



CITY OF HOBART

MINUTES ATTACHMENTS

SPECIAL COUNCIL MEETING

OPEN PORTION OF THE MEETING

TUESDAY, 27 JULY 2021

AT 5:00 PM

VENUE: COUNCIL CHAMBER, TOWN HALL

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Deputations in relation to item 2.1.1

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Old Farm Road Resident's Group



(MWCC Masterplan)

Old Farm Road Resident's Group

NOISE

Performance Criterion P6.1 Noise

Activities which could have an adverse effect on the quiet enjoyment of natural and cultural values must be avoided or remedied to prevent any loss of acoustic amenity in the Park.

(Wellington Park Management Plan)

Old Farm Road Resident's Group

"Stringent noise criteria apply within Wellington Park, as well as neighbouring properties near the Base Station. In both instances **the anticipated noise is within acceptable limits and this has been accepted by the Environment Protection Authority Tasmania (EPA).**"

(MWCC, *Community Benefits Analysis*, p. 10)

Old Farm Road Resident's Group

"I concluded that the proposal did not warrant assessment by the Board of the EPA under the 'call in' powers of section 24(1) of the Environmental management and Pollution Control Act 1994, and informed the applicant of this conclusion. **This decision should not be interpreted as a statement regarding acceptability of noise or otherwise.**"

(Mr Wes Ford, Director of EPA, 21 June 2021)

Old Farm Road Resident's Group

“Stringent noise criteria apply within Wellington Park, as well as neighbouring properties near the Base Station. In both instances **the anticipated noise is within acceptable limits and this has been accepted by the Environment Protection Authority Tasmania (EPA).**”

(MVCC, *Community Benefits Analysis*, p. 10)

Old Farm Road Resident's Group

The following summarizes the findings:

POINT SOURCE	LMAX (DB(A)) WITHIN 50M OF POINT SOURCE
Base Station front facade - cable car movement leaving	59.8
Pinnacle Station	Up to 59.8
Cable Car moving across 35m tower (top hemisphere - horizontal and vertical)	53.7
Cable Car moving across 35m tower (bottom hemisphere - vertical (i.e. ground))	54.6

As demonstrated above, the noise emission is more than the acceptable solution and therefore the performance criteria must be addressed. As stated in the acoustic report, 50 dB(A) is a stringent requirement, and likely to be exceeded when people talk or animals and insects communicate. The existing average maximum noise level in the park is 62.6 dB(A) with a standard deviation of 7.7 dB(A); therefore, the maximum noise emissions from the cable car point sources are within the existing maximum noise levels experienced in the park's noise climate (Pearu Terts, 2020).

Noise emission from the cable car is unlikely to be intrusive or cause adverse effect on the enjoyment of the natural sounds, cultural values and acoustic amenity of the park.

(ireneinc Planning, *Planning Assessment Report*, p.47)

Old Farm Road Resident's Group

Statistical analysis of 10 minute samples of noise levels dB(A) – Lower locations												
Location #	Loc 1		Loc 2				Loc 2		Loc 2		Loc 2	
Location	Main Fire Trail		Old Farm Rd				Old Farm Rd		Old Farm Rd		Old Farm Rd	
Date	18/02/2019		18/02/2019				21/02/2019		22/02/2019		22/02/2019	
Time	10:24		10:35				10:35		10:35		22:16	
Duration	10 min		10 min				10 min		10 min		10 min	
Samples	6000		6000				6000		6000		6000	
Event	ambient		ambient				ambient		ambient		ambient	
Comment	day		evening				day		day		night	
Lmax	55.9		71.9				64.6		69.9		71.8	
L90	51.5		64.6				54.2		54.1		56.6	
L5	51.5		64.6				54.2		54.1		56.6	
L1	51.5		64.6				54.2		54.1		56.6	

Statistical analysis of 15 minute samples of noise levels dB(A)												
Loc #	Loc 2				Loc 6	Loc 5	Loc 1	Loc 2	Loc 2			
Location	Old Farm Rd				Observation	Climb car park	Main Fire Trail	Old Farm Rd	Old Farm Rd			
Date	6/05/2019				6/05/2019	6/05/2019	6/05/2019	6/05/2019	6/05/2019			
Time	05:30				18:31	19:32	20:37	15:30	15:30			
Duration	15 min				15 min	15 min	15 min	15 min	15 min			
Samples	9000				9000	9000	9000	9000	9000			
Event	ambient				ambient	ambient	ambient	ambient	ambient			
Comment	Tree clearing											
Period	Morning				Evening	Evening	Evening	Evening	Afternoon			
Lmax	77.3				63.1	65.4	60.4	54.8	74.7			
L90	67.1				63.1	65.4	60.4	54.8	74.7			
L5	67.1				63.1	65.4	60.4	54.8	74.7			
L1	67.1				63.1	65.4	60.4	54.8	74.7			

Statistical analysis of 10 minute samples of noise levels dB(A) – Upper locations							
Location	Loc 3	Loc 4	Loc 5	Loc 5	Loc 5	Loc 5	Loc 5
Location	South Café	South ramp	Climbers car park	Climbers car park	Climbers car park	Climbers car park	Climbers car park
Date	25/02/2019	25/02/2019	25/02/2019	25/02/2019	25/02/2019	25/02/2019	25/02/2019
Time	15:39	15:53	16:24	16:51	17:03	21:34	21:46
Duration	10 min	10 min	10 min	10 min	10 min	10 min	10 min
Samples	6000	6000	6000	6000	6000	6000	6000
Event	ambient	ambient	ambient	ambient	ambient	ambient	ambient
Comment	day	day	day	day	day	evening	evening
Lmax	53.6	59.7	63.0	86.3	73.7	73.5	78.5
L90	53.6	59.7	63.0	86.3	73.7	73.5	78.5
L5	53.6	59.7	63.0	86.3	73.7	73.5	78.5
L1	53.6	59.7	63.0	86.3	73.7	73.5	78.5

Terts, Acoustic Assessment

Old Farm Road Resident's Group

The following summarizes the findings:

POINT SOURCE	LMAX (DB(A)) WITHIN 50M OF POINT SOURCE
Base Station front facade - cable car movement leaving	59.8
Pinnacle Station	Up to 59.8
Cable Car moving across 35m tower (top hemisphere - horizontal and vertical)	53.7
Cable Car moving across 35m tower (bottom hemisphere - vertical (i.e. ground))	54.6

As demonstrated above, the noise emission is more than the acceptable solution and therefore the performance criteria must be reassessed. As stated in the acoustic report, 50 dB(A) is a stringent requirement, and likely to be exceeded when people talk or animals and insects communicate. The existing average maximum noise level in the park is 62.6 dB(A) with a standard deviation of 7.7 dB(A); therefore, the maximum noise emissions from the cable car point sources are within the existing maximum noise levels experienced in the park's noise climate (Pearu Terts, 2020).

Noise emission from the cable car is unlikely to be intrusive or cause adverse effect on the enjoyment of the natural sounds, cultural values and acoustic amenity of the park.

Old Farm Road Resident's Group

Noise levels at nearest residence to the base station

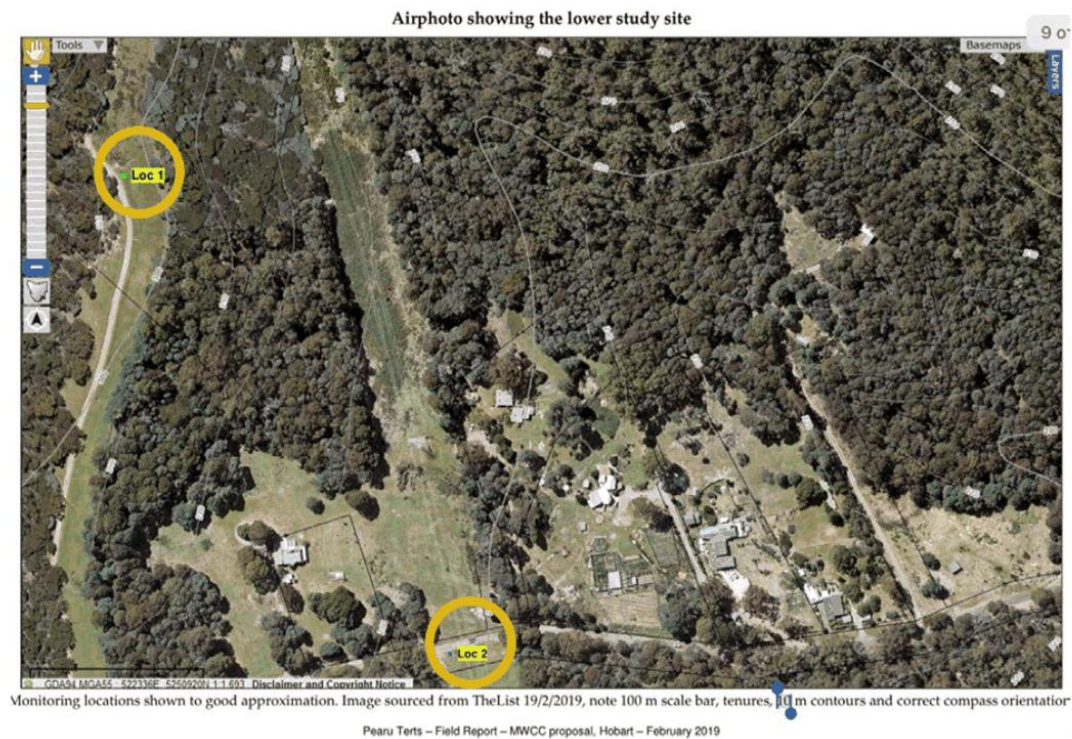
The night time L90 = 22.6 dB(A). See page B 9, Loc 1 starting at 20:37 h)

Page B 13 shows that at loc 1, the Leq noise levels were 24.6 dB(A) and 40.2 dB(C). The difference between dB(C) and dB(A) = $40.2 - 24.6 = 15.6$ dB. Hence we can add a penalty of +5 dB(A) to the noise level. See par 6.5, page 24 of the Noise Measurement Procedures Manual, July 2004. Hence we add + 5 dB to L90 that is, $22.6 + 5 = 27.6$ dB(A).

The adjusted L90 + 5 = 27.6 dB(A).

Terts, *Acoustic Assessment*, p. 5-6

Old Farm Road Resident's Group



Old Farm Road Resident's Group

Under normal circumstances, the background noise level will change with the time of day. Some alternative variation is also to be expected on weekends and public holidays. For the purposes of measuring the background noise level, the times of the day are regarded as being divided into the following periods:

- (a) day - 7:00am to 6:00pm;
- (b) evening - 6:00pm to 10:00pm; and
- (c) night - 10:00pm to 7:00am the following day.

(Noise Measurements Procedures Manual, p. 29)

Old Farm Road Resident's Group

Spectral distribution of measurements 22/2/2019 – Lower locations

Loc #	Loc 2		Loc 2		Loc 2		Loc 2		Loc 2	
Location	Old Farm Rd		Old Farm Rd		Old Farm Rd		Old Farm Rd		Old Farm Rd	
Date	22/02/2019		22/02/2019		22/02/2019		22/02/2019		22/02/2019	
Time	17:04		17:15		22:16		22:28		22:40	
Duration	10 min		10 min		10 min		10 min		10 min	
Measure	Leq	L90	Leq	L90	Leq	L90	Leq	L90	Leq	L90
Thirds 25	33.7	26.9	33.3	24.3	28.9	23.6	27.4	22.4	33.0	24.8
32	34.1	26.6	30.1	24.4	26.8	22.0	27.2	22.6	31.3	23.9
40	34.1	26.9	31.1	25.0	28.2	23.7	28.3	24.0	31.1	25.2
50	33.3	28.8	35.4	29.3	31.1	25.9	31.2	25.8	31.3	26.5
63	34.6	29.3	34.1	27.1	30.9	25.7	29.5	25.1	29.4	24.7
80	34.4	27.7	30.0	25.5	32.0	25.8	31.6	24.7	28.6	23.3
100	30.2	25.5	27.2	23.4	32.1	24.3	30.1	23.0	26.8	22.0
125	28.6	24.0	25.4	21.1	29.8	20.8	25.3	20.0	24.5	20.1
160	26.0	21.8	26.0	19.9	26.1	19.9	23.8		22.8	
200	22.2	19.9	20.0		23.8		18.4		18.4	
250	20.1		17.8		21.4		15.9		17.3	
315	20.9		20.2		24.6		19.6		17.4	
400	22.4		20.1		23.4		16.7		16.1	
500	22.0		21.1		21.9		15.3		15.6	
630	21.7		20.4		19.5		13.9		14.6	
800	20.8		21.6		15.5		12.1		14.3	
1k	20.1		28.3		12.8		10.5		13.1	
1.25k	22.0		32.8		11.4		9.2		12.5	
1.6k	21.6		31.1		10.6		8.3		14.0	
2k	23.1		33.0		11.3		8.0		18.5	
2.5k	26.4		28.2		11.0		7.9		15.5	
3.15k	26.8		29.3		10.9		7.8		15.2	
4k	23.6		29.2		10.1		7.9		13.8	
5k	21.6		38.9		10.0		8.0		11.4	
6.3k	23.0		31.6		10.0		8.3		10.3	
8k	20.8		27.7		9.8		8.4		9.3	
10k	11.5		17.8		9.1		8.6		8.8	
Overall A	35.0	28.2	43.3	27.5	27.5	21.9	23.5	21.4	26.5	22.1
C	42.1	39.0	44.1	37.2	39.6	35.4	37.9	34.6	40.1	35.6
Octave 31.5	38.7	31.6	36.5	29.3	32.8	27.9	32.4	27.8	36.7	29.4

Terts, Acoustic Assessment, p. A18

Old Farm Road Resident's Group

Noise levels at nearest residence to the base station

The night time $L_{90} = 22.6$ dB(A). See page B 9, Loc 1 starting at 20:37 h)
Page B 13 shows that at loc 1, the L_{eq} noise levels were 24.6 dB(A) and 40.2 dB(C). The difference between dB(C) and dB(A), $40.2 - 24.6 = 15.6$ dB. Hence we can add a penalty of +5 dB(A) to the noise level. See par 6.5, page 24 of the Noise Measurement Procedures Manual, July 2004. Hence we add + 5 dB to L_{90} that is, $22.6 + 5 = 27.6$ dB(A).

The adjusted $L_{90} + 5 = 27.6$ dB(A).

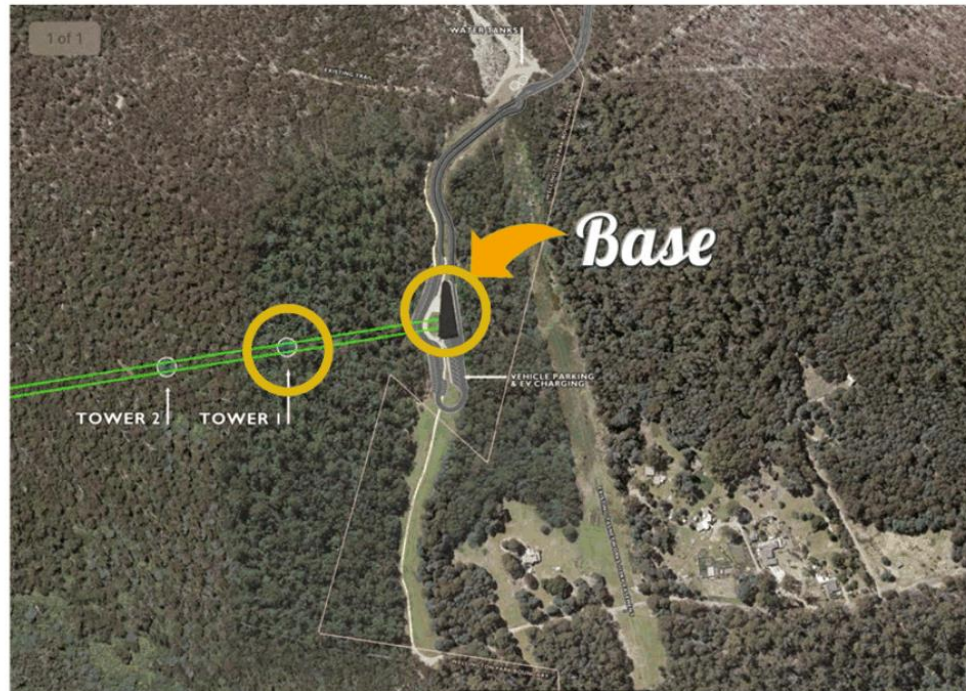
Terts, *Acoustic Assessment*, p. 5-6

Old Farm Road Resident's Group

"Based on the measurements [from the] Gimmelwald Cable Car report...calculations yield a noise level of $L_{eq} = 20 \text{ dB(A)}$ at the façade of the nearest house"

Terts, *Acoustic Assessment*, p. 2

Old Farm Road Resident's Group



Old Farm Road Resident's Group

- ▶ Maximum noise of rear of base station building:
51.7 dB at 4.5 metres At nearest residence:
20 dB
- ▶ Maximum noise of cablecar across Tower 1:
61.6 dB at 26.95 metres At nearest residence:
41.7 dB

OVER 4 TIMES AS LOUD

Old Farm Road Resident's Group

"Based on the measurements [from the] Campbellwald Cable Car report...calculations yield a noise level of $L_{eq} = 20 \text{ dB(A)}$ at the façade of the nearest house"

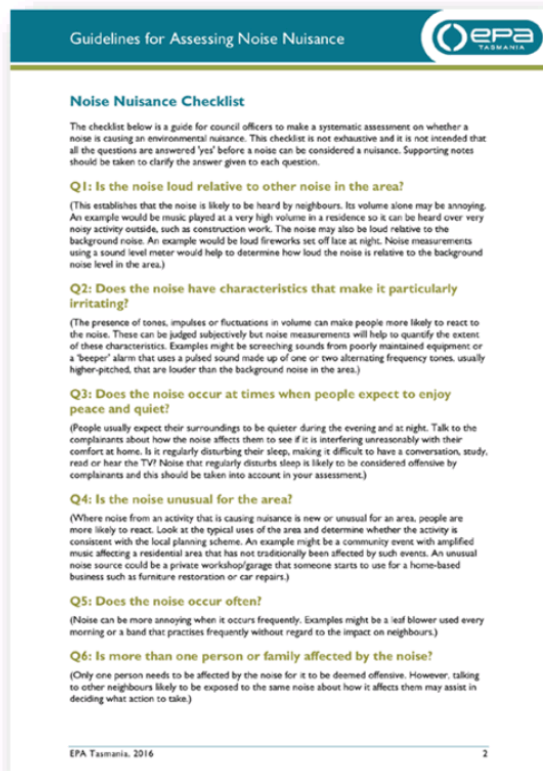
Terts, *Acoustic Assessment*, p. 2

Old Farm Road Resident's Group

“Dominant or intrusive characteristic” means any noise characteristic that contributes to a noise being considered **louder than would be indicated by the A-weighted sound pressure level measured**, or that exacerbates nuisance or harm caused by the noise”

[Environment Protection Policy (Noise) 2009]

Old Farm Road Resident's Group

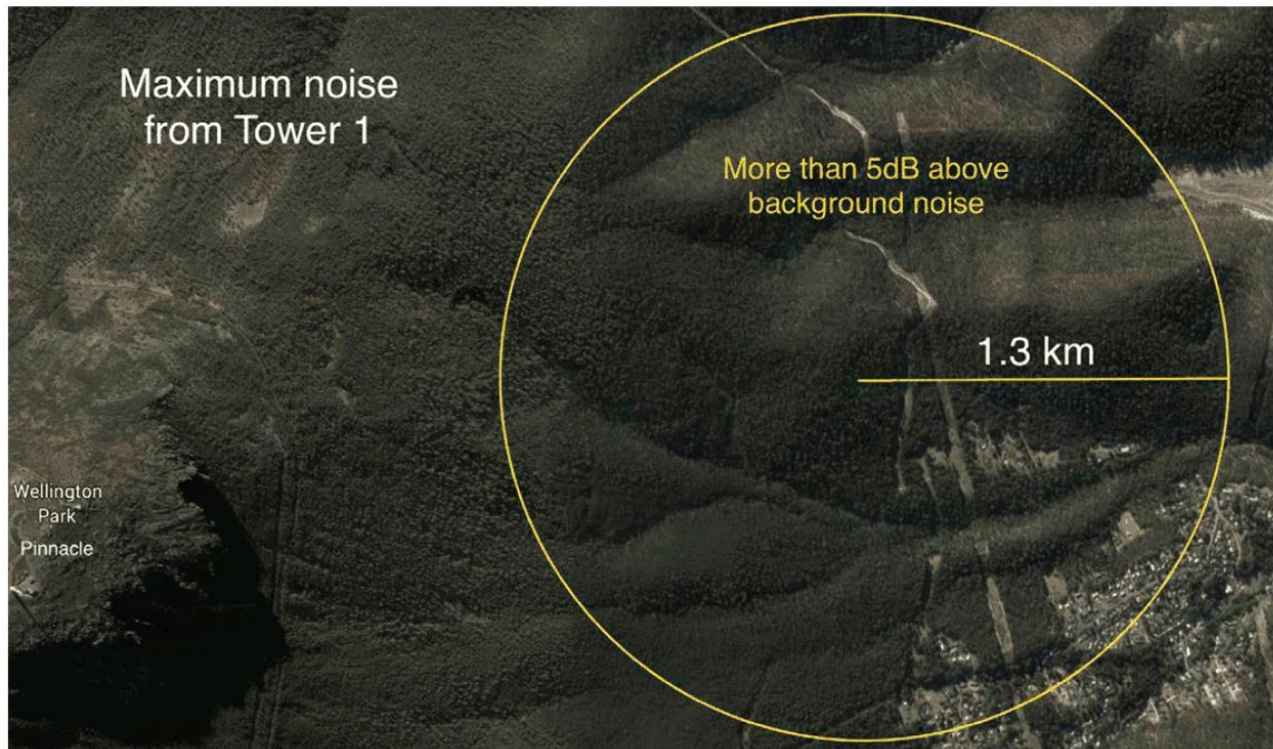


EPA Noise Nuisance Checklist

Old Farm Road Resident's Group

1. Is the noise loud relative to other noise in the area? **YES**
2. Does the noise have characteristics that make it particularly irritating?
3. Does the noise occur at times when people expect to enjoy peace and quiet?
4. Is the noise unusual for the area?
5. Does the noise occur often?
6. Is more than one person or family affected by the noise?

Old Farm Road Resident's Group

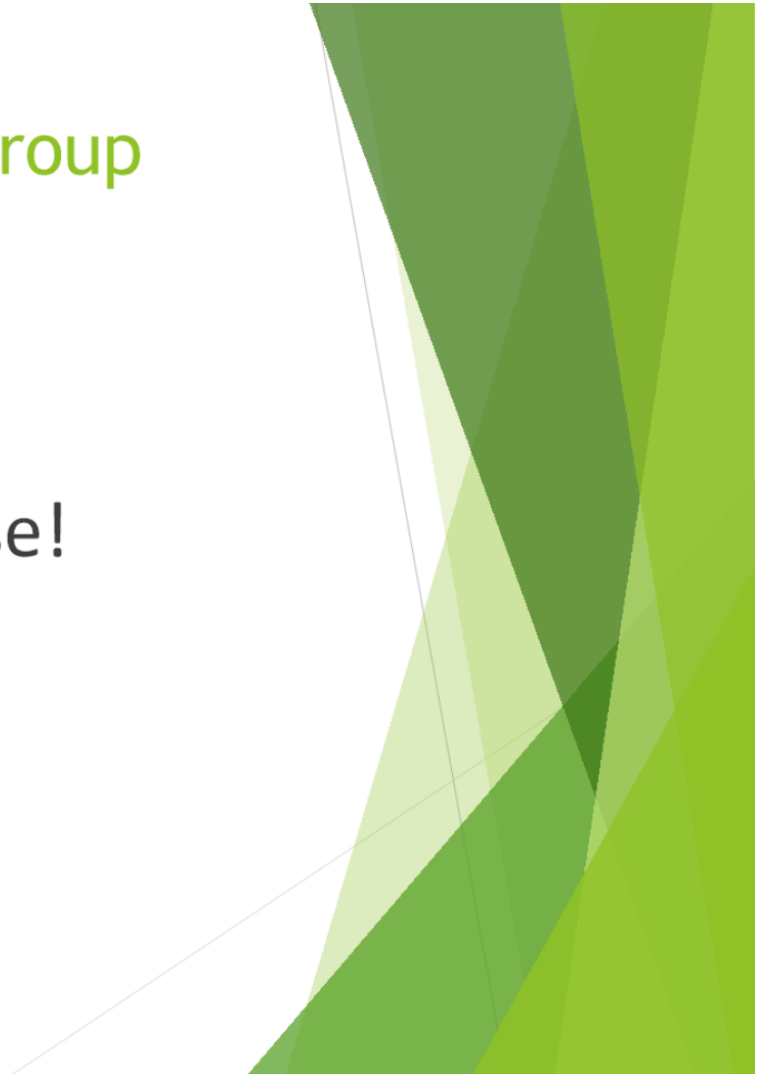


Old Farm Road Resident's Group

1. Is the noise loud relative to other noise in the area? YES
2. Does the noise have characteristics that make it particularly irritating? YES
3. Does the noise occur at times when people expect to enjoy peace and quiet? YES
4. Is the noise unusual for the area? YES
5. Does the noise occur often? YES
6. Is more than one person or family affected by the noise? YES

Old Farm Road Resident's Group

It doesn't even come close!



Old Farm Road Resident's Group

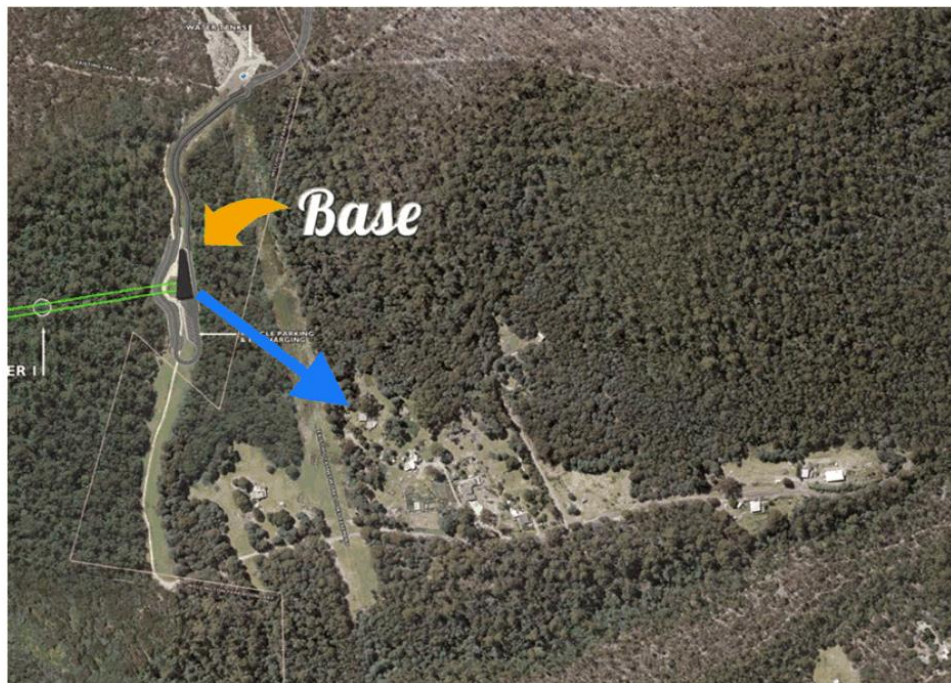
SEWERAGE

Performance Criterion P7.7

Sewerage facilities must be designed, perform and be managed to:

- (a) deliver an appropriate level of protection for human health and the environment;
- (b) minimise odour nuisance to acceptable levels

Old Farm Road Resident's Group



Old Farm Road Resident's Group

"The proposal does not address...how odours will be managed in the base station sewage pump station – noting that the prevailing wind conditions at the base camp (*sic*) will not be as favourable as those experienced at the summit"

(Casimaty, Engineering Assessment, p. 10)

Old Farm Road Resident's Group

"The proposal has been assessed as **not complying** with the requirements of P7.7 (b) and (c) because:

1. **odour mitigation downstream of the pinnacle centre has not been adequately addressed"**

(Casimaty, Engineering Assessment, p. 11)

Old Farm Road Resident's Group

“There has been no consideration of odour occurring at the base station during transfer to the base station system, **although it is noted these provisions do not apply to the base station.**”

(Council Planners Report, p. 94)

Old Farm Road Resident's Group

"19.11.8 **Subject to conditions** addressing contingency management and additional odour management strategies, the proposal satisfies the performance criterion under section S2.6, Issue 7, P7.7."

(Council Planners Report, p. 94)

Old Farm Road Resident's Group

Thankyou





- **Hobart Interim Planning Scheme**
 - **Clause E5.5.1:** *Safety and impact on the efficiency of the road*
 - **Clause E10.7.1:** *Special Circumstances – Significant long-term social or economic community benefits*
- **Austroads Guide to Traffic Management**
- **This proposal**
 - Ignores congestion, road safety and loss of public amenity
 - Leaves Council with the costs of mitigation
 - The Traffic Impact Assessment fails Austroads standards
 - The CBA excludes any negatives
- **Misleading claims**
 - No impact on South Hobart in peak period traffic – Fabricated
 - Reduction in traffic and congestion on Pinnacle Road – Overstated





Ignores traffic impact on the daily life of South Hobart

- **What else is missing?**

- One of Hobart's most congested intersections (Southern Outlet)
- All the shops and cafes
- Residential aged-care and vulnerable pedestrians
- Two GP clinics and a hospital
- Two schools and two child-care centres
- Children's playgrounds, sports grounds, churches, parks
- Emergency services access
- All pedestrians and cyclists

- **All are required under Austroads Guidelines**

- **None are in the TIA or the CBA**

- **Is it OK to ignore road safety and loss of amenity?**

False and Misleading Statements

- **No Impact on Peak Period Traffic**
 - Definition of peak period is wrong
 - Projected traffic volumes are contrived
 - Does not match their own proposed visitor sources
 - Does not match their own proposed opening hours
- **Reduced traffic volume and congestion on Pinnacle Road**
 - Doesn't meet observed needs of current visitors
 - Projected numbers are not plausible
 - Congestion in Carpark will increase under all scenarios
 - Base Station parking is inadequate to relieve peak congestion
 - Road closures and loss of 1/3 of car parking during construction ignored
- **Are you prepared to accept fabricated numbers?**



Mount Wellington proposed cableway – Deputation relating to mountain biking

Hobart Wheelers Dirt Devils



Who is the deputation from?

- Mark Johnston, Secretary of the Hobart Wheelers Dirt Devils Cycling Club Inc (HWDD)
- HWDD has 403 members, many of whom ride mountain bikes
- we believe that the interests of our members align directly with the interests of the many thousands of recreational mountain bikers who ride on kunanyi/Mt Wellington who are not members of our, or any, club.

Purpose of Deputation on proposed cableway, 100 Pinnacle Rd & 30 McRobies Rd

- Inform Aldermen and Councillors of specific issues for mountain bikers relevant to the proposed cable car as set out in the development application
- Explain the basic technical impacts of the proposal on MTBers
- We are not providing a recommendation to reject or accept the application as a whole. Hobart Wheelers Dirt Devils Cycling Club Inc has formally resolved to take a neutral stance in relation to the development application.

Mountain biking on Mount Wellington

The council has developed and published the *Riding the Mountain* plan for maintaining and extending the mountain biking track network on Mt Wellington

That plan received very strong support from the MTB community and was developed in consultation with Hobart Wheeler Dirt Devils and others. Club members petitioned Council to endorse the plan

Riding the Mountain contains track development within the lower foothills (on and below the current North South track) with access points at the Springs and below. No trails above N-S or Pinnacle Rd are planned.

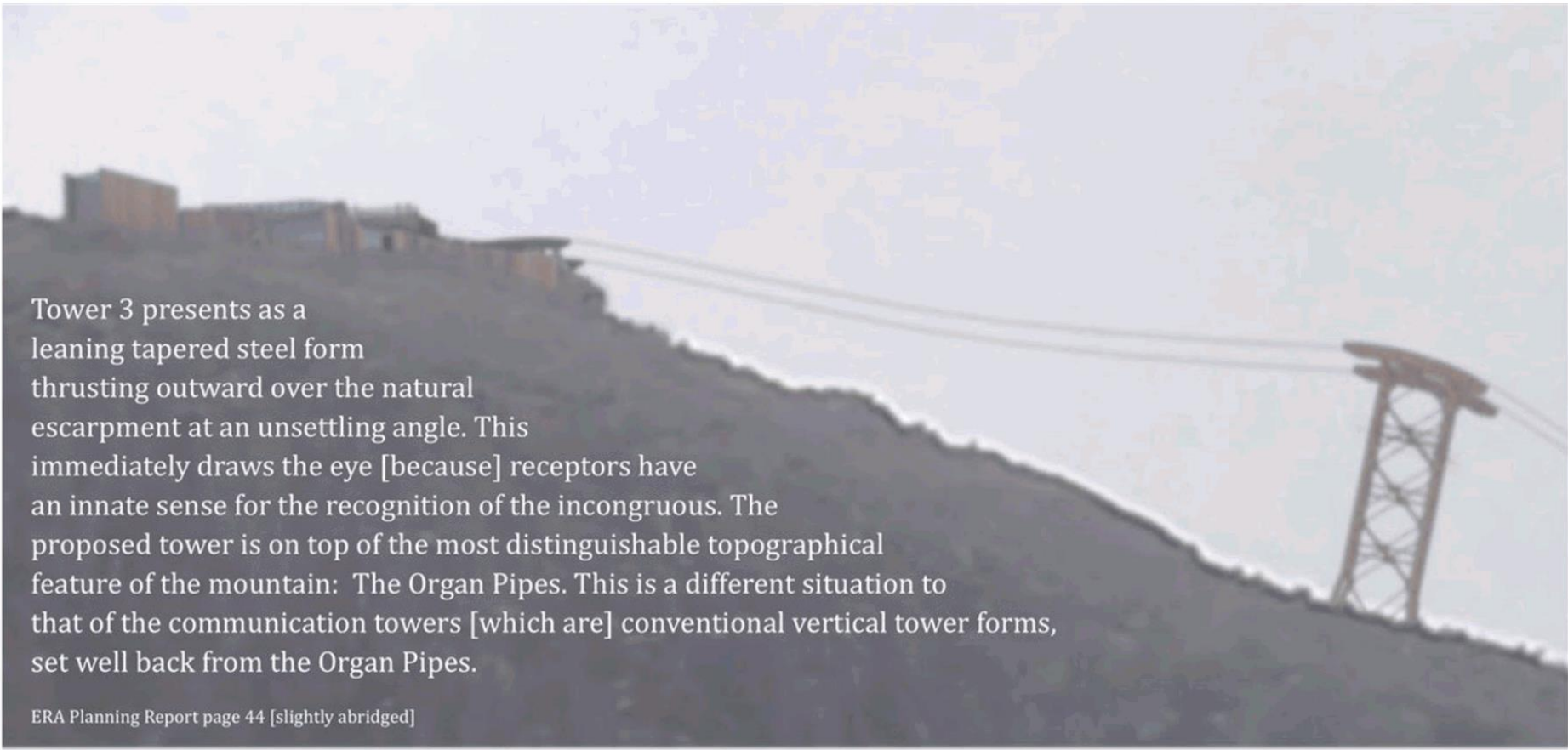
Proposed base station and new access road

- The access road will effectively remove a long-standing track (Tip Top)
- The road also cuts another track which links several routes (Jurassic Shark)
- The road and base station introduces cars and buses to a currently quiet bushland area used by mountain bikers (and walkers, runners, etc)
- The DA does not set out ways to address or mitigate these impacts to the existing MTB infrastructure and environment

Questions and thanks

Any questions?

Thank you for considering the issues
relevant to mountain bikers



Tower 3 presents as a leaning tapered steel form thrusting outward over the natural escarpment at an unsettling angle. This immediately draws the eye [because] receptors have an innate sense for the recognition of the incongruous. The proposed tower is on top of the most distinguishable topographical feature of the mountain: The Organ Pipes. This is a different situation to that of the communication towers [which are] conventional vertical tower forms, set well back from the Organ Pipes.

ERA Planning Report page 44 [slightly abridged]

Table 2: Selected parameters

Parameter	Estimate	Source
Patronage mix	<ul style="list-style-type: none"> ▶ [REDACTED] ■ [REDACTED] [REDACTED], 10 per cent stay an extra night due to MWCC ▶ [REDACTED] 	<ul style="list-style-type: none"> ▶ Company (inc advisers) ▶ Company and Strategy 42 South ▶ Company
Mountain bike enthusiasts	<ul style="list-style-type: none"> ▶ [REDACTED] ■ [REDACTED] [REDACTED] ■ [REDACTED] 	<ul style="list-style-type: none"> ▶ Dirt Art ▶ Company and Dirt Art ▶ Strategy 42 South
Mount Wellington visitors	<ul style="list-style-type: none"> ▶ [REDACTED] [REDACTED] 	<ul style="list-style-type: none"> ▶ Company
Staff	<ul style="list-style-type: none"> ▶ [REDACTED] [REDACTED] [REDACTED] 	<ul style="list-style-type: none"> ▶ Company (inc advisers)
F&B capture rates	<ul style="list-style-type: none"> ▶ [REDACTED] ■ [REDACTED] [REDACTED]s 	<ul style="list-style-type: none"> ▶ Company (inc advisers) ▶ Strategy 42 South
Retail capture rates	<ul style="list-style-type: none"> ▶ [REDACTED] ■ [REDACTED] [REDACTED] 	<ul style="list-style-type: none"> ▶ Company (inc advisers) ▶ Strategy 42 South
Average expenditure(b)	<ul style="list-style-type: none"> ▶ [REDACTED] ■ [REDACTED] ■ [REDACTED] ▶ Accommodation etc: \$246/night 	<ul style="list-style-type: none"> ▶ Company ▶ Company and Strategy 42 South ▶ Company and Strategy 42 South ▶ Tasmanian Visitor Survey, December quarter 2015

(a) Transport to MWCC

(b) Only applicable to those who purchase transport, retail and/or F&B products

From: Christian Rainey | [REDACTED]
Sent: Thursday, 9 August 2018 10:51 AM
To: Arnold, Simon (StateGrowth) <Simon.Arnold@stategrowth.tas.gov.au>
Cc: [REDACTED]
Subject: Re: MWCC formal request for new Minister's Authority

Hi Simon,

- The tower locations and number of towers may still change based on geotech results. Our application refers to 'sites' and bore hole tests. This is consistent throughout and refer to the Planning Scheme Zones within the Wellington Park Management Plan 2015.
-









