

Treasurer
Leader of the House
Minister for Macquarie Point Urban Renewal Project

Level 10, Executive Building, 15 Murray Street, Hobart TAS 7000
GPO Box 123, Hobart TAS 7001
Phone: 03 6165 9405 | Email: Minister.Abetz@dpac.tas.gov.au



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Helen Burnet MP
Email: helen.burnet@parliament.tas.gov.au

Dear Ms Burnet *Helen,*

Thank you for your letter regarding operational and environmental oversight of works at the Macquarie Point Precinct work site.

As you may be aware, site preparation and archaeological investigations are underway on site, ahead of bulk earthworks commencing in the coming months.

The Macquarie Point Multipurpose Stadium project will be delivered in stages under the approval and environmental management framework established by the *State Policies and Projects (Macquarie Point Precinct) Order 2025*. The Site Environmental Management Plan for preparatory works that are taking place is published and available on the Macquarie Point Development Corporation (Corporation) website at www.macpoint.com/reporting. I note that this plan, and all adopted versions, is reviewed by the Director of the Environment Protection Authority Tasmania (EPA) before being used to guide work on site.

Stage-specific Construction Environmental Management Plans (CEMPs) will guide the management of considerations such as traffic, noise, vibration, dust and contaminated materials, with oversight from the EPA and other relevant authorities.

In relation to your specific questions, I can provide the following information.

1. Spoil Destinations and Volume Allocation

- a. *What exact proportions and total volumes of the estimated 130,000–220,000m³ of excavated soil are allocated for disposal at Copping, McRobies Gully, and Glenorchy facilities respectively?*

In line with City of Hobart guidelines, up to 50,000 tonnes of excavated soil (approximately 26,000 cubic metres) is proposed for disposal at McRobies Gully. The remaining excavated soil is expected to be taken to Southern Waste Solutions landfill at Copping. No disposal at Glenorchy is currently proposed.

- b. *Hobart City Council's Good Neighbour Agreement sets a cap of 2,500 tonnes per week (fewer than 20 large trucks per day) at McRobies Gully. How does the project plan to respect these caps without exceeding approved daily limits?*

The Stadium project will operate within McRobies Gully's existing approved limits. Deliveries will be scheduled and managed through the site's normal operational processes to ensure truck movements and material volumes remain within the caps established under the City of Hobart's Good Neighbour Agreement. The anticipated truck numbers are consistent with

McRobies Gully's long-standing role as a commercial waste facility and are not expected to exceed approved daily limits.

- c. *With existing caps under Hobart City Council's Good Neighbour Agreement at McRobies Gully already allocated to current contractors, how will the site accept the projected spoil volume without requiring significant policy changes or exceeding its operational capacity?*

Hobart City Council officers have advised that McRobies Gully has sufficient approved capacity to receive the proposed material.

The facility is licensed to accept up to 85,000 tonnes of material annually, and the Macquarie Point soil represents only a small proportion of that capacity.

Any material accepted will be managed through existing EPA approved operations and allocation processes, without requiring changes to the facility's regulatory approvals or operational controls.

2. Contamination Classification and Testing Methodology

- a. *How is soil contamination (Level 1, Level 2, and Level 3/hazardous) currently being sampled, categorised, and volume-mapped across the precinct footprint?*

Early on-site soil testing and previous environmental investigations at Macquarie Point have been used to identify areas of contamination, estimate soil volumes and determine appropriate management and disposal pathways. This work also helps identify material that can be treated onsite, reducing environmental risks and the amount of contaminated soil requiring off-site disposal.

For current preparatory works:

Confirmatory test sampling is undertaken for all soil proposed to be removed from or reused on site. During excavation, environmental consultants inspect and test potentially contaminated material, with all results recorded in a Waste Tracking Register.

Soil classification, disposal or reuse pathways, EPA approval and landfill acceptance are all confirmed before any contaminated soil is transported off-site.

For Stage 1 (Bulk earthworks) and Stage 2 (Goods Shed pack down) works:

A Stage 1 and Stage 2 Contaminated Soil and Waste Management Plan has been developed in consultation with the EPA and is being submitted for formal approval as part of the Stage 1 and Stage 2 Construction Environmental Management Plan submission. The plan is supported by detailed procedures and a Waste Tracking Register to ensure complaint management, tracking and disposal of soil and waste materials.

- b. *What formal oversight mechanisms has EPA Tasmania established to audit soil classifications on-site before trucks depart for receiving facilities?*

Assessment data for all soil proposed for off-site disposal will be provided to the EPA as part of the relevant stage-specific CEMP. All procedures and methodologies have been developed to comply with receiving site licence conditions and the requirements of the *Environmental Management and Pollution Control Act 1994* and associated regulations and guidelines.

These procedures and methodologies have been developed in consultation with the EPA. Each stage-specific CEMP includes requirements for approvals and reporting, soil tracking,

contamination assessment, and information to be provided to the EPA and receiving facilities before soil leaves the site. The EPA and the Corporation also hold regular site meetings and inspections to support ongoing compliance and oversight.

3. Transport Operations and Mitigation Measures

- a. *Will heavy vehicle movements occur strictly during standard weekday working hours, or are night-time, weekend, or peak commuter period movements planned?*

Vehicle movements will be within the working hours as defined by the *State Policies and Projects (Macquarie Point Precinct) Order 2025*. There are currently no plans to work weekends or night times during Stage 1 or 2 works. Due to the nature of the works, there will be some movements during times of peak traffic, the trucks leaving the site will be cyclic throughout the day.

There will not be a fleet of truck movements during peak hour traffic, they will depart site at spaced-out intervals dependent on location of disposal and size of vehicle.

- b. *Will it be mandatory for 100% of transport trucks carrying excavated spoil to be fully covered and wheel-washed on-site prior to entering public roads to prevent dust and contamination spread?*

Hazell Bros (Stage 1 contractor) must comply with the CEMP Standard, which mandates the following requirements:

- Stabilised access, rumble grids, wash bays, wheel washes or similar will be established and maintained at site entries/exits to minimise soil/mud tracking from the Project land on public roads.
- Street sweepers, or similar, will be periodically used to ensure clean public roads where dirt or mud tracking may have inadvertently occurred.
- When hauling potentially dust-generating material to or from the project land, loads will be covered.
- Dust levels will be visually monitored, during construction works and a water truck will be permanently available on-site to damp down any dust flares. In the unanticipated event of Macquarie Point construction works creating visible dust plumes that are moving outside the project boundary, mitigation measures will be taken.

- c. *Which entity holds direct responsibility for auditing daily truck counts and load manifests on a day-to-day basis, and what protocols apply if movement caps are breached?*

Hazell Bros is responsible for undertaking monitoring, auditing and reviews to confirm compliance with the Stage 1 CEMP.

The Corporation, through its appointed Superintendent, will undertake surveillance audits to confirm compliance with Stage 1 CEMP requirements and contractual obligations.

4. Public Transparency and Real-Time Reporting

- a. *Will daily or monthly truck movement tallies, transport route logs, and spoil classification reports be published on an accessible public dashboard throughout the excavation phase?*

No, this is not usual construction practice.

- b. *In the public interest, how will regular, accessible updates regarding construction milestones, traffic impacts, and site remediation progress be communicated directly to the broader Hobart community as the project proceeds?*

The project is committed to providing regular, transparent and accessible communication to keep interested parties informed as works progress. Information on current works can be found on the Macquarie Point Corporation website. The Corporation will work closely with contractors and delivery partners to provide timely updates on construction activities, project milestones, traffic impacts, site remediation and other matters of community interest.

- c. *Will a dedicated community point of contact or independent hotline be established for residents and traders to raise concerns regarding heavy vehicle impacts or haulage breaches?*

The Macquarie Point website will remain as the primary source of project information, providing updates on project progress, key milestones, anticipated impacts, and opportunities for community engagement, along with contact details for questions and feedback.

I trust this information assists.

Yours sincerely



Eric Abetz MP
Minister for Macquarie Point Urban Renewal Project