

9 August 2026

Mr Ian Nelson
Chief Executive Officer
City of Clarence
clarence@ccc.tas.gov.au

Dear Mr Nelson

PDPSAMEND-2022/030778 – Planning Scheme Amendment – 22 Goodwins Road, Clarendon Vale and adjacent Goodwins Road Reservation (CT13868/4, CT175248/768 and two untitled road lots)

Please see below my submission relating to the proposed planning scheme amendment PDPSAMEND-2022/030778.

My comments mainly relate to the proposed creation of 41 inner residential lots located to the south / south east of Stokell Creek (Stages 5 – 8).

Subdivision density

From my calculations, the 41 lots in Stages 5 – 8 will have a combined area of 19,523 m² which, using information in the proposal (*250 m² for single dwellings, 650 m² for up to three units on a lot to c. 4,300 m² for unit complexes*), is approximately 77 dwellings.

Existing high-density accommodation in this area already poses significant issues with anti-social behaviour and I believe this development will exacerbate the problem, especially the following:

- Lots 64-75: 15 dwellings are being built close to the fence line of the unit complex at 50 Mockridge Road.
- Lots 78-80: A further four dwellings being built close to existing residents and a further four dwellings.
- Lot 81: Given the size of this Lot (4,225 m²) I'm assuming the capacity for 17 dwellings in this section means it is classed as a *unit complex*. It's hard to determine how many dwellings are proposed to be built along the fence line, but the plan shows eight spots. The T-junction is also very close to the fence line.

Access to easements for current dwellings

I have two easements on my property (sewerage and stormwater). Access has previously been gained by removing part of my back fence. I'm concerned that this access will be hindered with the new dwellings built so close to my fence line. Has this, or will this be factored into the planning of the subdivision?

Road network

As stated in the proposal, Goodwins Road has a posted speed limit of 60 km/h. I note the traffic modelling was conducted in 2022, which was prior to, or soon after the Glebe Hill shopping complex was built.

Since 2022, and particularly in the last 12 months, the traffic on Goodwins Road has increased significantly. While the congestion is currently at the top end of the road, the extra 115 dwellings and two new intersections proposed on Goodwins Road to access the subdivision will have a huge impact on traffic from Mockridge Road to the Clarence Plains Rivulet.

There is also an extremely high incidence of roadkill between Clarence Plains Rivulet and Mockridge Road, which will potentially get worse with increased traffic.

Access to public transport

The proposal states: *“transport in the area is provided by Metro Tasmania, with services operating from Rokeby Road. One route loops through Pass Road, Goodwins Road, Rockingham Drive and Mockridge Road, providing a direct service to Clarendon Vale and Rokeby. Services generally run once per hour in each direction, with frequency increasing to two per hour at peak times.”*

While that may be technically correct, the reality is that the services are not practical or user friendly for people needing to get to and from work or school. I have provided the following example of the options for me to travel by bus to and from work.

- 624: Clarendon Vale via Rosny Park, Shoreline, Goodwins Road
- 625: Clarendon Vale via Rosny Park, Shoreline, Rokeby

Bus	Clarendon Vale (Mockridge Rd/ Holmfield Ave)	Hobart City (Collins St Terminus)	Duration	Bus	Hobart City Interchange A3 (Bus Mall)	Clarendon Vale (Mockridge Rd/ Holmfield Ave)	Duration
624	6:49 am	7:20 am	31 mins	624	4:35 pm	5:08 pm	33 mins
625	7:21 am	8:17 am	56 mins	624 Fri only	5:35 pm	6:09 pm	34 mins
625	7:51 am	8:52 am	61 mins	625	6:09 pm	7:11 pm	63 mins
625	8:08 am	9:04 am	56 mins				
624	8:22 am	9:02 am	40 mins				

As you can see, I either get to work at 7:20 am or 9:02 am with bus 624, or it takes me an hour with bus 625. The evening options speak for themselves.

This is not taking into account that there isn't any shelter or seating provided at the bus stops.

On a personal note, when I purchased my property in 2018, I was very hesitant to buy in the area because of the stigma associated it. One of the positives that got me across the line was that the zoning meant no housing would be built on the reserve area behind my property. The other was that the proposed new Paraville subdivision would mean that the houses and new road network would expand into the Clarendon Vale area, meaning that the reserve would no longer be able to be used as a thoroughfare.

I must say it's been a long eight years, and I have questioned my decision to buy the house. However, when I could see the building works coming down over the hill, I was buoyed by the fact that things may finally change for the better. Then I received the letter regarding this proposed subdivision and my heart sank.

I'm not against development of the area. However, the sheer number of dwellings, and the close proximity of at least 25 of the new properties that are being built adjacent to the fence lines of existing properties is, to be quite frank, disrespectful to the people living in the area.

The building envelopes of the 77 dwellings may fit the criteria for Inner Residential zoning, but that's the bare minimum allowable. It doesn't take into account the quality of living for new or existing residents.

Thank you for taking the time to read my submission. If you have any questions, please email me at [REDACTED] or phone on [REDACTED]

Kind regards

[REDACTED]

Nell Streets