

(StateGrowth)

From: Marion Hagenvoort <campaigns@good.do>
Sent: Friday, 4 August 2017 2:50 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

The 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. I have no love for money hungry developers. Tasmania is a beautiful place because it is what it is, don't spoil it.

Yours sincerely, Marion Hagenvoort [REDACTED]

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Please reply to Marion Hagenvoort at [REDACTED]

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(StateGrowth)

From: D Adair <campaigns@good.do>
Sent: Friday, 4 August 2017 2:51 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

There are places that should be left alone and not used for profit. I feel this is one of them. The mountain is beautiful as it is. Leave it as it is.

Yours sincerely, D Adair

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Please reply to D Adair at [REDACTED]

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(StateGrowth)

From: Annie Kaczmarski <campaigns@good.do>
Sent: Friday, 4 August 2017 3:02 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please do not allow this proposal to go ahead. Allow the landscape of Hobart to keep its unique nature and set itself apart to be a city that protects its most valued assets, rather than impinge upon them with structures such as the cable car. The argument that most other places have a cable car is more the reason to not have one. I love "our mountain" and am first to take my visitors to the top for the spectacular experience that it is. If there is snow then we stop at the springs and take a walk up a track. This experience is if anything more exhilarating for guests. One doesn't have to walk far to have a lived experience of the mountain. On these days here is such excitement amongst visitors and local kids and families making the effort to walk just a little way and have their spirits lifted by doing so. I do not believe that on those crystal clear days that one would not see a mountain scarred by the cable car. Of course those who enjoy cable cars will see a great view but this comes at the expense of those who walk, cycle, climb and view the mountain from all its aspects. It will take away from this group. I do not agree with the government stepping into putting forward legislation to acquire privately owned land for a private project which is not of state significance but of benefit to the one proposal for development. How can the government be spending all this time and money to support one person's proposal? This is not right. For a state that has been proud of its natural assets let's see the obvious and keep this, the mountain, safe from development and keep it as a natural asset, in unique form, without a cable car

Yours sincerely, Annie Kaczmarski

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Please reply to Annie Kaczmarski at [REDACTED]

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[REDACTED] (StateGrowth)

From: Benjamin Payne [REDACTED]
Sent: Friday, 4 August 2017 3:03 PM
To: Consultation (StateGrowth)
Subject: Cable cart mount Wellington

To whom it may concern

I support the legislation of the cable car because i support the Mount Wellington Cableway Company's well thought out eco-tourism
This is an excellent idea and would be great for tourists as well as the locals

Kind regards
Benjamin payne

(StateGrowth)

From: Nigel Graham <campaigns@good.do>
Sent: Friday, 4 August 2017 3:03 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To Mathew Groom and whom It may concern,

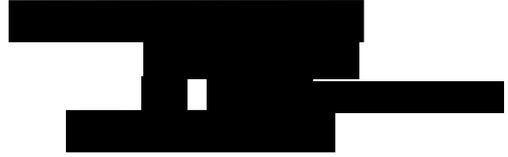
I would like to express that I am not in support of the proposal of a cable car on Mt Wellington. I feel the sheer beauty of the mountain in its natural state is a sign to visitors and locals of the true wildness of our beautiful island. The sight of the mountain at sunrise is sight to behold offering a stunning backdrop to our city like no other I have seen. I think it's a shame people don't realise just how special a place like Hobart is in today's world, it appears many people want this cable car because so many other places have them. Embrace our most valuable asset, our natural wild beauty! I do not support any sale of land to private ownership on the mountain, nor any change to legislation to allow it.

Kind regards, Nigel Graham

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

Please reply to Nigel Graham at [REDACTED]

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4 August 2017

Department of State Growth
Attention: Anne Beach
GPO Box 536
HOBART TAS 7001

Dear Ms Beach

KUNANYI / MOUNT WELLINGTON CABLE CAR PROPOSAL

I write in reference to the draft legislation to facilitate access to public land within kunanyi / Mount Wellington for the purposes of a cable car project.

The Hobart City Council considered the draft legislation at its meeting held on 24 July 2017 and resolved to provide a submission to the Department of State Growth. To that end, please find enclosed the Council's submission. The Council also resolved to send copies of its submission to the Minister for State Growth, opposition party leaders and members of the Legislative Council.

I also include copies of correspondence between the Council and the Minister on this subject, along with correspondence which has been sent to opposition party leaders and members of the Legislative Council; the Council requests that these be considered as part of the its submission.

Yours sincerely

(N. D. Heath)

Attachment: City of Hobart submission
Previous correspondence

Mount Wellington Cable Car Facilitation Bill 2017

Hobart City Council Submission



City of **HOBART**

Introduction

The Hobart City Council welcomes the opportunity to provide a submission to the *Mount Wellington Cable Car Facilitation Bill 2017* (“the Bill”).

In general the Bill appears to achieve the aims set out by the Minister in his letter of 12 July 2017 to the Lord Mayor, namely that the Bill has been prepared to:

- Allow a planning application involving public land to be lodged and assessed without landowner consent;
- Enable a cable car proponent to access areas of Wellington Park for necessary assessment and preliminary investigations to prepare a planning application; and
- Ensure land acquisition by the government, if required, is undertaken in an open and transparent way.

The Minister also states that the legislation will not change the need for planning and other approvals and confirms that any public land acquired will remain part of Wellington Park and will not be sold to a proponent or private land holder.

Nonetheless, the underlying theme of the legislation and the processes therein suggest that kunanyi/Mt Wellington is the equivalent of land able to be accessed as if for a below ground mining lease, rather than a landform that has multiple environmental, social and cultural values.

The Bill fails to recognise the social, cultural and economic value to the State of kunanyi/ Mount Wellington and further fails to recognise the significant contribution of both local government landholders and the Wellington Park Management Trust in managing the whole of the Park area. This failure is compounded by a number of technical and operational concerns with the Bill, as discussed below.

For the purposes of this document, a summary of the Council’s position on the various sections of the Bill are now outlined.

Section 3 – Interpretation

Whilst this section is administrative in nature, the definition of ‘project’ is very broad and could include ‘one or more cable cars’, construction of facilities related to the operation or use of such cable cars and may also include any other development and uses forming part of that project.

Conceivably the definition could be broad enough to include ancillary development, although it is not certain whether this is the intention of the Bill. Additionally, the Bill does not provide any limit on the number of cable car proposals/proponents nor is there a sunset provision.

In short, the Bill could conceivably be used to facilitate any cable car proposal, on any land owned by a council within Wellington Park, at any time in the future.

The Bill is further flawed in that it appears to treat all other “developments and uses” connected with the cable car project as ancillary. For instance, is it intended that uses such as restaurants, gift shops, car parking, etc would also be included in the

definition of the project, many of which such uses could have major environmental and other impacts?

Finally, the question arises regarding the interpretation of “project land” as only referring to that land owned by a council. Given there are significant state and private land holdings in Kunanyi/Wellington Park, does the definition then preclude such land from a cable car project or is this an unintentional restriction on the location of such cable car projects?

The Council submits that clarity should be provided on the extent of the terms ‘project’ and ‘project land’ in the Bill.

Section 4 – Planning Permits

This section states that landowner consent to lodge a development application is not required in relation to the project.

The Council recently sought advice from Shaun McElwaine SC in relation to the issue of landowner consent under section 52 (1B) of the Land Use Planning and Approvals Act 1993.

Mr McElwaine advised that this section confers on the general manager (or his/her delegate) the power to provide owner consent. The Council cannot direct or dictate to the general manager on this exercise of this statutory obligation, nor is the general manager bound by any council decision.

In Mr McElwaine’s view it was clearly a matter for the general manager to determine whether to provide consent pursuant to section 52(1B) of the Land Use Planning and Approvals Act 1993.

Section 4 of the draft Bill presupposes that a general manager would not provide landowner consent to lodge a development application and on that basis the necessity of this section within the draft Bill is questionable.

The practice has generally been to grant owner consent in order to allow developments to proceed through the planning process. Other land owner issues are then dealt with once the development is free and clear of planning and legal constraints, thus providing for the orderly development of land as required by LUPPA. The Council is well aware of its separate and distinct roles as planning authority and land owner.

Indeed, given Mr McElwaine’s advice, the publicly stated rationale of the need for this legislation has no weight.

Section 5 – Application of certain provisions of Land Acquisition Act 1993 for purposes of the project

This section applies part of the *Land Acquisition Act* to the acquisition of land for the purposes of the project. The requirement for the proponent to obtain landowner consent is removed (s5(2)) and section 5(3) prevents the Crown from on-selling the land acquired which ensures that any land acquired will remain in public ownership albeit by the Crown.

The Council appreciates the mechanics of the Land Acquisition Act. The Council does, however, seek more detailed clarification on the practical implementation of any acquisition to determine the potential impact on the City's land, including any compensation and ongoing management issues.

The publicly stated rationale for this legislation has been to grant certainty over land access for a project once free and clear of all planning and legal constraints. However Council questions the need for legislation as a tool to achieve this, given the difficulties of repealing legislation, and suggests there are other less binding legal means.

Section 6 – Certain project land remains part of Wellington Park

The land acquired will remain part of Wellington Park.

The Council has no objection to this section.

Section 7 – Minister may issue authority

This section provides the greatest concern for the City of Hobart. This section provides the Minister with the power to grant authority to a proponent to enter land and carry out activities on the land, including testing, that are reasonably required to be carried out prior to lodging a development application.

There are no provisions for consulting with either the Council or the Wellington Park Management Trust as the most knowledgeable and enduring land managers of kunanyi / Mt Wellington.

The lack of these provisions highlights the fact that the legislation is focused on land acquisition for private development and fails to address day to day land management issues.

There are four significant concerns Council wishes to raise:

Work Health and Safety obligations

It is usual practice for the Wellington Park Management Trust, in collaboration with the City of Hobart, to grant permits for the undertaking of activities on the City's land within Wellington Park. The Council would also normally undertake inductions with those third parties and/or their contractors engaged to undertake such activities. This helps to ensure the safety of those parties, but also the public generally.

Environmental Impacts

Any activity within Wellington Park has the potential to have an impact upon natural and cultural values, and the Council's assets, within the reserve (such as fire trails and recreational tracks). If authority to undertake activities is to rest entirely with the Minister, it appears neither the Trust nor the Council will have any substantive input into how potential impacts will be managed. Further, given kunanyi / Mt Wellington contributes up to 25% of the city's water into TasWater's networks, it is not clear how any impacts of geotechnical testing in the water catchment will be managed?

Operational concerns including road closures, works by Council and other activities

Clearly there are potential operational issues associated with a third party providing access given that Pinnacle Road is often closed in adverse weather, and the Council undertakes numerous activities and works on a regular basis (i.e. ongoing helicopter operations associated with track works).

Potential liability arising from carrying out of activities by proponent

This provision also fails to consider potential liability arising as a result of actions by a third party proponent and relies on the Minister imposing appropriate terms and conditions in granting the authority.

It also raises the question is the Minister legally able to address liability toward the Council through the granting of an authority given that the Council will not be a party to the authority being granted?

It is also unclear whether the scope of the Minister's powers in section 7 of the Bill are intended to exempt any of the activities being undertaken by the proponent prior to lodging a development application from obtaining any necessary statutory approvals.

In the first instance, the scope of any such 'activities', including 'testing', is ambiguous. Given the nature of any cable car proposal, it is possible such testing would include activities such as geotechnical testing and other activities that in and of themselves may have a potentially significant impact on the Park's values, and public safety. As such, it is quite possible that activities, including geotechnical testing, that are reasonably required to be carried out prior to lodging a development application may themselves require approval under the statutory management plan (such as a development application and/or a permit from the Trust).

It is unclear whether section 7(3) of the Bill allows this authority to override any other Act. In this context, the Bill would seem targeted at the Wellington Park Act 1993 and the Land Use Planning and Approvals Act 1993, however it could also be construed to override all other acts addressing relevant matters such as threatened species, work health and safety and public liability. It is also unclear in the legislation whether the proponent and/or his agents will liable for remediation of any "activities, including testing" should there be significant damage to the environmental and cultural fabric of the Park.

Section 8 – Regulations

This section provides the Governor with the power to make regulations for the purpose of the Bill.

The Council has no issue with what is being proposed in this section.

Section 9 – Administration of the Act

This section states that the Minister for State Growth is assigned with administration of the Bill.

The Council has no issue with what is being proposed in this section.

Dual Naming

The Council strongly submits that consideration be given to amending the name of the Bill. The title 'Mount Wellington Cable Car Facilitation Bill 2017' is inconsistent with the State Government's own *Aboriginal and Dual Naming Policy* which states:

'Both parts of the dual name are to be shown on all official signage, directories, maps and all official documents and publications without any distinction between the two, other than the sequence. The Aboriginal name will appear first.'

The Council therefore strongly submits that the Bill ought to be titled the *Kunanyi/ Mount Wellington Cable Car Facilitation Bill 2017*.

Once again, the Council has welcomed the opportunity to provide comment on the draft Bill and looks forward to the contents of its submission being given due consideration by the State Government.

Minister for State Growth
Minister for Energy
Minister for Environment and Parks

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GPO Box 123 HOBART TAS 7001 Australia

Ph: +61 3 6165 7739

Email Minister.Groom@dpac.tas.gov.au

Web www.stategrowth.tas.gov.au www.dpipwe.tas.gov.au www.skills.tas.gov.au www.cg.tas.gov.au



Mr Nick Heath
General Manager
Hobart City Council
GPO Box 503
HOBART TAS 7000

30 JUN 2017

Dear Mr Heath

Nick

Thank you for your letter following our recent meeting to discuss access to the public land associated with the proposed cable car development in kunanyi/Mt Wellington Park.

I appreciate the Lord Mayor, Council Aldermen, Director Parks and City Amenity and you taking the time to meet with me to discuss this matter.

My office is working with the Department of State Growth to prepare the draft cable car legislation and as we discussed, through you the council will be provided a copy of the draft Bill before public consultation commences.

The legislation will remove the need for land owner consent to be obtained before a proponent seeking to develop a cable car project on kunanyi/Mt Wellington submits a planning permit application, and will also include the capacity for the Government to acquire public land if required.

The final pathway and the property rights that may be acquired to facilitate access to public land for a cable car in kunanyi/Mt Wellington will be informed by a number of matters. These include the outcome of the planning application and associated permit and conditions if issued; consideration of the specifics of the final pathway; and associated existing uses of the land.

The specifics of any future land acquisition will be properly considered and discussed with council after the final pathway is identified, and necessary planning and other statutory approvals obtained. The acquired property rights are likely to include a combination of freehold property and easement access.

Following receipt of the draft Bill, please contact Department of State Growth's Anne Beach, Director of Policy and Coordination on (03) 6166 3476 or anne.beach@stategrowth.tas.gov.au if you have any queries related to the Bill.

Yours sincerely

Matthew Groom MP
Minister for State Growth

[REDACTED]

14 July 2017

The Hon. Rebecca White MP
Leader of the Opposition
Parliament House
HOBART TAS 7000

Dear Ms White

**KUNANYI / MOUNT WELLINGTON PROPOSED STATE
GOVERNMENT LAND ACQUISITION**

On behalf of the Hobart City Council, I write to provide you with an update on a matter which was recently considered by the Council which relates to the State Government's proposed land acquisition on kunanyi / Mount Wellington.

As you may be aware, the State Government announced in February this year its intention to introduce legislation to acquire public land from the Hobart City Council in order for the cable car proponent to lodge a development application for their proposal.

The Council has written to and met with the Minister for State Growth, the Hon. Matthew Groom MP, and subsequently considered this matter at various Council meetings as it has grave concerns around the precedent being set by the State Government in compulsorily acquiring public land for the benefit of a private development, especially land on kunanyi / Mount Wellington.

The Minister has assured the Council that it will have the opportunity to view and comment on the draft Bill, however, we feel it is important to bring this matter to your attention to ensure that a proper process is adhered to and that the significant natural and cultural values of kunanyi / Mount Wellington are protected.

Yours sincerely

[REDACTED]

(N. D. Heath)

[REDACTED]

[REDACTED]

14 July 2017

The Hon. Rosemary Armitage MLC
Member for Launceston
One Civic Square
LAUNCESTON TAS 7250

Dear Ms Armitage

**KUNANYI / MOUNT WELLINGTON PROPOSED STATE
GOVERNMENT LAND ACQUISITION**

On behalf of the Hobart City Council, I write to provide you with an update on a matter which was recently considered by the Council which relates to the State Government's proposed land acquisition on kunanyi / Mount Wellington.

As you may be aware, the State Government announced in February this year its intention to introduce legislation to acquire public land from the Hobart City Council in order for the cable car proponent to lodge a development application for their proposal.

The Council has written to and met with the Minister for State Growth, the Hon. Matthew Groom MP, and subsequently considered this matter at various Council meetings as it has grave concerns around the precedent being set by the State Government in compulsorily acquiring public land for the benefit of a private development, especially land on kunanyi / Mount Wellington.

The Minister has assured the Council that it will have the opportunity to view and comment on the draft Bill, however, we feel it is important to bring this matter to your attention to ensure that a proper process is adhered to and that the significant natural and cultural values of kunanyi / Mount Wellington are protected.

Yours sincerely

[REDACTED]

(N. D. Heath)

[REDACTED]



City of HOBART



9 June 2017

The Hon. Matthew Groom MP
Minister for State Growth
10th Floor, Executive Building
15 Murray Street
HOBART TAS 7000

Dear Minister

ACQUISITION OF PUBLIC LAND ON KUNANYI / MOUNT WELLINGTON

I write in relation to the Council's ongoing discussion with you pertaining to the State Government's decision to compulsorily acquire public land on kunanyi / Mount Wellington.

Firstly, I wish to thank you for meeting with the Lord Mayor, Council Aldermen, myself and the Director Parks and City Amenity on 29 May 2017. We found the meeting to be informative and useful as it gave both parties the opportunity to speak freely on this important matter.

Following our meeting, the Council at its 5 June 2017 closed meeting further considered the issue of the acquisition of public land on kunanyi / Mount Wellington and resolved that follow-up correspondence be sent to you to reiterate the views which were expressed by City of Hobart representatives present at the 29 May 2017 meeting.

Whilst we are appreciative of your briefing, the Council remains concerned with the State Government's handling of this matter, particularly the very public announcement made by the Premier and yourself about the land acquisition as well as the Government's failure to consult with the City of Hobart. The Council also has very grave concerns about the precedent being set by the State Government in compulsorily acquiring public land for the benefit of a private development, especially land on kunanyi / Mount Wellington.

As promised, by you at our meeting, the Council looks forward to viewing the draft Bill prior to it being publically released as well as holding detailed discussions about

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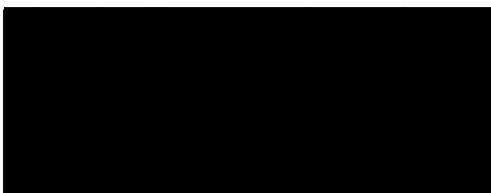
ABN 39 055 343 428

the future management of the affected land, if the project obtains all the necessary permits and the acquisition proceeds.

In addition to the above, the Council also seeks clarification as to the exact location of the land which is being proposed for acquisition.

Once again, I extend the Council's appreciation to you and look forward to continuing to work with the State Government.

Yours sincerely





E-MAILED

5/4/17

LORD MAYOR'S OFFICE
TOWN HALL
MACQUARIE STREET
HOBART
TASMANIA

The Hon Matthew Groom MP
Minister for State Growth
10th Floor, Executive Building
15 Murray Street
HOBART TAS 7000

Dear Minister

I write to update you on the Council's consideration of recent announcements in relation to the proposed kunanyi / Mount Wellington Cable Car. The Council most recently discussed this matter at its meeting on 3 April 2017 and requested that I inform you of the outcomes.

First and foremost, I wish to thank you for considering coming to address the Council regarding the Government's decision to compulsorily acquire public land on kunanyi / Mount Wellington. I understand that our respective offices have been in contact and that 4pm on Monday 8 May has been tentatively proposed, subject to confirmation from your office.

Secondly, the Council wishes that I clarify the facts regarding the Council's dealings with the cable car proponent in respect to any request for landowner consent and the lodgement of a development application for the proposal.

The current proposal is not 'stuck' with the Hobart City Council. The facts are that at the time the proponent sought land owner consent (1 April 2014) the Council was legally not able to give consent because it was aware that the development proposal was inconsistent with the Wellington Park Management Plan.

As a result, the Council advised the proponent to seek a zone amendment directly with the Wellington Park Management Trust. The proponent was advised of this by letter from the Lord Mayor dated 29 May 2014. That letter also advised the proponent that should a zone amendment be successful, the Council would then be in a position to consider whether it would give landowner consent to the lodgement of an application.

Subsequently, a zone amendment has passed through the statutory process required and the Wellington Park Management Trust resolved to amend the Pinnacle Zone. Thus, the Council would have expected a formal request by the proponent for landowner consent but I can confirm that the Council has received no such request from the current proponent.

Cont.../

CITY OF HOBART

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It should also be noted that the proponent has been advised that in considering any request for landowner consent for a development proposal on kunanyi / Mount Wellington, that the Council would, rightly, need to consider whether it should run a public and open expression of interest process.

The Council remains concerned about the Government's failure to consult with the City of Hobart as landowner of the site, prior to announcing its plans in the media. It is disappointed that the only notice of your intentions regarding the proposed acquisition was a phone call to me prior to the public announcement on a Saturday afternoon.

There is no doubt that in moving forward on a cable car proposal for kunanyi / Mount Wellington, whether it is by the current proponent or another, the Government and the Council must have a better working relationship at the political level. You coming to brief the Council in May would be a very good starting point.

Finally, the Council has asked me to request your advice as to the following:

- The legal basis upon which the Government is proposing its action to forcibly acquire City of Hobart land.
- The area of land that is proposed to be acquired.
- Whether the Government has a plan about how this land will be managed and if so, what is that plan?
- Why was this project not declared a Project of State Significance.

I trust that this clarifies the Council's position and the reason why the Council has made the decisions it has to date. It is my wish that your briefing to the Council in May will enable you to better inform the Council as to why the Government has reached the position it has on this development.

There is no doubt that a community conversation about development on the mountain is necessary and important. This Council looks forward to collaborating with the Government to facilitate such a discussion.

Yours sincerely



Alderman Sue Hickey
LORD MAYOR

Wednesday 5 April 2017

Copy to: The Hon Will Hodgman MP
Premier of Tasmania

Minister for State Growth
Minister for Energy
Minister for Environment, Parks and Heritage

Level 10 15 Murray Street HOBART TAS 7000 Australia

GPO Box 123 HOBART TAS 7001 Australia

Ph: +61 3 6165 7739

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Alderman Sue Hickey
Lord Mayor
Hobart City Council
lord.mayor@hobartcity.com.au

Dear Lord Mayor *Sue*

Thank you for your letter to the Premier of 27 February 2017 regarding the Mount Wellington Cable Car proposal. The Premier has asked me to respond on behalf of the Government.

As you know the Hodgman Government has a strong policy of support for sensible and balanced development in our natural areas. In that context we see a cable car project as being an exciting potential opportunity for Hobart and Tasmania that could further enhance our tourism appeal and create new jobs for Tasmanians.

We are aware that the current cable car project proposal has not been able to progress through the planning process because of the inability of the proponent to obtain land owner consent from the Hobart City Council necessary to submit the development application.

In order to address this issue the Government proposes to introduce legislation to acquire public land from the Hobart City Council necessary to provide such consent and allow the proponent to lodge a development application and proceed to the next stage of the planning process. As we have publically stated, we remain committed to ensuring that the proposal goes through the normal planning process, including obtaining all necessary environmental and heritage approvals. By allowing the proposal to proceed in this way all interested community stakeholders will have the opportunity to have their say on the proposal.

The Government respects the important role the Council plays as a land manager of kunanyi/Mount Wellington. We remain committed to working with the Council to ensure the mountain continues to be responsibly managed and to facilitate sensible and balanced development opportunities that can enhance the visitor experience. We also recognise the Council as an important stakeholder in relation to the proposed new legislation and we have made arrangements to contact your office to ensure a briefing can be provided to the Council on the proposed legislation as soon as possible.

I am aware that a number of public statements have been made by aldermen which have included some negative statements in relation to the current proposal. It would be prudent for greater care to

be taken in making public statements in order to ensure they do not prejudice the important role the Council will have as the proposal progresses through the planning process.

Yours sincerely

A handwritten signature in black ink, appearing to read 'M Groom', with a stylized flourish at the end.

Matthew Groom MP
Minister for State Growth

6 MAR 2017



LORD MAYOR'S OFFICE
TOWN HALL
MACQUARIE STREET
HOBART
TASMANIA

The Hon Will Hodgman MP
Premier of Tasmania
11th Floor, Executive Building
15 Murray Street
HOBART TAS 7000

Dear Premier

I write to you in response to the announcement of the government's intentions in relation to the proposed Mount Wellington cable car.

The purpose of this letter is for you and/or the appropriate Minister to provide a briefing to the Council on the details of the government's decision, including what is likely to be included in any legislation, the Council's role as planning authority and landowner, and the intentions concerning compensation for any land proposed to be acquired by the government.

The Council values its long standing relationship with the government but at the moment lacks any information on its proposal and is confused in relation to the process going forward.

I would be pleased if you could treat this request for a briefing as an urgent request.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Sue Hickey'.

Alderman Sue Hickey
(LORD MAYOR)

Monday 27 February 2017

[REDACTED] (StateGrowth)

From: Susan Stewart <campaigns@good.do>
Sent: Friday, 4 August 2017 3:06 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please do not degrade this Aboriginal heritage area and beautiful landscape! It is too precious.

I hope to visit Tasmania soon, and hope that the unique environment will be protected for many, many generations to come.

Also, I strongly oppose the precedent this would set: public land being easily grabbed for private development. Shame!

This public land deserves preservation.

Yours sincerely, Susan Stewart

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Please reply to Susan Stewart at [REDACTED]

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(StateGrowth)

From: Robyn Cross <campaigns@good.do>
Sent: Friday, 4 August 2017 3:19 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

First and foremost I most strongly disagree with a cable car going up over the organ pipes and invading the serenity of our beautiful mountain. When visitors drive into Hobart over the bridge what would they see destruction of our natural environment with the pylons and glass structure with the sun reflecting of this.

As for acquiring public land for this purpose that is a breach of trust by our government over land that is there to be enjoyed by all Tasmanians and three weeks isn't a reasonable amount of time for people to have their say about this.

At some stage there was talk of building the cable car out in the northern suburbs and I believe this would be a lot less intrusive and if the infrastructure on the mountain top was done well perhaps this could be an alternative. This would also be an asset to this area and link in with Mona.

But anything that is built on the Mountain needs to be done without intruding on activities such as hiking, mountain bike riding motorists and walkers and people just enjoying the natural beauty of our Mountain

The way this Government is acting appears that it believes that it can ride rough shod over the people of Tasmania.

Yours sincerely, Robyn Cross [REDACTED]

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Please reply to Robyn Cross at [REDACTED]

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(StateGrowth)

From: Margaret Abraham <campaigns@good.do>
Sent: Friday, 4 August 2017 3:20 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To Whom It May Concern,

I am writing to express my opposition to the draft Bill as it enables the government to forcibly acquire public land for potential private development. Minister Groom claims the Bill comes as a solution to the impasse faced at council, as the Mount Wellington Cable Car (MWCC) has been unable to gain landowner consent for their development plans on Kunanyi. Yet as a letter from Sue Hickey and the Hobart City Council so clearly articulates, there have not been any submissions requesting landowner consent. The Tasmanian government and the MWCC have not made clear which areas of land they intend to use, nor made transparent their proposed plans for the site/s. If passed, the legislation would enable the government to bypass council approval for a project which has not even been seen, undermining the democratic process and our land rights. This holds not only for the proposed cable car development, but all ensuing development that the government supports, should this bill pass. Th

e cable car project, significantly, has not been approved– but Minister Groom is proposing to smother any potential hindrances. In his press release regarding the Bill, Groom speaks as though the fate of the cable car has been decided, remarking on its long history. A cable car may have been on the cards for 100 years, but 100 years of resistance also indicate the depth, and validity, of opposition. He claims that the project must still go through "the normal planning process", but evades the fact that in bypassing the need for council approval, the "normal process" has already been corrupted.

Hobart City Council is divided on the issue of the cable car, as are the residents of Hobart and Tasmania. The legislation seeks to overcome this division through force, smothering public debate and the need for transparency. I would find it heart-wrenching to see our mountain developed into a transport hub and fine dining restaurant, all day café, whisky bar and wine bar shopping complex as indicated in the MWCC's masterplan. Ultimately, the MWCC and the government seek to possess and construct on land which is not theirs: forcibly acquiring this land is a violation of not only the land, but all who dwell near and find solace in it. This mountain is our home, and as public land, this assertion is more than mere sentiment. It must be respected as a shared home, not a playground for developers and power-abusing politicians in their pockets. Passing the proposed legislation would be a great injustice, just as the proposed development would be beating our mountain spirit to the hollow depths of profit-driven enterprise.

Yours sincerely, Margaret Abraham

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Please reply to Margaret Abraham at [REDACTED]

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4 August 2017

Submission on the MOUNT WELLINGTON CABLE CAR FACILITATION BILL 2017

Tourism Industry Council Tasmania (TICT) welcomes the opportunity to comment on the *Mount Wellington Cable Car Facilitation Bill 2017*.

TICT is the peak industry body for the Tasmanian tourism industry. We are a not-for-profit organisation bringing together the many sectors of the Tasmanian tourism industry together to speak with a united voice.

TICT has long-championed the tourism potential of kunanyi/Mt Wellington (the Mountain) as an iconic visitor experience of Tasmania. The Mountain is one of the Tasmania's most popular attractions and synonymous with most visitors' trips to Hobart. But in our view, the tourism potential of the mountain has not been fully realised due to a lack of investment by successive State and Local Governments in visitor infrastructure, and a lack of private investment and entrepreneurial innovation. The experience on the mountain is perhaps best summed up as 'one of the world's best views, experienced from third-world infrastructure'.

TICT supports the concept of a cable car on the mountain, not just to significantly enhance the visitor experience of the mountain, but to achieve a long-term sustainable transport solution for accessing the mountain. We do not believe it is in the best outcomes of the mountain from either a tourism or conservation perspective to continue to see rapidly growing visitor numbers to Hobart access the summit exclusively by a road designed and built in the 1930s. There are many examples throughout the world of popular mountain destinations moving to sustainable cableway technology to compliment and/or replace road access. From a solely tourism perspective, we see every reason and example from throughout the world to suggest a cableway on Mt Wellington will become another globally renowned icon attraction of Hobart and Tasmania, and a commercial success.

In 2013, TICT established a Mt Wellington Task Force to review the policy and planning parameters preventing the Mountain from realising its full tourism potential. This Taskforce reviewed the legislative and planning restrictions on development on the mountain, met with proponents for tourism investment on the mountain, and engaged the expertise of leading cableway developers from across Australia.

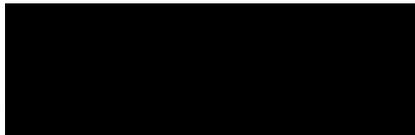
Among the findings of this Task Force was a view that for any scaled development to occur on the mountain, the convoluted land management, planning and tenure of the Mountain needed to be resolved. This included the multiple public authorities with both land ownership and land-use planning



responsibilities for the Mountain. The Task Force found that the inherent challenge and sovereign risk for any proponent seeking to navigate the multiple land use planning and ownership tenures needed to facilitate any major development on the Mountain would continue to constrain private investment.

The *Mount Wellington Cable Car Facilitation Bill 2017* seeks to resolve part of this issue by streamlining land owner consent over public lands. We note the legislation does not seek to negate the land use planning requirements on any development proposal on the mountain, and we expect any scale development on the mountain will be subject to appropriate levels of open public comment and scrutiny.

In this context, we believe this is practical, common sense approach to facilitating any scale development on the mountain, including the potential for a cableway, and we support the legalisation in its current form.



Luke Martin
Chief Executive Officer
Tourism Industry Council Tasmania



[REDACTED] (StateGrowth)

From: hayley saltmarsh [REDACTED]
Sent: Friday, 4 August 2017 3:25 PM
To: Consultation (StateGrowth)
Subject: Cable car proposal support

This is a well-researched and well thought-out endeavour. I support the cable car proponents and their project.

--
Hayley Saltmarsh

(StateGrowth)

From: Alison Waters <campaigns@good.do>
Sent: Friday, 4 August 2017 3:26 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

The current proposal for a cable car on Mount Wellington is a very bad idea, just as several earlier, discredited plans were.

The mountain is the stunning backdrop to our beautiful city of Hobart, and the infrastructure required will forever deface this special place. The idea of any structures marring the stunning majesty of the organ pipes is appalling, and is to be avoided at all costs.

In addition, allowing a private company to use and develop part of Wellington Park would create an unhealthy precedent for future unbridled development of already threatened natural reserves.

A number of alternative low-impact proposals could include:

1. A cable car route from Tolosa Park to the summit, which would not impinge on the organ pipes, and could be of economic benefit to Gelnorchy.
2. A low-impact chair lift from Cascades to the Springs.
3. A frequent (hourly) bus service to the summit all year round, with capability to use the road in all weather.

Yours sincerely, Alison Waters [REDACTED]

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Please reply to Alison Waters at [REDACTED]

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From: karen dedenczuk [REDACTED]
Sent: Friday, 4 August 2017 3:31 PM
To: Consultation (StateGrowth)
Subject: submission re cable car proposal due today

Dear Sir/Madam,

1. I am asking you to acknowledge the land on which you read this letter. If so, have you consulted widely with the aboriginal community in Tasmania about their beliefs on the building of a cable car on their mountain? I have heard them and the public called awful names by the main proponent of this business - Adrian Bold.

I am not in favour of the development if the aboriginal community are in the majority against it. My personal feelings I believe are irrelevant because we white fellas have named this mountain for them but it seems only tokenism if we go to "tread" over it with modern inventions. It is in the quietness and the stillness of the bush that all the people I know who love Tasmania value the face of this mountain and its organ pipes as it is largely unscarred now the trees have grown up.

2. To quote The Mount Wellington Plan" - "The Park is more than a biophysical reserve, and more than the historical parts that make it up. It is , in fact, part of the community's extended sense of self."

"All sites and evidence of the history of Aboriginal occupation and use of the Park are of importance for the information they provide about Aboriginal lifestyles and culture, and for their personal value to the present day community of Aborigines."

3. Before any decision is made by the public - a model of the proposed cable car development should be put on public display. To show where exactly the cable will go, where are the pylons to be placed, what are they to be made of - how high etc". How often will a car go up the cable? Will there be noise? What will happen to the road - to keep it open won't there be health and safety issues when crossing the mountain road? What is the commitment to keeping the road open?

4. One of the proponents was involved in Skyrail at Kuranda but this is a totally different situation where it blends in beautifully with the forest and crosses hardly any roads (if any). The aboriginal community mainly got behind the project and it had a lot of support and is very popular.

5. Therefore, I am not against all cable cars per se. I resent the name calling and labelling by Adrian Bold of the project. The mountain is a beautiful temperate forest on delicate soils. The 1967 fire, which I witnessed, damaged the mountain dramatically. Any more intrusions upon its beauty must be significantly considered for all -including young people and their sense of adventure and wonder - not just today's tourists who have an unquenchable thirst for the next experience. I know because I was a tourist bus driver and most tourists just never want to stop and enjoy anything with quiet and substance and reverence - just onwards to the next thing.

Ask our young people please as it is their future we are preciously holding.

Thank you for reading this and wishing you fortune in your wise judgement,

Karen Dedenczuk
[REDACTED]

(StateGrowth)

From: Matthew Apted <campaigns@good.do>
Sent: Friday, 4 August 2017 3:32 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am writing to you to express my displeasure at hearing the old cable car white elephant is again being trotted out in Hobart. As Tasmanian born Australian who plans to return to the state in the near future, I strongly oppose such a nice. Below I list some of my criticisms of an project and the way it is being handled by authorities.

Firstly, less than three weeks for public comments does not suggest a genuine desire for public consultation. Secondly, a cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site, and 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. Further, 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.

I call for this facilitation Bill to be withdrawn and moves to spoil Hobart's natural assets be halted.

Yours sincerely, Matthew Apted [REDACTED]

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Please reply to Matthew Apted at [REDACTED]

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[REDACTED] (StateGrowth)

From: Sean Mennitz [REDACTED]
Sent: Friday, 4 August 2017 3:33 PM
To: Consultation (StateGrowth)
Subject: Cable Way

I am lending my support to the required legislation. I think a Cable Car would be a benefit to our city and state. I consider myself pro conservation and looking after our World Heritage areas and parks is something I am very strongly for. However we need some form of development and this can work both environmentally and economically.

Yours Faithfully
Sean Mennitz

Sent from my iPhone

(StateGrowth)

From: Linda Thorp <campaigns@good.do>
Sent: Friday, 4 August 2017 3:36 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To whom it may concern

Please respect this beautiful Mountain and don't put a cable car on it thank you

Yours sincerely, Linda Thorp [REDACTED]

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Please reply to Linda Thorp at [REDACTED]

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From: Leigh Henderson [REDACTED]
Sent: Friday, 4 August 2017 3:36 PM
To: Consultation (StateGrowth)
Subject: Support - Mount Wellington Cableway

Mount Wellington Cableway:-

I sincerely support this form of development and progress for Tasmania; as I believe that it will not only be Hobart which will benefit but our entire state.

With viable cable cars etc widely used throughout Europe and other places such as Cape Town (Sth Africa) it appears we might have fallen behind many others who are benefitting from our lack of enterprise.

There is something magical with accessing the mountain backdrop of a city which sits @ the base of a mountain via this type of commute - as seen in many destinations throughout the world.

With modern technology cable car systems (cableway) have been refined and provide for a much safer transport experience than in years gone by.

I believe that it would not only receive wide support from visitors/tourists but it will also receive great support from Tasmanian families and be regarded as an attraction for Hobart.

Mount Wellington roadways/vehicular access:-

In addition to the Cableway, the **development and extension of the current roadway system be extended to the rear of Mount Wellington** would provide a safe alternative to the current mountain road access.

This could include a **new road between Granton & Huonville with the Mount Wellington Rd** then intersecting this.

There could then be financial benefit to Huonville with an alternative route from Derwent Valley and Midland Highway to Huonville.

This may also take further pressure off the current traffic congestion being experienced within Hobart City.

Likewise there would be a flow of traffic from Mount Wellington and Huonville to Granton, Bridgewater, New Norfolk & surrounds.

It will also allow for traffic from Fern Tree to be **one-way only and therefore provide a much safer roadway.**

Regards Leigh
Leigh J Henderson



Sent from my iPad

Sent from my iPad

(StateGrowth)

From: Gabrielle Coombe <campaigns@good.do>
Sent: Friday, 4 August 2017 3:38 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

This Cable Car will permanently scar and disfigure our beautiful Mt. Wellington. Towering metal pylons, glass and concrete not to mention the proposed monstrosity of a terminal on top of our Mt. will destroy the majestic natural beauty that is enjoyed by residents and tourists alike.

Having worked in tourism selling packages to Tassie for a decade I can assure you the last thing tourists want to see when they arrive here is another giant wheel, tacky cable car or theme park. Hobart is know as a picturesque city at the base of a majestic Mt. let's keep it that way unspoilt. I would hate for Hobart and Tassie to suffer because a few want to profit from selling off our Mt. Tens of thousands are employed either directly or indirectly in tourism, we can't afford for those to suffer for a handful of jobs on the Cable Car.

I do not agree with the state government acquisition of public land for private development. Especially when this private development will only benefit a few and may prevent everybody else from using and enjoying it.

Under this 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. I find this very concerning.

Lastly, If the government was really serious in getting public consultation they would have given more than a few weeks for comment. It is typical of the rushed nature of this project.

Yours sincerely, Gabrielle Coombe [REDACTED]

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Please reply to Gabrielle Coombe at [REDACTED]

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[REDACTED] (StateGrowth)

From: shannon kleywegt [REDACTED]
Sent: Friday, 4 August 2017 3:39 PM
To: Consultation (StateGrowth)
Subject: APPROVE THE CABLE CAR!!!

I support the legislation because i support the Mount Wellington Cableway Company's well thought out eco-tourism proposal.

I would use it regularly for mountain biking.

[REDACTED] (StateGrowth)

From: Anna Pafitis [REDACTED]
Sent: Friday, 4 August 2017 3:43 PM
To: Consultation (StateGrowth)
Subject: Cable Car Legislation Submission

I am writing to express my opposition to legislation that facilitates a cable car development on Mt wellington.

Public land should not be allowed for private investment.

Legislation should not be put in place to facilitate government preferred private development overriding existing democratic processes.

The mountain belongs to the people not governments. Leave it alone.

Regards

Anna Pafitis
[REDACTED]

(StateGrowth)

From: Anne Saw <campaigns@good.do>
Sent: Friday, 4 August 2017 3:46 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Firstly, a three week submission deadline is too short a time frame for comprehensive community consultation and response. Secondly, the selling of public land to private developers needs to cease unless the developments are in the interests of local indigenous groups and the general public, which does not seem to be the case in this instance. Tasmania has a unique natural beauty that can be accessed without the need for a cable car at this location and the impacts it would have on those who would be affected negatively by it.

Yours sincerely, Anne Saw [REDACTED]

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Please reply to Anne Saw at [REDACTED]

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[REDACTED] (StateGrowth)

From: [REDACTED]
Sent: Friday, 4 August 2017 3:51 PM
To: Consultation (StateGrowth)
Subject: submission re: Legislation to facilitate access

4th August 2017

I hereby lodge this submission to protest against the Draft legislation to facilitate access. I am against this legislation because I am against the construction of the cable car at kunanyi/Mt /Wellington and the Fragrance Tower in Hobart. These proposed developments are not in keeping with the character of our beautiful low rise city with its unique mountain back drop. The character of our city and the beauty of the mountain as they are today are admired and loved by residents and visitors alike. We need to build on this unique character, protect it and promote it for the jewel it is. We do not need to be like other cities.

Thankyou

Please do not make public my email account name.

(StateGrowth)

From: Julia Fraces Greenhill [REDACTED]
Sent: Friday, 4 August 2017 3:57 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car Facilitation Bill

Attention: Anne Beach, State Growth

I wish to comment on the Mt Wellington Cable Car Facilitation Bill and make the following points:

1. The title of the bill is inaccurate as it does not use the now accepted name of the mountain as kunanyi/Mt Wellington and this indicates a lack of understanding of the heritage importance of our mountain and should be enough to defeat passage of such legislation.
2. It is inappropriate and wrong for the Tasmanian Government to propose alienating such important public land for a private developer.
3. Kunyani/Mt Wellington is important to the people of Tasmania, and particularly to the people of Hobart, as a place for recreation and appreciation of its environmental, cultural values and heritage values and these would all be adversely affected by the passing of thus legislation.
4. It is wrong for the Tasmanian Government to override the custodians of the Wellington Park, the Hobart City Council, for such a divisive development and attempt to remove ownership of this parcel of public land for a private developer. This is particularly wrong when no formal application has been made to the Hobart City Council for landowner consent, and there are no development details or detailed information about the proposed development available to the people of Tasmania.
5. The legislation is totally unacceptable to me as a citizen of Hobart, Tasmania, in particular as section 3, Interpretation allows the term "project" to cover a huge range of possible uses for this critically important part of our mountain. These include not only the terminal and cableway towers themselves, as in (a), but (b) the construction of facilities related to the operation or use of such cable cars; and (c) the use of an facilities, or cable cars, referred to in paragraph (a) or (b) – and includes other developments and uses forming part of that project; This is an extraordinarily wide interpretation, which allows for other significant developments as desired by the cable car developer. It may be said that these will need separate approvals when put forward, but the legislation is flawed in allowing their consideration in this important site.
6. There is no justification for the Tasmanian Government to take forward this flawed legislation when there is no information available about the route of any proposed cable car development, the size of towers necessary, the visual impact on significant attractions such as the Organ Pipes, the recently renovated and beautifully situated track from the Springs to the Chalet below the Organ Pipes, on the visual impact of any structures on the view of the mountain from Hobart city, and on the amenities available to those wishing to drive to the summit, including the present attractive walks in the summit area and the geological structures of that area.

Yours faithfully
Julia Greenhill

[REDACTED]

(StateGrowth)

From: Ludek Rosendorf <campaigns@good.do>
Sent: Friday, 4 August 2017 4:02 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

If there hadn't already been a road built to the pinnacle the cablecar might, just might be worth considering to enable access to the top. But since there already is the road, further "civilisational" pollution of the Mountain (sacred as it is to many, universally to Aborigines) is not warranted and is undesirable on both, environmental and aesthetic grounds.

Yours sincerely, Ludek Rosendorf

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Please reply to Ludek Rosendorf at [REDACTED]

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(StateGrowth)

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

I wish to submit my views on the proposed Mt Wellington Cable Car Facilitation bill.

Due Process I am appalled by the lack of due process in this matter. This project is exempted from the landowner consent requirements for public land. This sets a dangerous and unacceptable precedent where Ministers can step in to give favours to their mates.

Sidesteps HCC The Minister would be effectively granting access for planning activities that would normally be overseen by Hobart City Council. This Bill would also remove the need for Council consent to the acquisition of land.

Hobart's backdrop Mt Wellington is a stunning backdrop for the beautiful city of Hobart. The presence of a cable car up the main face of the mountain would lead to clearing of trees for the entire length of the route, unacceptable development of pylons, and a departure from the very values that contributed to the Park being designated a Reserve in 1993.

I strongly oppose this Bill and will continue to advocate for fair and transparent planning in the City of Hobart.

Yours sincerely,

Mel Fitzpatrick

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Please reply to Mel Fitzpatrick at _____

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[REDACTED] (StateGrowth)

From: Laurell Brown <campaigns@good.do>
Sent: Friday, 4 August 2017 4:06 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please do not acquire public land on Mt Wellington to build an eyesore of a cable car in an area of unique beauty on the doorstep of our capital city. A road is enough for tourists & locals to access the top.

Yours sincerely, Laurell Brown [REDACTED]

_____ This email was sent by Laurell Brown 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 Laurell provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Laurell Brown at [REDACTED]

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Tasmanian Greens'

Response to the draft Mount Wellington Cable Car Facilitation Bill 2017

Cassy O'Connor MP

Greens' Leader and Member for Denison

On behalf of the Tasmanian Parliamentary Greens

Introduction

The Tasmanian Greens welcome the opportunity to respond to the draft *Mount Wellington Cable Car Facilitation Bill 2017* (the draft bill).

The Tasmanian Greens do not support the construction of a cable car and the substantial commercial infrastructure associated with the project, within the Wellington Park or on the Pinnacle of kunanyi/Mt Wellington.

We reject both the process that led to the development of cable car enabling legislation and the arguments put by the Minister and proponent in promoting the draft Bill.

The Greens recognise strong community feelings about kunanyi/Mt Wellington and we respect its original owners and custodians who regard the mountain as a sacred place.

We note the draft Bill disrespects the *palawa* people by incorrectly describing it in the Long Title as, 'An Act to facilitate the development of facilities in relation to, and the operation of, cable cars on Mount Wellington'

Under the Dual Naming Policy, the Nomenclature Board formally gazetted the mountain's name as kunanyi/Mt Wellington in the last term of government.

The pinnacle of kunanyi/Mt Wellington is a highly valued public asset inside the Wellington Park, set aside under the *Wellington Park Act 1993* to ensure public enjoyment of the mountain while protecting its natural and cultural values and the ecosystem services it provides to greater Hobart.

The draft Bill enables the effective privatisation of that asset to suit a single private company which has been enabled to use public resources to advance a project that has long divided the community.

The Greens maintain the draft Bill represents an abuse of the legislative process and sets a disturbing precedent for the forced acquisition of both public and private land to suit development interests.

It is now public knowledge as a result of the Parliamentary and Budget Estimates process that the Minister has directed significant resources within the Department of State Growth towards progressing this project, to the point that the proponent, Mount Wellington Cableway Company (MWCC), has their own departmental email address.

At a time when both State and Federal government are manifestly under investing in modern public infrastructure, this allocation of public resources towards a private project that would capitalise on a public asset, cannot be justified.

The close, personal relationship between the Minister for State Growth, Matthew Groom, and long time proponent, Mr Adrian Bold, is also a matter of public record and raises legitimate probity and transparency questions.

The Greens support the view that the proposed cable car and its extensive associated commercial infrastructure represent a threat to the values for which the Wellington Park was established in 1993.

There are few cities in the world with a wilderness at the scale of the Wellington Park as their backdrop and a skyline of such natural beauty.

In its most crass expression, the draft Bill sets out to commercialise this wilderness, thereby compromising its integrity.

According to Wellington Park Trust website, *“The scale, integrity and diversity of the Park's ecosystems are extremely significant. Variations in climate and soil make the Mountain one of the most biologically diverse areas of its size in Tasmania. The extremely high number of species, variants of species and assemblages of species (communities) makes the Mountain particularly significant.”*

The Greens recognise that the draft Bill does not pretend to protect the values for which the Wellington Park was enacted. Instead, it provides the vehicle for compromising wilderness values, exploiting the Park's natural and cultural values for a commercial enterprise.

Evidence of economic viability and impacts

The State Growth website claims the project *“has the potential to support significant investment in the State”*. This is a vague and unsubstantiated claim that does not stand up to scrutiny. Given the growing appeal of Hobart as a beautifully set city unlike anywhere else, there is just as much basis to claim a cable car has the potential to deter tourists and other tourism investment in the region.

In October 2016, the Tasmanian Development Board conducted an assessment of the project's financial viability, as well as the capacity of the project team to deliver. This assessment has not been made public, nor has the Minister or Department of State Growth referenced this work to justify their claims that the project is viable, may generate investment, and will not receive public funding.

In light of the consistent pattern of Liberal Ministers to spruik modelling that supports their views, we can only surmise that the results were less than compelling. In fact, given the silence on the matter since the assessment was concluded nine months ago, it is reasonable to conclude the project did not meet the criteria of a project of State Significance.

Broader developments enabled

Perhaps one of the most concerning parts of the draft Bill is the misnomer. This Bill facilitates any and all developments on the mountain, as long as a cable car is part of the proposal.

In the case of the current proposal, the draft Bill facilitates not only the acquisition of land and waiver of landowner consent for the development to proceed, but also for a Café, restaurant, wine and whiskey bar, tour guide deck, sport lockers, and a rooftop amphitheatre as well as seven other pieces of infrastructure.

Essentially, the draft Bill enables an entire redevelopment of the mountain's pinnacle, owned and operated by a private developer.

This is not the message being communicated by the Minister, and this omission is in keeping with the lack of transparency and poor process associated with the cable car proposal and development of the draft Bill in this term of government.

Assessment activities

The use of the term "land" rather than "project land" potentially grants the proponent access to privately owned land at the base of the mountain for assessment activities without consent of the land owner. The omission of the word "project" appears to be a deliberate decision, and this encroaches on the rights of private land owners.

Misuse of the *Land Acquisition Act 1993*

The draft bill sets a dangerous precedent in law. The draft Bill falsely and cynically treats the project as "public infrastructure" for the purposes of the *Land Acquisition Act 1993* (the Act), as well as removing the current requirement that a private proponent must first acquire landowner consent.

It is an abuse of the Land Acquisition Act and public trust to describe a private cable car development and significant associated commercial infrastructure as 'public infrastructure.'

Government compulsory acquisition of land should only be undertaken when necessary and in the public interest. It can only work if there is transparency and trust that the legal frameworks will only be used to deliver critical infrastructure to the public, that cannot be reasonably be delivered otherwise.

A private cable car development is most certainly not public infrastructure, nor are the 13 other proposed pieces of infrastructure including a Café and amphitheatre.

In fact, this is a complete reversal of the purpose of the Act. The Act's long title is -

*"An Act to make provision for the acquisition of land by the Crown, public and local authorities and promoters, **to authorize the acquisition of land for undertakings of a public nature, to provide for matters incidental to, and consequential on, that acquisition**, and to repeal the Lands Clauses Act 1857, the Lands Resumption Act 1957 and the Public Authorities' Land Acquisition Act 1949"*

In essence, the purpose of the Act is to acquire private land for public purposes. Perversely, the proposal here is to acquire public land for private purposes.

In conclusion, we regard the draft Mt Wellington Cable Car Facilitation Bill 2017 as the culmination on paper of an improper process that set out to subvert the normal planning process to favour a single private company. The draft Bill is both dishonest and flawed.

Yours sincerely on behalf of the Tasmanian Greens,



Cassy O'Connor

Greens' Leader and Member for

Denison

4 August 2017.

(StateGrowth)

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

To whom it may concern,

I oppose the proposed draft Bill that would enable the acquisition of land on Kunanyi/Mt. Wellington.

The public should be given far more time to respond to the proposed Bill, less that three weeks is inadequate.

The proposed cable car and visitor centre would allow private interest to dictate the future of Kunanyi/Mt. Wellington, which will inevitably result in our historic mountain being used to maximise profits for a small group of stakeholders. Projects of such significance such as this should remain in Public hands for the Public to decide upon, not for private stakeholders to own and control, the Mountain should not “belong” to anyone.

The suggested route from the Cascade Brewery to the summit would cross the face of the Mountain, including the Organ Pipes, ruining the iconic and stunning view that people know and love. If the route were altered, the project would still be a permanent eyesore, especially if the new proposed visitors centre was constructed. Construction of the new visitors centre, its terminus and pylons will also disturb wildlife and vegetation on the mountain, despite the insistence of the MWCC that it would not be disruptive, to construct without disruption is an impossibility.

This project would compromise Aboriginal Heritage sites, and deface an unblemished mountainscape. To me this is akin to scribbling graffiti all over the Mona Lisa, sure it might modernise it, but it will also ruin it aesthetically.

Yours sincerely, Jacky Collyer [REDACTED]

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Please reply to Jacky Collyer at [REDACTED]

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(StateGrowth)

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

I am writing to register my concerns surrounding the proposed cable car development. There are a number of points that I object to.

The three week timeline for public submissions is inadequate for a deep response from those that call Hobart home and makes one feel that public submissions are not valued.

A cable car on kunyoni/ Mt Wellington will forever change the nature of Hobart and will create visual scarring on the mountain and will upset the ecological balance as well as evidence of aboriginal occupation of this significant mountain. I am a recreational walker, climber and mountain biker and this development will greatly impact on local and visitor use of the mountain.

Tasmania has an incredible and growing reputation for its outstanding natural beauty and this needs to be kept intact.

I am concerned about the recent changes to legislation that allows this to take place and believe that this will create a dangerous precedent for other proposals in the future.

The use of public land should not be changed so greatly to create revenue for private business

I do not want this to go ahead.

Yours sincerely, Olivia Hickey [REDACTED]

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Please reply to Olivia Hickey at [REDACTED]

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[REDACTED] (StateGrowth)

From: Nicholas Fitzgerald [REDACTED]
Sent: Friday, 4 August 2017 4:15 PM
To: Consultation (StateGrowth)
Subject: Proposed Mount Wellington Cable Car Facilitation Bill

I wish to object to the Draft Mount Wellington Cable Car Facilitation Bill on the basis that it is a an undemocratic and unnecessary abuse of due process. The Tasmanian Government does not have a mandate to implement this legislation. Any proposed cable car development should be subject to existing State and Council planning systems. Hobart City Council and the Wellington Park Management Trust, as land managers, should not lose their right to consent to land acquisition and development applications, as proposed in the draft legislation.

I am particularly concerned that this draft legislation allows the government to acquire land for private development, essentially handing over access to public land to a private business to profit from. This would set a very bad precedent for Tasmania and calls into question whether the Government is committed to acting in the public interest. Finally, the legislation allowing a developer or their agents to enter private land without permission is a worrying attack on the rights of landowners.

In summary, the proposed Bill which aims to provide special treatment for a particular private business, shows contempt for the Tasmanian public, the Hobart City Council and Tasmania's planning system.

Sincerely,
Nick Fitzgerald

Nick Fitzgerald

[REDACTED]

[REDACTED]

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(StateGrowth)

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

Don't put a cable car on Kunanyi, it will ruin the beauty of Hobart and the magic of the mountain. I no longer live in Hobart but I plan to move back when I'm old and I have no intention of taking anyone up to ride a stupid cable car that will look stupid and be boring.

Yours sincerely, Emma Gilmour [REDACTED]

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Please reply to Emma Gilmour at [REDACTED]

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(StateGrowth)

From: Jane Northrop <campaigns@good.do>
Sent: Friday, 4 August 2017 4:31 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To whom this may concern,

I wish to register my opposition to the proposed Mt Wellington Cable Car Facilitation Bill by highlighting the points below:

- Providing less than three weeks for public comments does not suggest a genuine desire for public consultation.
- A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists.
- The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects.
- The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers.
- Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments.
- Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.
- The cable car as it is proposed will generate increased traffic in South Hobart that is at odds with the village like nature of the suburb, making it burdensome and potentially dangerous for the elderly residents at Vauclose Gardens and the children attending Collegiate and South Hobart Primary schools in particular.
- The proposed cable car is being thrust upon residents of South Hobart. As a resident of South Hobart I feel bullied by the Liberal government and the apparent nepotism underpinning Mount Wellington Cable Car Facilitation Bill 2017.

Yours sincerely, Jane Northrop

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Please reply to Jane Northrop at

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[REDACTED] (StateGrowth)

From: Tim Elliott <campaigns@good.do>
Sent: Friday, 4 August 2017 4:31 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

No Cable car on Mt Welling ever!

Yours sincerely, Tim Elliott [REDACTED]

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Please reply to Tim Elliott at [REDACTED]

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[REDACTED] (StateGrowth)

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

Dear Whom It May Concern, I wanted to express my concern about the cable car facilitation Bill. I was just wondering how and why Tasmania is considering a cable car. Can we not consider investing in passenger rail rather than having an oppressive line of rusting metal running up the middle of this incredible environmental and cultural site? Tourists I have met already comment on the imposing transmission tower at the top of a beautiful mountain. Can we not consider something that will have public benefit rather than allowing private investors to stomp all over the land and heritage that is left? I am a resident of Hobart after moving here from the north west coast of Tasmania as I enjoyed what Hobart could offer, it allowed me a tertiary education yet I could still enjoy being close to the natural environment. If a cable car was built I'm afraid to say I would not have the same respect I had for the city when I moved here. It takes me 4 hours to visit my family up north and costs me more to travel via

the bus. I never thought I'd see the day a cable car would be built well and truly before affordable and publically beneficial connections were made between the state.

Thankyou for your time

Yours sincerely, Laura Gillam [REDACTED]

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Please reply to Laura Gillam at [REDACTED]

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4 August 2017

Anne Beach
State Growth
GPO Box 536
Hobart TAS 7001

By email: consultation@stategrowth.tas.gov.au

Dear Anne,

Re: Draft Mount Wellington Cable Car Facilitation Bill 2017

Thank you for the opportunity to comment on the Draft Mount Wellington Cable Car Facilitation Bill 2017. I do not support this bill. I am concerned about the process that has been followed to facilitate the proposed cable car, the commercial viability of the project, its negative impact on the Tasmania brand, the opportunity cost of the project, its environmental and social impact, the risk that the taxpayers of Tasmania will be left with the burden of subsidizing a failed venture, and the lack of respect for the world's most ancient culture and the wishes of the Tasmanian Aboriginal community who are the true custodians of kunanyi/Mount Wellington. I detail these concerns below.

1. Process

1.1 Amendment to the Pinnacle Specific Area

The Proponent of the cable car, Adrian Bold, initially sought landowner consent from the Hobart City Council in 2014 but it could not be given until there was an amendment to the development zone on the mountain's summit, known as the Pinnacle Specific Area. In 2015 the Proponent requested to increase the development zone on the mountain's summit by 1.1 hectares. On 4 November 2015 the Wellington Park Management Trust, a publicly funded body with statutory responsibility for managing a public asset, increased the development zone as requested. This decision was taken after the Wellington Park Management Trust received 344 representations from the public opposed to the extension of the Pinnacle Specific Area (62% of the 551 representations submitted). The independent Tasmanian Planning Commission found that the trust ignored the vast bulk of representations and wrote a damning report on the process. Instead of responding to the majority of public representations opposed to the extension the Pinnacle Specific Area, the Wellington Park Management Trust chose to do the bidding of a single developer. Green's leader and member for Denison, Cassy O'Connor, concluded this was a sorry day for good process and public participation in development assessments.

1.2 This Bill

With that amendment having been passed, the Hobart City Council expected a formal request by the Proponent of the cable car for landowner consent. But no request was ever made. Instead the State Government has intervened and decided to prepare new laws to acquire the public land on kunanyi/Mount Wellington so that the land would become Crown Land and no longer under the ownership of the Hobart City Council. In doing so the Proponent would be relieved of an obligation to negotiate with the Hobart City Council to obtain consent for both the application and access for preliminary work, and given certainty through securing access to public land. The bill describes the proposed cable car as public infrastructure, which it certainly is not. The bill is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorize entry onto private land such as the Cascade Estate. Approval of both Houses of Parliament, and sign-off by the Governor, would be required, but this bill opens a pathway for the Proponent to acquire public land within Wellington Park.

Instead of following the planning process the State Government is blatantly asking Parliament to authorize a change in land tenure to circumvent the planning process and setting a precedent to enable developers to acquire public land.

Providing less than three weeks for the public to submit comments regarding the bill does not suggest a genuine desire for public consultation.

Considering this bill will diminish the integrity of the State Parliament and the state of Tasmania.

1.3 Perceived Conflicts of Interest

The cable car Proponent is friends with State Growth Minister Matthew Groom and has worked on Mr Groom's election campaign. The minister has dedicated public resources towards facilitating the cable car development. The Mount Wellington Cableway Company webpage pronounces, "The State Government has decided to fully support MWCC". James Cretan, the Chair of Tourism Tasmania, is one of the largest shareholders in Mount Wellington Cableway Company. The ministers and the Premier Will Hodgman deny conflicts of interests, but there are perceived conflicts of interest and public perception is damaging to both the Liberal Government and the state of Tasmania.

1.4 Lost Trust in Government and Process

The community is dismayed with the outcome of the process to amend the Pinnacle Specific Area. We now hold legitimate concerns that the government seeks to over-ride the Hobart City Council, the owners of Wellington Park, and the Wellington Park Management Trust, the custodians of the Park, to circumvent the planning process in order to facilitate private development on public land. The blatant attempt to manipulate how the planning process ought to proceed and the disrespect of the intelligence of the people of Tasmania is staggering.

2. Commercial Viability

The project is referred to as a plus \$50 million dollar project. The Mount Wellington Cableway Company purports to have been transparent with the public about its proposal but no details

of the cost of building and operating the project have been made available so that this can be assessed. The potential of the cable car project to support investment in the state and create significant new jobs in construction and operation has not been demonstrated. It is assumed that everyone will want to ride a cable car to the top of kunanyi/Mount Wellington but where is the evidence for this? Where is the financial modeling, break-even analysis, and business plan? The Mount Wellington Cableway Company website claims there is a waiting list of investors keen to invest in the project and that the most recent capital raise achieved a "32 per cent oversubscribed result". ASIC company extracts show that the Mount Wellington Cableway Company has six ordinary shareholders and 8 preference shareholders who have invested a total of \$876 thousand in the company. This is a fraction of what would be needed if the project were to be approved. Capital support for the project and the commercial viability of the project has not been demonstrated to the people of Tasmania.

3. Negative Impact on the Tasmania Brand

Tasmania sells itself as "clean, green, and clever". It has fresh premium food products. It is "the natural state", "we are committed to protecting our pristine natural assets". Crucial values for Tasmania's economic future are "innovation and sustainability". These brands are extremely valuable but they are fragile and must be nurtured. Tasmania does not own or control these brands; they exist in the minds of Tasmania's customers. The power of brands is their authenticity. If there is a divergence between reality and the brand then these words just become empty rhetoric and their power is lost. Circumventing planning process to enable a developer to build a cable car on kunanyi/Mount Wellington is inconsistent with these values and will damage the Tasmania brand irreparably.

4. Opportunity Cost

The idea of a cable car on kunanyi/Mount Wellington is an old idea that was first proposed in 1905. It has been shown again and again that a cable car on the mountain is not economically feasible and is not wanted by the people of Hobart and Tasmania. If it were a good idea and was wanted by the majority there would already be a cable car on the mountain. Instead of pursuing old follies I suggest Tasmania remains true to brand and instead invests in clever sustainable infrastructure that will grow the economy, build the Tasmania Brand instead of diminish it, unite and integrate the community with their environment instead of divide it, and draw more visitors to our state from around the world. Lets make the most of the unique opportunities that our state has to offer not fall into the trap of the mundane same. This is an opportunity to grow the wellbeing of all Tasmanians financially, culturally and socially. Growth is about far more than just the economy.

When will Tasmania fully recognize the true value of its unique natural beauty, wilderness and history instead of seeing nature as a resource to be exploited? These increasingly scarce values are what will bring tourists to Tasmania in the future. Not a cable car like so many others that can be found in a multitude of cities and on mountaintops studded around the globe. The mountain is the product of geological processes that occurred 280-170 million years ago and the mountain has been host to Tasmanian culture for over 65 thousand years. kunanyi/Mount Wellington is fundamental to the people of Hobart's sense of place. Tasmania is losing out on growing opportunities for tourism, which value this wild beauty, history and sense of place.

This whole process of talking about the cable car and this bill to pass legislation to enable it has been an opportunity cost because we haven't been focused on alternative, more enriching possibilities. We all need to focus on the most valuable propositions not just the loudest ones.

Wildness on the doorstep of a capital city is unique and should be valued and preserved not desecrated.

5. Environmental and Social Impact

kunanyi/Mount Wellington remains in a largely natural state. The roads to the summit, buildings, and existing towers have limited spatial impact. Within 20 minutes from the CBD of Hobart one can be at one with nature. Tasmania's true Southwest Wilderness can be seen from the mountain's summit plateau. A cable car up kunanyi/Mount Wellington would permanently damage an ancient landscape, the environment, and an Aboriginal heritage site. It will be visually intrusive. To argue that a 4.6 km long series of cables, supported by at least 8 towers up to 75 m tall, carrying Skytrams with a capacity for 85 people, to terminus buildings with restaurants, bars and cafes won't be visually intrusive is ludicrous. The cable car will be clearly visible from all over Hobart and the mountain. But impacting the visual amenity of Hobart and the mountain is not the point. It is about much more than this. Cable car infrastructure on the mountain will significantly diminish the natural values of kunanyi/Mount Wellington. These natural values are things that are difficult to quantify and put a dollar price tag on. The sense of freedom and health benefits that one experiences when in nature cannot be underestimated and are beyond words. The experience of hundreds of thousands of walkers, runners, climbers, mountain bikers, and cyclists who value this natural experience will be dramatically and negatively affected by this development. The proposed route across the Organ Pipes is sacrilege. It will change the wild feel of the mountain. It will damage the spirit of the mountain and consequently the soul of Hobart. The social and environmental costs will far outweigh the financial benefits (if any) of investing in a cable car project on kunanyi/Mount Wellington. Bob Brown proposed that kunanyi/Mount Wellington should become an extension to the Tasmanian Wilderness World Heritage Area. This would show to the world that Tasmania truly values and respects the mountain and Tasmanian values are about more than rhetoric.

6. White Elephant

There is considerable risk that the taxpayers of Tasmania will be left with the burden of subsidizing a big white elephant on the mountain or paying for its costly removal. The Mount Wellington Cableway Company state that if the venture fails to provide an adequate return on investment for its shareholders the system will be decommissioned and dismantled with costs paid for by a Capital Reserve Trust Fund. This is a nice sentiment but the history of corporate failures suggests this is unlikely to happen. Once the natural values of the mountain are taken away they can't be put back. No matter how much money is spent in rehabilitation these values are gone forever.

7. Respect

Tasmanian Aboriginal Centre Chief Executive Heather Sculthorpe has said that many underestimate the importance of the mountain. "People have only got to open their minds to it, to be able to see that throughout such an ancient history this mountain had such a deep and

varied connotations for the people that once were here and are still here. Cable cars are not something that is going to happen on the mountain". State Secretary of the Tasmanian Aboriginal Centre Ruth Langford has said that the Tasmanian Aboriginal Community is vehemently opposed to the cable car proposal, which has the potential to desecrate our sacred and spiritual places. "kunanyi is an ancient Aboriginal landscape full of wonderment and mystery and our community is dedicated to kunanyi's care and protection. Supporters of the Cable Car proposal are not only saying yes to creating a significant scar on kunanyi, they are also saying yes to creating a deep wound across our hearts and jeopardizing any future opportunity for our Community to share our story."

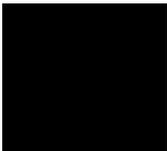
The Proponents of the cable car infuriated the Aboriginal Community when they registered the mountain's Indigenous name "kunanyi" as an Internet domain name in an attempt to promote the project. Heather Sculthorpe has accused the Proponent of ripping off Aboriginal culture and has vowed to fight the cable car to its end.

Please pause for a moment, open your minds, and for once listen to and respect the wisdom of the true custodians of our ancient land and show some respect for their ancient culture.

For the reasons outlined above, I am strongly opposed to the introduction of the Mount Wellington Cable Car Facilitation Bill 2017, and urge the government to abandon the draft Bill immediately.

Please contact me on the email address above if you would like to discuss any of the issues raised in this submission.

Regards,



Ben Jones

PS. The Proponent of the cable car has claimed that the Cascade brewery supports the cable car project. Carlton United Breweries (CUB), the owner of the Cascade brewery and Cascade Estate, has never supported the project. CUB corporate affairs director, Julian Sheezel, says, "once a formal and detailed proposal for a cable car is presented to CUB, we will consider what, if any, support we provide. Our first consideration will be the operational and safety impact on the brewery, as well as the impact on the local environment. Any decision we may make would also be taken following consultation with the local community."

[REDACTED] (StateGrowth)

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

I moved to Hobart 6 years ago from Melbourne. One of the key reasons was for Hobart's beauty. Having such a stunning mountain right there which can be seen from the city centre and from so many locations is a rare and special thing. In Melbourne and many other city's you need to drive hours for this privilege.

There is a road already going to the top and plenty of fantastic trails to get you up there. There is no need to ruin the view with pilons and cables.

Yours sincerely, Susie Watson [REDACTED]

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Please reply to Susie Watson at [REDACTED]

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Submission to Draft Mount Wellington Cable Car Facilitation Bill 2017



Thank you for the opportunity to comment on the *Draft Mount Wellington Cable Car Facilitation Bill 2017 (the draft Bill)*.

Firstly, we are concerned that allowing less than three weeks for public comments does not suggest a genuine desire from the Government for public consultation.

Friends of the Earth is opposed to the proposed Bill and the proposed cable car project more broadly for the following reasons:

Planning implications

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.

The Minister has claimed that the proposed development would still need to go through a normal planning approval process. However, the Tasmanian Government is also proposing the introduction of "major projects" legislation. This would give the Minister power to "call-in" significant projects for assessment against project-specific criteria. This could potentially allow the Minister to completely circumvent the normal planning approval process.

The Bill refers to the *Land Acquisition Act 1993*. Friends of the Earth strongly believes that a commercial tourist venture like the proposed cable car cannot be characterised as a public infrastructure service within the meaning of the *Land Acquisition Act 1993*. It should therefore not be eligible for acquisition by the Crown on behalf of a private developer. If the draft Bill is passed it raises concerns regarding the breadth of potential projects that may seek similar treatment in future.

Damage to the values of Mount Wellington Park

According to the Wellington Park Act the reserve was set aside for the following purposes:

- (a) the provision of recreational and tourism uses and opportunities consistent with the purposes specified in paragraphs (b) to (e);*
- (b) the preservation or protection of the fauna or flora contained in or on the land;*
- (c) the preservation or protection of the natural beauty of the land or of any features of the land of natural beauty or scenic interest;*
- (d) the preservation or protection of any features of the land being features of historical, Aboriginal, archaeological, scientific, architectural or geomorphological interest;*
- (e) the protection of the water catchment values of the land.¹*

We believe that the proposed cable car project is inconsistent with these purposes. For the following reasons:

Aboriginal cultural heritage

A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. We note that the Bill refers only to Mount Wellington and not kunanyi - the name the traditional and original owners of this land - the muwinina people gave the mountain. Members of the local Aboriginal community are understandably strongly opposed to the proposed cable car project, since kunanyi is an important cultural heritage site. We believe that ignoring these important values is extremely culturally insensitive. The Wellington Park Management Plan states that “the Aboriginal community will be consulted on any undertaking or development which will impinge upon Aboriginal sites and other heritage values.”² We are not aware of any consultation with the Aboriginal community having taken place prior to the drafting of this Bill.

Damage to conservation values

The mountain is rich in plant and animal species and home to many significant ecological communities. The cable car proposal threatens these important values. It is not clear from the proposal how much land would have to be cleared for the construction and maintenance of the proposed project and to comply with fire regulations. However, Friends of the Earth believes that any vegetation clearing within the park for this purpose is unacceptable. As the Wellington Park Management Trust note “All plant communities are important in maintaining the integrity of the life sustaining systems in Wellington Park.”³

Threats to threatened species

Three threatened bird species are found in Wellington Park – a unique sub-species of Wedge-tailed Eagle, the Swift Parrot (*Lathamus discolor*) and the Grey Goshawk (*Accipiter novaehollandiae*).⁴ The Federal Government’s *Coordinated Conservation Plan: Eastern Tasmania* notes that many Swift Parrots and Wedge-tailed Eagles “die as a result of collisions with overhead wires”.⁵ The proposed cable car project therefore poses an unnecessary threat to these birds in an area put aside for their protection.

Damage to visual amenity

We believe that the proposed cable car route – directly over the Organ Pipes would permanently damage the visual amenity of the mountain. This would adversely affect the experiences of hundreds of thousands of recreational visitors and local residents.

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 Wellington Park Management Plan states that:

“Mount Wellington has been identified as being ‘of outstanding value to Tasmania because of its ability to demonstrate that it is an iconic manifestation of an Associative Cultural Landscape in Australia. ‘Across more than a 200 year of white settlement time frame and space it may be the most outstanding Associative Cultural Landscape of its type in this country’ (Sheridan, 2010). This statement applies to a wide range of historic cultural landscape values, applicable to the eastern area of the Park, and Mount Wellington in particular. The importance of the

Park to the community is also demonstrated by the large numbers of art, literature and photography sources, the strong interest expressed in the area by community groups, the Mountain Festival, and the high number of visitors. The Park is also identified by the community as being highly valued for a mix of religious, spiritual, cultural and educational purposes.”⁶

Any proposed development that threatens these values should be subject to the highest public scrutiny. Instead we are seeing a proposal to circumvent the normal planning process. This is completely unacceptable and the Bill should be rejected.

¹ WELLINGTON PARK ACT 1993, http://www.austlii.edu.au/au/legis/tas/consol_act/wpa1993184/

² Wellington Park Management Trust: WELLINGTON PARK MANAGEMENT PLAN 2013, amended Oct 2015, https://www.wellingtonpark.org.au/assets/Wellington_Park_Management_Plan_Amending_Plan_2015.pdf

³ Wellington Park Management Trust: *Plant Communities of Conservation Value*, https://www.wellingtonpark.org.au/assets/wellingtonpark_plantcommunities.pdf

⁴ Wellington Park Management Trust: *Birdlife of Wellington Park*, https://www.wellingtonpark.org.au/assets/wellingtonpark_birdlife.pdf

⁵ *Coordinated Conservation Plan: Eastern Tasmania* <https://www.environment.gov.au/system/files/pages/e137ac48-41b7-4f69-9b60-359a0763c635/files/eastern-tasmania.pdf>

⁶ Wellington Park Management Trust: WELLINGTON PARK MANAGEMENT PLAN 2013, amended Oct 2015, p. 18, https://www.wellingtonpark.org.au/assets/Wellington_Park_Management_Plan_Amending_Plan_2015.pdf

Mount Wellington Cable Car Facilitation Bill 2017.

Submission to the consultation.

If passed by the Tasmania Parliament the *Mount Wellington Cable Car Facilitation Bill 2017* has the potential to be a game-changer altering the balance between the perpetual Tasmanian contest between the development of economic opportunity and the retention of environmental integrity.

This legislative proposal seeks to legitimise rent-seeking behaviour by individuals and corporations with the clear objective to gain protected private advantage from facilitated access to public assets. In these circumstances, this most recent of “cable car to the mountain” proposals, there are a number of public interest concerns to be addressed:

1. The dominance of economic rationality thinking underpinning the apparent need for this enabling legislative proposal;
2. The perception that the legislation addresses the development challenges faced by a most favoured proponent;
3. Externality effects: environmental degradation, the production of unintended consequences, governance, environmental, social and economic; and
4. The possibility that, in the event that the project fails to meet or sustain commercial viability at any stage of its development and operation, its abandoned leaves the burden of recovery and rehabilitation costs at the door of the public, local or State government.

The essence of the proposed is the establishment in legislation of the supremacy and legitimisation of economic development and financial advantage over environmental protection and the retention of the integrity of biodiversity.

The current cable car to Mount Wellington proposal is at least the fourth to attract enthusiastic pleas for government support for its establishment, calls for assistance that would be quite unnecessary if the project proposal had sufficient credibility to stand on its own, economically, socially and environmentally. In recent times, it has

been common that development proponents seek Government intervention to overcome by legislative or regulatory fiat countervailing imperative such as:

- environmental protection,
- the maintenance of reserved area viability,
- scenery and amenity preservation, and
- social and community opposition, and
- the preservation of other than the purely economic values.

It is most important to recognise that, if adopted as an Act of the Tasmanian Parliament, the then established precedent will become a major benefit for any development proposition seeking legislative, regulatory or other advantage, especially an economic advantage from governments of all persuasions.

While the persistent claims of the economic and employment benefits of these projects ring clear signals to the political and business communities, they are a different music to community interest that are broader than that. It is a well run strategic and tactical methodology to run the arguments for these clearly contested projects through the single filter of jobs and growth and similarly ideological and political languages of persuasion.

The underlying theme of the legislation and the processes therein suggest that kunanyi/Mt Wellington is the equivalent of land able to be accessed for private advantage. It effectively treats above ground public assets as similar to the special case of a below ground mining lease, rather than a landform that has multiple environmental, social and cultural values.

By reduction, it denies the social, cultural and economic value to the State of the valuable work done by multiple landholders and the Wellington Park Management Trust in adding value and weight in their management of the whole of the Park area. This flaw is compounded through its implication of treating all other "developments and uses" connected with it as "ancillary". At a planning level, the

actual *impact and scale* of development has planning implications of whether development could be considered as ancillary in terms of environmental and other impacts.

The legislation also makes a mockery of government claims to not subsidising the proponent's project. The time and money spent to develop the legal arguments for this legislation and to get it passed through public sector processes is an indirect subsidy. Given that the local council(s) will be deprived of land by compulsory acquisition (albeit one assumes at government valuation, not the real market value of real estate in Tasmania of such a prime tourism and ecological and water source asset) the legislation, if passed, then presents a significant financial contribution by the State government to a proponent by the said compulsory acquisition of land.

There is a significant lack of provisions addressing the ongoing day to day issues of land management on kunanyi/Mt Wellington whilst the proponent is permitted to enter another's land to carry out testing. What rights and responsibilities devolve then to the proponent to ensure the safety and welfare of others whilst carrying out any testing or indeed to ensure no irreparable damage to the social, environmental and economic values of kunanyi/Wellington Park?

Further, given kunanyi/Mt Wellington contributes up to 25% of the City's water into TasWater's networks, how will any impacts of geotechnical testing in the water catchment be managed? While there are studies of where water travels in catchment above ground, there are, to date, no studies on how water travels underground to feed catchments. If geotechnical testing involves ground disturbance, where does the legislation ensure responsibility for ensuring no damage to the water catchment or capacity to repair? The proponent and/or his agents does not appear to be liable for remediation of any "activities, including testing" should there be significant damage to the environmental and cultural fabric of the Park. As such, the legislation then devolves all the costs to ratepayers and residents of Tasmania, and all the benefits to the proponent.

The legislation appears to override Wellington Park Act 1993 and the Land Use Planning and Approvals Act 1993, as well as all other Acts addressing relevant matters such as threatened species, work, health and safety and public liability. This would hardly be a fair and orderly approach to the management of the State's resources, let alone at kunanyi/Mt Wellington. It sets a damaging precedent for other developments in other parts of the State should it gain Royal Assent and become government policy.

A question also arises regarding the interpretation of "project land". The implication of the legislation as only applying to Council land implies that local government landowners are getting "special treatment" to curtail legal rights. Will the same legislation be applied to private landowners in curtailing their rights to own and develop their own land? As mentioned above, if adoption this legislation, directed to advantage a one proponent, one proposal, one location project, establishes a development precedent capable of transfer to future propositions from developers who desire access to similar rent-seeking advantage.

As well as aiding the a present proponent and their project at the expense of the ratepayers of the Cities of Hobart and Glenorchy and the Municipalities of the Derwent Valley, Huon Valley and Kingborough with direct engagement with kunanyi/Mt Wellington and the Wellington Range, the sleeper question arises that possibility other local government area communities will similarly be confronted with threatened with type of legislative confrontation.

With the possibility of this type of confrontation always available to developers with preferred association or proposition, a question that needs to be at the front of mind is, "What happens to the rights of every other landholders in Tasmania?"

While the publicly stated rationale for this legislation has been to grant certainty over land access for a project once free and clear of all planning and legal

constraints. However, is this necessarily a free and fair process for ratepayers who have that land held in trust for their benefit by a Council?

The development process necessarily involves a degree of risk, risk that cannot be mitigated by the community undertaking the role of insurer of easiest resort. In a polity underpinned by a clear separation of public and private interests, this legislation blurs the boundaries of good governance based on sound institutions that protect the social, environmental and economic concerns of all in the community, local and distant.

In conclusion, there is a bright side to the introduction of discussion on this legislative initiative: it alerts us all to a clearly enunciated preference by its proponents for an enshrined process of preference for the advancement of narrow economic interests over the interests of community values and the maintenance of environmental integrity. This is a socially and communally flawed legislative proposition that danger running through its veins for that substantial part of the Tasmanian polity who value their landscapes, amenity and environment higher than entries on balance sheets and profit and loss statements of a select few.

Submitted by

Rob Crosthwaite, 

4 August 2017

(StateGrowth)

From: Irena Zieminski <campaigns@good.do>
Sent: Friday, 4 August 2017 4:57 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am a Hobart resident writing to protest the Mt Wellington Cable Car Facilitation Bill 2017. I would like to strongly protest the dangerous precedent this sets – acquiring public land for private development. This is so wrong on all accounts.

Mt Wellington/kunanyi is a very precious asset that we who live in Hobart treasure. We treasure it for the solitude we get, for its beauty, for its proximity to us; there is so much to treasure about our mountain. We live in Tasmania, work and contribute to civil society. Our voice needs to be listened to. Hobart is such a special city, we have a strong cultural life and a strong life close to nature. This could so easily be destroyed, killing off the very things that make it so attractive to both residents and tourists alike. As more and more cities get more and more developed and more and more homogenous, the value of what we have here in Tasmania increases. Let us not destroy the value of our beautiful natural mountain.

Having recently returned to Hobart after living away for a few years, I am struck by how precious this mountain is to us.

A cable car will ruin so much of what is precious and beautiful about our mountain. We do not need a cable car.

We also don't need a government that passes bills that favour private entrepreneurs who stand to profit from what is a public asset. This bill sets a very dangerous precedent and I urge you to vote against it.

Yours sincerely

Yours sincerely, Irena Zieminski [REDACTED]

_____ This email was sent by Irena Zieminski 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 Irena provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Irena Zieminski at [REDACTED]

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(StateGrowth)

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

I am writing to express my concern about the proposed Cable Car on Mt Wellington. I believe that the cable car route will impact on the mountain in many ways, visually it will be another piece of development on a mountain that is viewed and loved by thousands of Hobartians every day. The Mountain is a natural wonder and to degrade it's appearance would damage Tasmania's Clean and Green branding. The vast majority of future tourists will not ride the cable car and yet all will have their experience of the mountain diminished because of the cable car if it goes ahead.

I also believe that opening up the mountain to developers in this way and removing the landowners consent provisions is the thin end of a dangerous and destructive wedge. The mountain does not belong to any commercial interest. If it belongs to anyone, it is to the Palawa people. The consultation time is too brief for anything other than a box ticking exercise.

Yours sincerely, Dave Reynolds

Yours sincerely, Dave Reynolds [REDACTED]

_____ This email was sent by Dave Reynolds 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 Dave provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Dave Reynolds at [REDACTED]

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(StateGrowth)

From: Sophie Sutton <campaigns@good.do>
Sent: Friday, 4 August 2017 5:01 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am very concerned about the bill for many reasons of which I do not have the time to outline them all. As you only gave three weeks for public comment.

One of my concerns is; 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 have heard that Bold wants to sell once approval has been given. Who will he be selling to? They won't honour promises made.

_____ This email was sent by Sophie Sutton 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 Sophie provided an email address () which we included in the REPLY-TO field.

Please reply to Sophie Sutton at _____

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(StateGrowth)

From: Lia Middleton <campaigns@good.do>
Sent: Friday, 4 August 2017 5:12 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Dear Minister Groom,

I wish to provide comment regarding the draft Bill you are proposing : The Mount Wellington Cable Car Facilitation Bill 2017. My first point of comment is the timetable allocated to provide

submissions - Providing less than three weeks for public comments does not suggest, to me, a genuine desire for public consultation.

A cable car up Mt Wellington would permanently damage and visually scar the mountain, especially if the proposed route is around the Organ Pipes. This will impact on so many of us, the recreational users of the mountains. Those of us, who love the tracks, the wild beauty, the silence, and the uninterrupted views, including walkers, climbers, and mountain-bikers. It may possibly impact motorists too, those people who need to, or like to, drive up to scenic mountain spots, and for free! The metal, glass and concrete of a cable car, its terminus and its pylons will be incredibly intrusive on the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects. The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers. Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments. Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.

Yours sincerely, Lia Middleton [REDACTED]

_____ This email was sent by Lia Middleton 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 Lia provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Lia Middleton at [REDACTED]

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[REDACTED] (StateGrowth)

From: Julie Blom <campaigns@good.do>
Sent: Friday, 4 August 2017 5:12 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am gobsmacked! I could sit here & write about precedence, inadequate public consultation, the potential 'unjust' acquisition of land and so on but what really gets to me is the fact that most visitors to Tassie are going to Tassie to get away from cable cars, high rises, concrete, steel & ticket booths. As a frequent visitor to Tassie (usually with friends & family in tow), we go to get out there into the wilderness, to breathe the air, to feel the earth beneath our feet, to marvel at the majesty of nature; not to see Hobart's most prominent peak defaced by a cable car.

I just cannot believe it! Yes, I'm emotional about this, very emotional. Beauty does that to me & the thought of beauty being destroyed is simply unfathomable.

Mt Wellington is already accessible by car for those who cannot walk. Let the rest of us sweat it out, give us a place to escape.

Yours sincerely, Julie Blom [REDACTED]

_____ This email was sent by Julie Blom 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 Julie provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Julie Blom at [REDACTED]

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(StateGrowth)

From: Gillian Hall <campaigns@good.do>
Sent: Friday, 4 August 2017 5:15 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Having lived on the slopes of Mt Wellington and survived the horrendous bushfires of 1964, I feel a special affinity with the mountain and it's many wonderful walking tracks and special places.

My family are appalled that our Government thinks it has the right to facilitate the building of a cable car of any description to the summit when there is a perfectly adequate road and numerous walking tracks already.

On the days when visibility is nill due to thick cloud cover or there is a howling gale, the operation would have to be shut down for safety reasons as happens in many other places in the world where cable cars operate.

Visitors come to our wonderful island because of it's natural, unspoiled beauty – not to see man made intrusive structures constructed to make as much money as possible for their proponents. **HANDS OFF OUR BEAUTIFUL MOUNTAIN!**

Yours sincerely, Gillian Hall [REDACTED]

_____ This email was sent by Gillian Hall 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 Gillian provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Gillian Hall at [REDACTED]

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(StateGrowth)

From: Mark Horstman [REDACTED]
Sent: Friday, 4 August 2017 5:16 PM
To: Consultation (StateGrowth)
Subject: Feedback on draft legislation for kunanyi/Mt Wellington cable car proposal

I write to register my opposition to draft legislation to facilitate access to public land within kunanyi/Mt Wellington Park for the purposes of a cable car project.

If the normal planning approval processes are to be followed anyway, then it is not necessary to allow a planning application involving public land to be lodged and assessed without landowner consent (from the Hobart City Council).

Without this stage of landowner consent, there is a risk that the development proposal may compromise the public interest by affecting operations, land and infrastructure of the Hobart City Council without these issues being appropriately considered from the outset.

I recommend that (a) this draft legislation is not proceeded with and that (b) the proponent, like any other proponent, seek landowner consent from the Hobart City Council by providing the information required to enable its consideration.

Mark Horstman
[REDACTED]

(StateGrowth)

From: Sharon Young <campaigns@good.do>
Sent: Friday, 4 August 2017 5:24 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Three weeks for public consultation is definitely too short. The aesthetics and cultural values will be diminished markedly. We do not need to be like any other cities we are unique that is our selling point. No cable car please. Health system first.

Yours sincerely, Sharon Young [REDACTED]

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Please reply to Sharon Young at [REDACTED]

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(StateGrowth)

From: Kylie Cantwell <campaigns@good.do>
Sent: Friday, 4 August 2017 5:28 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

No cable car!

Yours sincerely, Kylie Cantwell

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Please reply to Kylie Cantwell at [REDACTED]

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[REDACTED] (StateGrowth)

From: L.Elaine Miller <campaigns@good.do>
Sent: Friday, 4 August 2017 5:30 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

One of the chief reasons my spouse and I chose to move to Hobart from Melbourne was the proximity to the bush. Mount Wellington is a majestic landmark and a priceless public resource for the many people who enjoy bushwalking for recreation and health. A cable car and the associated constructions (pylons, cables, visitor centre/ticket booth) would affect the experience in a decidedly negative way, and not only for those of us who live here. Tourists do not come to Tasmania for amusement park rides. They come for the natural features that make it a uniquely spectacular place.

The proposed Bill significantly expands ministerial powers and would turn our public land into a tool for private gain. This is unacceptable. You were elected to represent the interests of the community, not to facilitate whims and hare-brained get-rich-quick schemes.

Yours sincerely, L. Elaine Miller [REDACTED]

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Please reply to L. Elaine Miller at [REDACTED]

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(StateGrowth)

From: Greg Finlayson <campaigns@good.do>
Sent: Friday, 4 August 2017 5:36 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Dear Sir,

I am widely travelled and think Hobart and Tasmania are unique world treasures.

I cannot foresee any possible benefit from this proposal that would offset its clear and obvious negative impact.

I implore you to reconsider and consult widely and carefully for many years before undertaking such an irreversible action.

Yours sincerely, Greg Finlayson

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Please reply to Greg Finlayson at [REDACTED]

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[REDACTED] (StateGrowth)

From: Sabrina Evans <campaigns@good.do>
Sent: Friday, 4 August 2017 5:40 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

The magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects, contributes to the iconic charm of Hobart and Tasmania as having untouched wilderness and heritage areas that we are famous for. The metal, glass and concrete of a cable car, its terminus and its pylons will not only intrude upon the visual charms of our city but also bring into question our commitment to our wilderness heritage

Yours sincerely, Sabrina Evans [REDACTED]

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Please reply to Sabrina Evans at [REDACTED]

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[REDACTED] (StateGrowth)

From: Antonia Dunne [REDACTED]
Sent: Friday, 4 August 2017 5:43 PM
To: Consultation (StateGrowth)
Subject: Mount Wellington cable car facilitation bill

I write to express my concerns about this bill. The State Government proposal contained in this proposed legislation, to override existing protective mechanisms for Mt Wellington, for the acquisition of land to facilitate the decision making around the proposed cable car, troubles me greatly.

Antonia Dunne
[REDACTED]

4 August, 2017
consultation@stategrowth.tas.gov.au

To whom it may concern

Re: *Mt Wellington Cable Car Facilitation Bill 2017*

kunanyi/Mount Wellington is a great icon for people living in southern Tasmania, and especially Hobart. It is a backdrop, a playground, a weather vane, and a harbinger for arriving home. It provides a rich and diverse ecological and geomorphological landscape, imbued with stories and social importance. For Tasmanians, past and present, it provides a deep sense of place.

As the landowner and member of the Wellington Park Management Trust, Hobart City Council is a committed custodian of the Mountain. The council is elected by Hobart ratepayers who live on the flanks and in the shadow of the Mountain. As a government body, HCC is closest to the local people who call the Mountain home. Of all the institutions, they are most likely to understand the opinions of Hobart residents regarding the Mountain and its values. The debate about a cable car or aerial railway is not new with the first legislation to support the idea stretching back to 1903! The Mountain is deeply significant for people in the area, and for that reason the battles have been hard fought. The vision did not have social license on the dawn of last century, and it still doesn't!

As both the contemporary landowner and as the aldermen elected by the local people, consent for any cable car development should be required by Hobart City Council. The *Mt Wellington Cable Car Facilitation Bill 2017* (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, the Bill would set a dangerous precedent for further land grabs of public land where the benefits are predominately for private developers.

We understand that land acquired under the Bill will become Crown land and remain as part of Wellington Park. Section 7G of the *Land Acquisition Act 1993* however, 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. This is a significant risk that should be avoided at all costs.

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. We holdheartedly oppose this proposal.

The Bill should not be passed and Hobart City Council should maintain the role of providing consent re the lodgement and assessment of any cable car planning application.

The drafting of the Bill fuels suspicion among Tasmanians. Such a significant proposal should be considered within existing parameters and 'changing the goal posts' simply seeds distrust in planning processes and democracy.

Thank you for the opportunity to comment.

Margie Jenkin and Andy Cianchi

[Redacted]

[Redacted]

(StateGrowth)

From: Lewis Allen <campaigns@good.do>
Sent: Friday, 4 August 2017 5:58 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

A cable car is completely unnecessary because as a swiss friend once said “we have cable cars in our country, BECAUSE WE DON'T ALREADY HAVE A ROAD GOING UP OUR MOUNTAINS!” which seems very logical and any anything else seems silly. 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, Lewis Allen

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Please reply to Lewis Allen at [REDACTED]

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(StateGrowth)

From: David James <campaigns@good.do>
Sent: Friday, 4 August 2017 6:03 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Dear polities It really is somewhat heartbreaking to see this proposed legislation with inadequate public consultation time before the Parliament. Had the period been longer I could write a much more comprehensive piece on why this legislation should be rejected.

Please reject this legislation because it disregards the visual importance of and the positive future that Mt Wellington could have. The proposed cable car is at odds with all the great things that Mt Wellington is and the things that Mt Wellington could be.

For so long many people have looked forward to less junk on the mountain and not more. The cable car would add to this clutter of towers and cables. It is absolutely disappointing and inappropriate that this legislation would allow the crown to acquire control of the land quite clearly for the benefit of a private developer. That Mr Groom has a seemingly cosy relationship with the developer is also concerning. It is conceivable there are some benefits from the proposal but they are far outweighed by the negatives experienced by local Tasmanians viewing the mountain as part of their daily ritual or by users that engage more deeply with the mountain whether it be a picnic at the Springs or walking the organ pipes track marvelling at how nice it is to be out of the city. There are so many other great futures for the mountain that more Tasmanians can enjoy but a cable car will mostly be used by tourists who just want a time efficient use of their time here before they move on. Meanwhile Tasmanians will be stuck with it and a progressively less wild less beautiful mountain bound with steel cables. The proponents might tell you it is progress but really it is regress to an idea from last century. Please reject this archaic and backward looking legislation.

Yours sincerely, David James

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Please reply to David James at [REDACTED]

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(StateGrowth)

From: Judy Rees <campaigns@good.do>
Sent: Friday, 4 August 2017 6:05 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I believe that such beautiful wilderness areas should be protected, not exploited. As you log every forest you can, spoiling all the areas tourists visit, then keep away from Mount Wellington. There is already a road going all the way to the top, vision is often occluded by low cloud. Protect the environment and wildlife for a change.

Yours sincerely, Judy Rees [REDACTED]

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Please reply to Judy Rees at [REDACTED]

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(StateGrowth)

From: David James <campaigns@good.do>
Sent: Friday, 4 August 2017 6:03 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Dear polities It really is somewhat heartbreaking to see this proposed legislation with inadequate public consultation time before the Parliament. Had the period been longer I could write a much more comprehensive piece on why this legislation should be rejected.

Please reject this legislation because it disregards the visual importance of and the positive future that Mt Wellington could have. The proposed cable car is at odds with all the great things that Mt Wellington is and the things that Mt Wellington could be.

For so long many people have looked forward to less junk on the mountain and not more. The cable car would add to this clutter of towers and cables. It is absolutely disappointing and inappropriate that this legislation would allow the crown to acquire control of the land quite clearly for the benefit of a private developer. That Mr Groom has a seemingly cosy relationship with the developer is also concerning. It is conceivable there are some benefits from the proposal but they are far outweighed by the negatives experienced by local Tasmanians viewing the mountain as part of their daily ritual or by users that engage more deeply with the mountain whether it be a picnic at the Springs or walking the organ pipes track marvelling at how nice it is to be out of the city. There are so many other great futures for the mountain that more Tasmanians can enjoy but a cable car will mostly be used by tourists who just want a time efficient use of their time here before they move on. Meanwhile Tasmanians will be stuck with it and a progressively less wild less beautiful mountain bound with steel cables. The proponents might tell you it is progress but really it is regress to an idea from last century. Please reject this archaic and backward looking legislation.

Yours sincerely, David James

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Please reply to David James at [REDACTED]

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(StateGrowth)

From: Vanessa Beckitt <campaigns@good.do>
Sent: Friday, 4 August 2017 6:13 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I request that you seriously reconsider the preservation of the natural and heritage landscape of Mt Wellington as a National Park. The development of the area is not of benefit to the cultural and heritage values, which must be considered prior to any commercial development.

Culturally, the mountain should belong to the indigenous owners, if anyone, and any development should be within strict parameters as heritage or culture.

The proposed development is totally ignorant of both cultural and heritage aspects of the mountain, and appears to be a pure money making eyesore, which may well prove to be a total disaster for the natural heritage, skyline and fauna...which have all remained more or less uninterrupted since settlement of Hobart -bar telecommunications and viewing platform. Please divert the idea of cable car to a more suited location such as Mt Nelson or Knocklofty, where it could become part of a circuit walk which fitted into the capabilities of many people. This is a brief request, need I detail specific heritage sites, flora, fauna and historically significant details.

Yours sincerely, Vanessa Beckitt [REDACTED]

[REDACTED]

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Please reply to Vanessa Beckitt at [REDACTED]

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From: David Tate <campaigns@good.do>
Sent: Friday, 4 August 2017 6:15 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

To whom this may concern,

I wish to register my opposition to the proposed Mt Wellington Cable Car Facilitation Bill by highlighting the points below:

- Providing less than three weeks for public comments does not suggest a genuine desire for public consultation.
- A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. The aesthetics of beautiful Mt Wellington on and around the Organ Pipes would be permanently damaged, adversely affecting the experiences of hundreds of thousands of recreationalists, including walkers, climbers, mountain-bikers and motorists.
- The metal, glass and concrete of a cable car, its terminus and its pylons will intrude upon the magnificent views of Mt Wellington that are enjoyed by tens of thousands of people from many different aspects.
- The Bill exempts the cable car project from the landowner consent requirements for public land and allows the State Government to acquire public land for private development. If passed, this Bill would set a dangerous precedent – giving the green light for further land grabs of public land for the sole benefit of private developers.
- Currently, permission from landowners would be required before the cable car proponent could enter land to undertake any work required to prepare a development application (e.g. surveying work, biodiversity studies, Aboriginal heritage assessments, traffic surveys). Under the Bill, the Minister can grant an authority to enter land, subject to any terms or conditions. As drafted, this power is not limited to land within Wellington Park owned by Hobart City Council and could potentially be used to authorise entry onto private land to carry out preliminary assessments.
- Land acquired under the Bill will become Crown land and remain as part of Wellington Park. However, Section 7G of the Land Acquisition Act 1993 requires parliamentary approval for acquired land to be used for any purpose other than the proposed infrastructure. So, unless specifically provided for in the acquisition order, this could prevent land acquired for the cable car from being used for public recreation.
- The cable car as it is proposed will generate increased traffic in South Hobart that is at odds with the village like nature of the suburb, making it burdensome and potentially dangerous for the elderly residents at Vauclose Gardens and the children attending Collegiate and South Hobart Primary schools in particular.
- The proposed cable car is being thrust upon residents of South Hobart. As a resident of South Hobart I feel bullied by the Liberal government and the apparent nepotism underpinning Mount Wellington Cable Car Facilitation Bill 2017.

Furthermore, the whole idea of a cable car is deeply flawed. An alpine train service on raised tracks [to allow animals to pass underneath] would allow higher visitor numbers to Mt Wellington and improved servicing to facilities on the Mountain. Many questions surround a cable being built: safety in wind and who will pay for the required improvements in rescue equipment? Recent news highlights the vulnerability of cable cars. An alpine train would allow bigger visitor numbers at reduced per capita costs. Prices can be kept lower, allowing all-year/ all-weather engagement of both tourists and locals alike, and is in keeping with the lower key attraction of Tasmania. The railway from Cairns to Kuranda in Queensland provides a model worth emulating.

Yours sincerely, David Tate

Yours sincerely, David Tate

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Please reply to David Tate at [REDACTED]

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[REDACTED] (StateGrowth)

From: Atennant [REDACTED]
Sent: Friday, 4 August 2017 6:16 PM
To: Consultation (StateGrowth)
Subject: Mount Wellington cable car

Good afternoon

Please support the cable car being erected on Mt Wellington. Our state needs tourism to the mountain to view our beautiful city & surrounds of Hobart

And the domino effect this will create, jobs! Ive been to Kuranda Queensland and the way the pylons are there is very unobtrusive. The current road to the mountain isnt good. It would scar the mountain more if you widen the road.

This will create jobs and provide an amazing experience for the tourist.. Win Win

Regards
ATennant

Sent from my Sony Xperia™ XZ on the Telstra™ Mobile network

[REDACTED] (StateGrowth)

From: Charles Rose [REDACTED]
Sent: Friday, 4 August 2017 6:19 PM
To: Consultation (StateGrowth)
Subject: Cable cart

To whom it may concern

I support the legislation of the cable car because i support the Mount Wellington Cableway Company's well thought out eco-tourism. And This is an excellent idea and would be great for tourists as well as the locals and our selves it's about time something was done someca people can't access the beautiful mountain this will allow them too there every were else round the world let Tasmania thrive let us have this Charles j rose [REDACTED] Sent from my iPhone

(StateGrowth)

From: [REDACTED] <campaigns@good.do>
Sent: Friday, 4 August 2017 6:31 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Follow Up Flag: Follow up
Flag Status: Flagged

PLEASE KEEP MY NAME CONFIDENTIAL.

I am opposed to the draft legislation specifically because it:

- Overrides the need for land owner consent
- permits open ended development in “support” of the cable car which is of grave concern
- is enabling legislation for a private developer utilising public space which is environmentally and culturally significant and sensitive landscape and for a cable car development which is of questionable economic gain for the wider community
- There has been no demonstrated public support for this other than developer and political spin
- The Hobart city council should remain the custodians of the land within Mt Wellington park and development proposals assessed accordingly.

Yours sincerely, [REDACTED] PLEASE KEEP MY NAME CONFIDENTIAL!

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Please reply to [REDACTED]

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Submission to Draft Mount Wellington Cable Car Facilitation Bill 2017

Thank you for the opportunity to comment on the *Draft Mount Wellington Cable Car Facilitation Bill 2017*.

Firstly, I am concerned that allowing less than three weeks for public comments does not suggest a genuine desire from the Government for public consultation.

I am opposed to the proposed Bill and the proposed cable car project more broadly for the following reasons:

The Bill sets a dangerous precedent

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.

The Minister has claimed that the proposed development would still need to go through a normal planning approval process. However, the Tasmanian Government is also proposing the introduction of "major projects" legislation. This would give the Minister power to "call-in" significant projects for assessment against project-specific criteria. This could potentially allow the Minister to completely circumvent the normal planning approval process.

The Bill refers to the *Land Acquisition Act 1993*. This Act was introduced "to make provision for the acquisition of land by the Crown, public and local authorities and promoters, to authorize the acquisition of land for undertakings of a public nature".¹ The Act defines infrastructure as:

any structure, facility or work arising in connection with the provision to the public or a section of the public of services relating to –

(a) water;

(b) energy;

(c) communications;

(d) transport;

(e) education;

(f) health;

(g) emergency response;

(h) sewerage;

(i) any other service which may be prescribed;

The intent of the legislation is clearly the acquisition of land for the provision of public services. A commercial tourist venture like the proposed cable car does not fit this criteria and should therefore not be eligible for acquisition by the Crown on behalf of a private developer.

I also note that Section 7C(1) of the Act states that

*“The Minister may not make a recommendation under section 7B(1) that an order be made which authorises the acquisition of land for the purposes of infrastructure to be constructed or operated by a person other than the Crown unless... (d) the Minister is satisfied that it is **in the public interest** for the proposed order to be made.”*

I fail to see how the effective privatisation of public land can be in the public interest. Recent polling suggests that over 40 per cent of Denison voters are opposed to the project – those local residents certainly don't think it is in their interest!

If the draft Bill is passed it raises concerns regarding the breadth of potential projects that may seek similar treatment in future.

Damage to the values of Mount Wellington Park

According to the Wellington Park Act the reserve was set aside for the following purposes:

- (a) the provision of recreational and tourism uses and opportunities consistent with the purposes specified in paragraphs (b) to (e);*
- (b) the preservation or protection of the fauna or flora contained in or on the land;*
- (c) the preservation or protection of the natural beauty of the land or of any features of the land of natural beauty or scenic interest;*
- (d) the preservation or protection of any features of the land being features of historical, Aboriginal, archaeological, scientific, architectural or geomorphological interest;*
- (e) the protection of the water catchment values of the land.²*

I believe that the proposed cable car project is inconsistent with these purposes. For the following reasons:

Aboriginal cultural heritage

A cable car up Mt Wellington would permanently damage an ancient landscape and Aboriginal heritage site. I note that the Bill refers only to Mount Wellington and not kunanyi - the name the traditional and original owners of this land - the muwinina people gave the mountain. Members of the local Aboriginal community are understandably strongly opposed to the proposed cable car project, since kunanyi is an important cultural heritage site. I believe that ignoring these important values is extremely culturally insensitive.

Damage to conservation values

The mountain is rich in plant and animal species and home to many significant ecological communities. The cable car proposal threatens these important values. It is not clear from the proposal how much land would have to be cleared for the construction and maintenance of the proposed project and to comply with fire regulations. I believe that any vegetation clearing within the park for this purpose is unacceptable. As the Wellington Park Management Trust note “All plant communities are important in maintaining the integrity of the life sustaining systems in Wellington Park.”³

Threats to threatened species

Three threatened bird species are found in Wellington Park – a unique sub-species of Wedge-tailed Eagle, the Swift Parrot (*Lathamus discolor*) and the Grey Goshawk (*Accipiter novaehollandiae*).⁴ The Federal Government's *Coordinated Conservation Plan: Eastern Tasmania* notes that many Swift Parrots and Wedge-tailed Eagles "die as a result of collisions with overhead wires".⁵ The proposed cable car poses an unnecessary threat to these birds in an area that has been put aside for their protection.

Damage to visual amenity

The proposed cable car route – directly over the Organ Pipes would permanently damage the visual amenity of the mountain. This would adversely affect the experiences of hundreds of thousands of recreational visitors and local residents.

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 Wellington Park Management Plan states that:

*"Mount Wellington has been identified as being 'of outstanding value to Tasmania because of its ability to demonstrate that it is an iconic manifestation of an Associative Cultural Landscape in Australia. 'Across more than a 200 year of white settlement time frame and space it may be the most outstanding Associative Cultural Landscape of its type in this country' (Sheridan, 2010). This statement applies to a wide range of historic cultural landscape values, applicable to the eastern area of the Park, and Mount Wellington in particular. The importance of the Park to the community is also demonstrated by the large numbers of art, literature and photography sources, the strong interest expressed in the area by community groups, the Mountain Festival, and the high number of visitors. The Park is also identified by the community as being highly valued for a mix of religious, spiritual, cultural and educational purposes."*⁶

Any proposed development that threatens these values should be subject to the highest public scrutiny. Instead we are seeing a proposal to circumvent the normal planning process. This is completely unacceptable and the Bill should be rejected.

¹ WELLINGTON PARK ACT 1993, WELLINGTON PARK ACT 1993,
<https://www.legislation.tas.gov.au/view/html/inforce/current/act-1993-023#GS7A@EN>

² *Ibid.*

³ Wellington Park Management Trust: *Plant Communities of Conservation Value*,
https://www.wellingtonpark.org.au/assets/wellingtonpark_plantcommunities.pdf

⁴ Wellington Park Management Trust: *Birdlife of Wellington Park*,
https://www.wellingtonpark.org.au/assets/wellingtonpark_birdlife.pdf

⁵ *Coordinated Conservation Plan: Eastern Tasmania*
<https://www.environment.gov.au/system/files/pages/e137ac48-41b7-4f69-9b60-359a0763c635/files/eastern-tasmania.pdf>

⁶ Wellington Park Management Trust: *WELLINGTON PARK MANAGEMENT PLAN 2013, amended Oct 2015*, p. 18,
https://www.wellingtonpark.org.au/assets/Wellington_Park_Management_Plan_Amending_Plan_2015.pdf

From: Sharron Shimbel [REDACTED]
Sent: Friday, 4 August 2017 6:50 PM
To: consultation@stategrowth.tas.gov.au.
Subject: Mt Wellington Cable Car

I whole heartedly support the Mt. Wellington Cable Car being built. Tasmania and Hobart in particular have done such a great deal in recent years to attract visitors and this would be another feather in the cap. Like Hong Kong and Capetown the views would be appreciated by many.

Sincerely

Sharron Shimbel.

5th generation Tasmanian

From: John Celesti [REDACTED]
Sent: Friday, 4 August 2017 6:52 PM
To: Consultation (StateGrowth)
Subject: Support for the Mt Wellington Cable Car

To whom it may concern,

I'd like to formally state my strong support for this project. IT'S ABOUT TIME!

Tasmania has long been a destination playing second fiddle to major international tourist hot-spots like Sydney, Melbourne and the Gold Coast. Finally here is an opportunity to truly deliver a unique experience only to be found in Tasmania and a "Must-Do" activity on any traveller's check list.

With the growth in tourism, particularly in the cruise ship industry, it will no doubt be a popular inclusion in their visitor's itinerary.

An enormous amount of work has been taken into consideration to minimise any environmental impact (if any) that this project may cause.

This is one of the most exciting projects that this state has and is an incredible opportunity to realise. Afterall, let's face it, it is only a matter of time before this happens, either within the next few years to a hundred, so why not make it now? If we do nothing, we are guaranteed nothing.

The Cable Car will make MONA look secondary as the leading tourist attraction in Hobart, if not Tasmania. We all want it! Tourists, locals and our future kids. In about 50 years time they'll be all shaking their heads when reading about Hobart's history and learn how long it took to finally get the cable car off the ground.

People will come back time and time again and share their adventures and photos with the rest of the world. Our tourism industry will prosper and Tassie will definitely be one of the hottest tourist destinations in the country.

Regards,
John Celesti

(StateGrowth)

From: Ellen Rees <campaigns@good.do>
Sent: Friday, 4 August 2017 7:06 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am writing to express my opposition to the proposed cable car on kunanyi /Mt Wellington. As a Tasmanian, I believe that building a cable car on the unique natural backdrop to the city is short-sighted and does not appreciate the irreplaceable beauty of our capital city. The profile of Hobart and Tasmania has significantly increased in the past six years and what this has a reputation for is the clean and striking wilderness, so close to the cultural centre. Please allow a longer time period for public comment as I believe that my opinion is part of the majority,

Yours sincerely, Ellen Rees

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Please reply to Ellen Rees at [REDACTED]

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[REDACTED] (StateGrowth)

From: Stephenson, Brett [REDACTED]
Sent: Friday, 4 August 2017 7:08 PM
To: Consultation (StateGrowth)
Subject: Viva la cable car

I think the cable car is a great idea. Having a coffee at the top of the mountain in the snow after a cable car ride would be amazing. Having access to the summit will be a major draw card and cut down on the mountain car traffic.

Kind regards
Brett Stephenson

[REDACTED] (StateGrowth)

From: sermone [REDACTED] warn [REDACTED]
Sent: Friday, 4 August 2017 7:15 PM
To: Consultation (StateGrowth)
Subject: Cable car

Sent from my Samsung Galaxy smartphone.
To whom this may concern,

I support the cable car legislation for our little tassie isle
20 plus years ago i wrote a letter to our then state minister regarding support for the cable car during a yr 7 assignent,
I still to this day feel the same
So please do this,
Our state needs growth and attractions

Kind regards
Sermone warn

(StateGrowth)

From: Amanda Hyland <campaigns@good.do>
Sent: Friday, 4 August 2017 7:22 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

As a regular bushwalker it would make me sad to turn a pristine environment into a tacky tourist destination.

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Please reply to Amanda Hyland at [REDACTED]

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[REDACTED] (StateGrowth)

From: Sarah Cotton <campaigns@good.do>
Sent: Friday, 4 August 2017 7:23 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Yours sincerely, Sarah Cotton [REDACTED]

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Please reply to Sarah Cotton at [REDACTED]

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[REDACTED] (StateGrowth)

From: D Visser [REDACTED]
Sent: Friday, 4 August 2017 7:39 PM
To: Consultation (StateGrowth)
Subject: MWCC Cable Car

I support the Cable Car and I support any legislation that will enable the cable car to be built.

Danny Visser
[REDACTED]

--
Danny Visser
[REDACTED]

[REDACTED] (StateGrowth)

From: Stephen B [REDACTED]
Sent: Friday, 4 August 2017 7:42 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington cable car draft legislation to facilitate access

State Growth
Attention Anne Beach

Dear Anne

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.

Sincerely,
Stephen Bray

[REDACTED]

(StateGrowth)

From: Andrew Nolan <campaigns@good.do>
Sent: Friday, 4 August 2017 7:44 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Hello

I am writin to object to the proposed MyWellington Canle car.

To begin with three weeks is a grossly inadequate amount of time to allow for public responses to the project.

Beyond that I wish to object to the scarification of our beautiful mountain. I cannot conceive that this would be considered an asset to our beautiful city – don't do it!!!

Yours sincerely, Andrew Nolan [REDACTED]

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Please reply to Andrew Nolan at [REDACTED]

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[REDACTED] (StateGrowth)

From: Charlotte Bell <campaigns@good.do>
Sent: Friday, 4 August 2017 7:50 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I grew up here , have had children here and done the obligatory mainland and overseas living for about 8 years . I love tasmania and Hobart for its raw honestly it's relationship with nature . I implore you to reconsider the cable car , I think it is such an abhorrent idea . The mountain is perfect and if people can't be bothered with the drive they are just plain lazy. It would be an absolute disaster to the natural beauty and honesty of the mountain to maim it with a cable car. Thank you

Yours sincerely, Charlotte Bell [REDACTED]

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Please reply to Charlotte Bell at [REDACTED]

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(StateGrowth)

From: Karen Darby <campaigns@good.do>
Sent: Friday, 4 August 2017 7:51 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Mt Wellington has a road which takes cars and buses. People can enjoy the view by taking a car or bus. A cable car is just a gimmick to make money. The aesthetics of Mt Wellington on and around the Organ Pipes would be permanently damaged by the advent of a cable car – 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. 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. No minister should have this much power. 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 was born on Mt Wellington and do not wish to see its commodification for the purpose of greed. It's a totally unnecessary tourism device.

Yours sincerely, Karen Darby [REDACTED]

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Please reply to Karen Darby at [REDACTED]

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(StateGrowth)

From: Mark Grzinic [REDACTED]
Sent: Friday, 4 August 2017 8:00 PM
To: Consultation (StateGrowth)
Subject: Draft legislation to facilitate access

I support the introduction and changes proposed in the draft bill and believe that it provides a fair and equitable solution to progress sensible development within the wellington park.

The proposed bill maintains integrity in the planning process and allows the development the ability to progress through the appropriate planning processes on its merits rather than hindered by administrative red tape from relevant stakeholders.

Mark Grzinic

[REDACTED] (StateGrowth)

From: Helen Swain <campaigns@good.do>
Sent: Friday, 4 August 2017 8:03 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I do not want a cable car on Mt Wellington. In the twenty years I have been lucky enough to live on this mountain I have noticed a decrease in native birds and animals and this I believe is because of destruction of and interference in their habitat. Yes there is a need to do something to allow tourists some access to the mountain. Walking is good. Most people like to know our wilderness is safe and don't want to destroy what is there for their own gratification. We can do better than this. I don't have to go into detail about the detrimental effects a cable car will have. They have been clearly articulated before. I am adding my name to say no to a cable car

Yours sincerely, Helen Swain [REDACTED]

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Please reply to Helen Swain at [REDACTED]

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(StateGrowth)

From: Jasmin Williams <campaigns@good.do>
Sent: Friday, 4 August 2017 8:27 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

A cable car 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.

Currently locals and tourists visit the mountain because of its visual beauty. Putting a cable car on the mountain would take this away. I never get tired of seeing the mountain when I drive into the city every day. I always think “WOW”! Again, this would not be the same with a cable car on the mountain.

Yours sincerely, Jasmin Williams [REDACTED]

_____ This email was sent by Jasmin Williams 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 Jasmin provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Jasmin Williams at [REDACTED]

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(StateGrowth)

From: Cathy Brochu-Nobora <campaigns@good.do>
Sent: Friday, 4 August 2017 8:30 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Regarding: Mt. Wellington Cable Car Facilitation Bill 2017.

Let's let this beautiful land alone to be pristine and constantly renewing itself..There will always be those that make this type of plan, just to privately raise money for other personal expanses; therefore we must now not to go forward setting this dangerous precedent.

Thank you for taking the time to hear my concerns.

Yours sincerely, Cathy Brochu-Nobora, [REDACTED]

_____ This email was sent by Cathy Brochu-Nobora 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 Cathy provided an email address ([REDACTED]) which we included in the REPLY-TO field.

Please reply to Cathy Brochu-Nobora at [REDACTED]

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[REDACTED] (StateGrowth)

From: Callum Fagg [REDACTED]
Sent: Friday, 4 August 2017 8:31 PM
To: Consultation (StateGrowth)
Subject: Cable car

I'm writing to offer my support for the cable car on Mt Wellington.

Callum Fagg.

[REDACTED] (StateGrowth)

From: Penelope Ann <campaigns@good.do>
Sent: Friday, 4 August 2017 8:32 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I oppose the constitution of a chair lift on My. Wellington. Our mountain is wild, natural and iconic...not a theme park ride. The construction of an ugly chairlift will damage the mountain. The chair lift will undoubtedly require more support structures on the summit. Frequently unable to operate due to bad weather, it will run at a loss. It is NOT NEEDED and NOT WANTED! Yours sincerely, Penelope Ann
[REDACTED]

_____ This email was sent by Penelope Ann 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 Penelope provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to Penelope Ann at [REDACTED]

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(StateGrowth)

From: Ruth Burgess <campaigns@good.do>
Sent: Friday, 4 August 2017 8:34 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please leave our beautiful mountain in its natural state; please do not scar it with an ugly structure such as the proposed cable car. I love Mt Wellington / Kunanyi ... I have watched it's moods and appreciated it's wonderful presence in my life for nearly 60 years ... I will be sad to see this beauty marred.

Yours sincerely, Ruth Burgess [REDACTED]

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Please reply to Ruth Burgess at [REDACTED]

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(StateGrowth)

From: John Parr [REDACTED]
Sent: Friday, 4 August 2017 8:44 PM
To: Consultation (StateGrowth)
Subject: Cable car

I wish to formally support the installation of the cable car and complex We have been hamstrung by minority groups for too long With the cast majority being silent.

I believe it will cement both Hobart and Tasmania as a must do destination further adding to our natural beauty and friendly environment What I do not believe is by not doing it we will be better off This is an example of " we cant do anything" attitude done by the minorities I am positive the whole installation will be done to a standard where the whole experience will be stunning beyond belief The views are world class but NOT readily accessible, this development will change this It will be brilliant!!

Go for it!!!!

Sent from my iPhone Regards John Parr

(StateGrowth)

From: Liz Hollanders <campaigns@good.do>
Sent: Friday, 4 August 2017 8:45 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please no cable car. There are other ways to promote Hobart and Mt Wellington for tourism. Let's keep Hobart as natural as possible. This is the reason tourists visit. One idea could be a hotel at the Springs with a bus only service from there to the top, so people who want to can still enjoy the mountain in It's natural state.

Yours sincerely, Liz Hollanders

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Please reply to Liz Hollanders at [REDACTED]

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From: Jack O'Hare [REDACTED]
Sent: Friday, 4 August 2017 8:51 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington Cable Car

Hello,

I'm writing in support of the proposed cable car on Mt Wellington. As someone who has travelled internationally multiple times (Europe, Canada, New Zealand, Asia) I've seen first hand the benefit of cable cars and chairlifts accessing natural destinations. There are countless examples around the world which show how successful these ventures can be. It would be a perfect compliment to the Tasmanian and Hobart community, a welcome boost to tourism and economy. Tasmania has a lot to offer as a tourist destination and this would only enhance access to the Tasmanian wilderness.

Regards

Jack O'Hare

From: Richard Hale [REDACTED]
Sent: Friday, 4 August 2017 8:57 PM
To: Consultation (StateGrowth)
Subject: Attention: Anne Beach Feedback on the draft legislation MOUNT WELLINGTON CABLE CAR FACILITATION BILL 2017

To whom it may concern,
My comments on the draft legislation Mount Wellington Cable Car Facilitation Bill 2017 are as follows:

1. Despite the apparent significance of the proposed cable-car development to the State Government, only three weeks have been allowed for public comment on this draft legislation. I would have thought that a State Government with nothing to hide would want the public consultation process to be more open than that.
2. Despite the fact that the proposed development requires the removal of public land from public use, there is no mention in the proposed legislation of any compensation being received by the Hobart City Council, on behalf of the community it represents, for the loss of this public asset. Is the Hobart City Council supposed to just wait for a poorly thought-through, financially risky and environmentally damaging project to make a profit before the community receives some kind of flow-on benefit? Surely we, and the mountain, deserve better than that.
3. The draft legislation is disrespectful of the vital role of local government in providing a safeguard in the development process. For example, it exempts the developer from requiring the written consent of the Hobart City Council's General Manager before the lodgement of a development application, removes the requirement for the Council to give its written consent to any report recommending land acquisition, and denies the Council's right to decide who has permission to access their land for planning activities.
4. The draft legislation is also disrespectful of other local landowners by also denying them this latter right.
5. Despite the draft legislation appearing superficially specific, in that it supposedly relates to a single development proposal, it is simultaneously vague and ill-defined, opening the door for other private developments on public land indefinitely. Good legislation should negate the need for constant revision or duplication and not set dangerous precedents.

Richard Hale
[REDACTED]

(StateGrowth)

From: Charlotte Rees <campaigns@good.do>
Sent: Friday, 4 August 2017 8:59 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

Please can we leave leave Kunanyi/Mt Wellington alone? There is already a road up there and plenty of walking tracks. Acquiring land in this manner to suit one need is just wrong. So wrong. Not in my name thank you.

Yours sincerely, Charlotte Rees [REDACTED]

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Please reply to Charlotte Rees at [REDACTED]

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From: Gabrielle Rish [REDACTED]
Sent: Friday, 4 August 2017 9:11 PM
To: Consultation (StateGrowth)
Subject: Draft Mt Wellington Cable Car Facilitation Bill 2017: attn Anne Beach

Dear Ms Beach

I write to provide feedback on the Draft Mt Wellington Cable Car Facilitation Bill 2017. I oppose this bill on the following grounds:

1. This piece of legislation is unnecessary when the proponent of the cable car has yet to lodge any plan for the development with the relevant authorities, in this case, the Wellington Park Management Trust and Hobart City Council, I believe. The Minister says this piece of legislation will not interfere with the project going through normal planning procedures. In that case, why not let the proposal go through the normal planning procedures first? If the proposal fails to receive approval, the legislation will be redundant.
2. The proposed legislation is another example of poor governance in Tasmania, one likely to raise questions of probity: why should a single private developer get a special piece of state legislation, especially one that alienates large areas of public land from the body entrusted to manage it for the benefit of locals, visitors, and the flora, fauna and ecology of Wellington Park?

In conclusion, this draft legislation is an undesirable example of a state government stacking the deck in favour of an influential business interest in defiance of the very planning controls put in place by the state to ensure the primacy of public and environmental benefit.

Yours sincerely

Gabrielle Rish
[REDACTED]

(StateGrowth)

From: Inge Hendrikx <campaigns@good.do>
Sent: Friday, 4 August 2017 9:11 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

The mountain is stunning, Tasmania is bringing people in their droves because of its natural beauty. There are lots of cable cars in the world, you won't add to Tassie's charms by putting a cable car on kunyani. Instead of passing a law to allow you to rail road it in, why don't you put it up as a policy for the next election?

Yours sincerely, Inge Hendrikx [REDACTED]

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Please reply to Inge Hendrikx at [REDACTED]

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(StateGrowth)

From: Ceri Flowers <campaigns@good.do>
Sent: Friday, 4 August 2017 9:14 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I do not support the current Bill.

The proposed cable car will have an enormous visual impact to the mountain, it could permanently damage the mountain which is currently a beautiful recreational space for Tasmanians. As a Hobart property owner & Hobartian who is temporarily living interstate, I strongly object to the proposal as it has been drafted to enable the Minister to override normal planning permission regulation & is being rushed through without proper concern for environmental impact.

Yours sincerely, Ceri Flowers [REDACTED]

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Please reply to Ceri Flowers at [REDACTED]

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[REDACTED] (StateGrowth)

From: Adele Giblin [REDACTED]
Sent: Friday, 4 August 2017 8:59 PM
To: Consultation (StateGrowth)
Subject: Mt Wellington - draft legislation land acquisition

- >
- > To whom it may concern,
- >
- > I am writing in support of the draft legislation, for the Mt Wellington land acquisition.
- >
- > The private company proposing to build a cable car offers a far superior, sustainable method of access and should be given the opportunity to lodge a development application.

This development would be beneficial to our state and city in many ways from providing employment opportunities during construction and operation to creating much needed tourism infrastructure. Locals alike could enjoy this opportunity to visit our mountain. Not everyone wants to drive to the top, nor can everyone who wants to walk.

Kind regards
Adele Giblin
[REDACTED]

(StateGrowth)

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

I implore the government of Tasmania to please consider the impacts a cable car would have on the mountain that has so much impact on our daily lives. Hobart is a beautiful city, and part of that beauty comes from the mountain that cradled our city in its foothills. People come from all over the world to admire its natural beauty. A cable car would scar its presence and take away from the wild beauty Tasmania is known for. I am also appalled that the government would consider such a development without thought of the original owners of the land and the cultural significance the mountain plays in the lives those people. I support development in Tasmania but only if that development takes into consideration the natural and cultural significance of a site and responds accordingly. I feel as though the government is behaving in an underhanded way. The cable car idea is completely unnecessary and unwarranted. Please please reconsider this ill advised idea.

Yours sincerely, Jo Betlehem [REDACTED]

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Please reply to Jo Betlehem at [REDACTED]

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[REDACTED] (StateGrowth)

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

I am strongly opposed to the building of a cable car on Mt Wellington. Hobart is a unique city. Visitors love coming here because of the State's natural beauty and wilderness values. I live here because it is a beautiful place to live and bring up my child. I want my child to understand that beauty has intrinsic value. To destroy the Mountain's beauty, aesthetic and wilderness values for a commercial venture make no sense economically and will not attract tourists. It will simply destroy this beautiful treasure that adds so much value to our city. I walk on the Mountain regularly and will ensure that my daughter is able to do the same with no cable car going overhead.

Yours sincerely, Wendy Christie [REDACTED]

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Please reply to Wendy Christie at [REDACTED]

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(StateGrowth)

From: Ben Kaiser <campaigns@good.do>
Sent: Friday, 4 August 2017 10:21 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I am a part (and hopefully future) resident of Hobart. I have worked for a decade in the recreation, tourism and guiding industry across Australia and internationally, and have seen many different approaches to land management and sustainable eco tourism.

A scenic cable car makes me think of the katoomba installation (where I regularly work). The difference being it is tucked into a valley and cannot be seen for kilometers. And it is a party of a suite of options and attractions available to tourists. It departs from a major bus stop that has constant tourist traffic due to the larger attraction of the 3 sisters. Kunyi had neither of these things (regular tourist stream or a singular spectacular natural feature).

I do not think it is a well planned initiative to build a cable car up the mountain.

Yours sincerely, Ben Kaiser [REDACTED]

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Please reply to Ben Kaiser at [REDACTED]

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[REDACTED] (StateGrowth)

From: Marie Papiccio [REDACTED]
Sent: Friday, 4 August 2017 10:33 PM
To: Consultation (StateGrowth)
Subject: Mount Wellington Cable Car

Hello there,

I'm writing to say I support the legislation that will allow the Mount Wellington Cableway Company's well thought out eco-tourism proposal, and I'm eager to see the Cable Car built.

I believe that Tasmania needs to change carefully to continue to grow and thrive and that this project will support growth in a positive way without detracting from Hobart's beautiful, relatively unspoilt state.

Regards,

Marie Papiccio

(StateGrowth)

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

I do not agree with the plan to build a cable car up mount wellington. It will entirely change the beautiful, wild and natural vista of the mountain.

A less than three week public consultation process suggests no real interest in public opinion and due process.

Yours sincerely, amy brown [REDACTED]

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Please reply to amy brown at [REDACTED]

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(StateGrowth)

From: [REDACTED] Griggs [REDACTED]
Sent: Friday, 4 August 2017 11:11 PM
To: Consultation (StateGrowth)
Subject: Kunanyi/Mt Wellington Cable Car Proposal - feedback : S.Griggs

The Mount Wellington/Kunanyi Cable Car Project is a controversial project that would negatively impact on the lives of those who live in and enjoy the tranquil and natural environment of the Mountain, and the South Hobart and Ferntree area.

Changing legislation so that the project can build momentum with planning applications that don't require Hobart City Council (the landowner's) approval could only be part of a move to eventually overwhelm public opposition to the project and also to bully and manipulate the Hobart City Council and other local groups that have objections to the Cable Car project by creating a situation where these groups seem to be the only reason for a cunningly publicized "almost complete" project to not go ahead.

Changes to Legislation that make it easier for development on the Mountain does NOT encourage sensitive development in the area. Instead it allows gross and inappropriate projects like this Cable Car idea to build momentum and continue building its publicity campaign without the transparency that would actually be more forthcoming with legislation as it is now - requiring landowner (and therefore Council and perhaps therefore public) support - as it should require.

Other issues with the cable car that are not transparently addressed include:

- the incredible noise that the wind blowing across the suspended wires would make. This effect won't be welcomed by most residents in the area who specifically live in the area for its peace and natural element.
- The question as to whether a commercially struggling Cable Car project would have any leverage to restrict public access via the road to the summit?
- The question of would the government (therefore taxpayer) be slugged with the running costs of the proposed Cable Car should it fail to be financially sustainable once built? And even if ultimately failing in the long-term: would those that push for it to be built still receive hefty financial rewards that are a kick in the face for ratepayers and taxpayers whose money could be used to support it (or short of lumping a continuous payout, perhaps pay for its dismantling)?
- The massive scale of this eyesore (somewhat indicated as a sore-spot by developers in their rage against in information leak regarding its possibly 70 meter tall towers!).
- What other cherished land and wild natural retreats would this change in legislation inadvertently impact upon in the name of making development easier?

Anytime laws are changed to allow greater powers to one side of a controversial development, we should stop and think about who will gain from it, and who will lose from it - and will such changes dis-empower those that wish to protect something *already* beautiful, *already* perfect, *already* complete? Meanwhile does someone get rich and think that those who opposed their plans were just "the usual suspects" standing in their way?

Yes to smart sensitive developments. I don't see this one fitting into that category, do you?

S. Griggs
[REDACTED]

[REDACTED] (StateGrowth)

From: Sarah Loughhead <campaigns@good.do>
Sent: Friday, 4 August 2017 11:12 PM
To: Consultation (StateGrowth); Madeleine Ogilvie; Rosemary Armitage; Robert Armstrong; Ivan Dean; Kerry Finch; Ruth Forrest; Michael Gaffney; Gregory Hall
Cc: jim.wilkinson@parliament.tas.gov.au
Subject: Submission regarding the Mt Wellington Cable Car Facilitation Bill 2017

I would like to protest the acquisition of any public land in the Mt Wellington park. The park is for all and a truly valuable piece of land that is integral to the Hobart landscape, an important water catchment and a fantastic place for locals and tourists alike to recreate.

This park should be there whole for all future generations. Once you start selling off or allowing private businesses sole use of any part of it, when will it stop?

Yours sincerely, Sarah Loughhead [REDACTED]

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Please reply to Sarah Loughhead at [REDACTED]

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