

**From:** Victoria Ryle  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable car development on Kunanyi  
**Date:** Tuesday, 1 August 2017 8:47:32 PM

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Dear Madam/ Sir,

I do not support the change to legislation regarding the cable car proposal. Indeed I am most concerned by this proposed legislation. In my opinion it is an extraordinary use of the legislative process to get around current protections to a National Park. It reeks of cronyism, back door behaviour and short term corporate profit over a long term vision for Tasmania. The track record of successive Governments is very poor in this regard - the public is well aware of the cost borne by the tax payer for the damage caused by the pokies, all in the name of benefitting an individual company. While I'm not suggesting that this is an error of the same catastrophic magnitude, I do believe it could lead to back room deals and the tarnishing of Tasmania's reputation.

Kunanyi/ Mt Wellington is a highly significant and symbolic place for both tourists and locals alike. The land should not be made available for a private business to profit, and especially not for one that will cheapen the natural beauty. Tourism in this State needs to be developed with great sensitivity at this time, as mistakes are often irrevocable. It is also a major concern that while the government wants to change the law for the mountain to be visually desecrated, there seems to be no consultation with traditional owners.

So please do not tar this government with the same brush as so many predecessors - changing laws to make it easy for a few people to line their pockets.

Regards,  
Victoria Ryle



**From:** Daniel Ryan  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Tuesday, 1 August 2017 8:50:46 PM

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It is clear that the current State Government and particularly Minister Mathew Groom are setting a dangerous precedent to allow a private developer an extraordinary pathway to circumvent what should be a rigorous assessment process. This is the type of corrupt practice one would expect to see in countries where the population is used to being lied to and treated like idiots by Politicians and Developers who think only of power and money. I will be among the protesters against this flawed attempt to destroy the beauty of kunanyi/Mt Wellington

Yours sincerely, Daniel Ryan [REDACTED]

[REDACTED] This email was sent by Daniel Ryan 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](mailto:campaigns@good.do), however Daniel provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Daniel Ryan at [REDACTED].

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**From:** Daniel Panek  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Submission re: kunanyi/Mount Wellington Cable Car proposal  
**Date:** Tuesday, 1 August 2017 8:57:06 PM

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Hello,

I write to express my strong concern and opposition to plans for the **Draft legislation to facilitate access** to progress the kunanyi/Mount Wellington Cable Car proposal.

I am concerned that the move to bypass the need to obtain landowner consent would set a dangerous precedent that would potentially allow development to run roughshod over many of the precious and unique environments and cultural heritage that serve to set Tasmania apart and shine on the world stage. The key point to remember here is that Tasmania's point of difference, which lends it the competitive market advantage it enjoys today in the tourism sector is precisely its wild and undeveloped nature. Paving the way for kunanyi/Mount Wellington Cable Car development and the others that will be sure to follow by effectively dissolving the rights of affected landholders would be tantamount to tourism suicide.

Which brings me to my next concern, namely the massive conflict of interest inherent in this proposal, from the unacceptable favouritism shown by the minister Matthew Groom to his acquaintance Adrian Bolt all the way to the impropriety of Tourism Tas executives holding an interest in the proposal. A full and open inquiry needs to be undertaken to bring to light all these pre-existing relationships that are not only anti-competitive, but also contrary to the public interest.

I also believe that the cable car proposal is yet another clear affront to indigenous Tasmanian community who have expressed their opposition to the cable car and, although now having apparently "been consulted", are now being summarily ignored. This is abhorrent and completely unacceptable practice.

Furthermore, I object to moves to concentrate decision-making powers with the Minister as this effectively circumvents the rigours, checks and balances intended in the current legislation and thereby fundamentally undermines basic democratic process. The draft legislation must not be allowed to proceed in its current form and should be subject to full assessment, on merit, by a non-partisan council or panel.

This Draft legislation **MUST NOT** be allowed to pass.

Your Sincerely,

Daniel Panek



**From:** isis st pierre  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Tuesday, 1 August 2017 9:26:13 PM

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Please don't build a cable car, it will take the beauty and wild away from the mountain, and it's disrespectful.

Yours sincerely, isis st pierre

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Please reply to isis st pierre at [REDACTED].

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**From:** Shaadeh Khadembashy  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Tuesday, 1 August 2017 9:32:13 PM

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Dear Government officials and politicians,

I am writing to you about the Bill regarding the proposed cable car project on kunanyi or so called Mt Wellington in Hobart Tasmania which has been proposed by Tasmanian Minister for State Growth Matthew Groom. As a young resident of Hobart at 25 years, I have grown fond of the mountain which has become a significant geographical monument in my life, and I intend to stay in Hobart for the rest of my life, so the mountain is important to me. I am shocked by the lack of respect for Indigenous Tasmanians, local residents and general Hobart communities input on the matter. Simply allowing less than 3 weeks for consultation is not enough for such a high impact implementation of such an infrastructure. This demonstrates to me the careless intentions of the project and in relation to the full impacts on the community, by Matthew Groom and Adrian Bold who has vested interest claiming public land. This looks a bit like neo-colonialism, don't you think? There are many more reasons to

reconsider the 'Mt Wellington Cable Car Facilitation Bill 2017' which I am sure you are well aware of. Please consider the voices of the future, such as mine, who do not want this to happen for the benefit of the people and other beings who dwell on the mountain.

With warmth, Shaadeh Khadembashy

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Please reply to Shaadeh Khadembashy at [REDACTED].

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**From:** Michael Roberts  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Tuesday, 1 August 2017 9:52:16 PM

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I have the following comments to make about the proposed bill:

- The proposed Bill would remove some of the powers of the Hobart City Council in several ways, firstly by exempting the cable car project from requiring written consent from the General Manager of the Hobart City Council before a development application can be lodged, secondly by removing the requirement for the written consent of Hobart City Council to accompany a report recommending land acquisition for the project, and thirdly by granting access to land owned by Hobart City Council for planning activities without the landowner's permission. The Hobart City Council members are democratically elected representatives of the local community so taking away the power of the Hobart City Council in these ways directly disempowers the local community from making decisions about their local area on their own behalf.
- Under the proposed Bill, the permission of other local landowners would also not be required for planning activities. This also disempowers these members of the local community.
- The proposed Bill would also allow public land to be acquired on behalf of a private developer not only for 'public infrastructure' but for 'other prescribed services'. This is a sign of very lazy legislation. The cable car project doesn't fit the definition of 'public infrastructure' so the Bill puts the project into a very ill-defined category to allow this acquisition to proceed.
- The proposed Bill removes public land from public use without compensation. Although the public land acquired cannot be sold to the developer, the loss of this asset from public hands occurs without any immediate direct economic benefit to the community. If the development degrades or destroys the values of the public land, or restricts the public's use of the land for recreation or other purposes, surely the public needs to be compensated in some way.
- If the proposed cable car project is so significant and is to provide so much benefit to the community as its proponents argue, why is there such a short period for public comment on the draft Bill? There is a sense of something being rushed through here without real public consultation.

Yours sincerely, Michael Roberts [REDACTED]

1st August 2017

\_\_\_\_\_ This email was sent by Michael 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](mailto:campaigns@good.do), however Michael provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Michael Roberts at [REDACTED].

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FC 3834 visit: [www.rfc-base.org/rfc-3834.html](http://www.rfc-base.org/rfc-3834.html)

**From:** Gary Brooker  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Tuesday, 1 August 2017 10:45:27 PM

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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. There are some suggestions of points you could make in the email tips above.

Yours sincerely, Gary Brooker [REDACTED]

\_\_\_\_\_ This email was sent by Gary Brooker 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](mailto:campaigns@good.do), however Gary provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Gary Brooker at [REDACTED].

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**From:** Ray Brooker  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Tuesday, 1 August 2017 10:48:23 PM

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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, Ray Brooker [REDACTED]

\_\_\_\_\_ This email was sent by Ray Brooker 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](mailto:campaigns@good.do), however Ray provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Ray Brooker at [REDACTED].

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**From:** CAROL COLLINS  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 3:44:18 AM

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The cable car is an offensive proposition—it would privatize part of the summit of the mountain and its infrastructure would cut straight across the Organ Pipes.

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

Yours sincerely, CAROL COLLINS

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Please reply to CAROL COLLINS at [REDACTED].

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**From:** Tom Street  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 4:25:04 AM

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Hello,

I'm writing to voice my opposition to the building of a cable car on Mt Wellington. I live in Hobart because of it's proximity to undeveloped naturally beautiful areas. A cable car would detract from the natural beauty of the mountain in my eyes. It is something I would really like to not happen.

Yours sincerely, Tom Street [REDACTED]

\_\_\_\_\_ This email was sent by Tom Street 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](mailto:campaigns@good.do), however Tom provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Tom Street at [REDACTED].

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**From:** Salome Argyropoulos  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 5:59:12 AM

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No part of this mountain should be privatised. Keep intact its protected status.

Yours sincerely, Salome Argyropoulos [REDACTED]

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Please reply to Salome Argyropoulos at [REDACTED]

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**From:** Toni Wilson  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 6:18:03 AM

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Yours sincerely, Toni Wilson [REDACTED]

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Please reply to Toni Wilson at [REDACTED].

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**From:** rothwell miller  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 9:16:54 AM

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It is our experience in NSW that legislation such as this is part & parcel of a govt that seeks to conceal unconscionable deals behind a view of 'legislation' generally passed off as 'in the best interests of the public'. WRONG, the best interest of the public is served by allowing debate about such crazy ideas as this cable car proposal. Mt Wellington/Kunanyi is already accessible to everyone. Such a proposal would long term degrade & destroy all that is unique, breath-taking and unspoilt about that peak.

Yours sincerely, rothwell miller

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Please reply to rothwell miller at [REDACTED].

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**From:** Fiona Perrin  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 9:23:04 AM

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I oppose this bill. It bears all the hallmarks of ill conceived leadership. It rides roughshod over taxpayers' rights by grabbing public land for private enterprise. This bill elevates the government to arbiter and judge of what is good for Tasmania. I call for this bill to be rejected and for kunanyi/Mt Wellington to be protected from insensitive, large scale development.

Yours sincerely, Fiona Perrin

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Please reply to Fiona Perrin at [REDACTED].

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**From:** declan hunn  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 10:21:53 AM

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I'm writing to submit my concerns regarding the Cable Car facilitation bill, as a working member of the tourism industry, i do not believe it is in hobarts best interests to have a cable car development on Mt Wellington/Kunanyi. my concerns are the extra development as leaving a lasting visual impact upon the mountain and the requirements for development on a sight of important aboriginal heritage in the immediate hobart region. The impacts upon bushwalkers, rock climbers and mountain bikers who use the mountain not only for recreation but the aesthetic beauty of the mountain will be noticeable in terms of enjoyment. The restriction of use for land acquired for development raises issues with the potential ease of private developers taking control of parts of Tasmania's national parks, reserves and crown land in the future, as a large part of Tasmania's future tourism will be based on our natural heritage this restriction of access except for commercial developments is not in keepi ng with where we should be heading as a state in regards to the use and access of our wild areas.

Yours sincerely, declan hunn [REDACTED]

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**From:** [REDACTED]  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** kunanyi/Mt Wellington cable car proposal -  
**Date:** Wednesday, 2 August 2017 10:31:02 AM

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Gday

before gaining my support this un-needed proposal must guarantee:

a remediation bond of \$50 million dollars, or to the sum of a clearly assessed forensic and forward examination of the costs of deconstruction, removal and remediation of proposed cable car infrastructure & sites, or which ever is the greater, mining remediation bonds can provide the model.

personal financial guarantees of all principals and their public supporters, they could form a completely liable partnership, (if their financial security is not risked with bankruptcy and yet expect subsidies via legislation to steal land from the public they are total sociopathic scum and deserve to to be outed as the carpetbaggers they are.)

public declaration of who is to directly financially gain from selling materials to said carpetbaggers, i.e. who will be the shopkeepers doing well out of the gold-diggers & carpetbaggers, who obviously cannot deliver without subsidy.

the proposal must be completely free of any government subsidy from any level, the proposers, principals and main supporters must personally risk everything and be seen to be bankrupted when it fails financially with or with out sucking on the public teat via direct or indirect subsidy.

cheers

meika loofs samorzewski

[REDACTED]

**From:** Deayton, Craig  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable Car Proposal Submission  
**Date:** Wednesday, 2 August 2017 11:50:07 AM

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## Submission in Support of the Cable Car Proposal

I can see many benefits for a cable car which is sensitively designed to accommodate the concerns around visual impact and having ridden cable cars in many places internationally, I am certain that this can be achieved without significant visual impact and with minimal environmental impact as well.

The main advantages I see are:

Improved access to the mountain when it would normally be closed to traffic due to snow

Improved access for the disabled

Reduction in traffic congestion on the road and at the summit.

Reduction in greenhouse emissions through reducing the number of cars and buses on the mountain

Improved safety for car drivers, pedestrians and cyclists. (As a keen cyclist who often rides on the mountain, the narrow road and limited passing presents a serious hazard. Descents are naturally and unavoidably faster on a bike and I have more than once encountered an international tourist driving on the wrong side of the road.)

Improved access for mountain bikers for some of the best mountain biking tracks in Australia

Improved experience and safety for walkers with reduction in car numbers

Vastly improved access and enhanced experience for tourists and visitors

Very significant economic benefits

Craig Deayton

[Redacted]  
[Redacted]

**From:** Graham McLean  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 12:35:05 PM

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I am concerned in principle about the proposal to acquire land for a private operator, but there are other concerns I would like to share:

1. even so close to Hobart, there is the sense of a “Wilderness Aesthetic” on Mt Wellington/kunanyi, and in this reserve I believe that increased development can only destroy the very experience that people seek
2. I am also extremely sceptical about the project's financial viability and that the State Government won't be “bailing” it out when it fails. This would of course be to our financial detriment.

Yours sincerely, Graham McLean

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Please reply to Graham McLean at [REDACTED].

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**From:** Trudy Woodcock-Outram  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Feedback on draft legislation to facilitate access for the building of a Cable Car  
**Date:** Wednesday, 2 August 2017 12:38:32 PM

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I disagree with the State Government passing through legislation to purchase land so that a cable car can be installed on Kunanyi / Mt Wellington. I do not feel that either the State Government nor the Hobart City Council have consulted with the Traditional Land Owners - the Tasmanian Aboriginal people nor have they consulted widely enough with the people of Hobart/ Tasmania regarding the construction of a cable car. There has been little viable or visible evidence of survey results from visitors to the island to see if they are interested in gaining access to the mountain via cable car and if they are what percentage - who are they and where do they come from?

I would like to see the consultation process/time greatly extended to better encompass wider public consultation. In addition to the is consultation there needs to be a great level on transparency in the proposal for the construction of the cable car. There also needs to be consideration into applying remediation bonds to works such as this proposed and to other construction that is proposed into National Parks and World Heritage Sites.

There are too many questions regarding the proposed construction of the cable car yet to be put forward:

- Who will directly financially gain from the sale of the land to the proposed constructors of the cable car?
- What remediation measures will be put into place? What level of bond will apply to the owners/constructors of the cable car? Remediation Bonds are in place for major mining operations - this project should be no different. A full assessment of remediation works must be completed as part of the consultation
- What assurance from Government will there be that this project will not be later subsidised by the Tasmanian tax payers should it not gain profitability?
- What are the financial/job benefits to the state and the people of Hobart if this project goes ahead - real figures not finger in the air guesses - I haven't seen any viable or visible scoping documents release to the public showing the financial benefit
- How much of the profits to be made on the cable car scheme will be kept in the state?
- Will it be a Tasmanian based and taxed business?
- Is this project financially viable? Where is the evidence of this?

Until these questions and a raft more in addition to a much larger and longer consultation period is opened up - I do not support the legislation change to bully through a land purchase that there is no public evidence will benefit the people or the state of Tasmania.

Yours Sincerely

Trudy Woodcock





**From:** [REDACTED]  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Mount Wellington Cable Car Legislation  
**Date:** Wednesday, 2 August 2017 1:14:49 PM

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Sir

I object to the Legislation in its current format as it could give the Minister the power to allow the cable car proponents to cut vehicle tracks for drill rigs into the Mount Wellington Park to carry out testing and other preliminary works. Given the number of towers likely to be needed these tracks could be quite extensive and easily viewed from Hobart. If the proposal does not eventuate, we will then not have a lot of scarred areas on the mountain.

The Bill needs to be altered to stop the Minister from being able to allowed to permit vehicle tracks in the Park during the preliminary testing phase.

Tony Parnell

[REDACTED]

[REDACTED]

**From:** Stephen Bennett  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 1:53:59 PM

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I oppose this legislation in any format.

I believe by-passing normal procedure to facilitate a private project, allegedly for a friend, would undermine confidence in the community for due process and lead to allegations of a corrupt process.

The draft legislation should be withdrawn.

Yours sincerely, Stephen Bennett [REDACTED]

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Please reply to Stephen Bennett at [REDACTED].

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**From:** Mary McNeill  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Change in legislation to make the way for cable car project  
**Date:** Wednesday, 2 August 2017 2:05:47 PM

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Attention: Anne Beach

I believe that the process of changing legislation to enable a private development on public land cannot be supported.

I do not believe it is "open and transparent" to forcibly acquire land by removing the public interest test. This does not feel transparent in any way, as members of the public may not be able to assess the implications of this change, and the government has not clearly articulated why the public interest test is not important when we are looking at a change of use of public land for a private purpose.

The particulars of the proposal, whether economically advantageous to the community, whether a positive or negative for tourism, good and bad for the environment, will be debated through the community, with our without knowledge of the complexity of Wellington Park as place of national significance, with multi-faceted values from ecological to cultural and recreational. It will be debated through extremes in viewpoints and unpleasant name calling on social media.

The particulars of the proposal however are not important when it comes to the Legislation. Trust in our Government, its processes and procedures, its ability to regulate land use through an orderly and fair process, this is important. To state emphatically that a normal planning process will follow this proposed change shows there is knowledge even within Government that this proposed change is not normal.

If a change in Legislation is required to kick start the planning process for a private project, without the necessity of being in the public interest, this is against democratic principles. When the Government is in the process of implementing major changes to our Planning Scheme, this feels very dangerous indeed to those who are concerned that the benefits of development be spread throughout society, including the interrelated social, environmental and economic realms.

I do not support the change in Legislation.

Mary McNeill

[Redacted signature block]

[Redacted footer block]

[REDACTED]

**From:** Anne Boothroyd  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 3:16:03 PM

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To Minister for State Growth, Matthew Groom,

I am writing to express my disappointment in your decisions regarding the Cable Car proposal. Your decisions imply that you do not see the intrinsic value that Mount Wellington/kunanyi, already possesses. Just because you can't see money doesn't mean it doesn't have value. The values Mount Wellington/kunanyi has now are:

- It is an ancient landscape, so close to the city, which is a unique value.
- It is an Aboriginal heritage site which has great value in demonstrating respect for our Aboriginal people.
- The biodiversity is varied and of a high quality for an area which is so close to the city, which is a unique value.
- It is an area valued by thousands of tourists and locals for recreational pursuits, such as walking, climbing, mountain biking, and just generally feeling like you're in the wilderness, which is an experience that is difficult to find in this day and age, and therefore of great value to society.

Whether or not you appreciate these values, the idea that a Bill should exist that allows the Government to just acquire land as they like for whatever use they intend is dangerous. It has obviously been drafted for the go-ahead of this project specifically. This is entirely irresponsible on the Government's behalf and I'm certain that voters will be disappointed.

Yours sincerely, Anne Boothroyd [REDACTED]

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Please reply to Anne Boothroyd at [REDACTED].

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**From:** [REDACTED]  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Mount Wellington Cable Car Facilitation Bill - objection  
**Date:** Wednesday, 2 August 2017 3:58:56 PM

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To whom it may concern,

I wish to record my objection to the draft Mount Wellington Cable Car Facilitation bill 2017 as amending the Land Acquisition Act 1993, or any similar amending legislation.

Not only is the purpose of this legislation to favour a private commercial entity contrary to the intent of the Land Acquisition Act, its proposal by the Department of State Growth is an abuse of due process.

Dylan Sutton

[REDACTED]

Sent from my iPhone

**From:** Lynne Hynes  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 4:22:37 PM

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A cable car up Mt Wellington would permanently damage an ancient landscape. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged.

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.

Yours sincerely, Lynne Hynes [REDACTED]

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Please reply to Lynne Hynes at [REDACTED].

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**From:** Ian Parry  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable car  
**Date:** Wednesday, 2 August 2017 3:09:24 PM

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I wish to register my objection to a proposed cable car in Hobart.  
Hobarts' attraction lies in Unspoilt wilderness at her back door.....not some tasteless mercantile Disneyland setup.  
Please leave Hobart unspoilt by yet more human interference.  
Thank you .  
Ian Parry  


Sent from my iPad

**From:** Glen Kraemer  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 4:41:08 PM

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Dear Premier, I visited Tassie for the 2017 summer on a yacht, spending the majority of my time in Hobart. Given my usual (and favourite) means of travelling around was on foot, I walked to the summit of kunanyi/Mt. Wellington five times. My usual route was the Cascade track, Myrtle Gully track, Hunter track and Panorama track. Each time was better than the previous – why? I went a little slower each time, to fully appreciate the following: magnificent vegetation. For example, many wildflowers were in bloom, the beautiful rainforest beside a small cascading creek on the Myrtle Gully track, and the colourful snowgums on the Panorama track;

beside parts of the Hunter and Panorama tracks were wonderful rock formations, including two scree slopes that the track crossed; and

at The Chalet was a spring where many visitors drank the fantastic clear water, and usually filled a water bottle or two.

None of these interactions will be experienced by visitors travelling to the summit on a cable car. In fact they'll be in a 'cocoon', where the only thing to change will be the view. There's much more to visiting the summit than the view, as I've outlined.

It seems to me that this cable car proposal is merely to satisfy the 'time poor' cruise ship passengers. The main tower on the summit is an eyesore. Please don't deface the mountain any more. kunanyi/Mt. Wellington deserves to be treated with much more respect.

Yours sincerely, Glen Kraemer

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Please reply to Glen Kraemer at [REDACTED].

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**From:** Geoff Young  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** MWCC Draft Legislation  
**Date:** Wednesday, 2 August 2017 4:45:47 PM

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Thank you for the opportunity to comment on the draft legislation relating to the Mt. Wellington Cable Car.

I believe in the proponents, their feasibilities and credentials.

My only comment is that the legislation needs to add in the assessment criteria MWCC have passed through as a pre-requisite for the minister to provide consent.

Kind regards

Geoff Young

[REDACTED]

[REDACTED]

**From:** Lou-anne Barker  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Submission regarding Mount Wellington Cable Car facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 6:12:36 PM

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I strongly disagree with the bill to acquire public land to allow the building of a cable car up Kunanyi/Mount Wellington.

- A cable car up Kunanyi /Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The Aboriginal community have indicated they do not wish a cable car on Kunayi.
- Rocks on top of the organ pipes would have to be blasted away and the beauty of the area 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. A road already exists up the mountain for people to see the view.
- 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.
- I live in Old Farm Road close to where the pylons will be built and bought my dwelling because of the natural beauty of the bush. This serenity of my place will be totally ruined if a cable car trundles by on a continuous loop.

Yours sincerely Lou-anne Barker



**From:** Sergei Nester  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 7:04:40 PM

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the infrastructure building of infrastructures and access to infrastructure will permanently scar the mountain. Cable cars constantly passing the iconic parts of the mountain will ruin the enjoyment of the mountain for many in exchange for financial gain to a few. A large scale hotel and restaurant and the inevitable bustle and increase in visitors will permanently destroy the solitude the mountain can afford. Just because tourists want to visit a mountain once doesn't mean we should ruin the experience for those who enjoy it year round. This is lowest denominator Tourism for an unimaginative 'theme ride' project that hasn't ever succeeded before due to the foresight of previous legislators. The mountain's true advantage is in NOT doing it because Cape Town, Christchurch or Cairns have one. Making it slightly difficult, slightly challenging and therefore more rewarding to the visitor to feel they have achieved something difficult is what the long term economic advantage will always be.

Yours sincerely, Sergei Nester

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Please reply to Sergei Nester at [REDACTED].

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**From:** Kevin Parkinson  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Mt Wellington Cable Car Written Support  
**Date:** Wednesday, 2 August 2017 7:10:11 PM

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Dear Sir,

I am writing in support of the Tasmanian Government introducing the Mount Wellington Cable Car Facilitation Bill 2017 to ensure that the Mt Wellington Cable Car is built.

**Mount Wellington Cable Car Written Feedback**

1. I understand the MWCC company has about 2.7 million at this point & will require some 54 million to be built.
2. **I suggested that the MWCC company be float as a public company & have very good corporate governance in place to finance the project.**
3. The project will create many local Jobs (Not jobs in China) for our youth, 200 on construction & 80 local jobs when operating as I understand.
4. The MWCC Restaurant on top of Mt Wellington will be a major tourist attraction leading to many tourist visiting Tasmania.
5. The benefit to small business in the area from tourists & this in turn will create local employment.

Regards  
Kevin Parkinson

**From:** Robert Jackson  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 7:14:31 PM

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Dear Minister for State Growth, Matthew Groom,

I can see Mt Wellington from my kitchen window.

I don't want to see a cable car going up and down, it will be ugly and will significantly detract from my enjoyment of my residence.

Visiting friends and relatives love the Mt Wellington backdrop to our beautiful city and have informed me that a cable car would ruin the atmosphere of Hobart.

I implore you not to proceed with this project. Please don't proceed with the draft bill to acquire the land.

Yours sincerely, Robert Jackson [REDACTED]

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Please reply to Robert Jackson at [REDACTED]

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**From:** Gary Tew  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Change to Legislation  
**Date:** Wednesday, 2 August 2017 7:18:48 PM

---

I do not support the change to legislation regarding the cable car proposal. The mountain is a very significant and symbolic place for both tourists and locals alike. The land should not be made available for a private business to profit, and especially not for a tacky project like the cable car, Please do not tar this government with the same brush that so many predecessors have been - that of changing laws to make it easy for a few people to line their pockets. It is also a major concern that while the government wants to change the law for the mountain to be visually desecrated, there seems to be no consultation with traditional owners.

Yours faithfully  
Gary Tew



**From:** Simon East  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 7:22:41 PM

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To whom it may concern,

I am writing in regard to the Mount Wellington Cable Car Facilitation Bill 2017. I consider the Bill a travesty of Tasmania's planning system. There does not appear to be a justifiable reason to subvert the Hobart City Council from the planning process with regards to the need for their landowner consent. The process has lacked opacity and sets a precedence that suggests to any developer that the Tasmanian Planning Commission is irrelevant.

As a resident of Hobart and a recreational user of Mount Wellington for 40 years I am also concerned about the significant effect that the proposal will have on the social and visual amenity of Mt Wellington. Mt Wellington desperately needs improved visitor services, but I do not consider the proposed cable car a suitable proposal. A visitor centre at the Springs is the obvious alternative that I fully support.

I implore you not to support the bill and let the planning process run its proper course.

Yours sincerely,

Simon East

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Please reply to Simon East at [REDACTED].

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**From:** Sarah Ford  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 8:14:28 PM

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Mount Wellington is a significant Aboriginal place that is deeply respected by locals and tourists alike for its environmental and cultural heritage.

Mount Wellington is an unspoilt attraction that is beautiful from below and above. A cable car would permanently and irrevocably damage the landscape for current and future generations.

I urge the Tasmanian Minister for State Growth Matthew Groom to reconsider the Bill in the best interest of the State of Tasmania and the wider Australian community.

Yours sincerely, Sarah Ford [REDACTED]

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Please reply to Sarah Ford at [REDACTED].

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**From:** Nicholas Smithies  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Proposed legislation change  
**Date:** Wednesday, 2 August 2017 8:20:35 PM

---

To Whom It May Concern,

I am writing this to let you know that I do not support legislation that would give the Parliament of Tasmania power to acquire land on Mt Wellington to facilitate the proposed cable car project.

Sincerely

Nick Smithies

**From:** Miles Gray  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 8:28:32 PM

---

Dear Mr Groom, I write to you with disgust about the proposed cable car proposal.

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.

I cannot believe you would dare damage this extremely sacred indigenous site.

Furthermore, 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.

Also, 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. Tasmania does not need this kind of rogue development. It's the natural state, afterall.

Please show some respect for nature, rather than your back pocket, Miles Gray [REDACTED]  
[REDACTED]

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Please reply to Miles Gray at [REDACTED].

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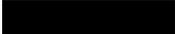
**From:** Chris Mctye  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Kunanyi/Mt Wellington cable car proposal  
**Date:** Wednesday, 2 August 2017 8:58:10 PM

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I am writing to express my support for the cable car proposal provided we are satisfied that the successful applicant has the financial capability to deliver a sustainable commercial project.

This will open up significant recreational and tourism opportunities which will deliver the state economic benefit

Lets get on with it and don't bog it down in unnecessary red tape.

Thanks  
Chris McTye  


**From:** Catharine Errey  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Comment on Draft Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 9:08:49 PM

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## Comment on Draft Wellington Cable Car Facilitation Bill 2017

I am strongly opposed to the provisions of the Draft Bill for the following reasons: -

- The time period allowed for public comment is too short, meaning that members of the public have not had long enough to become adequately informed about the implications of the draft Bill.
- There is already an existing process, which it appears the cable car proponent has not followed or is not prepared to follow, for submitting a development application to the land owner, Hobart City Council.
- Residents of Hobart LGA must themselves comply with existing prescribed processes for development applications – there was public outrage about the recent unlawful partial demolition of a house at Mt Stuart. Residents of Tasmania rely on and expect to have to comply with existing regulatory processes - and we expect the rules to apply to everyone in this society. This is a basic tenet of our democratic system. Why should an exception be made for the cable car proponent?
- The draft Bill is proposed for the purpose of benefiting one particular proponent. Regardless of the merits or otherwise of his project I consider it highly unacceptable that existing processes be overridden in order to benefit one individual. At the very least the Minister should be inviting expressions of interest from other potential proponents.
- The draft Bill sets an alarming precedent whereby any public land could be acquired for the benefit of a private developer.
- The draft Bill does not define exactly which area of land it applies to – a serious oversight.
- Wellington Park is managed on behalf of the citizens of Tasmania by the Wellington Park Management Trust. The Trust manages the Park for its natural, scenic, cultural/historic values as well as for public recreation and for drinking water quality. The Park is a public asset and no government has the right to override the landowner or land manager in order to benefit a private developer.
- The draft Bill contains no mention of any of the current recreational activities that take place on the kunanyi/Mt Wellington summit area and of how these would be impacted by the land takeover. These include: car-based sightseeing, bushwalking, snow play, rock-climbing, mountain biking and hang-gliding. How would site-testing impact on these activities?
- Under current law, permission is required from the land owner before any would-be proponent can enter the land to undertake surveying or assessing activities required for preparing a development application. I am extremely concerned that under this draft Bill it would be the Minister who would grant authority to enter the land. **And I note that in the**

**draft Bill this power is not limited to this particular area of land.** Again I see this as an erosion of the democratic processes that we take for granted.

- I am also very concerned that the draft Bill makes no provision for consultation with the land owner, Hobart City Council, before authority to enter the land is granted by the Minister. Is this just an oversight or does this omission also feed the impression that the draft Bill was drawn up simply to favour the proponent, bypassing the usual processes?
- If Hobart City Council has no authority to permit/prevent the proponent entering the land in question to do assessments on the site, which person/agency will be liable for any accidents/injuries that take place on that site?
- Part 5(1) of the draft Bill states that “*for the purposes of the project*” the land in question will be treated “*as if the project were a service prescribed for the purposes of paragraph (i) of the definition of infrastructure in section 7A of the Land Acquisition Act 1993*”, implying that this proposed takeover of public land is for the purpose of providing an essential service such as sewerage, water or emergency services. These essential public structures/facilities are already provided, in the form of the Pinnacle Road, car park, public toilets and public shelter/viewing platform.

Catharine Errey

[REDACTED]

[REDACTED]

**From:** morgan sherrey-dadd  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Dear Bill  
**Date:** Wednesday, 2 August 2017 9:25:18 PM

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Hi Bill,

This place is special, it provides for such a community Fauna and humans alike.

Yours sincerely, morgan sherrey-dadd [REDACTED]

\_\_\_\_\_ This email was sent by morgan sherrey-dadd 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 morgan provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to morgan sherrey-dadd at [REDACTED].

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**From:** Melanie Archer  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 9:47:03 PM

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Dear Sir/Madam

Mount Wellington belongs to the people of Tasmania. The suggestion that part of Wellington Park should be compulsorily acquired to benefit a private developer and enable a proposal that does not have a proven social licence is outrageous and would create a dangerous precedent. Nor is it reasonable to give only three weeks for the public to comment on the proposed legislation.

To quote a correspondent to the Hobart Mercury newspaper, “Cable cars are a Twentieth Century circus”. They have no place in this more enlightened time that values environment and people, and certainly no place in our beautiful, relatively unspoilt city.

The residents of Hobart have no wish for this eyesore to be foisted upon them. The summit of the mountain is already accessible to them in most weathers. As for tourists, they come to Tasmania for its natural beauty and eternal landscapes. If we ruin what makes Hobart and Tasmania unique in the world then they will go elsewhere – plenty of other towns and mountains have cable cars for “recreation” if that is their preference. However, only one place has the unsullied majesty that is Mt Wellington, watching over Hobart and its harbour.

An ugly, unnecessary, trivial cable car can never be justified in this most beautiful city of ours. The sale of what belongs to all should never be allowed for the unlikely profit of a greedy few.

This outrageous land grab must be prevented, and Tasmania and Hobart saved from the kind of “development” that has ruined many natural wonders. We have what the world wants and this must not be squandered.

Yours sincerely, Melanie Archer [REDACTED]

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Please reply to Melanie Archer at [REDACTED].

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**From:** Josh Pringle  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 9:49:54 PM

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Hello,

I am writing as a concerned member of the Hobart community regarding the draft legislation for the kunanyi/Mt Wellington cable car proposal. I fear that special treatment is being given to a private company in order to facilitate a project that is opposed by many Tasmanians. A private company should be required to follow the existing development application rules and allowing them not to will set a dangerous precedent for the acquisition of public land for private gain in the future.

I am also opposed to the cable car for the following reasons:

Visual impact. kunanyi/Mt. Wellington offers a wonderful visual connection to nature from almost every area in Hobart. I fear that adding a cable car will greatly diminish its visual qualities. The view of the Cascade Brewery and the mountain from South Hobart is an especially iconic view. A cable car would drastically change this picturesque image and alter the experience for tourists and locals alike.

Overcrowding in a sensitive alpine area. A cable car would bring hundreds, if not thousands of people a day into a sensitive alpine area. I fear that these crowds will not only drastically change the remote feel on the top of the mountain but irreversibly damage the fragile eco-system through increased foot traffic and rubbish.

Loss of a sense of separation. As someone who regularly uses the mountain as an escape from the city I fear that a glass and steel structure moving overhead and intruding on views will completely change the feel of the mountain. The mountain is so important as a space of nature for walkers, bike riders and climbers and I feel a cable car will change the mountain from a space for all the community to one dominated by private enterprise.

Increased traffic. With only a single road to access the cable car carpark I am concerned about the vast increase in traffic that would flood into South Hobart. I am concerned that Macquarie street and Cascade road will not be able to handle the extra traffic and it will turn South Hobart from a nice relatively quiet suburb into a congested highway.

I urge you to oppose these changes.

Sincerely, Josh Pringle

Yours sincerely, Josh Pringle [REDACTED]

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Please reply to Josh Pringle at [REDACTED].

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FC 3834 visit: [www.rfc-base.org/rfc-3834.html](http://www.rfc-base.org/rfc-3834.html)

**From:** Allyson Ekin  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 10:13:47 PM

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As a permanent resident of the Hobart, I am shocked and oppose a bill which has been tabled that a) would change previous legitimate conditions that owner permissions be required by those collecting data for a development application, b) would encourage any sort of eyesore cable car to be developed on our beloved iconic mountain, and C) be rushed through in less than. 3 weeks. This smacks of nepotism, and will lose this govt the next election. Shame on you.

Yours sincerely, Allyson Ekin [REDACTED]

\_\_\_\_\_ This email was sent by Allyson Ekin 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 Allyson provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Allyson Ekin at [REDACTED].

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**From:** Robert Rands  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Wednesday, 2 August 2017 10:49:36 PM

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I refer the government to the following statement:

"The Tasmanian Minister for State Growth Matthew Groom has released a draft Bill with the sole purpose of acquiring land to allow his mate Adrian Bold to build a cable car up kunanyi/Mount Wellington.

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. And the Government has given us less than three weeks to respond to the Bill!"

Given that the petition, thus worded, is still up and open for signature, I assume the allegation that Mr Groom and Mr Bold are ‘mates’ would not bear the scrutiny of the court in a libel case.

So I wonder whether Mr Groom has the capacity to understand how compromising his actions are, and how it is that his actions do not appear to serve justice, for the state of Tasmania.

Yours sincerely, Robert Rands [REDACTED]

\_\_\_\_\_ This email was sent by Robert Rands 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](mailto:campaigns@good.do), however Robert provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Robert Rands at [REDACTED].

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**From:** Alexander Breckenridge  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Mount Wellington Cable Car  
**Date:** Thursday, 3 August 2017 6:46:20 AM

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Good Morning,

I wish to express my support for the draft legislation proposed to help facilitate the development of a cable car on Mount Wellington.

A cable car on Mount Wellington has been mooted for many years now and I think at last we have a very workable model from the current proponent.

I firmly believe that this project will be a significant drawcard for tourism in Hobart and indeed all of Tasmania. It will provide economic benefits for the local community during the building and construction phase, direct employment whilst operating and spin-off benefits to all in the tourism sector as additional tourists who are attracted to Hobart because of the cable car will stay in hotels and other accommodation, eat at restaurants, rent cars and visit other tourism ventures whist here.

Just look at the boom created by MONA. Build it and they will come!

The proponent has a carefully thought out proposal that has minimal impact on the environment and visual disturbance to our beautiful skyline, certainly less than the ugly transmission towers that exist there now!

The fact that the project is not asking for or reliant on government funding is another factor in it's favour.

I commend the current State Government for proposing this legislation to assist in getting this important project of State significance off the ground.

Yours faithfully,

Alexander Anthony Breckenridge  


R C Dowling

[REDACTED]  
[REDACTED]  
[REDACTED]

consultation@stategrowth.tas.gov.au  
State Growth,

Attention Anne Beach

Re; kunanyi/Mt Wellington cable car proposal

Dear Madam

As a supporter of Tasmanian sustainable development, I would like to submit my letter in support for the kunanyi/Mt Wellington cable car draft legislation. There are a number of points that indicates my support this proposed development.

- Enable better and all weather access to the kunanyi/Mt Wellington summit.
- Provide a better more relaxed access to the summit.
- Serve as a better easier access focal point to the city of Hobart and it surrounds.
- Increase tourist numbers to our states capital and surrounding areas.
- Give reliable public transport access to kunanyi/Mt Wellington summit for persons without their own transport at a more frequent rate then present.
- Reducing the amount of transport vehicles to the summit thus reducing the strain to the existing environs

In addition to the cable car development I would like to point out that other works should be looked at now or in the near future to enhance the tourist experiences to the kunanyi/Mt Wellington summit. This should also be considered with the present legislation.

- Provide better stylish contrasting designs to existing structures.
- Install more all weather viewing points to other areas of the summit.
- Revamp existing summit layout to enhancing the visitor experience using existing natural materials.

I wish to thank all for this opportunity to submit my opinions and hope my submission will be taken into consideration when looking at the present draft legislation.

Yours Truly

R C Dowling

**From:** Susan Todd  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 7:42:08 AM

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We live in Lindisfarne with a wonderful view of our mountain. The idea that a private business could destroy the beauty of that view with government approval is shocking. Kunanyi/Mt Wellington belongs to us all. No cable car on the mountain.

Yours sincerely, Susan Todd

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Please reply to Susan Todd at [REDACTED].

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**From:** Wren Fraser Cameron  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 7:55:51 AM

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I totally object to this proposal for a cable car up kunyani. This Mountain should not be defaced or desecrated by a lack of imagination. Cable cars would be a liability, subject to all the katabatic winds that the Mountain dishes up. A snow plough and shuttles would get the tourists to the top without dividing the city and wounding people's sense of place.

Yours sincerely, Wren Fraser Cameron [REDACTED]

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Please reply to Wren Fraser Cameron at [REDACTED].

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## *kunanyi - Sacred Mountain.*

- *Does the fact we are even considering the Mt Wellington Cable Car on kunanyi show how little we understand 'Aboriginal Cultural Views'?*

Respect for and consideration of our First People's rights and beliefs about their sacred mountain should be our top consideration. Have we *really* considered what has gone before over tens of thousands of years and what still continues to be in our rush for money and power? Are we completely missing the point?

- *Why does commercialism give us the right to denigrate that?*

We are so far behind with our knowledge and understanding about our First People, it is high time we started to catch up. How can we make appropriate decisions about the mountain without prior knowledge of what is important? For this reason the Mt Wellington Cable Car proposal is totally inappropriate.

- *Would we desecrate our church?*

Retaining the mountains *integrity* surely must be our top priority. More amenities to accommodate a greater volume of tourists on top of the mountain would have to be built if the cable car was erected. Important heritage will be destroyed through any "development".

- *Why do we have to be the same as everywhere else?*

The fact that kunanyi is underdeveloped is what attracts people to it.

- *Is changing the legislation to facilitate access to the mountain and to further enable and speed up this project, setting a dangerous precedent?*

Will this be the first of many other acquisitions to facilitate other contentious projects?

*Let an underdeveloped kunanyi be a symbol to say we are truly sorry for past injustices perpetrated on our behalf.*

*kunanyi - Sacred Mountain- a wonder to behold.*

*Learn to respect the view.*

**From:** Hannah Moloney  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 9:46:11 AM

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To Whom It May Concern,

I personally think that there is great potential and opportunity to enhance tourism to our beautiful Kunanyi. However I don't agree a cable car is the best, most effective way of doing this as outlined by the campaign points below. I'd love to see nature base tourism further created in the form of

- Further enhanced mountain biking and bush walking tracks.
- Aboriginal interpretive Centre – perhaps located at The Springs

These two things alone would be an incredible asset to the Mountain, community and the tourism industry. Think big and LONG TERM please.

Kind Regards,

**CAMPAIGN POINTS:** 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.

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Please reply to Hannah Moloney at [REDACTED].

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**From:** Dick Le Fevre  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 10:43:15 AM

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I support the Cable Car submission in its entirety. Tasmania needs this tourism project.

Yours sincerely, Dick Le Fevre [REDACTED]

\_\_\_\_\_ This email was sent by Dick Le Fevre 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](mailto:campaigns@good.do), however Dick provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Dick Le Fevre at [REDACTED].

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**From:** Indira Rosenthal  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 11:15:47 AM

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Dear Minister

I am writing to express my grave concerns about the proposal for a cable car on Mt Wellington and about the inadequate consultation process.

Specifically, the cable car, and the necessary infrastructure to support it (pylons, cables, terminus etc.) will irrevocably wreck the natural beauty of the mountain. They will be visual pollution on what is one of Hobart's most significant, iconic features. The building of the cable car would also necessarily cause serious damage to the natural environment and wildlife habitat.

The Bill raises a number of other very serious concerns for me, including:

- The exemption of the cable car project from the landowner consent requirements for public land to allows the State Government to acquire public land for private development,

- Giving the Minister authority to authorise entry onto land, subject to any terms or conditions, bypassing the current requirement for permission from landowners. As drafted, this power could be used to authorise entry onto private land to carry out preliminary assessments both within and outside of the Wellington Park land owned by the HCC.
- Effectively locking up the land acquired for the cable car as Crown Land, preventing it from being used for public recreation.

For these and other reasons, I urge you to halt this project.

Yours sincerely, Indira Rosenthal [REDACTED]

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Please reply to Indira Rosenthal at [REDACTED].

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**From:** Lindsay Brinsdon  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Bill  
**Date:** Thursday, 3 August 2017 11:22:22 AM

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For attention: Anne Beach  
Department of State Growth  
Hobart

### **Submission on Mt Wellington Cable Car**

#### **Facilitation Bill, 2017**

Dear Ms Beach,

I share the concern, indeed anger, of many other people, both local and elsewhere, over this decidedly unwelcome Bill.

It is obnoxious that the present Liberal Government should seek to obtain by compulsory acquisition what is public land owned by the Hobart City Council atop kunanyi/Mt Wellington to assist what is, after all, a private company's commercial venture.

It could well open the way for more commercial ventures on our iconic mountain – and that's a particularly worrying prospect.

Regards,

Lindsay Brinsdon, 

**From:** Colin Chick  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 11:32:34 AM

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To whom it may concern (and I'm hoping that's a lot of people),

My childhood was filled with walks all over the mountain. Memories fill my head of family photos taken at the base of the Organ Pipes, where I would look up in wonder at the reverse-vertigo inducing clouds racing over the top of those amazing rock formations.

I have spent many a night under canvas and in the many huts scattered over kunanyi, and woken to the sound of birds whose calls instantly conjure up even more memories of this special place. I also have what are akin to sacred places upon this living, breathing, gargantuan natural megalith; I know that risks sounding very hippy-esque, but it's not like that. There are "secret" places also; those that the casual visitor who drives to the top, gets out, takes their photos, then heads back down, having had an entirely legitimate, special experience of their own, are totally oblivious of. I, myself, when time has been tight, or had friends visiting on a tight schedule, have driven straight to the top to take in that priceless, glorious view. So I do understand the allure of making such quick access available.

But what of the best views from the top of the Organ Pipes down to Hobart on the outdoor wooden platforms, when there are cables and gondolas suddenly breaking the vista? Clear shots looking south down the river Derwent from Lost World and Mount Arthur, interrupted by cables and gondolas. What of the views up to blue and clouded skies from the bottom of the Organ Pipes, suddenly with lines, and "skybuses" breaking that view too? And what of those secret and Sacred sites that will suddenly become within metres of overhead observers? All the images that the proponents are providing showing how invisible it will all be conveniently neglect to show views from these, and many other places on the mountain itself (not from Hobart), that will be forever ruined by the presence of such a construction. Yes, these expressions are emotionally charged; some would even say selfish. And I really couldn't argue that they were wrong; my objections to a cable car are, for the most part, totally emotional.

But they are also charged with a strong need to protect such a vulnerable and precious ecosystem. I have had experiences coming across University Academics studying certain skinks found only on the mountain, and only certain places at that. I have seen plants that a misplaced hiking boot has inadvertently landed on; a plant that is also found in such few places in the world, that will now not survive another winter, due to that misstep. I am not saying that this was right under the (still vague and ambiguous) footprint of the proposed development, but I am saying that I have seen the fragility and unique flora and fauna that lives such a precarious existence up there.

I have also seen the betrayal of our city and surrounds with the promise of an unbroken skyline from the construction of a concrete observation deck, that can now be seen plainly from Hobart and it's far surrounds. It is a fragile place, and though I have high regard for genius engineers, I cannot comprehend them pulling off anything in that area, providing water and sewage infrastructure for the amenities, waste removal, supplies

delivery, and the ensurement of patron litter containment, as well as have it sit well and low impact into this fragile environment. Again, emotive, and that's my problem- even without mentioning the questionable days per year operational viability (of which even a cursory glance at the BOM data suggests not), the rescue contingencies for mid-giant-cable-span emergencies (and their costs), the viability of the bums on seats/ticket price/ break even/ profit viability. Looking at abandoned cable car images (that all, no doubt, had compulsory removal agreements built into their building clause) on the internet also create emotive feelings!

No, my problem is this; for the "public consultation" that's being requested here "I don't like it, and I never will" won't cut it. I don't have a legal bone in my body. To make matters worse (in this circumstance) though I walk and explore the mountain often, I also live on the eastern shore. I have a great view of kunanyi from my humble Housing Commission home here in Mornington, but certainly doubt I could see the cable car visually unaided. That being said, I have many telephoto shots taken from here of sunsets and moonset that would be spoiled by its presence. What public consultation can I realistically write that is a legal, not an emotive one? For, for someone who has just waffled on for so long, I'm at a loss for words!

Therefore, I will have to repeat, reiterate, regurgitate, and reflect some legal arguments that have been presented numerous times by others:

- 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.

With sincere, and concerned regards,

Colin Chick



**From:** Paul Turvey  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 11:35:51 AM

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I am so disappointed in the whole idea that a cable car up our mountain could even be contemplated.

This is a part of our pristine bushland behind the city which has been a refuge and recreational area for us all to enjoy and getaway from the busyness of city life. I have walked up the mountain many times and enjoyed its solitude and the approval and installation of a cable car would destroy this forever.

Allowing land to be set aside for this venture would set a dangerous precedent, regardless of reassurances to the contrary.

Taking visitors to the summit by car is a unique experience because of the absence of commercial activity. One experiences the remote ruggedness of the location and the environment.

I'm opposed to the State Government's misguided attempt to fast-track this project and the bullying tactics used on the Hobart City Council to attempt to circumvent the established procedure for similar projects.

I would respectfully suggest that IF this project should gain approval, that the proponent be required to lodge an amount of money as a bond to cover the complete removal of the cable car infrastructure at no cost to the citizens of Hobart. I don't understand how a \$54 million project like this can be financed by the limited number of patrons who would be required to pay an excessive fare to use this facility.

Yours sincerely, Paul Turvey [REDACTED]

\_\_\_\_\_ This email was sent by Paul Turvey 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](mailto:campaigns@good.do), however Paul provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Paul Turvey at [REDACTED]

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**From:** Kathy Hodgson  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 11:42:58 AM

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The Mount Wellington cable car should never happen..!! The impact on the mountain and it people and its visitors will continue over MANY years.. .. Heavy machinery, truck loads of concrete, noise, displacement and death of our wildlife and destruction of long used walking tracks on a once pristine mountain environment... and when it is finally finished, who will use it..? In summer, endless bus loads of cruise ship passengers and coach tours will be tag teaming through our quiet mountain foothill suburbs, It will be too expensive for locals of course, unless we get on for free like we do at MONA .! In winter?? Well.... no cable will run when the mountain is doing its thing in winter.. the gusts would be perilous !! Access..? How are the owners and investors going to recoup their money? Will the mountain rd be closed permanently? Will the only way to the top be walking or a cable car ride? Driving to the top of the mountain is an adventure in itself.. climbing out of the car and nearly being blown away, walking to the viewing station with frost bitten ears , not just taking in the view but being part of the mountain.. More can be done to allow people access to the top without intruding on the mountain.. Tourists and information centres mean food... warm food, packaged and wrapped food..!! Drinks and drink containers which in turn becomes rubbish..! Rubbish ripped out of people's hands by the howling wind that blows a lot of the time, or just dropped from people's hands because the bins wouldn't be outdoors.! and rubbish at 1200 metres is shameful.. but it will happen.. The springs is ideal as gateway to the mountain ... a new hotel, a ski lift terminal for access to the snow and a visitors information centre with a magnificent view of the mountain. I believe a plan for such a design has been submitted already but is yet to be approved.. why?? I firmly believe that any development further up than The Springs is completely wrong and I urge you to never go ahead .. ps.. where exactly is the money coming from?? Do you really know.??

Yours sincerely, Kathy Hodgson [REDACTED]

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Please reply to Kathy Hodgson at [REDACTED].

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**From:** Nancy Mauro-Flude  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Proposed legislation change  
**Date:** Thursday, 3 August 2017 11:52:02 AM

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To Whom It May Concern,

I am writing this to let you know that I do not support legislation that would give the Parliament of Tasmania power to acquire land on Mt Wellington to facilitate the proposed cable car project.

The project is an abomination and grabbing an alien idea from another country to generate funds is absurd. This is Tasmania is not San Franscisco. Not only does vicious wind whip up and around from the south of the planet and it could be a danger, all but the cost and site of it will be exorbitant. The utter disrespect for our Mountain - a formidable presence that many of us look towards for comfort or guidance, many of us feel it as an extension of ourselves.

Furthermore, the stated area for the car park and entry to the cable car is in a suburban area family of South Hobart with healthy native bird life. Echidnas live in the nature strips of Hillborough Rd, which has very small width, a car needs to veer to the side to give way in the event of two cars passing one another. So the idea is not only unwanted by the all the residents human and non human, but actually impractical to warrant the flow of tourist traffic.

In the time of more considered attempts towards reconciliation with the first nations people of our island, there is no consideration for what the tax paying people of the are thinking, or what the history of the area.

If you want to generate tourism dollars return the Springs Hotel to Kunyani, Mt. Wellington, Tasmania, a well considered and state of the art design, by local architects would bring many from around the planet to be accommodated and cradled in the dolerite of our proud and resplendent Mountain.

Please do not hesitate to contact me if there is any more information I any provide.

Sincerely

Dr Nancy Mauro-Flude

[REDACTED]

[REDACTED]

--

[REDACTED]

[REDACTED]

[REDACTED]

**From:** Dorita Hannah  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 12:30:47 PM

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Kunanyi is the first and last thing that greets me daily and forms a strong visual and spiritual presence in Hobart. It is essential that private development does not overtake or profit from this extraordinary landmark.

Yours sincerely, Dorita Hannah [REDACTED]

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Please reply to Dorita Hannah at [REDACTED].

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**From:** Susanne Thomson  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 12:48:40 PM

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Mt Wellington is a unique natural landscape that should be left to remain as a natural area. It is a beautiful piece of land because it has been left natural. A cable car would permanently damage such a majestic mountain, it would destroy the views and the peacefulness that such a natural environment provides to so many people.

Yours sincerely, Susanne Thomson [REDACTED]

\_\_\_\_\_ This email was sent by Susanne Thomson 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](mailto:campaigns@good.do), however Susanne provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Susanne Thomson at [REDACTED].

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**From:** Finegan Kruckemeyer  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 1:00:20 PM

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kunanyi is so intrinsic a part of Hobart, both aesthetically, culturally, environmentally and emblematically. Its renown lies in the very fact that it has stood largely unscathed by human hand, accommodating the presence of a beautiful city scattered across its foothills, but standing majestic and visually unimpacted above.

The presence of a cable car would change all of this. Like the proposals for looming skyscrapers in our CBD, it would be a single business decision which has catastrophic and far-reaching impact on the lands and communities around.

It would set a worrying precedent by allowing individual wealth-making and vested interests to permanently scar what is collectively-owned visual and cultural space.

And it would negatively impact the sitting government by suggesting a lack of rigour in its process, an acquiescence to personal profiteering, and a valuing of short-term entrepreneurship over enduring social legacy.

What is most inspiring (and also financially lucrative, progressively more so the rarer it becomes) about this city is its pristine reputation, its marriage of urban and natural, its proud self-regard and image of enduring culture, aesthetic and values. And kunanyi is a key part of this.

Please don't allow so much to be compromised by proceeding with the cable car build.

Yours sincerely, Finegan Kruckemeyer [REDACTED]

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Please reply to Finegan Kruckemeyer at [REDACTED].

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**From:** Grant Murray  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 1:06:13 PM

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The proposed cable-car on Mt. Wellington should not go ahead for a number of reasons.

Firstly, the visual impact of this project would be significant. The proposed building on the summit is in a prominent position and highly visible from all over Hobart. One of the beauties of our island is that every second mountain doesn't have a cable-car, unlike so many other places in the world. Consider why Uluru doesn't have a cable-car or visitor centre at the summit. Sure, many tourists would use it and it would make the developer a lot of money, but some things are worth more than money. Building an obtrusive cable-car would permanently degrade the experience of thousands of recreational users of our beloved park, including bushwalkers, mountain-bikers and especially, rock climbers, who travel from all over the world to specifically climb at the Organ Pipes. A visitor centre at The Springs would be a preferable, unobtrusive, low-impact option.

Secondly, this proposed deal stinks of cronyism. When those in government create laws that allow them to 'give' public land to their mates, for their private business ventures, only the naive or dishonest would say that there are no vested interests involved. I'm sure all those involved in this land grab will say, "don't you worry about that," but we all remember what Bjelke-Petersen's Queensland was like. Those advocating this project have no real love for the mountain; they are driven by personal greed and their own business interests.

The mountain belongs to Tasmanians and should never be carved up for the benefit of politician's developer mates.

Yours sincerely, Grant Murray [REDACTED]

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Please reply to Grant Murray at [REDACTED].

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**From:** Aaron Horsley  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Sorry no  
**Date:** Thursday, 3 August 2017 1:08:47 PM

---

This is a terrible idea. It sets a bad precedent; As to the cable-car itself terrible terrible idea. There's a reason it was halted in the 80's. Not only will it destroy the fragile environment it will be a constant and horrific eyesore.

Aaron Horsley

[Redacted]

[Redacted]

**From:** Meyrick Harris  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Mount Wellington Cable car submission  
**Date:** Thursday, 3 August 2017 1:09:23 PM

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I strongly disagree with the changing to legislation in regards to the cable car proposal. It is a tacky proposal, not in fitting with the Mountain and surrounding areas. The idea that legislation should be changed just for a tacky, ugly, commercial venture like this one, is terrible.

Signed,  
Meyrick Harris



**From:** Flude, Marcia Nancy  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Proposed legislation change  
**Date:** Thursday, 3 August 2017 1:19:28 PM

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To Whom It May Concern,

This is my opinion I am writing this to let you know that I do not support legislation that would give the Parliament of Tasmania power to acquire land on Kunyoni, Mt Wellington to facilitate the proposed cable car project.

The cable car project alongside Cascade brewery is in a suburban area family of South Hobart with robust native life. Echidnas live in the nature strips on Hillborough Rd the street before the brewery has very small width, a car needs to veer to the side to give way in the event of two cars passing one another. The idea is not only unwanted by the all the residents human and non human, but actually impractical to warrant the flow of tourist traffic.

If you want to generate tourism dollars return the Springs Hotel to Kunyoni, Mt. Wellington, Tasmania, a well considered and state of the art design, by local architects would bring many from around the planet to be accommodated and cradled in the dolerite of our proud and resplendent Mountain.

The project is an abomination and grabbing an alien idea from another country to generate funds is absurd. Tasmania is not San Francisco for that we are thankful. Not only does vicious wind whip up and around from the south of the planet and it could be a danger to us, but the cost and site of it will be exorbitant. The utter disrespect for our Mountain - a formidable presence that many of us look towards for comfort or guidance and feel it as an extension of ourselves.

Dr Marcia Nancy Mauro Flude

[Redacted signature block]

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Important: This email is confidential and may be privileged. If you are not the intended recipient, please delete it and notify us immediately; you should not copy or use it for any purpose, nor disclose its contents to any other person. Thank you.

**From:** Susan Greenhill  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 11:34:14 AM

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As a long term resident of Hobart and a frequent visitor to Mt Wellington / Kunanyi I strongly object to the Government's proposed bill.

Firstly, such a brief public consultation period is vastly inadequate for a proposal of such significance, and stands in stark opposition to the Minister's claims of transparency. The land acquisition alone is worthy of intense public scrutiny and this rushed submission process only serves to intensify public distrust of both the Government's and developer's methods concerning this proposal.

The acquisition of land in the Wellington Park without prior consultation with the Wellington Trust, Hobart City Council or the Tasmanian Aboriginal community for the benefit of a private developer sets a dangerous precedent. The Bill states that the developer will be given 'access' to areas of the park in order to support their application. What does this mean, exactly? The park is already accessible to all, it is public land enjoyed by countless locals and tourists, and it should remain so.

Detailed public submissions to The Wellington Park Management Authority overwhelmingly opposed the development proposal on environmental, aesthetic, community, economic and practical grounds. The commercialisation of one of Hobart's greatest assets is not in keeping with the direction of Tasmania's vital and unparalleled eco-tourism brand. It will irrevocably damage what is unique to our island – a landscape with very little intrusive infrastructure where visitors can experience the wild beauty and nature of Tasmania within 15 minutes drive from the centre of our capital city. The economic benefits of this asset are vast. It would be an act of inexcusable incompetence and a betrayal of the Tasmanian public should this government choose to direct them into the hands of a single private developer.

Yours sincerely, Dr Susan Greenhill [REDACTED]

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Please reply to Susan Greenhill at [REDACTED]

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**From:** Gail Sorbian  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 1:33:20 PM

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The Bill exempts the cable car project from the land owner 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.

Yours sincerely, Gail Sorbian [REDACTED]

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Please reply to Gail Sorbian at [REDACTED]

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**From:** Tom Waugh  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 1:46:25 PM

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Dear representatives,

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.

Yours sincerely, Tom Waugh [REDACTED]

[REDACTED] This email was sent by Tom Waugh 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](mailto:campaigns@good.do), however Tom provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Tom Waugh at [REDACTED].

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**From:** Christine Chiavassa  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Proposed Cable Car Development  
**Date:** Thursday, 3 August 2017 1:52:25 PM

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To Whom It May Concern,

I am writing to express my concerns at the proposed Mt Wellington cable car development

Firstly, I strongly object to public land being given away to a private developer in order for them to make a profit. I believe this sets a very dangerous precedent in terms of the future of public and crown lands, as well as giving this developer in particular an unfair business advantage. Ordinary Tasmanian people aren't being given free land to start business ventures, no matter how good for the economy they are perceived to be.

Secondly, I object to the visual 'clutter' that will be created on our beautiful city backdrop with huge tall pylons and wires. Mt Wellington is a special place both to aboriginal and non aboriginal people alike, and deserves to be left as a 'wild' space for everyone to enjoy looking at and exploring. Tourists come here to see the beauty of the place and adding pylons and wires to our beautiful mountain is not going to add to that. Rather it will be a detraction that the local people will have to live with 24/7.

Thirdly, I don't see how a full time cable car will be financially viable given the vagaries of the weather on Mt Wellington, and the seasonal nature of tourism. I do not want it to be another business venture that is bailed out at a later stage by the government using public money that should be used for schools and healthcare and better roads (think Gunns and TaAnn ...)

Fourthly, I have grave concerns about the impartiality of the present government in their dealings with Mr Bold. Given his friendship with the premier and the lack of in depth costings and future income levels, it would seem to be a case of nepotism at it's worst. Any Tasmanian starting a business has to jump through many hoops to get any bank loans, and these include a fully costed business plan that covers 3-5 years.

I for one say no to the cable car !

Kind Regards,

Christine Chiavassa



**From:** garry clarke  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Mt Wellington Cable Car  
**Date:** Thursday, 3 August 2017 1:58:20 PM

---

To Whom It May Concern,

I am writing to express my concerns at the proposed Mt Wellington cable car development

Firstly, I strongly object to public land being given away to a private developer in order for them to make a profit. I believe this sets a very dangerous precedent in terms of the future of public and crown lands, as well as giving this developer in particular an unfair business advantage. Ordinary Tasmanian people aren't being given free land to start business ventures, no matter how good for the economy they are perceived to be.

Secondly, I object to the visual 'clutter' that will be created on our beautiful city backdrop with huge tall pylons and wires. Mt Wellington is a special place both to aboriginal and non aboriginal people alike, and deserves to be left as a 'wild' space for everyone to enjoy looking at and exploring. Tourists come here to see the beauty of the place and adding pylons and wires to our beautiful mountain is not going to add to that. Rather it will be a detraction that the local people will have to live with 24/7.

Thirdly, I don't see how a full time cable car will be financially viable given the vagaries of the weather on Mt Wellington, and the seasonal nature of tourism. I do not want it to be another business venture that is bailed out at a later stage by the government using public money that should be used for schools and healthcare and better roads (think Gunns and TaAnn ...)

Fourthly, I have grave concerns about the impartiality of the present government in their dealings with Mr Bold. Given his friendship with the premier and the lack of in depth costings and future income levels, it would seem to be a case of nepotism at it's worst. Any Tasmanian starting a business has to jump through many hoops to get any bank loans, and these include a fully costed business plan that covers 3-5 years.

I for one say no to the cable car !

Kind Regards,

Garry Clarke  


**From:** jo goldfinch  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 2:03:36 PM

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To whom it may concern, I am very wary of this proposal for many reasons. I am worried that the Govt is catering to a private organization that want to make money from a public facility. I am worried about the visual impact of a cable car. I am worried that the cost of the car will be prohibitive to most Tasmanians and thus will fail because it will not have the financial turnover required to keep it going and thus becoming a white elephant. I am worried by the thought of having a major restaurant and function centre on top of the mountain and the associated environmental impact of that. Yours sincerely, jo goldfinch

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Please reply to jo goldfinch at \_\_\_\_\_.

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**From:** Topher Webster  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Mt Wellington cable car  
**Date:** Thursday, 3 August 2017 2:43:21 PM

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I do not support the change in legislation.

1) I protest the land-grabbing, that sets a disgusting precedent.

2) the cable car is not for Tasmanians. It is for profiteering by whoring out the gifts god gave us- if people want the goods, they have to put in the effort. Walk, or go by road. This is a pipeline to allowing tourists to pollute our singular, sacred space.

Thank you for your time.

**From:** Caroline Miller  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 3:06:48 PM

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Dear Anne Beach

I wish to respond to the Mt Wellington Cable Car Facilitation Bill 2017.

I am opposed to the construction of a cable car on kunanyi/Mt Wellington due to visual scarring and the physical impact of building towers in a steep and sensitive mountain environment.

The community has been provided with less than three weeks for public comment which does not suggest a genuine desire for public consultation.

A cable car on kunanyi/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 people who enjoy the mountain, 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 kunanyi/Mt Wellington that are enjoyed by tens of thousands of people from many different aspects, including the views from my own house in Rosetta.

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.

I am disappointed that the government is pursuing this venture despite widespread community concern

Yours sincerely,

Caroline Miller 

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Please reply to Caroline Miller at [REDACTED].

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**From:** Barb Edwards  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable car  
**Date:** Thursday, 3 August 2017 3:16:54 PM

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I do not support the proposed changes to the legislation that will assist the cable car development.  
Barbara Edwards

Sent from my iPhone

**From:** David Blackwood  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** I do NOT support the cable car  
**Date:** Thursday, 3 August 2017 3:41:51 PM

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Hi,

A quick note to say that I do not support the cable car in any way and I do not wish for it to go ahead.

It is a ridiculous idea (and always has been), will look horrible, will not make money, and is the pipe dream of a small group of cretins who don't in any way represent the interests of Tasmanians.

I have never sent an email like this before - about any proposal - but this is just too much. I do not believe the proponents of this dead duck of a crap idea have the social licence to proceed. It makes me very angry that it is being considered at all.

Further, it is an insult to the traditional custodians of the land, whose input will no doubt will be sought and then completely dismissed.

So please add my name of what I have no doubt is the majority of Tasmanians who oppose this laughable piece of planning.

I strongly oppose this trashy proposal and want that to be noted.

Yours sincerely,

David Blackwood



Sent from my iPad

**From:** [REDACTED]  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable car proposal - my view on your draft legislation  
**Date:** Thursday, 3 August 2017 3:42:29 PM  
**Importance:** High

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To whom it may concern,

I am writing to advise you that I do not support legislation that would give the Parliament of Tasmania power to acquire land on Kunyani, Mt Wellington to facilitate the proposed cable car project.

I know that many fellow Tasmanians share this view and hope that our voices will be heard.

Kind regards,  
Lisa

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** James Powell-Davies  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 3:43:10 PM

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Hello

I am opposed to Government intervention in the proposed private development of a Mount Wellington cable car.

Of particular concern is the removal of current landowner rights and entitlements.

Yours sincerely, James Powell-Davies [REDACTED]

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Please reply to James Powell-Davies at [REDACTED].

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**From:** Helen Pryor  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable car facilitation amendment  
**Date:** Thursday, 3 August 2017 3:44:45 PM

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I am horrified that the Tasmanian Government is selectively supporting and helping to facilitate business proposals on a whim. The cable car project does not have a social licence and is borderline economically, given the number of windy, wet, foggy and snowy days we experience. The State Government should not have the ability to compulsorily acquire land to randomly support a development it happens to like. Where is due diligence and a consultative process to allow people living in Hobart a fair say? With this particular development, there also seems to be a massive conflict of interest between the developer and the relevant Minister, Mr Groom.

I am particularly concerned by the erosion of democratic rights, which seem to be being ignored by the State Government in its very blinkered support of this project.

I am also particularly concerned that acquiring land that has such strong ethical, cultural and environmental value without proper independent assessments sets a really bad precedent.

Yours sincerely,

Helen Pryor



Sent from Samsung tablet

**From:** Sam Tooker  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 4:03:05 PM

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Please do not build the Mt Wellington Cable Car.

Yours sincerely, Sam Tooker [REDACTED]

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Please reply to Sam Tooker at [REDACTED].

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**From:** Lian Tanner  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 4:21:36 PM

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I am strongly against the State Government acquiring public land for private development in any situation. But to do it for something like a cable car to the pinnacle, a proposal that comes up regularly and is always deeply controversial, is a truly terrible idea.

So is the cable car. The top of Kunanyi is still (despite the tv towers and the viewing platform) a wild and beautiful place. That's what makes it special. That's what draws people to visit. The fact that it takes a bit of effort (a car drive) and isn't accessible every day of the year makes it even more special. Take away these minor obstacles and you diminish the experience.

This fight over precious parts of our natural and built heritage happens again and again. The things we have saved in the past are now the very things that make Tasmania a serious tourist destination. Let's keep the pinnacle as untouched as possible. And keep public land public.

Yours sincerely, Lian Tanner [REDACTED]

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Please reply to Lian Tanner at [REDACTED].

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**From:** Britt Puschak  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** objection to cable car proposal  
**Date:** Thursday, 3 August 2017 4:23:35 PM

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i object to the cable car proposal for Mt Wellington.

I've lived in Hobart before & I'm moving back in the next few weeks...the proposal is unsightly & ridiculous. Hobart & Tasmania have plenty of other attractions, and most tourists are interested in the unspoilt beauty of Tasmania.

Regards

Britt Puschak



**From:** Isabel Quigley  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 4:24:33 PM

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Please, I implore you to not go ahead with the cable car development on kunanyi/Mt Wellington. There are other ways to capitalise on this beautiful place that are more harmonious with the sacred nature of the mountain. I think there is a wonderful opportunity to unite with the Tasmanian Aboriginal community and promote cultural connection to the mountain than simply putting a cable car there.

Please, let's be wise.

Yours sincerely, Isabel Quigley

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Please reply to Isabel Quigley at [REDACTED].

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**From:** elisabeth Brettingham-Moore  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Land acquisition for cable car  
**Date:** Thursday, 3 August 2017 4:27:11 PM

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I have lived near Hobart nearly all my 70 years and am severely upset at the thought of our lovely mountain being defaced by a cable car.  
Not only that but long term residents who thought they had found a peaceful retreat quiet but near the city will have tourists peering into their backyards, and privacy at an end.  
I have been told that no detailed plan has been submitted, and that the source of the money to build this unnecessary edifice is not obvious.  
I am convinced it will not make money and the poor taxpayers will be paying for it for years to come. In an effort to help their friends the government will probably close the current road so as to force people to use the cable car to reach the pinnacle.  
And what about the many bushwalkers peacefully going along the trails on our mountain, suddenly finding themselves looked down on, or nearly hit by soft drink cans!!  
I think it will make our city look so very third world, especially when it begins to look tatty due to lack of money for maintenance.  
It is disgraceful that you are trying to bypass normal council checks and balances by your land acquisition proposal.

yours sincerely

Elisabeth Brettingham-Moore  


**From:** Trish Kershaw  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 4:28:15 PM

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When approval was given to the construction of the observation building on Mt Wellington, we we assured that it would not have a silhouette visible from the city. We we also assured that the new television tower was carefully designed to blend into the sky and be barely visible.

You may understand our skepticism over assurances that the cable car is not going to be another monstrous blot on our beautiful mountain.

Two horrible blights on our skyline are no excuse for allowing another one. Mount Wellington belongs to the people of Tasmania, now and in the future, it should not be available for private profit.

Yours sincerely, Trish & Grahame Kershaw [REDACTED]

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Please reply to Trish Kershaw at [REDACTED].

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**From:** Matthew Preston  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 4:42:38 PM

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Dear Sir/Madam,

I am writing in strong opposition to the proposed legislation that paves the way for a Mount Wellington cable car. There are myriad ways in which resources can be put to use to sustainably develop our state in line with values of respect for the environment. Charting a industrial tourism route up our iconic mountain will be yet another scar on our landscape, in years to come viewed as a folly, an anachronistic reminder of a time when we put business profits before sustainable and equitable futures. Let's avoid such an icon to waste and inertia. Instead fund progressive developments like improved, even free, public transport. Let's develop areas that recognise our iconic clean green image rather than trashing it in haste.

Yours sincerely, Matthew Preston [REDACTED]

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Please reply to Matthew Preston at [REDACTED].

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**From:** Carole Owen  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 5:13:29 PM

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Please don't allow a cable car on our beautiful mountain. As it is, kunanyi is unique, and is an important icon in the landscape of Hobart. We don't need a cable car, with all its infrastructure and ugliness, to blight our mountain.

Thank you.

Yours sincerely, Carole Owen [REDACTED]

\_\_\_\_\_ This email was sent by Carole Owen 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](mailto:campaigns@good.do), however Carole provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Carole Owen at [REDACTED].

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**From:** Margaret Godfrey  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 5:30:42 PM

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It is not reasonable to take away people's (land owners) rights to favour one person with a dodgy project which will ruin the ambiance of the mountain

Yours sincerely, Margaret Godfrey

\_\_\_\_\_ This email was sent by Margaret Godfrey 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](mailto:campaigns@good.do), however Margaret provided an email address ( [REDACTED] ) which we included in the REPLY-TO field.

Please reply to Margaret Godfrey at [REDACTED].

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**From:** Maggy Loveridge  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 5:48:57 PM

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As a resident of South Hobart, I totally oppose the Cable Car submission. It will create congestion in the South Hobart Region for traffic, when there are already congestion issues in peak hour traffic. It will lower the residential realestate prices in South Hobart. It will create dependancy on tourism, which we have plenty of already and are doing very well in. Develop difficulties as it has in other countries, when seasons haven't been favourable and there has been minimal usage. It's disrespectful to the FIRST Nations people who consider Kunyanni a sacred mountain. It's disrespectful to the local community who haven't really been allowed public scrutiny of the project.

Yours sincerely, Maggy Loveridge

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Please reply to Maggy Loveridge at [REDACTED].

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**From:** Anna Williams  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** My Welling land zoning legislation  
**Date:** Thursday, 3 August 2017 6:00:20 PM

---

I do not support a change in the legislation regarding zoning of land to enable the cable car on Mt. Wellington.

Anna M Williams



Sent from my iPhone

**From:** Samm Atkins  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 6:11:28 PM

---

I am writing in regard to the draft legislation for the Kunanyi/Mt Wellington cable car proposal.

As a long term member of the Hobart community i feel it is unfair on all residents of the community that special treatment is being given to a private company to be granted access to land on Mt Wellington. I fear that if we let this happen once it then sets a precedent for other private companies to access public land through these short cuts. Other reasons that this cable car should not go ahead.

- Environmental concerns.

The alpine area upon Kunanyi/Mt wellington is a very fragile environment, by letting hundreds to thousands of people access this environment on a daily basis puts huge strain on the plant systems that are up there, as well as the litter and waste generated by these people.

-Cultural significance for thousands of years Kunanyi has been held as an important place for the local tribes, it is a further kick in the guts to Tasmanian Aborigines to be placing scars upon the mountain.

-Visual impact As i wake up every morning i look to that mountain and it's beauty. the thought of glass and metal structures running up the side of her makes me feel ill. As a tourist destination people come to Tasmania for its natural beauty, the fact that we have such a beautiful display of nature right at our door step really makes Hobart what Hobart is.

-Increased traffic Currently South Hobart is a nice and quiet suburb that already has traffic issues. By adding the influx of cars that this will will totally change South Hobart. The streets are not equipped for such numbers

I also work within the tourism industry and many people i talk to love the fact that Kunanyi is only accessible by car, bike or foot. The fact that you really have to experience it's rugged beauty and its chilling temperatures adds to the thrill.

I urge you to oppose these changes

Yours sincerely, Samm Atkins [REDACTED]

\_\_\_\_\_ This email was sent by Samm Atkins 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](mailto:campaigns@good.do), however Samm provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Samm Atkins at [REDACTED].

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**From:** Mabel Clarkson  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Kunanyi/Mount Wellington  
**Date:** Thursday, 3 August 2017 6:18:08 PM

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To whom this may concern,

I have a number of concerns regarding the acquiring of land for the benefit of private developers-

Firstly, I object to public land being given away to a private developer in order for them to make a profit. I believe this sets a very dangerous precedent in terms of the future of public and crown lands, as well as giving this developer in particular an unfair business advantage. Ordinary Tasmanians aren't being given free land to start business ventures, no matter how good or bad they are perceived to be.

Secondly, I object to the visual 'clutter' that will be created on our beautiful city backdrop with huge tall pylons and wires. Mt Wellington is a special place both to aboriginal and non aboriginal people alike, and deserves to be left as a 'wild' space for everyone to enjoy looking at and exploring.

Thirdly, I have grave concerns about the impartiality of the present government in their dealings with Mr Bold. Given his friendship with the premier and the lack of in depth costings and future income levels, it would seem to be a case of nepotism at it's worst. Any Tasmanian starting a business has to jump through many hoops to get any bank loans, and these include a fully costed business plan that covers 3-5 years.

kind regards,

Mabel Clarkson

**From:** Robyn Francis  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 6:20:40 PM

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To whom it may concern,

As a Tasmanian resident, I am writing to oppose the Cable Car Facilitation Bill 2017.

Firstly, the less than three week for public consultation is very poor, especially in the middle of winter when many Tasmanians may be taking a holiday interstate. This hardly gives anyone who cares a chance to make a well considered and thoughtful submission. There should be more time given for public consultation.

Secondly, a cable car up Mt Wellington with its associated towers and infrastructure would look ghastly and ruin the countless views from so many aspects for the many people who view the mountain on a daily basis. Mt Wellington is iconic. It's held dear to every Tasmanian (and Australian) and it is unique in that it does not have a cable car, it is unspoilt and it is what travellers come to Tasmania to see. Every other city with a mountain might have a cable car but it's a very outdated idea. In fact, it's something that only developing countries would now undertake in the 21st century. Wild, unspoilt landscapes are now what sophisticated travellers want to see. They do not want to see yet another cable car ride.

Thousands of people flock to see Uluru. They no longer wish to climb it. They view it and it's connection to aboriginal people and the surrounding ancient landscape with respect, awe and reverence. Similarly, Mt Wellington should be shown such respect.

Yours sincerely, Robyn Francis [REDACTED]

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Please reply to Robyn Francis at [REDACTED].

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**From:** Samara McIlroy  
**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](mailto:jim.wilkinson@parliament.tas.gov.au)  
**Subject:** Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017  
**Date:** Thursday, 3 August 2017 6:32:03 PM

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I do not support this proposed Bill and would like to register my objection by way of submission for the following reasons:

1. I do not believe this process has been designed to support genuine public consultation, especially given the shortness of the time to respond.
2. Insufficient consideration has been given to ensuring that a cable car on Mt Wellington would not permanently damage an important Hobart landscape. We are already able to easily access this environmental icon – so close to the CBD of a state capital.
3. This Bill exempts the cable car project from the usual landowner consent requirements for public land. It allows the State Government to acquire public land for private development. If passed, the Bill would set a dangerous precedent - potentially a green light for further land grabs of public land. The area should remain a public park, managed for the benefit of all Tasmanians, and not to line the pockets of private developers.
4. More walking and cycling tracks on the mountain to support the Government's goal of making Tasmania the healthiest population in Australia by 2025 (Healthy Tasmania Five Year Strategic Plan) would be much more beneficial than a cable car.

Yours sincerely, Samara McIlroy [REDACTED]

\_\_\_\_\_ This email was sent by Samara McIlroy 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](mailto:campaigns@good.do), however Samara provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Samara McIlroy at [REDACTED].

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**From:** Malcolm Roslyn Saltmarsh  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Fw: Mt Wellington Cable Car Facilitation Bill  
**Date:** Thursday, 3 August 2017 6:33:15 PM

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Dear Sir/Madam,

We strongly object to the Mt Wellington Cable Car Facilitation Bill for the following reasons:

- compulsory acquisition by the State Government of land on Kunanyi/Mt Wellington creates a dangerous precedent;
- there is yet to be a proposal presented to the public;
- the secrecy of the proponent and his friends in the State Government is alarming;
- it is an unknown area of land to be acquired;
- the huge towers needed for the Mt Wellington cable car, the cable and the cars themselves, would be a dreadful scar on our iconic mountain;
- we already have elected Hobart City Council members in existence to undertake the task of looking after our beautiful mountain in a responsible manner. They have been reasonably successful in this task until now and we have confidence they can continue to be. The State Government must not interfere in this process.
- we do not need this legislation.

Yours truly,

**Malcolm & Ros Saltmarsh**

[Redacted]

[Redacted]

**From:** Nathan Chilcott  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Draft legislation to facilitate access  
**Date:** Thursday, 3 August 2017 6:56:19 PM

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I am writing to show my support for the legislation because I strongly support the Wt Wellington Cableway Company's well thought out proposal. It is about time that it is given the chance to go through the correct channels and be judged on it's merit.  
Thanks.

Nathan Chilcott.

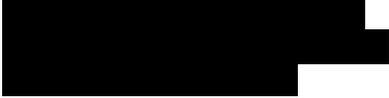


**From:** Wendy Gilson  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** I support the Mount Wellington Cable Car  
**Date:** Thursday, 3 August 2017 7:14:05 PM

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I support the Mount Wellington Cableway Company's well thought out eco-tourism project. Would love to see it go ahead!

Wendy Gilson



**From:** Julie Orr  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable car  
**Date:** Thursday, 3 August 2017 7:14:14 PM

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Robert and I fully support the cable car project, and hope it can be built asap

Regards  
Julie Orr

**From:** Chris Burdon  
**To:** [Consultation \(StateGrowth\)](#)  
**Subject:** Cable car  
**Date:** Thursday, 3 August 2017 7:16:52 PM

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I am writing to express my 100% support for the full cable car project including the proposed visitor centre/dining area at the pinical.

Regards  
Chris burdon

Sent from my iPhone