

(StateGrowth)

From: Brian Walter <campaigns@good.do>
Sent: Friday, 4 August 2017 9:04 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Hi

I object to politicians thinking they need to sponsor private projects. It is not the place of government to get involved to this level.

The mountain is public property and the government is acting to the benefit of a few business investors. There us no mandate for this sort of behaviour.

Bypassing council processes is something I object to strongly.

I firmly believe that the project will fail commercially and leave a permanent scar on the mountain.

The act of acquiring land sets a dangerous precedent that I also object to.

Remember tha I vote.

Yours sincerely, Brian Walter [REDACTED]

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Please reply to Brian Walter at [REDACTED].

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[REDACTED] (StateGrowth)

From: Fran McInerney <campaigns@good.do>
Sent: Friday, 4 August 2017 9:04 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I have gazed in awe at the beautiful organ pipes for over 40 years. I never tire of this extraordinary feature that our fortunate city sits beneath. I also love the view from the summit, which can already be readily accessed.

We have such an extraordinary, natural vista in Mt Wellington; to deliberately scar its face such that the mountain becomes something you 'do' like a theme park, and so that it looks like so many other 'attractions', is so short-sighted. We have a natural wonder here – let's be really bold and preserve it.

Yours sincerely, Fran McInerney [REDACTED]

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Please reply to Fran McInerney at [REDACTED]

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From: Eleanor Tucker <campaigns@good.do>
Sent: Friday, 4 August 2017 9:05 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To The Minister for State Growth and all others involved in making decisions regarding the Mt Wellington Cable Car Facilitation Bill 2017

Firstly I would like to point out that giving three weeks notice for public comments does not suggest a genuine desire for public consultation and is, quite frankly, an insult to the public.

I am strongly opposed to the proposed bill as well as a cable car on Mt Wellington for the following reasons:

A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists.

The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects.

Over the past decade I have had many friends from overseas stay at my house in Warrane where we enjoy an exceptional view of the Mountain. A resounding comment from these visitors has always been how lucky we are to have such treasures unspoiled, since so many places in the world have put up tacky cable cars etc. ignoring the pristine values that nature has to offer. Hobart is special and an attractive destination precisely because it has not been turned into some sort of Disneyland.

The argument of the need for a cable car in order to reduce traffic numbers up the Mountain is not strong enough to justify it being built. A shuttle bus would be a far better option.

The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers. This has happened in many parts of the world. Friends in Barcelona bemoan the fact that they can no longer afford to visit many of the historical places which used to be in public hands but which are now run by private companies (often from overseas).

Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments. Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

I implore you not to follow the mistakes of other parts of the world just for the sake of money for a few.

Yours sincerely, Eleanor Tucker [REDACTED]

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Please reply to Eleanor Tucker at [REDACTED]

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[REDACTED] (StateGrowth)

From: Peter Grant <campaigns@good.do>
Sent: Friday, 4 August 2017 9:09 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am strongly opposed to this Bill, and to the cable car proposal. My grounds for opposition are aesthetic, environmental and economic.

I believe Tasmania's main point of difference is its largely unspoiled nature. This proposal will blight the face of our mountain, effectively privatise chunks of it, and make us look just like so many other places in the world that have already spoiled their natural environment. I have travelled widely, and have experienced – and enjoyed – cable cars. But that has been in places where there are very large numbers of visitors, and very little viable access. Those are not the case with kunanyi/Mt Wellington. Neither can I see this proposal being economically viable. And that means that government and tax payers will end up being the ones to prop it up.

Please look to ways of maintaining our natural edge, not ways that make us look just like the rest of the world.

Yours sincerely, Peter Grant [REDACTED]

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Please reply to Peter Grant at [REDACTED].

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(StateGrowth)

From: Nicholas Dening [REDACTED]
Sent: Friday, 4 August 2017 9:11 AM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car proposal

To Whom It May Concern

The Mt Wellington Cable Car project is and will be one of the defining projects of this century for Hobart. This development will shape how Tasmania grows its tourism industry moving forward and how Tasmanian's see the future of the state.

I wholeheartedly support this ecotourism development and hope that the government can see that Tasmanians want this now, not in 10 years or 50 years. We want this now and delaying the project will only cause for doubt towards this government in the eyes of the Tasmanian's that voted for them to prioritise projects like this.

Regards
Nicholas Dening

[REDACTED] (StateGrowth)

From: Rachel Leary <campaigns@good.do>
Sent: Friday, 4 August 2017 9:12 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I grew up in Tasmania near the slopes of Mountain Wellington and return there often. My family is still in Hobart and are as opposed to this development as I am. As you would know, it has been brought up several times before throughout the years and has not been able to get through – there are good reasons for this and they haven't changed, as far as I can see. I would strongly urge you to respect the mountain and not encumber it with a cable car. People enjoy the drive up to the top of the mountain. And they enjoy the look and feel of the mountain as it is. It's a huge part of what makes Hobart so attractive. Please, I would urge you, don't spoil it.

Yours sincerely, Rachel Leary [REDACTED]

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Please reply to Rachel Leary at [REDACTED]

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[REDACTED] (StateGrowth)

From: Caroline Haigh <campaigns@good.do>
Sent: Friday, 4 August 2017 9:16 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am concerned that a cable car proposal is simply aiming for the tourism dollar with no concern for the amenity of local residents, Aboriginal heritage or the visual and environmental impact. A cable car over the Organ Pipes would permanently ruin the aesthetics of the mountain.

There are many questions which have not been answered. Will the road remain open to locals, will Hobart residents once again be stuck financially propping up a cable car if the tourism boom has a down-turn and during the quieter months and windy weather when operating would not be safe or desirable?

I have real concerns that the government is fast-tracking this approval process and avoiding genuine community consultation and due process.

Yours sincerely, Caroline Haigh [REDACTED]

_____ This email was sent by Caroline Haigh via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Caroline provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Caroline Haigh at [REDACTED].

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(StateGrowth)

From: Matthew Brough <campaigns@good.do>
Sent: Friday, 4 August 2017 9:17 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Dear Minister Groom,

As an expatriate Tasmanian and frequent visitor to the State, I do not support this legislative change to facilitate private business endeavours on public land.

There has clearly been insufficient consultation over what is a very contentious proposal that will have a significant and permanent impact on the natural, cultural and other values associated with the mountain, as well as directly impacting the amenity of people living in the vicinity of the base station.

Any business proposal for public spaces should stand or fall on its merits, without enabling legislation that dramatically changes the tenure of one of Hobart's most significant public assets being rushed through.

Yours sincerely, Matthew Brough [REDACTED]

_____ This email was sent by Matthew Brough via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Matthew provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Matthew Brough at [REDACTED].

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[REDACTED] (StateGrowth)

From: Debra Manskey <campaigns@good.do>
Sent: Friday, 4 August 2017 9:21 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

The notion of the Tasmanian State Government acquiring land to allow a private company to put a cable car up My Wellington is simply an abomination.

This is a Commons area, for the use of all – not the province of private enterprise!

Yours sincerely, Debra Manskey [REDACTED]

_____ This email was sent by Debra Manskey via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Debra provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Debra Manskey at [REDACTED].

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[REDACTED] (StateGrowth)

From: Kirsty Leaf <campaigns@good.do>
Sent: Friday, 4 August 2017 9:21 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Kunanyi is a sacred place for so many local people and the place a visit for my own mental health and well being. Keep it wild. I think this is what makes it a remarkable place and what attracts tourists up there. The mountain is iconic and further infrastructure will ruin is majestic presence over our city.

Yours sincerely, Kirsty Leaf [REDACTED]

_____ This email was sent by Kirsty Leaf via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Kirsty provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Kirsty Leaf at [REDACTED].

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[REDACTED] (StateGrowth)

From: Graeme Gullick <campaigns@good.do>
Sent: Friday, 4 August 2017 9:32 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I wish to comment on the proposed Bill to allow a cable car on Kunanyi/Mount Wellington. With less than three weeks given for public comment there hasn't been a lot of time for people to make submissions, suggesting that there is an attempt to present it as a fait accompli with no opposition – this is far from the case.

Mt Wellington is obviously an icon to Hobart, and is an ancient landscape that should be preserved in as natural state as possible. I realise there are already structures on the mountain, which do it no favours; to add to this with an obtrusive structure that will blight the most visually stunning aspect of the mountain as seen from most of Hobart, the Organ Pipes, is unthinkable. The aesthetics and recreation aspects of the mountain will be forever spoiled.

Aside from this, the Bill exempts the cable car project from landowner consent requirements for public land, allowing the State Government to acquire public land for private development. This sets a very dangerous precedent for the future, with all public land potentially up for grabs for private development.

Yours sincerely, Graeme Gullick [REDACTED]

_____ This email was sent by Graeme Gullick via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Graeme provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Graeme Gullick at [REDACTED].

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[REDACTED] (StateGrowth)

From: Tim Roberts <campaigns@good.do>
Sent: Friday, 4 August 2017 9:33 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Wouldn't that destroy the natural habitat for not only wildlife, but also the scenic exploration in and around the mountain? There are cable cars missing from beautiful areas in Victoria, but this... this is just murder in comparison... the mountain should be kept free of this... if anything, boost the road up to the peak, and improve the tourist area on the top... but other than that, leave it alone! This is a beautiful area and the journey should be made via a car or bus, I'm no greenie, but I have respect for our country as for it's beauty; rich and rare.

Yours sincerely, Tim Roberts [REDACTED]

_____ This email was sent by Tim Roberts via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Tim provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Tim Roberts at [REDACTED].

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(StateGrowth)

From: Jabra Latham [REDACTED]
Sent: Friday, 4 August 2017 9:38 AM
To: Consultation (StateGrowth)
Subject: kunanyi/Mt Wellington cable car proposal

State Growth,

Opinions on the suitability and viability of the proposed cable car project aside, I am quite disturbed by the particular draft legislation to facilitate access. It is an affront to our local government structures and processes, and represents a bias of the Government with regard to the project, rather than a rigorous and fair system that allows our community and its duly elected representatives (at various tiers of Government) to perform their duties on behalf of the people. For me this legislation engenders a sense of no confidence and lack of integrity in our State Government.

I entirely reject, and do not support, the proposed legislation (I am, in fact, saddened by it as a process), and lament the unfairness and lack of wisdom with regard to their roles that this demonstrates in The Honourable Mr Groom and the State Government. I expect better from our leaders.

I imagine that this proposed process, and its dubious air, will ultimately have a negative impact on the proposed cable car brand.

Sincerely,

Jabra Latham

(StateGrowth)

From: Reu Holford <campaigns@good.do>
Sent: Friday, 4 August 2017 9:46 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Hello, my view on how business seems to be more important than life to some people can best be described as bleak. It is obvious our planet is dying, and can only heal with a total shift in human endeavours. I wish we could aspire to something more than the hoarding of resources and essentials. This cable car proposal is proof that those in charge mis represent my view about Tasmanias development. Even if the cable car would be good, the blatant mateship and back door dealing going on among our so called representatives is alarming. Harks back to the days of a 40% pay rise... never forget.

Yours sincerely, Reu Holford

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Please reply to Reu Holford at [REDACTED].

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(StateGrowth)

From: Cullan Joyce <campaigns@good.do>
Sent: Friday, 4 August 2017 9:49 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Dear Mr Groom, I realise that my current address does not permit me to be too bold in expressing my concerns, however I lived under the mountain for many years. I feel it is a sacred place, and should be respected as such. If you have ever walked up, from the base, you know the mountain is a person, not a thing, because it is alive, we can't just do with it as we like, especially now we know its true name. I feel Kunanyi is our Uluru, I think we will deeply regret it if we do too much to it. Please reconsider the cable car.

Yours sincerely, Cullan Joyce [REDACTED]

_____ This email was sent by Cullan Joyce via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Cullan provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Cullan Joyce at [REDACTED]

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From: Vishnu Prahalad [REDACTED]
Sent: Friday, 4 August 2017 9:52 AM
To: Consultation (StateGrowth)
Subject: kunanyi/Mt Wellington cable car proposal

To whom it may concern,

As a member of the public, and a Tasmanian resident (Denison electorate) for over ten years, I oppose the move to "facilitate access to public land within kunanyi/Mt Wellington Park for the purposes of a cable car project."

The primary reason for my opposition is to **seek a more open, proactive, expert-based and democratic decision making process by the State Government**, especially where irreplaceable cultural and natural heritage values are concerned.

There are a number of developments that could be considered for kunanyi/Mt Wellington Park that would serve to preserve its cultural and natural heritage values, maintain the sense of place/identity/inspiration it provides to people and simultaneously allow for sustainable public access and recreation. In seeking these development options, I would welcome an approach by the State Government that follows an 'Alternatives Assessment' model (after O'Brien, Mary. *Making better environmental decisions: an alternative to risk assessment*. MIT Press, 2000.). Such a model would allow the public, with the help of experts, to assess a broad range of options in an open, proactive and above all, a democratic approach. This could help replace the narrow and divisive option proposed in the current case involving a cable car, its associated infrastructure footprint and potential further expansion of this footprint as both tourism expectations and demands rise.

The State Government's premise of - "A cable car project in kunanyi/Mt Wellington Park has the potential to support significant investment in the state and to create new jobs in both its construction and operational phases" - indicates the myopic focus of this development on economic growth and jobs, and fails to allay any concerns of the interests of short-term economic gains overriding the interests of long-term sustainability of cultural and natural heritage values, and sense of place.

The role/charter of the State must be to further the 'public good' and to this end, it must provide leadership through a more open, proactive, expert-based and democratic decision making process, firstly to establish what the 'public good' would be in the context of kunanyi/Mt Wellington Park and then, to actively work to shape and channel the entrepreneurial energy in the community to deliver this public good. For too long, and the present case of the cable car project is indicative, a lack of leadership from the State has meant that strong private players are able to set the development agenda, ask the questions, and frame the debate on narrow and divisive grounds. The State, and a considerable proportion of the population, is thereby unable to distinguish private interests from the public good, and the conflicts thereof.

The current cable car project proposal and the way it is abetted by the State Government through this draft legislation and its underlying premise (quoted above) is demonstrably myopic and gnaws at the social cohesion, and of the cherished heritage, of Tasmanians.

Vishnu Prahalad
[REDACTED]

[REDACTED] (StateGrowth)

From: Andrew McCann <campaigns@good.do>
Sent: Friday, 4 August 2017 9:52 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To whom it may concern,

I write to you, opposing the Mt Wellington Cable Car Facilitation Bill. Kunanyi is the highlight of our beautiful town, and the introduction of a cable car, with its concrete pylons, will impede upon the magnificent views of Kunanyi that all visitors to Hobart are greeted with.

In addition, a cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists. Please draft a short submission here.

If this bill passes, I will be unable to vote for a Liberal candidate in the upcoming state election.

Yours sincerely, Andrew McCann [REDACTED]

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Please reply to Andrew McCann at [REDACTED].

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(StateGrowth)

From: Sara Stevens <campaigns@good.do>
Sent: Friday, 4 August 2017 9:54 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Hello,

I write to you in opposition of the proposal for a cable car to be developed on Kunanyi. I regularly use the walking tracks on Kunanyi and firmly believe that we must respect and preserve our mountain. Development of a cable car is not in line with respecting this natural Wonder. I firmly believe that we must protect Tasmania's beautiful landscape from private developers, out of respect for the land, out of respect for our Aboriginal elders.

Yours sincerely, Sara Stevens [REDACTED]

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Please reply to Sara Stevens at [REDACTED]

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[REDACTED] (StateGrowth)

From: Peter Giblin [REDACTED]
Sent: Friday, 4 August 2017 9:56 AM
To: Consultation (StateGrowth)
Subject: Cable Car-Mt Wellington Land Aquisition

To whom it may concern,

I totally support the draft legislation for the land aquisition for the proposed cable car.
I believe the private company should be given the opportunity to lodge a development application for this project.

It is clear to me that the cable car will be an asset to the city and the state as they are around the world.
In my view it is a far better way to access the mountain compared to the amount of increasing traffic on the existing road.

Peter Giblin

[REDACTED]

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(StateGrowth)

From: Daphne Toombs <campaigns@good.do>
Sent: Friday, 4 August 2017 9:59 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Our mountain is public land and not for sale to corporations to make money out of. Allowing this would be a dangerous precedent that would set us all on a course to ruin our city for the sake of almighty money that won't even come to us. Our mountain is a beautiful sight overlooking the city and I do not wish that sight to be disfigured. I am happy to have a road that is sometimes closed, and less people destroying our mountain; if it were easier to get up there, who knows what public land would be sold next to destroy another part of it so we can have more facilities for those people who want everything on a plate. Stop selling our world and look beyond just money.

Yours sincerely, Daphne Toombs [REDACTED]

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Please reply to Daphne Toombs at [REDACTED]

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[REDACTED] (StateGrowth)

From: Tasmanian Private Tours [REDACTED]
Sent: Friday, 4 August 2017 10:04 AM
To: Consultation (StateGrowth)
Subject: Cable Car

Im 100% for the cable car, it will reduce pollution and the road up being a tour operator can be very dangerous with overseas drivers in hire cars not keeping to there side of the road.

Cheers,

John

[REDACTED]

[REDACTED]

[REDACTED] (StateGrowth)

From: Gracie Patten [REDACTED]
Sent: Friday, 4 August 2017 10:06 AM
To: Consultation (StateGrowth)
Subject: Cable car

Hi,
Just wanted to say I fully support the cable car. Please keep at it.

Kind regards,
Gracie Patten

[REDACTED]

[REDACTED] (StateGrowth)

From: Bond, Dianne [REDACTED]
Sent: Friday, 4 August 2017 10:07 AM
To: Consultation (StateGrowth)
Subject: Mount Wellington cable car

I support the legislation for the Mount Wellington Cable Car, it would be such an asset for Tasmania. Please just get on with it.

Dianne Bond

[REDACTED] (StateGrowth)

From: Liam Hooper [REDACTED]
Sent: Friday, 4 August 2017 10:07 AM
To: Consultation (StateGrowth)
Subject: Cable car support

Hi guys,

As a mid 30's, Tasmanian born and raised professional committed to our state's growth and prosperity, I proudly support the cable car development. I believe it is key to our continued success in tourism and will deliver great reward to the community.

Please push on with this amazing project ASAP!

Regards,
Liam Hooper

Sent from my iPhone

(StateGrowth)

From: Stewart Cox <campaigns@good.do>
Sent: Friday, 4 August 2017 10:08 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

This bill would set a precedent in which a private developer can simply acquire land to suit his/her project without proper consultation with the public and relevant stakeholders. This proposed legislation diminishes the credibility and makes a mockery of our planning scheme. It would be an absolute disgrace if it was passed

There is a very clear opposition to this proposed legislation and I should hope the elected representatives question this bill and make an informed decision. The most recent poll of Denison shows a clear opposition to the MWCC project.

Yours sincerely, Stewart Cox [REDACTED]

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Please reply to Stewart Cox at [REDACTED]

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(StateGrowth)

From: Julie Fielder <campaigns@good.do>
Sent: Friday, 4 August 2017 10:09 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I feel that any development undertaken in Tasmania on public lands should be subject to environmental impact assessments, indigenous heritage surveys and transparent public consultation processes. This information would allow the community to make a facts based assessment as to whether the development was appropriate. The announcement by the proponent that they will begin construction before any of this has taken place, is both presumptuous and arrogant.

Acquiring public land for private gain, with no indication of what it will cost the public to use the service, and only three weeks to provide comment, does not constitute adequate community consultation.

I feel that if we are to have a cable car proposal, then it should be open to tender from multiple proponents, and public land should not be acquired for the benefit of a single proponent with no competition from other suppliers. This is not an ethical use of public lands, and legislating to limit competition to the benefit of the Tasmanian public is cronyism.

The Tasmanian Government should make all possible efforts to ensure processes are transparent, in the public's best interest, and inline with commercial competition. No development of this size, in such an iconic and important area should take place without surveys and assessments, and a well timed and resourced community consultation period.

The plan put forward on the proponents website shows the existing public space removed in favour of a commercial enterprise. Replacing free space with somewhere where the public must spend money to enjoy the mountain is privatisation and monetisation of public space, and is also not ethical.

Yours sincerely, Julie Fielder [REDACTED]

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Please reply to Julie Fielder at [REDACTED]

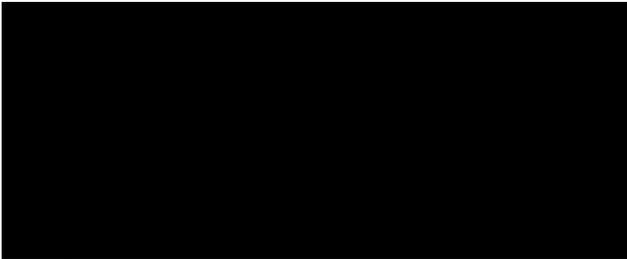
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From: Stephen Cox [REDACTED]
Sent: Friday, 4 August 2017 10:20 AM
To: Consultation (StateGrowth)
Subject: Cable car

I , like thousands of other Tasmanians , have traditionally been one to not speak out about prospective developments in the state believing it will just happen and it is usually the outspoken minority that do and eventually ruin all chances of proposals such as the cable car proceeding. Any form of development that is proposed to assist this state grow and add to the experience of visiting this fine part of the world is usually knocked back for ridiculous and antiquated reasons and it's about time the true feelings of all Tasmanians were taken into account and not just the green minority. Having just been travelling through Europe and visited several wonderful cities with cable car operations in Barcelona , Gibraltar , Catalonia and others I cannot see a negative other than appeasing the doomsayers of this state who would prefer to see us living in the dark ages. The financial benefits alone will be outstanding in both the construction stage and for tourism in the state as it would quickly add another attraction that this state badly needs to attract longer term visitors. The proponents have provided a plan that visually will be even less obtrusive than any I have recently been on to be able to utilise the largely unused and often unreachable mountain above our city has got to be an outstanding positive.

I could go on for hours on why I and many others believe this should absolutely and finally get the approvals it needs to proceed but like thousands of others don't have time to dedicate to it like so many of the negative opponents seem to have.

Time to move into the 21st century and out of the dark ages and get this state moving with some significant developments – this needs to be the first of many.



Stephen Cox   

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] (StateGrowth)

From: [REDACTED]
Sent: Friday, 4 August 2017 10:27 AM
To: Consultation (StateGrowth)
Subject: Mt wellington cable car

I support the legislation relating to the proposed mt wellington cable car and the company behind the proposal.

Thanks

Tracey

Sent from my SAMSUNG Galaxy S6 on the Telstra Mobile Network

[REDACTED] (StateGrowth)

From: Bev Burgess [REDACTED]
Sent: Friday, 4 August 2017 10:33 AM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable car

I agree with a cable car being built up Mt. Wellington and would use it rather than drive up. I have been on many cable cars throughout the world and have seen places that I would not otherwise have seen. Go for it!
Beverley Burgess, [REDACTED]

Sent from my iPad

[REDACTED] (StateGrowth)

From: Paula Hatton <campaigns@good.do>
Sent: Friday, 4 August 2017 10:34 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To Whom it May Concern.

I am vehemently opposed to a cable car being built onto kunanyi.

I spend a lot of my time on the eastern face of the mountain. At least 6 hours of my week is up there. I use it as a place of solace, peace and reflection. The magical serenity of the area is unlike anywhere I have experienced in the country. To have a noisy, unattractive cablecar shooting overhead, particularly over the gorgeous Organ Pipes area will destroy the wonderful, awe-inspiring experience of walking in striking nature right near town. I have spoken to COUNTLESS walkers up on the mountain, many of who come from overseas, and every single one of them regard the idea of a cable-car offensive and would ruin the majesty of kunanyi.

Finally, a cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site.

A cable car will RUIN aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists.

Don't be stupid.

Don't build it.

Yours sincerely,

Paula Hatton

[REDACTED]

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Please reply to Paula Hatton at [REDACTED]

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(StateGrowth)

From: Rodney Berry <campaigns@good.do>
Sent: Friday, 4 August 2017 10:35 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I was born in Tasmania and return whenever I can. Mt Wellington is one of the most amazing 'urban' mountains in the world precisely because it is one of the only ones WITHOUT a cable car or other visually-noisy developments. Indulge me and scroll down through these images...

<https://duckduckgo.com/?q=city+mountain+with+cable+car&atb=v58-2&iar=images&iax=1&ia=images>

Visitors I have met remark about this on a regular basis and it is something you see out of the corner of your eye.

Ignoring the cable car stuff for the moment, it's clearly a blatant land grab and smells of corruption. It will undermine public confidence in the government, especially this one! It opens the door for countless other land grabs by subsequent governments more dodgy than this one.

it's a slippery slope!

Yours sincerely, Rodney Berry [REDACTED]

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Please reply to Rodney Berry at [REDACTED].

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From: Paul Johnston [REDACTED]
Sent: Friday, 4 August 2017 10:36 AM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car Proposal

Thank you for the opportunity to make comment on this proposed Bill.
I have read the Bill and accompanying introduction and express the following concerns.

Landowners consent is a fundamental part of the democratic processes inherent within our planning system. The need to bypass the authority of the Hobart City Council is not articulated within government information. Planning processes need to be inclusive of public opinion in accordance with the objectives of the Land Use Planning and Approvals Act. Negotiation with Local Government should not be bypassed as this proposed Bill will exclude democratic processes and ultimately will not be acceptable to the general public.

A consultative process within existing legislative processes should set parameters for controversial projects to enable best practice and consideration of public opinion. This will also place controversial projects in the best position of success and drive innovation. In other words, the question should not be whether a cable car should be allowed or not. The question should be if a cable car proposal is to proceed then how should it be designed to achieve minimal environmental and visual impacts. The lack of information regarding the proposal and its planned design and route and commercial parameters is a concern as it has the potential for commercial interests to produce a proposal that has high impact.

I strongly suggest that the proposed legislation should not proceed and an open and transparent public consultation process, within the legislative framework of owners consent, should drive the project.

Paul Johnston

[REDACTED] (StateGrowth)

From: Andrew James <campaigns@good.do>
Sent: Friday, 4 August 2017 10:36 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am against government involvement in using public space and publicly owned land for commercial ventures. It is unethical and without sufficient modelling for ecologically sensitive development.

Yours sincerely, Andrew James [REDACTED]

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Please reply to Andrew James at [REDACTED]

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From: Richard Lennard [REDACTED]
Sent: Friday, 4 August 2017 10:43 AM
To: Consultation (StateGrowth)
Cc: Mabel Clarkson email
Subject: Mt Wellington Cable Car Facilitation Bill
Attachments: Cable Car Legn, Subm R Lennard.doc

Beneath is my submission on this proposed legislation: I have also attached it, in better format, as a word document.

Please find below my comments concerning the proposed legislation to facilitate the development of the Mt Wellington Cable Car:

- I can understand the government's intention is to remove some of the current difficulties in facilitating development however I feel that this piece of legislation, if passed, will set a dangerous precedent for easier transition in future of developments which a significant proportion of the Tasmanian community would consider unsuitable and /or unsympathetic to our natural environment.
- The timing of such legislation is unfortunate as in Tasmania there is already a high level of mistrust of government in relation to a number of current issues. These include the many controversial Frangrance Group proposals, University related proposals, the Table Cape Accommodation proposal, salmon farms at Okehampton Bay and the proposed State government takeover of Tas Water. Added to these issues there is considerable dissatisfaction in the Hobart area with the new Statewide planning scheme, perceived poor management of public transport, traffic congestion and parking in the inner suburbs.
- Although the issues mentioned above are controversial, controversy is not new to this or any government. There is adequate provision to deal with these matters under current legislation. The proposed legislation is unnecessary and approval of it will in my view, in the short term and into the future, result in further mistrust of State and local government. It will also result in a perception, rightly or wrongly, of the possibility of easier transition for unsympathetic development which in the long term will be damaging to the Tasmanian image.
- I would urge all involved in the decision making process concerning this legislation, whatever their personal views on the cable car, to consider very carefully the necessity and the long term consequences of enabling such legislation.

Richard J Lennard
[REDACTED]

Thanks

Richard Lennard

[REDACTED] (StateGrowth)

From: Sebastiaan Jansen-Munday <campaigns@good.do>
Sent: Friday, 4 August 2017 10:48 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please it is obvious that a cable car will destroy Hobarts iconic land mark, this is the equivalent to putting a cable cart on the Eiffel tour.

Yours sincerely, Sebastiaan Jansen-Munday [REDACTED]

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Please reply to Sebastiaan Jansen-Munday at [REDACTED].

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[REDACTED] (StateGrowth)

From: Paul Dutton [REDACTED]
Sent: Friday, 4 August 2017 10:54 AM
To: Consultation (StateGrowth)
Subject: Build the Cable Car

I am a tourist operator. This project will work. It will create real jobs in Hobart. It will be popular. It will get many Tasmanians off the welfare.

(StateGrowth)

From: Sue Mulcahy <campaigns@good.do>
Sent: Friday, 4 August 2017 11:09 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I consider the bill supporting the construction of a cable car on Mt Wellington to be another attempt by government to ignore the value of an environment to a community in order to support short term corporate financial gains.

The construction of a cable car would permanently damage an ancient landscape and as happened with the viewing pavilion on the top of the mountain, would result in greater long term visual impact than was ever acknowledged during the planning stage.

For this and many other reasons I am totally against the government supporting the proposal through this bill.

Yours sincerely, Sue Mulcahy [REDACTED]

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Please reply to Sue Mulcahy at [REDACTED]

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[REDACTED] (StateGrowth)

From: Grahame [REDACTED]
Sent: Friday, 4 August 2017 11:11 AM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car

I'm a big supporter of this cable car.
I would, however, like to see the start/base of it away from the waterfront / CBD so we can decentralise visitor attractions and move traffic away from an already busy waterfront area.
Spread the business around all of our city.

Grahame

--

He who is contented is rich.

Lao Tzu

Be kind to your email friends & respect their privacy. Kindly delete my email address before forwarding, and use the 'blind copy' / "bcc" address facility when sending to multiple recipients if you include me. Thanks.

From: Alexandra Grieve-Johnson <campaigns@good.do>
Sent: Friday, 4 August 2017 11:15 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To Whom it May Concern,

I am writing to oppose the legislation which proposes changes to the Land Acquisition Act for the cable car and Kunanyi development, as publicly backed by Minister Groom. In the speech given atop our “beautiful, iconic mountain”, Minister Groom declares the inevitability of a cable car and new facilities on Kunanyi as if such a decision begins and ends with the interests of a powerful, white, few. The bill seeks to compulsorily acquire land which belongs to the public, undermining the process of council and public consultation, and sets an alarming precedent for how public land can be used in the future. Moreover, at a point in time when indigenous heritage is finally gaining recognition in Tasmania, the proposal green lights further colonisation by a company who claims to “embrace the need for cultural healing” between white and aboriginal Tasmanians (a quote from the MWCC website). The transparency of the liberal government’s investment in this project is also alarming, a frightening reminder of Queensland’s white shoe brigade, and the former Premier Paul Lennon’s close relationship with Gunns Limited.

It is also frightening that Kunanyi, a sacred place to many, appreciated by all but owned by no-one individual, is approached as an infrastructure in the interests of tourism and state profit. When a department store (Myer) has become the city’s supposed heart and soul, the mountain has assumed the role of enterprise, or development site. I cannot find the words to express the reproach I feel for the liberal government and the MWCC for considering it morally permissible to privatise and capitalise on indigenous land. Historically, this has never been an issue for Australians; indeed, it is the very nature of colonisation. But to further colonise the mountain, to treat it like an entertainment venue and carte blanche for tourism opportunities while professing to be working with the indigenous community, is astounding.

The mountain is a sentimental and precious place to many, but the issues arising from the proposed bill and Kunanyi development is also related to coherency. Nature cannot be enhanced by being cleared for the artificial and industrial. The proposed development compromises the natural and the isolated element of Kunanyi, rendering it a fringe aspect of tourism, insufficient on its own terms. Yet in a world increasingly populated, with increasing amounts of bushland destroyed for building blocks and shopping complexes, it is not development which is world class, but nature. We are no longer living under the naïve zeal of modernity and the atomic age, and ‘progress’ ought to be viewed with caution. There is, moreover, a parochial insecurity and greedy capitalist sentiment behind the cable car development, that in pursuing recognition as ‘world class’ by those in the big league, forgets that it is destroying the very ‘untouched’ wilderness that makes this state so

rare.

Tasmania is indeed ‘world class’, but it cannot become more pristine through destruction. The mountain is not a business, a resort, an enterprise, nor attraction for cruise ship visitors. As I have mentioned, the issue of a cable car development is twofold, between logic and sentiment. The mountain, and the bush, are above all sentimental places, and it is not up to some men in suits to determine the way in which these sentiments are felt. The reasoning behind this development and proposed legislation is something to be critical of: a cable car, a fine dining restaurant, an all-day café, whisky bar and wine bar, are not the essence nor future of Kunanyi, nor are they by nature egalitarian, or “value-adding” to the environmental or cultural significance.

This legislation seeks to bypass council approval before even asking for it. The public, and the indigenous community, has also not been consulted on this development, but voices of resistance will not be so easily quashed as the minister, and Adrian Bold, might hope.

Yours sincerely, Alexandra Grieve-Johnson [REDACTED]

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Please reply to Alexandra Grieve-Johnson at [REDACTED]

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(StateGrowth)

From: Bert Spinks <campaigns@good.do>
Sent: Friday, 4 August 2017 11:18 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Mr. Groom,

I would like to express my concern at the cable car development on kunanyi/Mount Wellington. I think this is a poor use of public land and risks jeopardising Hobart's tourism reputation, not to mention the special connection that Hobartians have with the mountain.

Sincerely, Bert Spinks

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Please reply to Bert Spinks at [REDACTED]

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From: Karen Maher [REDACTED]
Sent: Friday, 4 August 2017 11:19 AM
To: Consultation (StateGrowth)
Subject: Submission - Mount Wellington Cable Car Facilitation Bill

Attention: Matthew Groom

The Mount Wellington Cable Car Facilitation Bill and the process of so-called consultation is flawed on many levels.

The consultation timeframe is extremely short, as though the legislature is not genuinely interested in taking constituents' views into consideration.

The transparency and accountability of the government are called into question in such circumstances.

It is undemocratic to pass legislation which is designed to ignore and override existing planning and approval processes.

This is because the draft bill:

1. exempts a particular project from landowner consent requirements for public land; 2. removes the need for (a democratically elected) Council to consent to the acquisition; 3. allows land within Wellington Park and airspace to be acquired; 4. allows the Minister to grant authority to enter land for planning activities; and 5. intends to favour an individual developer, providing an advantage to the proponent to the detriment of others.

Compulsory acquisition should only occur when there is a clear public benefit. This is not demonstrated in the subject case.

The Cable Car Project would cause irreversible damage to one of Hobart's greatest assets. It is extremely shortsighted to develop the mountain when it is an established heritage and wilderness area.

It sets a dangerous precedent for further development and destruction of the natural environment, without the usual checks and balances to ensure environmental and heritage impacts are addressed.

Tasmania is currently experiencing an unprecedented boost in tourist numbers. This is of great benefit to the local economy, as evidenced by the flow on effect to the price of real estate, as investors and new residents alike are attracted to the state.

People are drawn to Tasmania's clean and relatively unspoiled landscape, it's food, wine, wilderness and MONA.

They are particularly charmed by Hobart's unique heritage and historical landmarks against the backdrop of beautiful Mt Wellington.

There is already access to the top. In my view a cablecar and its attendant infrastructure would only detract from the presence of this precious natural asset, so proximate to town.

As a regular visitor to Hobart, with intentions to move here in coming years, I am appalled at the Cable Car project and the process surrounding planning for the proposal.

I strongly urge the government not to pass this Bill, which is so detrimental to the public interest.

Sincerely,

Karen Maher
[REDACTED]



(StateGrowth)

From: Jane Herbert <campaigns@good.do>
Sent: Friday, 4 August 2017 11:28 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am writing to express my concern about the forthcoming Mount Wellington Cable Car Facilitation Bill.

I believe that this bill sets an unwarranted and unconscionable precedent which overrides the rights of both the community of Hobart and its surrounds and the wider public of all Tasmania. Allowing private entities to ride roughshod over normal processes in order to allow them to more easily gain their profit making enterprises is just plain wrong.

Three weeks is not enough time to consult or inform widely enough the people of Hobart and other communities who will be affected by this.

Tasmania's biggest asset both economically and for the future of its people is its natural amenity. This enterprise would permanently damage the asset that the mountain is for all people. Not only that, but this bill allows for this and future business enterprises to override the rights of landowners and the people of Tasmania as owners of public and crown land.

I cannot understand how you can in good conscience consider approving this bill which goes against all principles of natural justice.

Yours sincerely, Jane Herbert [REDACTED]

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Please reply to Jane Herbert at [REDACTED].

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[REDACTED] (StateGrowth)

From: Jo Vertigan <campaigns@good.do>
Sent: Friday, 4 August 2017 11:30 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Providing less than three weeks for public comments does not suggest a genuine desire for public consultation!!!!!!

A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently altered, adversely affecting the experiences of hundreds of thousands of recreationalists: including walkers, climbers, mountain-bikers and motorists and school groups and just plain sight seers. Once this is done it cannot be undone.

What is wrong with remaining a natural part of the world – one of the few areas left that isn't developed to the max for the almighty dollar? I predict that in the future areas that have retained their natural values will be at a premium.

Yours sincerely, Jo Vertigan [REDACTED]

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Please reply to Jo Vertigan at [REDACTED].

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[REDACTED] (StateGrowth)

From: Ian Button [REDACTED]
Sent: Friday, 4 August 2017 11:32 AM
To: Consultation (StateGrowth)
Subject: Mt Wellington cable car proposal

Hi,

The proposed cable car project looks like a valuable tourism asset which will provide a much enjoyed tourism experience and attract people to visit Hobart, one of the most scenic cities in Australia.

I'm all for it, and I'd certainly consider moving to Hobart when I retire if I can afford it. It's a fantastic city.

Cheers

Ian Button
[REDACTED]

From: Karl Rollings [REDACTED]
Sent: Friday, 4 August 2017 11:42 AM
To: Consultation (StateGrowth)
Subject: Submission: Mount Wellington Cable Car Facilitation Bill

Submission: Mount Wellington Cable Car Facilitation Bill

As a frequent visitor to Tasmania, an Australian taxpayer, and a Hobart ratepayer, I wish to register my strong objection to the draft Mount Wellington Cable Car Facilitation Bill, on the following grounds:

- Compulsory acquisition of property by the government is an extremely serious waiving of an owner's rights, and can only be justified when these rights are overwhelmingly outweighed by the public interest. As such, compulsory acquisition of property in order to facilitate private business development (as opposed to critical public infrastructure) is *prima facie* unjust: the government provides benefit to restricted private parties by imposing involuntary losses on other parties. Legislation that allows such acquisitions carries a grave risk of being used for corrupt and partisan political purposes, and is detrimental to the public interest.
- The proposed legislation explicitly aims to facilitate a very specific private development — a cable car on Mount Wellington — through compulsory acquisition of property. Given the considerations above, such legislation should only be passed if coercive government facilitation of a private development on Mount Wellington is shown to be clearly and overwhelmingly in the public interest. However, no formal consideration of the possible costs and benefits to the public of such a development has been undertaken. Under the current proposal, demonstrating any public benefit is not required until *after* the compulsory acquisition legislation is passed into law.
- It is far from clear that such a private development is in the public interest. Indeed, there is much evidence to suggest that it may well be *against* the public interest. The very fact that the state government sees a *need* to compulsorily acquire land from a democratically elected city council indicates a belief that the council may not otherwise give permission for the development to proceed. This suggests that the state government recognises significant public resistance to such a proposal in Wellington Park — at least within the population that would be most affected by it — and that the issue is, at a minimum, *highly contentious*. This coercive legislation gives the unavoidable impression that the state government is attempting to 'strong-arm' a proposal for private development through. Further evidence of significant public resistance to such a proposal comes from consideration of public submissions to the Wellington Park Trust's proposal to extend the Pinnacle Zone. The clear majority of such submissions were against such rezoning, and many of these objections were based upon perceived adverse effects of a possible cable car.
- Finally, the recent boom in Hobart tourism and shortage of tourist accommodation has occurred because people love Hobart the way it is *now*. Whilst tourist experiences can and should be continuously improved, it seems clear that a large part of Hobart's appeal is due to its relatively pristine environment. As such, there is a significant long-term risk to Hobart's appeal in allowing development of a cable car across the face of Mount Wellington.

Yours sincerely,
Karl Rollings

[REDACTED]

[REDACTED]

(StateGrowth)

From: Rebecca Hart <campaigns@good.do>
Sent: Friday, 4 August 2017 11:48 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I grew up under Mt Wellington. It is a Beautiful landmark in Hobart that seems untouched to visitors who view it. This submission could open the floodgates to further development. please keep Mt Wellington free from cable cars and any other such exploitation of this National land.

Yours sincerely, Rebecca Hart [REDACTED]

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Please reply to Rebecca Hart at [REDACTED]

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(StateGrowth)

From: Alan Carter <campaigns@good.do>
Sent: Friday, 4 August 2017 11:51 AM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Attention Ministers: Your State's voters are watching you. As such, you are supposed to be governing for ALL the people, and NOT just your mates.

Providing less than three weeks for public comments suggests that you have no genuine desire for public consultation and that you want as few people as possible to find out about your blatant land grab as possible before it's too late.

A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists.

The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects.

The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers.

Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments.

Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

Yours sincerely, Alan Carter

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Please reply to Alan Carter at _____

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From: Paul Hutchins [REDACTED]
Sent: Friday, 4 August 2017 11:53 AM
To: Consultation (StateGrowth)
Subject: kunanyi/Mt Wellington cable car proposal

To whom it may concern,

This is a letter to indicate my support of the proposed legislation to enable the Mount Wellington cable car to proceed through the normal approval process. If the Hobart City Council were not willing to provide relevant information and maintain confidentiality for a multi-million dollar eco-tourism venture then it is expected of the next tier of government to intervene.

If successful in passing all relevant visual and environmental assessments set by the council this project will hands down be the biggest tourism project the state has ever seen. You would be hard pressed to find a cruise ship visitor who is on a very tight schedule who wouldn't jump at this experience. It would be a healthy addition to the rapidly growing mountain biking tourism sector by providing a safe and efficient means of reaching the pinnacle. This opens the doorway for more trails to be contracted on the mountain to further enhance the experience.

With tourist numbers expected to reach 1.5million this is by far the safest and most efficient means of transporting large numbers of people.

If it can be done in a World Heritage area in Queensland, there is no reason why it can not be done here. The topography works in it's favour as the steeper the terrain the less pylons and visual impact will be required.

As indicated, this is a letter of support for the draft legislation.

Thanks,

Paul Hutchins

[REDACTED] (StateGrowth)

From: Simon French [REDACTED]
Sent: Friday, 4 August 2017 11:54 AM
To: Consultation (StateGrowth)
Subject: Mount Wellington Cable Car

Hello,

I would like to make the below submission regarding the proposed Mount Wellington Cable Car development.

I believe that the proposed land acquisition is an appropriate way forward to allow the proponent to adequately prepare for and submit their development application.

It is my view that the cable car would be a fantastic project for both tourists and locals alike, and will have significant potential to attract mountain bike tourism to both Hobart and to the state of Tasmania in general.

Regards,

Simon French [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



(StateGrowth)

From: Bonnie Tilley [REDACTED]
Sent: Friday, 4 August 2017 11:58 AM
To: Consultation (StateGrowth)
Subject: Submission to Draft Legislation to Access kunanyi/Mt Wellington for a cable car

1. I do not see why legislation is needed to access public land. Public means I can walk there anytime.
2. I do not approve of the draft plan because it is unclear as to its meanings.
 - a) "acquire" means to gain to come into possession of How does the proponent "acquire" ?
 - is it a free gift?
 - is it bought, and if so from whom and for how much, and paid to whom?
 - or is it a lease, and then on what conditions, for how long, and for what fee?
 - b) "the project land"
 - what is its size?
 - where exactly is it?
 - what limits - time and space - are to be set on its use?
 - c)"the other developments and uses"
 - so broad that it could include anything
3. The land is owned by a council, so it is not the State Government's land to grant.
4. There is a great deal of information already available in the public domain on the area, much of it in the government's own publications. Perhaps the proponent could begin by using what is already known on the geology, surveying, history, politics, economics, and biology of the area.
5. I do not approve of the draft legislation because it can set a precedent of making public land available for private use.

Yours Faithfully
Bonnie Tilley

Sent from my iPad

4 August 2017

Dear Legislative Councillors / To whom it may concern.

**Submission from the Climbers Club of Tasmania Inc.
relating to *Mount Wellington Cable Car Facilitation
Bill 2017***

The members of the Climbers Club of Tasmania do not believe that this legislation is necessary for the Cable Car project proceed for the following reasons:

A. Comments have been made that the land acquisition legislation is needed because the Hobart City Council (HCC) has rejected or delayed consideration of the project. However, several Hobart City Councillors and the Mayor have denied that they rejected or delayed **any** request for permission to lodge a development application. HCC recommended that the Cable Car Company request extension of the development zone on the pinnacle of Mt Wellington/Kunanyi, and this extension was brought about. Since then there has been no request to HCC for consent to lodge a development application. Surely the Cable car company can now seek "land owner consent" to lodge a development application from the HCC, without any need for the land acquisition legislation?

B. The draft legislation lacks sufficient detail. The lack of detail released to the public is very concerning.

- a. how much public land (Wellington Park) will be acquired in the legislation, and what are its exact boundaries?
- b. exactly where is the transit corridor route intended to go across the Organ Pipes?
- c. will the Wellington Trust guidelines still pertain to the acquired land? In particular, there needs to be assurance that the natural environment of Mt Wellington/Kunanyi be maintained and protected.

C. As an organisation, it is difficult to be pro or anti about any plan involving the building of a cable car when we have been given no concrete information as to what is proposed, just a lot of generalities. Our feeling is that as a Club we would need to evaluate any proposal on its merits – where, how, why, when, access, traffic flow, structures, costs etc - rather than have a blanket yes or no to a vague proposal that involves changing the ownership of public land . There are many different possible routes on the mountain, for example, and alternatives have not been discussed nor canvassed by the proponents.

D. Anything that involves commercial development on public, iconic land, visible to all etc, or which potentially denies access, and/or changes the environment

beloved by generations of Hobartians, (and with the prospect of physical changes to the Pipes themselves) should be examined with extraordinary care. Being kept in the dark is not helping public confidence in the proposal.

E. The time line from the Government for submissions is extremely short and has left our club in a difficult position of having to either make a rushed submission, or waiting till the next opportunity to comment. **Our view, and it is one we believe would be shared by the many, many climbers both local and visiting from overseas, is that anything that detracts from the environmental, heritage and recreational values of the Mountain would be opposed by the climbing community.**

Thank you for considering our submission.

Yours faithfully

Signed, Stuart Scott [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

(on behalf of the Climbers Club of Tasmania Executive)

Submission on Draft Legislation to Facilitate Access to Wellington Park for a Cable Car
4 August 2017

By Geoff Law AM,

[REDACTED]
[REDACTED]

To whom it may concern

Preamble

The landscape of kunanyi / Mt Wellington ('the mountain') is hugely important to residents of southern Tasmania and people from all over the world. There are few cities in the world with such a spectacular natural asset on their doorstep. The mountain has many attributes of extraordinary beauty. These include the alpine landscape of the summit plateau; the forested slopes with their texture and colouring created by a variety of species and ages; and the fluted columns of the Organ Pipes. This landscape should be protected from artificial intrusions.

The mountain is accessible to people of all ages and physical capabilities. There is a road to the summit. There are shelters and graded tracks adjacent to the road. There are lookouts at the Springs and on the summit. There is a world-class bicycle track. There are walking tracks of varying standard that provide public access to rainforests, waterfalls, special trees, rustic huts and climbing routes on the Organ Pipes. Further artificial intrusions into the mountain's landscapes for the sake of 'access' are unnecessary.

Other mountains in the world have cable cars but that is not a reason for Tasmania to follow suit. Tasmania should be protecting the attributes that make it unique. The absence of a cable car on a spectacular mountain next to a city is one such attribute and should be maintained.

Proposed Cable Car

The development of a cable car on the mountain has been proposed by Mt Wellington Cable Car and others. Such a development is undesirable and unnecessary for the following reasons:

- A summit terminus would necessitate major excavation in the summit area, comprising a severe impact on the local landscape and on scenery. The gouging of the boulder-fields and herbfields of the summit to accommodate such an intrusion of glass, concrete and steel would irrevocably disfigure the upper parts of the mountain. Proposals to incorporate a restaurant and retail facilities into the summit terminus would require a large building completely incompatible with the summit landscape;
- The intrusion of large pylons on the forested slopes of the mountain would cause another severe intrusion into the landscape, with major impacts on the natural vegetation affected;
- A cable car and its infrastructure passing in front of the Organ Pipes would constitute an unwelcome and ugly intrusion into this spectacular, wild feature.

It is my belief that a cable-car project would require major taxpayer subsidies that would not be returned to the Tasmanian public. If the venture proceeds and then fails, it will become an ugly white elephant whose impacts will somehow have to be rehabilitated at public expense.

Proposed Legislation

I am totally opposed to the proposed legislation. Because the proposed cable car is undesirable, the legislation is unnecessary. This proposed legislation is an abuse of process and should be jettisoned. The developer should withdraw the project, but if determined to proceed, should go through the standard process of assessment, rather than relying on special treatment from the government.



Geoff Law

(StateGrowth)

From: Garth Coghlan [REDACTED]
Sent: Friday, 4 August 2017 12:03 PM
To: Consultation (StateGrowth)
Subject: kunanyi/Mt Wellington cable car proposal

To whom it may concern,

I would like to comment on the proposed legislation for enabling the development of a cable car on kunanyi/Mt Wellington. Very simply, the existing planning process is adequate, it should be followed. I don't see any good reason that it should be circumvented, as proposed by this legislation. The Tasmanian government has a serious problem with appearing to give undue advantage to big business and development interests, without due regard for the public interest. This bill is yet another example of this.

By all means, the proponent should present a development proposal to the relevant authorities. However, it should be no means receive special treatment, which this bill provides. Leave the planning process untouched so that it can work effectively.

Yours sincerely,
Garth Coghlan

(StateGrowth)

From: Adrian Patch [REDACTED]
Sent: Friday, 4 August 2017 12:09 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car draft legislation

Please be advised that I support the draft legislation in its entirety.

Enabling legislation to acquire land for this project is essential and the benefits of cable car are enormous.

I look forward to seeing it enacted.

Regards
Adrian Patch



[REDACTED] (StateGrowth)

From: Joshua Santospirito <campaigns@good.do>
Sent: Friday, 4 August 2017 12:14 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Providing less than three weeks for public comments does not suggest a genuine desire for public consultation. A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists.

Yours sincerely, Joshua Santospirito [REDACTED]

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Please reply to Joshua Santospirito at [REDACTED]

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(StateGrowth)

From: Lee Booth <campaigns@good.do>
Sent: Friday, 4 August 2017 12:21 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To Whom It May Concern,

This is a submission opposing the draft legislation which enables private developers to acquire public land, specifically as it stands for the proposed cable car and development on Kunanyi. It is with alacrity that I read the draft proposal, and realised its implications for future development in the state. The Bill renders the rights of public and landowners derisive, and makes a mockery of public consultation. Minister Groom assumes that the cable car development itself is not up for public debate, and this bill seeks to bypass council approval before it has even been asked. Contrary to his claims, the cable car proposal is not “stuck at council”—as Sue Hickey’s letter makes clear, council has not received an adequate proposal. The bill rescinds the rights of landowners, and impresses the state government’s disregard for the rights of public. The cable car development is a controversial one, and this bill seeks to overcome the issue of democratic resistance by au

thoritarian force. Only three weeks have been given to respond to this draft bill, implying there is no real desire for consultation. I do not support a cable car, or any further construction on Kunanyi, and this bill is precisely aimed as quashing dissent such as mine before it can be heard. The development is governed by greed, and it is saddening to see such priceless heritage reduced to capitalistic exploitation and small-town corruption. Kunanyi is not a development site, a shopping plaza, or transport hub. It is a place of great spiritual significance to indigenous Tasmanians, and to all of us who breathe its air and live beneath it. The draft legislation says that our rights are meaningless when profit looms near; it is a total abuse of authority, and depicts a frightening future.

Reasoning behind the cable car development itself is full of holes: proponents claim that it will make the mountain ‘more accessible’, though a cable car is not exempt from prohibitive weather conditions, and its prices are unlikely to reflect the accessibility of public transport. If people indeed wished to visit the mountain top in the snow, the proposal for an operating snow-mobile is more financially, environmentally and pragmatically viable. The cable car is not about access, it is about myopic understanding of ‘progress’. It will not bring the mountain to the people, but to the international visitors from whom Minister Groom seeks approval. It is moreover a gross insult to the heritage of this land, and based on the oxymoronic reasoning that development improves nature: no development can be more environmentally conscious than its absence. TNo coherent argument backs the cable car development, and this Bill foresees that by trying to bypass criticism.

Yours sincerely, Lee Booth [REDACTED]

_____ This email was sent by Lee Booth via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Lee provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Lee Booth at [REDACTED]

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www.rfc-base.org/rfc-3834.html

(StateGrowth)

From: Lyall McDermott <campaigns@good.do>
Sent: Friday, 4 August 2017 12:22 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Cable Car Facilitation Bill!! Clearly, the government has decided that we are to have a cable car, no matter what. 'Consultation' – such a comforting word but one that in this case is, also quite clearly, meaningless.

Doesn't our state 'brand' that we market so strongly all over the world use terms such as pristine environment, heritage conservation, clean and green, last great temperate rain forest, wilderness? Why are we therefore, so desperate to make our city/state the same as everywhere else? Who will then want to come? Isn't the idea that we are trying to sell through our marketing that Tasmania is unique? Do we really want/need a "Theme Park" approach to tourism?

We already have access to the summit – thousands of people manage to get there via the already established tracks and the road. These have minimal impact on the environment and on the aesthetics (from any viewing aspect).

I note too, that this bill for acquisition of land is not limited to this particular area or project. What a precedent we will allow this government to set! What other amazing 'opportunities' could be facilitated at the whim of a minister or well-healed developer? Truly frightening.

112 years have passed since the first proposal of this kind was mooted. It's still a very bad idea.

Yours sincerely, Lyall McDermott [REDACTED]

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Please reply to Lyall McDermott at [REDACTED]

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[REDACTED] (StateGrowth)

From: Jeremy Graham [REDACTED]
Sent: Friday, 4 August 2017 12:26 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car

To whom it may concern,

I fully support the legislation for a cable car as well as supporting the Mount Wellington Cableway Company's well thought out eco-tourism proposal.

This proposal and legislation will benefit the economy and tourism in the city.

Kind regards
Jeremy Graham

[REDACTED] (StateGrowth)

From: stacie lee <campaigns@good.do>
Sent: Friday, 4 August 2017 12:30 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

The construction of a cable car up kunyani would be devastating to such an iconic natural tasmanian beauty, and wonderfully ancient landscape of cultural significance to the aboriginal natives.

The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists.

please rethink this, it's unnecessary and disrespectful to our beautiful mountain.

Yours sincerely, stacie lee [REDACTED]

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Please reply to stacie lee at [REDACTED]

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[REDACTED] (StateGrowth)

[REDACTED]

[REDACTED]

[REDACTED]

From: Rob Golley [REDACTED]
Sent: Friday, 4 August 2017 12:41 PM
To: 'consultation@stategrowth.tas.gov.au'
Subject: DRAFT LEGISLATION Mount Wellington Cable Car

Attention:- Anne Beach
State Growth Tasmania
Re Draft Legislation for the Mt Wellington Cable Car Proposal

[REDACTED]

Having looked closely at the draft legislation to facilitate the cable car proposal, I can only but applaud the government's draft legislation aimed at allowing the proposed cable car to move forward from a concept and proposal to become a reality through the planning process.

This draft legislation is well constructed covering all aspects for all stake holders and taking into account the importance of this project to the state economy, job creation and growth. It is unfortunate that the State Government has not given the status of a project of State Significance. While it really is a project of State Significance I can also understand the politics that may be in play preventing this from being granted this status. It is sad as it really deserves this status!

Personally, I firmly believe that the cable car is a much needed piece of infrastructure considering the dramatic increase in tourism to the state, especially in the area of substantial growth of cruise ships in Hobart and the pending completion and upgrade of the Hobart International Airport.

Having widely travelled around the world over the past 40 years I have been fortunate to have experienced many cable car operations from Cairns, Switzerland, Austria, British Columbia, Alberta, New Zealand etc etc and can say

without hesitation that every cable car experience that I have had has been well planned, supported, and left me with unforgettable memories or pristine areas that have only been enhanced by such a development. I fondly remember one in Switzerland where only the sound of the cow bells below could be heard above the peace and tranquillity of the area as the cable car moved silently from Gastoff to Gastoff during my summer visit. It was so accommodating and relaxing being able to get off for a coffee and bite before embarking on the next stage to the summit!

Back to the legislation, I find the same has been well, drafted and appropriate for the cable car proposal to proceed to a DA application.

Without this necessary legislation, whereby land owner consent is required before a DA can be submitted, the proposal would not be able to advance.

I would hope also that this legislation may also allow for future developments and extension of:-

- the cable car into Salamanca and Macquarie point and cruise liner terminals in the foreseeable future without having to go through this entire process again
- substantial development at both the Springs (Hotel reinstatement, restaurant, gift shop, cafe etc etc) as well as full development of all necessary facilities on the mountain that would normally be expected by international tourists both using the cable car and road to access the mountain.

Given the magnitude and importance to Tasmania and Tasmanian Tourism of this proposal, as well as all Tasmanians who have shown overwhelming public support for the same, it is firmly believe that the proposal should have also been granted "A project of State Significance to allow it to proceed without unnecessary litigation that may eventually see it and the proponents subject to through the planning appeals process, by some well heeled dissidents.

These are financial constraints and delays that a project of this importance should not be held up by.

This is an area in which, while I do not deny the right of appellants on legitimate, factual grounds, anyone mischief making and causing unnecessary delays using the appeal processes should be held financially fully accountable should their appeal be dismissed. They also do need to be made aware of their financial liability should their appeal not be successful.

It is acknowledged that there are some people who are passionate about the mountain and it not being spoilt or defaced and object to this proposal or any proposal where development occurs. History has shown than the majority of these individuals objections are usually ill founded arising from them not looking at the facts or just being emotive.

Once built, many developments such as Lake Gordon have ended up being well supported and treasured by these very same negative people. The cable car proposal will do nothing what so ever to spoil the mountain but only enhance its appeal and accessibility for all.

I applaud the government's initiative to support the project through this planning phrase as without it, no project involving public land or multiple land owners would be able to move forward.

I am more than happy to be contacted for additional comments or clarification of any discussed items above and look forward to this project of state significance getting off the ground and being built.

Kind Regards,

Rob Golley

[Redacted signature block]

(StateGrowth)

From: hugh walters [REDACTED]
Sent: Friday, 4 August 2017 12:46 PM
To: Consultation (StateGrowth)
Subject: Mount Wellington cable car

Hello

I am all for the Mount Wellington cable car. Its about time Hobart had a change. I am 21 years old and Hobart will always be my home and I will live here for the majority of my life, therefore, I would like to see it thrive and the only way it can is for a few things to change around the city. Please consider the opinions of the young people of Tasmania as they are the future of our wonderful state.

Thank you
Hugh Walters

Sent from my iPhone

[REDACTED] (StateGrowth)

From: Michael Lynch [REDACTED]
Sent: Friday, 4 August 2017 12:52 PM
To: Consultation (StateGrowth)
Subject: Mount Wellington Cable Car Facilitation Bill 2017

I wish to comment on the above Bill.

I object to the State Government proposing to exempt the cable car project from the landowner consent requirements for public land. I also object to the fact that the Bill allows land within Wellington Park and airspace required for the project to be acquired.

I do not agree with the fact that the Bill allows the Minister to grant access to the land for planning activities.

Michael Lynch
[REDACTED]

[REDACTED] (StateGrowth)

From: [REDACTED]
Sent: Friday, 4 August 2017 1:03 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car

Hi,

I would just like to formally state my opposition to the proposed Mt Wellington Cable Car. The project would undermine the natural beauty of the mountain and detract from the wonderful views nearly everyone in Hobart enjoys.

There are some things that are just better left as they are and do not need to be developed, simply because it is possible to do so.

I hope that myself and future generations can enjoy the mountain in all its natural glory.

Kind regards,

[REDACTED]

From: Karuna Knights [REDACTED]
Sent: Friday, 4 August 2017 12:38 PM
To: Consultation (StateGrowth)
Subject: Submission Regarding Mt Wellington Cable Car Facilitation Act

Submission Regarding Mt Wellington Cable Car Facilitation Act

I oppose this bill for many reasons which include

1- The proposed legislation overrides proper process and damages faith in government.

2- It takes land from a much loved public reserve in order to make it available for private profit

This sets a really awful precedent. It effectively means that any of our parks and reserves could be opened for private development. No where will be safe.

3- This bill must be taken in context with other changes in the State Planning Scheme which give the minister unprecedented powers to take major projects outside public scrutiny.

I refer here to Major Projects Legislation and also to Reserve Activity Assessment, both of which remove proper processes, and the right of public comment.

So although this bill does not exempt the proposal from planning requirements, these requirements can be modified or eliminated should the minister see fit!

Yours Sincerely
Karuna Knights

[REDACTED]

(StateGrowth)

From: Vicki Smith <campaigns@good.do>
Sent: Friday, 4 August 2017 1:13 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

A cable car is not necessary! There is a perfectly good road which is free!!!! Respect all users of the mountain, drop this disgusting bill.

Yours sincerely, Vicki Smith [REDACTED]

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Please reply to Vicki Smith at [REDACTED].

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(StateGrowth)

From: Helen Bethune <campaigns@good.do>
Sent: Friday, 4 August 2017 1:13 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am concerned about the proposed legislation on a number of counts, the first of which is that providing less than three weeks for public comments does not allow for or suggest a genuine desire for public consultation. Second, I am not convinced that a cable car up kunanyi/Mt Wellington would not permanently damage an ancient landscape and Aboriginal heritage site. I know the proponents have a plan, which they say would take in these factors, but I do find it hard to believe. Third, I do not see how the metal, glass, and concrete of a cable car, its terminus and its pylons will not intrude on the magnificent views of kunanyi/Mt Wellington from vantage points from which we now see the mountain. Fourth, and most concerning, I understand that the Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the go-ahead for further land grabs of public land for the sole benefit of private developers. And finally, land acquired under this proposed legislation would become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

I suggest that more time is allowed for a real debate on the issue in the community so that we can understand better the ramifications – and the perceived benefits – of this proposal

Yours sincerely, Helen Bethune [REDACTED]

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Please reply to Helen Bethune at [REDACTED]

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From: Dan Fruehauf <campaigns@good.do>
Sent: Friday, 4 August 2017 1:14 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Hello,

I am a concerned resident of South Hobart who is closely following the recent developments regarding the cable car project. There are a few reasons why I am opposed to the idea of having a cable car on the mountain, I'll outline them below.

Aesthetics – Hobart has a picturesque setting, especially for tourists arriving into the city for the first time. Mount Wellington/kunanyi towers about the CBD in all its beauty. I'm afraid a cable car development will leave a big scar on the mountain, like the one for instance in Queenstown New Zealand. On the other hand, the road winding up the mountain is barely noticeable.

Functionality – I am a keen mountain biker. A cable car has been mooted as potentially improving access for mountain biking riding. However, access could be improved by utilising shuttles on the existing road. It is important to note that by far the fastest way to move people up a mountain is in buses and shuttles. The utilisation of cable cars and gondolas is prevalent where road access is impractical, but this is not the case on Mt. Wellington/kunanyi. In addition to being less efficient, the costs of building and operating a cable car are significantly higher. In order to improve access, we can investigate options of improving the road, which will end up being not only cheaper, but also more effective. Finally, I believe that as a mountain biker, my access will not be improved by the proposed cable car because it will be too expensive for regular use by local people.

Future use – The fate of most cable cars not installed in ski fields is to be abandoned. A short sighted vision of a cable car is likely to leave Hobart in 10 years time wondering why we have pylons on a mountain and a rusting hulk of a cable car to add to the other visual detritus already littering the mountain. The cable car is doomed to become a relic of the past, sooner than we expect.

Noise Pollution and Traffic Control – A cable car beginning in South Hobart (or for that matter, in any suburb) will cause noise pollution from the regular humming of the stations. In addition, South Hobart and most other suburbs in Hobart do not have the infrastructure to support the extra traffic that is expected to reach the main station.

In conclusion, this project is unworthy of State Government funding, facilitation and support. Therefore, I urge the State Government to withdraw the Mt Wellington Cable Car Facilitation Bill 2017 from consideration.

Yours sincerely, Dan Fruehauf

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Please reply to Dan Fruehauf at _____.

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(StateGrowth)

From: don knowler <campaigns@good.do>
Sent: Friday, 4 August 2017 1:17 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I'm worried about the impact of the cable car on the natural beauty of the mountain, notwithstanding the fact that the hand of mankind – the communications towers and the road – are already evident. As for the legal aspect of the government's action I subscribe to points made by the Environmental Defenders Office, below:

Providing less than three weeks for public comments does not suggest a genuine desire for public consultation. A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists. The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects. The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers. Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments. Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

Yours sincerely, don knowler

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Please reply to don knowler at [REDACTED]

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[REDACTED] (StateGrowth)

From: Tracey Diggins [REDACTED]
Sent: Friday, 4 August 2017 1:17 PM
To: Consultation (StateGrowth)
Subject: Cable Car - Submission

kunanyi/Mt Wellington is one of Tasmania's most iconic natural features. Any development on kunanyi/Mt Wellington must respect the natural form and the Aboriginal cultural heritage of the mountain and must not significantly alter its appearance. The mountain with its magnificent Organ Pipes must not be desecrated with a cable car. I respectfully request that both the state government and the Hobart City Council reject this proposal.

Yours sincerely

Tracey Diggins

--

[REDACTED]

[REDACTED] (StateGrowth)

From: Dan Tobin <campaigns@good.do>
Sent: Friday, 4 August 2017 1:19 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Leave this mountain as it is

Yours sincerely, Dan Tobin [REDACTED]

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Please reply to Dan Tobin at e [REDACTED]

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(StateGrowth)

From: Mathew Oakes <campaigns@good.do>
Sent: Friday, 4 August 2017 1:20 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

The world is full of tacky tourist traps. Cable cars are really a dime a dozen. I am sure the kunyani Mt Wellington cable car will not attract any additional visitors in its own right, and will detract from other tourism enterprises.

A cable car on the mountain will permanently change the character of our whole city given its position at the fore of our most prominent landmark. The mountain's wildness and closeness are integral part of Hobart's uniqueness.

I am also concerned about the effect it will have on recreational users of the mountain, what safety hazards it may present and whether its corridor could be closed to the public.

Just a handful of people will benefit from this proposal, but there are costs for many.

Yours sincerely, Mathew Oakes [REDACTED]

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Please reply to Mathew Oakes at [REDACTED]

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[REDACTED] (StateGrowth)

From: Tess Campbell <campaigns@good.do>
Sent: Friday, 4 August 2017 1:23 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To Whom It May Concern,

I am writing to express my opposition to the proposed amendments to the Land Acquisition Act, specifically as it pertains to the proposed cable car development on Kunanyi. The Bill itself is a gross misuse of power and authority, and mocks the rights in place to protect public land from the very developments of Adrian Bold and the MWCC (Mt. Wellington Cable Car). Matthew Groom speaks of the Bill as if it is a solution to the ‘nay-sayers’ and the ‘anti-progress’, ‘anti-everything’ voices (these are phrases employed in Mercury articles and by cable car proponents) who are blocking the logical progress of the cable car. He presumes there is a consenting public who unanimously desire this construction—or rather, realises there is not, and thus seeks to make dissenters redundant in the approval process. The development is not “stuck at council” as he claims; it has not been proposed to council. Before any development is green-lit, there must be true public consultation and discourse, and the merits of this development—and the Bill— must be debated without the cloud of greed and self-interest that currently obfuscates any rational argument. Presently, our mountain’s fate rests in the interests of men with power and capital, not those who dwell here: Adrian Bold and Matthew Groom stand like pioneers of the colony, seeking to rape and exploit the land in the name of progress, as it is incarnated in “world class tourism” and economic visions. But beyond its aims of attracting tourists, pacifying cruise ship guests, and exploiting our nature and our identity for profit, there is nothing of merit about this development. Our bushland cannot be improved by being destroyed; the experience of nature’s isolation cannot be enhanced by the construction of a looming, all-seeing, all-seen cable car; the organ pipes will not be more beautiful for being draped with wires

and smeared with oil; ‘the people’ will not experience a more egalitarian mountain than if there were public transport via buses; the cable car will not overcome prohibitive weather conditions that currently lead to road closures in winter; indigenous culture cannot be respected through the further colonisation; and empty profit-making enterprises cannot enhance the identity or essence of our city by being concerned with perception. This Bill disables debate, permits land acquisition by force, and engenders corrupt relations between developers and state government, setting an alarming precedent. The proposed MWCC development is, moreover, distressing on many levels. It reveals a very confused relationship with nature, where we come to understand exploitation as respect, and regard the most spectacular aspect of this city as a development site. This mountain is of great spiritual significance for many, and its development would be heart wrenching. I am also justifiably terrified at the prospect of Kunanyi becoming home to a restaurant complex and whisky bar: there is a whole city below—indeed cities everywhere in the world— teeming with these mundanities, but only one Kunanyi. Already mistakes have been made on the summit; please lets not make them precedent for more.

Yours sincerely, Tess Campbell [REDACTED]

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Please reply to Tess Campbell at [REDACTED]

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[REDACTED] (StateGrowth)

From: Angela Barnard <campaigns@good.do>
Sent: Friday, 4 August 2017 1:23 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Hi there,

I would just like to say that I am against the idea of a cable car going up Mt. Wellington. For me, it is mainly for the aesthetic aspect – our city is beautiful and looks this way because of the preserved natural landscape. People don't come to Hobart to see a concrete jungle or cable cars running up our mountain. It will most likely look awful. We have gotten by without a cable car and I honestly can't think of what value it will add other than an over priced gimmick that tourists might use and locals won't pay for. But it is the locals you should care about.

Yours sincerely, Angela Barnard [REDACTED]

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Please reply to Angela Barnard at [REDACTED]

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[REDACTED] (StateGrowth)

From: Richard Glazebrook [REDACTED]
Sent: Friday, 4 August 2017 1:29 PM
To: Consultation (StateGrowth)
Subject: re Mount Wellington Cable Car Facilitation Bill

Here follows my representation on The Mount Wellington Cable Car Facilitation Bill 2017;

I am implacably opposed to a cable car on Mount Wellington.

There is the incessant and shrill demand for access to the mountain, by a tyro who spearheads the merest shell of a Company, MWCC; and who has the ear of the Minister for State Growth.

The Bill to be put before parliament presents a grave threat to the integrity of our planning laws, and to the historical and due respect for the natural heritage we share.

It's intent if passed, would be to give MWCC carte blanche over every aspect of, and to the extent, of Mount Wellington and it's foothills.

This cannot be allowed to happen. Not ever.

A previous proposal was given the status of a project of State Significance, and was opposed to such a degree that it slunk away. The Pinnacle Zone was accorded complete protection from exploitation: and should have that protection now, but for changes that eroded the authority of WPMT.

Now it is open season for the likes of MWCC and it's attendant opportunists that would have spurious "attractions" such as Zip lines, and gravity bike tracks crisscrossing the slopes of the mountain; to the real risk for deaths of animals that happen to get in their way.

It is an underhand move by the Minister, to give comfort to potential investors in the project; acting in an unconscionable way by facilitating, as the Bill portends; the ambitions of an associate, to the detriment of all else.

The mountain is again to be the locus of much ado.

I will be canvassing the views of all Legislative Council Members in this matter.

Richard Glazebrook
[REDACTED]

[REDACTED] (StateGrowth)

From: Lynda Warner [REDACTED]
Sent: Friday, 4 August 2017 1:30 PM
To: Consultation (StateGrowth)
Subject: kunanyi/Mt Wellington cable car proposal

I would like **lodge my objection** to this new proposed legislation that would enable a cable car to scar one of Tasmania's most beautiful natural asset that is engages with the people of Hobart and its visitors on a daily basis.

Regards

Lynda

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] (StateGrowth)

From: [REDACTED]
Sent: Friday, 4 August 2017 1:37 PM
To: Consultation (StateGrowth)
Subject: Cable Car

Dear Sir/Madam

I just wanted to make a formal comment that I strongly support the Mount Wellington Cable Car and its eco-tourism proposal. I believe it will become another great asset to this state and yet another attraction to bring more visitors to our shores, creating jobs in its construction, maintenance and operation and encouraging more people to want to move here. I don't believe that this development and its ongoing business will have any down sides.

Regards,

Marcus Freebody

[REDACTED]



[REDACTED] (StateGrowth)

From: James Kirkpatrick [REDACTED]
Sent: Friday, 4 August 2017 1:38 PM
To: Consultation (StateGrowth)
Subject: comment on legislation to alienate public land for a private interest on kunanyi

The subsidisation of developers by government has created manifold problems in Tasmania. This legislation is a particularly nasty example, as a large proportion of the local population will suffer if the development goes ahead.

[REDACTED] Electronic Communications Policy (December, 2014).

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[REDACTED] (StateGrowth)

From: Ian Parry <campaigns@good.do>
Sent: Friday, 4 August 2017 1:38 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I wish to object to a cable car intrusion on Mt Wellington.

Yours sincerely, Ian Parry [REDACTED]

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Please reply to Ian Parry at [REDACTED]

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(StateGrowth)

From: Keith Muir [REDACTED]
Sent: Friday, 4 August 2017 1:41 PM
To: Consultation (StateGrowth)
Subject: Submission as an objection to park development law

Dear Sir/Madam,

It is wrong for the Department of State Growth to impose its will on Wellington National Park and enable cable car development to the top of kunanyi/Mt Wellington through a special national park exploitation law.

Government should protect national parks from development, as this class of reserve is set aside from construction and building of infrastructure.

Developing national parks is morally wrong. It assumes this high level reserve was not set aside for nature conservation. If that were true then the Department would not need this legislation.

It is not just a matter of national parks remaining public. Your webpage briefing misrepresents the matter. National Parks also have to be permanently protected.

Could you please withdraw your misconceived legislation and apologise to respondents for the misunderstanding.

Yours sincerely,

Keith Muir

[REDACTED]

[REDACTED] (StateGrowth)

From: Leanne Murray <campaigns@good.do>
Sent: Friday, 4 August 2017 1:48 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please draft a short submission here. There are some suggestions of points you could make in the email tips above. A cable car on Mount Wellington will be an eyesore and a blot on the landscape.

Yours sincerely, Leanne Murray [REDACTED]

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Please reply to Leanne Murray at [REDACTED]

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[REDACTED] (StateGrowth)

From: Chris Bell [REDACTED]
Sent: Friday, 4 August 2017 1:50 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington

Dear Sir

It is imperative that the current management of Mt Wellington remains in the hands of the Hobart City Council. I am bitterly opposed to the draft bill which seeks to over-ride the authority of the HCC for the **sole** purpose of facilitating the development of a cable car. The government acquiring land for private development creates a sickening precedent to allow inappropriate developments into areas that should be out-of-bounds for activities which are anathema to protecting our natural environments. The state government has no right to over-ride the HCC and the developer has no social licence to vulgarise our mountain with this obscene, "Hollywood on the Gold Coast" development.

Yours sincerely

Chris Bell
[REDACTED]

[REDACTED] (StateGrowth)

From: John Sampson <campaigns@good.do>
Sent: Friday, 4 August 2017 1:53 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Hello, I would like to make a very short submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I do not believe a large, industrial-scale cable car is appropriate for Mt Wellington. It would visually scar mountain views from Hobart, and for recreational users of the mountain. I am greatly concerned about its impact on the Organ Pipes, given the proposal for the cable car to traverse immediately above this incredible rock formation.

I also fear the Bill will create an unacceptable precedent, allowing developers to take public away from the taxpayers and handing it to private individuals or companies to profit from a public resource.

Hobart has a beautiful mountain backdrop. Unlike other large cities with similar vistas ours has not been scarred by a cable car. I believe we need to maintain this point of difference.

Regards, John Sampson.

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[REDACTED] (StateGrowth)

From: John Langford [REDACTED]
Sent: Friday, 4 August 2017 1:57 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car Proposal

Dear Members

I fully support the proposed cable car.

I consider that it is a project worth investing in I and would welcome the opportunity to personally participate; as too would many of my clients and friends.

Regards

John Langford

[REDACTED]

(StateGrowth)

From: Sindi O'Hara <campaigns@good.do>
Sent: Friday, 4 August 2017 1:58 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

These are not my own words, but they express my thoughts clearly and succinctly, and I wish to have them considered on my behalf:

Providing less than three weeks for public comments does not suggest a genuine desire for public consultation. A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists. The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects. The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers. Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments. Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

Yours sincerely, Sindi O'Hara [REDACTED]

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Please reply to Sindi O'Hara at [REDACTED]

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[REDACTED] (StateGrowth)

From: Alice Graham <campaigns@good.do>
Sent: Friday, 4 August 2017 1:59 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please protect kunanyi/Mount Wellington for the people of Tasmania and tourists to enjoy. I strongly urge you to prevent the proposed private cable car development from ruining our natural landscape and the spirit of Hobart's special mountain.

Yours sincerely, Alice Graham [REDACTED]

_____ This email was sent by Alice Graham via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Alice provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Alice Graham at [REDACTED].

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[REDACTED] (StateGrowth)

From: Annie Fowles <campaigns@good.do>
Sent: Friday, 4 August 2017 2:05 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please leave our mountain as a stunning backdrop to Hobart without a cable car threatening the natural skyline.

Yours sincerely, Annie Fowles [REDACTED]

_____ This email was sent by Annie Fowles via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Annie provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Annie Fowles at [REDACTED]

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(StateGrowth)

From: Caralyn Walsh <campaigns@good.do>
Sent: Friday, 4 August 2017 2:08 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To Whom It May Concern:

There would be nothing worse than seeing a cable car going up our beautiful Mount Wellington – such an eyesaw would be so devastating to see as you drive into the Capital City along the Tasman Highway.

I have also stood behind American tourists off the passengerships that dock into our Hobart Wharf, and heard comments of why would you want to destroy such a lovely view of a Mountain in your back door with Cable Cars constantly going up and down?

It is so lovely to see a beautiful backdrop when arriving in Hobart, and it is nice not to see cable cars running up and down destroying a mountain view as you see from the ship as it is docking.

Yours sincerely, Caralyn Walsh [REDACTED]

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Please reply to Caralyn Walsh at [REDACTED]

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Submission on Draft Legislation to Facilitate Access to Wellington Park for a Cable Car

4 August 2017

By Amanda Sully



To whom it may concern,

kunanyi / Mt Wellington ('the mountain') is extremely important to residents of southern Tasmania and people from all over the world. There are few cities in the world with such a spectacular natural asset on their doorstep. The mountain has many attributes of extraordinary beauty. These include the alpine landscape of the summit plateau; the forested slopes with their texture and colouring created by a variety of species and ages; and the fluted columns of the Organ Pipes. This landscape should be protected from artificial intrusions.

The mountain is accessible to people of all ages and physical capabilities. There is a road to the summit. There are shelters and graded tracks adjacent to the road. There are lookouts at the Springs and on the summit. There is a world-class bicycle track. There are walking tracks of varying standard that provide public access to rainforests, waterfalls, special trees, rustic huts and climbing routes on the Organ Pipes. Further artificial intrusions into the mountain's landscapes for the sake of 'access' are unnecessary.

Other mountains in the world have cable cars but that is not a reason for Tasmania to follow suit. Tasmania should be protecting the attributes that make it unique. The absence of a cable car on a spectacular mountain next to a city is one such attribute and should be maintained.

Proposed Cable Car

The development of a cable car on the mountain has been proposed by Mt Wellington Cable Car and others. Such a development is undesirable and unnecessary for the following reasons:

- A summit terminus would necessitate major excavation in the summit area, comprising a severe impact on the local landscape and on scenery. The gouging of the boulder-fields and herbfields of the summit to accommodate such an intrusion of glass, concrete and steel would irrevocably disfigure the upper parts of the mountain. Proposals to incorporate a restaurant and retail facilities into the summit terminus would require a large building completely incompatible with the summit landscape;
- The intrusion of large pylons on the forested slopes of the mountain would cause another severe intrusion into the landscape, with major impacts on the natural vegetation affected;
- A cable car and its infrastructure passing in front of the Organ Pipes would constitute an unwelcome and ugly intrusion into this spectacular, wild feature.

Tasmania is one of the last places on Earth that enjoys vast areas of magnificent wild nature. The mountain is the starting point for this and it's unfettered beauty is a symbol of what makes this island increasingly attractive to tourists. We do not need a gimmick like the cable car and it provides no real benefit for hardly anyone except some possible profit for a developer and a short ride that people can experience on hundreds of other mountains across the planet.

Let's cherish and keep our edge by daring to be different and treasuring our natural beauty rather than slavish devotion to a few developers.

Yours sincerely

Amanda Sully

From: steven weston [REDACTED]
Sent: Friday, 4 August 2017 2:12 PM
To: Consultation (StateGrowth)
Subject: R e Cable car proposal

In putting forward this legislation I believe the government is subverting the appropriate procedure and fairness to land owners who should have the right to object to examination on their land for any such project. It leaves the way open for compulsory acquisition of land and there is no certainty of success for the project. To date no feasibility study has been shown identifying the cost/ benefit analysis either social or environmental of such a project and it is entirely possible that this project will provide little benefit to the residents of Hobart or Tasmania. There is already adequate access to the top of Konyani and the intrusive nature of this project will diminish the natural beauty of a Tasmanian icon. If better access is really required then the existing road could be converted into for example an apt rail track to provide all year access. There are many alternative arrangements that could be considered instead of the Tasmanian Taxpayer funding a questionably viable project such as this, and given that this proposal has been muted for over ten years to my recollection and has not garnered financial backing from any genuine investors, its viability must be questioned.

Steve Weston
[REDACTED]

(StateGrowth)

From: Damian Mansfield [REDACTED]
Sent: Friday, 4 August 2017 2:18 PM
To: Consultation (StateGrowth)
Subject: FW: Mt Wellington Cable Car

[Please see below](#)

From: Damian Mansfield [REDACTED]
Sent: Friday, 4 August 2017 2:12 PM
To: 'consultation@stategrowth.com.au'
Subject: Mt Wellington Cable Car

Please acknowledge support for the Mt Wellington Cable Car.

- * Access to the mountain. I have attempted to take my children to see snow. First occasion the road was closed at the Springs and we had to walk around 2km with young children before we got to 'slosh' then they were too tired to go any further and returned without success. Last year did the same, but the road was closed at Strickland Avenue and ended up playing in a privately owned paddock nearby.
- * We have also attempted to take some visiting friends up the mountain by road was again closed at the Springs due to ice;
- * The Cable Car will provide greater access to the mountain for mountain biking or bush walks as well as other activities. I have done both on Mount Wellington and would love to achieve more;
- * The less use of motor vehicles would be safer and more environmentally friendly for the area I would assume long term;
- * Having experienced the Skyrail in Cairns, I would certainly love to have that access here in Hobart. The Cairns Skyrail is not easily seen from the highway close by let alone from a distance. If the Mt Wellington Cable Car is done properly there should be limited visual impact.
- * I would think that a Cable Car will be another experience to attract visitors to Hobart and provide a greater experience.
- * Having a tourist attraction provides confidence and other small business opportunities for the region.

Access to the mountain for activity, for us locals and for tourism is a must.

Please consider.

Damian Mansfield

(StateGrowth)

From: Todd Hunter <campaigns@good.do>
Sent: Friday, 4 August 2017 2:21 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

It has come to my attention that your proposal to use our public land for commercial interest with a very short consultation time. It does not seem to me that you have in fact the public's best interest in mind when proposing this cable car.

This is public land for public recreational purposes and a cable car, its associated buildings and works would surely damage and intrude upon this natural beauty. Also the Aboriginal Heritage would be greatly compromised by such work!! Please rethink such a proposal. Possibly more investment into public endeavours to protect such natural places is truly in the interest of the Australian people and not business interests.

Yours sincerely, Todd Hunter

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Please reply to Todd Hunter at [REDACTED]

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(StateGrowth)

From: [REDACTED] <campaigns@good.do>
Sent: Friday, 4 August 2017 2:21 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Follow Up Flag: Follow up
Flag Status: Flagged

Please do not make public any of my personal details attached to the following 'submission.' You have my permission to make public the following text of my 'submission.' Please do not spend a single cent of my tax money on this project. I do not give you permission to give access to this land which all citizens own. This political tactic, while likely tenuously legal, is morally corrupt and smacks of hubris and nepotism. It is an embarrassment to many Tasmanians, and you don't even bother to count who supports or doesn't, or truly ask us in straightforward way. It looks to me that the Liberal team thinks it is ok to "Paul Lennon" this project down our throats and into being. You will not be remembered in 5 years for a visionary decision but for arrogantly pushing a project for which you have no mandate and no social license. We the people of Tasmania will hold the Liberal party responsible for this project...not Will Hodgman who is a decent human, but the party. If the Lab

or party or the greens or anyone els made this proposal with the same cynical tactics I would voice the same opinion. No wonder we are a laughing stock.

Here you go.

Providing less than three weeks for public comments does not suggest a genuine desire for public consultation. A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists. The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects. The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers. Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments. Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

Yours sincerely, [REDACTED]

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we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED]

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(StateGrowth)

From: Matthew Fargher <campaigns@good.do>
Sent: Friday, 4 August 2017 2:23 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Having spent many years working on and with the Mountain as a source of inspiration and cultural revival it is with dismay that I learn of the terrible plan to carve up the forest on the way to a single experience of the top of Kunanyi. As Richard Flanagan has beautifully argued the place of the Mountain is to be appreciated looking in. Not out from the top. We all enjoy the view and the days of play in the snow in the alpine areas of the Mountain. Dedicated public transport for these occasions would be a better cheaper more sustainable solution to getting cars of the Mountain. I applaud your keen interest in developing the Mountain as a premier destination for all. Keeping the natural values intact will benefit the many and be of detriment to none.

Yours sincerely, Matthew Fargher

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Please reply to Matthew Fargher at [REDACTED]

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Ms Jeanette Lewis



4 August 2017

Ms Ann Beach
Department of State Growth
GPO Box 536,
Hobart, Tas 7001

Dear Ms Ann Beach

I would like to state my objection to the *Mt Wellington Cable Car Facilitation Bill 2017*. The Hobart vista is a wonderful asset to the state. Few cities around the world can boast the beauty and balance of sea, city and mountain.

The rationale for the cable car is flawed; the road to the mountain top is only closed for a few days in winter. Any application to purchase a vehicle capable of reaching the top in snow conditions would be refused as it would not pass any cost benefit analysis. Improving public transport or the road is preferable to the proposed cable car.

The cost of building a cable car capable of operating in windy conditions is likely to be very high. There is a risk the government, the tax payer, will be asked to underwrite this proposal either in its construction or future operation. This would be a retrograde step. This venture should not be a government priority.

Tourism has benefited from the MONA Museum, historic architecture, art and music festivals, its wonderful food, restaurants and amazing wilderness. The people who visit Tasmania are not likely to be attracted by a cable car and locals are unlikely to patronise it sufficiently for it to be financially viable.

The Bill sets a dangerous precedent which could be used now and in the future to develop ill-conceived and unsupported projects. The cable car proposal has never attained popular support and thus this drastic action is taking place.

Yours sincerely,

Ms Jeanette Lewis

(StateGrowth)

From: Evelyn Parnassus <campaigns@good.do>
Sent: Friday, 4 August 2017 2:32 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Tasmania is renowned for its natural beauty and high conservation values. That is why I visit it.

A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists.

The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects.

Providing less than three weeks for public comments does not suggest a genuine desire for public consultation.

The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers. Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments.

Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

Please reconsider to prevent an eyesore and destructive project to this wondrous place.

Yours sincerely,

Evelyn Parnassus

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Please reply to Evelyn Parnassus at [REDACTED]

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[REDACTED] (StateGrowth)

From: Adriene Cobcroft <campaigns@good.do>
Sent: Friday, 4 August 2017 2:33 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I urge you to not open up land on Mount Wellington to private business owner Adrian Bold build his cable car. The mountain provides the people of Southern Tasmania and the flora and fauna of the area with an important natural wilderness. As a resident and wilderness lover, and as a parent of kids who need a future to inhabit, I urge you to protect Kunanyi/Mount Wellington from development.

Yours sincerely, Adriene Cobcroft [REDACTED]

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Please reply to Adriene Cobcroft at [REDACTED]

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From: Nicholas Sawyer [REDACTED]
Sent: Friday, 4 August 2017 2:34 PM
To: Consultation (StateGrowth)
Subject: Comment - MOUNT WELLINGTON CABLE CAR FACILITATION BILL 2017

The main purpose of this bill is to remove the requirement for landowner consent prior to lodging a development application. There is no justification for removing this fundamental requirement for this particular project. This ill-considered proposal does not merit facilitation by the state government.

The cable car proposal should be subject to a full enquiry which considers all arguments, including whether it is an appropriate use of public land. This will not be achieved by the council assessment of the DA which serves only to check that the proposed development complies with the requirements of the planning scheme.

I question the assumption implicit in the information provided on the website that the cable car proposal will be good for Tasmania's tourism industry. On the contrary, Tasmania's greatest asset is its wilderness and Mount Wellington is in remarkably wild condition considering its proximity to Hobart. Disfiguring The Mountain with a cable car and facilities at the Pinnacle will contribute to the destruction of the values that really attract visitors.

Nicholas Sawyer
[REDACTED]

(StateGrowth)

From: Cary Littleford <campaigns@good.do>
Sent: Friday, 4 August 2017 2:41 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the bill relating to the Kunanyi Cable Car Facilitation

Hello.

As a Tasmanian citizen I would like to express my disagreement to the kunanyi cable car, or any cable car on this mountain, proposal.

Simply the indigenous approval and social license have not been forthcoming as neither has a robust environmental report that is of necessary quality.

Hobart is in danger of become a "just like".. or "copy cat" city. Tall skyscrapers, apartments and boutique shops for the wealthy on the waterfront etc. Every major city has these.. Thats why they are all seen as so terribly 'same-y' and the lack of such things in Hobart is what keeps it unique..

Unique and therefore on the tourists radar.

But make it like every other city, slowly kill the working wharf, fill the spaces with services for the rich and push the 'common folks' who live in the city away.

A cable car is the same as the fragrance tower. Something not unique in ANY way. Boring and REDUCES the reasons why people love Tasmania.

We already have a way up the mountain and it's 'real'.. Prone to weather and other limits, it is a reflection on the reality of being alive and not some 'ideal' desire to perfect everything. Sometimes you can get up the mountain, sometimes not, such is life and the way of Tasmania.. we keep it REAL! and that's what people love.. It doesn't feel fake.

If the cable car does go ahead then it would simply HAVE to be accessible to the people, much in the same way that MONA ensures that local Tasmanians of all income/social situations can enjoy the museum. ALL Tasmanians would have to be able to enjoy the cable car etc.. So the cost of a family of 4, including bikes, would have to be less that \$50 in TOTAL. For many this would be a treat they would have to save up for. But that figure is in the upper limit of acceptable to all the people I have spoken to.

Regards.

Cary.

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Please reply to Cary Littleford at _____

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(StateGrowth)

From: Paul Geil <campaigns@good.do>
Sent: Friday, 4 August 2017 2:42 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Draft bill for cable car up kunanyi/Mount Wellington

Dear Minister Groom,

I visited Tasmania earlier this year and fell in love with it's natural beauty. Used to travelling some distance to escape into 'wilderness', I was pleasantly surprised to be able to take a metro bus to the base of Mt Wellington and walk a circuit that took me away from signs of humans. I, and many other like-minded people, value this kind of experience highly. Therefore, the possibility of a cable car up the mount distresses me considerably.

I have a number of concerns about this proposal. These include:

- Permanent damage to an ancient environment, including its aesthetics from both on and off the mountain.
- If passed, the precedent such a bill would set in the context of acquisition of public land for private development.

I understand that your government has only provided less than three weeks for public comments. How is genuine/effective public consultation possible in this timeframe?

These actions are not easily reversed and can affect the environment and people in many unforeseen ways. I plead you and your government to reconsider this bill carefully, and act with the respect, duty and impartiality that this mountain, its users, owners (past, present and future), flora and fauna deserve.

Yours sincerely, Paul Geil

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Please reply to Paul Geil at [REDACTED]

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From: Caroline Riseley <campaigns@good.do>
Sent: Friday, 4 August 2017 2:45 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am opposed to this bill for a number of reasons.

The existing laws we have regarding landowner consent are there for a reason, if landowner consent is taken away in this instance it will set a dangerous precedent for it to be taken away in other situations in the future, including potentially allowing developers in to public land and / or wilderness spaces, as well as to potentially enter private land without the appropriate checks and balances in place to ensure the development is properly planned and the people affected by it are properly consulted.

In the case of the cable car proposal specifically, I do not think it is economically viable. I spent 5 years working in the tourism industry, and when I began it was what was known as a quiet season, work was hard to come by and everyone's profits were lower than in other seasons, but in the short time since, tourism has begun to boom, partly because of Hobart being voted one of the top cities to visit in Lonely Planet a few years ago, and the Chinese president visiting and various other things which made Tasmania a well known place for people to visit, but these things never last. Tasmanian tourism will always be a good industry but the reality is that all Industries have boom times and quiet times. So, tourism should not be viewed as a bottomless pot of gold in which new developments are guaranteed to make money.

Another thing about Tasmanian tourism is that it is, and always will be, seasonal. Many people who argue in favour of the cable car say that it would be a good thing to be able to get to the top of the mountain when the road is closed due to snow. There will indeed be many people wanting to go on the cable car on those days in winter, including many locals, but as the number of tourists who come to Tasmania in winter is so low compared to the number who come in summer, although on snow days the cable car may make more money than on other days in winter, it is likely it won't be enough to get it across the line as a viable economic operation as these snow days happened on only a few days in the year at a time of year when tourist visitation numbers are very low.

The other problem with this project is that the weather on the mountain can be wild. The wind in particular is a frequent problem. It is highly likely that windy, snowing and icy conditions will interfere in the operation of the cable car. If this happens too often, which is highly likely because it is a mountain, and we cannot control the weather on a mountain, then it will not be able to operate on enough days of the year to make it viable.

While some locals will be happy to have the chance to get to the top of the mountain when the road is closed, and others will be happy to try out the cable car experience whenever it opens, the average income of Tasmanians is lower than in other states and it is not likely that they will not keep coming back to the cable car as regular customers in large numbers. There will be a spike in visitation when it first opens but after all those locals who wanted to try it have tried it, on future visits visits to the mountains they are far more likely to take the road, which is, after all, perfectly good and has been transporting us up to the mountain perfectly well for many decades already. And no, you cannot close that road. There is no way local Hobartians will ever let you close that Road, or toll it, and they would protest pretty hard if you tried to introduce paid parking at the summit. Suffice to say, you cannot rely on locals to provide the visitation needed long-term to mak

e this an economically viable operation.

You cannot rely on tourists either because they come seasonally and the tourism economy peaks and falls regularly.

If it ain't broke, don't fix it. We have a perfectly good road that has been serving the mountain well since the 1930s. Any economic comparison studies you have done based on cable cars that operate in places that do not have a mountain road should be thrown out of all consideration immediately. If we did not have a mountain road, and the only other way to get to the summit was to walk, then the cable car would be a far more popular idea for a far greater number of Tasmanians, and a far more profitable one. But we have a road. We can get to the top of the mountain in our own cars on our own time and pay nothing more than petrol. Given that most Tasmanians have a comparatively low income, and a long held belief that our mountain is ours to access for free whenever we want, you cannot rely on them to use the cable car frequently and in large enough numbers to make it economically viable as a business.

Given that the state government is going out of its way to pass legislation to try to force this development through, it is expected that they will also contribute a substantial amount of money towards the cable car's construction. Then, down the line, when the operation of the cable car begins to struggle economically, who will the operators turn to for support? The state government. Who will not be able to say no, having invested such a large amount in the project's construction in the first place. And because this project is and will remain economically unviable throughout its life, that is going to be an enormous drain on the public purse for many years, and that is not acceptable.

If you build this huge economic white elephant on our Mountain, and funnel millions of dollars of public money into it, over and over into the far future, when potentially it may even have to just close because it stops being viable for you to keep shoveling that amount of public money into it long term, you will have to answer to the voters about this. This project will not be popular. It never has been. Some people like it, certainly, but once they see how much it really costs and how much of that cost must be borne by us, the Tasmanian voters, they will not be happy.

What I think Tasmanian voters would be happy about is a development at The Springs. It is true that there is a lot of visitation to the mountain and that the local economy could benefit from businesses starting up there. The Springs is far more accessible than the summit, for both customers and deliveries, and far less susceptible to the weather problems that would plague anything operating on the summit. So please put Tasmania's public money somewhere where it can do more good, respect the landowner consent laws and protect our natural places, don't make financially unsound decisions, and funnel your mountain development ideas into The Springs instead.

Yours sincerely,

Caroline Riseley

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