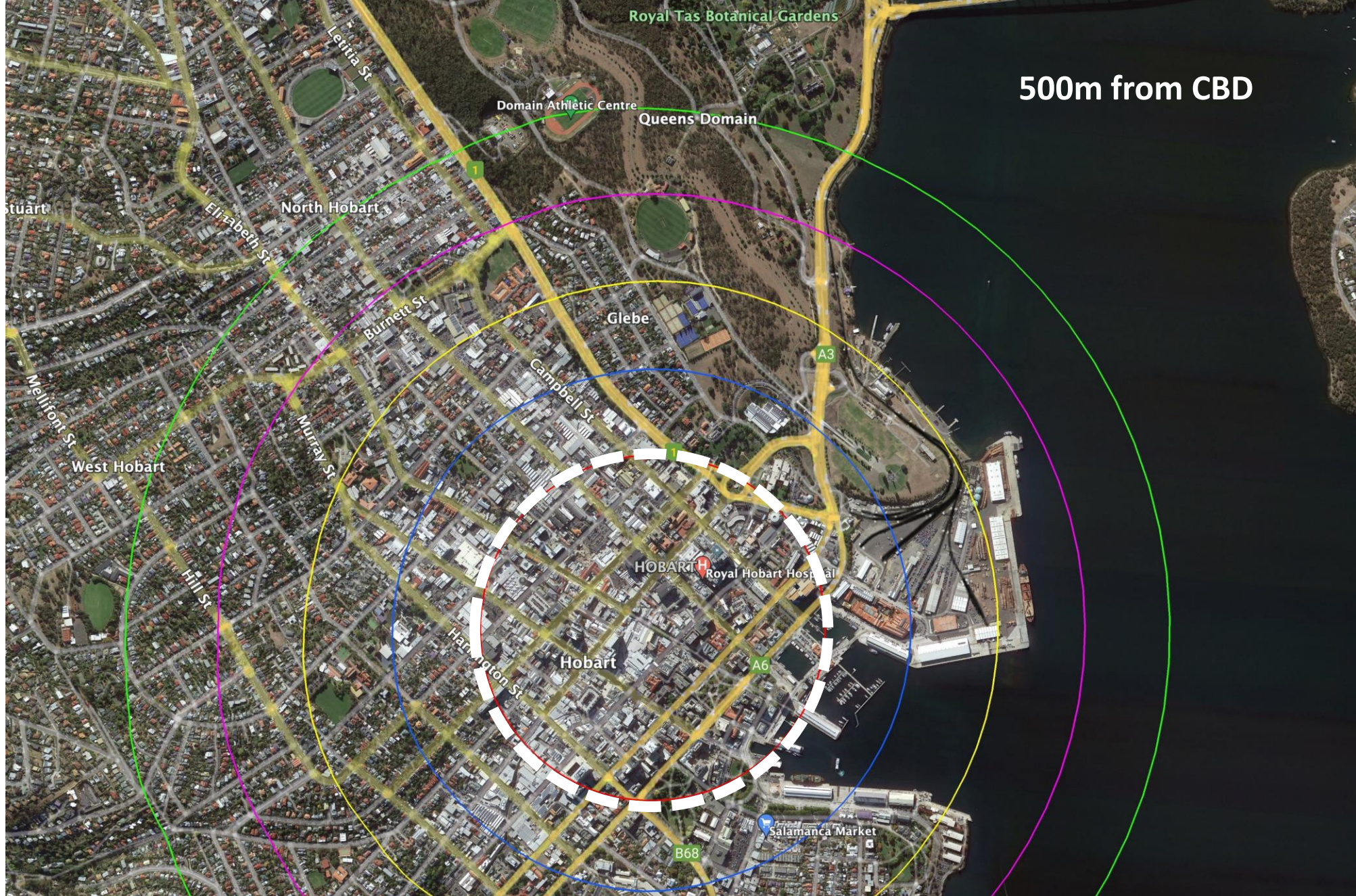
SITE CONSIDERATIONS

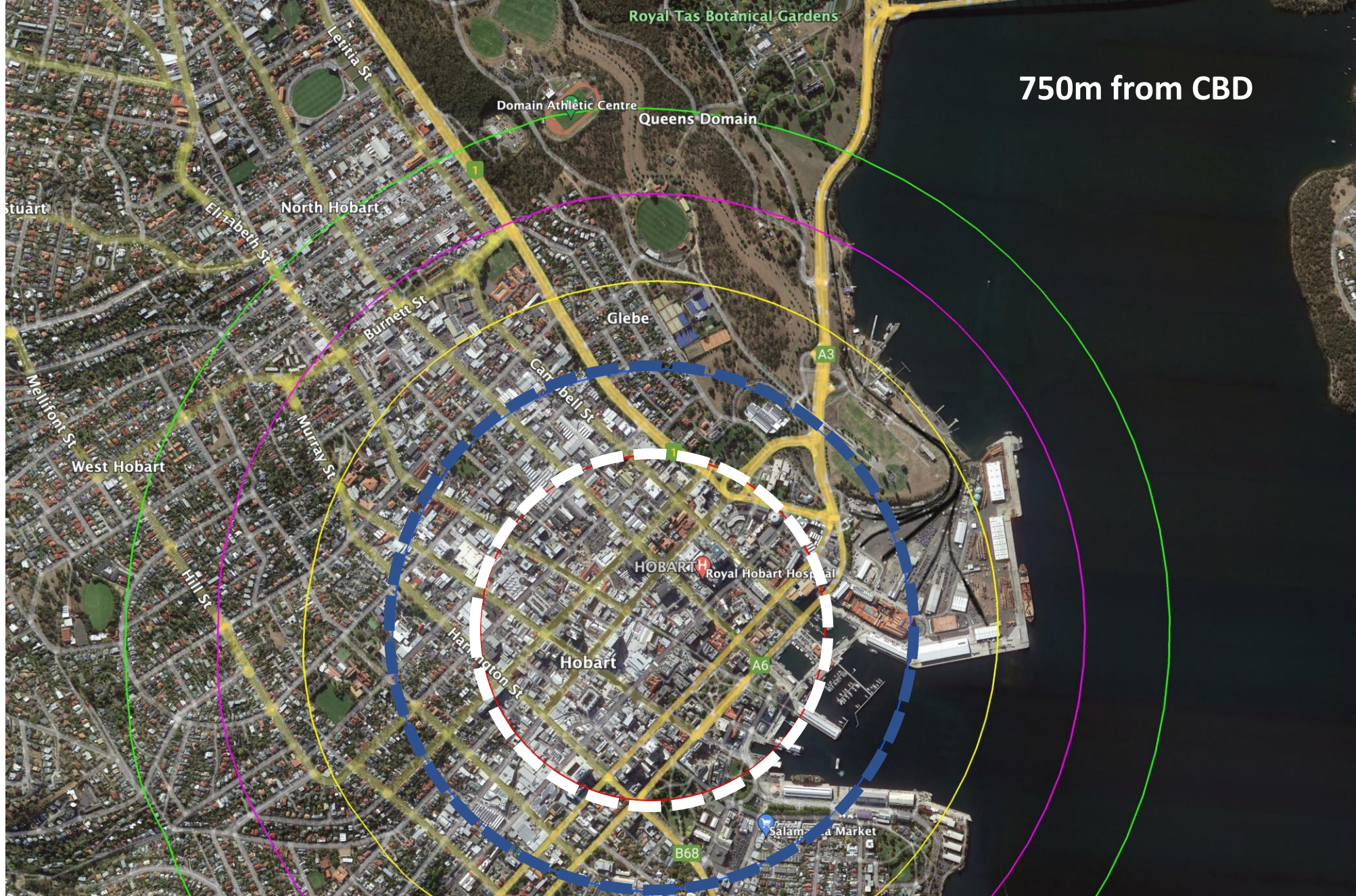
SOUTHERN STADIUM ANALYSIS



**MCS MANAGEMENT
& CONSULTING**

PhilpLighton Architects



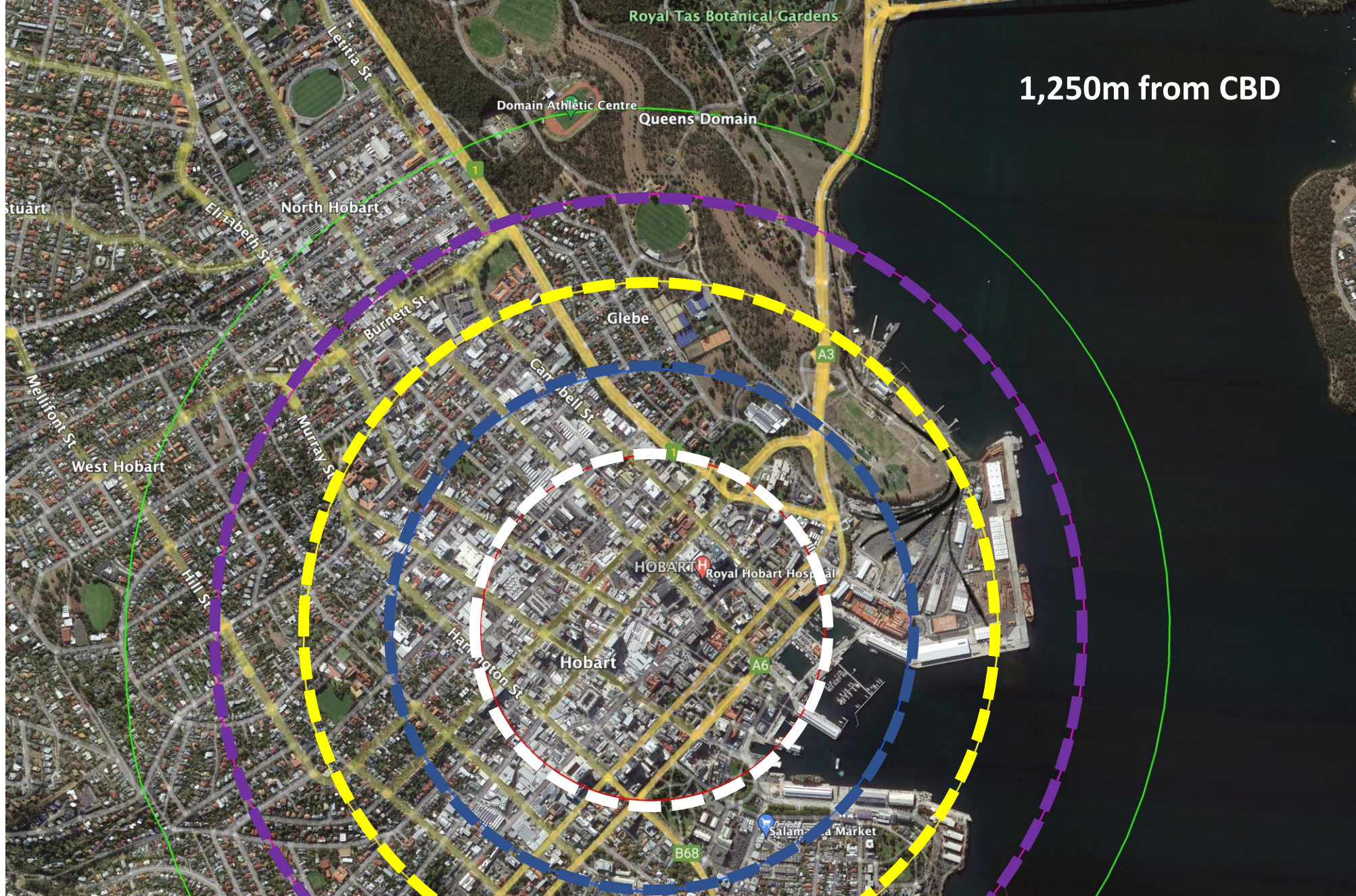


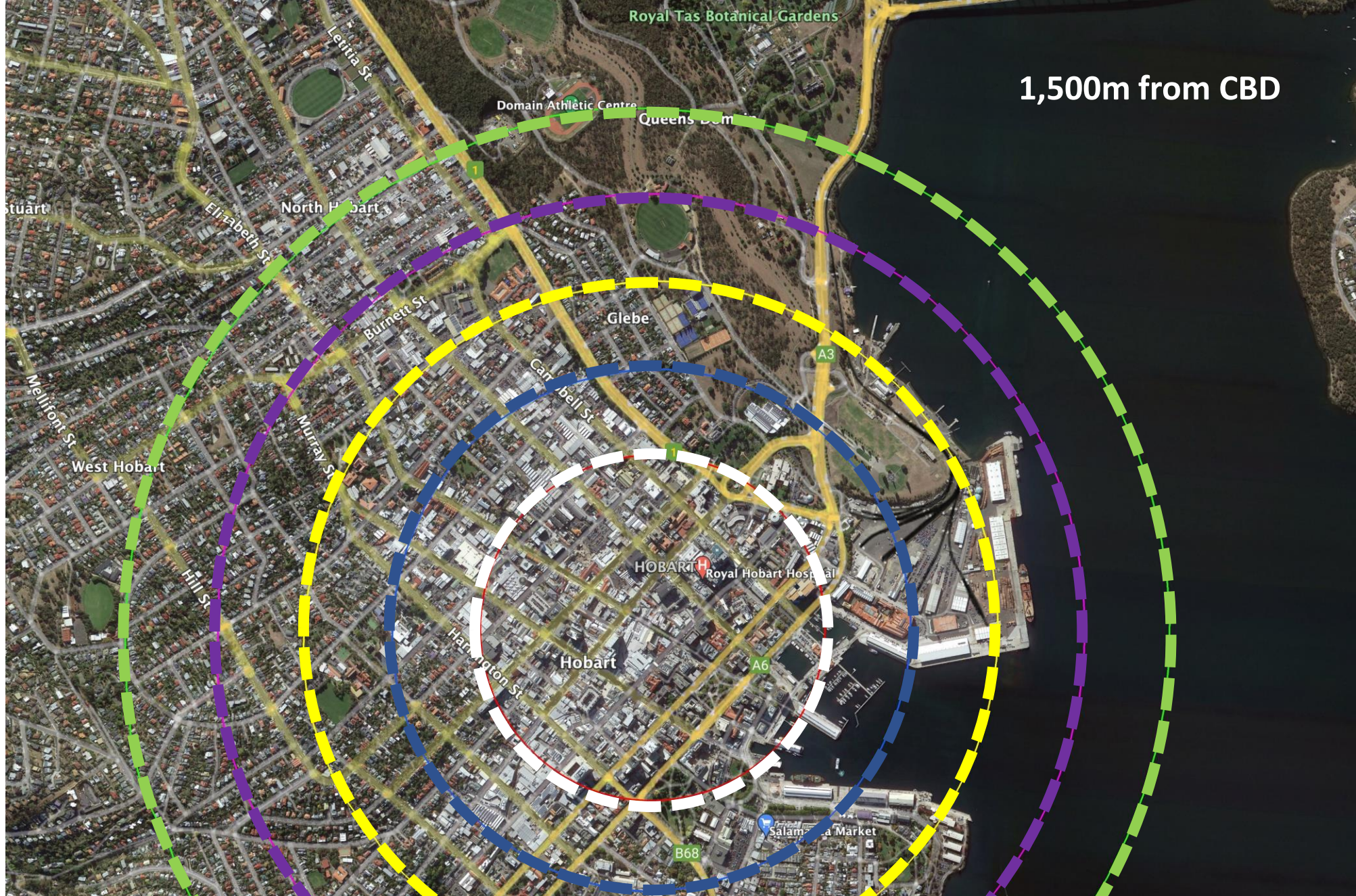
750m from CBD





1,000m from CBD



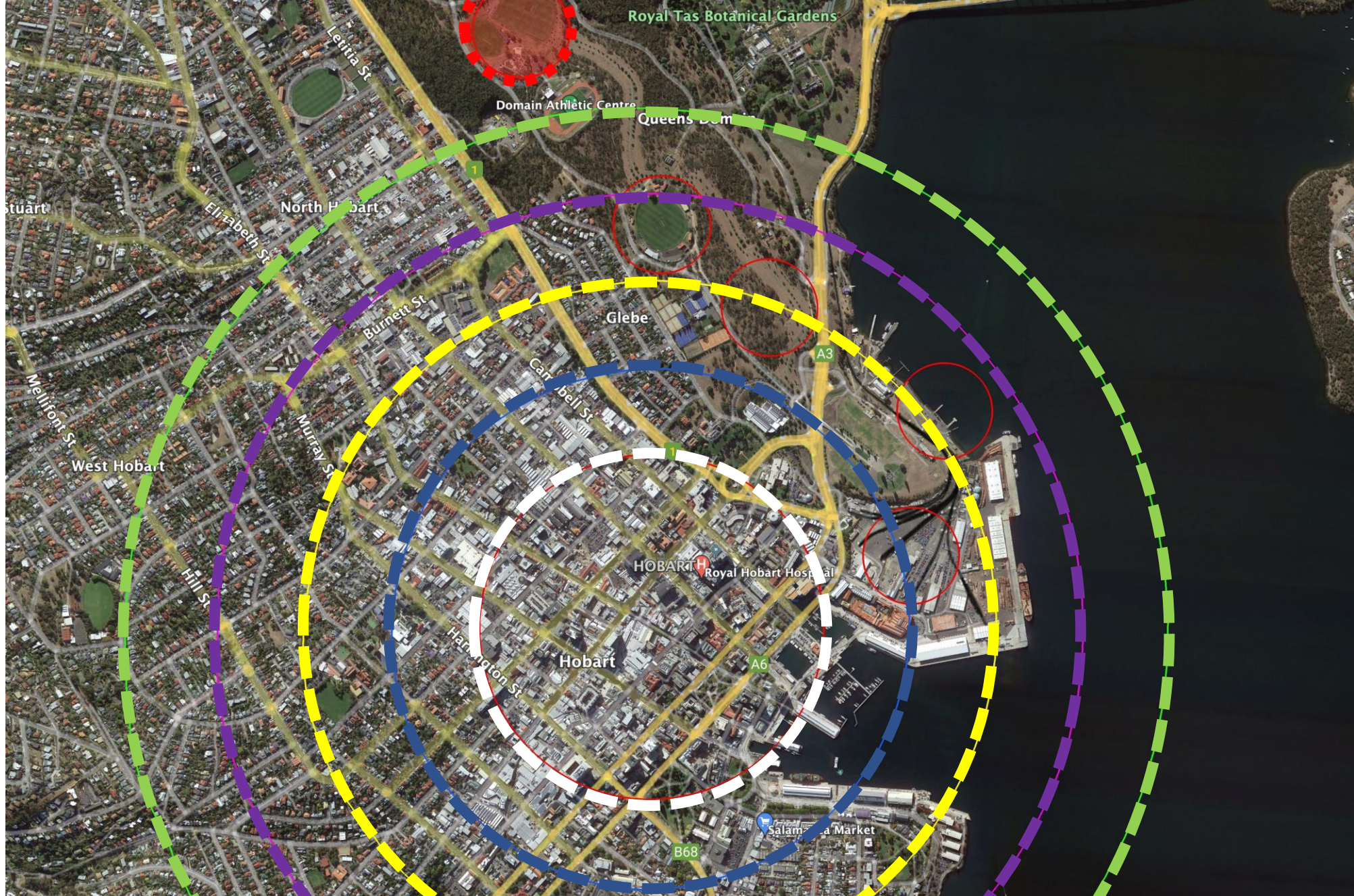


1,500m from CBD



AREA SELECTION



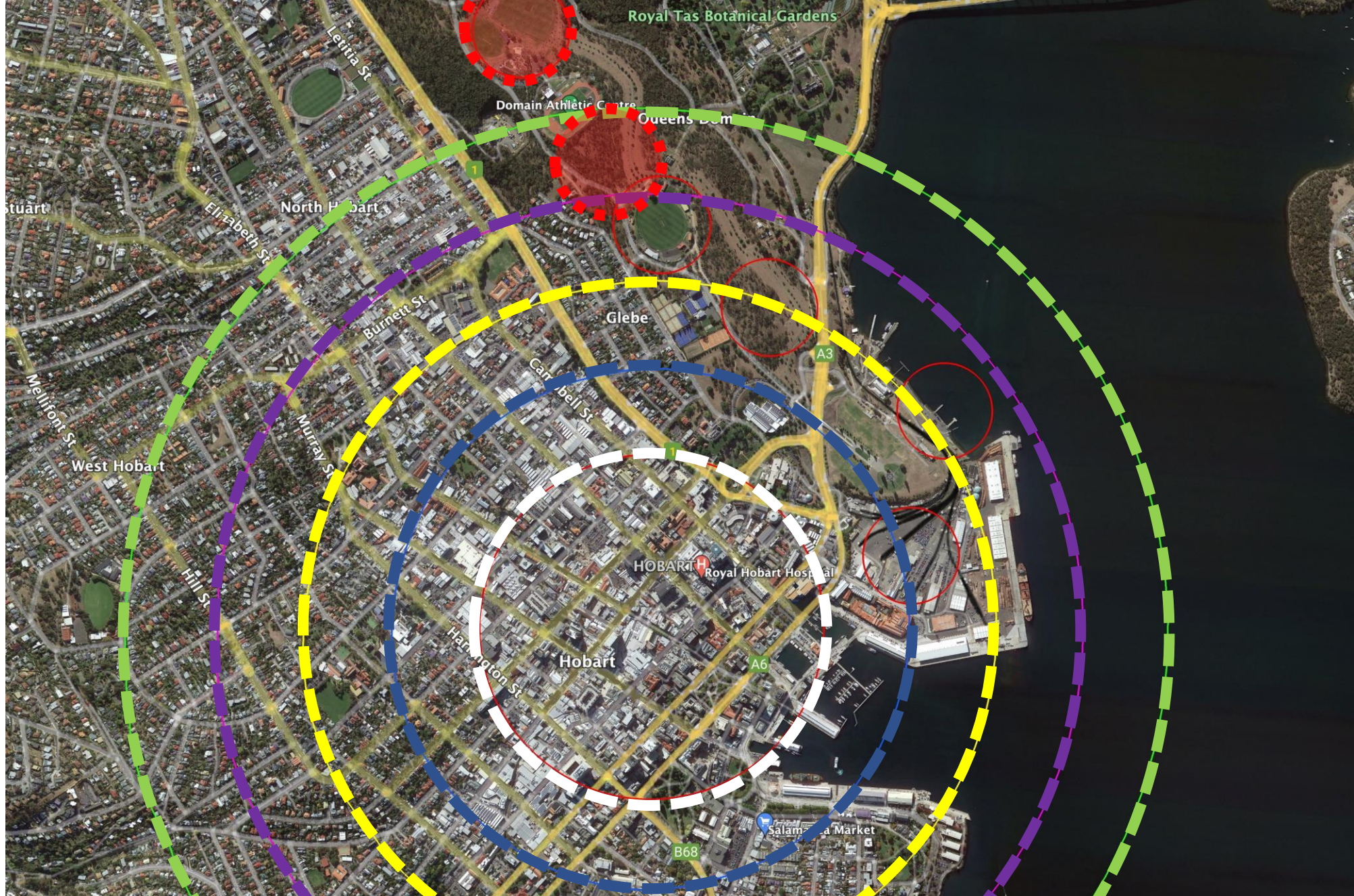


SOUTHERN STADIUM ANALYSIS



MCS MANAGEMENT
& CONSULTING

PhilpLighton Architects

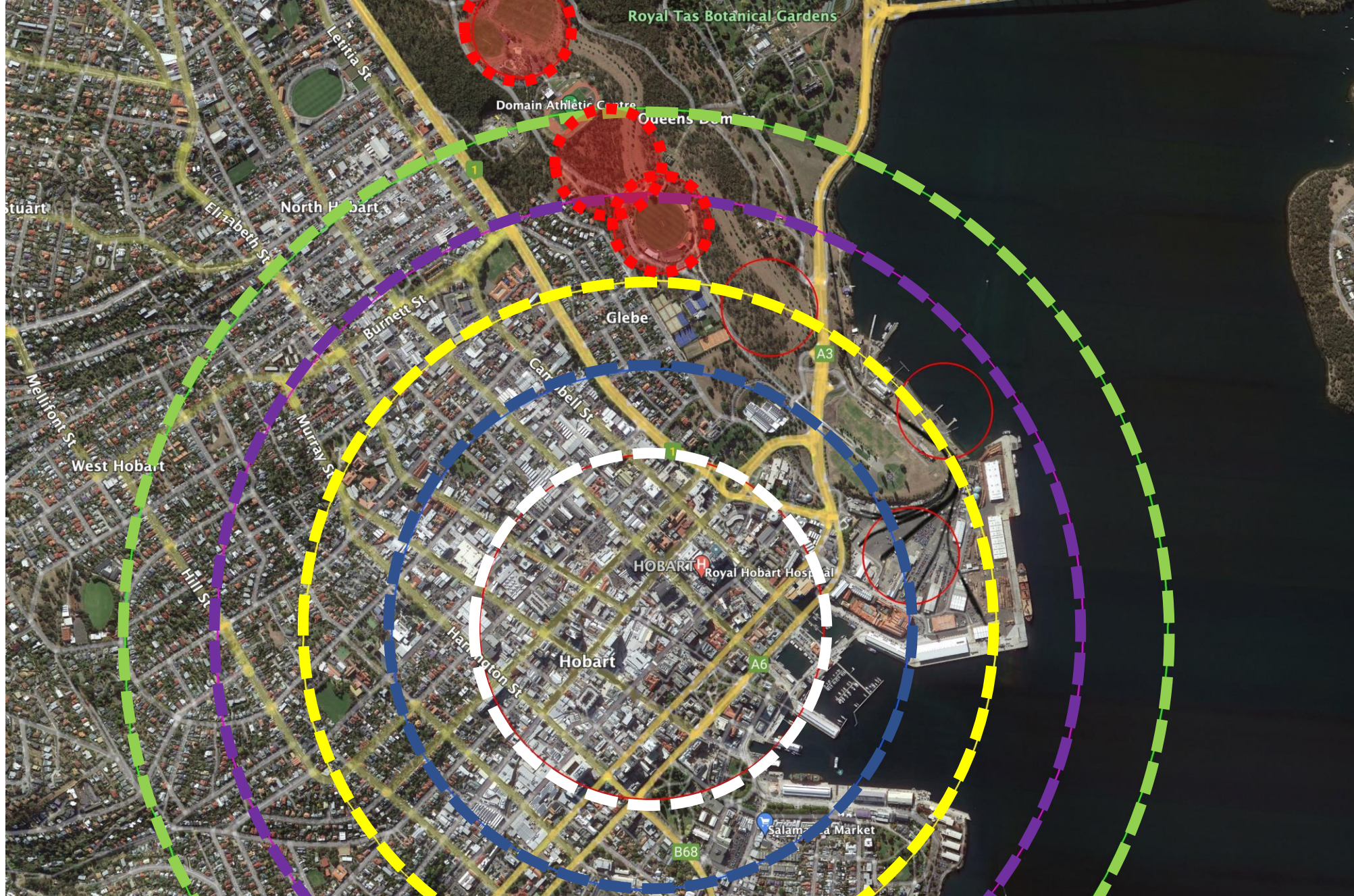


SOUTHERN STADIUM ANALYSIS



MCS MANAGEMENT
& CONSULTING

PhilpLighton Architects

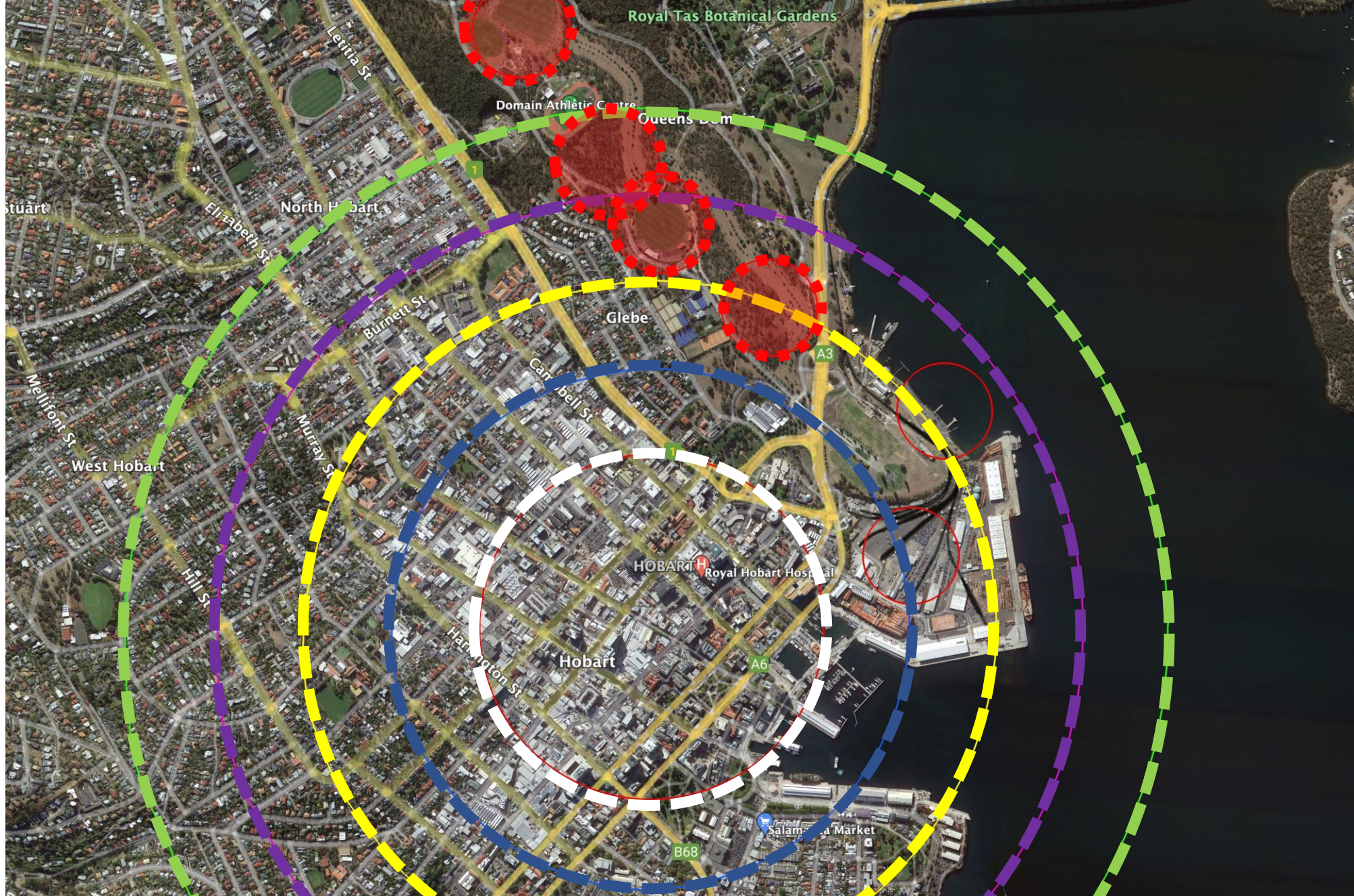


SOUTHERN STADIUM ANALYSIS



MCS MANAGEMENT
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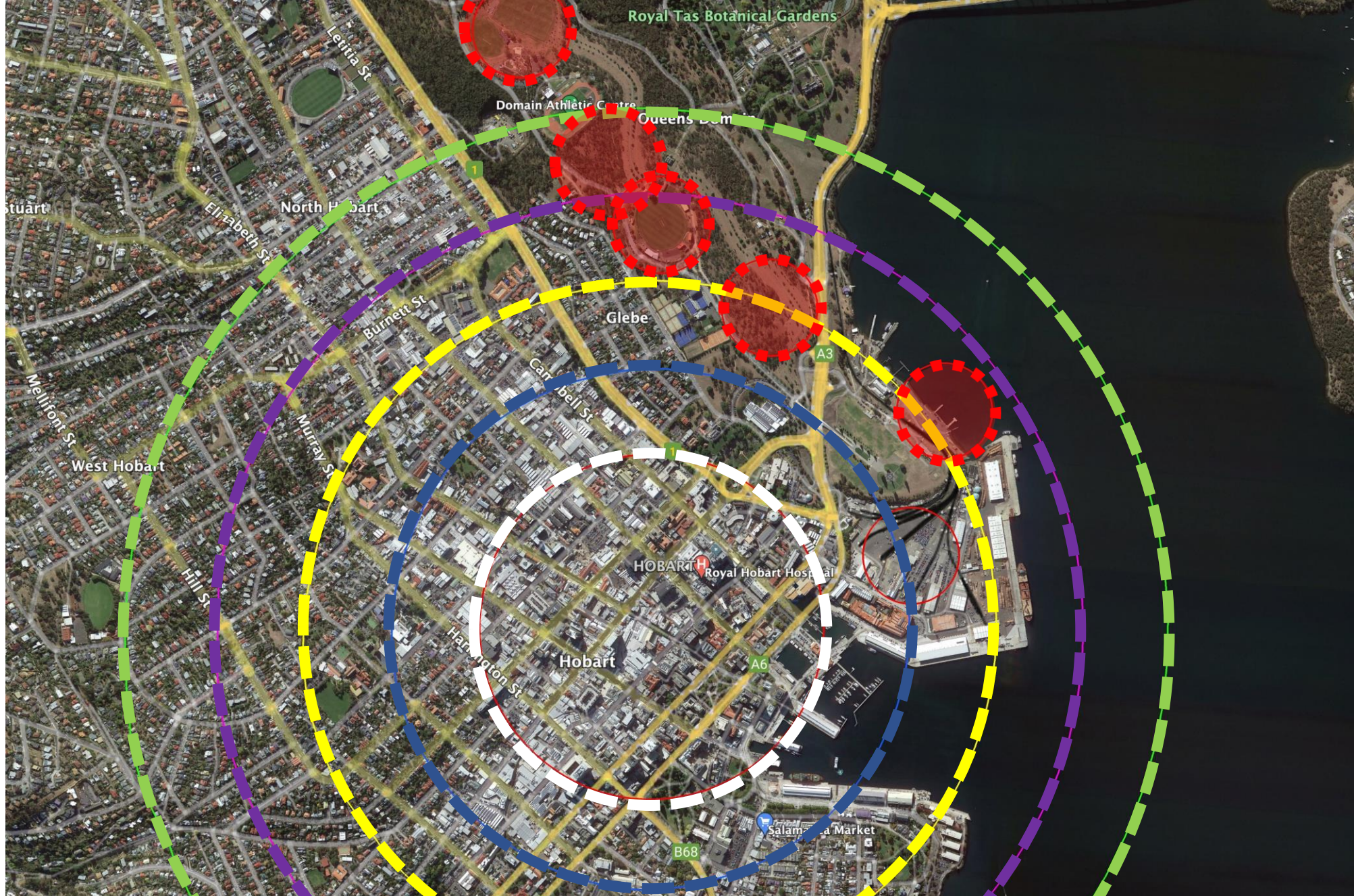


SOUTHERN STADIUM ANALYSIS



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SOUTHERN STADIUM ANALYSIS



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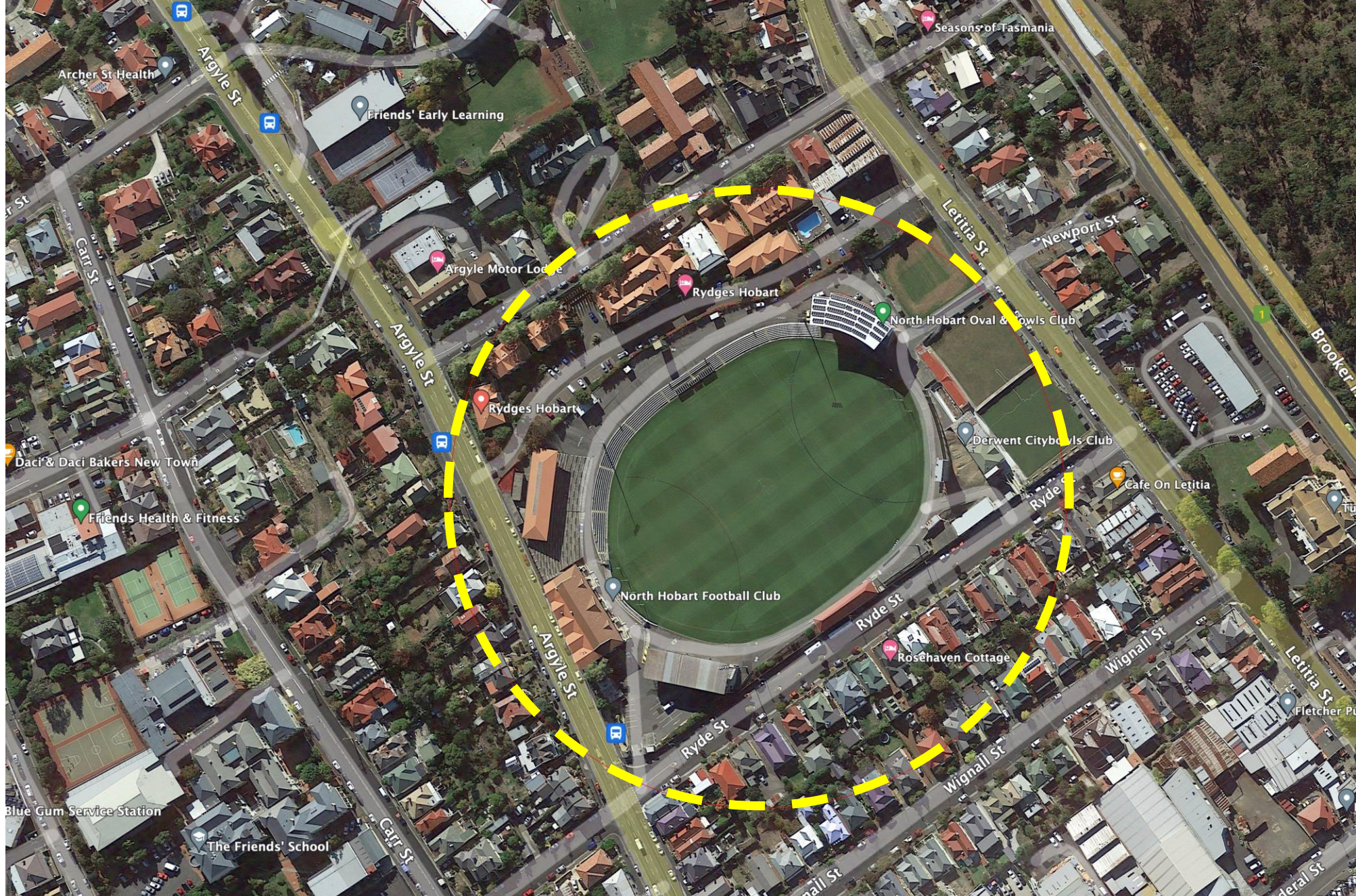


SOUTHERN STADIUM ANALYSIS



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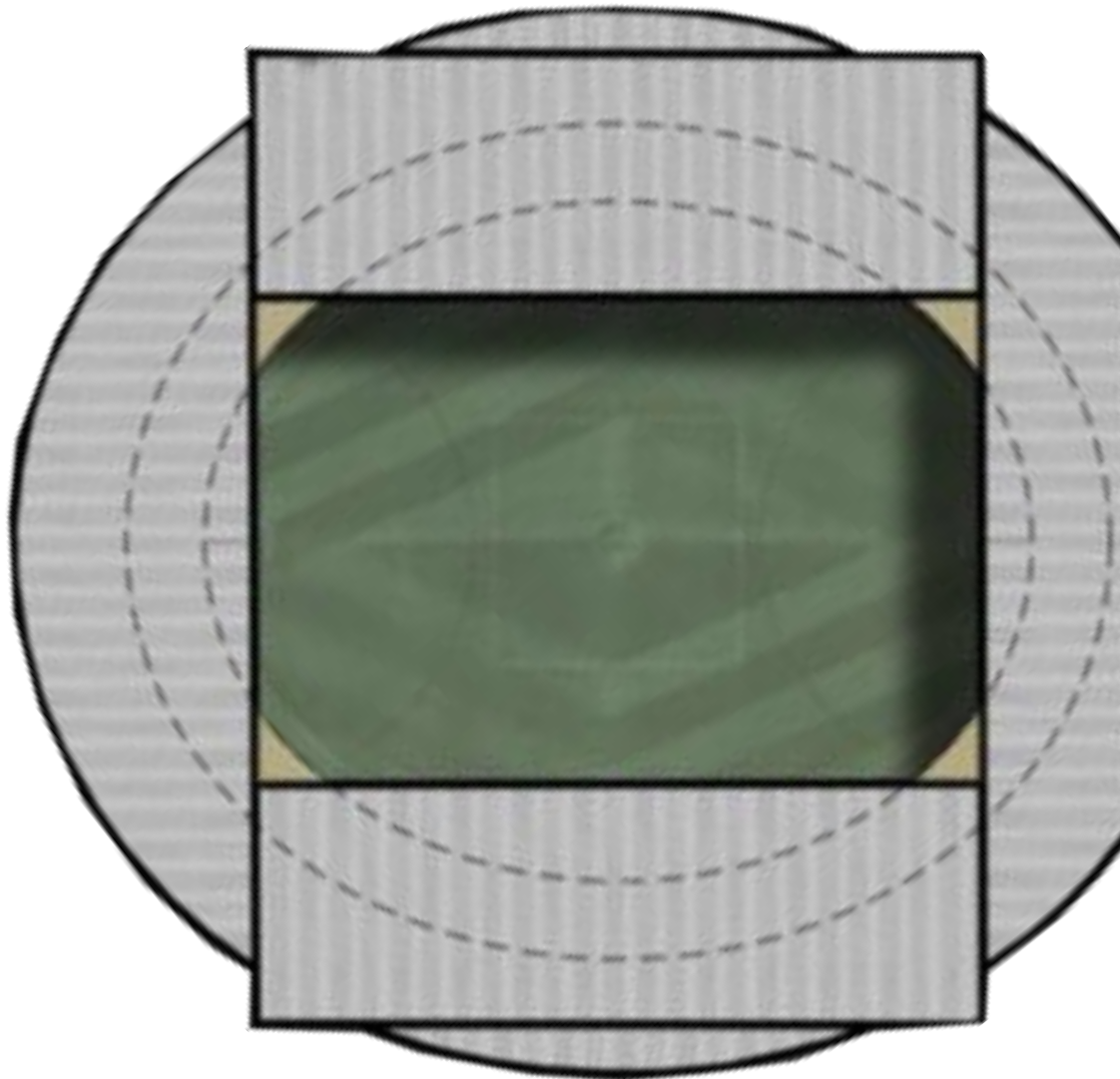
SOUTHERN STADIUM ANALYSIS



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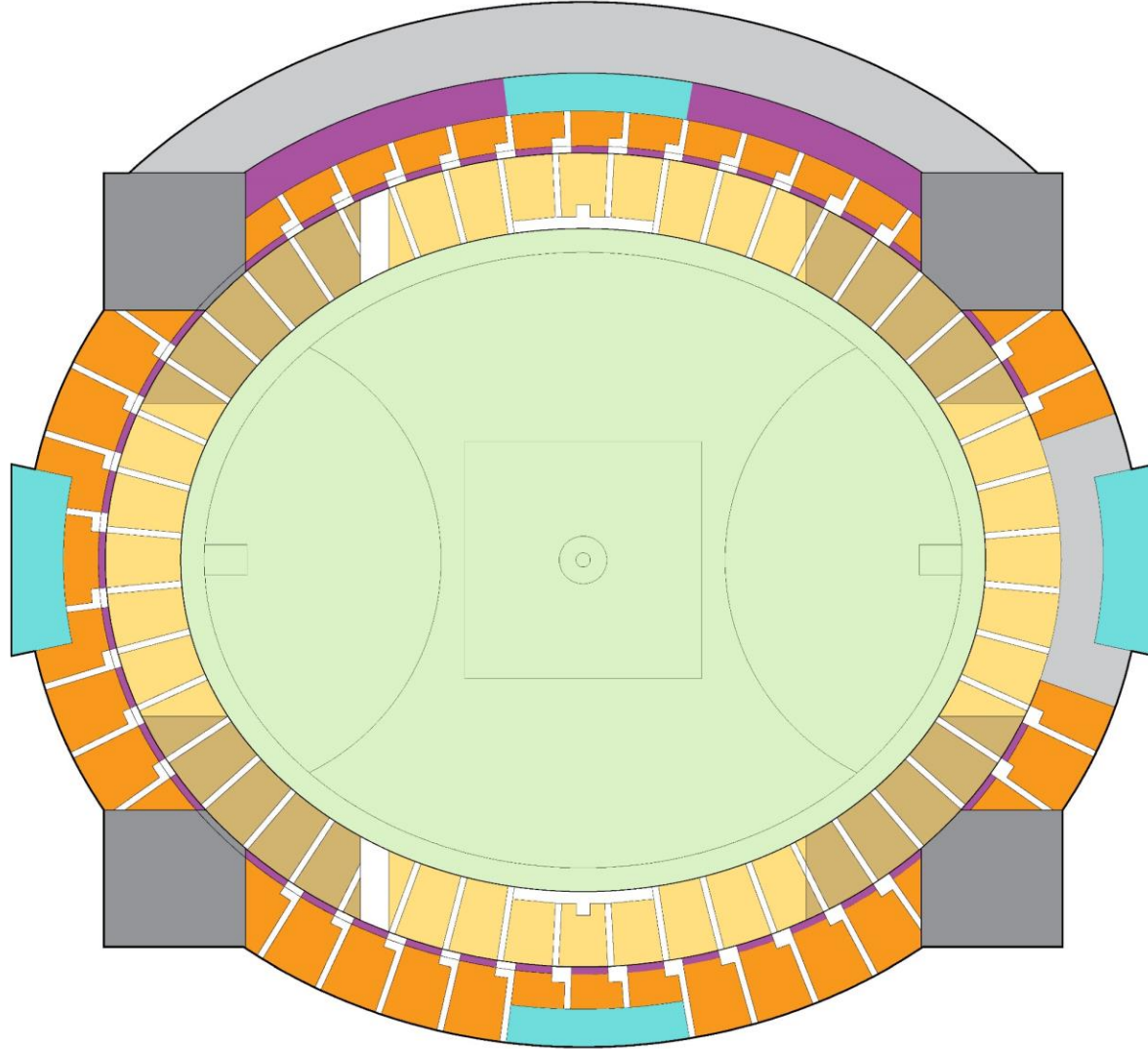
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GENERIC STADIUM
25,000 CAPACITY
OPERABLE ROOF
140m RADIUS PRECINCT



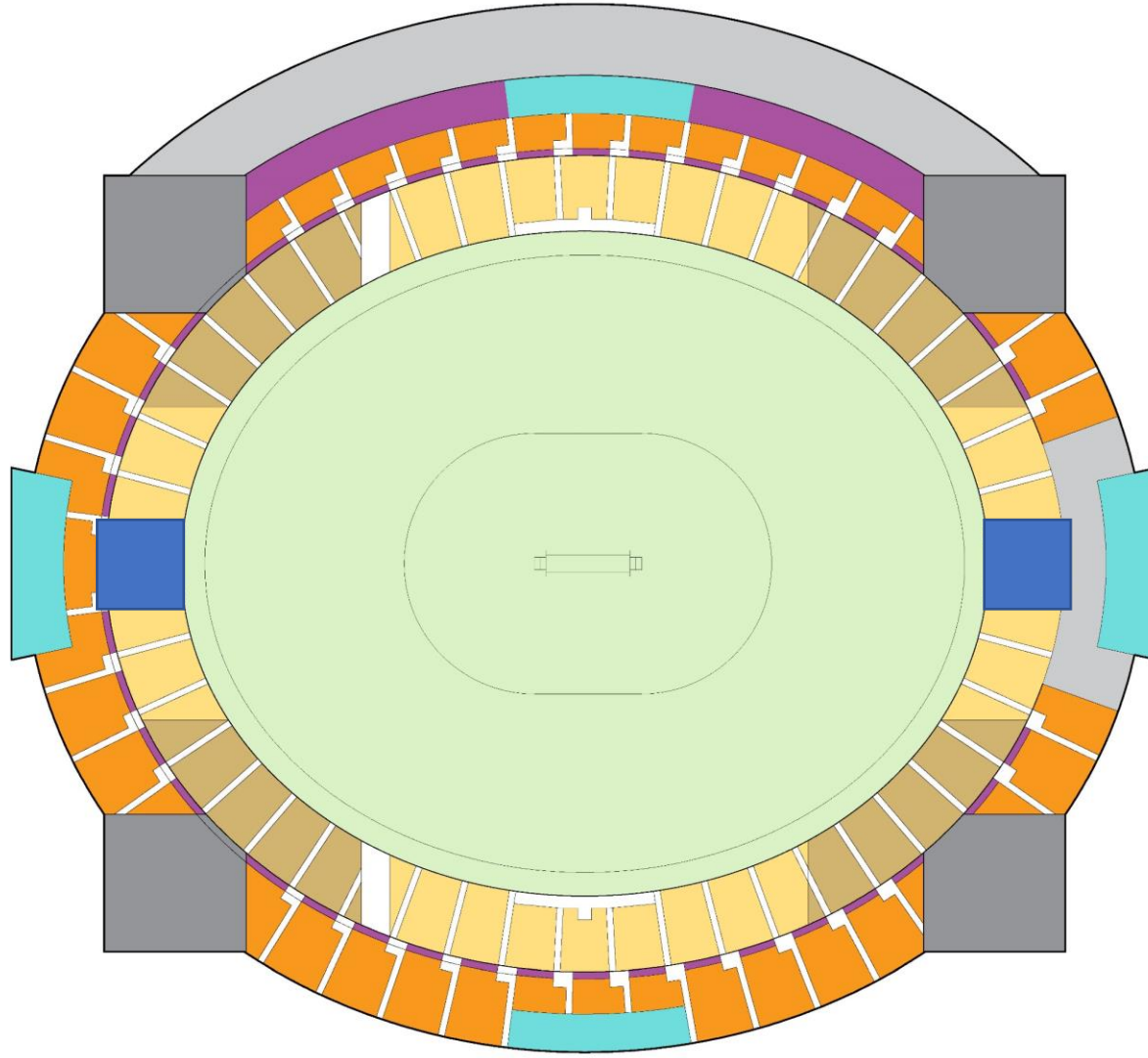


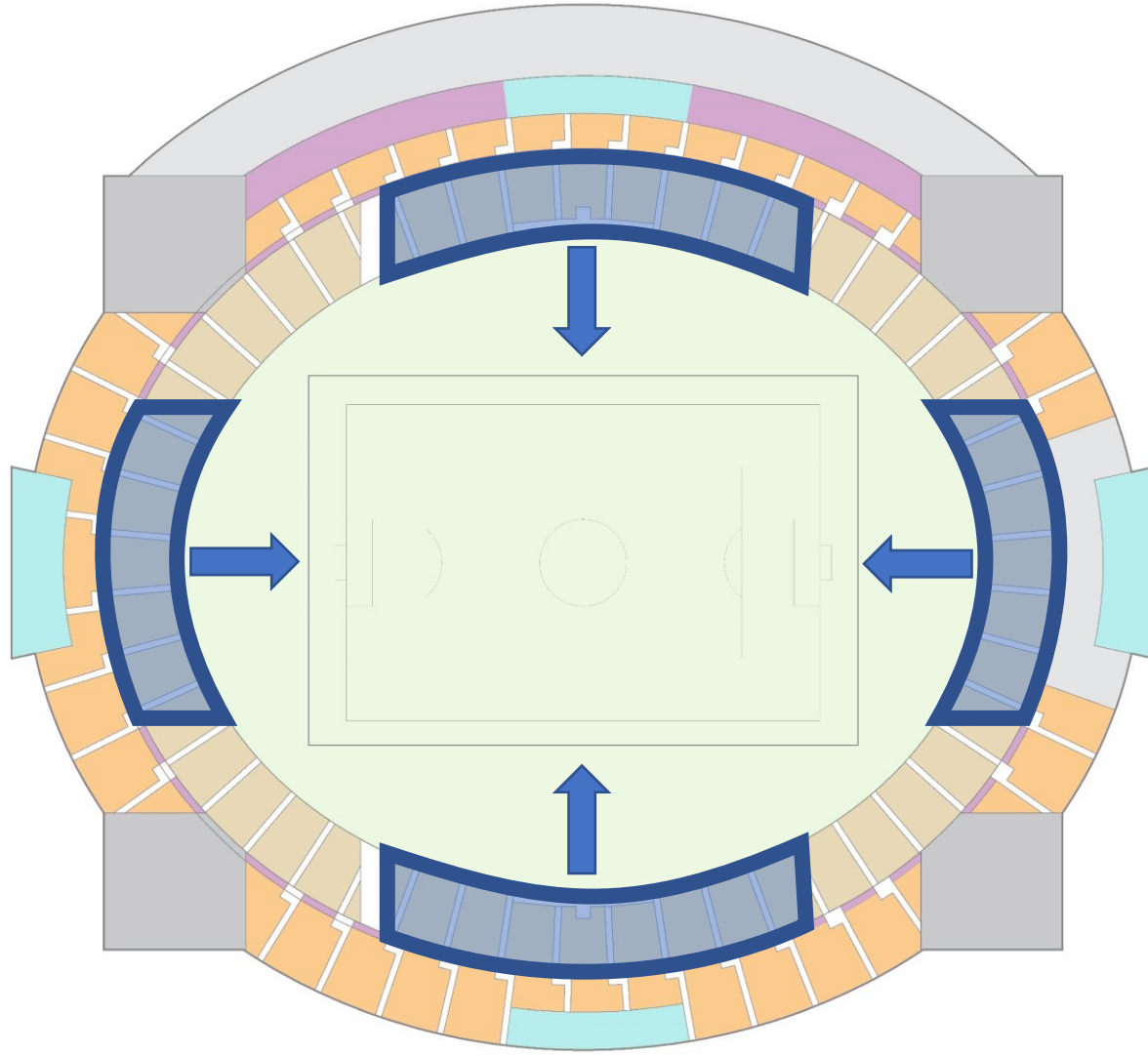
GENERIC STADIUM
25,000 CAPACITY
OPERABLE ROOF
140m RADIUS PRECINCT



CRICKET MODE

24,000 CAPACITY



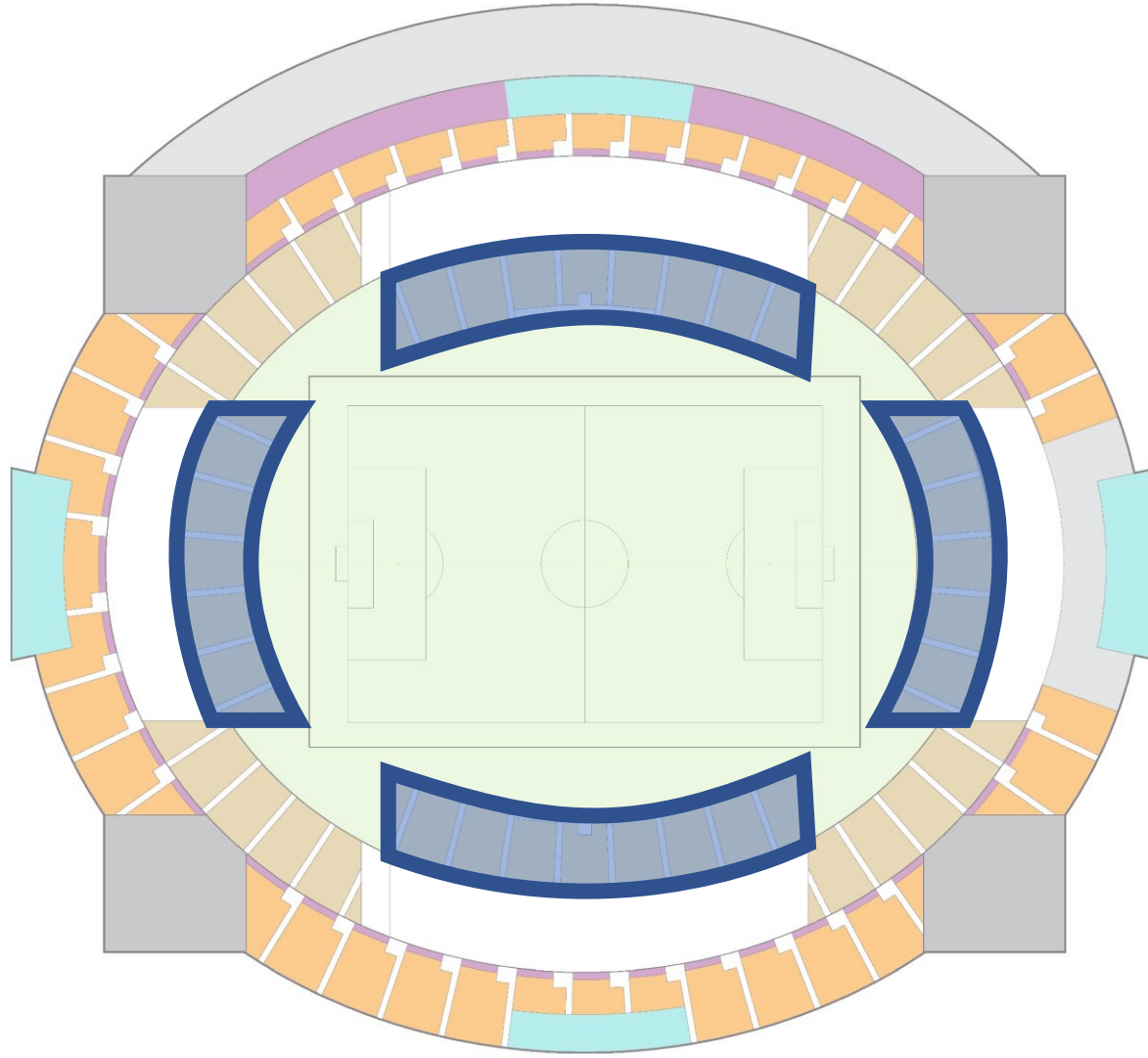


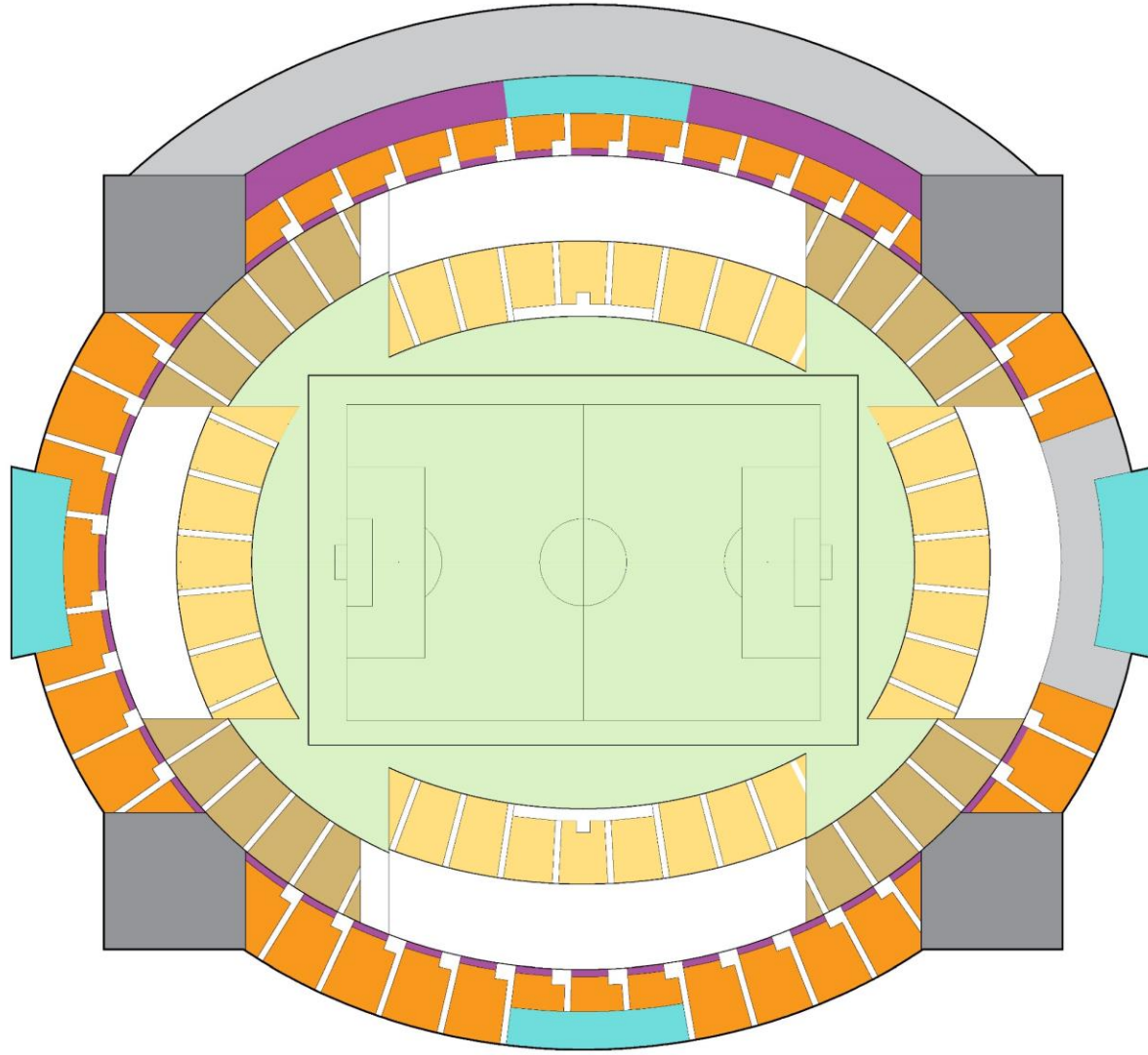
RECTANGULAR CODES
OPERABLE SEATING
BRING SPECTATORS TO
THE ACTION



SOCCER MODE

13m-18m CLOSER

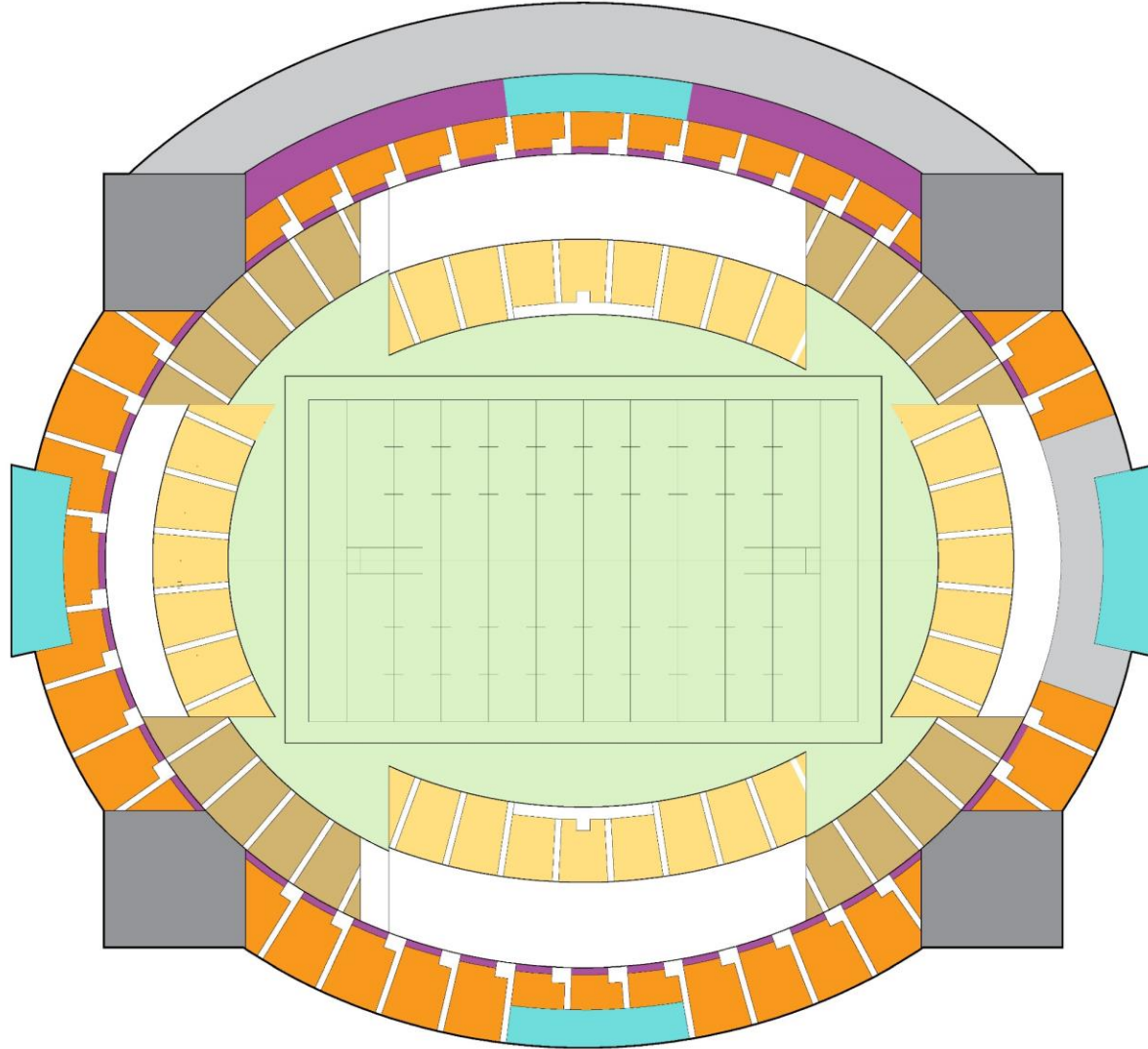


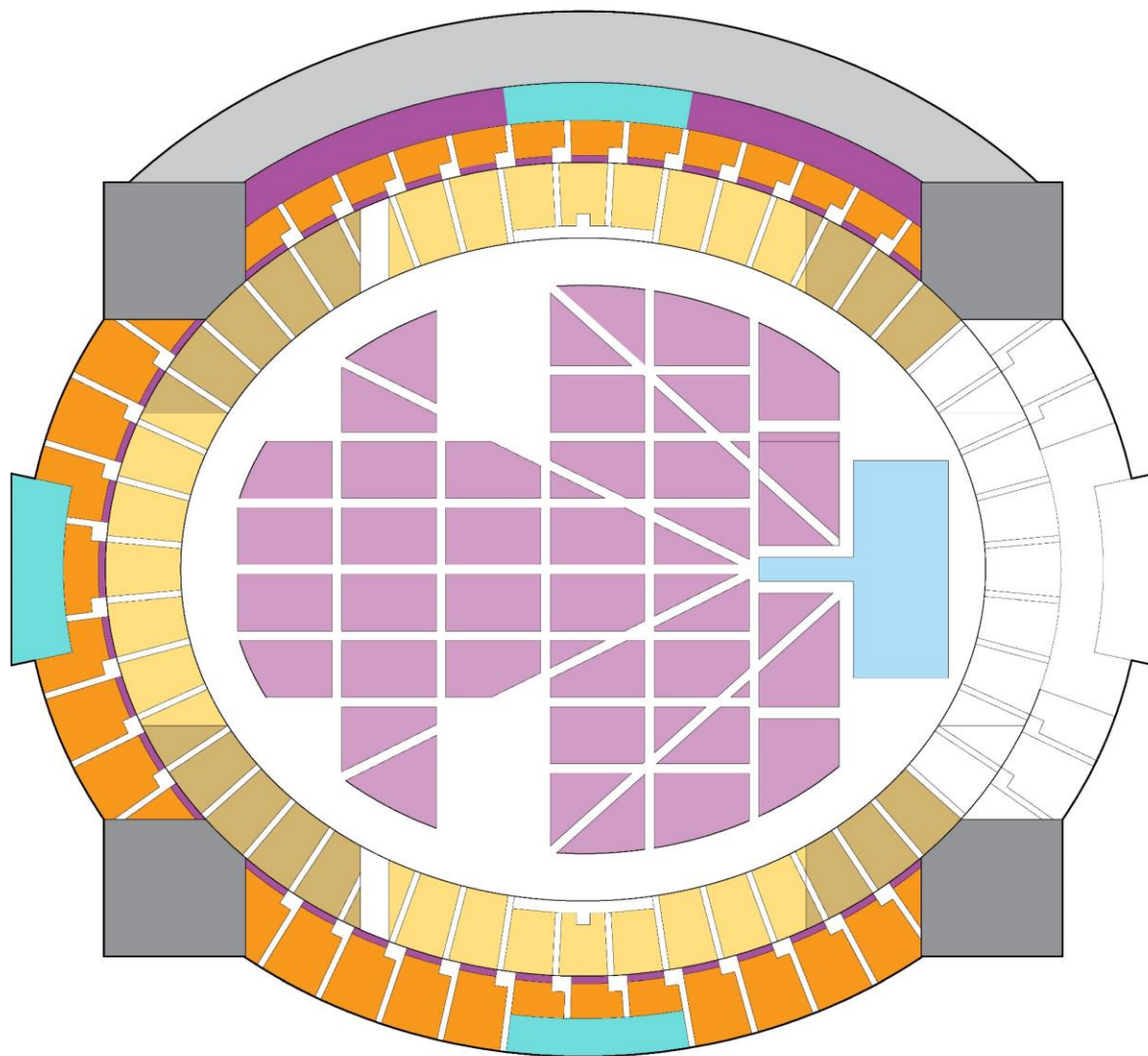


SOCCER MODE
20,000 CAPACITY



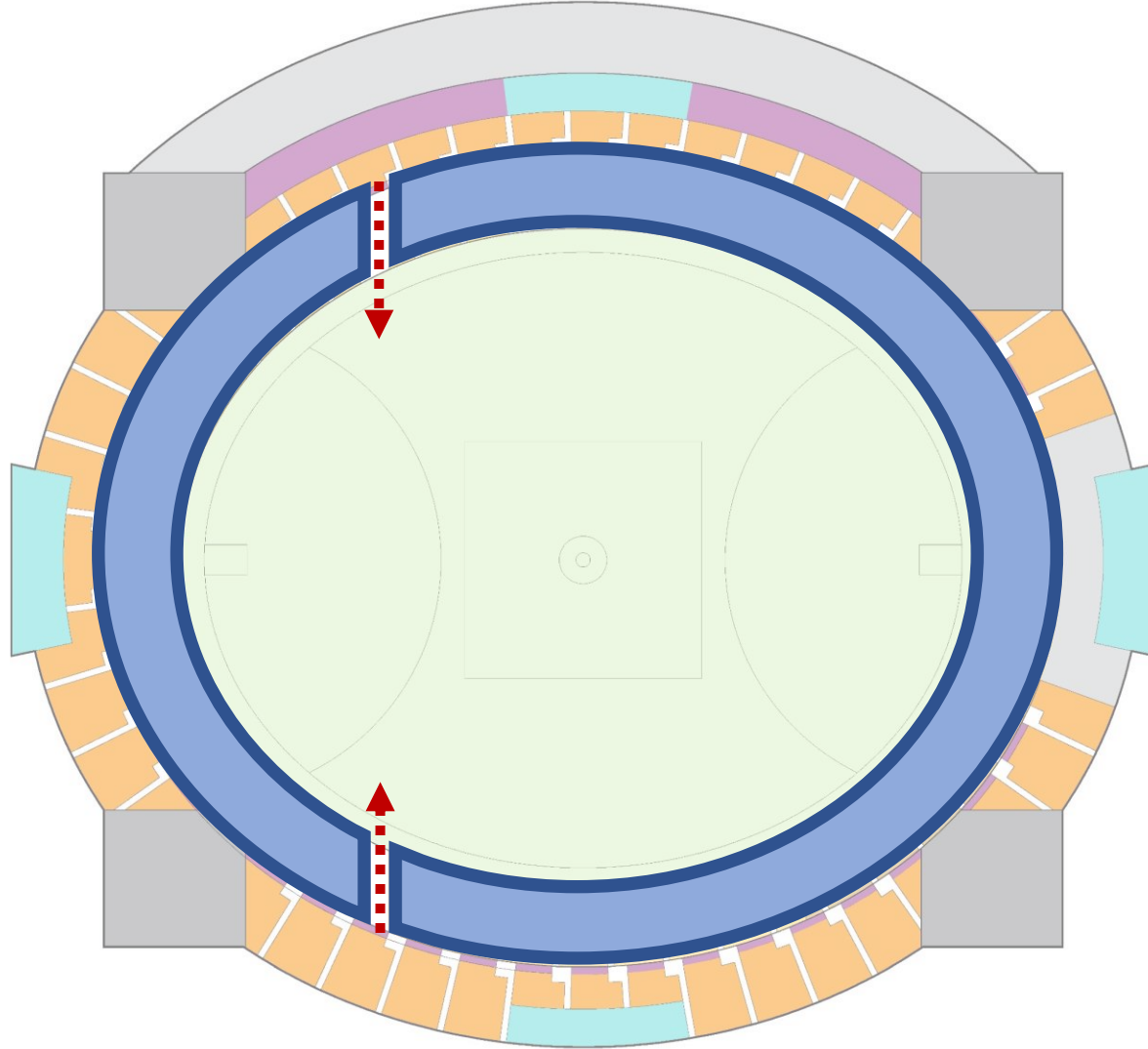
ARL & ARU MODE
20,000 CAPACITY





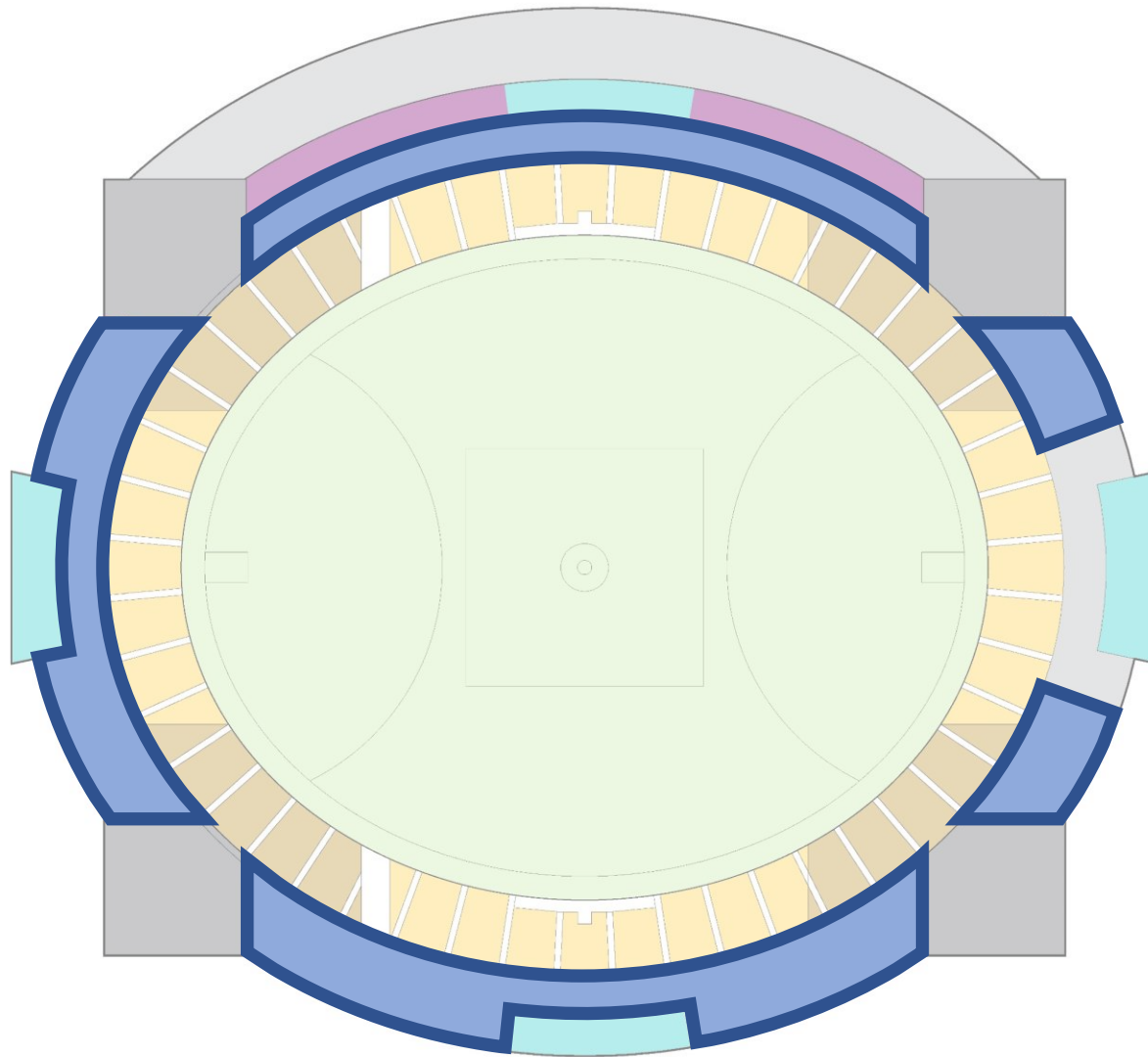
CONCERT MODE
30,000 CAPACITY





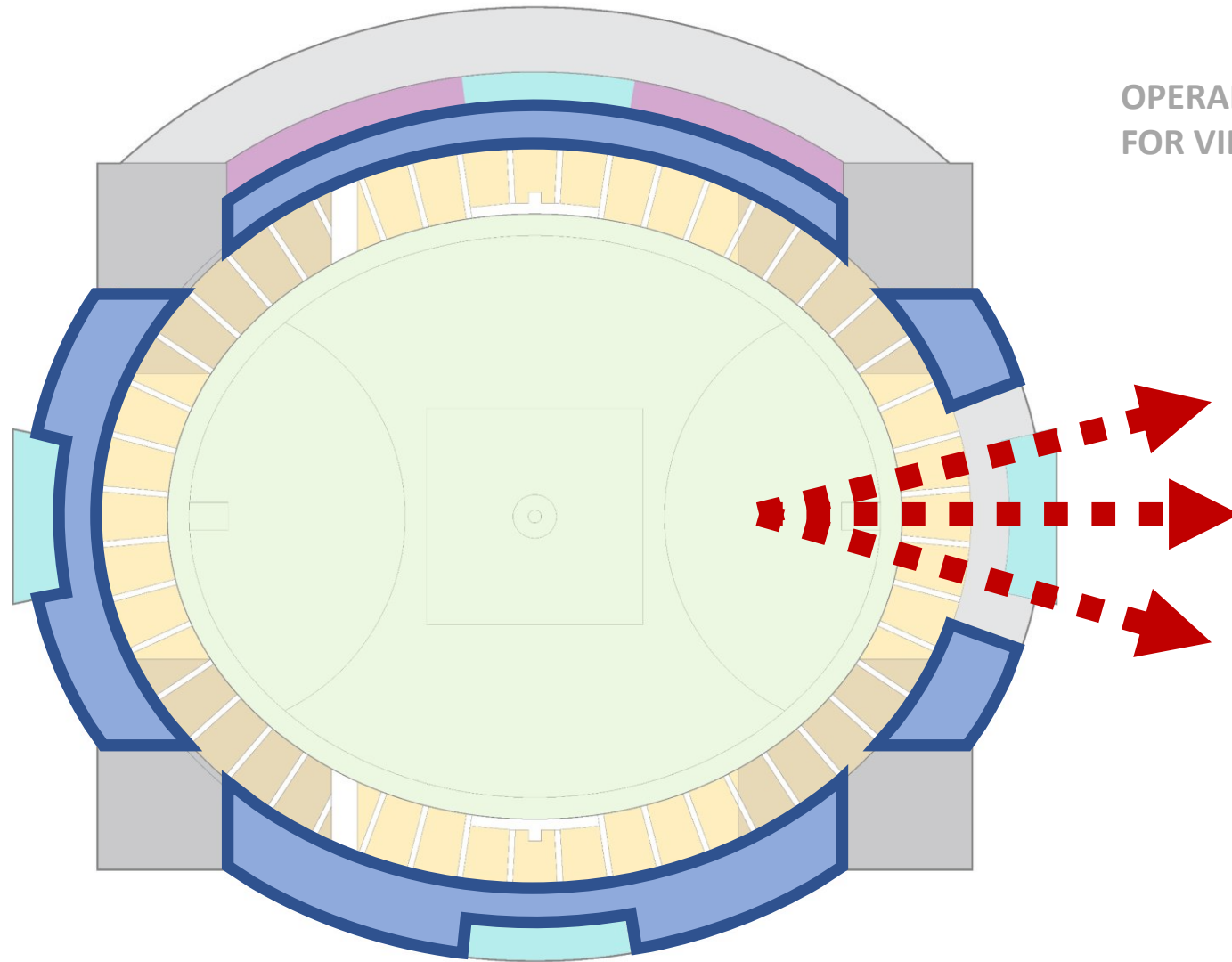
LOWER TIER SEATING
6m WIDE VEHICLE
GROUND ACCESS





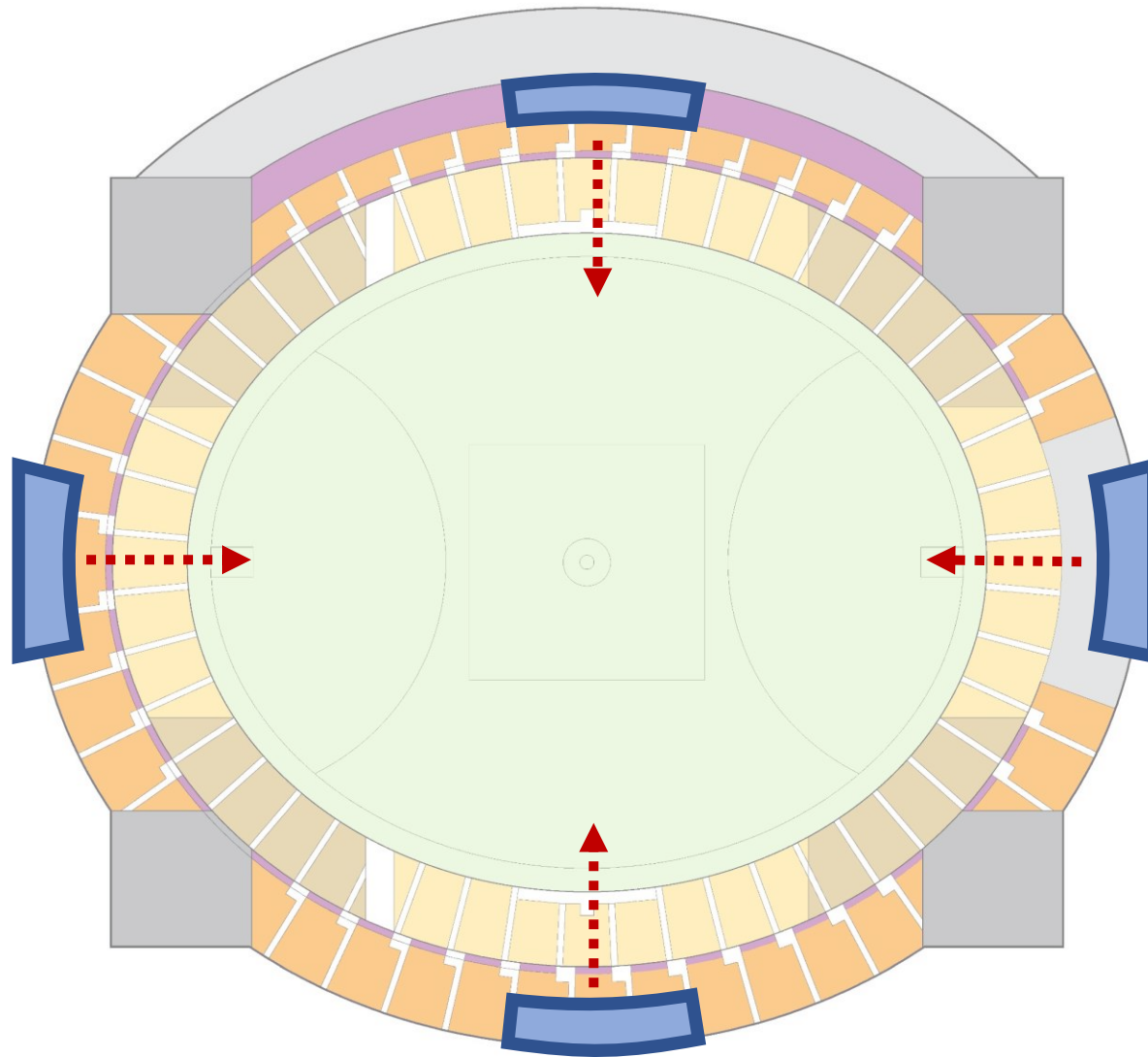
UPPER TIER SEATING





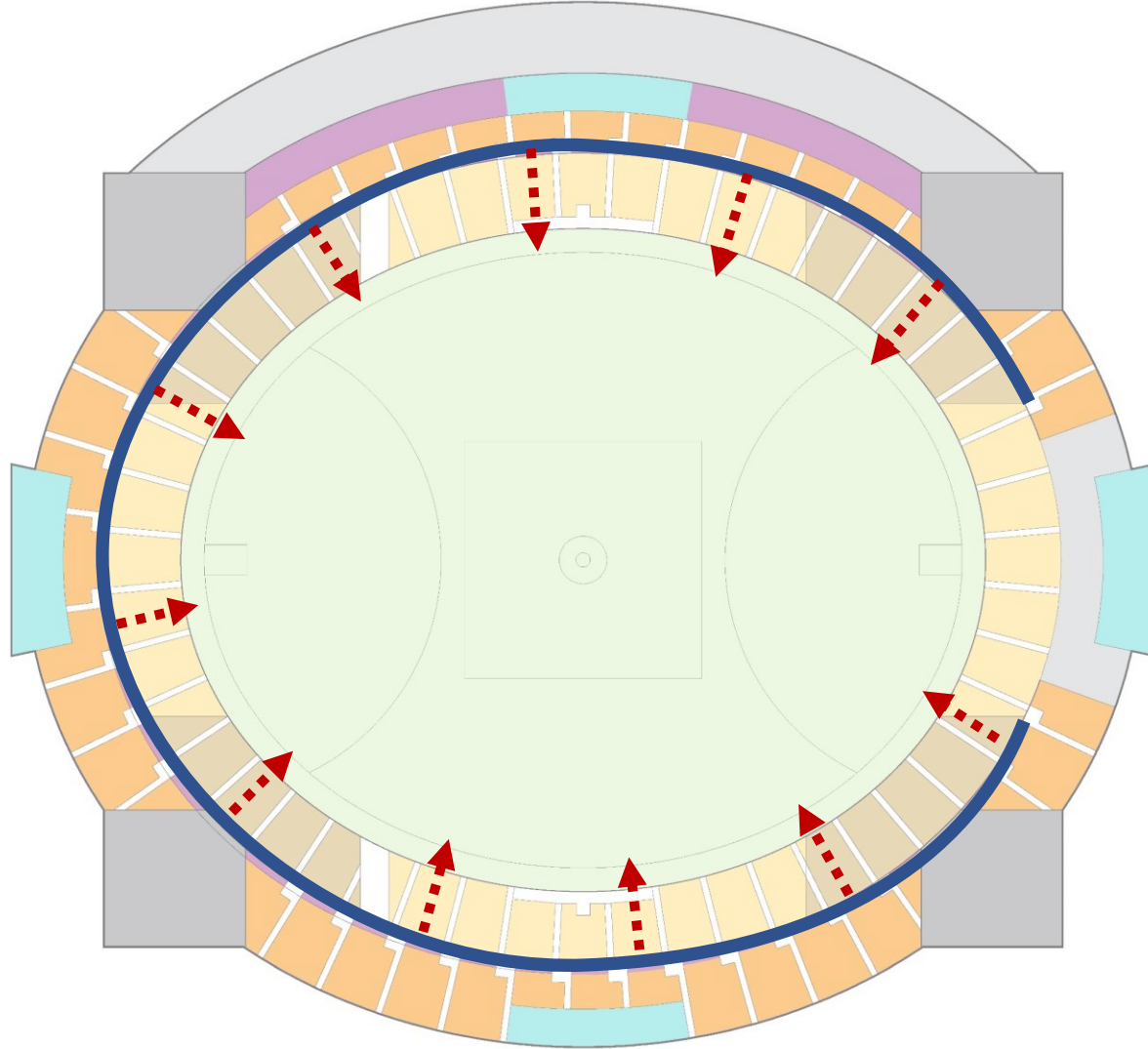
OPERABLE GLAZED WALL
FOR VIEWS OF SURROUNDS





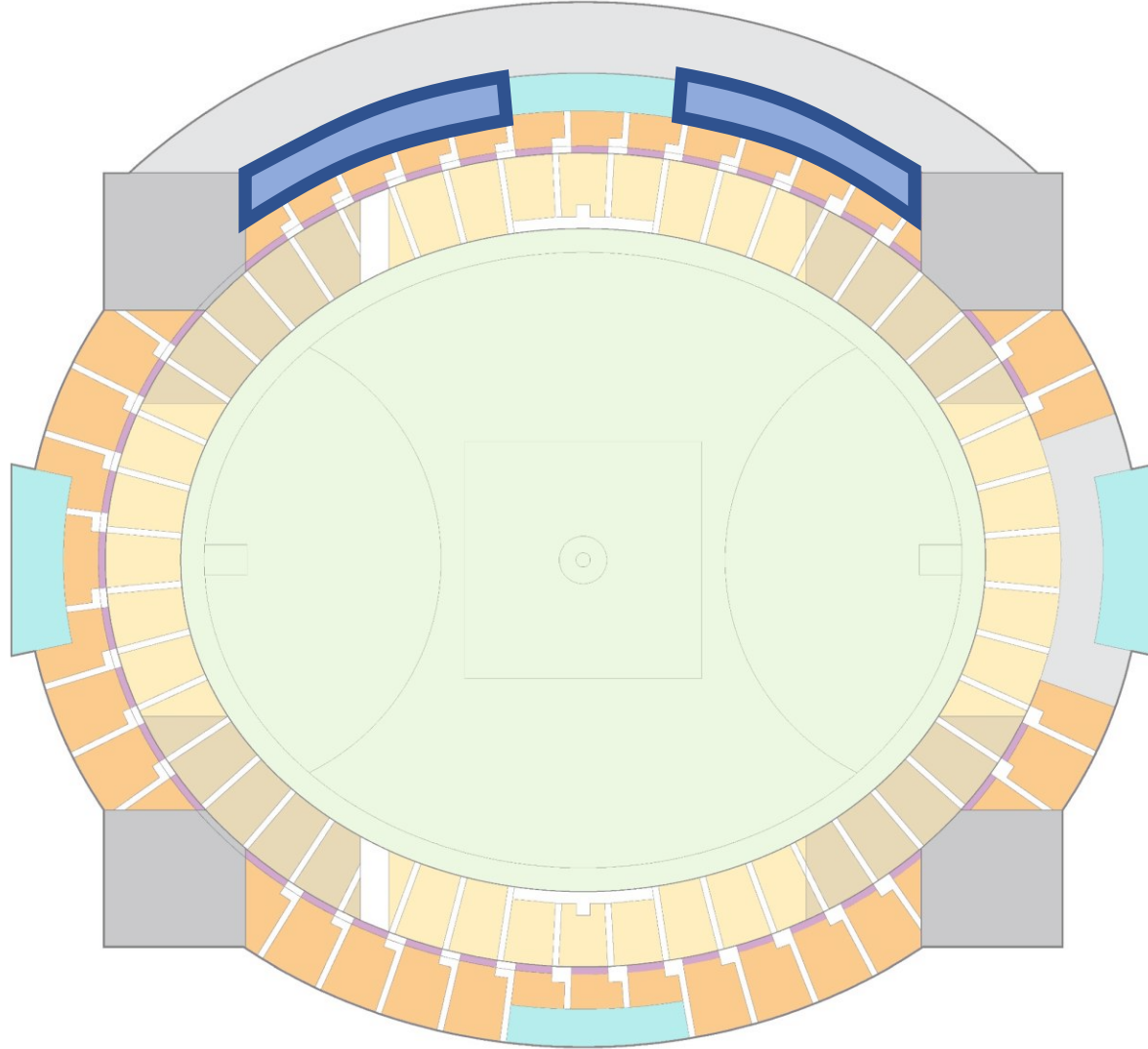
MEDIA/VIP BOOTHS
CATER FOR PREFERRED
POSITIONING OF MULTIPLE
SPORTS





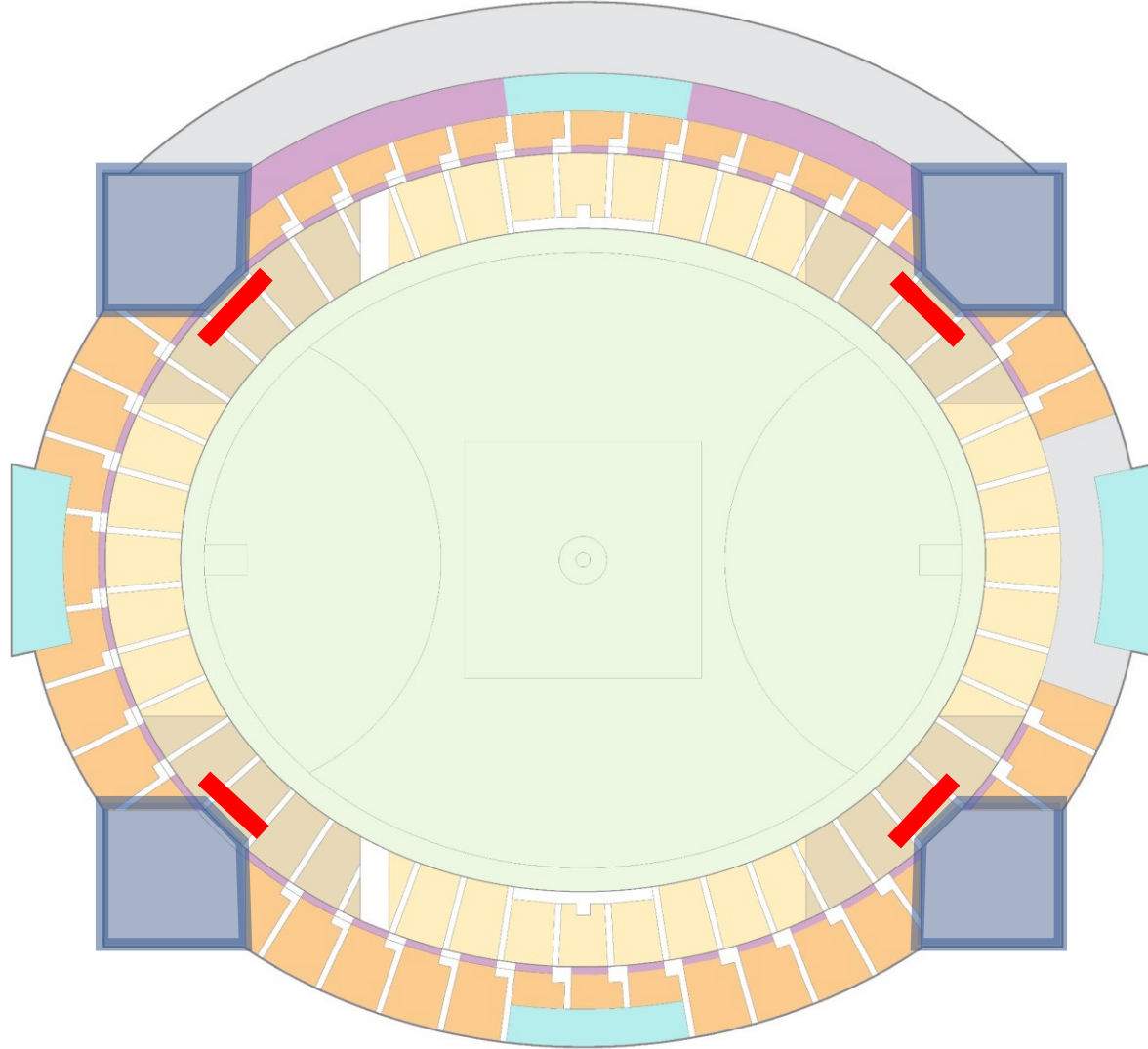
CORPORATE BOXES BETWEEN
UPPER AND LOWER TIERED
SEATING





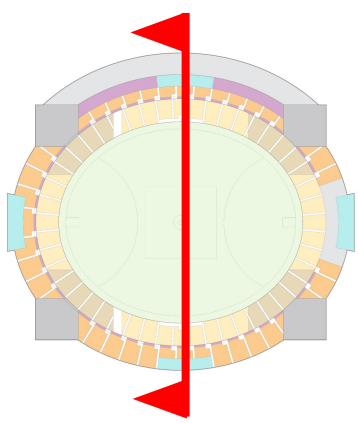
CORPORATE BOXES AND
FUNCTION ROOMS AT HIGH
LEVEL



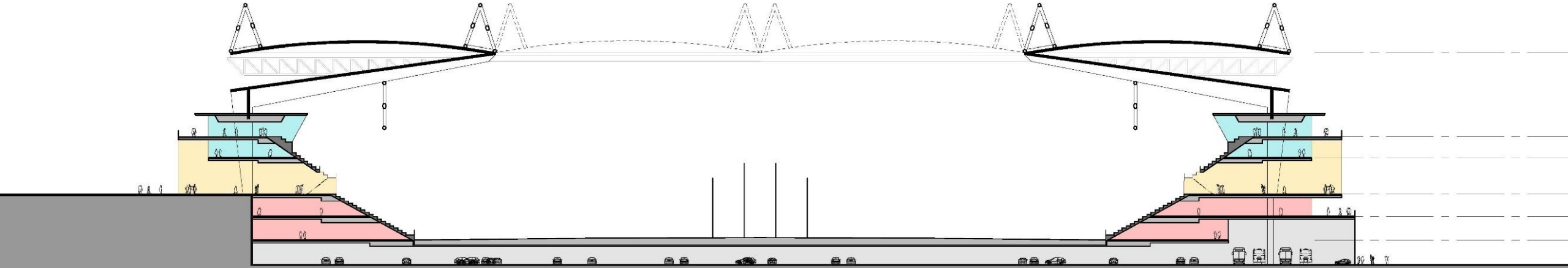


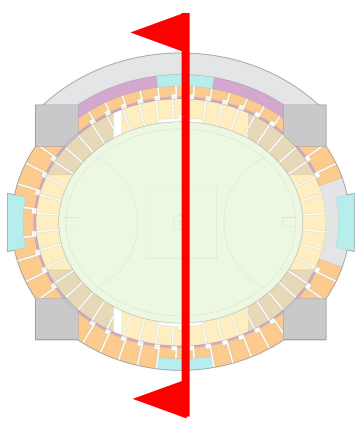
LED SCREENS



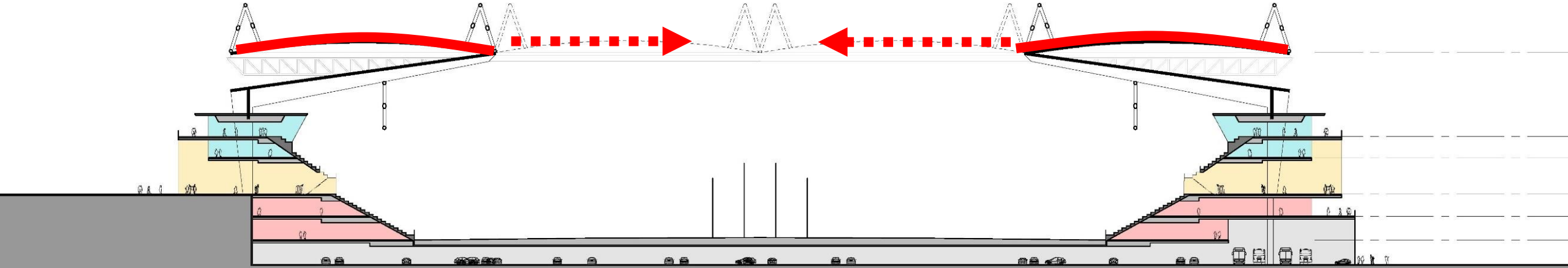


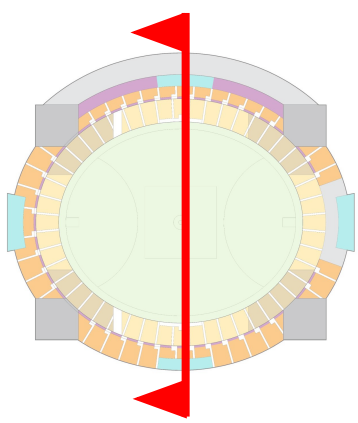
STADIUM SECTION TYPICAL NATURAL GROUND LINE



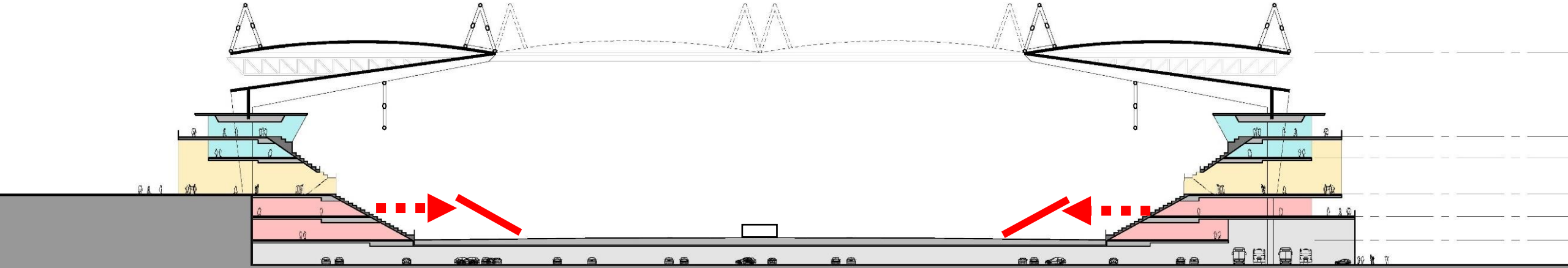


STADIUM SECTION OPERABLE ROOF





STADIUM SECTION RETRACTABLE SEATING



SOLDIERS WALK
CROSSROADS

1

SOUTHERN STADIUM ANALYSIS



MCS MANAGEMENT
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Site 1: Crossroads – Soldiers Memorial Oval

Title information: 2 Davies Avenue Queens Domain CT164058/1

Owner: People of Hobart managed by the City of Hobart

This site comprises two open sports fields bounded to the North and West by Upper Domain Road and to the East by the Soldiers Memorial Walk. The site is grassed and generally level as sports playing fields.

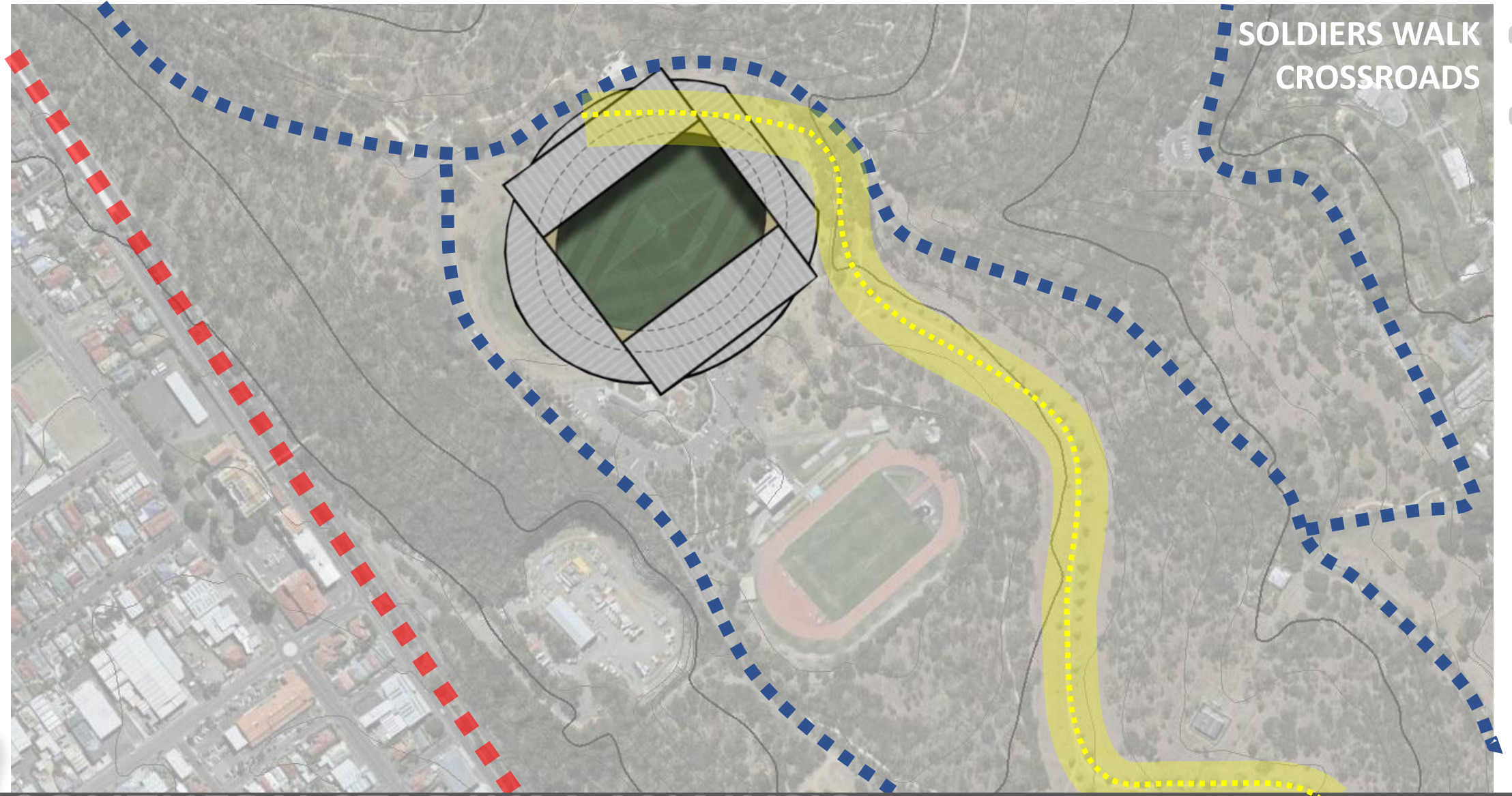


SOLDIERS WALK
CROSSROADS

1



SOLDIERS WALK
CROSSROADS



Site 1: Crossroads – Soldiers Memorial Oval

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	4	4.50	Low impact due to existing site being two ovals
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	3	2.00	Site is a reasonable distance away from residential properties
20	20%	Patron impact	Residential location	Event traffic & pedestrian management	2	1.00	Patrons and traffic will need to travel through residential area to access
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	3	1.00	Area currently used for parking and transit around domain as well as usage of area for outdoor activities
11.5	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	4	3.00	As existing sports field not a great deal of excavation etc to be done
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	3	3.00	Impact on existing Soldiers Memorial Walk area
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
20	20%	Community	Residential impact	Impact on residential amenity	2	1.00	Patrons and traffic will need to travel through residential area to access
Total Points	20%	Community	Existing usage	Impact on users and tennant activities	2	1.00	Site used by many different community groups for various purposes
8							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	1	0.00	Site is significant distance from GPO and via steep terrain
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	2	1.50	Small narrow existing road network and directional change required
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	4	3.00	Site has space around for expansion in most directions
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	2	1.00	Small narrow existing road network which congests easily
10.5	10%	Safety and security	Evacuation and egress	Safe surrounds	4	3.00	Space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	2	2.00	Site is concealed and difficult for marketability
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	5	3.00	As existing sports field not a great deal of excavation etc to be done
Points Value	10%	Cost to develop	Minimising project costs	Maximise the savings to project	2	0.25	High cost as site is significant distance from major services
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	1	0.00	Small narrow existing road network which congests easily
Total Points	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	1	0.00	Site is significant distance from major services
3.25							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Domain land holdings problematic
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	4	3.75	Existing use as a sports-field
10	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	3	1.25	Domain land holdings problematic
Total Points							
6.25							
						39.50	





UPPER DOMAIN ROAD

2



Site 2: Upper Domain Road

Title information: 2 Davies Avenue Queens Domain
CT164058/1

Owner: People of Hobart managed by the City of Hobart

This site comprises open wooded grassland sloping down from the Domain Athletics Centre (DAC - Athletics Tasmania) to the TCA Ground (North Hobart Cricket Club, Hobart Football Club, DOSA Football Club). There is approximately 25m fall from the DAC to the TCA. The Domain Athletic Centre was built in 1971 on the site of two small existing ovals

The site is bounded by to the North – the Domain Athletics centre embankment retaining the athletic track, to the east Soldiers Memorial Walk (including heritage buildings – Victoria Powder Magazine), to South the TCA Ground, a frequently used Sports Oval with a long history (see below) and to the west Upper Domain Road.

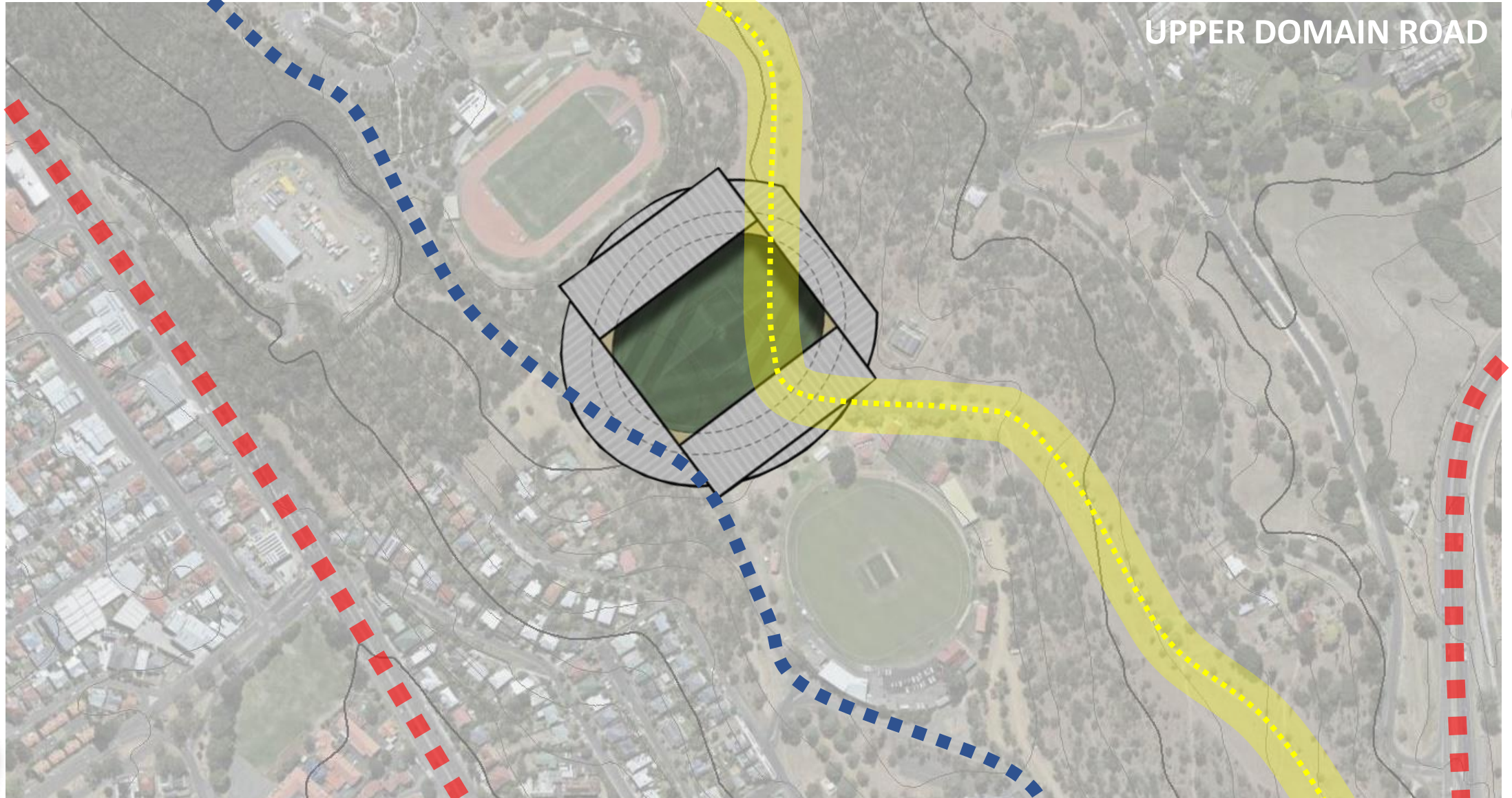




2



UPPER DOMAIN ROAD



Site 2: Upper Domain Road

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	2	1.50	High impact due to existing site part bushland
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	1	0.00	Site is a close distance to residential properties
20	20%	Patron impact	Residential location	Event traffic & pedestrian management	1	0.00	Patrons and traffic will need to travel through residential area to access
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	1	0.00	Area currently used for parking and transit around domain is only accessible from one road
2.5	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	2	1.00	In excess of 5 metre fall across site requiring excavation and fill
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	2	1.50	Impact on existing Soldiers Memorial Walk area
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
20	20%	Community	Residential impact	Impact on residential amenity	1	0.00	Patrons and traffic will need to travel through residential area to access
Total Points	20%	Community	Existing usage	Impact on users and tennant activities	4	3.00	Site not utilised for many activities other than parking. TCA & Athletics centre needs consideration.
7.5							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	2	3.50	Site is significant distance from GPO and via considerable terrain
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	2	1.50	Small narrow existing road network and directional change required
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	1	0.00	Narrow site constrained by existing facilities
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	1	0.00	Small narrow existing single road which congests easily
9	10%	Safety and security	Evacuation and egress	Safe surrounds	3	2.00	Limited space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	2	2.00	Site is concealed and difficult for marketability
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	1	0.00	Major cut and fill required to prepare site
Points Value	10%	Cost to develop	Minimising project costs	Maximise the savings to project	2	0.25	High cost as site is significant distance from major services
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	1	0.00	Small narrow existing road which congests easily
Total Points	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	2	0.75	Site is significant distance from major services
1							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Domain land holdings problematic
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	3	2.50	Existing use as bushland and a car-park
10	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	3	1.25	Domain land holdings problematic
Total Points							
5							
						25.00	



TCA GROUND

3



Site 3: TCA Ground

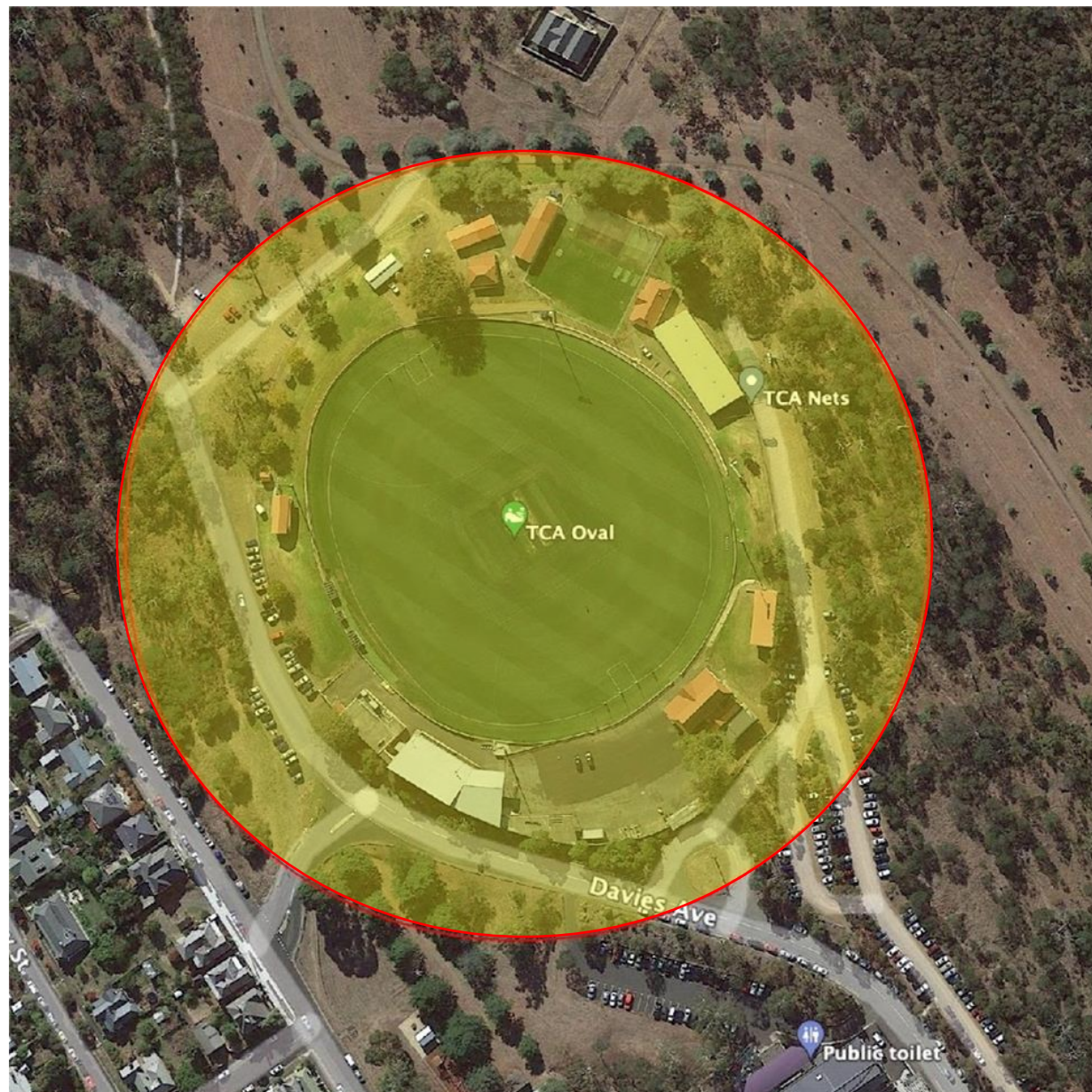
Title information: 2 Davies Avenue Queens Domain CT164058/1

Owner: People of Hobart managed by the City of Hobart

This site comprises a heritage cricket and football oval, formerly the headquarters ground of the Tasmanian Cricket Association (now Cricket Tasmania - CT). It is a picturesque ground and includes several heritage buildings and some moveable cultural heritage such as stone pitch rollers.

Since CT relocated to Bellerive Oval / Blundstone Arena the ground has primarily been used for local cricket and football competition and is used by North Hobart Cricket Club, Hobart Football Club, and DOSA Football Club

Surrounded by native bush and some mature exotic trees are located within its grounds, the site is bounded to the North – by open woodland as above to the Domain Athletics Centre, to the east Soldiers Memorial Walk (including heritage buildings), to the South open woodland and to the west Upper Domain Road / Davies Road.



TCA GROUND

3



TCA GROUND

3



Site 3: TCA Ground

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	4	4.50	Existing sportsfield
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	3	2.00	Intensification of existing use
20	20%	Patron impact	Residential location	Event traffic & pedestrian management	1	0.00	Patrons and traffic will need to travel through residential area to access
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	2	0.50	Area currently used for parking and transit around domain is only accessible from one road
10	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	4	3.00	Existing site requiring minimal excavation
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	1	0.00	Impact on current buildings significant
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
20	20%	Community	Residential impact	Impact on residential amenity	1	0.00	Patrons and traffic will need to travel through residential area to access
Total Points	20%	Community	Existing usage	Impact on users and tennant activities	2	1.00	North Hobart CC, Hobart & Dosa FC's would all require relocation
4							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	2	3.50	Site is significant distance from GPO and via considerable terrain
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	2	1.50	Small narrow existing road network and directional change required
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	3	2.00	Limited space available around site
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	2	1.00	Small narrow existing single road which congests easily
15	10%	Safety and security	Evacuation and egress	Safe surrounds	4	3.00	Reasonable space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	3	4.00	Historical site which provides some traditional opportunity for markability
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	4	2.25	Limited civil works required due to existing footprint
Points Value	10%	Cost to develop	Minimising project costs	Maximise the savings to project	3	0.50	Limited opportunity as site is significant distance from major services
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	2	0.75	Small narrow existing road network which congests easily
Total Points	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	3	1.50	Some existing services on site however the site is a reasonable distance from major services
5							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	2	0.63	City of Hobart & Tenanted hence some issues
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	4	3.75	Existing usage as a sports field
10	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	4	1.88	Intensification of existing use
Total Points							
6.25							
						40.25	





LOWER DOMAIN ROAD

4

SOUTHERN STADIUM ANALYSIS



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Site 4: Lower Domain Road

Title information: 7 Lower Domain Road “*Government House Estate*” - historic title in the Crown

Owner: The Crown

This site comprises sloping open pasture to the south of Government House, the Vice Regal residence of the Governor of Tasmania.

Government House Estate is *Permanently Registered* on the Heritage Register, and the site is adjacent to other heritage features. The land is open pasture grazed by the Governors cattle and has a fall of approximately 20+m across the site.

The site is bounded to the North – by Government House and associated outbuildings and infrastructure, to the East and South by the Tasman Highway and to the West Upper Domain Road



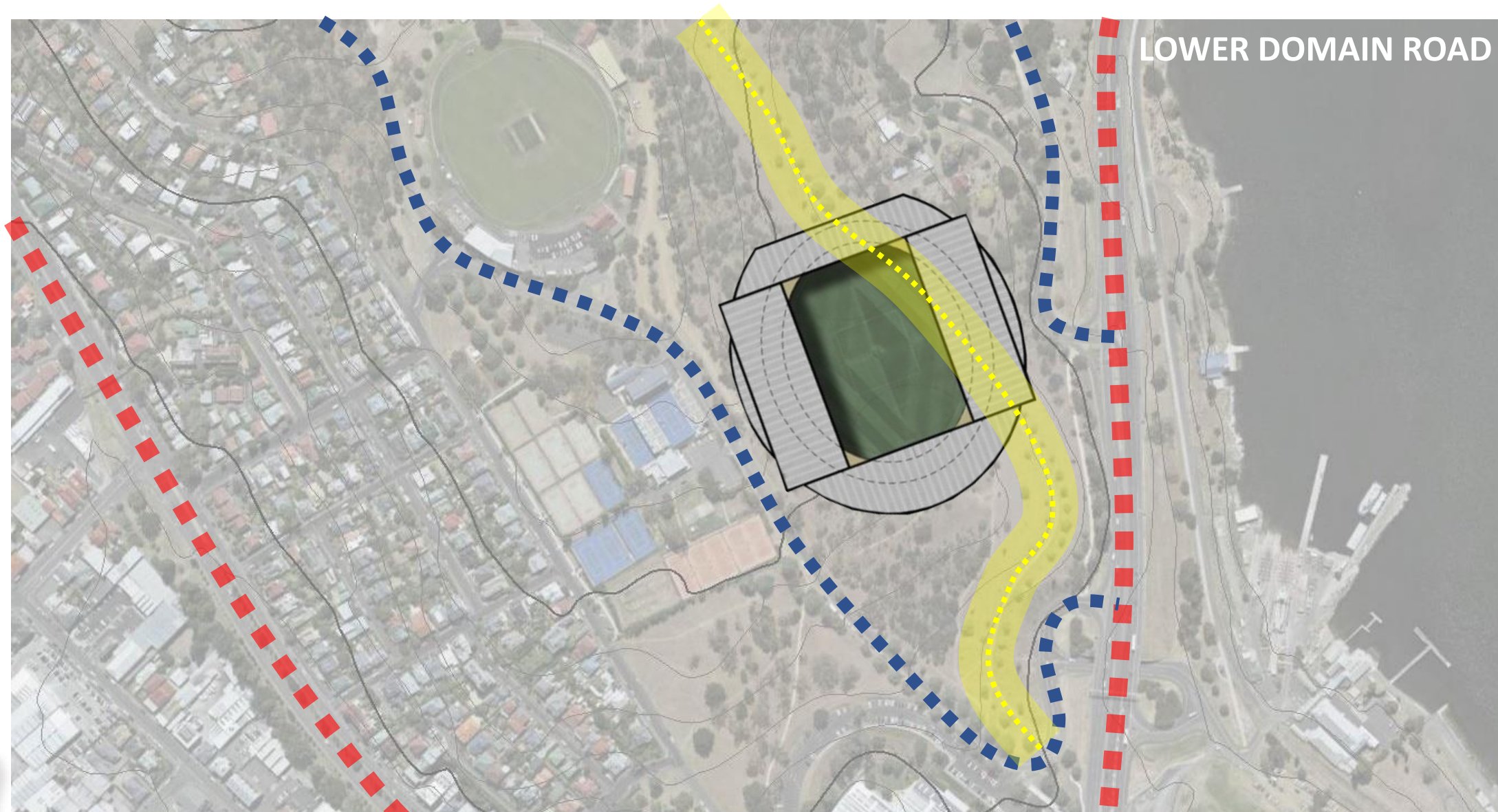


LOWER DOMAIN ROAD

4



LOWER DOMAIN ROAD



Site 4: Lower Domain Road

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	2	1.50	High impact due to existing site part bushland
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	4	3.00	Site is a clear distance to residential properties
20	20%	Patron impact	Residential location	Event traffic & pedestrian management	4	3.00	Site is a clear distance to residential properties
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	2	0.50	Impact on existing services bar Botanical Gardens and Government House
9	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	2	1.00	Significant civil works requiring excavation and fill
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	1	0.00	Impact on existing Soldiers Memorial Walk & Heritage buildings
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
20	20%	Community	Residential impact	Impact on residential amenity	4	3.00	Site is a clear distance to residential properties
Total Points	20%	Community	Existing usage	Impact on users and tennant activities	5	4.00	No current users identified
10							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	3	7.00	Site is reasonable distance from GPO
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	3	3.00	Some congestion expected impacting Tasman Highway - East only
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	2	1.00	Site constrained by topography
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	4	3.00	Via Tasman Highway (major arterial)
22	10%	Safety and security	Evacuation and egress	Safe surrounds	3	2.00	Limited space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	4	6.00	Site has potential to link with area including water, bridge and city
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	1	0.00	Major cut and fill required to prepare site
Points Value	10%	Cost to develop	Minimising project costs	Maximise the savings to project	3	0.50	Reasonable cost as site somewhat distance from major services
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	3	1.50	Minimal works required
Total Points	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	2	0.75	Limited services in area
2.75							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Domain land holdings problematic
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	3	2.50	Existing use as bushland and a car-park
10	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	3	1.25	Domain land holdings problematic
Total Points							
5							
						48.75	

REGATTA POINT

5



SOUTHERN STADIUM ANALYSIS



MCS MANAGEMENT
& CONSULTING

PhilpLighton Architects

Site 5: Regatta Point

Title information:

1. Cenotaph & Regatta Grounds Queens Domain CT1350
2. South Line McVilly Drive CT179192/4
3. Crown Land – foreshore apron – historic title

Owner(s):

1. People of Hobart managed by the City of Hobart
2. TasRail
3. Crown Land Services DPIPWE

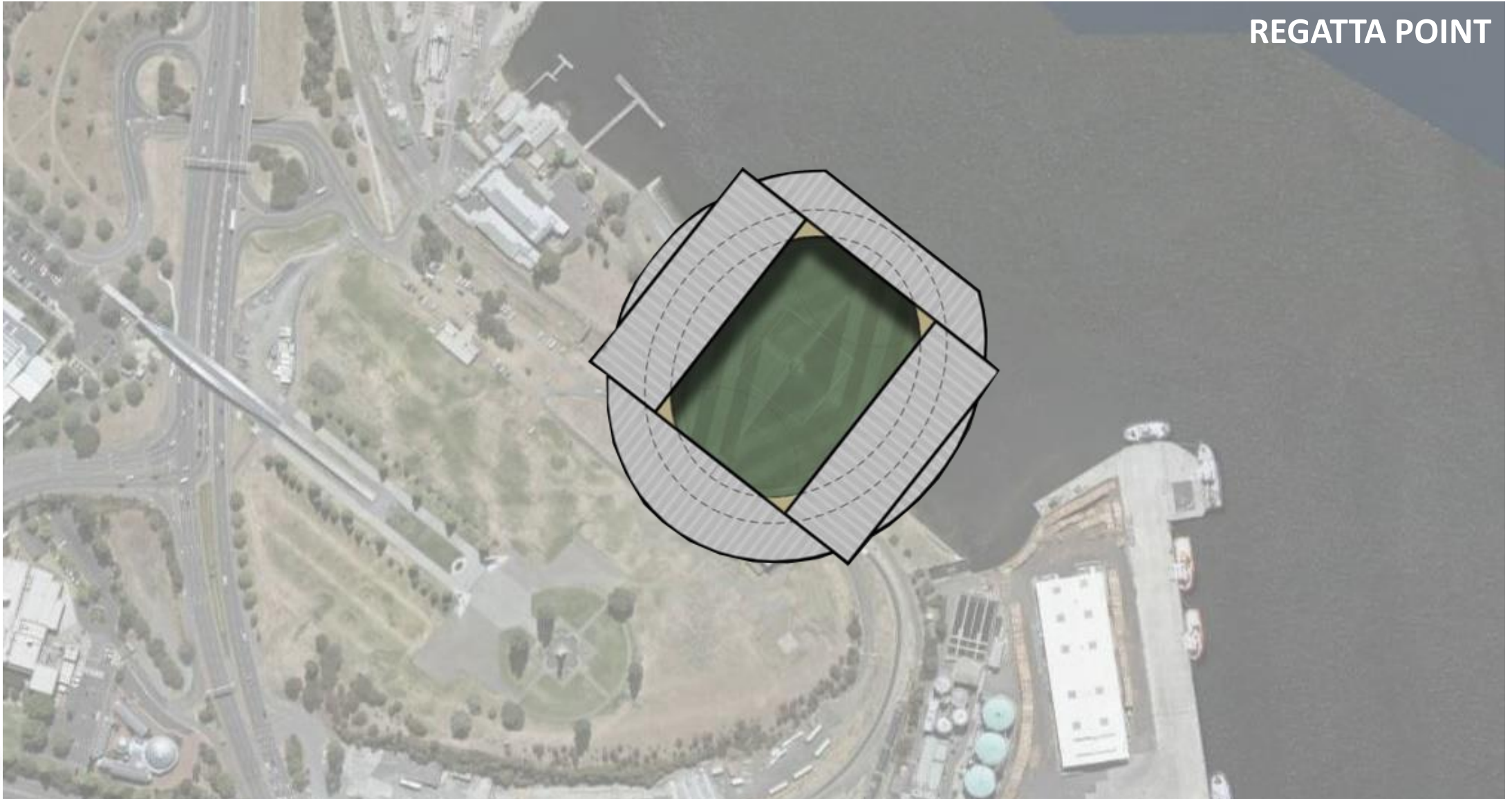
This site comprises several packages of land including reclaimed land. The site has for many years been the site of the historic Hobart Regatta held in February, The Regatta Pavilion holds historic memories but is not listed, and the Cenotaph, Anzac Parade and the Queen's Battery are all *Permanently Registered*

The site would include for the flat waterfrontage apron rising up the headland on which the Cenotaph is placed, and is bounded to the North-West by Tasports slip and HMAS Huon facilities, to the North East the River Derwent, the South-East by the Taswater Sewage treatment plant, Macquarie Point and Tasports Hunter Street port workings and to the South West by the Cenotaph parklands.



REGATTA POINT

5



SOUTHERN STADIUM ANALYSIS

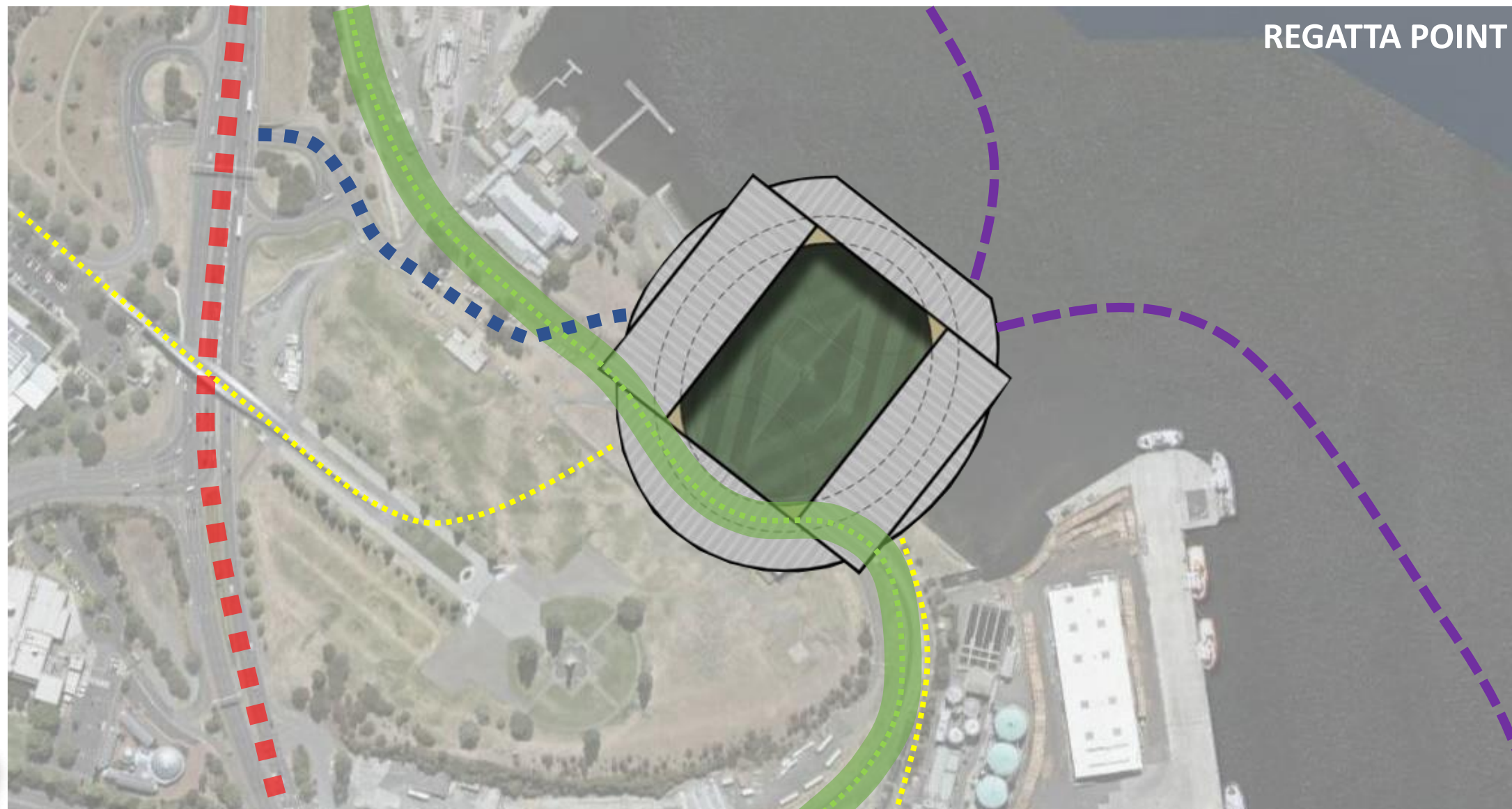


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REGATTA POINT

5



SOUTHERN STADIUM ANALYSIS



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Site 5: Regatta Point

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	3	3.00	Aquatic environment requiring further discussion
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	5	4.00	No issues identified
20	20%	Patron impact	Residential location	Event traffic & pedestrian management	5	4.00	No issues identified
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	4	1.50	Minor impact on existing roadworks and surrounds
14.5	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	3	2.00	Some significant earth works/reclamation required
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	3	3.00	HMAS Huon, Regatta Association and Cenotaph needing consideration
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
20	20%	Community	Residential impact	Impact on residential amenity	5	4.00	No issues identified
Total Points	20%	Community	Existing usage	Impact on users and tennant activities	3	2.00	Impact on regatta and boat ramp users
12							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	5	14.00	Short distance to CBD
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	3	3.00	Some congestion expected - most arterial roads accessible
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	3	2.00	Site has some constraints due to being built in
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	4	3.00	Close proximity to CBD area
33	10%	Safety and security	Evacuation and egress	Safe surrounds	4	3.00	Space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	5	8.00	Site has potential to link with area including waterfront and city
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	3	1.50	Cut and reclamation/piering required (utilization of material excavated)
Points Value	10%	Cost to develop	Minimising project costs	Maximise the savings to project	4	0.75	Industrial services nearby area
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	4	2.25	Some works required but access to ferry and bike/rail network
Total Points	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	4	2.25	Industrial services nearby area
6.75							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Multiple ownership tricky but not insurmountable
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	3	2.50	Some work required
10	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	3	1.25	Some work required
Total Points							
5							
						71.25	

MACQUARIE POINT

6



SOUTHERN STADIUM ANALYSIS



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SOUTHERN STADIUM ANALYSIS



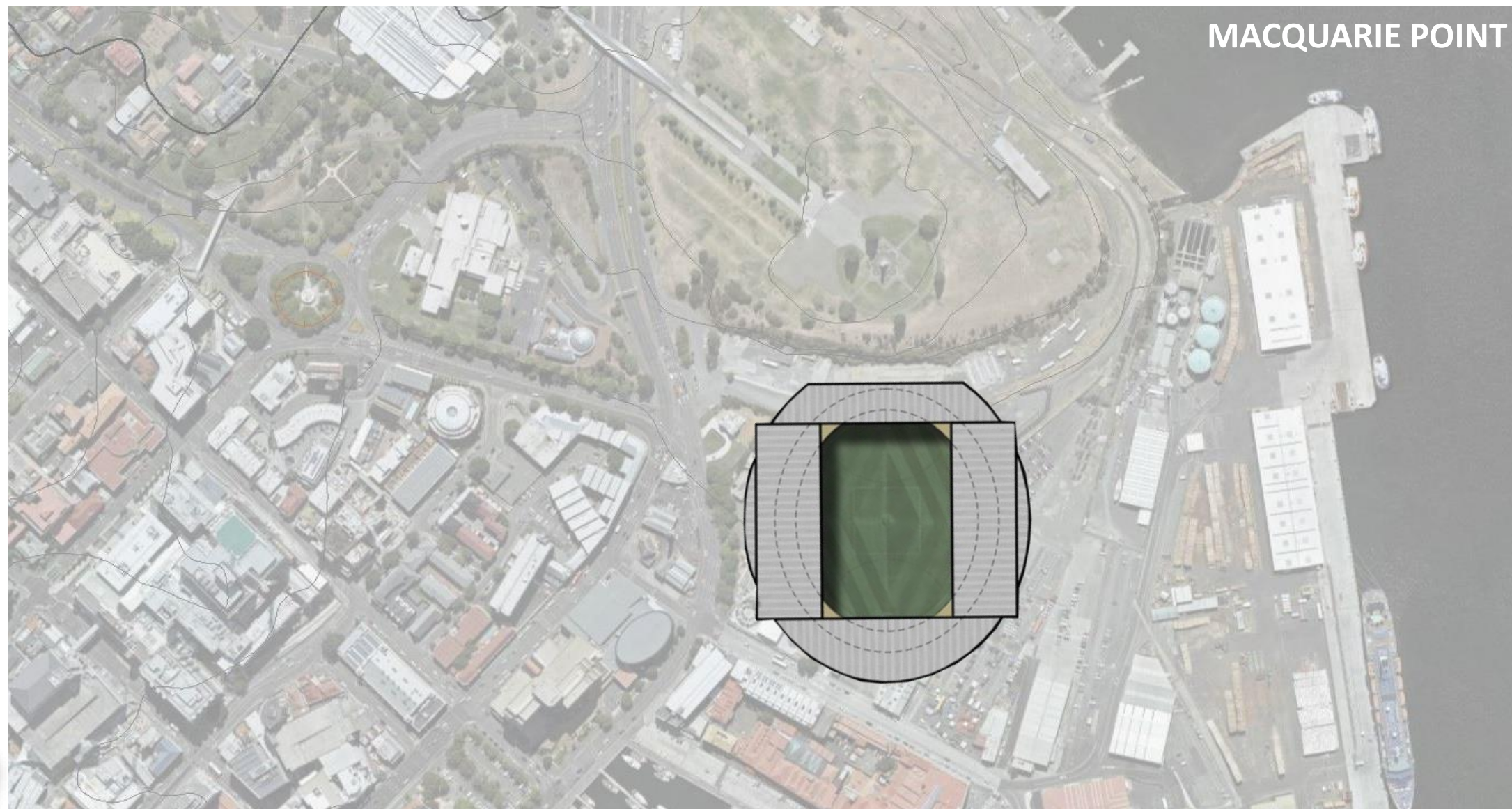
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The site would be considered “flat” and is bounded by the Cenotaph parklands to the North, Tasports operations to the east, Evan Street to the South and the Tasman Highway/ Davey Street to the West

MACQUARIE POINT

6



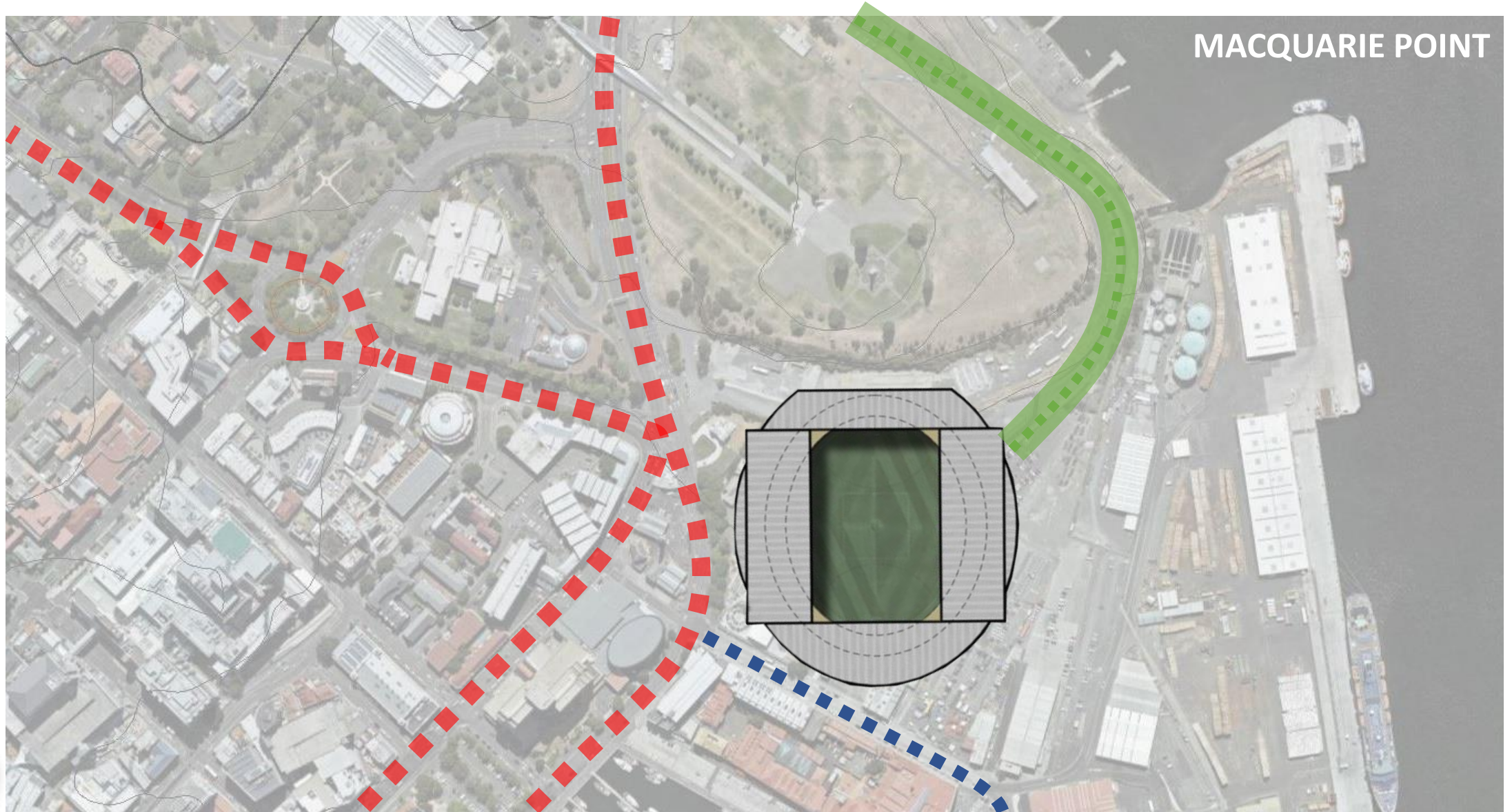
SOUTHERN STADIUM ANALYSIS



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MACQUARIE POINT



SOUTHERN STADIUM ANALYSIS

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PhilpLighton Architects

Site 6: Macquarie Point

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	5	6.00	No impact due to current site
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	4	3.00	Somewhat limited by future accommodation providers and proposals
20	20%	Patron impact	Residential location	Event traffic & pedestrian management	4	3.00	No impact due to current site and proposals
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	4	1.50	No impact due to current site and proposals
16.5	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	4	3.00	No impact due to current site - some potential for contaminants on site
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	4	4.50	Limited however some due to Cenotaph
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
20	20%	Community	Residential impact	Impact on residential amenity	4	3.00	Somewhat limited by future accommodation providers and proposals
Total Points	20%	Community	Existing usage	Impact on users and tennant activities	1	0.00	Proposed developments on site
10.5							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	5	14.00	Short distance to CBD
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	4	4.50	Some congestion expected - all arterial roads accessible
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	3	2.00	Site has some constraints by being built
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	4	3.00	Close proximity to CBD area
32.5	10%	Safety and security	Evacuation and egress	Safe surrounds	4	3.00	Space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	4	6.00	Site has potential to link with area including waterfront and city
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	5	3.00	Minor works required
Points Value	10%	Cost to develop	Minimising project costs	Maximise the savings to project	5	1.00	Industrial services already in area
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	5	3.00	Minor works required
Total Points	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	5	3.00	Assumed more than adequate
10							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	1	0.00	Proposed usage problematic
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	5	5.00	Not an issue
10	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	1	0.00	Proposed usage problematic
Total Points							
5							
						74.50	

CRITERIA SUMMARY

	SITE	ENVIRONMENTAL	CULTURAL	LOCATION	BUILDABILITY	GOVERNANCE		TOTAL POINTS		RANKING
1	Crossroads	11.50	8.00	10.50	3.25	6.25		39.50		5
2	Upper Domain Rd	2.50	7.50	9.00	1.00	5.00		25.00		6
3	TCA	10.00	4.00	15.00	5.00	6.25		40.25		4
4	Lower Domain Rd	9.00	10.00	22.00	2.75	5.00		48.75		3
5	Regatta Point	14.50	12.00	33.00	6.75	5.00		71.25		2
6	Macquarie Point	16.50	10.50	32.50	10.00	5.00		74.50		1



REPORT FINDINGS – COMMENTS

Whilst the Domain Precinct has always been touted as an ideal location for a stadium to be developed the reality is that there are so many other users and uses of the area, any development at sites 1 (Soldiers Walk – Crossroads), 2 (Upper Domain Road) or 3 (TCA Ground) will face significant obstacles.

Glebe residents have had a history of objecting to sporting or other developments citing noise, light emission, traffic and pedestrian movement as well as existing user groups as part of their grounds. Limited access to the area via smaller local road network designed for light vehicle movement would also be problematic requiring substantial infrastructure re-works.

Sites 1, 2 & 3 are located in either recreational or open space zones meaning there is a mechanism to challenge other events at the venue.

The TCA Ground as a site, and their users, has a long history and any acquisition would be considered detrimental to the relevant codes unless suitable and agreed relocation can be found & funded. The growing significant soccer usage at Crossroads in winter would also pose as a high detrimental and contentious removal facing strong opposition.

We feel though that the underlying issues with these sites is the fact that they sit outside the “acceptable walking” distance and pose a threat to foot traffic use of the site. The terrain itself must be given significant attention when considering a site so as to allow for all users. When comparing to other sites, on flat surfaces, and then back to the Project brief these sites have been discounted.



REPORT FINDINGS – COMMENTS (continued)

Site 4 (Lower Domain Road) offers much better commuting ability by foot and link to the city as opposed to sites 1, 2 & 3 there are still some significant hurdles to pass. The site itself is situated directly through Soldiers Memorial Walk, as well as a number of significant sites surrounding.

The build cost is significant here and the contour cut is some 30 to 40 metres into the Queens Domain. As the site is a greenfield site there are also limited to no services in the area which would required considerable investment in developing.

Site 5 (Regatta Point) & 6 (Macquarie Point), whilst having their own challenges are the obvious choices for this project with their proximity to the city, limited current users and fact that they both are the closest to the city, accommodation and entertainment districts as well as in direct site of Hobart, hence the wow factor.

Macquarie Point has been touted for other uses and throughout our project we have gained an understanding that the chances of using this site are more or less non-existent.



REPORT RECOMMENDATION

Regatta Point is our recommended site.

Whilst there are some challenges to overcome such as reclaiming and structural works, the topography of the site lends itself to a structure of this size with the land already falling away from 20 metres to sea level in the desired location. The water level is shallow here also fanning out to a depth of no more than 10 metres.

Site users of the area are limited to the Regatta Association and a public boat ramp. The conversations with the Regatta Association should be along the lines of incorporating their needs into the design of the stadium. A relocation of a boat ramp to a suitable site around the Derwent would be a reasonably cost effective solution.

The other consideration is to work with the RSL on how such a stadium can enhance the Cenotaph area and annual events held to remember the servicemen and their sacrifices. Consideration could be given here to amphitheatre seating for the parades, use of screens or facilities to enrich the experience, all the way to the name of the stadium, such as Anzac Stadium (as an example) to honour the association.



REPORT RECOMMENDATIONcontinued

There are a number of reasons to choose this site over the other sites such as;

- Ability to develop new absolute waterfront restaurant and retail precinct.
- Wow factor from approach.
- Implementation of extra public transport options than all others with Ferry service, as well as joining Macquarie Point with access to Northern Corridor.
- Development of a regular Public Transport hub to help awaken and enhance the new precinct.
- It is the furthest away of any of the sites to residential areas.
- Opportunity to work with Regatta Association to have new Regatta site – undercover.
- Open flat space adjacent on current Regatta Grounds for parking/match day activations at events.



NEXT STEPS.....

MCS Management & Consulting wishes to manage future consultation.

We understand the project, site and potential timelines & believe that we can act quickly to get more detailed drawings and information including but not limited to;

- Detailed conceptual drawings
- Stakeholder engagement
 - Owners and user groups
 - Potential users
- Feasibility Study
- Quantity Surveying & Costings



HOBART STADIUM - SITE SELECTION PROCESS

25th February 2022



Contents

The State Government requires a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium (capacity of 23-27,000 seats) within easy commuting distance of the Hobart CBD. The assessment may include up to three (3) sites.

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Scope of Report

PHASE A: BRIEFING AND PROJECT COMMENCEMENT

Inception meeting with Secretary of Department and any other relevant persons to agree first level-assessment criteria.

Agreement of initial first-level assessment criteria to determine a zone for potential locations with the Department of State Growth / Infrastructure that:

- has an acceptable commuting/walking distance from the CBD (eg within a determined radius from the GPO), to maximise patron utilisation of existing CBD parking, passenger transport, accommodation and hospitality
- maximise the promotional benefit of the venue to the State
- minimise impact on residential areas

PHASE B: DEVELOPMENT AND ANALYSIS OF ASSESSMENT CRITERIA

A workshop with specialist Departmental staff to interpret and apply information relevant to multi-criteria analysis.

Further development of a multi-criteria analysis to enable comparison of potential sites within the defined zone that includes desk-top assessment of the following criteria:

- Heritage impacts
- Aboriginal heritage impacts
- Natural conservation value impacts
- Noise/light impacts
- Event day Traffic impact / congestion / management / ease of patron access
- Hobart City Council zoning and management plan compliance
- Site ownership constraints
- Site size constraints, including expansion capability
- Opportunities for functional integration with nearby infrastructure

- Services capacity
 - distribution – power, gas, water, sewer, stormwater, data, augmented reality
 - Data consumption and speed during events
- Emergency and other services amenity, access and ability to respond
 - Tas Police, Ambulance, Air Ambulance, Fire Services, etc
 - Health Department (eg: Covid agencies)
 - Federal Agencies
 - Defence forces
- Construction impact
 - Long term construction project (+2 years)
- Safety and security
 - Evacuation and egress
 - Surveillance / observation / protection
 - Counter terrorism
- Environmental considerations
 - Low impact – materials, re-use and recycled, energy demand, building envelope etc
 - Carbon neutral footprint guiding principals
 - Low emissions
- Site Expansion/Growth Opportunities

PHASE C – SCHEMATIC CONCEPT DESIGN

Production of concept designs, including

- Location / Site Assessment Plans
- High level conceptual floor plans
- Digital renders showing visual impact of two or three most feasible stadium sites at a landscape level

PHASE D – COMPILATION OF A REPORT + PRESENTATIONS

Collation of successful outcomes of Phases A, B and C into a presentation and Draft Report providing methodology and results and discussion of multi-criteria analysis.

Presentation to Secretary (1) (and potentially Minister/s) on content of draft Report.

Final Report to be provided following presentation.

Report Authors

MCS MANAGEMENT & CONSULTING – STEPHEN MCMULLEN

Stephen is a well-known and respected venue expert who has delivered over 500 international and national events including a World Cup and COAG.

He has been the leader on over \$70 million of Tasmanian Sports Infrastructure Projects including the Tasmanian Hockey Centre and Blundstone Arena Redevelopments, and has the unique ability to engage with stakeholders, develop plans to suit and implement the information obtained into the design and operationally to deliver successful facilities and events.

He has also acted as lead consultant on a number of “greenfield proposals” including the Quarry Project, a stadium in Hobart for a Tasmanian A-League team, as well as the conceptual designer of the Tasmanian Hockey Centre.

He is currently Managing Director of Pinpoint Group who are charged with delivering the updated Taste of Summer Festival.

Stephen is an Accredited Member of the Venue Management Association (Asia and Pacific), International Association of Venue Managers, and representative of the recently formed Live Entertainment Industry Forum.

He is the Head Coach of the Tassie Tigers Men's senior hockey team and former successful Tasmanian Premier League team North West Graduates Men's coach and a Life Member of NWHGHC.

Stephen lives and works in Hobart

PHILP LIGHTON ARCHITECTS – PETER GAGGIN FAIA

Peter has over thirty years professional experience and has been a Director of Philp Lighton Architects since 2002.

Over the last 20 years he has attained considerable experience and expertise in community buildings, sporting facilities, aged care, local government, recreational, children's, community, civic, university and educational projects. As project director he has been responsible for the delivery of more than \$300M value of built work since 2002.

He is a Fellow of the Australian Institute of Architects (FAIA 15866), and is an active committee member of the RAlA Tasmania Chapter Practice Committee and a senior mentor and examiner for architectural graduates approaching their professional registration exams. He is also a volunteer Board member of Kickstart Arts, a community arts organisation based in ancient buildings in St Johns Park New Town.

Peter is a former State Senior Hockey representative, Premier League player and umpire. Currently representing Australia, Tasmania and the University Hockey at Grade and Masters level, he is the state coordinator for masters' hockey in Tasmania and the Tasmanian delegate to the Hockey Australia Masters Council. He has played in every state and territory of Australia and internationally in England, Spain, Belgium, Germany, Netherlands, New Zealand and South East Asia. He currently coaches his Club's U18 team.

Peter's partner Andrea is a former WNBL and State player and their children are all actively involved in sport – be it hockey, AFL, basketball or netball.

He is a Life Member of University Hockey Club, a Cricket Tasmania Member, a Jack Jumpers basketball Club member and a proud member of the Richmond Football (AFL) Club (Go Tiges!)

From this wealth of experience he understands what makes sporting facilities work, and has instilled this knowledge and experience into the design of many buildings and sporting facilities.

Project Brief

The State Government requires a preliminary feasibility assessment of possible sites that could accommodate the footprint of a contemporary Tier 2 sporting and event stadium (capacity of 23,000 to 27,000 seats) within easy commuting distance of the Hobart CBD.

The final assessment may include up to three (3) sites.

KEY CONSIDERATIONS FOR THE SITES

1. Has an acceptable commuting/walking distance from the Central Business District (eg within a determined radius from the GPO), to maximise patron utilisation of existing CBD parking, passenger transport, accommodation and hospitality
2. Maximise the promotional benefit of the venue to the State
3. Minimise impact on residential areas

Site Consideration Criteria

- Heritage impacts
- Aboriginal heritage impacts
- Natural conservation value impacts
- Noise/light impacts
- Event day Traffic impact / congestion / management
- Ease of patron access
- Hobart City Council zoning and management plan compliance
- Site ownership constraints
- Site size constraints, including expansion capability
- Opportunities for functional integration with nearby infrastructure / precinct creation
- Services capacity
- distribution – power, gas, water, sewer, stormwater, data, augmented reality
- Data consumption and speed during events
- Emergency and other services amenity, access and ability to respond
- Tas Police, Ambulance, Air Ambulance, Fire Services, etc
- Health Department (eg: Covid agencies)
- Federal Agencies
- Defence forces
- Construction impact
- Long term construction project (+2 years)
- Safety and security
- Evacuation and egress
- Surveillance / observation / protection
- Counter terrorism
- Environmental considerations
- Low impact – materials, re-use and recycled, energy demand, building envelope etc
- Carbon neutral footprint guiding principles
- Low emissions
- Site Expansion/Growth Opportunities

SITE CONSIDERATION CRITERIA

We developed a spreadsheet to allow us to score the sites. Using the scope as the basis, and then subsequently the site consideration criteria, we grouped each into a 5 distinctive categories being;

- Environmental
- Cultural
- Location
- Buildability
- Governance

Each is given a total point value which adds up to 100. Each category has sub categories which contain sub-sections relating to the area. We placed a weighting against these sub-categories based on our view of the importance of the sub-category to the overall project.

Finally, we used a scoring process for each sub-category, out of 5, which then calculates the total points of each area. If any area scored a 1 it calculated 0% of the total potential score whereas a 5 scored 100% of the potential score.

Each site was set off against each other to enable us to get a total score for each area and site to compare as part of our analysis.

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS
	30%	Natural conservation value impacts	Flora & Fauna
Points Value	20%	Noise/light impacts	Nearby Residential location
20	20%	Patron impact	Residential location
Total Points	10%	Construction impact	Long term construction project (+2 years)
0	20%	Environmental considerations	Land disturbance
CULTURAL	30%	Heritage impacts	Historical significance of site
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site
20	20%	Community	Residential impact
Total Points	20%	Community	Existing usage
0			
LOCATION	35%	Ease of patron access	Walking distance from CBD
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access
40	10%	Site size constraints, including expansion capability	Future proofing
Total Points	10%	Emergency and other services amenity	Access and ability to respond
	10%	Safety and security	Evacuation and egress
	20%	Wow factor	Look and feel of stadium within surrounds
BUILDABILITY	30%	Cost to develop	Civil works required
Points Value	10%	Cost to develop	Minimising project costs
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site
Total Points	30%	Services capacity	Existing availability and/or capacity of services
0			
GOVERNANCE	25%	Ownership	Site ownership constraints
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities

SITE CONSIDERATION CRITERIA

ENVIRONMENTAL – FOCUS AREAS

This describes the environmental impact of the development both during construction and after completion on the pre-existent endemic and introduced flora and fauna, together with excavation or fill into natural landform and topography, and the nearby residential uses.

- Flora and Fauna: score based on the impact on the natural environment, including identification of any know habitat for rare or endangered species
- Noise and Light: score based on the impact on neighbouring houses on event night, including stadium noise, and flood lighting
- Patron impact: score based on the anticipated impact of patron using the site, both during construction and event night, including traffic congestion and pedestrian management, and outside stadium anti-social behaviour before or after events.
- Construction impact: score based on a long term construction activity and working hours, contractor parking, traffic management, construction noise including rock-breaking and power tools, heavy vehicle movements, meal purchases at local shops, rubbish, dust and spoil management
- Topography and landform: score based on the disturbance of the landform including natural waterways and to riparian corridors, cut, fill, excavations, and stockpiling of excavated material, over a +6ha flat site

CULTURAL – FOCUS AREAS

This describes the cultural impact of the development on the historical and cultural significance of the site, both first nations' and post-colonial, including heritage, adjacent residential uses and the effect on the site's current usage patterns and experiences

- Aboriginal heritage impacts: score based on the consultation with the traditional custodians of the land to determine identification of issues, evidence of occupation and connections to country (site)
- Heritage Impacts: score based on the impact to the historical significance of the site including known buildings, relics or previous usage or historical links to the site
- Community residential impact: score based on the anticipated impact to the adjacent residences and occupants, including impacts on occupants' peace and quiet, on-street parking, flood lighting, and noise, property values, outlook, and views
- Community existing usage impact: score based on the anticipated impact to the existing current usage of the proposed site, be it passive, recreational or organised, including such things as accessibility to the site, community sport, commercial or industrial usages

LOCATION – FOCUS AREAS

This describes the site's location in relation to the Central Business District, distance by walking, capability and capacity of the existing infrastructure, services, utilities, road networks and access and promotional capacity of the facility to the state.

- Ease of patron access: score based on the adjacency to the CBD, and ease and safety of pedestrian access before, during and after events, ease of way-faring, utilisation of existing infrastructure and services
- Event day traffic impact and congestion: score based on the ease of traffic management, event logistic vehicles, carparking, safe access, public and alternative transport arrangement – bus, bikes, e-vehicles, light rail, ferry, ride share, taxis, utilisation of existing infrastructure and services
- Site size constraints: score based on the ability to future proof the site to provide for the ability to grow the site with minimal changes to requirements, this includes such items as infrastructure capacity, land availability, etc
- Emergency and services amenity: score based on the ability for emergency and other services to be accommodated, infrastructure capacity, reaction times and ease of access (fire fighting etc)
- Safety and security: score based on the provisions for emergency evacuation and safe refuge, entry screening, crime prevention through environmental design
- Wow factor: score based on the experiential brilliance, showcase of Tasmanian excellence, promotional overview to city, iconic facility embedded in the public realm

SITE CONSIDERATION CRITERIA

BUILDABILITY – FOCUS AREAS

This describes the straightforwardness with which the facility could be developed on the site and includes building cost, earthworks (cut / fill / excavation), other required civil works construction, connections to the existing infrastructure and contractor access to the site

- Cost to develop - civil works: score based on the relative costs for excavations, cut and fill, importation of material and the complexity of building the site on the existing topography
- Cost to develop – building works: score based on minimising project expenditure by using existing landforms, services, structures and the like
- Opportunities for functional integration with nearby infrastructure: score based on the ability to connect to existing road networks, and other transportation hubs without the need to build new access or provide major improvements to the existing.
- Services capacity: score based on the close availability of building services such as stormwater, sewer, power, water, data and comms without the need to build new or provide major upgrades or improvements to the existing

GOVERNANCE – FOCUS AREAS

This describes the ownership of the land on the proposed site, statutory requirements and management over the site and the ease of meeting those requirements

- Ownership: score based on the ability to obtain “ownership” and access to the site – lease / rent / purchase and to amalgamate titles or other methods to enable construction over adjacent lots
- Statutory Authority compliance: score based on the ability to meet town planning requirements for the new works working within the statutory authority framework
- Management Plan compliance: score based on the ability to meet management plan requirements for the new works working within the statutory authority framework

SITE CONSIDERATION CRITERIA

140M RADIUS – EXPLANATION AND IMAGERY AUTHORITY FRAMEWORK

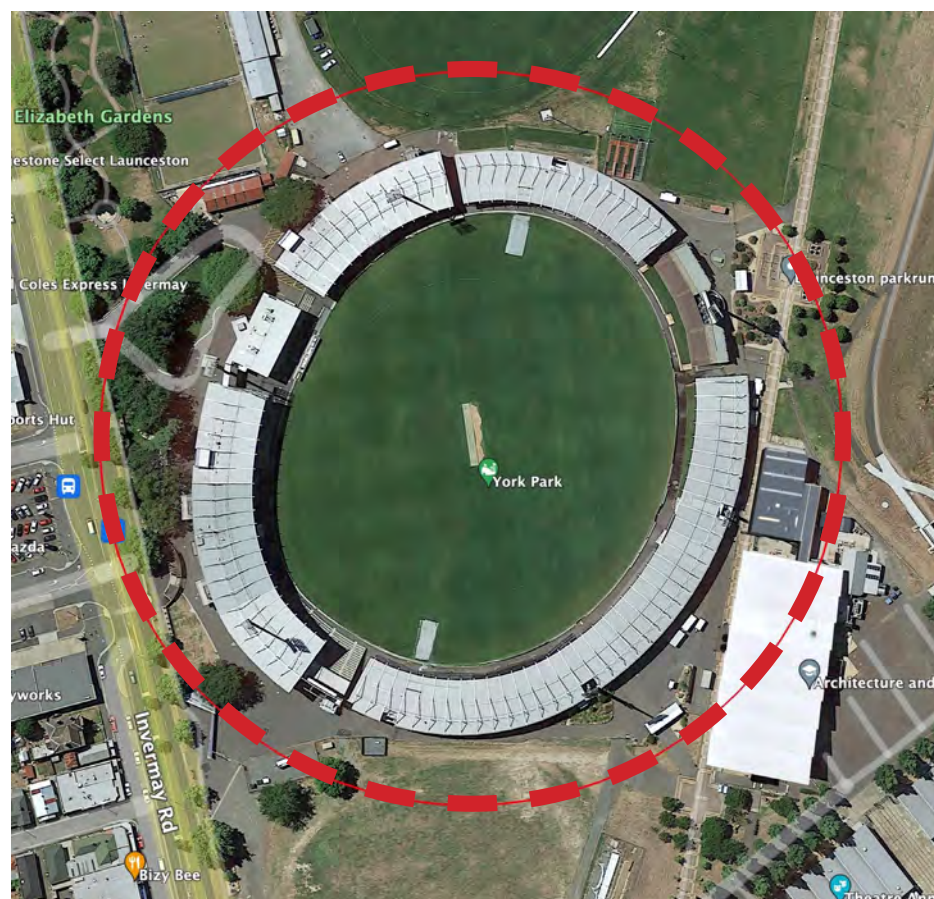
After viewing various stadia around the country we developed the 140 metre radius to allow us to consider the different sites. This radius is considered a reasonable size for the development of the stadium and precinct, which allows for approach routes of both foot and traffic, activation areas, meeting space and appropriate apron around site.

You can see that Tasmania's two stadiums sit well inside the 140 metre radius. Some of the criticism of these stadiums is the approaches and meeting space as well as the ability to create a true "match day experience" by enabling quality activation areas in the precinct. The creation of these spaces allows the patrons the ability to engage in some of the pre/post event atmosphere which creates excitement and enjoyment of the event.

The space also allows for true separation between players & officials, broadcast and patrons, as well as giving the space for safe entry and exit processes and practices, both counter terrorism and public health.

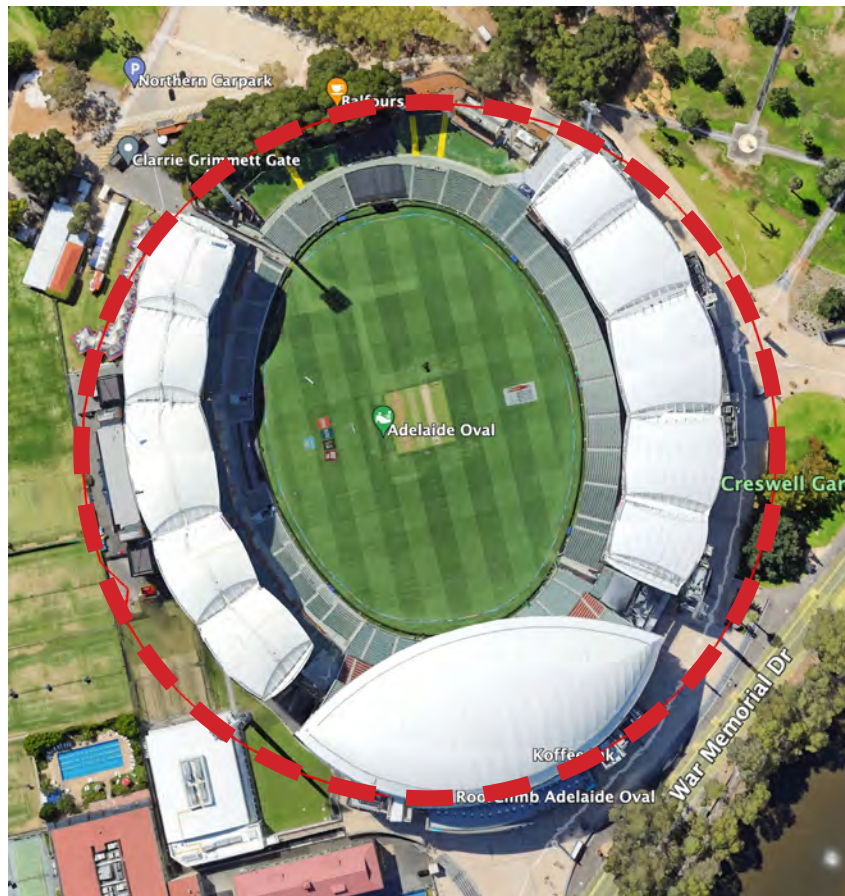


140m radius - Blundstone Arena - 20,000 capacity



140m radius - UTAS Stadium - 21,000 capacity

SITE CONSIDERATION CRITERIA



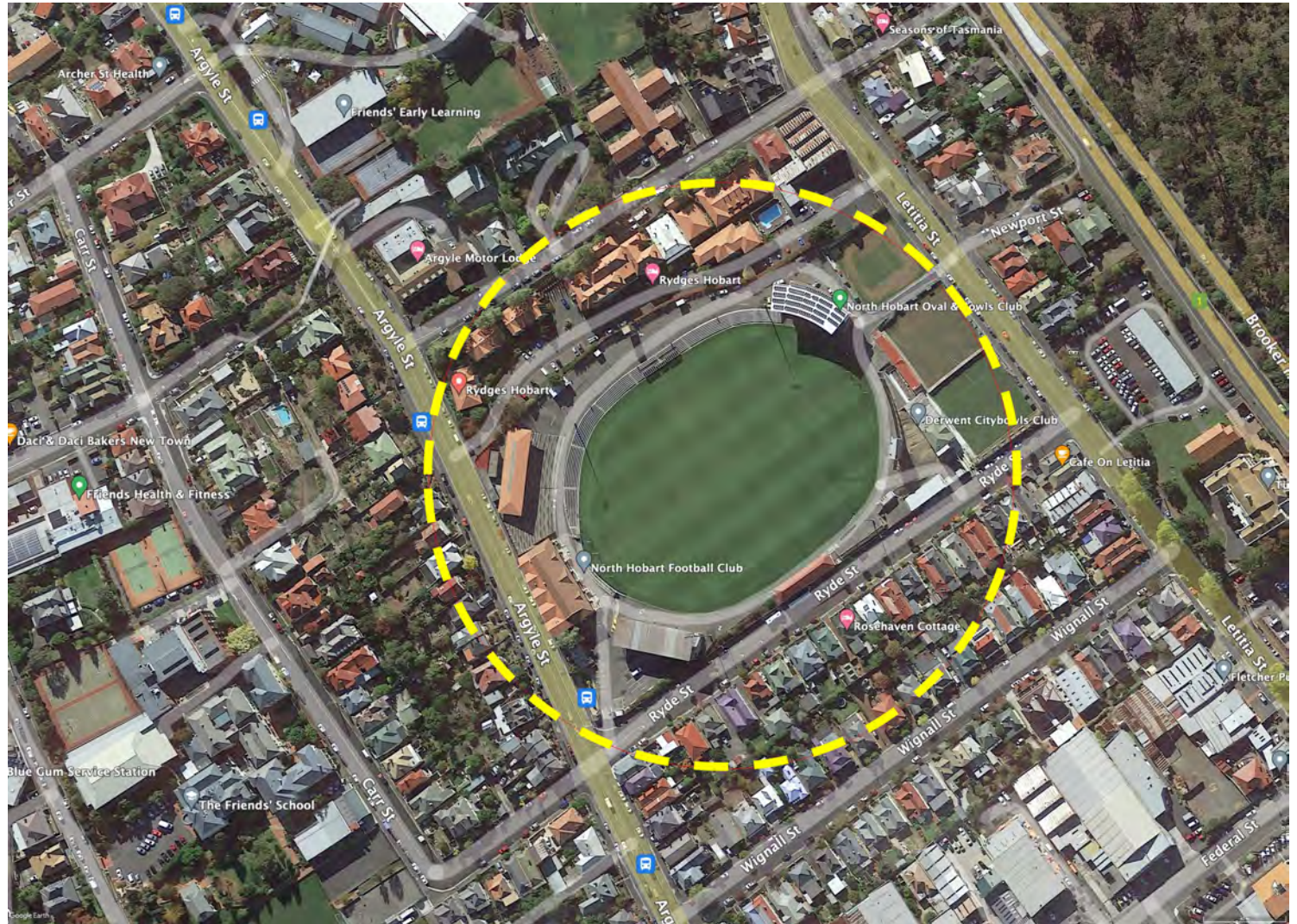
140m radius - Adelaide Oval - 53,500 capacity



140m radius - Metricon Stadium - 25,000 capacity

SITE CONSIDERATION CRITERIA

North Hobart Oval was considered briefly however when overlaying the 140 metre radius and consideration that site is 1,750 metres from the GPO, as well as the density of property around the site we decided to disregard.



140m radius - North Hobart Oval

SITE CONSIDERATION CRITERIA

ACCEPTABLE COMMUTING / WALKING DISTANCE

Walkability Standards – Design Concepts – Test of Common Assumptions

Robby Layton, PhD.

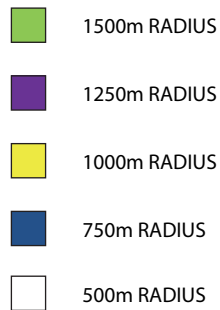
- Typical pedestrians believe 10 minutes walking time is an acceptable time
- Average speed of pedestrians ranges from 1.44 to 3.32 miles per hour (2.32 to 5.34km/h)
- Outcome of this study is common assumption is 390 to 900

Australasian Transport Research Forum

- Average speed of pedestrians is 1.49 metres per second (90 metres per minute = 900 metres)

PROJECT ASSUMPTION

10 to 15 minutes is the radius we will work to = 1,350 metres



SITE SELECTION AREA

STADIUM

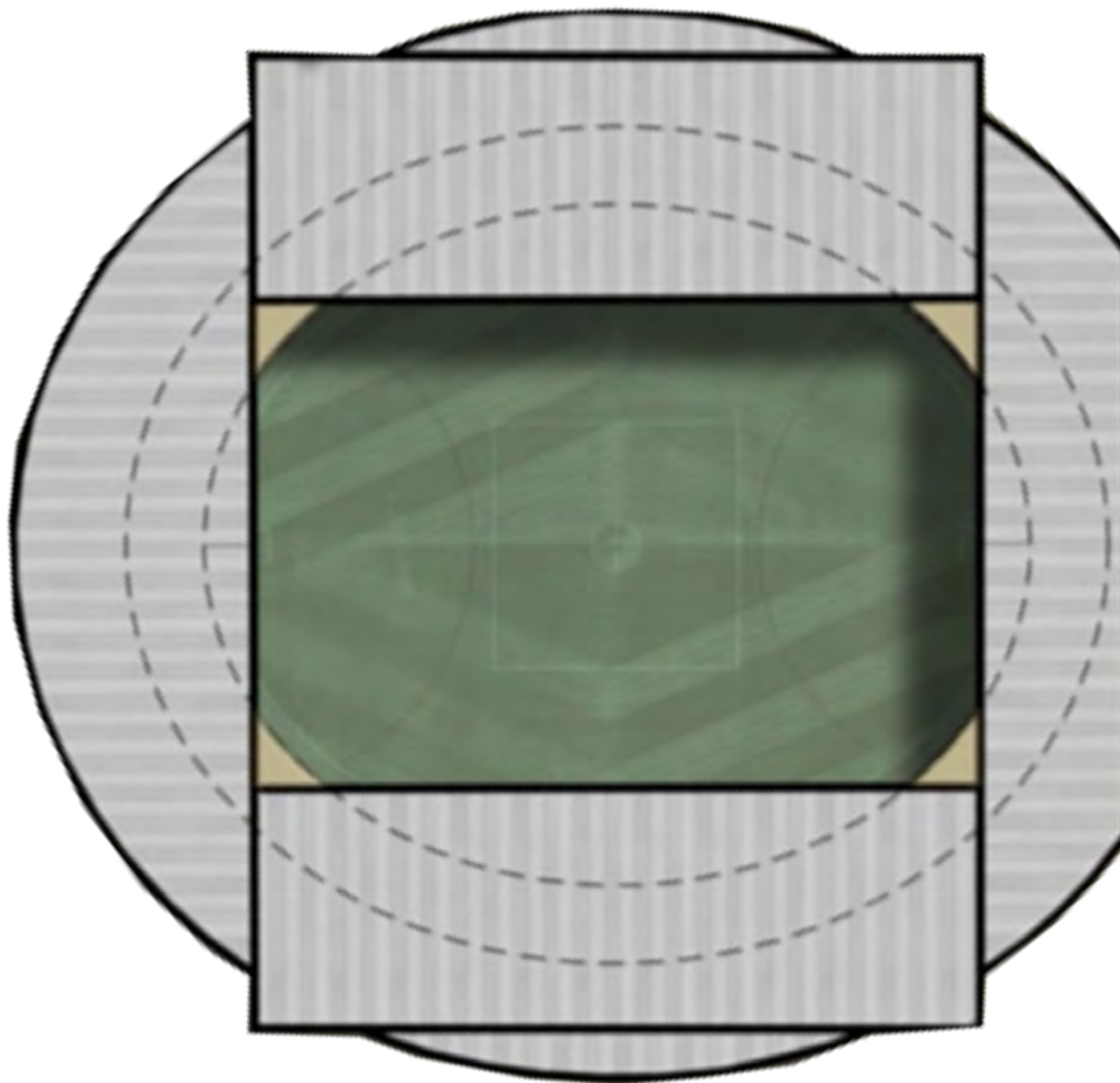
The stadium would have a 25,000 seat capacity with an operable roof. Lighting and AV equipment would be positioned within the envelope of the building to enhance the experience and to control light and sound spill.

Playing field size, roof height and broadcasting facility locations are designed to cater for multiple sports and events.

Operable banks of seating enables the stadium to transform when hosting rectangular sports events like Soccer or Rugby, creating more engaging spectator, player and broadcast experience.

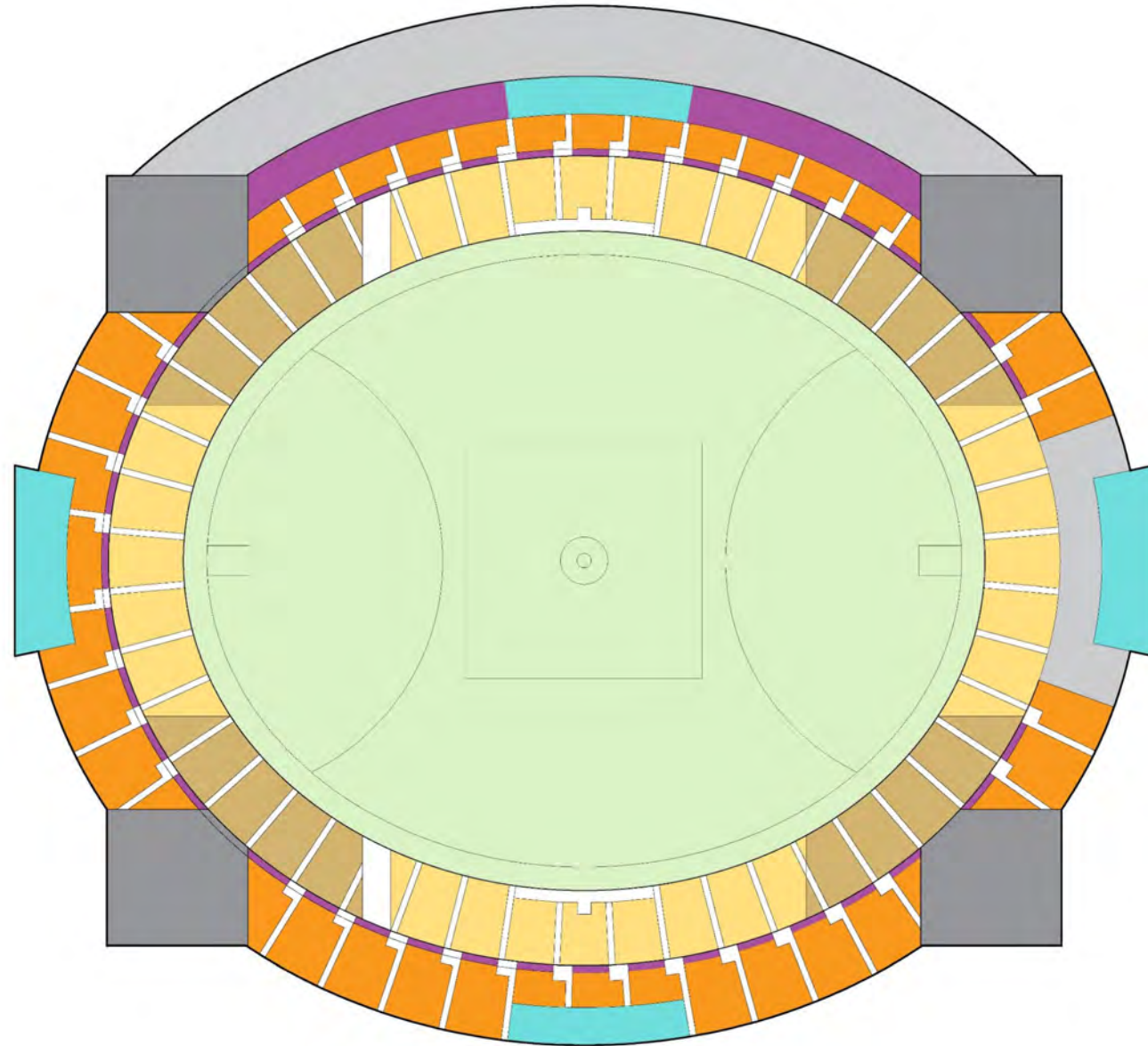
MODES AND CAPACITIES

AFL	25,000
Cricket	23,000
Rugby/Soccer	20,000
Concert	30,000

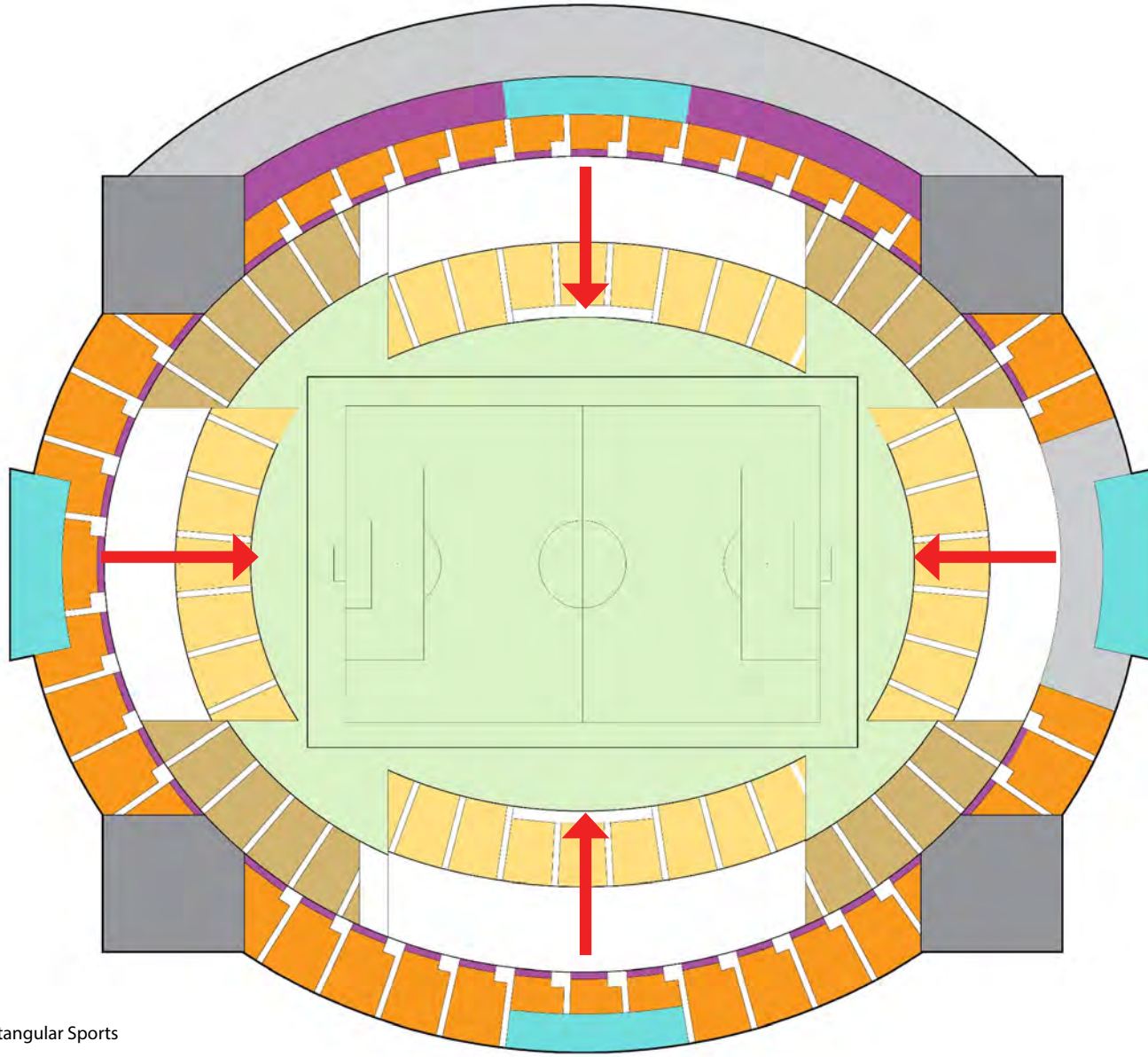


SITE SELECTION AREA

- LOWER LEVEL SEATING
- UPPER LEVEL SEATING
- CORPORATE VIEWING
- BROADCAST / MEDIA
- ROOF SUPPORT / VERTICAL CIRCULATION



SITE SELECTION AREA



Operable Seating for Rectangular Sports

Site 1: Soldiers Walk Crossroads



Aerial contextual view

SITE ASSESSMENTS - SITE 1: CROSSROADS – SOLDIERS MEMORIAL OVAL

Title information: 2 Davies Avenue Queens Domain CT164058/1

Owner: People of Hobart managed by the City of Hobart

This site comprises two open sports fields bounded to the North and West by Upper Domain Road and to the East by the Soldiers Memorial Walk. The site is grassed and generally level as sports playing fields.

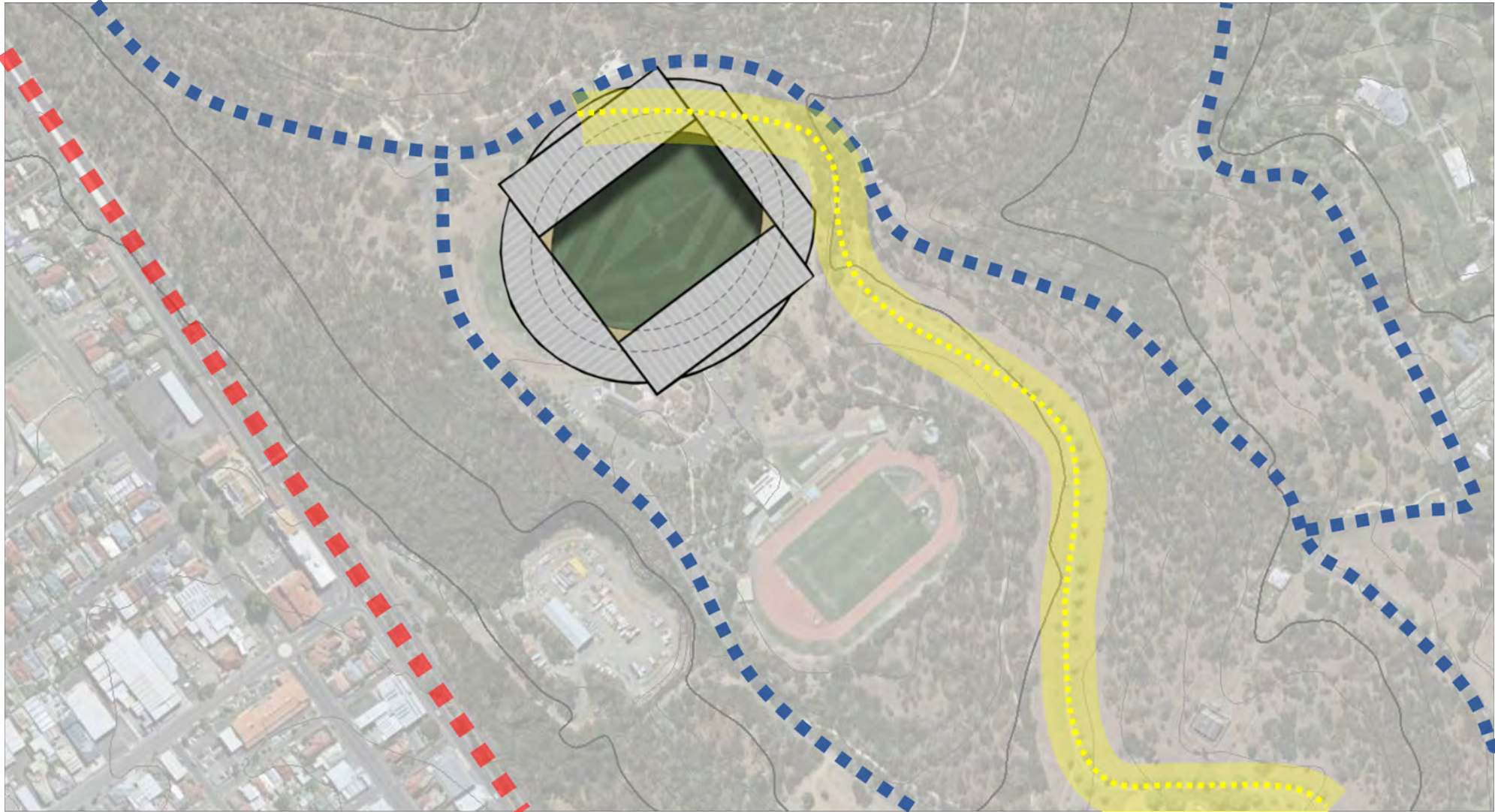


140m radius overlay

SITE ASSESSMENTS - SITE 1: SOLDIERS WALK CROSSROADS



Stadium fit



4-Lane Highway 2-Lane Road Soldiers Memorial Walk

SITE ASSESSMENTS - SITE 1: SOLDIERS WALK CROSSROADS

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL Points Value 20 Total Points 11.5	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	4	4.50	Low impact due to existing site being two ovals
	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	3	2.00	Site is a reasonable distance away from residential properties
	20%	Patron impact	Residential location	Event traffic & pedestrian management	2	1.00	Patrons and traffic will need to travel through residential area to access
	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	3	1.00	Area currently used for parking and transit around domain as well as usage of area for outdoor activities
	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	4	3.00	As existing sports field not a great deal of excavation etc to be done
CULTURAL Points Value 20 Total Points 8	30%	Heritage impacts	Historical significance of site	Identification of issues	3	3.00	Impact on existing Soldiers Memorial Walk area
	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
	20%	Community	Residential impact	Impact on residential amenity	2	1.00	Patrons and traffic will need to travel through residential area to access
	20%	Community	Existing usage	Impact on users and tenant activities	2	1.00	Site used by many different community groups for various purposes
LOCATION Points Value 40 Total Points 10.5	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	1	0.00	Site is significant distance from GPO and via steep terrain
	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	2	1.50	Small narrow existing road network and directional change required
	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	4	3.00	Site has space around for expansion in most directions
	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	2	1.00	Small narrow existing road network which congests easily
	10%	Safety and security	Evacuation and egress	Safe surrounds	4	3.00	Space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	2	2.00	Site is concealed and difficult for markability
BUILDABILITY Points Value 10 Total Points 3.25	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	5	3.00	As existing sports field not a great deal of excavation etc to be done
	10%	Cost to develop	Minimising project costs	Maximise the savings to project	2	0.25	High cost as site is significant distance from major services
	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	1	0.00	Small narrow existing road network which congests easily
	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	1	0.00	Site is significant distance from major services
GOVERNANCE Points Value 10 Total Points 6.25	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Domain land holdings problematic
	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	4	3.75	Existing use as a sportsfield
	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	3	1.25	Domain land holdings problematic
TOTAL SCORE		39.5					

39.50

DESCRIPTION	RATING	SCORE
EXCEPTIONAL	5	100%
EXCELLENT	4	75%
SATISFACTORY	3	50%
POOR	2	25%
UNACCEPTABLE	1	0%

Site 2: Upper Domain Road



Aerial contextual view

SITE ASSESSMENTS - SITE 2: UPPER DOMAIN ROAD

Title information: 2 Davies Avenue Queens Domain
CT164058/1

Owner: People of Hobart managed by the City of Hobart

This site comprises open wooded grassland sloping down from the Domain Athletics Centre (DAC - Athletics Tasmania) to the TCA Ground (North Hobart Cricket Club, Hobart Football Club, DOSA Football Club). There is approximately 25m fall from the DAC to the TCA. The Domain Athletic Centre was built in 1971 on the site of two small existing ovals

The site is bounded by to the North – the Domain Athletics centre embankment retaining the athletic track, to the east Soldiers Memorial Walk (including heritage buildings – Victoria Powder Magazine), to South the TCA Ground, a frequently used Sports Oval with a long history (see below) and to the west Upper Domain Road.

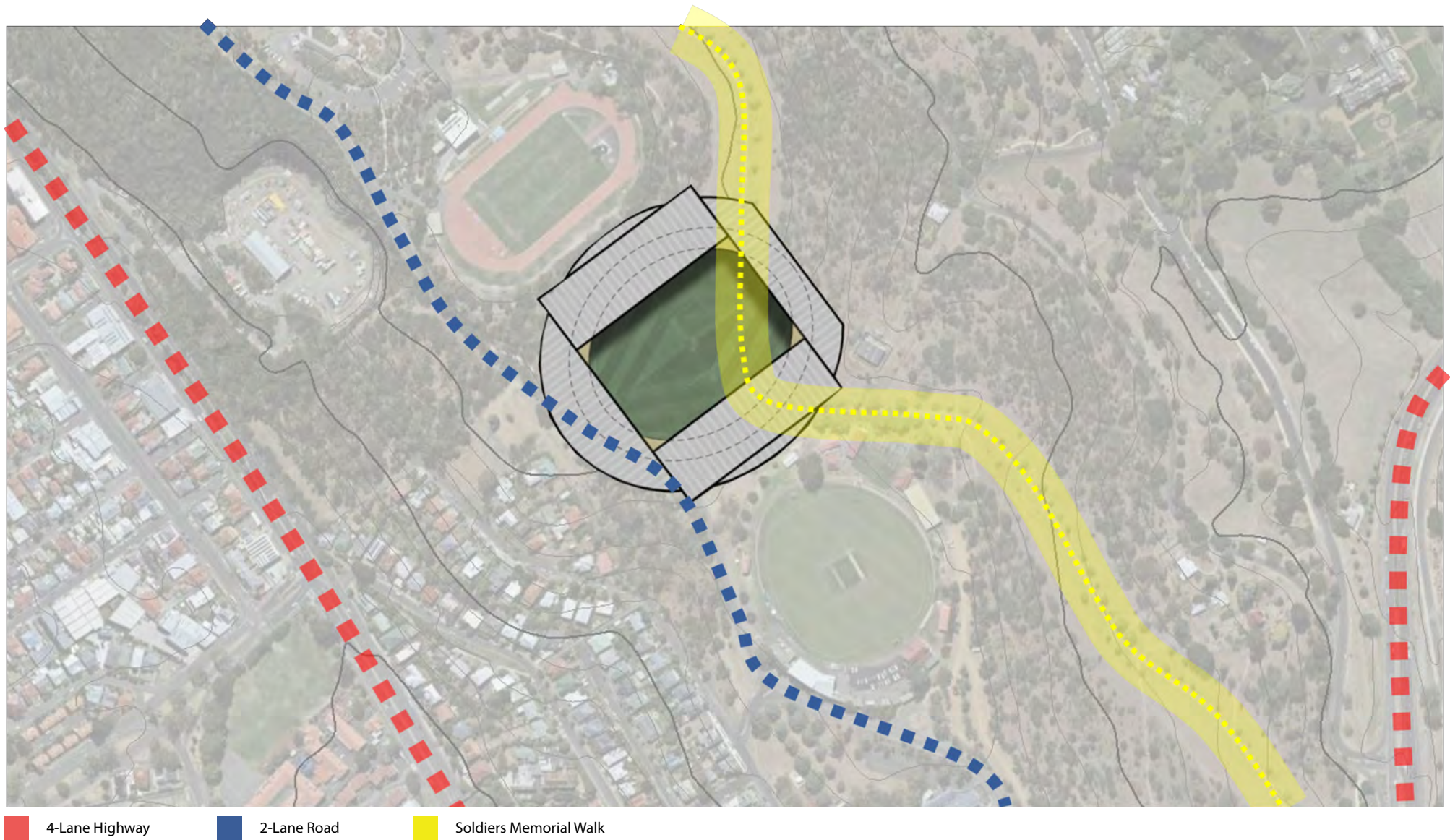


140m radius overlay



Stadium fit

SITE ASSESSMENTS - SITE 2: UPPER DOMAIN ROAD



SITE ASSESSMENTS - SITE 2: UPPER DOMAIN ROAD

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL Points Value 20 Total Points 2.5	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	2	1.50	High impact due to existing site part bushland
	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	1	0.00	Site is a close distance to residential properties
	20%	Patron impact	Residential location	Event traffic & pedestrian management	1	0.00	Patrons and traffic will need to travel through residential area to access
	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	1	0.00	Area currently used for parking and transit around domain is only accessible from one road
	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	2	1.00	In excess of 5 metre fall across site requiring excavation and fill
CULTURAL Points Value 20 Total Points 7.5	30%	Heritage impacts	Historical significance of site	Identification of issues	2	1.50	Impact on existing Soldiers Memorial Walk area
	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
	20%	Community	Residential impact	Impact on residential amenity	1	0.00	Patrons and traffic will need to travel through residential area to access
	20%	Community	Existing usage	Impact on users and tenant activities	4	3.00	Site not utilised for many activities other than parking. TCA & Athletics centre needs consideration.
LOCATION Points Value 40 Total Points 9	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	2	3.50	Site is significant distance from GPO and via considerable terrain
	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	2	1.50	Small narrow existing road network and directional change required
	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	1	0.00	Narrow site constrained by existing facilities
	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	1	0.00	Small narrow existing single road which congests easily
	10%	Safety and security	Evacuation and egress	Safe surrounds	3	2.00	Limited space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	2	2.00	Site is concealed and difficult for markability
BUILDABILITY Points Value 10 Total Points 1	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	1	0.00	Major cut and fill required to prepare site
	10%	Cost to develop	Minimising project costs	Maximise the savings to project	2	0.25	High cost as site is significant distance from major services
	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	1	0.00	Small narrow existing road which congests easily
	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	2	0.75	Site is significant distance from major services
GOVERNANCE Points Value 10 Total Points 5	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Domain land holdings problematic
	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	3	2.50	Existing use as busland and a car-park
	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	3	1.25	Domain land holdings problematic
TOTAL SCORE						25.00	

DESCRIPTION	RATING	SCORE
EXCEPTIONAL	5	100%
EXCELLENT	4	75%
SATISFACTORY	3	50%
POOR	2	25%
UNACCEPTABLE	1	0%

Site 3: TCA Ground



Aerial contextual view

SITE ASSESSMENTS - SITE 3: TCA GROUND

Title information: 2 Davies Avenue Queens Domain CT164058/1

Owner: People of Hobart managed by the City of Hobart

This site comprises a heritage cricket and football oval, formerly the headquarters ground of the Tasmanian Cricket Association (now Cricket Tasmania - CT). It is a picturesque ground and includes several heritage buildings and some moveable cultural heritage such as stone pitch rollers.

Since CT relocated to Bellerive Oval / Blundstone Arena the ground has primarily been used for local cricket and football competition and is used by North Hobart Cricket Club, Hobart Football Club, and DOSA Football Club

Surrounded by native bush and some mature exotic trees are located within its grounds, the site is bounded to the North – by open woodland as above to the Domain Athletics Centre, to the east Soldiers Memorial Walk (including heritage buildings), to the South open woodland and to the west Upper Domain Road / Davies Road.



140m radius overlay

SITE ASSESSMENTS - SITE 3: TCA GROUND



Stadium fit



SITE ASSESSMENTS - SITE 3: TCA GROUND

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL Points Value 20 Total Points 10	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	4	4.50	Existing sportsfield
	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	3	2.00	Intensification of existing use
	20%	Patron impact	Residential location	Event traffic & pedestrian management	1	0.00	Patrons and traffic will need to travel through residential area to access
	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	2	0.50	Area currently used for parking and transit around domain is only accessible from one road
	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	4	3.00	Existing site requiring minimal excavation
CULTURAL Points Value 20 Total Points 4	30%	Heritage impacts	Historical significance of site	Identification of issues	1	0.00	Impact on current buildings significant
	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
	20%	Community	Residential impact	Impact on residential amenity	1	0.00	Patrons and traffic will need to travel through residential area to access
	20%	Community	Existing usage	Impact on users and tenant activities	2	1.00	North Hobart CC, Hobart & Dosa FC's would all require relocation
LOCATION Points Value 40 Total Points 15	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	2	3.50	Site is significant distance from GPO and via considerable terrain
	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	2	1.50	Small narrow existing road network and directional change required
	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	3	2.00	Limited space available around site
	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	2	1.00	Small narrow existing single road which congests easily
	10%	Safety and security	Evacuation and egress	Safe surrounds	4	3.00	Reasonable space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	3	4.00	Historical site which provides some traditional opportunity for markability
BUILDABILITY Points Value 10 Total Points 5	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	4	2.25	Limited civil works required due to existing footprint
	10%	Cost to develop	Mimising project costs	Maximise the savings to project	3	0.50	Limited opportunity as site is significant distance from major services
	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	2	0.75	Small narrow existing road network which congests easily
	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	3	1.50	Some existing services on site however site is reasonable distance from major services
GOVERNANCE Points Value 10 Total Points 6.25	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	2	0.63	City of Hobart & Tennanted hence some issues
	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	4	3.75	Existing usage as a sports field
	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	4	1.88	Intensification of existing use
TOTAL SCORE						40.25	

DESCRIPTION	RATING	SCORE
EXCEPTIONAL	5	100%
EXCELLENT	4	75%
SATISFACTORY	3	50%
POOR	2	25%
UNACCEPTABLE	1	0%

Site 4: Lower Domain Road



Aerial contextual view

SITE 4: LOWER DOMAIN ROAD

Title information: 7 Lower Domain Road "Government House Estate" - historic title in the Crown

Owner: The Crown

This site comprises sloping open pasture to the south of Government House, the Vice Regal residence of the Governor of Tasmania.

Government House Estate is Permanently Registered on the Heritage Register, and the site is adjacent to other heritage features. The land is open pasture grazed by the Governors cattle and has a fall of approximately 20+m across the site.

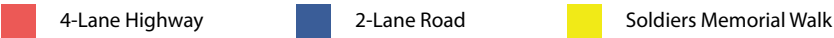
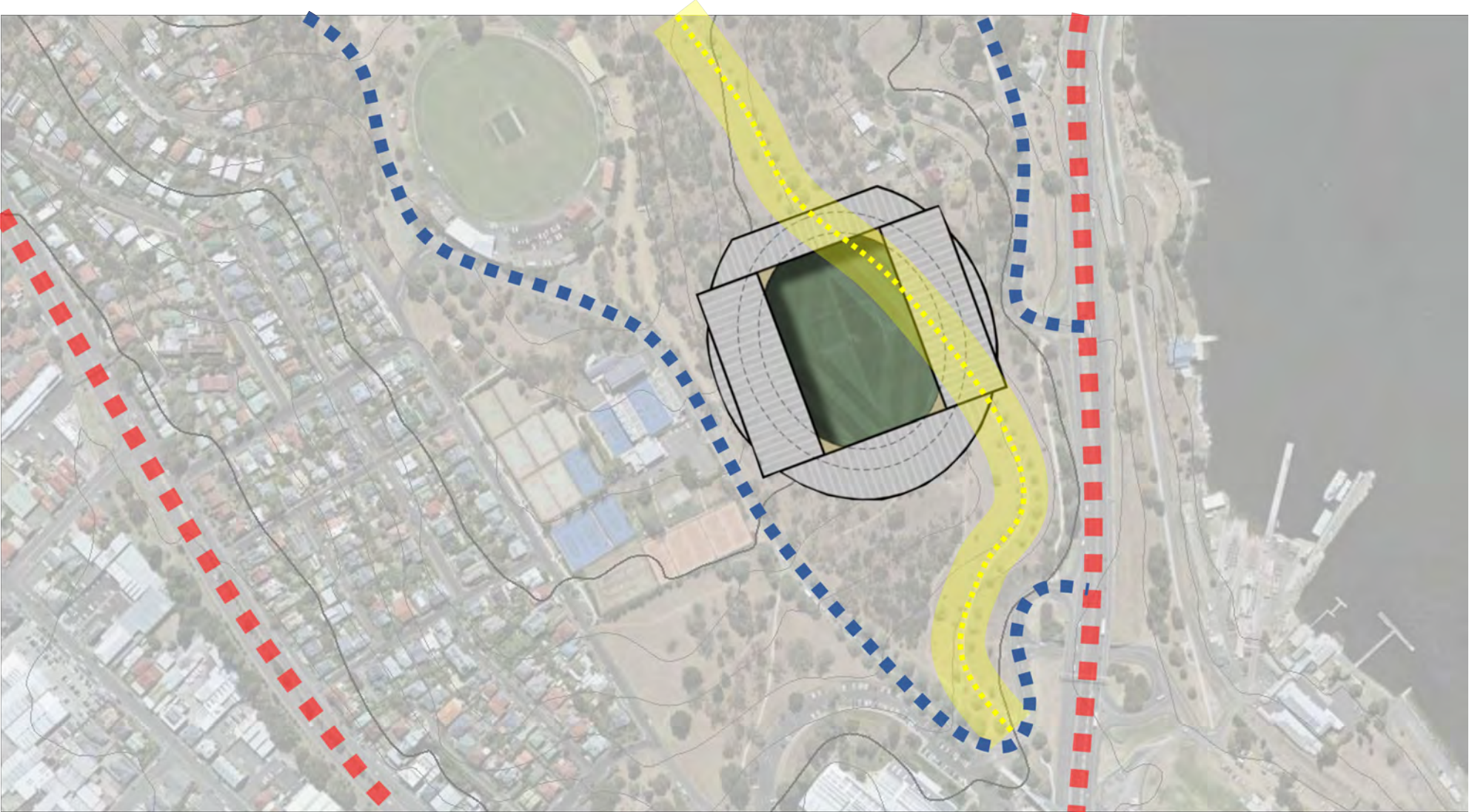
The site is bounded to the North – by Government House and associated outbuildings and infrastructure, to the East and South by the Tasman Highway and to the West Upper Domain Road



140m radius overlay



Stadium fit



SITE ASSESSMENTS - SITE 4: LOWER DOMAIN ROAD

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	2	1.50	High impact due to existing site part bushland
	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	4	3.00	Site is a clear distance to residential properties
	20%	Patron impact	Residential location	Event traffic & pedestrian management	4	3.00	Site is a clear distance to residential properties
	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	2	0.50	Impact on existing services bar Botanical Gardens and Government House
	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	2	1.00	Significant civil works requiring excavation and fill
Points Value							
20							
Total Points							
9							
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	1	0.00	Impact on existing Soldiers Memorial Walk & Heritage buildings
	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
	20%	Community	Residential impact	Impact on residential amenity	4	3.00	Site is a clear distance to residential properties
	20%	Community	Existing usage	Impact on users and tennant activities	5	4.00	No current users identified
Points Value							
20							
Total Points							
10							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	3	7.00	Site is reasonable distance from GPO
	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	3	3.00	Some congestion expected impacting Tasman Highway - East only
	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	2	1.00	Site constrained by topography
	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	4	3.00	Via Tasman Highway (major arterial)
	10%	Safety and security	Evacuation and egress	Safe surrounds	3	2.00	Limited space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	4	6.00	Site has potential to link with area including water, bridge and city
Points Value							
40							
Total Points							
22							
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	1	0.00	Major cut and fill required to prepare site
	10%	Cost to develop	Mimising project costs	Maximise the savings to project	3	0.50	Reasonable cost as site somewhat distance from major services
	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	3	1.50	Minimal works required
	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	2	0.75	Limited services in area
Points Value							
10							
Total Points							
2.75							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Domain land holdings problematic
	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	3	2.50	Exisitng use as busland and a car-park
	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	3	1.25	Domain land holdings problematic
Points Value							
10							
Total Points							
5							
TOTAL SCORE						48.75	

DESCRIPTION	RATING	SCORE
EXCEPTIONAL	5	100%
EXCELLENT	4	75%
SATISFACTORY	3	50%
POOR	2	25%
UNACCEPTABLE	1	0%

Site 5: Regatta Point



Aerial contextual view

SITE ASSESSMENTS - SITE 5: REGATTA POINT

Title information:

1. Cenotaph & Regatta Grounds Queens Domain CT1350
2. South Line McVilly Drive CT179192/4
3. Crown Land – foreshore apron – historic title

Owner(s):

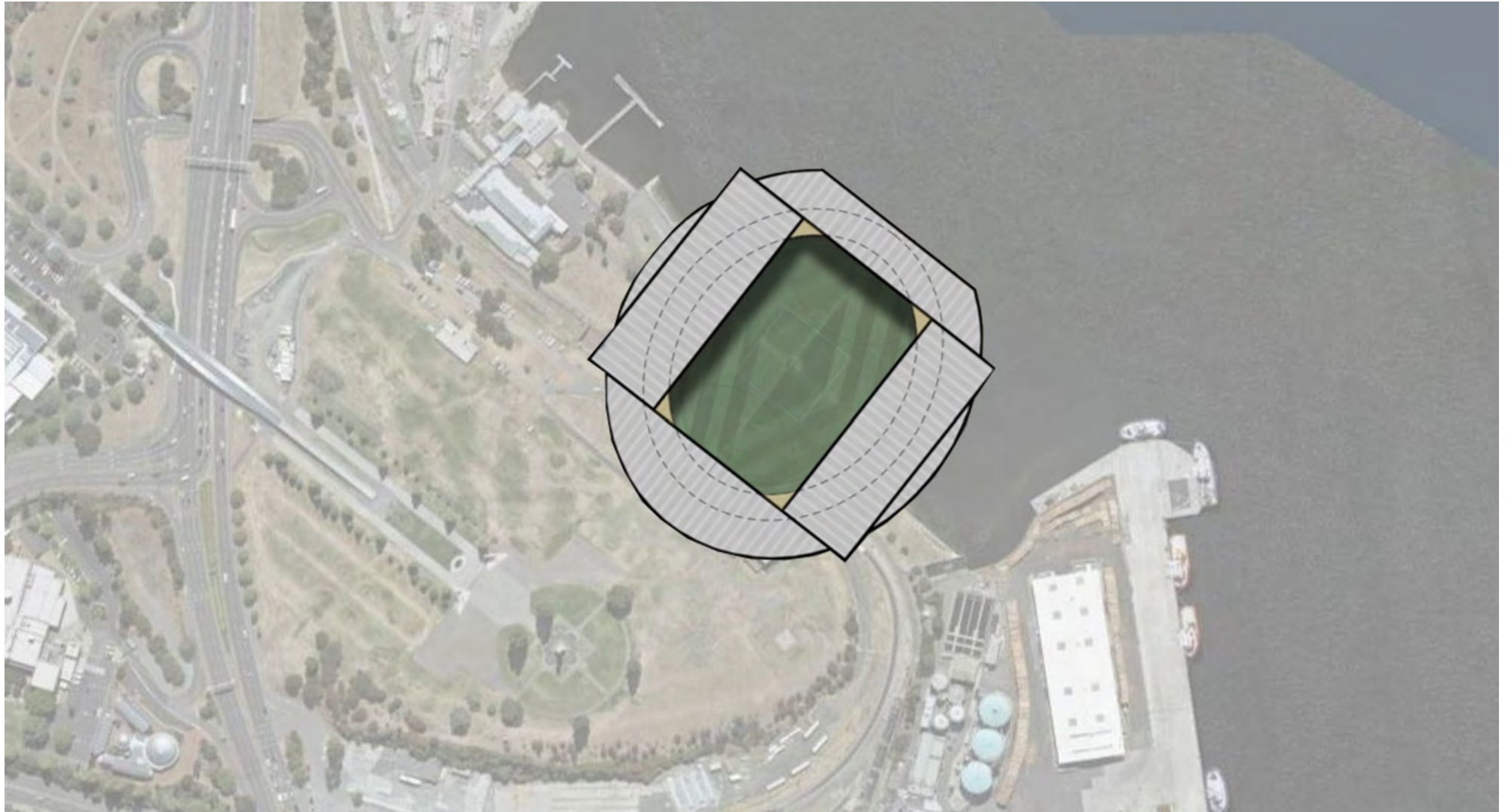
1. People of Hobart managed by the City of Hobart
2. TasRail
3. Crown Land Services DPIWE

This site comprises several packages of land including reclaimed land. The site has for many years been the site of the historic Hobart Regatta held in February, The Regatta Pavilion holds historic memories but is not listed, and the Cenotaph, Anzac Parade and the Queen's Battery are all Permanently Registered

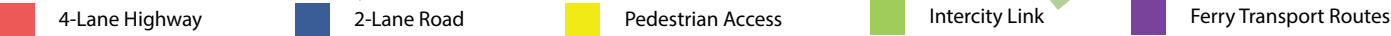
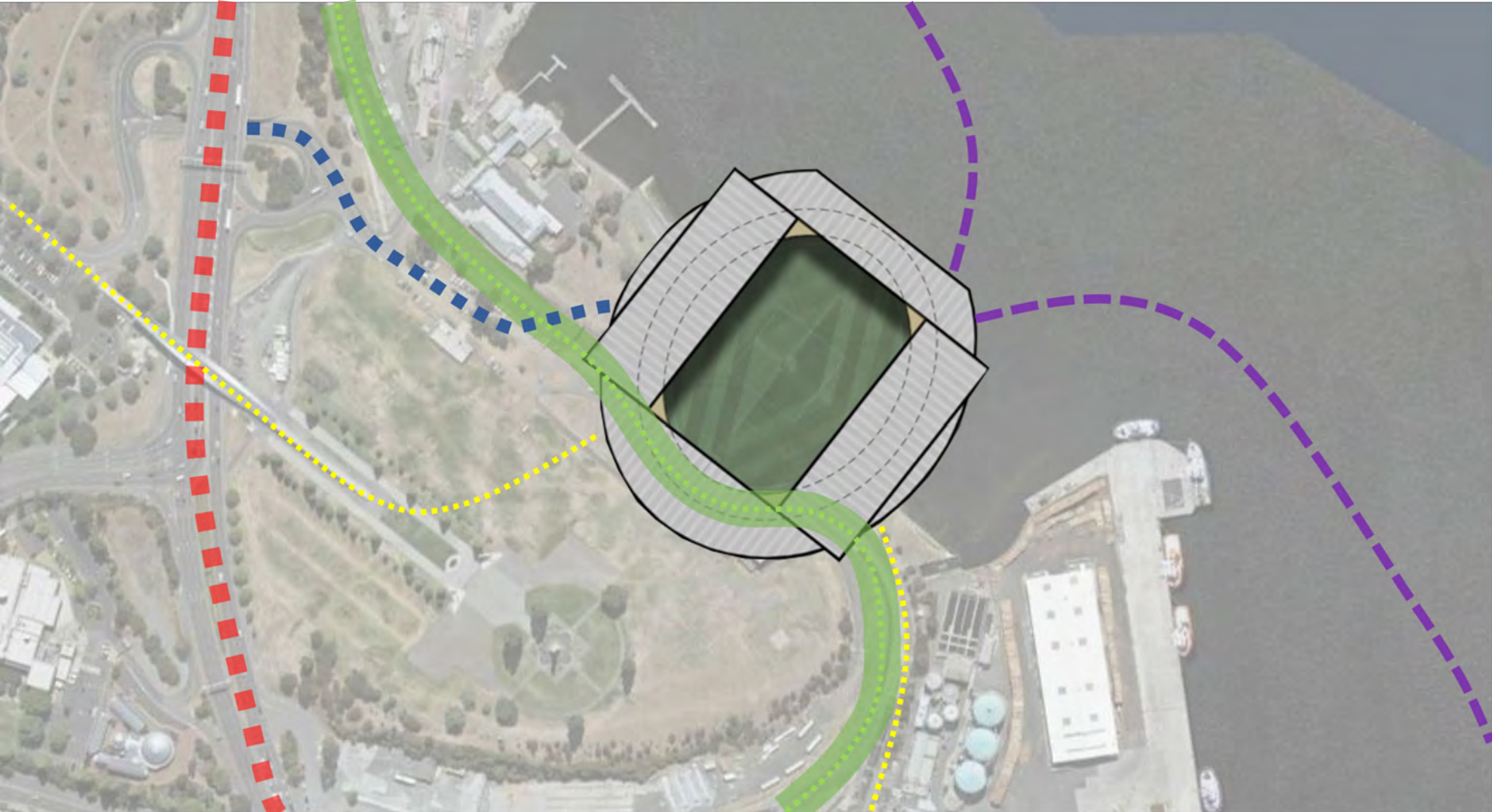
The site would include for the flat waterfrontage apron rising up the headland on which the Cenotaph is placed, and is bounded to the North-West by Tasports slip and HMAS Huon facilities, to the North East the River Derwent, the South-East by the Taswater Sewage treatment plant, Macquarie Point and Tasports Hunter Street port workings and to the South West by the Cenotaph parklands.



140m radius overlay



Stadium fit



SITE ASSESSMENTS - SITE 5: REGATTA POINT

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	3	3.00	Aquatic environment requiring further discussion
	Points Value	20%	Noise/light impacts	Nearby Residential location	5	4.00	No issues identified
	20	20%	Patron impact	Residential location	5	4.00	No issues identified
	Total Points	10%	Construction impact	Long term construction project (+2 years)	4	1.50	Minor impact on existing roadworks and surrounds
	14.5	20%	Environmental considerations	Land disturbance	3	2.00	Some significant earth works/reclamation required
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	3	3.00	HMAS Huon, Regatta Association and Cenotaph needing consideration
	Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	3	3.00	Unknown - TBA
	20	20%	Community	Residential impact	5	4.00	No issues identified
	Total Points	20%	Community	Existing usage	3	2.00	Impact on regatta and boat ramp users
	12						
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	5	14.00	Short distance to CBD
	Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	3	3.00	Some congestion expected - most arterial roads accessible
	40	10%	Site size constraints, including expansion capability	Future proofing	3	2.00	Site has some constraints due to being built in
	Total Points	10%	Emergency and other services amenity	Access and ability to respond	4	3.00	Close proximity to CBD area
	33	10%	Safety and security	Evacuation and egress	4	3.00	Space around site to egress for emergency
		20%	Wow factor	Look and feel of stadium within surrounds	5	8.00	Site has potential to link with area including waterfront and city
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	3	1.50	Cut and reclamation/piering required (utilization of material excavated)
	Points Value	10%	Cost to develop	Maximise the savings to project	4	0.75	Industrial services nearby area
	10	30%	Opportunities for functional integration with nearby infrastructure	Approach roads, footpaths, parking etc	4	2.25	Some works required but access to ferrie and bike/rail network
	Total Points	30%	Services capacity	Existing availability and/or capacity of services	4	2.25	Industrial services nearby area
	6.75						
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	3	1.25	Multiple ownership tricky but not insurmountable
	Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	3	2.50	Some work required
	10	25%	Statutory authority compliance	Management plan compliance	3	1.25	Some work required
	Total Points						
	5						
					71.25		
TOTAL SCORE					71.25		

DESCRIPTION	RATING	SCORE
EXCEPTIONAL	5	100%
EXCELLENT	4	75%
SATISFACTORY	3	50%
POOR	2	25%
UNACCEPTABLE	1	0%

Site 6: Macquarie Point



Aerial contextual view

SITE 6: MACQUARIE POINT

Title information: 10 Evans Street CT179192/3

Owner: Macquarie Point Development Corporation

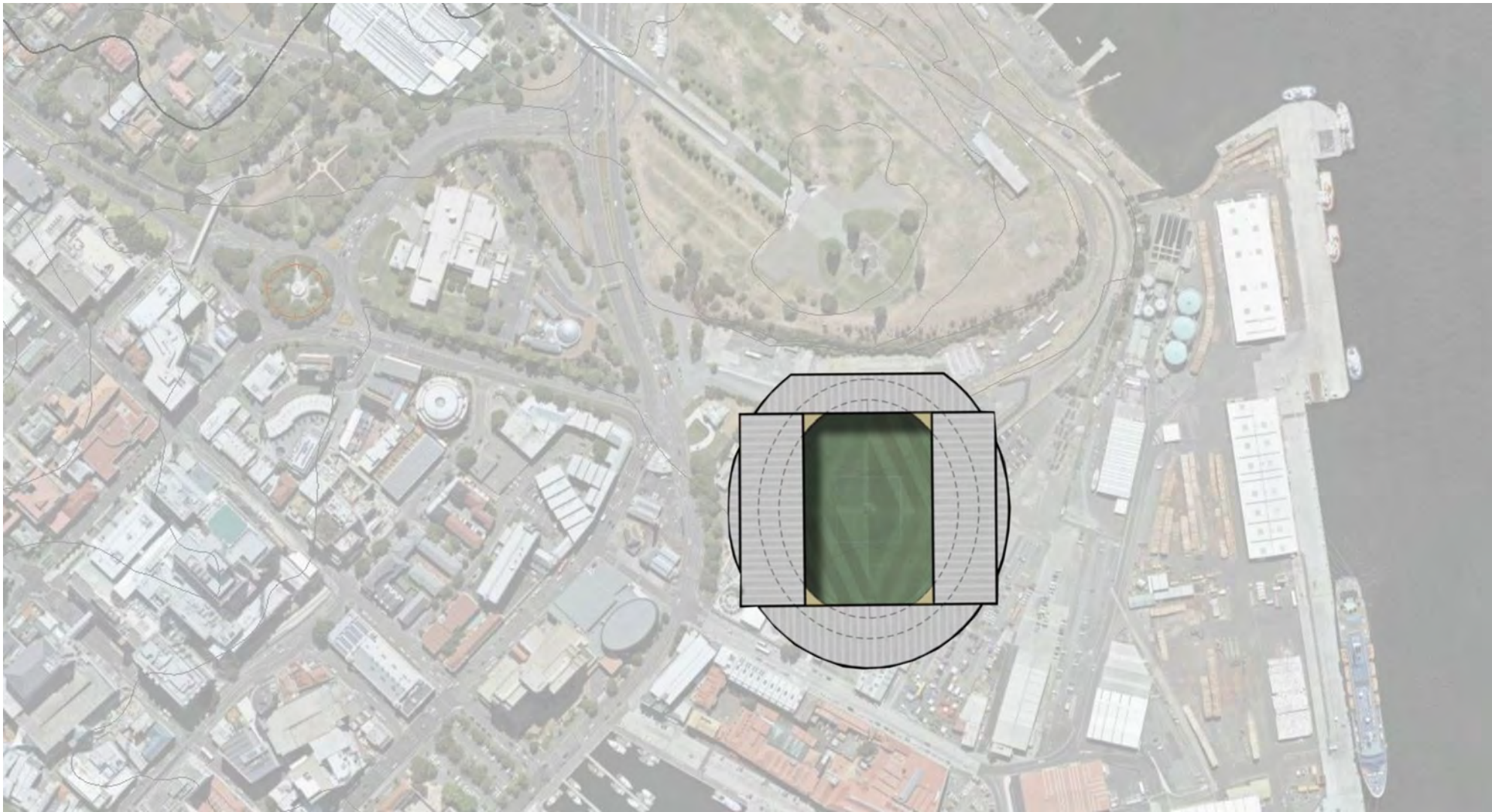
The Macquarie Point site comprising 9.3 hectares is largely located on reclaimed land within the Hobart port area. The site and surrounding area have a history of mixed industrial use, including the former Hobart Gasworks, Taswater sewage works, rail freight, and bulk fuel storage.

The Macquarie Point Development Corporation was created by the Tasmanian Government to remediate and develop the site, and there are several development plans for the Site.

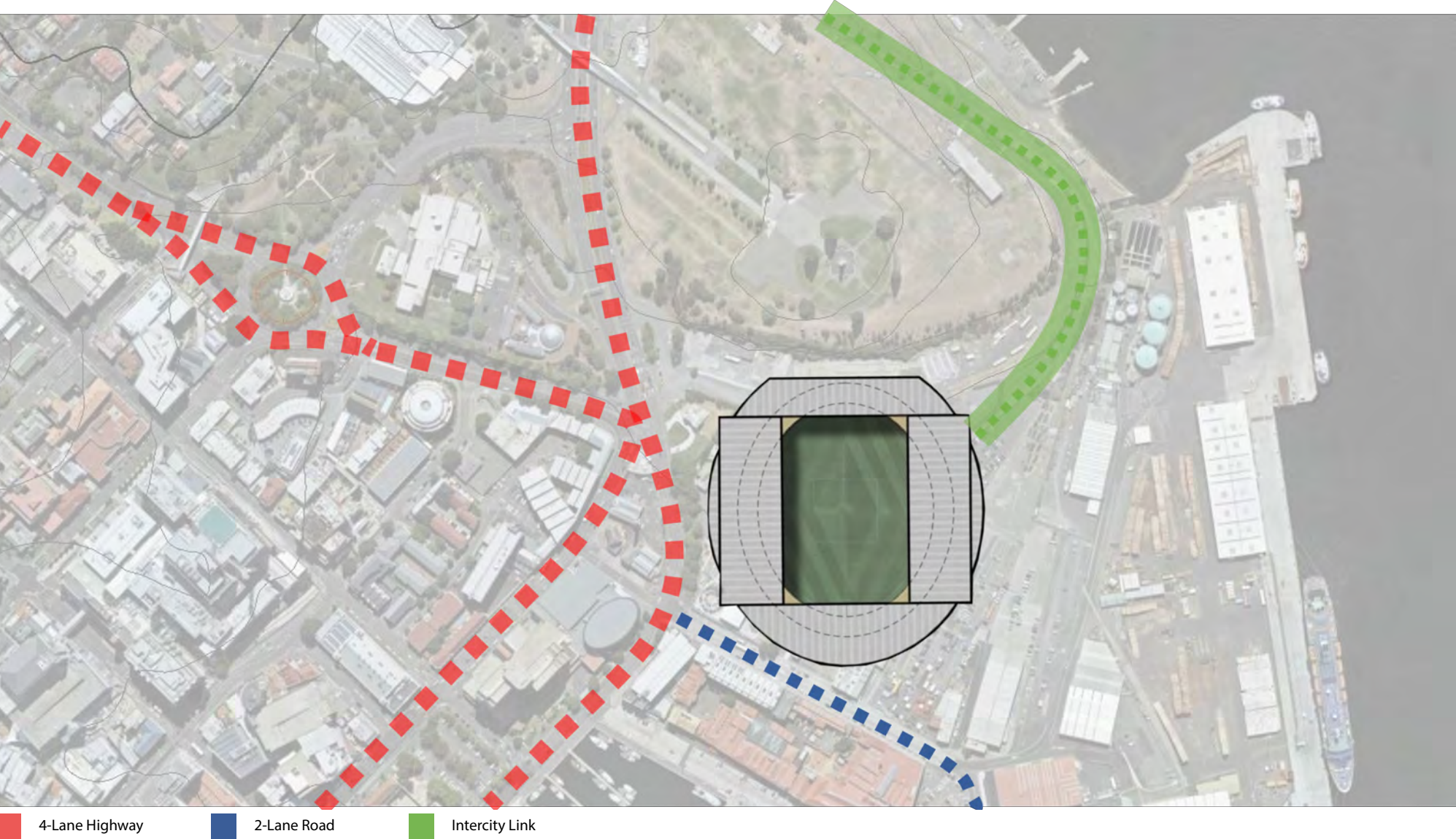
The site would be considered “flat” and is bounded by the Cenotaph parklands to the North, Tasports operations to the east, Evans Street to the South and the Tasman Highway/ Davey Street to the West



140m radius overlay



Stadium fit



4-Lane Highway 2-Lane Road Intercity Link

SITE ASSESSMENTS - SITE 6: MACQUARIE POINT

CATEGORY	WEIGHT	SUB-CATEGORY	FOCUS	DESCRIPTION	RATING	POINTS	COMMENT
ENVIRONMENTAL	30%	Natural conservation value impacts	Flora & Fauna	Impact on current habitat	5	6.00	No impact due to current site
Points Value	20%	Noise/light impacts	Nearby Residential location	Event sound and light emittance	4	3.00	Somewhat limited by future accomodation providers and proposals
20	20%	Patron impact	Residential location	Event traffic & pedestrian management	4	3.00	No impact due to current site and proposals
Total Points	10%	Construction impact	Long term construction project (+2 years)	Impact on surrounding area during build period	4	1.50	No impact due to current site and proposals
16.5	20%	Environmental considerations	Land disturbance	6.1 hectares flat build site	4	3.00	No impact due to current site - some potential for contaminants on site
CULTURAL	30%	Heritage impacts	Historical significance of site	Identification of issues	4	4.50	Limited however some due to Cenotaph
Points Value	30%	Aboriginal heritage impacts	Cultural significance of site	Evidence and connection to site	3	3.00	Unknown - TBA
20	20%	Community	Residential impact	Impact on residential amenity	4	3.00	Somewhat limited by future accomodation providers and proposals
Total Points	20%	Community	Existing usage	Impact on users and tennant activities	1	0.00	Proposed developments on site
10.5							
LOCATION	35%	Ease of patron access	Walking distance from CBD	Utilisation of existing infrastructure & services	5	14.00	Short distance to CBD
Points Value	15%	Event day traffic impact and congestion	Need for vehicular access	Utilisation of existing infrastructure & services	4	4.50	Some congestion expected - all arterial roads accessible
40	10%	Site size constraints, including expansion capability	Future proofing	Ability to grow site with changes to requirements	3	2.00	Site has some constraints by being built
Total Points	10%	Emergency and other services amenity	Access and ability to respond	Tas Police, Ambulance and Fire Services etc access routes	4	3.00	Close proximity to CBD area
32.5	10%	Safety and security	Evacuation and egress	Safe surrounds	4	3.00	Space around site to egress for emergency
	20%	Wow factor	Look and feel of stadium within surrounds	Maximise the promotional benefit of the site to the state	4	6.00	Site has potential to link with area including waterfront and city
BUILDABILITY	30%	Cost to develop	Civil works required	Complexity of site preparation on existing topography	5	3.00	Minor works required
Points Value	10%	Cost to develop	Mimising project costs	Maximise the savings to project	5	1.00	Industrial services already in area
10	30%	Opportunities for functional integration with nearby infrastructure	External civil works to access and service site	Approach roads, footpaths, parking etc	5	3.00	Minor works required
Total Points	30%	Services capacity	Existing availability and/or capacity of services	Power, gas, water, sewer, stormwater & data	5	3.00	Assumed more than adequate
10							
GOVERNANCE	25%	Ownership	Site ownership constraints	Obtaining and amalgamating site titles	1	0.00	Proposed usage problematic
Points Value	50%	Statutory authority compliance	Planning and development constraints/opportunities	Working within statutory authority requirements	5	5.00	Not an issue
10	25%	Statutory authority compliance	Management plan compliance	Working within statutory authority requirements	1	0.00	Proposed usage problematic
Total Points							
5							
						74.50	
TOTAL SCORE						74.5	

DESCRIPTION	RATING	SCORE
EXCEPTIONAL	5	100%
EXCELLENT	4	75%
SATISFACTORY	3	50%
POOR	2	25%
UNACCEPTABLE	1	0%

Summary

SITE	ENVIRONMENTAL	CULTURAL	LOCATION	BUILDABILITY	GOVERNANCE	TOTAL POINTS	RANKING
1 Crossroads	11.50	8.00	10.50	3.25	6.25	39.50	5
2 Upper Domain Rd	2.50	7.50	9.00	1.00	5.00	25.00	6
3 TCA	10.00	4.00	15.00	5.00	6.25	40.25	4
4 Lower Domain Rd	9.00	10.00	22.00	2.75	5.00	48.75	3
5 Regatta Point	14.50	12.00	33.00	6.75	5.00	71.25	2
6 Macquarie Point	16.50	10.50	32.50	10.00	5.00	74.50	1

Comparative Analysis

The selection criteria were developed to provide a logical assessment of each site against standard measures.

The summary of the comparative analysis and findings follows.

SITE 1: CROSSROADS – SOLDIERS MEMORIAL OVAL

Positives

- large flat open space
- currently utilised as sports fields
- reasonably distant from current residential areas

Challenges

distance from Hobart CBD

lack of services in the immediate vicinity

impact on Soldiers' Memorial Walk

SITE 2: UPPER DOMAIN ROAD (BETWEEN DOMAIN ATHLETICS CENTRE AND TCA GROUND)

Positives

- open woodland
- Abuts current sports fields

Challenges

- distance from Hobart CBD with minimal existing road networks
- considerable cross fall requiring substantial cut and fill
- some impact on Soldiers' Memorial Walk
- close to existing residential areas

SITE 3: TCA GROUND

Positives

- Currently utilised as a sports fields
- Former major State cricket venue
- Picturesque site

Challenges

- distance from Hobart CBD with minimal existing road networks
- heritage constraints
- some impact on Soldiers' Memorial Walk
- close to existing residential areas

SITE 4: LOWER DOMAIN ROAD (OPPOSITE THE TENNIS CENTRE)

Positives

- excellent views from the River and Domain Highway
- good infrastructure adjacent
- good distance from existing residential areas

Challenges

- considerable cross fall requiring substantial cut and fill
- substantial impact on Soldiers' Memorial Walk
- close to existing residential

SITE 5 – REGATTA POINT

Positives

- excellent views from the River and Domain Highway – WOW factor!
- major infrastructure opportunities adjacent – including road rail and river
- substantial distance from existing residential areas but close to CBD

Challenges

- existing landholdings and operations
- potential for impact on Cenotaph and associated events
- potential for impact on Regatta events

SITE 6 – MACQUARIE POINT

Positives

- flat site capable of accommodating the facility
- major infrastructure opportunities adjacent – including road and rail
- substantial distance from existing residential areas but close to CBD

Challenges

- existing landholdings and operations
- impact on the future development earmarked for the site

Report Findings

Whilst the Domain Precinct has always been touted as an ideal location for a stadium to be developed the reality is that there are so many other users and uses of the area, any development at sites 1 (Soldiers Walk – Crossroads), 2 (Upper Domain Road) or 3 (TCA Ground) will face significant obstacles.

There has been tension with local residents and objections to sporting or other developments citing noise, light emission, traffic and pedestrian movement as well as existing user groups as part of their grounds. Limited access to the area via smaller local road network designed for light vehicle movement would also be problematic requiring substantial infrastructure re-works.

Sites 1, 2 & 3 are located in either recreational or open space zones meaning there is a mechanism to challenge other events at the venue.

The TCA Ground as a site, and their users, has a long history and any acquisition would be considered detrimental to the relevant codes unless suitable and agreed relocation can be found & funded. The growing significant soccer usage at Crossroads in winter would also pose as a high detrimental and contentious removal facing strong opposition.

We feel though that the underlying issues with these sites is the fact that they sit outside the “acceptable walking” distance and pose a threat to foot traffic use of the site. The terrain itself must be given significant attention when considering a site so as to allow for all users. When comparing to other sites, on flat surfaces, and then back to the Project brief these sites have been discounted.

Site 4 (Lower Domain Road) offers much better commuting ability by foot and link to the city as opposed to sites 1, 2 & 3 there are still some significant hurdles to pass.

The site itself is situated directly through Soldiers Memorial Walk, as well as a number of significant sites surrounding.

The build cost is significant here and the contour cut is some 30 to 40 metres into the Queens Domain. As the site is a greenfield site there are also limited to no services in the area which would require considerable investment in developing.

Site 5 (Regatta Point) & 6 (Macquarie Point), whilst having their own challenges are the obvious choices for this project with their proximity to the city, limited current users and fact that they both are the closest to the city, accommodation and entertainment districts as well as in direct site of Hobart, hence the wow factor.

Macquarie Point has been touted for other uses and throughout our project we have gained an understanding that the chances of using this site are more or less non-existent.

Regatta Point is our recommended site.

Whilst there are some challenges to overcome such as reclaiming and structural works, the topography of the site lends itself to a structure of this size with the land already falling away from 20 metres to sea level in the desired location. The water level is shallow here also fanning out to a depth of no more than 10 metres.

Site users of the area are limited to the Regatta Association and a public boat ramp. The conversations with the Regatta Association should be along the lines of incorporating their needs into the design of the stadium. A relocation of a boat ramp to a suitable site around the Derwent would be a reasonably cost-effective solution.

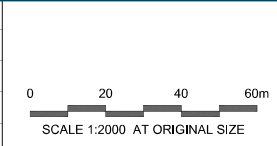
The other consideration is to work with the RSL on how such a stadium can enhance the Cenotaph area and annual events held to remember the servicemen and their sacrifices. Consideration could be given here to amphitheatre seating for the parades, use of screens or facilities to enrich the experience, all the way to the name of the stadium, such as Anzac Stadium (as an example) to honour the association.

We believe that there are a number of reasons to choose this site over the other sites such as;

- Ability to develop new absolute waterfront restaurant and retail precinct.
- Wow factor from approach.
- Implementation of extra public transport options than all others with Ferry service, as well as joining Macquarie Point with access to Northern Corridor.
- Development of a regular Public Transport hub to help awaken and enhance the new precinct.
- It is the furthest away of any of the sites to residential areas.
- Opportunity to work with Regatta Association to have new Regatta site – undercover.
- Open flat space adjacent on current Regatta Grounds for parking/ match day activations at events.

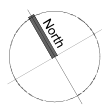


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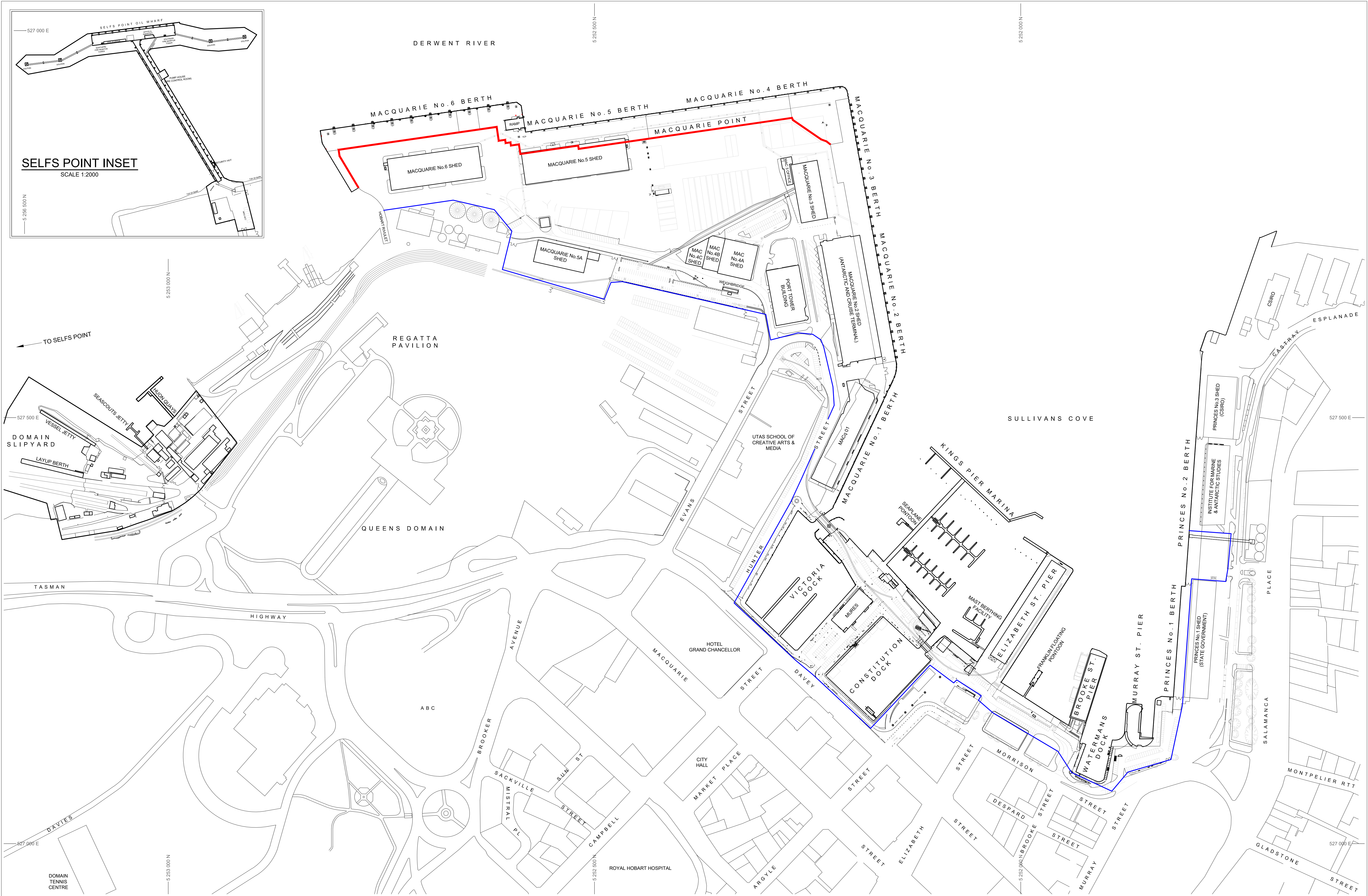
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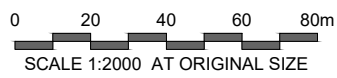


PORT OF HOBART
NORTHERN PORT ACCESS ROAD CONCEPT

SCALE		PAPER	
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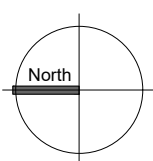


D	BROOKE STREET PIER ADDED	ASW	JGM	JGM	12-12-14	H	MAC 6 'KNUCKLE' REMOVED, MAST BERTHING FACILITY, SUBSTATION NEAR FRANKLIN WHARF, MAC WHARF BOLLARDS' AND MAC 1 FENCE ALIGNMENT AMENDED, MAC 5 GARAGE & WORKSHOP REMOVED, SELFS POINT INSET ADDED.	CS/SJR	CWP	CWP	13-01-21
C	BUILDINGS REMOVED, PORT DETAIL AMENDMENT	ASW	JGM	JGM	03-10-14	G	FRANKLIN WHARF TEMPORARY TIMBER DECKS SHOWN, MACQUARIE No.5 SHED PLINTH REMOVED, ESP-FRANKLIN WHARF INTERSECTION AMENDED	NJE	JGM	JGM	20-06-17
B	GENERAL AMENDMENT	ASW	JGM	JGM	01-09-14	F	FRANKLIN WHARF UPDATED TO REFLECT COMPLETION OF STAGE 1 RECONSTRUCTION	NJE	JGM	JGM	05-12-16
A	GENERAL AMENDMENT. INITIAL ISSUE BY JGM 08-03-07	JGM	JGM	JGM	23-10-12	E	ORICA CAR PARK ADDED, PADDOCK FENCING AMENDED, MURRAY STREET JETTY DEMOLISHED	ASW	JGM	JGM	27-04-16
REV	DESCRIPTION	DRAWN	CHECKED	APRVD	DATE	REV	DESCRIPTION	DRAWN	CHECKED	APRVD	DATE



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GENERAL ARRANGEMENT

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