



CITY OF HOBART

AGENDA

The Hobart Workshop Committee Meeting
Open Portion
Monday, 24 March 2025
at 4.00pm
Domain Athletics Centre



City of **HOBART**

THE MISSION

Working together to make Hobart a better place for the community.

THE VALUES

The Council is:

People	We care about people – our community, our customers and colleagues.
Teamwork	We collaborate both within the organisation and with external stakeholders drawing on skills and expertise for the benefit of our community.
Focus and Direction	We have clear goals and plans to achieve sustainable social, environmental and economic outcomes for the Hobart community.
Creativity and Innovation	We embrace new approaches and continuously improve to achieve better outcomes for our community.
Accountability	We are transparent, work to high ethical and professional standards and are accountable for delivering outcomes for our community.

ORDER OF BUSINESS

Business listed on the agenda is to be conducted in the order in which it is set out, unless the committee by simple majority determines otherwise.

APOLOGIES AND LEAVE OF ABSENCE

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**The Hobart Workshop Committee Meeting (Open Portion) held Monday,
24 March 2025 at 4.00pm in the Domain Athletics Centre.**

The title Chief Executive Officer is a term of reference for the General Manager as appointed by Council pursuant s.61 of the *Local Government Act 1993* (Tas).

APPOINTED MEMBERS

Councillor W N S Coats (Chairperson)
Deputy Lord Mayor Councillor Dr Z E
Sherlock
Councillor J L Kelly
Councillor L M Elliot
Alderman L A Bloomfield
Councillor R J Posselt
Councillor B Lohberger
Councillor G H Kitsos

Apologies:

Leave of Absence: Nil.

NOMINEE MEMBERS

Lord Mayor Councillor A M Reynolds
Alderman M Zucco
Councillor W F Harvey
Councillor M S C Dutta

1. ACKNOWLEDGEMENT OF COUNTRY

2. CONFIRMATION OF MINUTES

The minutes of the Open Portion of the Hobart Workshop Committee meeting held on [Monday, 17 March 2025](#), are submitted for confirming as an accurate record.

3. CONSIDERATION OF SUPPLEMENTARY ITEMS

Ref: Part 2, Regulation 8(6) of the *Local Government (Meeting Procedures) Regulations 2015*.

Recommendation

That the Committee resolve to deal with any supplementary items not appearing on the agenda, as reported by the Chief Executive Officer.

4. INDICATIONS OF PECUNIARY AND CONFLICTS OF INTEREST

Ref: Part 2, Regulation 8(7) of the *Local Government (Meeting Procedures) Regulations 2015*.

Members of the Committee are requested to indicate where they may have any pecuniary or conflict of interest in respect to any matter appearing on the agenda, or any supplementary item to the agenda, which the Committee has resolved to deal with.

5. TRANSFER OF AGENDA ITEMS

Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*.

A Committee may close a part of a meeting to the public where a matter to be discussed falls within 15(2) of the above regulations.

In the event that the Committee transfer an item to the closed portion, the reasons for doing so should be stated.

Are there any items which should be transferred from this agenda to the closed portion of the agenda, or from the closed to the open portion of the agenda?

6. REPORT

6.1 Railway Roundabout Pedestrian Fencing File Ref: F24/100892

Report of the Senior Engineer Road Services and the Manager City Infrastructure of 19 March 2025 and attachments.

Delegation: Committee

REPORT TITLE: RAILWAY ROUNDABOUT PEDESTRIAN FENCING**REPORT PROVIDED BY:** Senior Engineer Road Services
Manager City Infrastructure**1. Report Summary**

- 1.1. The purpose of this Report is to brief the Council about public safety and operational issues related to the pedestrian fences on the approaches to the Railway Roundabout on Brooker Avenue and Liverpool Street.
- 1.2. The Report seeks approval from Council to remove the existing pedestrian fencing and to renew the fencing at the underpass accesses and within the central island and install improved signage for pedestrians.

2. Key Issues

- 2.1. The fencing around the exterior perimeter of the Railway Roundabout and approaches are occasionally impacted by vehicles.
- 2.2. A recent crash demonstrated that the pedestrian fence presents a spearing hazard to occupants of vehicles. "Spearing" refers to material entering through a windscreen and into the vehicle. The City received correspondence from the Department of State Growth advising Council of a crash that occurred involving a motorist colliding into a section of the fence. While there were no injuries, an element of the fence speared through the passenger side front window screen of the vehicle. There were no passengers in the car at that time, but if there was, significant injuries may have occurred.
- 2.3. Repairs to the fence difficult and costly due to the age and design of the fence and the high level of traffic management required around this site.
- 2.4. The pedestrian fencing provides no protection of pedestrians from errant vehicles. Its purpose is to prevent pedestrian access onto the carriageway.
- 2.5. Pedestrian fencing at this location is not required based on current standards, except at locations where there is a fall from height risk around entrances to pedestrian underpass entrances.
- 2.6. A risk assessment was undertaken which demonstrates the City is holding risks with the existing pedestrian fence in place as its rail may spear into occupants of vehicles upon collision.
- 2.7. Removal of the pedestrian fence reduces the risk of an injury or fatality from a vehicle colliding into a fence to an acceptable level.

- 2.8. The City of Hobart's engineers recommend removal of unwarranted pedestrian fencing and the steel be recycled.
- 2.9. The Department of State Growth has responsibility for carriageways, kerb and channel and vehicle barriers. City of Hobart has responsibility for footpaths, underpasses and pedestrian barriers.
- 2.10. The Department of State Growth has expressed a preference for a pedestrian fence to be retained noting that DSG is not responsible for the cost of maintenance or renewal.

3. Recommendation

That:

- 1. Council notes the safety risks associated with collisions between motor vehicles and the fencing at the Railway Roundabout on Brooker Avenue.***
- 2. The Railway Roundabout's outer pedestrian fencing be removed and the steel recycled.***
- 3. The fencing surrounding the underpass stairwells and internal central island be renewed or maintained as required.***
- 4. A safety inspection and review be undertaken upon completion of the works.***

4. Background

- 4.1. A roundabout is located on the intersection of the Brooker Avenue and Liverpool Street. This is also known as the Railway Roundabout.
- 4.2. The roundabout's central island contains a fountain and small grassed area. There are underpasses for pedestrians that provide access from the Rose Garden and ABC site to Liverpool Street.
- 4.3. Fencing surrounds the central island as well as the outer perimeter of the roundabout.

The existing central island (inner circle) fencing will remain in place+. Photographs of the area are shown below.



4.4. When fencing was installed as part of the construction of the railway roundabout the railway station was still in operation. At that time the

railway station would have generated a significant pedestrian desire line across Brooker Ave from the CBD to the station.

- 4.5. The pedestrian fencing may have been placed to encourage pedestrians to utilise the pedestrian underpasses at the railway roundabout rather than crossing the road. The pedestrian fence can be seen in the historic photo below from the 1960s.



- 4.6. The maintenance of this fence is becoming increasingly more difficult and costly. The pedestrian fencing is ageing and now in poor condition. Any minor contact with vehicles results in significant repair work required. This combined with complex traffic management needing to occur at night or on weekends results in significant annual maintenance costs to maintain this fence.
- 4.7. The fencing in the central island is in reasonable condition but requires some relatively minor maintenance.
- 4.8. A recent vehicle crash into the fence has highlighted concerns regarding the safety performance of the fence. Following this crash, the police report noted "*Driver was in the left lane travelling from City towards Glenorchy. The Driver made contact with the gutter edge and metal railing breaking the rail off, that has then pierced the front windscreen. The rail has lodged through the entirety of the vehicle with the rest of the railing entangled with the front of the vehicle causing extensive damage. Vehicle was dislodged from the fence by cutting the rails*".
- 4.9. A photo of this crash's impact on the fence and vehicle is shown below. The hole in the windscreen demonstrates where the rail speared through the car.



- 4.10. Officers note the pedestrian fencing provides no protection of pedestrians from errant vehicles. Its sole purpose is to prevent pedestrian access to carriageways. The fence was not built as a vehicle guard rail. Now with the fence's deteriorating condition, it is increasingly becoming a hazard for vehicles and motorists.
- 4.11. The pedestrian fencing is occasionally impacted by vehicles. Repairs are difficult and costly due to the age and condition of the fence and the complex traffic management required around this site.

5. Legal, Risk and Legislative Considerations

- 5.1. A risk assessment was undertaken by officers, and it confirms the City is holding significant risks with the pedestrian fence in place. Removal of the fence at most locations reduces the City's risk to an acceptable level.

6. Discussion

6.1. Asset Responsibility

- 6.2. Most of the length of the pedestrian fencing is located on roads that are jointly managed by the City of Hobart and the State Government's Department of State Growth (DSG). The management arrangements are outlined in the *Formal Instrument of Agreement for the Maintenance and Management of Davey Street, Macquarie St and selected portions of the Southern Outlet, Brooker Ave and Tasman Highway, Hobart, July 2021* (the Agreement)
- 6.3. Under the agreement, DSG is responsible for "roadside furniture necessary for the direction and safe passage of vehicles (for example guardrails and fences)". However, because this fence relates to

pedestrian use it is understood that DSG consider fence to be the responsibility of the City of Hobart. The City of Hobart has been maintaining the fence since the agreement was made in 2021 and prior to that time as the City of Hobart was the sole road manager.

6.4. The City maintains all central island infrastructure including the perimeter fence within the central island as detailed in the Agreement.

6.5. **Engineering Assessment**

6.6. The City Transport Group has undertaken a review of the crash records for the roundabout as well as a review of current day standards for pedestrian fences. The crash records are attached for a 10-year period. The crash records indicate there have been 16 crashes in the past 10 years resulting in damage to the pedestrian fencing.

6.7. This review has demonstrated that, based on current Australian Standard guidance and best practice guidelines, if the need for a fence was considered today, then the installation of pedestrian fencing would not be warranted at the approaches and around the roundabout for containment of pedestrians. The underpass provides a connected and safe path for pedestrians between the Rose Gardens, the ABC Building and Liverpool Street without having to cross the road.

6.8. The more recent installation of the overpass walkway from the Rose Gardens to Bathurst Street also provides another pathway for pedestrians which avoids any conflict with vehicles.

6.9. Some pedestrian fencing prevents fall from height into underpass stairways. Retention of pedestrian fencing at these discrete locations is warranted. Officers consider that most of the fence above the walkways is in reasonable condition. Some corroded sections of fence will need to be renewed. A section of fence will be modified to be further away from the carriageway.

6.10. Consideration has been given whether a vehicle barrier (w-beam guard fence) is warranted due to occasional damage to the pedestrian fencing that occurs. The Department of State Growth is responsible for vehicle barriers in accordance with the Agreement. They have advised that vehicle barriers are not warranted at this location.

6.11. **Possible replacement of pedestrian fencing**

6.12. Officers have investigated replacing existing fencing with new pedestrian fencing. The information below is provided to assist with discussion regarding this alternative option.

6.13. It is noted that the purpose of pedestrian fencing is to discourage pedestrian access to a road carriageway. Pedestrian fencing will not provide an effective protection of pedestrian from errant vehicles.

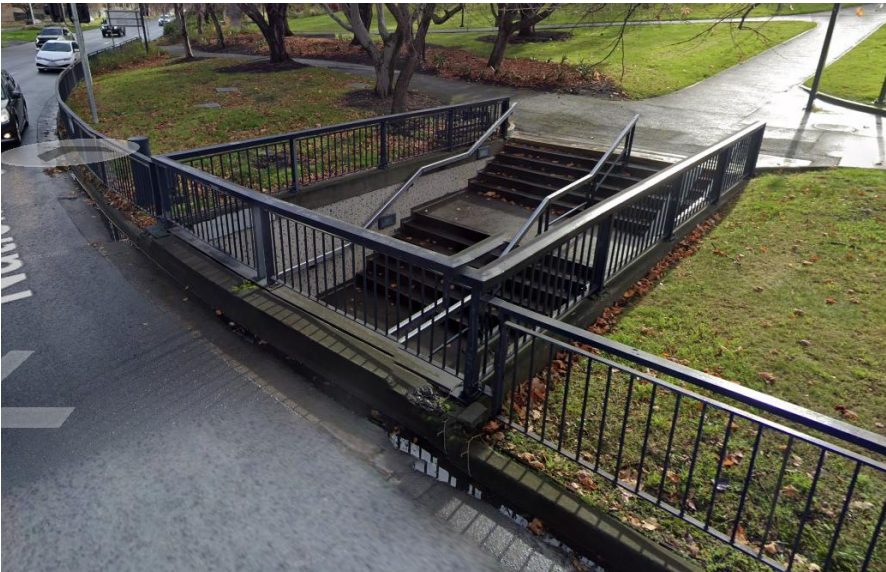
- 6.14. There is one proprietary product available which is considered suitable for use as a pedestrian fence at this location. Below is a photograph of this fence type. The same fence type has recently been installed by DSG at Midway point.



- 6.15. Replacement of the entire pedestrian fencing is estimated to cost \$486,000.
- 6.16. The existing fencing is damaged approximately 1 to 2 times per year by errant vehicles. The estimated cost of maintenance over 10 years \$100,000 assuming it is impacted 2 times per year at a cost of \$5,000 for each repair and therefore approximately \$10,000 per year. A major cost element for works at this location is for traffic management.
- 6.17. In total, it is estimated the cost to replace the entire fence and maintain it over a 10-year period would be approximately \$586,000.
- 6.18. Given the cost associated with the installation of new fence and limited benefits to pedestrians or vehicles, officers do not recommend renewal of the total length of fence.

7. Proposal

- 7.1. It is proposed that the pedestrian fencing be removed and the steel recycled.
- 7.2. It is proposed that the fence only be renewed or undergo maintenance where it is required to prevent the public falling onto the underpass stairways. Officers consider that most of the fence above the walkways is in reasonable condition. Some corroded sections of fence will need to be renewed. A section of fence will be modified to be further away from the carriageway.
- 7.3. The fence within the central island is in reasonable condition and should also undergo some minor maintenance.
- 7.4. The below photos show the fences that are to receive some maintenance or be renewed.



- 7.5. The attached map shows where the fence is proposed to be removed and where it is proposed to be renewed or maintained.
- 7.6. Some ancillary works will also occur including directional signage and hazard signage installation. Some trimming of vegetation fronting the ABC would also improve pedestrian accessibility and sight distance.
- 7.7. Upon completion of the works, a safety inspection and review would be undertaken to identify if there are any further works required.
- 7.8. **Impacts on the Rose Garden**
- 7.9. It is noted that the fence proposed to be removed fronts a section of the Rose Garden. A photo of this fence is below.



- 7.10. Officers note that the Rose Garden is only partially fenced. Most of the park is without a fence as shown in the below photos.





- 7.11. There may be concerns that the removal of the fence will reduce safety for park users particularly children.
- 7.12. Open Space staff advise that there is limited use of this park by children. Their observation is that this park is mostly utilised by adults looking at the gardens and roses. There is not a playground within the park.
- 7.13. Officers note that children do walk through the park but typically on the paths to and from the Aquatic Centre. The Rose Garden does not appear to be a destination in itself for children.
- 7.14. The small number of children combined with the limited protection from the partial fencing, results in officers believing that the removal of the existing fence will not have an impact on safety for park users.

8. Capital City Strategic Plan

- 8.1. This proposal aligns with several strategic pillars and strategies, including:
 - 8.1.1. Strategy 5.2.6 Identify and implement infrastructure improvements to enhance access and road safety and reduce air and noise pollution.
 - 8.1.2. Strategy 7.3.5 Measure, manage and support the effective use of city facilities, infrastructure and public spaces.

9. Financial Viability

- 9.1. Funding Source and Impact on Current Year Operating Result

- 9.1.1. Removal of all existing pedestrian fence, installation of additional wayfinding signage except at the underpass stairwells: \$35,000.
 - 9.1.2. The design and replacement of fencing at underpass stairwells is estimated to cost approximately \$50,000.
 - 9.1.3. It is proposed that these costs be considered as part of the development of the 2025-26 Capital Program.
- 9.2. Impact on Future Years' Financial Result
- 9.2.1. The removal of the fence will result in operational savings due to reduced maintenance. It is estimated that there will be savings in the order of \$10,000 per annum.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.





Claire Bryan
SENIOR ENGINEER ROAD SERVICES



Geoff Lang
MANAGER CITY INFRASTRUCTURE

Date: 19 March 2025
File Reference: F24/100892

Attachment A: Railway Roundabout Fencing Plan (Supporting information) 
Attachment B: Crash Details (Supporting information) 

7. ITEMS FOR WORKSHOPPING

The City of Hobart utilises the workshop forum as allowed under the *Local Government (Meeting Procedures) Regulations 2015* as a mechanism to receive information in relations to specific matter.

In accordance with the Terms of Reference of the Committee, any matter that is listed on the agenda for workshoping may not be the subject of a Committee decision, other than a resolution that the item be noted.

7.1 Domain and Glebe Area Briefing **File Ref: F25/15307**

Report of the Chief Executive Officer of 11 March 2025.

Delegation: Not applicable



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

Domain and Glebe Area Briefing

A briefing on the Domain and Glebe will be provided at the Hobart Workshop and will include an update on:

- Community support
- Current works and completed projects
- Upcoming works or projects

Community members are encouraged to attend the meeting to hear about what the City of Hobart is doing in the Domain and Glebe area.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.

Michael Stretton
CHIEF EXECUTIVE OFFICER

Date: 11 March 2025
File Reference: F25/15307

7.2 Macquarie Point Stadium - Project of State Significance
File Ref: F25/12770

Report of the Manager Land Use and Development Planning and the
Acting Director Strategic and Regulatory Services of 12 March 2025.

Delegation: Not applicable

REPORT TITLE: MACQUARIE POINT STADIUM - PROJECT OF STATE SIGNIFICANCE

REPORT PROVIDED BY: Manager Land Use and Development Planning
Acting Director Strategic and Regulatory Services

1. Report Summary and Key Issues

- 1.1. The purpose of this report is to provide a summary of advice Council has received, to date, on the various technical reports submitted to the Tasmanian Planning Commission (the Commission) in support of its assessment of the Macquarie Point Stadium – Project of State Significance application (the Proposal).
- 1.2. In the interests of brevity, this report does not aim to convey the full scope and complexity of the project but summarises the pertinent issues raised in advice from a peer review of technical reports.
- 1.3. Key issues raised by consultants include:
 - Lack of required detail and consolidation of key information throughout the documentation.
 - The stadium’s proposed design poses significant challenges to Hobart’s urban identity and landscape integration. The project must align with established planning principles and guidelines to ensure it complements, rather than competes with, the city’s unique character.
 - The lack of information and clarity regarding the ‘essentially deemed’ infrastructure continues to be a key issue for the project.
 - The public domain design along the eastern edge lacks clarity, and the stadium’s relationship with proposed adjacent mixed-use developments is not well-defined.

2. WORKSHOP PURPOSE

The summary of advice is provided for the information of the Committee.

3. Discussion and Background

The advice received by Council has been grouped in the topic headings established in the Commission’s Guidelines document.

Please note, key consultant feedback, that was available at the time, was summarised and provided to the Commission on 12 November 2024 with much of the feedback subsequently included in the Commission’s Request for Information (RFI) issued on 19 November 2024 to the applicant.

In response to the Commission’s RFI, additional information was provided by the applicant in February and early March 2025 with more information

expected to be submitted late March. Where relevant, additional information responding to the RFI and consultant concerns has been provided in this report.

General

1.0 The Proposal

1.1 Description of and plans for the proposed project

1.2 Site Description

1.3 Proposed use & development

1.4 Design and management response

Ethos Urban, who have been preparing the Inner North East Neighbourhood Plan for Council, were engaged to review documents that described the Proposal and the following documents:

- Macquarie Point Multipurpose Stadium Summary Report,
- Appendix A - Architectural Drawings,
- Appendix B - Stadium Design Description (SDD),
- Appendix I – Urban Design Framework (UDF),
- Appendix DD – Title Folio Plans and Easements,
- Appendix AA – Construction Management Plan (CMP),
- Appendix J – Visual Impact Assessment (VIA),
- Appendix GG- Site Development Plan (SDP), and
- Appendix JJ – Precinct Plan.

Stadium Design & Functionality

The stadium's design is well-documented, but there is a lack of clarity on its integration into the surrounding precinct. The reports do not sufficiently explain how the stadium will function on non-event days.

Public domain design along the eastern edge is unclear. The relationship between the stadium and adjacent mixed-use developments is not well-defined. The reports do not describe how the Stadium is part of an integrated Precinct. Computer renders omit other precinct buildings, and the public domain plan is silent on the interface with adjacent precinct buildings. Whilst we acknowledge the mixed-use developments along the eastern edge will be part of a separate application, the relation and design of the stadium and those buildings are integral to a success of the precinct. Hence the application should provide a concept for the ground plane and those buildings. There needs to be a 'proof of concept'.

Urban Design Framework (UDF)

Note: Further analysis is provided in Section 4.0 by Leigh Woolley

The UDF lacks a clear vision statement specific to the Project of State Significance (PoSS). It does not differentiate clearly between the Precinct area, PoSS application area, and works to be delivered. The framework does not include site history, event timelines, or reasons for site selection. Minimal discussion of planning pathways or required amendments. Conversely, the CMP outlines project objectives that are not integrated with the UDF.

It would be beneficial for the UDF to include detail and plans of the pathways and areas where people will congregate or queue, to ensure enough detail regarding the movement within the public realm is understood.

In addition, further detail on the urban realm outcomes and connectivity between *Precinct 1 – South-East Plaza* and *Precinct 2 – South-West Plaza* and key interface treatments - i.e. along the eastern TasPorts and TasWater boundary, would be beneficial.

No evidence has been provided as to why the project has been sited in this particular way; or alternative options been tested. It is assumed that given the geometry and size of the site along with the scale of the stadium, there is no alternative layout.

Visual Impact Assessment (VIA)

The VIA addresses some of the visual impact but lacks a detailed spatial analysis of the local landscape character. Needs better mapping of spatial elements such as edges, natural and built contrasts, and key viewpoints. It also does not consider temporary visual impacts during the construction phase. Only includes eight viewpoints, which is considered insufficient for a project of this significance.

Site Development Plan (SDP) & Precinct Plan

- The SDP lacks clear purpose and alignment with other technical reports. For example, the views identified within this report are not aligned with those in the VIA and the UDF. As well the landscape character analysis not consistent with that in the VIA.
- The Precinct Plan focuses on connectivity but does not analyse how the development integrates with the wider area.
- Reflects the inconsistent vision and design guidelines across different documents.
- The recommendation that to diminish any visual prominence of the stadium, further development should be allowed that creates a 'variety of mass and form'. However it is unclear if this is recommended as part of the PoSS development, the Precinct or is considered a preferred approach for any future development along Hunter and/or Evans Street.

Social, Economic, and Cultural Considerations

The Stadium Design Description (SDD) does not explore how the project contributes to broader social, cultural, and economic benefits. There is no discussion on off-site management of these benefits. Critically, no evidence is provided for alternative site layouts or why this particular design was chosen.

Consultant Recommendations

- Clarify Stadium Integration: Show how the stadium interacts with adjacent mixed-use developments and define its use on non-event days.
- Strengthen the UDF: Include a clear PoSS vision, distinguish between precinct elements, and discuss planning pathways.
- Enhance transport planning: Address cycling infrastructure, public transport connectivity, and dependencies on the proposed car park.
- Improve the Visual Impact Assessment (VIA): Conduct a more detailed spatial analysis of local character and increase the number of viewpoints assessed.
- Refine the Site Development & Precinct Plans: Ensure consistency across documents and explicitly define their guiding roles.
- Expand Social & Economic Considerations: Provide a stronger narrative on how the project benefits the broader community and economy.

Please note: Additional information provided in the Planning Report (Annexure C – Planning Report, prepared by Ireneinc Planning and Urban Design for the applicant, dated 17 February 2025) asserts the following:

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

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

The Project incorporates a range of sustainability criteria and guiding principles to conserve and enhance the natural environment, including the provision of new green spaces, best practice water management measures

and use of sustainable materials in accordance with the 5-star Green Star accreditation.

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

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

3.0 Economic development and social, cultural and community wellbeing

SGS Economics and Planning were engaged to review:

- Appendix E – Cost-benefit analysis,
- Appendix F - Economic Impact Assessment,
- Appendix G - Financial Impact Assessment, and
- Appendix H - Social and Cultural Analysis Report.

In summary, SGS found that the costs of the stadium project are likely to be higher than indicated, and the benefits are likely to be lower.

The significant financial liability incurred by the Tasmanian Government due to the large capital expense of the project, including an unfunded component, and projected failure to produce a positive operating result is expected to be a cost for the State and the City.

In particular, this will create a constrained financial environment in which the City must compete for infrastructure expansion grants or loan funding of its own.

The significant costs associated with infrastructure upgrades and maintenance of the stadium precinct, including upkeep of parks, active travel links and management of parking and increased road congestion, may be disproportionately borne by the City, but which are uncoded and unconsidered in the analysis.

A number of issues with benefits specified in the cost-benefit, economic impact and social and cultural impact analyses suggest that actual benefits may be even lower than suggested in these reports.

While the cost-benefit analysis defers significantly to the social and cultural impact analysis in containing unquantifiable, though valuable positive impacts

of the proposal, the SGS review found that most of these impacts are in fact monetised and quantified as benefits.

The negative impact on the City may be ameliorated by additional rates that will be raised from the stadium precinct, in line with similar recent developments of this kind. Consistent with other recent stadium developments in Australian cities you would expect to see increased localised economic activity within industries such as accommodation providers and food and beverage establishments. Additional qualified advice is being sought on the extent of these potential localised economic uplifts to provide a better City of Hobart context, and the outcome of this advice will be provided in future updates on this proposal.

It is acknowledged that rates raised from the stadium precinct will play a critical role in allowing the City to meet the increased costs of the wider precinct's development, maintenance and operations.

Planning Assessment

4.0 Landscape and Urban Form

4.1 Landscape and visual values & Urban form of Sullivans Cove

Council engaged Leigh Woolley, Urban Designer, to review the following and advise on key issues:

- Appendix I – Urban Design Framework (UDF),
- Appendix J – Visual Impact Assessment (VIA), and
- Appendix GG – Site Development Plan (SDP).

In his critique, Woolley emphasised the application's limitations in addressing urban, cultural, and landscape impacts. In his report he also discusses the project's implications for Hobart's identity as a "small city in a large landscape."

With respect to Appendix J, the VIA lacks adequate consideration of the "sub-regional" landscape, instead focusing narrowly on immediate surroundings. It underestimates the stadium's visual prominence and its potential to obstruct key views, such as those from the Cenotaph toward the Derwent River's mouth. The baseline landscape condition, crucial for understanding visual and spatial impacts, has not been established comprehensively.

With respect to Appendix I, while detailed at the site level, the UDF fails to integrate broader urban context analysis, particularly regarding Sullivan's Cove and its defining headlands.

The framework's claim that the stadium's domed roof will "seamlessly integrate" into the landscape is unsubstantiated. The proposed structure's scale and bulk will likely dominate the setting.

The UDF inadequately addresses urban transitions, such as stepping down building scales from the city centre to the waterfront.

Planning Context and Historical Oversight

The Site Development Plan (SDP) introduces a “re-set” of planning priorities but disregards critical historical planning documents and established view corridors.

Previous frameworks emphasised layering development back from the waterfront and ensuring new buildings respect Hobart’s “containment and release” relationship between land and water.

The SDP’s lack of a comprehensive reference list or acknowledgement of earlier analyses undermines its credibility.

Please note: Additional information provided in the Planning Report (Annexure C – Planning Report, prepared by Ireneinc Planning and Urban Design for the applicant, dated 17 February 2025) asserts the following:

The form of the building is driven by the need to accommodate the functional requirements of a contemporary Stadium whilst being distinctly grounded in place. This means drawing on the built traditions of Sullivans Cove where buildings are expressed as legible forms on the Cove Floor that can be experienced from various vantage points.

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

5.0 Cultural heritage and values

5.1 Aboriginal cultural values and landscape & 5.2 Aboriginal heritage

Council engaged paliti rruni – Island Spirit consultancy to review Appendix HH – Southern Archaeology and Appendix K – Aboriginal Heritage Investigations and advise on the key issues.

With respect to Appendix HH, the information contained in the report regarding ethnohistorical data is extensive in its nature but is not considered culturally adequate. The report provides a comparatively detailed overview of the traditional occupation of the much broader boundaries of the country of the Tasmanian Aboriginal Southeast Nation and associated Aboriginal groups of the southeast nation, however providing only a limited summary of land use practices associated directly within the project boundary. Some references are made to the observation of Aboriginal people’s seasonal movements along with descriptions of cultural materials as observed and recorded during the early 18th century, but these are not directly within the project boundary. While it is accepted that limited historical records will impact on the results of such

research, it is seen as inadequate research if not accompanied by Aboriginal community knowledge and input.

It is noted that while the report at Appendix HH might technically meet the requirements of section 5.1 of the TPC guidelines, from an Aboriginal community view, the report is not representative of the standards or expectations of Aboriginal community focused research that includes meaningful engagement and reciprocity between the researcher and the individuals / communities involved in the research. This report relies on historical records from only a non-Aboriginal view. Whereas it should but does not provide detailed records or descriptions of generational or inherited Aboriginal knowledge.

In a similar vein, Appendix K, which comprises mapping of cultural sensitivity and potential cultural material is consistent with accepted practice in the field of archaeology. However, it is not necessarily accepted by the Aboriginal community as an appropriate method to protect Aboriginal heritage. This methodology only serves to protect one element of heritage, that being physical or tangible objects and is the statutory approach legislated through the *Aboriginal Heritage Act 1975*. However, this approach does not involve the necessary consultation that is required with the Aboriginal community or any consideration of Aboriginal cultural or spiritual values associated with the mapped areas.

It is evident that this report has been prepared from a scientific view rather than an Aboriginal view which alters the value attributed to the tangible objects, thus minimising the significance of the items or material and their association to cultural values.

The Aboriginal view is that such items are part of a greater picture or story of culture and country associated with the material that is a direct connection with culture.

It is recommended that the proponent engages in meaningful Aboriginal community consultation, lead and driven by Aboriginal people.

It is also recommended that the future management of 6,596 cultural items identified in the report is a priority and Aboriginal community consultation should be undertaken as a matter of urgency.

5.3 Places and precincts of historic cultural heritage significance

Council engaged Mackay Strategic to peer review and advise on cultural heritage issues relevant to:

- Appendix L – Historical Cultural Heritage Impact Assessment (HIA),
- Appendix J – Visual Impact Assessment (VIA), and
- Appendix M – Historical Archaeological Assessment.

The review found that the stadium project will result in a range of potential heritage impacts including the demolition or removal of an historic Railway Goods Shed and the Red Shed, as well as being located within the setting of other significant heritage items and places such as the Cenotaph, the Royal Engineers Building and Sullivans Cove. The project would also involve extensive excavation on the subject site and adjacent areas so has wide scale potential impact on archaeological resources.

The Goods Shed is of State significance and is listed on the Tasmanian Heritage Register (THR). It is the subject of a Conservation Management Plan (CMP) however, this plan does not include a detailed methodology and construction plan that shows re-location is technically possible and precisely how it would be undertaken. The extent to which the re-location, re-orientation and adaptation of the Goods Shed would affect the State heritage values is not clearly understood in terms of physical aspects such as original fabric or design, or intangible features such as use or association.

Please note: According to documents lodged by the applicant, a new CMP for both the Goods Shed and Red Shed are expected to be submitted in late March to satisfy the further information request.

Given the high-level adverse heritage impacts on the Goods Shed, typical mitigative measures such as oral history, archival recording, on (and / or offsite) interpretation of the history and cultural significance are unlikely to be commensurate with the scale of heritage impact. If the detailed methodology and construction plan, along with a new CMP concluded that the core aspects of the heritage value of the Goods Shed could not be retained in its new location, more radical mitigation might be considered, such as not seeking to retain the structure and installation of an interpretive exhibition on the site and saving the funds from its re-location to contribute to Hobart's heritage in more innovative and impactful ways.

The Red Shed is a locally significant heritage item and has already been re-located and altered from its original use and form. It is manifestly less significant than the Goods Shed and its removal, though having some adverse impact, is likely to be assessed as an acceptable outcome. The re-location or storage of the Red Shed for future re-erection at an unspecified place do not seem to accord with its modest level of heritage value.

The Royal Engineers Building is a prominent State significant heritage building listed on the THR. The proposed stadium would have a dramatic and significant impact on the visual setting and key views of this building. The VIA document (Appendix J) provided does not include an adequate assessment of the visual impact of the proposed stadium on this building.

The Cenotaph is a State significant heritage item listed on the THR and is the place of major social value to particular sections of the Hobart and wider community including its use by veterans and in events such as Anzac Day and other commemorations.

The VIA report is inadequate as the Cenotaph is viewed in the round and not axially from fixed perspectives. It is not appropriate to characterise the visual impact of the proposed stadium as 'indirect' (as per Appendix L) because the change to its visual setting would be a direct consequence of the project, causing major and permanent effects.

The proposed stadium would forever alter the visual setting and character of Sullivans Cove, in particular, in views to the east across the docks and the row of highly-significant historic maritime buildings along Hunter Street.

It would be relevant to apply the provisions of the *Sullivans Cove Planning Scheme 1997* to achieve a merits-based understanding of the substantial adverse impacts on the cultural heritage values of Sullivans Cove.

5.4 Historic archaeology

The Historical Archaeology Report (Appendix M) is voluminous, but its conclusions and recommendations bear questioning. In particular, that the majority of the site is of 'nil sensitivity' does not accord with the data summarised in figure 7.0.3 which suggests that much of the subject area has only 'low industrial disturbance'.

This report is therefore not fit for purpose in its current form as it lacks clarity as to archaeological assessment, and potential impacts. A stronger and clearer synthesis of previous historical archaeological excavations is therefore required and possibly a 'triage' approach to further archaeology involving further testing, stratified sampling, as well as archaeological monitoring.

This report is still in 'draft' stage, suggesting that some more focused work is required, which would more clearly and strategically present the historic landform and use, interventions like cut and fill, areas of disturbance, and a resolved archaeological zoning plan which shows where pro-active archaeological investigations, monitoring or no action are warranted and proposed.

Please note: Additional information provided in the Planning Report (Annexure C – Planning Report, prepared by Ireneinc Planning and Urban Design for the applicant, dated 17 February 2025) asserts the following:

The design of the Stadium, specifically the external materiality, roof-form and civic works directly draw upon the industrial and cultural history of the site. The form of the Stadium and dome-like roof resemble the form and topographic rise of surrounding hillsides such as the Domain headland, which rise up and away from the Cove Floor. This effect helps to reinforce the strong built edge around the Cove and broader expression of the topography and natural shoreline.

Whilst the Goods Shed is to be relocated from its current position along Evans Street, it has been carefully incorporated into the design of the Stadium for use as a gathering space for events/activities undertaken within the Site. Retention of Goods Shed and its incorporation into the Stadium will facilitate public

access to the building, allowing patrons and the public to re-engage with the history of the building.

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

6.0 Movement

Council engaged GHD to review Appendix N – Transport Study and advise on key issues.

With respect to Appendix N, the review identified several key risks and gaps in the transport and movement planning for the proposed development. Below are the primary concerns:

6.1 Travel scenarios and management options

Ultimately the consultants found there was insufficient traffic modelling and operational analysis. The study relies on strategic modelling, which is limited in assessing real-time traffic impacts, intersection delays, and congestion levels. Operational modelling was not conducted, meaning the extent of required road network changes and mitigation strategies is unclear. The interaction between pedestrians and vehicles during peak periods was also not adequately addressed.

6.2 Traffic, freight and transport routes

The consultants identified a high risk of traffic saturation and congestion with key issues such as:

- Key roads, such as the Tasman Highway and Brooker Highway, are already forecast to operate at capacity, even without the stadium.
- The report does not quantify the additional impact on traffic delays caused by stadium-related congestion.
- The impact of pedestrian crossings on vehicle movement was not analysed, potentially worsening congestion.

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

The assessment assumes that key infrastructure projects (e.g., Northern Access Road, city-wide bus rapid transit system (BRT), and Collins Street Active Travel bridge) will be completed, but these projects are not yet funded or confirmed. No contingency plans exist if these projects are delayed or do not proceed.

Several essential related strategies are missing or underdeveloped:

- Event transport strategy,
- Traffic and pedestrian management strategy,
- Parking management plan,
- Travel demand management strategy,
- Emergency services access assessment, and
- Bus staging/layover for Northern Access Road interchange.

The consultants also identified an over-reliance on assumptions:

- The study assumes that drivers will use CBD parking garages rather than surrounding streets, without verification.
- It also assumes sufficient bus fleet availability for event shuttles, without confirming fleet capacity.
- Weather conditions, event timing, and spectator demographics were not sufficiently tested, which could lead to inaccurate transport demand forecasts.
- While some strategies were identified, no detailed assessment of how traffic, parking, and crowd movements would impact local businesses and residential areas has been provided.
- Further engagement with stakeholders is needed to mitigate negative effects on accessibility and congestion.

6.4 Pedestrian / cycling movement

No detailed safety assessment of pedestrian-vehicle interactions or emergency access routes was conducted. The reliance on the Collins Street Active Travel Bridge for pedestrian movement is problematic, given its uncertain construction funding / timeline.

In summary, the review found that while many aspects of stadium-related movement were addressed, however critical gaps remain in planning, modelling, and risk mitigation. Additional detailed investigations and operational modelling are required to ensure the transport network can support the stadium without major congestion and safety issues.

Please note: Additional information addressing some of these issues has been provided by WSP via the applicant to the Commission on the 31 January 2025. It asserts the following:

Supporting projects are required to meet sustainable transport mode share targets for the city and to assist in reducing travel times. The Stadium will have sufficient supporting transport infrastructure to operate on day one. Further enhancements through supporting transport projects across Greater Hobart as identified in stakeholder's strategies will contribute to achieving the desired sustainable transport mode share targets. The supporting projects are not directly related to or required by the Stadium.

The planning for the stadium has consciously avoided the design of ‘event only’ facilities beyond the stadium boundary, due to their infrequent use across a year. This is important to not create “dead space” or “white elephant” infrastructure as well as maximising legacy benefits to the city and state. Using existing or planned assets for both day-to-day and then occasional event use and managing any time conflicts in a planned way results in better use of infrastructure investment by others.

It is too early to provide further detail on bus fleet and operations including costs at this point in time, The ultimate scale of the event bus operation will be dependent on investment in other bus services (i.e. Rapid Bus), which may be incrementally delivered over time.

7.0 Activity and land use

The review of this section of the Guidelines was supported through the review of the following Appendixes and corresponding consultant reports:

- Appendix Q – Noise and Vibration Assessment - GHD
- Appendix AA – Construction Management Plan – Council’s technical officers
- Appendix N - Transport Study – GHD

Key issues regarding potential land use conflicts are included in relevant consultant reports.

8.0 Environmental Quality and Hazards

8.1 Wind Effects

The applicant has submitted to the Commission a Wind Effects report that was made publicly available on 5 March 2025. A full review is yet to undertaken, however, Aecom’s report indicates that wind effects appear negligible for patrons inside and outside the stadium.

8.2 Overshadowing

External advice was not sought on overshadowing due to the minimal impacts on adjoining properties and public open space areas.

8.3 Light

External advice was not sought on lighting due to the minimal expected light spill leaving the site as documented in the application.

8.4 Noise and vibration

GHD were engaged to review Appendix Q – Noise and Vibration Assessment and advise on key issues. This included specifically a review of the Noise and Vibration Impact Assessment (NVIA) prepared by AECOM Australia. The

review primarily focused on compliance with the Commissions Guidelines Section 8.4 – Noise and Vibration and was undertaken with respect to the:

- *Environment Protection Policy (Noise)* (Department of Environment, Parks, Heritage and the Arts, 2009)
- *Noise Measurement Procedures Manual* (Department of Environment, Parks, Heritage and the Arts, July 2008)

It's worth noting, the review was based on qualified professional judgment, not independent data verification. It does not include:

- Independent verification of noise/vibration data,
- Verification of acoustic models or meteorological data, and
- Findings highlight potential risks rather than quantifying likelihood and impact.

The review found the NVIA methodology was generally consistent with industry practices. However, low-frequency noise impacts from concerts and potential structural vibration responses were not assessed.

It's worth noting, the Project Guidelines lack prescribed noise/vibration limits, making compliance assessment difficult. However, no operational vibration impact assessment was performed, despite being required by the guidelines.

A key issue of the report is that Construction noise assessment is limited—the report assumes a Construction Noise and Vibration Management Plan (CNVMP) will be created later.

Potential noise impacts & risks included the risk that concert noise could be 13 dB(A) above limits for similar stadiums in Australia/NZ noting the report does not establish acceptable noise levels for different event types either.

Educational facilities (University of Tasmania School of Creative Arts) and The Cenotaph (Royal Hobart Regatta Grounds) could face higher noise impacts, which were not adequately addressed.

Operational vibration impact is unassessed, increasing uncertainty about possible structural damage or discomfort, and nighttime sleep disturbance risks from concerts and sporting events require a more detailed assessment.

Noise mitigation measures are suggested but lack clear project-specific goals.

Budgetary implications for mitigation are uncertain—if not implemented, noise impact could be higher than predicted. Cumulative noise impacts from simultaneous multiple events were not fully assessed either.

In summary, the NVIA report meets some technical standards but has significant gaps in assessing concert noise, vibration impacts, and mitigation measures. Without clear project-specific noise limits, it will be difficult to evaluate compliance and manage community complaints. Recommendations from GHD include:

- Define clear noise & vibration criteria for compliance monitoring.
- Conduct a detailed low-frequency noise and structural vibration analysis for concerts and high-impact events.
- Include a thorough construction noise & vibration assessment before project approval.
- Assess nighttime noise impacts in more detail, especially for concerts and extended sporting events.
- Provide mitigation plans with clear cost implications to ensure effective noise management.

Please note: Additional information addressing some of these issues was provided by AECOM via the applicant on 31 January 2025. Annexure Q – Noise Assessment Supplementary Report provides:

- Additional noise monitoring data,
- A high-level construction noise assessment,
- A comparison of existing noise levels with predicted stadium noise, and
- Updated noise models, including vertical noise maps.

It's worth noting this supplementary report predicted noise levels will differ slightly from the earlier PoSS Report due to design refinements, including reduced facade openings. This has lowered noise emissions by up to 2dB. As no further significant design changes are expected, additional noise level adjustments are unlikely.

In summary the Supplementary Report indicates that concerts and sirens will be the most noticeable noise sources, but their impact will be comparable to existing noise levels from cruise ships and traffic.

A more detailed Construction Noise Assessment was provided and summarised below:

- Construction is expected to last 42 months,
- The loudest phase will be during bulk excavation and rock breaking,
- Noise will be higher than background levels at residential and commercial receptors but will decrease as construction progresses.

Mitigation Measures were set out and summarised below:

- **Community notifications** before high-noise activities.
- **Noise monitoring and modelling verification.**
- **Scheduling noisy activities** to minimize disruption.
- **Use of noise barriers and quieter equipment.**
- **Project-specific noise management plans.**

We note, a review of this Supplementary Report is still being undertaken by Council technical officers. An update will be provided in due course.

8.5 Water quality and water management

External advice was not sought and is being reviewed internally by technical officers and we note additional flood modelling is expected to be submitted by the applicant to the Commission by end of March 2025.

8.6 Solid waste and hazardous material management

External advice was not sought and is being reviewed internally by technical officers.

8.7 Environmental hazards

External advice was not sought and is being reviewed internally by technical officers.

8.8 Climate change

External advice was not sought and is being reviewed internally by technical officers.

9.0 Other Planning Matters

Other planning matters include Signs, Construction Management, Utility Services as well as Emergency Management and Incident Response are being reviewed internally by technical officers with more information to be provided in due course.

4. Legal, Risk and Legislative Considerations

4.1. The following is provided as context in relation to the assessment of the project and the legislated scope for the City's involvement in the assessment process.

4.1.1. Council's role in the assessment is set out in the *State Policies and Projects Act 1993*.

4.1.2. In its capacity as the *council of the municipality*, as stated in the Act, and as an adjacent landowner, the City has been responding and consulting with the Commission in its assessment of the project.

5. Financial and Economic Considerations

5.1. Financial Considerations:

5.1.1. Funding for the review of the POSS application has been allocated within the 24-25 Budget. We have committed

\$150,000 to consultants thus far with additional support potentially required during the applications Hearings process. Further information will be provided in due course.

5.2. Impact on Future Years' Financial Result

- 5.2.1. Whilst the planning assessment of the stadium has been declared a project of state significance, it is unclear, at this stage, what additional planning applications will be submitted for related infrastructure and for the wider precinct and when they may be lodged in the coming year(s).

Relevant Council Networks will continue their proactive approach and continue to liaison with relevant Government agencies to ensure Council can review and act promptly as financial implications arise whether they be positive or negative.

5.3. Asset Related Implications

- 5.3.1. As stated in the Mac Point Draft Precinct Plan Council submission (dated 29 November 2023), the significant investment in City infrastructure required to support the stadium and surrounding precinct on an everyday basis and in 'event' mode will require careful planning as well as capital investment. Council will continue its review of asset related implications across this financial year and into the future as required.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.



Jennifer Lawley
**MANAGER LAND USE AND
DEVELOPMENT PLANNING**



Karen Abey
**ACTING DIRECTOR STRATEGIC AND
REGULATORY SERVICES**

Date: 12 March 2025
File Reference: F25/12770

7.3 Central Hobart Plan - Implementation Program update and Built Form Analysis overview
File Ref: F25/7758

Report of the Principal Advisor Urban Design and the Manager Place Design, Sport and Recreation of 19 March 2025 and attachments.

Delegation: Not applicable



City of **HOBART**

MEMORANDUM: HOBART WORKSHOP COMMITTEE

Central Hobart Plan - Implementation Program update and Built Form Analysis overview

This will be a briefing on the [Central Hobart Plan Implementation Program - year one 2024-25](#) mid-year update, with a particular emphasis on the Built Form Analysis project and the progress on the Hobart Design Guidelines (previously referred to as the Urban Design Guidelines).

Following the adoption by Council in May 2024 of the Implementation Program, City staff have been progressing the delivery of the 20-year Central Hobart Plan to guide development to strengthen what is great about Hobart, what makes the city liveable and distinctive.

Two of the main priority actions are the *Building Heights and Form Planning Controls* (page 14 of the Implementation Program) and the *Guidance for Better Design* (page 15 of the Implementation Program).

1/ Building Heights and Form Planning Controls – refer to attachment 1

A key action is to ensure the proposed built form controls in the *Central Hobart Plan – Urban Design Framework* provide for the desired amenity, maintain development viability and deliver on the 2041 forecasted demand for dwellings and commercial floorspace.

The Built Form Analysis is being undertaken by [Hodyl & Co](#), expert and independent urban design consultants, supported by real estate advisory company [Savills](#). Hodyl & Co are modelling and checking the development feasibility of the proposed built form controls proposed in the Central Hobart Plan on a representative sample of blocks in Central Hobart.

The recommendations will directly inform the future planning scheme amendments to implement the building heights, street wall heights and building setbacks into the Tasmanian Planning Scheme – Hobart Local Planning Schedule.

2/ Hobart Design Guidelines (HDGs) – refer to attachment 2

Following the round 1 engagement a clear framework of Urban Design Principles that speak to the city's identity and future was established. This formed the basis of the early draft HDGs which was submitted to an internal consultation process in late 2024, with City of Hobart staff, the Urban Design Advisory Panel, Council Committees and Elected Members.

The feedback received has led to a refined draft document, which, subject to some refinement and Elected Member feedback, will be used for the next stage of public engagement. The project team will now consult with the design and development industry as well as the wider public in May. The outcome of this engagement will inform a final draft to be provided for Council approval later in the year.

The briefing will have five parts:

- 1:** Officers will provide a short recap of the strategic context and Council decisions relating to the *Central Hobart Plan*. This will be followed by a succinct mid-year update on the progress of the six priority actions contained in the *Central Hobart Plan Implementation Program*.
- 2:** A presentation on the draft Built Form Analysis work by [Hodyl & Co](#). The consultants will note the scope of the project, the methodology and the key findings and recommendations for City's consideration.
- 3:** Then there will be an opportunity for questions and answers, followed by the next steps for the Central Hobart Plan Built Form Analysis project.
- 4:** Overview of the changes to the draft HDGs resulting from internal engagement and an outline of the upcoming industry and community engagement.
- 5:** Opportunity for questions, answers and suggestions for the upcoming public engagement on the draft HDGs.

WORKSHOP PURPOSE

The Central Hobart Plan Implementation Program – year one, including the Built Form Analysis project and the draft Hobart Design Guidelines for engagement is provided for the information of the Committee.

As signatory to this report, I certify that, pursuant to Section 55(1) of the Local Government Act 1993, I hold no interest, as referred to in Section 49 of the Local Government Act 1993, in matters contained in this report.





Jaime Parsons
PRINCIPAL ADVISOR URBAN DESIGN



Philip Holliday
MANAGER PLACE DESIGN, SPORT AND RECREATION

Date: 20 March 2025
File Reference: F25/7758

Attachment A: Hobart Design Guidelines - DRAFT for engagement
ATTACHMENT 02 (Supporting information) 

Attachment B: CHP Built Form Analysis - Synthesis Report v5 ATTACHMENT
01 (Supporting information) 

8. QUESTIONS WITHOUT NOTICE

Regulation 29 of the *Local Government (Meeting Procedures) Regulations 2015*.
File Ref: 13-1-10

1. A councillor at a meeting may ask a question without notice –
 - (a) of the chairperson; or
 - (b) through the chairperson, of –
 - (i) another councillor; or
 - (ii) the chief executive officer.
2. In putting a question without notice at a meeting, a councillor must not –
 - (a) offer an argument or opinion; or
 - (b) draw any inferences or make any imputations – except so far as maybe necessary to explain the question.
3. The chairperson of a meeting must not permit any debate of a question without notice or its answer.
4. The chairperson, councillor or chief executive officer who is asked a question without notice at a meeting may decline to answer the question.
5. The chairperson of a meeting may refuse to accept a question without notice if it does not relate to the activities of the council.
6. Questions without notice, and any answers to those questions, are not required to be recorded in the minutes of the meeting.
7. The chairperson of a meeting may require a councillor to put a question without notice in writing.

9. CLOSED PORTION OF THE MEETING

RECOMMENDATION

That the Committee resolve by majority that the meeting be closed to the public pursuant to regulation 15(1) of the *Local Government (Meeting Procedures) Regulations 2015* because the items included on the closed agenda contain the following matters:

- Minutes of a Closed Committee meeting
- Closed Questions Without Notice

The following items are listed for discussion:-

Item No. 1	Minutes of the last meeting of the Closed Portion of the Committee Meeting
Item No. 2	Consideration of supplementary items to the agenda
Item No. 3	Indications of pecuniary and conflicts of interest
Item No. 4	Questions Without Notice