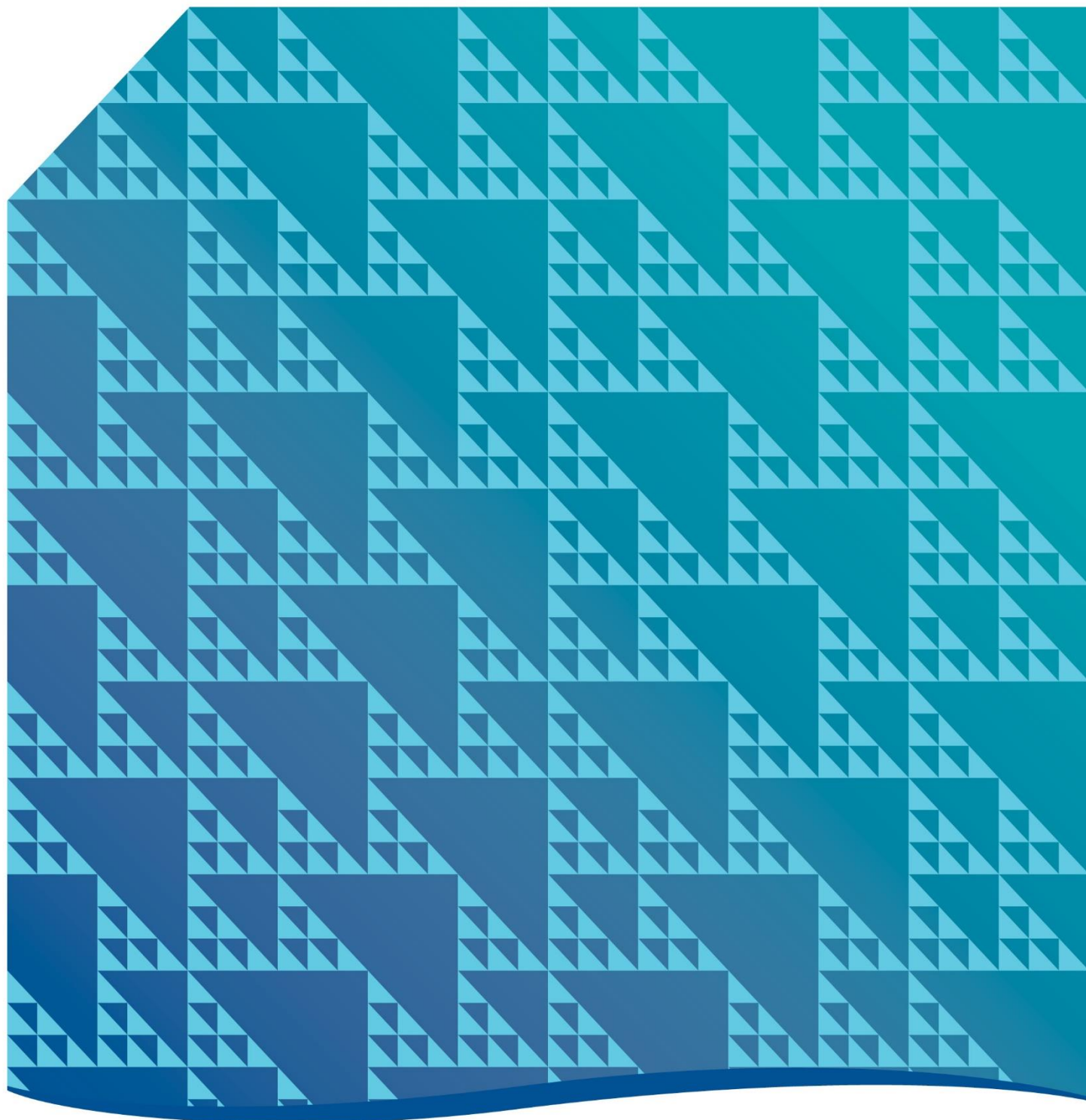


Public consultation on the Draft
Mount Wellington Cable Car
Facilitation Bill 2017

Consultation Summary



The draft Bill

The Government has prepared draft legislation to facilitate the assessment of a cable car proposal on *kunanyi*/Mount Wellington in Wellington Park through the normal planning and associated processes. These processes will provide further opportunity for public comment on a cable car proposal.

The legislation was prepared to:

- allow a planning application involving public land to be lodged and assessed without landowner consent;
- enable a cable car proponent to access areas of the park for necessary assessment and preliminary investigations needed to prepare a planning application; and
- provide a mechanism for the government to acquire public land, if required, in an open and transparent way.

The legislation will not change the requirement for a cable car proponent to secure planning and other approvals, including those designed to protect Tasmania's natural environment, heritage and Aboriginal cultural values.

The specifics of a cable car proposal, including the proposed route, will be considered through these processes, which will include further opportunity for public input.

The legislation confirms that any public land acquired will remain part of Wellington Park and will not be sold to a proponent or private land holder.

Matters that have not been addressed in this legislation include:

- commercial matters, such as access to private land, as these are for a project proponent to consider, manage and resolve; and
- the specific location and operational details of a cable car proposal, which will be assessed through the planning system. The legislation does not specify, and is not limited to, a specific pathway, project or proponent.

Consultation

The draft Bill was published on the Department of State Growth's website on Saturday, 15 July 2017 to seek feedback on the proposed approach and mechanisms, and to allow for the drafting and concepts to be tested.

Written submissions closed on Friday, 4 August 2017, with approximately 852 submissions received during the consultation period.

In accordance with the government's policy to publish the submissions received in response to public consultation processes, written submissions received during the consultation period were published on the Department of State Growth's website on Friday, 18 August 2017.

Exceptions to this are submissions:

- where the author requested that all or part of their submission be treated as confidential and not be published; or
- that contain defamatory or offensive material.

When publishing submissions no personal information other than the name of the individual submitter, or the organisation making the submission, is included, unless requested otherwise at the time of submission.

Your feedback

In addition to publishing individual submissions received a summary of the key themes is provided below.

General feedback

Written submissions received focused around the following key themes.

- Accessibility.
- Facilities on *kunanyi*/Mount Wellington.
- Economic and business opportunities.
- Visitor economy.
- Change in use.

Accessibility

The feedback suggested that a cable car may offer improved accessibility to the summit of *kunanyi*/Mount Wellington. In particular it was suggested that a cable car could:

- make the mountain and its surrounds more accessible to locals and visitors alike, and for more of the community, including the young, elderly, and people with disabilities and who may otherwise find accessing the mountain and its surrounds challenging or limiting;
- provide an alternative route to the mountain in addition to the road, reducing the volume of road users. The potential value of an alternative access route was highlighted by a number of submitters who noted concerns about the safety and appropriateness of the existing access road for large passenger vehicles; and
- improve seasonal access, particularly in winter.

While others noted they that felt a cable car is not necessary as it was suggested that:

- the mountain is already accessible by road;
- there is likely to be an increase in traffic in South Hobart as a result of the current proposal, increasing the congestion and reducing the safety in that area; and
- it is unlikely that the cable car infrastructure would be used by locals.

Facilities on *kunanyi*/Mount Wellington

A number of submissions suggested that private investment in cable car infrastructure provided an opportunity to improve the facilities on the summit of the mountain. This included from a safety and service perspective and in terms of comfort and quality of the experience. However, there were also a number of submission that were concerned about private investment in infrastructure in Wellington Park, and that it may impact on the public accessibility and cost of visiting the summit.

Economic and business activities

The potential for positive direct and indirect benefits to be felt in the local economy, particularly through encouraging private investment in infrastructure, was suggested in some submissions. These were noted as including:

- improving the profitability and viability of existing businesses as well as supporting new business and experience opportunities. Examples cited included paragliding, mountain biking service operators, and existing neighbouring businesses who may benefit from increased interest and patronage; and
- interest and support for further sensitive development and experience enhancing infrastructure on *kunanyi*/Mount Wellington including more service, utility and safety facilities, and development providing greater comfort and quality of experience for locals and visitors, at both the summit and The Springs.

Visitor Economy

A number of submissions suggested a cable car on *kunanyi*/Mount Wellington had the potential to positively contribute to Tasmania's visitor economy. It was suggested that a cable car could provide a key destination and experience, and attract visitors to the region. It was also suggested that the service may provide an opportunity for conservation, development, cultural heritage and tourism to be managed collectively.

However, other submissions noted concern about increasing development in natural areas and suggested that the tourism industry was likely to grow without a cable car on *kunanyi*/Mount Wellington.

Differing views were presented predicting that the state's brand could both be positively and negatively impacted by a cable car proposal in *kunanyi*/Mount Wellington.

Change in use

Some submissions noted concerns around the impact and change that the infrastructure would bring to Wellington Park. In particular these concerns noted:

- potential damage that the infrastructure would do to the geomorphology;
- visual and noise pollution;
- impact on the cultural, natural and built heritage;
- querying if there is a need or case for change;
- potential impacts on other and existing users of the *kunanyi*/Mount Wellington; and
- potential impacts on neighbouring properties.

Other submitters suggested that a cable car development on *kunanyi*/Mount Wellington offered an opportunity to broaden the scope of enjoyment and use available in Wellington Park.

Interest in further information and opportunities for engagement

A number of submissions also highlighted an interest in more information on the specific details of a cable car project. The legislation provides the opportunity to potentially facilitate this by enabling a planning application to be submitted, containing details of the proposal.

The planning assessment process will provide more information on a proposal to be shared, and allow for public submissions to be made that can be considered in the assessment of the proposal by the relevant planning authority.

There are mixed opinions on the opportunities and extent of engagement undertaken to date.

Feedback on the legislation

While some contributors felt the legislation was required to allow a project to be presented and tested to provide for a fair process, others felt it was not required and disrupted the existing process.

Some contributors supported the legislation in its current form, noting that it appeared to provide a balanced and fair opportunity for the project to be assessed and potentially bring opportunities to the community. Other submitters expressed concern and did not support the intent of the legislation.

Key themes in the feedback on the legislation were:

- concerns about the breadth of the proposed power to grant a proponent access to Wellington Park to undertake site evaluation and testing before lodging a planning permit;
- discussion regarding landowner consent;
- the land acquisition mechanism proposed; and
- the scope of land and air space captured in the draft legislation.

The feedback received has been used to inform the further review, amendment and improvement of the draft Bill to make sure the mechanisms included will be applied consistently with the intent of the draft legislation.

Individual submissions can also be accessed on the Department of State Growth's website - <http://www.stategrowth.tas.gov.au/mwcablecarar>



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