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Protecting, promoting and enhancing the economic, cultural, social and environmental well-being of the residents of North Canberra.

The North Canberra Community Council receives funding and support from the ACT Government.

Dear Madam/Sir,

Please find attached the North Canberra Community Council (NCCC) submission on the proposed Missing Middle Housing Reforms.

This final version corrects errors in one paragraph of the previous version.

The proposed reforms raise a number of serious concerns. We would be happy to discuss these with Ministers, officials and/or a Legislative Assembly Inquiry.

If you have any questions, please feel free to contact info@northcanberra.org.au.

[redacted]

[redacted]

[redacted]
Deputy Chair

5 August 2025

North Canberra Community Council

Submission on Proposed Missing Middle Housing Reforms

Executive Summary....2
Recommendations....5

1. What is the real objective of the proposed changes and the problem we are supposedly trying to solve?....7
Is there really a “missing middle”?....7
Why is the planning system changing so much after such a short time?.... 11

2. Significant risks from proposed reforms.... 14
Inadequate Infrastructure....14
Loss of Neighbourhood Character....14
Rate Increases....16
Building Quality....16
Parking and Street Capacity.... 17
Loss of Private Open Space and Reduced Climate Change Resilience.... 17

3. Necessary revisions to Technical Specifications and Assessment Requirements..... 18
Site coverage....18
Minimum size of blocks created by subdivision.... 19
Frontage of RZ1 subdivided blocks.... 19
Requirement that RZ1 subdivided blocks contain lawfully constructed dwelling.... 19
Limits to consolidation....19
Deep soil areas....20
Tree Canopy Coverage....20
Solar Building Envelope....20
Car Parking....20

4. Alternative approaches....21
Canberra’s development should be managed, not left to private sector interests alone..... 21
Addressing housing prices....22

5. Conclusion.... 23

Attachment A - NCCC Submission to Inquiry into the Planning (Territory Priority Project) Amendment Bill 2025 - 21 March 2025....24

Executive Summary

North Canberra Community Council (NCCC) does not support the “Missing Middle” housing reforms to the Territory Plan (hereafter MMHRs) as proposed by the ACT Government.

NCCC considers that the MMHRs:

- are not based on a clear statement of objectives or compelling evidence that the MMHRs will deliver particular outcomes; and,
- are neither necessary nor sufficient to deliver the scale and diversity of housing the community needs; and,
- are likely to deliver a range of negative outcomes that have not been identified, assessed or explained to the communities most directly affected; and,
- would lead to haphazard, unpredictable development driven by developers rather than the community.

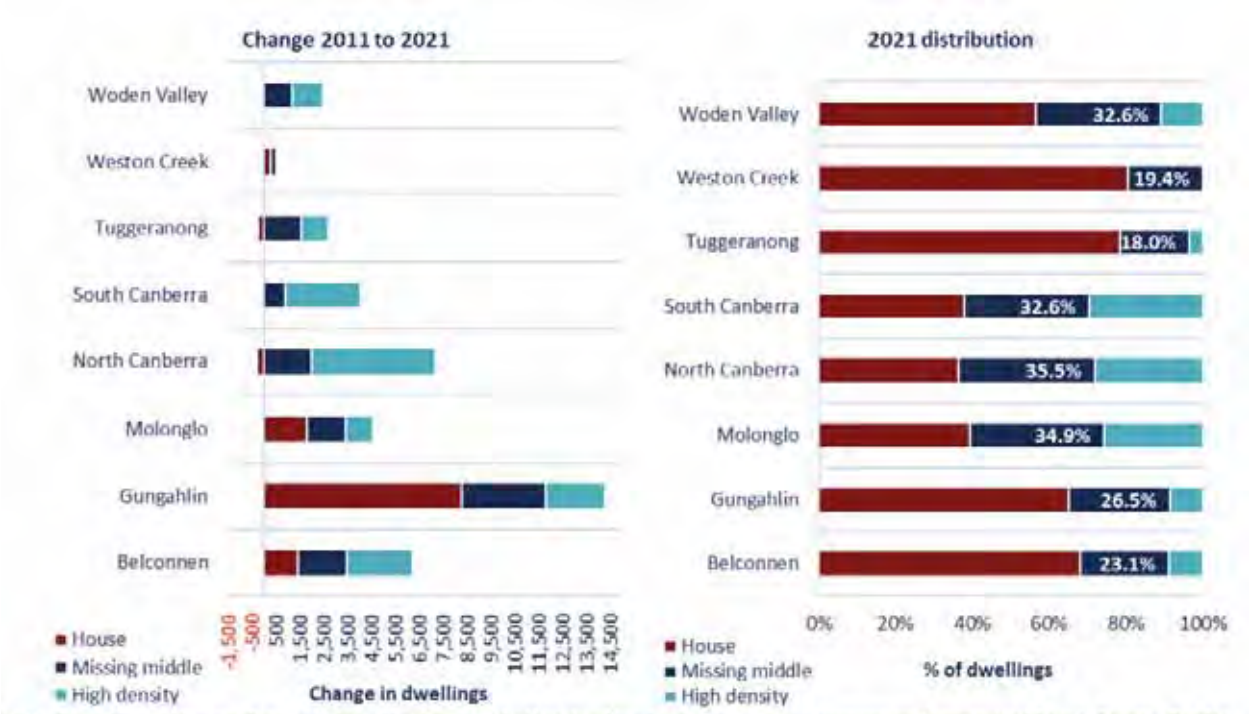
The NCCC supports appropriately planned and targeted dwelling density increases within existing suburbs with a commensurate increase in amenities and infrastructure such as schools and community services, health facilities and services, shops, parking, EV charging points, cycle paths and footpaths, playgrounds, facilities for recreation, waste collection, sewerage, maintenance etc.

The NCCC considers that decisions to relax rules in order to accelerate higher density housing in appropriate locations with appropriate support can be efficiently achieved through zoning amendments that incentivise medium density housing in RZ2, close to local shops and services, and more targeted adjustment to rules for residential zones RZ1, RZ3-RZ5. Under the existing zoning system, the ACT in recent years has delivered housing at a rate consistent with the Government’s target of 30,000 new homes by 2030. This housing has largely been delivered in appropriate locations with access to services and transport nodes, and within the Government’s stated goal of 70% of new dwellings being within the existing urban footprint. This development also has delivered a diversity of housing, as shown in Table ES1. This table shows a wide penetration of missing middle-type housing in almost all areas of Canberra, and a massive shift away from a focus on stand alone houses.

We note the rapid increase in population that has been accommodated in recent years in North Canberra, demonstrating that both the private sector and current planning system are capable of delivering urban infill in appropriately zoned locations in response to demand. We also note the potential for significant new dwelling construction in the Inner North at future redevelopment sites such as Thoroughbred Park and Yowani Country Club, thereby releasing substantial supply.

So, there seems no basis for the radical MMHRs, which represent sweeping changes to the newly minted Territory Plan, premised on assumptions that do not hold. These reforms essentially abdicate responsibility for significant planning decisions all across the city, without recognising the many costs to the community. This does not support orderly development of a well-planned and managed city, and would be in conflict with the role of the national capital to showcase best practice and sustainable planning.

Figure ES1 - Evolution of missing middle 2011 to 2021



Note: Sample excludes small and offshore locations, and other dwelling typologies such as caravan and improvised home. Source: Purdon analysis of ABS Tablebuilder, counting dwellings, place of enumeration SA3 by Dwelling Structure (2011 and 2016).

Source: Figure 8 of *Planning and Economic Feasibility: Integrating the Missing Middle in RZ1 and RZ2*, by Purdon Planning for EPSDD, October 2024

The proposal also poses substantial risks, especially:

- An inability to match infrastructure with ad hoc redevelopment, leading to inefficient use of infrastructure and infrastructure shortfalls for many areas
- Loss of valued urban character, with the character of neighbourhoods now driven by individual developer decisions rather than strategic planning with community input
- Rate increases affecting all lessees and occupants of residential land of 15-25% or more, even if they do not change their housing at all
- Proliferation of poor quality construction, noting the Missing Middle Design Guide is not mandatory, and compliance enforcement seems impossible, and noting that even the technical requirements are not mandatory
- Increased and unmanaged traffic and road congestion

- Loss of private open space quantity and quality for future residents, including substantial reductions in solar access and privacy for RZ1 and RZ2 (ie the vast majority of residential land)
- Reduced climate change resilience.

The MMHRs propose a raft of changes which, if implemented, would radically alter the amenity of most residential streets and suburbs. Much of the content is essentially deregulation of the planning system, and a shift in power that means the pattern of urban development would be largely unmanaged, being determined and driven by private land developers.

The NCCC also notes a number of technical concerns in the proposed MMHRs. These should be addressed even if changes are made to encourage higher density dwellings through the existing zoning system. These include:

- Site coverage limits of no more than 45%
- Appropriate minimum subdivision block sizes
- Clear and appropriate maximum height limits (not storey limits)
- Removal of frontage requirements for subdivided RZ1 blocks
- Removal of requirement for subdivided blocks to contain an existing dwelling
- Appropriate consolidation limits
- Minimum 30% deep soil zone requirements in all residential zones
- Requirements for at least 30% tree canopy coverage on all residential blocks
- Preserving the solar building envelope at 31° for multi-unit housing in RZ1 and RZ2
- Enhanced car parking rates

NCCC supports the government's purported interest in increasing housing affordability and access to suitable housing that delivers greater choice, but does not consider that the MMHRs will deliver these outcomes. There are more reliable approaches available to achieve these outcomes without embracing an unmanaged scenario, including working with federal government to reduce inflated housing demand, release of well-located blocks of land such as Thoroughbred Park, greater construction of public and community housing, and addressing shortages of qualified construction workers.

The NCCC finds that the government's approach to consultation on the MMHRs has lacked transparency and comprehensiveness, and has not engaged the communities most directly affected in ways that reflect the scope and magnitude of the changes being proposed. The consultation documents and YourSay page sometimes appear more as marketing exercises, and include a number of false or misleading claims, and lack any serious discussion of potential risks from the proposed reforms. A genuine attempt to engage the community's views on these complex issues is required.

A Legislative Assembly Inquiry could help to shed light on relevant issues. However, a longer-term and substantive approach to examining these issues is preferred, possibly through an independent assessment panel. Given that we are less than 2 years into a significantly restructured planning system, and that the new Territory Plan only took effect in late September

2024, it is appropriate to take more time to analyse and weigh up the impact of throwing out basic settings and safeguards in favour of letting private interests drive Canberra's planning.

Recommendations

Recommendation 1:

The ACT Government should provide a clear and logical rationale for its MMHRs, including information, supported by quantitative analysis wherever possible, covering:

- **What specific objectives the government is trying to achieve and evaluation of other options to achieve them.**
- **What the targets of the reform are, including a desired split between detached houses, missing middle dwellings and higher density apartments**
- **Modelling analysis of the timing and penetration of proposed changes, including the rate at which appropriate properties are likely to become available and the economic drivers for the proposed diversity and affordability of housing choices**
- **Descriptions of how the character of Canberra's neighbourhoods are likely to change if the MMHRs go ahead in an uncontrolled fashion**
- **Evaluations of the state of infrastructure across the Territory, how this will match up with developments under the proposed MMHRs, where there may be further infrastructure capacity, and how enhanced infrastructure in existing urban areas will be matched to unpredictable development under the proposed MMHRs**
- **Projections of housing prices into the future, and evidence on how the MMHRs are likely to affect prices, including examination of key drivers of housing availability and pricing**

Recommendation 2:

The ACT Government should undertake comprehensive consultation with the ACT Community that includes information such as that described in Recommendation 1, to ensure the community is well aware of how the proposed MMHRs may affect the character of all Canberra suburbs, what specific changes the reforms will deliver and what alternatives are available to achieve similar outcomes.

This consultation could include a role for a panel of experts and community representatives to ensure thorough consideration of all relevant issues and reasonable time for community understanding and input.

Recommendation 3:

The consultation process identified in Recommendation 2 should include consideration of the risks as well as potential benefits from proposed reforms. This should include, at least, alternative approaches to address building quality, matching infrastructure with development, how to handle losses in private open space, handling of impacts on traffic

and road capacity, and where the government expects major changes to current urban character.

Recommendation 4:

The consultation process identified in Recommendation 2 should also include information on what this proposal means for rates, and how Lease Variation Charges will be handled, so that residents understand how they are likely to be impacted. This should also include the likely impact of increased rates on house prices.

Recommendation 5:

The ACT Government should revise the Residential Zones Policy assessment requirements and tighten technical specifications for residential zones and subdivisions, including:

- **Site coverage limits of no more than 45%**
- **Minimum subdivision block sizes**
- **Clear and appropriate maximum height limits (not storey limits)**
- **Removal of frontage requirements for subdivided RZ1 blocks**
- **Removal of requirement for subdivisions to contain an existing dwelling**
- **Appropriate consolidation limits**
- **Minimum 30% deep soil zone requirements in all residential zones**
- **Requirements for at least 30% tree canopy coverage on all residential blocks**
- **Preserving the solar building envelope at 31° for multi-unit housing in RZ1 and RZ2**
- **Enhanced car parking rates**

1. What is the <u>real</u> objective of the proposed changes and the problem we are supposedly trying to solve?

Is there really a "missing middle"?

The rationale for the proposed reforms is not very clearly stated in the Government's documentation, and there are no specific targets identified to assess performance. The position starts with a recognition that more dwellings need to be built on a limited land footprint, and says 30,000 dwellings need to be built by 2030. This is a slower rate of growth than what has been achieved in the recent past in the ACT. This 30,000 figure also seems to be a bit of a magical number, as it was also the government's goal for housing construction over 5 years in 2022.[1]

The total number of dwellings in the ACT grew by 19% from 2011 to 2016 and 16% from 2016 to 2021. These are annual growth rates of 3.6% and 3.0% per year. To reach the 30,000 target from the 2024 level of around 192,000[2], would require an annual growth rate of around 2.9%. This is a lower rate than was achieved in 2016 to 2021 and more than a half percent per year less than was achieved from 2011 to 2016.

In 2022-2024, the rate of dwelling completion seems to have slowed somewhat, but is still around 2.1% per year. So, the 30,000 dwelling target is really a rate slightly above what's been achieved in the last few years and below recent history.

And it is worthy of highlighting, this 2.1% rate has been achieved while still achieving balanced urban consolidation. In 2023 and 2024, 73% of approvals were in the existing urban footprint, above the Government's stated target of 70%.[3]

So, with existing zoning rules, the government is roughly on track to achieve its targets both in terms of housing numbers and overall consolidation. The case for a radical shift in approach to residential zones across the board does not seem clear on this basis.

The next justification for these changes is about a need for more housing diversity, including "missing middle" housing such as townhouses, medium density apartments and dual- or tri-occupancies. This is supposedly to create more choice, improve the ability to change housing within a local area as people age and household sizes fluctuate, and enable a wider mix of residents. There are valid questions about how effectively the MMHRs might achieve these goals, but let us first look at the numbers.

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[1] "ACT government outlines plans to deliver 30,000 new homes over five years, including build-to-rent," 31 July 2022, accessed at https://www.abc.net.au/news/2022-07-31/act-government-outlines-housing-plan-for-30-000-new-dwellings/101285506

[2] Dwelling numbers in 2021 from ABS, combined with half yearly completions in 2022-2024 from 6-monthly ACT Land and Property Reports

[3] ACT Land and Property Reports. Data on consolidation was not available in earlier reports, and this data is for approvals rather than completions as that is how the data is presented.

It seems that the existing planning system is already also delivering more diversity. From 2011 to 2021, the percentage of total dwellings that were detached or semi-detached one storey houses fell from 82% to 72%, while "missing middle" housing's share rose from 14% to 17%. High density apartments rose from 3% to 11%[4]. These are quite rapid changes given the large number of existing houses.

This trend has continued in recent years, with the largest number of new dwellings being apartments, and an increasing number of "missing middle" dwellings. The number of "missing middle" dwellings built in 2024 exceeded the number of detached houses built[5].

So, when the Government's YourSay page states that, "[c]urrently, new homes in Canberra are mostly single houses or high-density apartments in our town and city centres", this is technically true. But it would be more correct to say that new homes in Canberra are mostly "missing middle" dwellings or high-density apartments in our town and city centres.

Figure 1 on page 9 (from a 2024 report on the missing middle completed by Purdon Planning for EPSDD) summarises why the "missing middle" does not appear to be missing at all. This shows that for the areas of South Canberra, North Canberra and Molonglo, there is already a wide diversity of housing choices, with detached houses, "missing middle" and apartments all comprising roughly equal shares of dwelling numbers. In 5 of the 8 regions of the ACT, "missing middle" already accounts for more than 25% of dwellings and in Belconnen this looks likely to happen soon. The slower growing areas of Woden, Weston Creek and Tuggeranong show a quite different pattern, although in Woden, "missing middle" also accounts for a significant share of dwellings.

The left hand part of the figure confirms that, in terms of new construction, "missing middle" and apartments were clearly dominating new development in almost all parts of the ACT from as far back as 2011, with significant growth in detached houses only appearing in Gungahlin. Tuggeranong and North Canberra have both shown a decline in detached house numbers.

This Figure visualises how different areas of the ACT have quite different situations in terms of dwelling stock and flow. This would be even more true if a more granular level of analysis was made. This supports the view that a Territory-wide approach without differentiation is neither justified nor wise.

The current system is delivering rapid increases in dwelling numbers, along with major shifts in diversity, with detached houses accounting for smaller percentages of housing and higher density apartments increasing rapidly. Again, the rationale for any dramatic shift in the approach to residential zones and their basic settings is not apparent. It is not clear that the "missing middle" is actually missing at all.

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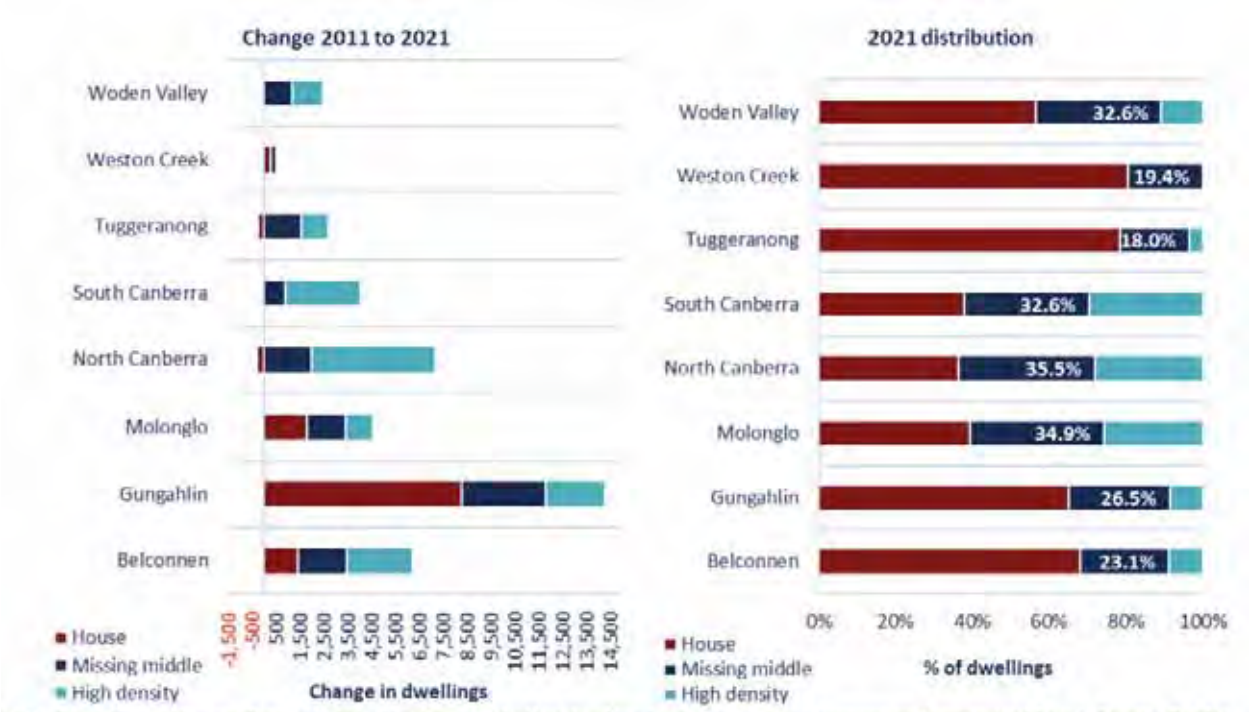
[4] *ABS Census of Population and Housing* 2011 and 202. Note that these are percentages of occupied dwellings rather than total dwellings as the ABS does not break down unoccupied dwellings by type. The nu

[5] ACT Land and Property Reports. Note that these documents use different sources of data for total dwelling completions, and multi-use developments. So, some extrapolation is required.

Figure 1 - Evolution of missing middle 2011 to 2021



Note: Sample excludes small and offshore locations, and other dwelling typologies such as caravan and improvised home. Source: Purdon analysis of ABS Tablebuilder, counting dwellings, place of enumeration SA3 by Dwelling Structure (2011 and 2016).

Source: Figure 8 of *Planning and Economic Feasibility: Integrating the Missing Middle in RZ1 and RZ2*, completed by Purdon Planning for EPSDD, October 2024 [6]

The existing planning system also seems to be delivering higher density housing in appropriate areas. Table 1 shows the share of different housing types in North Canberra. This shows quite clearly that those suburbs closest to the city and along transport corridors have high levels of apartments and missing middle type housing. Those suburbs farther out and less well located have lower percentages. This seems exactly the pattern of development that a well-planned city would provide.

[6] Note that the definition of missing middle used for Figure 1 includes all semi-detached housing while the number quoted above in this submission does not include 1-storey semi-detached, explaining the different percentages. The inclusion of one-storey detached housing affects mostly the stock numbers in 2021, not the changes over time, as there has been no net increase in this dwelling type since 2016.

Table 1 - Percentage of Housing Types in North Canberra Suburbs

	Houses	Townhouses	Flats and Units
City	0%	0%	100%
Acton	0%	0%	100%
Braddon	5%	14%	81%
Turner	13%	14%	73%
Lyneham	27%	36%	37%
Dickson	30%	22%	49%
Campbell	51%	11%	38%
Watson	58%	30%	12%
O'Connor	66%	16%	18%
Downer	67%	16%	17%
Ainslie	73%	17%	10%
Hackett	76%	14%	9%

Source: Allhomes.com.au - accessed 28.7.25.

Table 1 also shows that a number of suburbs — City, Acton, Braddon, Turner, Lyneham and Dickson — already have very high percentages of townhouses and apartments. In the first 4 of these suburbs, there is actually very little diversity of housing already, but this is due to the near absence of houses. If one of the goals is to promote diversity and enable people to move through their lifecycle within a single suburb, this may already be impossible in these suburbs as there are virtually no family homes to draw on during the stage of having multiple generations living in a single home.

This is where the goal of increasing dwelling numbers quickly on the one hand, and increasing diversity of housing types on the other, may be in conflict. Such conflicts are inherent in managing and planning city development. But they are best solved through evidence-based and careful active decision-making, not leaving it open to individual developers to decide the fabric of suburbs.

Table 1 also demonstrates again the ability to meet housing needs quickly without abandoning control of the planning system. While we are unable to gather quantitative data, it is clear that much of the development of apartments and townhouses in Inner North suburbs has taken place in the last decade.

The ACT Government's population projections suggest that, from 2022 to 2060, North Canberra will grow by many more people than any other area of Canberra, at a growth rate higher than any other area except Molonglo (which of course was starting from a comparatively low base). North Canberra and Molonglo are the only areas projected to comprise a greater percentage of the population in 2060 than they do now.[7] This projected growth is likely to place significant

[7] *ACT Population Projections, 2022-2060*

pressure on infrastructure in North Canberra that in the absence of urban management, could easily result in a dominance of apartments and townhouses without the diversity that the MMHRs claim to seek.

Meanwhile, among the major districts, Tuggeranong is expected to see population stabilise or decline, raising questions as to the efficiency of population spread across the Territory. Also, Woden Valley and South Canberra see only modest growth over the 40 years, despite the government's plan to build light rail to Woden. It seems quite peculiar that this massive investment in "city-shaping" infrastructure would not be expected to produce materially greater increases in terms of higher densities and population.

Overall, the Government's proposed MMHRs, despite their wide-ranging and radical nature, do not seem well supported with clear goals and rationale, compelling evidence or assurance that alternative approaches (including clearly targeted use of the existing zoning system with its inbuilt safeguards) have been carefully evaluated. For example, there is no real analysis of the complex issues affecting the rate of construction of new dwellings or to what degree the changes inherent in the proposed MMHRs would affect this outcome. Therefore, NCCC is of the view that much more detailed analysis is required before committing to such significant changes to a new planning system that the Government has spent significant time and resources bringing in. It is also vital for the Government to engage in honest unbiased evidence-based consultation with the community, when fundamental changes to what can be built next door to any resident can be reasonably expected to transform Canberra's social fabric.

Why is the planning system changing so much after such a short time?

The proposed MMHRs would remove existing dwelling density requirements 16 to 21 in the Residential Zones Policy of the Territory Plan adopted in September 2024. The current zoning system seems to be delivering outcomes broadly in line with government targets. Why is there a rush to introduce radical change at such short notice?

In November 2023, new planning legislation came into force in the ACT following a 4-year process of review and consultation. At that time, the Government stated:

> Recent population projections show that Canberra needs 100,000 new homes by 2050. This *once-in-a-generation reform* will allow for this growth while leading to better outcomes for people.[8] [italics added]

Yet less than two years after this "once-in-a-generation" reform, and less than 9 months since the new Territory Plan came into effect, the Government is already seeking to re-define the residential planning framework by stripping away the protections that apply to almost 80% of all residential land in the Territory. The government states:

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8 https://www.planning.act.gov.au/professionals/our-planning-system/planning-act-2023#:~:text=The%20territory%20now%20has%20a,to%20consider%20their%20surrounding%20communities.

> These changes will help our city change over time, responding to housing demand and ensuring Canberra has a strong supply of well-designed, diverse, affordable and sustainable housing options for our growing community.

And the rationale for these changes is stated as, “Canberra is growing quickly. By 2050, we expect nearly 700,000 people to call our city home.”[9] So, the same justification is given for this latest change as was given for the original planning system change.

Such a significant change after such a short time with the new system raises a number of questions:

- Did the government do a bad job of designing a new planning system in 2023, following 4 years of consultation and policy development, thus requiring big changes now?[10]
- If such significant changes are needed so quickly, what assurance is there that these latest changes are well thought through?
- Has the new planning system been given enough time to assess whether it is effective at delivering the outcomes the community wants?
- What new information has arisen since the introduction of the new planning system that means a radical shakeup is needed?
- If a “once-in-a-generation” planning system lasts less than 2 years, how much faith should the community have that current rules and systems will not change dramatically on a regular basis?

The MMHRs are a radical change to the system of planning in the ACT which will have major and long-term impacts on the character of Canberra, less than two years after the introduction of “once-in-a generation” reform of the planning system. Given the short period since the new Territory Plan took effect, the current proposal seems rushed. The documents supporting the proposals offer only a superficial and scant rationale, without any supporting analysis or evidence. The consultation is shaped as a chance to comment only on the detail of the changes (and even here, the opportunity seems limited) rather than the overall approach.

It is important to give the community a fair chance to understand the proposed changes, be able to ask questions to clarify what is intended and what that might mean in practice, and make their views felt. This would involve a deeper engagement process based on a clear delineation of advantages and disadvantages of the proposed reforms, rather than trying to “sell” the reforms

[9] https://yoursayconversations.act.gov.au/missing-middle-housing-reforms

[10] This question is even more relevant noting that the government’s moves to remove third party appeal rights for public housing and health facilities demonstrated that the government did not have a good understanding of the provisions for declaring Territory Priority Projects, which replaced call-in powers in the previous legislation. The Legislative Assembly Inquiry into this Bill suggested these provisions be revised.

to the community based on uncritical analysis of potential outcomes and far-reaching consequences. Until this has happened, it would be dangerous to implement such a wide-ranging package of reforms.

Recommendation 1:

The ACT Government should provide a clear and logical rationale for its MMHRs, including information, supported by quantitative analysis wherever possible, covering:

- **What specific objectives the government is trying to achieve and evaluation of other options to achieve them.**
- **What the targets of the reform are, including a desired split between detached houses, missing middle dwellings and higher density apartments**
- **Modelling analysis of the timing and penetration of proposed changes, including the rate at which appropriate properties are likely to become available and the economic drivers for the proposed diversity and affordability of housing choices**
- **Descriptions of how the character of Canberra's neighbourhoods are likely to change if the MMHRs go ahead in an uncontrolled fashion**
- **Evaluations of the state of infrastructure across the Territory, how this will match up with developments under the proposed MMHRs, where there may be further infrastructure capacity, and how enhanced infrastructure in existing urban areas will be matched to unpredictable development under the proposed MMHRs**
- **Projections of housing prices into the future, and evidence on how the MMHRs are likely to affect prices, including examination of key drivers of housing availability and pricing**

Recommendation 2:

The ACT Government should undertake comprehensive consultation with the ACT Community that includes information such as that described in Recommendation 1, to ensure the community is well aware of how the proposed MMHRs may affect the character of all Canberra suburbs, what specific changes the reforms will deliver and what alternatives are available to achieve similar outcomes.

This consultation could include a role for a panel of experts and community representatives to ensure thorough consideration of all relevant issues and reasonable time for community understanding and input.

2. Significant risks from proposed reforms

Inadequate Infrastructure

The supporting report notes the likely strain on existing infrastructure such as roads, schools, parks and public services and expects this issue to be mitigated through appropriate planning and investment in infrastructure. A common-sense approach would be to do this infrastructure planning at the same time as planning for increased density. Likewise, the investment in infrastructure should occur at the same time or even prior to investment in increased density. Failure to undertake such infrastructure planning and investment is comparable to establishing a new suburb with no planning or investment in roads, schools, parks or public services.

To date, we have not seen any planning or proposed investment for infrastructure to accompany the proposed dramatic increase in density. There are a number of examples where medium density developments have been built on rezoned community facility and sports and recreation land, reducing the availability of such land to meet the needs of a growing population.

The proposed reforms also leave many of the decisions on whether and where to build higher density housing to developers, as the proposed rules provide wide leeway for developments across all residential zones. So, it is unclear how infrastructure decisions can be well integrated with increased densities associated with MMHRs.

Loss of Neighbourhood Character

For RZ1, the MMHRs propose to retain the objective that “[d]evelopment respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.” Notably, the only change is to remove the word “ensure” from the beginning of this objective, which may be telling.

More substantively, this objective seems incompatible with the key effects of the proposed reforms. The MMHRs would remove assessment requirements 16 to 21 in the Residential Zones Policy, which currently recognise the special nature of RZ1, and would effectively promote apartments in RZ1. These changes would significantly alter the neighbourhood and landscape character of the ACT.

And as mentioned above, it will have significant negative impacts on neighbouring properties. Our view is that these will in many cases be “unreasonable”, though for a government driven by other objectives, a different interpretation may be available.

For RZ2, a stated objective is to ”[p]rovide opportunities for redevelopment by enabling a limited extent of change in density”. Again, this seems a tad misleading when the purpose appears to be to achieve a significant change in density.

And the assessment question of whether MM housing will overwhelm existing suburban character and have significant impacts on neighbours can’t be undertaken block by block

because the impacts are cumulative along a street and through a suburb. The less development control undertaken by the Planning Authority the greater the impact will be.

The proposed changes to the Territory Plan are likely to disrupt the current design and streetscapes of existing suburbs. There are many examples of this across Canberra, as there has been a gradual process of up-zoning and rezoning to increase the scope of what is allowed in each residential zone for several decades.

The ACT Government's Missing Middle website https://yoursayconversations.act.gov.au/missing-middle-housing-reforms provides an interactive Housing Map with exemplars of well designed Missing Middle housing types that already exist across the ACT. The examples provided on the interactive map show that housing types being built in RZ3 to RZ5 residential zones will now be able to be built in RZ1 and RZ2 zones.

The examples selected and displayed in the MMHR documentation identify some of the better examples in Canberra, and generally are of dispersed "missing middle" housing. However, experience in Canberra and other cities shows that this type of housing does not always blend easily into existing neighbourhoods. When taken up more widely across a neighbourhood, it has a completely different character - see picture below.



Rate Increases

By increasing the range of housing available to be built on residential zoned land, the value of this land will rise. Increasing possibilities for subdivision and greater density in Canberra are likely to lead to property value increases of around 15-25% on RZ1 land.[11] The loosening of many other quality constraints in the proposed MMHRs mean figures are likely to be higher with the Government's proposal.

Rates in the ACT are determined based on the Unimproved Value (UV) of land, which "reflects the most valuable use of the property permitted by its Crown Lease purpose clause." While it may be argued that rates will therefore not increase until the Crown Lease is varied, in practice this does not seem to be the case. Valuers refer to sale prices for similar properties in an area as a way to estimate valuations. Buyers of properties would likely be willing to pay more if they anticipate higher value.

Therefore, the proposed MMHRs may lead to an increase in rates of 15-25% for all holders of RZ1 land[12] over the next few years. However, only some landholders - those choosing to knock down and rebuild with higher densities - will realise any actual financial gain from the policy change. Similar effects will be seen on RZ2 land. So, there may be a very significant tax increase for most residential land holders, while only some land holders will benefit from the change.

Those who do choose to rebuild at higher density may be subject to Lease Variation Charges. This should be made clearer in the information provided on the proposed MMHRs. It is likely that much of the extra value of land deriving from the MMHRs will be captured by the Government through taxes and charges.

Both of these impacts make it difficult for the proposed MMHRs to deliver lower cost housing. This is consistent with recent experience in North Canberra where considerable densification has also seen rapidly rising housing prices.

Building Quality

The MMHR documentation suggests that missing middle developments will all be high quality because there is a Design Guide available for developers. However, use of this design guide is not mandatory, while being long and complex. Therefore, assuming that this design guide will be followed with any consistency seems optimistic at best, and possibly plain foolish. In any case, where a developer appeals against a decision not to approve a development, it seems highly unlikely that ACAT would uphold a decision based on qualitative non-mandatory guidelines and interpretations of what "good design" means.

[11] https://www.environment.act.gov.au/__data/assets/pdf_file/0003/2354034/23_110921-Documents-001-008.pdf

[12] This increase is in addition to the rates increases already planned as part of the Government's ongoing tax reform.

In fact, under the new planning system, developers do not need to meet even quantitative requirements if they claim to be meeting the assessment outcomes. Therefore, not only is the MM Design Guide voluntary, but the technical specifications are also not mandatory.

Experience with planning and building regulations show that compliance is a real issue even with clear requirements, with many non-compliant proposals being put forward and many buildings failing to deliver quality and/or compliance with what is approved. Having a system based on non-mandatory guidance seems prone to massive problems.

Parking and Street Capacity

The proposed MMHRs will further reduce requirements for parking provision. This seems to follow a trend to seek to discourage car use through reduced parking. While the goal may be admirable, experience suggests that most people will retain their cars, and appear to be buying larger cars than ever. Missing middle dwellings may also have separate households with multiple cars. In addition, there are suggestions that missing middle will only be built where public transit is easily available. Aside from the fact that the ACT's limited public transit system makes this difficult, since the proposed reforms would be applicable in any location, this rationale is meaningless.

The impact of overflow parking and road congestion resulting from infill throughout the Northbourne Corridor has not been studied. A realistic analysis of congestion impacts and parking needs is required.

Many RZ1 neighbourhoods (including RZ2 zones near local shops and services) were constructed with detached housing as the expected dominant form. In many of these areas, the streets are not designed to support significant on-street parking or high traffic volumes. The proposed changes are likely to exceed the capacity of the existing street system, with safety, congestion delays, and noise consequences.

Similar issues are likely to arise in older neighbourhoods in relation to other physical infrastructure including stormwater and sewerage. This is especially so if the ratio of hard to soft ground covering increases, as it likely would.

Loss of Private Open Space and Reduced Climate Change Resilience

The Snapshot document states:

> Private open space requirements have reduced in site percentage however the *quality* of space that contributes to the private open space area has increased. This is intended to see improvements in usable, high amenity spaces for residents.
>
> Setbacks, building and solar envelopes have been modified to enable increased building area where *impacts to neighbours is [sic] minimised*. Solar access and privacy requirements for neighbours continue to apply. [italics added]

This statement seems bold at best, if not misleading. The statement that "the quality of space…has increased" seems impossible to justify. There appears to be no element of the proposed reforms that increases quality of open space. Dimensions are reduced, overshadowing will increase, and large buildings may now impinge on private open space with no setbacks.

The second paragraph of the statement above says clearly that "[s]etbacks, building and solar envelopes have been modified to enable increased building area", which is true, but the claim that "impacts to neighbours is [sic] minimised" is simply not the case. There are no steps to minimise impacts, which are likely in many cases to be significantly negative.

Recommendation 3:

The consultation process identified in Recommendation 2 should include consideration of the risks as well as potential benefits from proposed reforms. This should include, at least, alternative approaches to address building quality, matching infrastructure with development, how to handle losses in private open space, handling of impacts on traffic and road capacity, and where the government expects major changes to current urban character.

Recommendation 4:

The consultation process identified in Recommendation 2 should also include information on what this proposal means for rates, and how Lease Variation Charges will be handled, so that residents understand how they are likely to be impacted. This should also include the likely impact of increased rates on house prices.

3. Necessary revisions to Technical Specifications and Assessment Requirements

NCCC considers that the proposed approach is both premature and flawed, and that a more open and unbiased consultation addressing real issues should be commenced before such a significant change is introduced.

If the Government proceeds with the proposed MMHRs, there are a number of key details that require revision. In general, many of the technical specifications should be made mandatory as otherwise they are easily ignored, so the changes should also be incorporated into Residential Zones Policy as Assessment Requirements.

Site coverage

Site coverage should be limited to 45% for all zones, with possibly lower site coverage limits for zones that allow higher building heights. This will help to ensure adequate open space and separation between buildings.

Minimum size of blocks created by subdivision

The proposed MMHRs remove any minimum size block requirements for subdivisions. This will lead to loss of neighbourhood and streetscape character. There should be a minimum residential block size allowed to be created by subdivision under the Territory Plan. This minimum should vary by zone, recognise local circumstances and be determined in consultation with affected communities.

Height limits

There should be fixed height limits in the Territory Plan to provide adequate protection in terms of solar access and natural light for neighbours. Storey limits are unnecessary, and counterproductive. Some of the suggested changes to building heights in the proposed residential zones' technical specification 14.1 are dramatic, with the height of RZ4 increasing from 12.5m to 21m. This may not be appropriate in all RZ4 areas.

As currently drafted, specification 14.1 limits RZ5 to 14m if it is close to RZ1, RZ2, RZ3, CFZ, PRZ1 or PRZ2, but RZ4 has no similar restrictions. The lower height limits for single dwelling housing appear to be unnecessary.

Frontage of RZ1 subdivided blocks

The new technical specification 2.4 for subdivisions requires that RZ1 blocks have a street frontage or front onto an urban open space or the community path system. This specification will result in many long skinny subdivided blocks, as well as many verge crossings, which is unlikely to be the ideal block configuration. Using easements for property access to rear blocks, where appropriate, gives greater flexibility in achieving suitable subdivision configurations and may minimise verge crossings. We recommend this specification be removed.

Requirement that RZ1 subdivided blocks contain lawfully constructed dwelling

The proposed new assessment requirement 11 of the Subdivision policy requires that subdivisions in RZ1 are only permitted where each subdivided block contains a lawfully constructed dwelling. This requirement should be removed to allow existing owners to subdivide and sell vacant blocks of land. This would allow new owners to build more appropriate dwellings suited to their needs and avoid all subdivided dwellings in RZ1 being built only by property developers. Assessment outcome 2 is sufficient to ensure that the subdivided blocks are of an appropriate size and configuration.

Limits to consolidation

The new proposed standards for block consolidation in RZ1 appear to be arbitrary and unnecessary. Perhaps a more appropriate standard would be along the lines of a single development should not be of a size or bulk that dominates or overwhelms the surrounding neighbours.

Deep soil areas

The Territory Plan should require that a mandatory minimum of 30% of any residential block in all zones be deep soil areas to encourage healthy soils and root systems with adequate room for vegetation to grow and be maintained. The current proposal only requires this in RZ1 and RZ2.

Tree Canopy Coverage

The proposed rules would require 20% tree canopy coverage for RZ1 and RZ2. While an increase from the current 15%, this remains well below the government's 30% canopy cover target, even though this is referenced as a reason for making the change.

As RZ1 and RZ2 are likely to be the easiest zones to meet the 30% canopy cover target, there should be at least a 30% target in these zones, as well as 30% in all other residential zones. The provision for greater site coverage and higher buildings mean there will be fewer blocks that "over-comply" so strong canopy cover targets are required. Without strong tree canopy cover requirements, Canberra is under increased threat from climate change impacts combined with urban heat island effects.

Solar Building Envelope

The proposed MMHRs would reduce requirements for private open space, allow for reduced (sometimes to zero) setbacks and change the way overshadowing is calculated. Together, these will lead to drastic reductions in solar access.

The seemingly minor change from 31° to 45° means that light will be completely blocked to habitable rooms on the ground floor of adjoining north-facing dwellings during the coldest part of the year. This is both a loss of amenity and an increase in energy costs for residents of affected homes.

Car Parking

The proposed MMHRs would remove requirements for visitor parking and reduce requirements for on-site parking of residents. This appears to be based on an unrealistic assumption that people will forego cars because they live in a different kind of building. This assumption is contrary to evidence, and is particularly unwise given that, under the Government's proposal, there is no restriction on where these developments could happen. This will impose an externality on all neighbours through reduced safety, restricted traffic flows and degraded streetscapes.

This should be reviewed and at the least current requirements should be retained in the short term. With a more managed development pattern, car parking requirements could be tailored to more specific circumstances.

Recommendation 5:

The ACT Government should revise the Residential Zones Policy assessment requirements and tighten technical specifications for residential zones and subdivisions, including:

- **Site coverage limits of no more than 45%**
- **Minimum subdivision block sizes**
- **Clear and appropriate maximum height limits (not storey limits)**
- **Removal of frontage requirements for subdivided RZ1 blocks**
- **Removal of requirement for subdivisions to contain an existing dwelling**
- **Appropriate consolidation limits**
- **Minimum 30% deep soil zone requirements in all residential zones**
- **Requirements for at least 30% tree canopy coverage on all residential blocks**
- **Preserving the solar building envelope at 31° for multi-unit housing in RZ1 and RZ2**
- **Enhanced car parking rates**

4. Alternative approaches

Canberra's development should be managed, not left to private sector interests alone

NCCC is strongly supportive of development in Canberra that provides appropriate and diverse housing across the Territory, based on careful evaluation of the optimal areas for higher density, supported by efficient, timely and adequate infrastructure provision. Wholesale changes to the amenity protections that underpin RZ1 and RZ2 will lead to mismatches of development and infrastructure, allow poor quality and inappropriate development in many areas, create infrastructure bottlenecks, and reduce amenity for residents causing community friction and conflict. This approach will also lead to much of the future development of Canberra being determined by developers' interests rather than by pursuit of community interests.

As identified in Section 1, the proposed MMHRs seem to be aimed at solving a problem that doesn't really exist. Outcomes to date show that the existing zoning system has delivered development at the pace and diversity required, while ensuring 70% of development occurs in the existing urban footprint. "Missing middle" housing is already a large part of a diverse housing mix, and together with apartments is the dominant form of new housing development in almost every area of the Territory.

The NCCC believes that existing zoning approaches, coupled with evidence-based and good planning can deliver the urban form that Canberrans desire.

Addressing housing prices

While it seems intuitive that changing zoning to allow for MM type housing would increase the rate of dwelling construction and lower prices, there is also analysis that shows this is not the case, as there are other factors dominating the rate of dwelling construction. For example, a study of Brisbane over 20 years showed that increasing density had limited effects on housing supply and was associated with *higher* housing prices, stating:[13]

> Looking at these basic patterns in the activity-centre level data, there is no clear evidence that increasing zoned capacity increased new dwelling supply and reduced prices. …if anything, higher rates of new dwelling supply are related to higher price growth.

A study of changes in density and house/unit prices across Australia in the last 20 years indicated density had very little impact on house and unit values and rental prices, with the direction of the relationship varying. This report noted "high population densities provide virtually no explanatory power for house values with the coefficient of determination just .001 over the past 12 months and over the past decade".[14]

And recent evidence indicates that increased share of apartments and MM type housing is not leading anywhere near a situation where low- or even moderate-income people can easily access appropriate housing in the ACT.

NCCC recognises the growing challenges presented by housing prices and the need to make housing more affordable, especially for the most vulnerable members of society.

NCCC's submission on a proposal to remove third party appeal rights for public housing (see Attachment A) included a number of suggestions on how to increase the rate of public housing construction in the ACT, noting that the Government's current targets are manifestly inadequate. Increasing the rate of public housing construction is a key requirement for addressing the current housing crisis. Not only does it directly provide housing for the most vulnerable, but it also limits competition in the lower priced market.

But it is certainly not enough.

NCCC supports appropriate demand-side responses to stem the increase in housing prices, which could include considered changes to negative gearing and capital gains treatment to return housing to a human right rather than an investment opportunity. As part of its negotiations with the Federal Government, the ACT Government should seek to ensure such changes are implemented as part of a national housing strategy.

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[13] *Murray, Cameron & Limb, Mark (2023) We Zoned for Density and Got Higher House Prices: Supply and Price Effects of Upzoning over 20 Years. Urban Policy and Research, 41(2), pp. 129-147.*

[14] "Population density trends and what they mean for housing", Firstlinks, May 2024

NCCC also recognises the need for supply-side options, but is not convinced that unplanned densification, as proposed in the MMHRs, is an effective answer. There are appropriate areas for densification supported by infrastructure provisions and some of the proposed "rules" for densification could be applied in such areas.

Other approaches should include specific support for community housing. This is especially true given many commentators' views that there is insufficient capacity in the construction sector to build all of the housing Australia needs. In such a limited environment, it is important that the housing which is delivered goes to those most in need, while also addressing these shortages.

The Government should also take advantage of large tracts of land in the existing urban area that could be used for new housing. In North Canberra, for example, this includes Thoroughbred Park and the Yowani Golf Course; both are located directly on the light rail route. The first area alone could provide up to 5000 dwellings. These could be designed based on the proposed MM Design Guide, and include requirements for significant proportions of public and community housing.

Of course, this would require this land be given over to housing rather than its current uses. Given that the current uses are only realised by a relatively small subset of the community, this is a choice of priorities that the Government could make, if it really valued the provision of more housing with appropriate infrastructure highly. It is much more likely to generate the substantial increase in public, social and other housing that is needed to address the housing crisis than a random licence for individual developers to make their own choices about where and how to build higher densities.

5. Conclusion

It is beyond the scope of this submission to identify all strategies to reduce housing costs. But the proposed MMHRs will certainly not deliver affordable housing in Canberra.

NCCC recognises the need for increased housing supply as part of a broad and comprehensive strategy to address housing availability. We support densification in appropriate areas supported by matching infrastructure provision.

The proposed MMHRs would lead to haphazard development with a range of negative outcomes.

Given the complexity and importance of the issues the proposed MMHRs raise, a much more transparent and balanced dialogue with the community is essential.

Attachment A - NCCC Submission on Inquiry into the Planning (Territory Priority Project) Amendment Bill 2025 - 21 March 2025

Contents

Executive Summary i
1.0 Introduction 1
2.0 Public housing is an important priority 1
3.0 Appeals serve a useful purpose 5
4.0 Public housing appeals are not the problem 10
5.0 Alternative approaches 12
6.0 Concluding note on health facilities 16
Attachment A - Government Media Release on Proposed Legislation 17
Attachment B – Summary of Growing and Renewing Public Housing Targets and Progress Over Time 19

Executive Summary

On 5 February 2025, the ACT Government introduced the Planning (Territory Priority Project) Amendment Bill 2025, which would designate all public housing and public health facilities as Territory Priority Projects, effectively extinguishing appeal rights and administrative review by the ACT Civil and Administrative Tribunal (ACAT) for those two categories of development.

North Canberra Community Council (NCCC) opposes this legislation. **It would walk back a basic right in Western democracy for independent review of government decisions, make no significant difference to the rate of supply of public housing in the ACT, and lead to lower quality housing and neighbourhood outcomes.** The claimed rationale for this proposal is misguided, misleading, and misdirected. It risks opening the door to substandard public housing in the future, that would have been rejected otherwise.

The ACAT appeals process results in improved outcomes for the whole community, including public housing tenants, and helps ensure the proposals that government puts forward meet generally acceptable standards that the community has signed off on. Removing checks and balances from the system risks significantly poorer outcomes, impacting on tenants, the public housing stock and the wider community.

NCCC strongly supports more public housing in the ACT. The government's current *Growing and Renewing Public Housing Strategy* originally called for a mere 1.7% increase in the public housing portfolio from 2019-2024 when population growth was 8.8%; this extremely modest target was not met. The revised strategy calls for an increase of only 3.4% in the public housing portfolio from 2019-27 when population is expected to increase 13.4%. This ambition is simply too weak and NCCC supports a far more ambitious target. We recognise this presents budget challenges, but setting priorities is a key task for government, and we must look after the most challenged members of our society.

The government claims that appeals of public housing projects have caused considerable delays in completion, and that the outcomes do not justify this. However, the Auditor-General reported that from 2019-2023, only 7% of public housing projects were appealed to ACAT, and of these more than half were found deficient, requiring reassessment or redesign. As a direct result of the ACAT process, it is likely that many more projects were actually amended after the appeal was made, but before the case was heard. ACAT rules allow for plans to be amended while the case is being heard, and it seems that the government is incentivised to amend proposals when they realise that their decisions will be assessed through the ACAT process.

The possibility of appeals is an important check on the system. It should make government more likely to produce higher quality proposals to avoid the embarrassment of putting forward non-compliant proposals *and* approving them through the Territory Planning Authority.

The reasons why amendments and/or conditions were required through the ACAT process were varied and serious. They include inappropriate developments for people with disabilities (even in supportive housing), unsafe access, loss of privacy for neighbours, insufficient access to parking, insufficient clarity about clearance from electricity, and insufficient arrangements for effective stormwater and sewerage infrastructure management. Therefore, the appeals process helped ensure that housing provided to public housing tenants was safe, decent to live in, and met the needs of residents and the community. Without an appeals process, inappropriate substandard housing is much more likely to be built.

As to the causes for delay, while the appeals process does take time, it results in useful outcomes as discussed above. However, **the government itself has directly caused delays, without any clear benefits to the community**. For example, one of the cases that was appealed involved the demolition and rebuild of existing public housing where the previous tenants were expelled more than 4 years before a development application was lodged. In another case, a hearing process through ACAT was delayed for nearly a year, largely through waiting for the Commissioner for Social Housing to lodge revised plans. And the government continues to miss its own deadline for finalising decisions on development applications in nearly 1 in 3 cases. If reductions in delays are wanted, there are some better areas to look at than removing third party appeals. And we note that, despite the appeals process being in place, the government states it is "on track" to meet its targets in the *Growing and Renewing Public Housing Strategy*.

Minister Steel's comments seek to mollify concerns over the removal of appeal rights by stating "[a]ny new Territory Priority Projects will still be required to adhere to all planning and design requirements under the Planning Act" and "[a]s part of that process community feedback will be considered by the independent Territory Planning Authority." **These statements do not provide any comfort**. These are already the rules and yet appeals are successful more than half the time. Why would methods that already fail be more successful in an environment where there is far less scrutiny of outcomes?

Minister Berry has supported the proposed legislation stating that the government is "pull[ing] out all the stops to get homes built as quickly as possible". This is clearly not correct.

The government has:

- **adopted weak targets,**
- **proposed non-compliant developments,**
- **significantly delayed getting new developments up and running,**
- **failed to meet their own timelines for approvals, and,**
- **been a source of major delays in appeals processes**.

Rather than pulling out all stops, the government seems to be addressing only one relatively minor issue while not resolving more significant concerns. And they have chosen the most undemocratic approach available. In essence, **it appears the government wants to blame the community for expecting planning rules be followed, rather than work to improve the timeliness and ambition of their own actions.**

Given the clear need to provide much more public housing, some steps that could be more helpful without resorting to extinguishing third party appeal rights include:

1. **Propose housing developments that meet all relevant legislative and regulatory requirements.**
2. **Speed up the government's internal processes.**
3. **Speed up the approval process.**
4. **Increase the ambition of providing public housing and provide the resourcing to meet these targets.**
5. **Ensure appropriate penalties for providing incorrect information.**
6. **Streamline the appeals process.**
7. **Require all new multi-unit developments (above a certain size) to include public housing e.g. 10-15% of all units.**
8. **Support more tradespeople entering the Canberra market.**
9. **Consider ways to lower costs and increase speed of construction.**

More detail, including on possible solutions, is included in the following submission. However, NCCC notes that, as a volunteer organisation, we lack the resources to carry out a complete evaluation of these issues or to ensure all possible solutions are identified; this is the function of government. We have pointed out that the proposed

solution is not effective or well-targeted, will cause problems for the quality of public housing built, and is a serious reduction in the democratic rights of citizens.

We note that this submission includes no real discussion of public health facilities. The government has not provided any justification for removing appeal rights for these facilities, so it is hard to see what problem is being solved, or what impacts there might be. With a clear long-term strategy for developing health facilities, removing the appeals process does not seem necessary. Given the increasing number of developments and geographical areas that government and industry players want to quarantine from the appeals process, and the importance of appeals in ensuring good outcomes, NCCC opposes quashing appeal rights for health facilities as well as public housing.

1.0 Introduction

On 5 February 2025, the ACT Government introduced the Planning (Territory Priority Project) Amendment Bill 2025 into the Legislative Assembly. This Bill would declare all public housing and public health developments as Territory Priority Projects, effectively extinguishing appeal rights and administrative review by the ACT Civil and Administrative Tribunal (ACAT) for those two categories of development.

Ministers Steel, Berry and Stephen-Smith put out a media release explaining the new legislation (Attachment A). Based on this release, the arguments for removing this democratic right to review decisions made by government appear to be three-fold:

1. Public housing and health are priorities that need to progress expeditiously.
2. Appeals are frivolous and unnecessary, as other steps ensure good outcomes.
3. The number of public housing appeals is a significant source of delay in meeting public housing needs.

The NCCC agrees with the first point, and in fact supports much greater commitment to public housing. However, there are far better ways to do this, which are not un-democratic.

The other points are not supported by the evidence.

Each of the three points is discussed below in separate sections. These discussions are focused on public housing, as there is no justification or background given in the media release for including health facilities other than that health care is important.

Section 5 includes suggestions for steps the government might take to address current issues in public housing without resorting to an anti-democratic quashing of citizens' rights.

2.0 Public housing is an important priority

NCCC agrees that much greater attention and resourcing should be given to public housing in the ACT. Ensuring adequate housing for our most challenged residents should be a key focus. Increased homelessness and extended waiting times for public housing show that this should be a greater priority for the government. NCCC also supports the "salt and pepper" approach of ensuring that public housing is spread across all of Canberra's suburbs, does not create any concentrated areas of disadvantage in public housing and ensures a mix of housing types available.

As noted by many commentators, the ACT Government's approach to public housing provision has been lacking in both ambition and efficiency.

In 2019, the Government released its *Growing and Renewing Public Housing Strategy*.[15] This strategy committed the government to increasing the public housing portfolio stock from 11,700 to 11,900 from 2019 to 2024, after construction, sale, demolition and purchases. This was a projected net increase of 200 dwellings, and included a goal to build 1060 new dwellings.[16] At the end of the 2023-24 financial year, the actual number of dwellings constructed was 614, and the stock was 11,731.[17] So, these initial goals were not met, with the construction target short by 42%. The stock had increased by only 31 dwellings, or 0.3%.

Table 1 Growing and Renewing Public Housing - Original strategy for 2019-2024

	2019	2024 Target	Planned % Increase	2024 actual	Actual Increase	% of goal achieved
Public Housing Portfolio	11,700	11,900	1.7%	11,731	0.26%	16%
Dwellings to be constructed		1,060		614		58%

In 2020-21 and 2021-22[18], the strategy was extended by 3 years to 2027 and targets were increased to a stock of 12,100 (a net increase of 400), and construction of 1,120 new dwellings.

At December 2024, the public housing portfolio stock was 11,845, and 764 dwellings have been constructed.[19] So, even six months after the expected completion of the original strategy was reached, the original targets have not been met. The portfolio stock increased only 1.2%, over a period when the ACT population grew by around 9%.

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[15] See summary graphic What will be delivered?" on page 5 (there are no page numbers marked in this document) in Growing and Renewing Public Housing 2019-24, https://nla.gov.au/nla.obj-1207724353/view

[16] The document often refers to "houses" but given that virtually all new construction is multi-unit dwellings, we will use the term "dwellings". Note that the construction figure is much larger than the net increase as there were many demolitions/rebuilds at higher capacity, and many sales.

[17] Six monthly snapshot of public housing stock numbers, www.act.gov.au/__data/assets/pdf_file/0005/2554394/Public-housing-stock-snapshot-June-2024.pdf

[18] It is not clear precisely when these changes were made or how they were announced. The Parliamentary and Governing Agreement for 2020-2024 included a target of 400 additional dwellings by 2025 – see para B2i at www.cmtedd.act.gov.au/__data/assets/pdf_file/0003/1654077/Parliamentary-Agreement-for-the-10th-Legislative-Assembly.pdf

[19] Six monthly snapshot of public housing numbers, www.act.gov.au/__data/assets/pdf_file/0005/2795468/Public-housing-stock-snapshot-December-2024.pdf

Only 58% of the planned construction was completed by the original completion date, a shortfall of some 446 dwellings. Note that this shortfall is drastically larger than the number of dwellings that have been affected by ACAT appeals, so there were many other sources of delay.

Table 2 Growing and Renewing Public Housing - Revised Strategy for 2019-2027

	2019	2027 Target	Planned % Increase	Dec 2024 actual	Actual Increase	% of goal achieved
Public Housing Portfolio	11,700	12,100	3.4%	11,845	1.24%	36%
Dwellings to be constructed		1,120		764		68%

Table 3 Population of the ACT

	2019	2024	2027
	435,730[20]	474,132[21]	494,017[22]
% increase		8.8%	13.4%

To be fair, there have been a number of unexpected developments that have affected delivery of original targets, and progress has recently been faster. In its performance review of the program, the Auditor-General noted that increased costs and delays were in part due to:

- increased construction timelines and costs associated with the COVID-19 pandemic, disruptions to the Australian construction industry and atypical wet weather events; and
- ineffective implementation of relocation of tenants from public housing homes that were selected for sale or redevelopment. [23]

[20] ABS SLA Data Explorer, https://dataexplorer.abs.gov.au/vis?tm=quarterly%20population&pg=0&df[ds]=ABS_ABS_TOPICS&df[id]=ERP_Q&df[ag]=ABS&df[vs]=1.0.0&hc[Frequency]=Quarterly&pd=2019-Q2%2C&dq=1.3.TOT..Q&ly[cl]=TIME_PERIOD&ly[rw]=REGION&to[TIME_PERIOD]=false

[21] Estimated Resident Population – June Quarter 2024, www.treasury.act.gov.au/__data/assets/pdf_file/0008/644813/ERP.pdf

[22] Medium series, https://www.abs.gov.au/statistics/people/population/population-projections-australia/latest-release#australian-capital-territory

[23] ACT Auditor-General's Performance Audit Report No.3/2024 – Management of the Growing and Renewing Public Housing Program, www.audit.act.gov.au/__data/assets/pdf_file/0007/2448466/Report-No.3-of-2024-Management-of-the-Growing-and-Renewing-Public-Housing-Program.pdf

While not highlighted by the Auditor-General, its report did note that "[d]elivery of some new public housing homes has also been delayed by the time required to obtain approved Development Applications for complex or sensitive urban-infill developments". This report states that from July 2019 to June 2023, 13 of 184 Development Applications (DAs) submitted for new public housing were reviewed by ACAT. Of these, 4 required re-design and 3 required reassessment by ACTPLA.[24] So, 7% of all public housing DAs went to ACAT, and of these more than half were found to be deficient. The issue of the impact of appeals on public housing progress is discussed further in Section 4.

Even if we accepted there were valid reasons for massive underachievement of original goals, the ambition of the original and extended targets is simply inadequate. The original goal was for a 1.7% increase in the public housing portfolio when the population increased by nearly 9%. The extended goal is a 3.4% increase when the population is expected to increase by 13.4%. So, the ambition is a full 10% behind just keeping up with the population! Given the cost-of-living crisis we have seen over the past few years, a rate above population growth may be warranted.

In June 2023, the ACT Government signed an agreement with the Commonwealth Government for a Social Housing Accelerator Payment .[25] This agreement commits to an additional 20-25 medium-density social housing dwellings being built in the ACT at a cost of $20 million, or $800,000 to $1 million per dwelling. This document also indicates that 35-40 privately built dwellings would also be purchased at a cost of $30 million. Together, these 55-65 dwellings would cost $50 million, or $770,000 to $909,090 per dwelling. And the impact by 2028 would be to "reduce average social housing wait times by 1 week"! The current waiting time for public housing is 26 weeks for the highest priority, and 3-5 years or more for the vast majority of the 3,002 people on the public housing waiting list.[26]

The Auditor-General's report mentions that the homes being built as part of the Growing and Renewing Public Housing Program "are intended to meet the changing needs of older tenants and tenants with disability. Meeting these standards means the new public housing homes built under the Program are larger and cost more to build than a comparable typical home." This is rightfully an objective for public housing in the ACT.

However, a cost of up to $1 million per dwelling makes public housing targets very challenging. This is a difficult issue given the government's current budget difficulties and requires some hard prioritisation of efforts, since it is clear that the government's ambition for

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[24] ACT Auditor-General's Performance Audit Report No.3/2024 – Management of the Growing and Renewing Public Housing Program, page 40

[25] General background is at treasury.gov.au/policy-topics/housing/social-housing-accelerator. Details of the ACT program funding are given in the ACT Implementation Plan accessed from this page. We note that the ACT was the only jurisdiction to have not yet committed any funds under this program.

[26] Waiting lists for public housing, www.act.gov.au/housing-planning-and-property/public-housing/waiting-lists-for-public-housing

public housing does not nearly match the need. But the very small percentage of public housing developments affected by ACAT appeals is negligible compared to the gross inadequacy of the government's ambition.

3.0 Appeals serve a useful purpose

The ability of citizens to appeal against decisions that affect their lives and their community is a core tenet of a democratic society. It helps ensure that unfair or illegal decisions are overturned, and also provides an incentive for governments to make and justify good decisions.

The government's joint media release (Attachment A) suggests that appeals are unnecessary as "[m]ore than 75 per cent of these appeals are ultimately resolved through mediation or with ACAT agreeing with the original decision, meaning costly delays could have been avoided." This statistic is both damning and misleading.

First of all, if at least 25% of appeals are upheld, this means the government has failed to follow requirements in at least 1 of 4 developments, even when they knew the decisions would be scrutinised.

However, stating that the remaining 75% are resolved through mediation or support for the original decision mixes up two quite different things. Mediation only occurs after an appeal is made and many times mediation results in changes to a development plan to protect neighbours' rights, safety or the quality of the housing built. So, of the 75% that are mediation plus overturning, many also demonstrate that the original approval was deficient.

Outcomes from mediation are not made public so it is hard to know precisely what percentage of appeals lead to changes. But the Auditor-General's report notes that in the 2019-23 time period, 13 public housing projects were appealed to ACAT, and 7 required redesign and/or reassessment. This is a failure rate of 54%. There seems no reason to assume that things have improved in 2024 so this seems a more reliable figure for "successful" appeals.

It is also important to consider what it means for the public to "win" on appeal more than half the time. These wins mean that two large government agencies – Housing ACT and ACTPLA – <u>both</u> failed to follow the rules (since ACTPLA must examine the housing proposal before issuing an approval). This happens despite each agency having many years of experience and the resources of government. Community groups or members of the public in an ACAT appeal find themselves arguing their case against senior officials, solicitors and barristers funded by *their own government*. So, even when an appeal "loses" this may reflect lack of resources and a non-level playing field rather than the applicant's case necessarily being wrong. And, once an application is filed with ACAT, proponents frequently submit revised plans during the appeal; which means that they can wait to see if there is an appeal before ensuring things are as they should be.

So, two government agencies fail to follow the rules at least half the time when scrutinised. If, through this legislation, agencies know that no appeals can be made, they are even more likely to be careless in following what rules and design guidance exist under the current regime.

The government's joint media release seeks to mollify concerns over extinguishing appeal rights when Minister Steel states "[a]ny new Territory Priority Projects will still be required to adhere to all planning and design requirements under the Planning Act" and "[a]s part of that process community feedback will be considered by the independent Territory Planning Authority."

These statements do not provide any comfort. These are already the rules and yet appeals are successful more than half the time. Why would methods that already fail be more successful in an environment where there is far less scrutiny of outcomes?

Box 1 – Issues raised in appeals

There is limited detailed information on the outcomes of appeals of public housing projects. Of the 20 ACAT cases that the government has identified, only 4 have information available on the ACAT public database of ACAT decisions[27]. The outcomes of cases resolved through mediation are not public. However, the fact that cases are resolved through mediation suggests there were changes made to the development as a result of these mediations; otherwise, one or the other party would bring the case to completion.

What follows is a brief discussion of the outcomes of the cases that are publicly accessible.[28] These show a number of common elements:

- Original approvals were based on incomplete and/or inaccurate information. In all cases, amended plans and/or lease conditions were required.
- In one case, the approval was rejected even after amendments. In the others, approval was allowed based on the amended plans. So, in all cases, the original approval was found to be deficient.
- Provision of amended plans can be a significant cause of delay. In one case below, 'the hearing commenced on 21 October 2021…[but]… did not conclude until 14 September 2022 because the Commissioner sought a number of amendments to the DA." To attribute this delay to the appeals process is unfair as it is the delay in the government's provision of appropriate plans that was the real cause of delay.
- The reasons for rejection of approval, or for imposition of conditions, are varied and serious. These include inappropriate developments for people with disabilities (even in supportive housing), unsafe access, loss of privacy for neighbours, insufficient access to

[27] ACAT decisions, https://www.acat.act.gov.au/decisions2

[28] While there are officially 4 ACAT cases, 2 affected the same property and were heard together, so there are only three cases listed below.

parking, insufficient clarity about clearance from electricity, and insufficient arrangements for effective stormwater and sewerage infrastructure management.

ACAT is a quasi-legislative body. It assesses whether proposals should be approved based on the Territory Plan and other relevant legislation. The fact that in all of the cases below, ACAT overturned the approval or required changes to the original plan indicates that ACTPLA had approved non-compliant proposals.

Planning laws exist to ensure that approved buildings are safe, decent to live in, appropriate for the location and meet the needs of residents. There is no reason why public housing should not meet all these requirements. Yet, without an appeals process, in the following cases, public housing would not meet some or all of these requirements if not for the appeals that were made.

ACAT case AT 41/2022, DA 202139347 – 32 Sturt Avenue, Narrabundah[29]

This DA was to replace a single dwelling with three supportive housing dwellings. ACAT found the development was deficient in at least 10 aspects.[30] These included failing to meet requirements of the Multi-Unit Housing Development Code, relevant parts of the Parking and Vehicular Access General Code, and the Lease Variation General Code. Specific issues included lack of privacy, insufficient private open space, unsafe access for people with disabilities, inadequate parking (especially important for people with mobility issues), and lack of a lease condition guaranteeing the property would be used for supportive housing.[31] ACAT concluded that "[t]here appears to be no scope for the development to be changed to make it code compliant without substantially altering the development", and so ruled the approval must be overturned.

ACAT also raised questions about whether the development met requirements for supportive housing in terms of disabled access through visitability, manoeuvrability, ease of reach and ease of adaptation for possible future needs. ACTPLA had apparently assessed that 3 of 10 requirements were met, so this was enough, but ACAT indicated this was insufficient to state the development complied. ACAT did not finally rule on this as the DA was rejected for other reasons.

During this case, the government also provided updated drawings and plans to seek to address issues raised by the objectors. This is an interesting feature of the ACAT process where proponents can be changing aspects of the proposal even during the appeals process.

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[29] ACAT decision AT 41/2022
www.acat.act.gov.au/__data/assets/pdf_file/0008/2187296/GRIFFITH-NARRABUNDAH-COMMUNITY-ASSOCIATION-INC.-v-ACT-PLANNING-AND-LAND-AUTHORITY-Administrative-Review-2023-ACAT-13.pdf

[30] There were a number of other matters that may have been non-compliant but ACAT did not rule on these as there were already enough reasons to reject ACTPLA's approval.

[31] This is important as rules allow 3 dwellings on the block only if they are supportive housing, but the requested lease arrangements would have allowed for supportive housing or other residential uses.

In this way, proponents may sometimes claim that ACAT supported their proposal, but only for changes undertaken after the approval was granted.

For example, the initial set of plans and shadow diagrams used by the proponent was found to contain errors and discrepancies and were amended and corrected *overnight*. But errors identified in these amendments made ACAT decide they were "unreliable". Two attempts were apparently not enough to get things right, but ACTPLA was satisfied with the first set.

It's also notable that the plans that were approved indicated a large tree existed on the property even though it had been removed. It is surprising that consultants included this "error" and that ACTPLA did not notice it.

ACAT Case AT 63/2021 – DA 202138290 – 11 Lowanna Street, Braddon[32]

This DA was for the building of 10 units, including two accessible housing units.

While hearing began on 21 October 2021, it did not conclude until 14 September 2022. This delay was in major part due to the Commissioner for Social Housing making a number of amendments to the DA. The amended development was publicly notified on 28 April 2022, and the hearing then resumed on 13 September 2022. So, virtually all of the 11 months taken for the hearing of this case was due to the government filing amended plans, presumably as they realised there were deficiencies in the original plans.

The initial approval was based on including two supportive housing units. But the proposal did not provide the operational parking that is a requirement for supportive housing. During the ACAT hearing process, the Commissioner for Social Housing indicated that the development would no longer be supportive housing, so the operational parking was not required, which was accepted by both parties. However, this indicates the original proposal was not compliant with supportive housing requirements, yet was still approved as supportive housing.

Neighbours objected to a number of aspects of the original proposal, including claiming it impinged on their privacy and use of private open space. ACAT found that these issues were addressed only in the *amended* plans. They made tree planting and a privacy screen a condition of approval to deal with this. Given these changes, and the assessment of other objections, ACAT agreed for the approval to proceed, based on the amended drawings. So, even though they did not overturn the decision to approve, it appears they might have, based on the original plans that ACTPLA had approved. Again, we can only surmise that the changes were made in response to issues raised through the appeals process.

ACAT also imposed 23 new conditions on the approval, amended 3 and deleted 2. The new conditions covered a range of matters including the above trees and privacy screen,

[32] ACAT decision AT 63/2021
www.acat.act.gov.au/__data/assets/pdf_file/0010/2169865/ELLIOTT-and-ANOR-v-ACT-PLANNING-AND-LAND-AUTHORITY-and-ANOR-Administrative-Review-2023-ACAT-7.pdf

shortening a wall to allow room for parking access, and a number of matters related to sewerage and electricity infrastructure. For example, conditions required:

"Development is to comply with minimum clearances to overhead conductors and poles.

The location of the proposed or existing Point of Entry/Meter Box is to comply with Evoenergy's Service and Installation Rules.

An unobstructed access corridor minimum 2.5m wide and 2.5m high must be provided from the front of the block (street frontage) to and along the stormwater easement at the rear of the block, to the satisfaction of TCCS.

For all proposed structures close to the southwest easement (such as the proposed retaining walls), the loading zone of influence of the footings must be beneath or outside the southwest pipe and associated trench backfill. A structural engineer must certify that the structures close to the southwest easement will not impose adverse loads on the pipe, and that possible future trench excavations required to expose the pipe will not undermine, destabilise or damage the structures.

A metering equipment upgrade may be required. A licensed gas fitter should verify loads and metering equipment capacities.

A sewer maintenance structure is located on this block. Unobstructed 24/7 access a minimum of 1.5m wide is to be maintained across the land to the asset."

It is possible that these requirements would have been met in the development without conditions. But it is striking that ACAT felt it necessary to specify these requirements for safety and infrastructure management when ACTPLA did not.

ACAT Case AT 73/2023 and 81/2023 – DA 202240431 – 5/7 Roe Street, Griffith[33]

This proposal was to consolidate 2 blocks and build 4 supportive housing units. Neighbours and the local community association objected on a number of grounds, including failure to comply with technical requirements for driveway gradient, path blockage, open space, internal circulation, overshadowing and proximity of parking to bedrooms. ACAT found in these instances that the development was compliant, although in a number of cases failed to meet numeric rules but did meet the more qualitative criteria. The objectors also had a number of objections related to qualitative issues such as desired character and appropriate building materials. Again, ACAT found the proposal compliant on these aspects.

The proponents and the Commission agreed that the lease should restrict future use to supportive housing only, and this was included in a condition of the ACAT approval.

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[33] ACAT decision AT 73/2023, AT 81/2023. These two cases were heard together as they related to the same development.
www.acat.act.gov.au/__data/assets/pdf_file/0005/2573420/SILVEY-GRIFFITH-NARRABUNDAH-COMMUNITY-ASSOCIATION-v-ACT-PLANNING-AND-LAND-AUTHORITY-Administrative-Review-2024-ACAT-74.pdf.

Supportive housing allows for higher density development, so ensuring it remained for this use in future ensures the rules are not later breached.

While the general support of ACAT for the government's decision may appear to support a claim that this appeal was not well-founded, this really can't be justified. First, the condition on lease use was important. Second, ACAT's consideration of compliance was based on a set of amended plans submitted by the government after the appeals were made.

The first hearing was held 26-27 March 2024. The Commissioner for Social Housing then filed amended plans on 13 May 2024. It was these amended plans that were assessed to determine compliance, not the original plans. In some cases, the amended plan provided further information to allow assessment, and in some cases there were changes from the original plans that brought the proposal into compliance (e.g. adjustment of garage sizes, car parking, and size of courtyard walls). In the former case, this implies that the original plans did not contain enough information to assess compliance; in the latter, that they did not actually comply. In both cases, it seems the original approval was not well justified. ACAT agreed for the approval to stand on the condition that it be based on the amended plans.

4.0 Public housing appeals are not the problem

The government's joint media release states that since 2019 there have been a total of 20 ACAT appeals on public housing developments, accounting for 13% of all ACAT appeals. The argument seems to be that this is an expensive and widespread problem that is causing major delays to public housing development.

Again, the facts do not support this contention.

The government's joint media release suggests 13% of all ACAT appeals being public housing related is too high. The most recent public information on the total number of DAs filed as part of the *Growing and Renewing Public Housing* Program is the Auditor-General's report, which says there were 184 DAs from July 2019 to June 2023. Over the same period, the total number of residential DAs filed in the ACT was 2810, of which 749 were for multi-unit residential.[34]

So, the 184 DAs for public housing represent 7% of residential DAs and 25% of multi-unit residential DAs. Since most public housing developments over that period were multi-unit, and since multi-unit development seem more prone to third-party appeals, it seems that on a pro rata basis, we would expect public housing to make up somewhere between 7% and 25% of all appeals, and possibly closer to 25%.

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[34] Development Statistics, https://www.planning.act.gov.au/applications-and-assessments/development-applications/development-statistics

Table 4 Public housing relative to all other residential DAs

	2019-24	Public Housing DAs as a % of total
All DAs	2810	7%
DAs for multi-unit residential	749	25%[35]

Therefore, the fact that 13% of ACAT appeals are public housing seems broadly consistent with the percentage of developments that are public housing. In fact, the appeals rate for public housing may actually be lower than for comparable private housing developments.

It is also not clear that these appeals are a significant source of delay in meeting public housing targets.

In response to a question on notice, Minister Steel listed the 20 ACAT appeals that he referred to[36]. While there are 20 ACAT appeals, these relate to only 16 development applications (DAs). Two DAs went to ACAT twice, and one went three times, suggesting that deficient applications continued to be put forward even after an appeal process.

Therefore, despite the implication that there are 20 cases affecting 133 dwellings, there are actually only 16 DAs affected comprising 115 dwellings. As of Dec 2024, the government has constructed 764 new dwellings as part of its Growing and Renewing Public Housing program[37]. So, the appealed developments represent only 15% of public housing dwellings to date[38]. And more than half of appealed cases were found to have deficiencies through the appeal process. As discussed in Section 1, the government missed its original 1994 target by 446 dwellings, nearly 4 times the number subject to appeals.

So, public housing appeals do not appear to be a major source of delays to public housing, even while assuring better quality construction. We also note that the 2023-24 Community

[35] If all public housing DAs are multi-unit

[36] Assembly Question 121 by Shane Rattenbury, https://questions.parliament.act.gov.au/details/d5a6b13be5b74172a118fa4052f664e7

[37] Public housing stock snapshot, www.act.gov.au/__data/assets/pdf_file/0005/2795468/Public-housing-stock-snapshot-December-2024.pdf

[38] And only 9% if we remove the 45 dwellings from developments that the government delayed significantly – see below.

Service Directorate's Annual Report states that the government is "on track" to meet its targets for 2027 under the Growing and Renewing Public Housing Program. [39]

If the government were really concerned with delays, they might look to some other areas. For example, the government has legislated timelines for making decisions on DAs. However, these timelines are missed about one-third of the time.

Also, the final two DAs listed in Minister Steel's response to a Question on Notice account for 45 of the total of 115 dwellings claimed to be delayed by appeals. One of these, the development in Yarralumla, accounts for 33 dwellings and is the largest development on the list. This development will demolish existing public housing and replace it with a higher number of dwellings. The former public housing tenants were notified to vacate more than 4 years ago, but the government has only recently lodged a DA to replace this facility. Apparently, the property has been used for law enforcement training exercises.

Similarly, the 15 dwellings in O'Connor are also replacements for existing public housing. This facility had a fire in 2021 but the DA for rebuilding was only lodged nearly 2 years later. Again, this seems to show no focus on getting public housing built quickly.

Minister Berry has stated that the government is "pull[ing] out all the stops to get homes built as quickly as possible". This is clearly not correct as the Government has:

- adopted weak targets;
- proposed non-compliant developments;
- significantly delayed getting new developments up and running;
- failed to meet their own timelines for approvals; and
- been a source of major delays in appeals processes.

Rather than pulling out all stops, the government seems to be addressing only one relatively minor issue while not resolving more significant concerns. And they have chosen the most undemocratic approach available. In essence, it appears the government wants to blame the community for expecting planning rules be followed, rather than work to improve the timeliness and ambition of their own actions.

5.0 Alternative approaches

For all the reasons above, extinguishing third party appeal rights for public housing is an ill-informed, overly-aggressive, anti-democratic approach that will not solve what is a real crisis in public housing, and a misdirection of focus. There are alternative approaches to achieve an actual increase in public housing. Some seem like "no-brainers". Others raise complex issues that require further consideration. NCCC does not have the resources or all

[39] Community Service Directorate's Annual Report 2023-24, Page 7
https://www.act.gov.au/__data/assets/pdf_file/0007/2618179/CSD-Annual-Report-2024.pdf

of the expertise to fully develop such approaches. They are included here for further consideration by government.

Both types of alternatives are discussed separately below.

Obvious solutions

a. ***Propose housing developments that meet all relevant legislative and regulatory requirements***. ACAT is essentially a legal review process, and assesses whether relevant proposals meet all rules and requirements. While there have only been a relatively small number of appeals of public housing proposals, more than half of these "failed" when they were effectively put to a compliance check. We do not know how many of those applications that were not appealed also failed to meet requirements but were never found out. It is very unlikely that this number is zero.

   Appeals against ACT Government decisions are likely to be lower when the public has trust that the government is making legal, just decisions. With a more than 50% failure rate on appeals, the government needs to do more to earn the trust of the ACT electorate. Designing compliant public housing proposals would be a good first step.

b. ***Speed up the government's internal processes***. We do not have detailed information on all public housing developments. Even of the 16 DAs that were appealed to ACAT, publicly available information is only available on a handful. But we can see that 2 developments, accounting for 45 of the 115 dwellings that the government is blaming the community for delaying, were delayed by government inaction for 2-4 years before DAs were lodged. With more expeditious progress on these houses, they could have been progressed much faster, even with an appeal.

c. ***Speed up the approval process***. The government has continued for more than 5 years to fail to meet approval timeline deadlines for 30% or more of approvals. Fixing this would have benefits for all developments, not just public housing.

d. ***Increase the ambition of providing public housing and provide the resourcing to meet these targets***. At the least, the government should ensure that the availability of public housing keeps pace with population growth. This will require a significant increase in the public housing portfolio stock, which will have significant budgetary impacts. This will require hard decisions on priority-setting and consideration of new approaches – see point g below. But this is the function of government.

e. ***Ensure appropriate penalties for providing incorrect information***. When lodging a development application, proponents are required to verify that "*I/we declare that all the information given on this form and its attachments is true and complete*." Yet, as indicated in the discussion of case AT41/2022 in Box 1, proponents can and often do provide revised documentation after the appeals process is underway, when it is pointed out that information is incorrect or missing. This indicates that ACTPLA approves applications that

are incomplete and/or contain incorrect data. Yet there seems no mechanism to ensure that proponents are actually providing true and accurate information.

If anything, the current system almost encourages incorrect information. If proponents know that they can get an approval based on incorrect information, they can get away with extra benefits or lesser quality. And if they are discovered during the appeals process, they can just correct the information then.

The government should introduce legislation or regulations that would provide appropriate incentives to ensure information is correct. This could include financial penalties, public shaming and/or a sort of "three strikes" policy where proponents found to repeatedly provide incorrect information are de-licensed. Of course, there would need to be protections for honest and negligible errors. But under the current system, there seems to be no enforcement whatsoever.

More complex approaches

f. ***Streamline the appeals process****.* Appealing decisions in ACAT is complex, time-consuming and expensive. It generally pits individual citizens and volunteer community groups against the resources of its own government. The government will often contract the services of barristers and always have the benefits of significant departmental resources and staff who are being paid to contest with their own citizens. This is in large part due to the legalistic nature of the ACAT process. This may also be one reason why appeals tend to take place in higher socioeconomic settings; it is relatively rare that people can afford to ensure scrutiny over government decisions in such a legalistic, time-consuming and expensive context.

   While there is a mediation process as part of the ACAT process, this is still somewhat formal and still leads to a mismatch in resourcing.

   If there were a more informal process that had the confidence of the community, there would be options for faster, cheaper and more harmonious resolution. This might include, for example, independent panels consisting of members of the general community (or perhaps Community Councils), government and independent planning experts (all paid to ensure balance). These could bring together Housing ACT and objectors in a cooperative setting, without focusing on a defence of a decision made by the Territory Planning Authority.

   In some cases, the resolution of appeals seems to result in measures such as increased fence height or alternative landscaping or slight realignments of windows to avoid overlooking. These do not seem to be matters that require an adversarial system. We understand the complexities of bringing a more cooperative approach to these issues, but a system where citizens feel they are working in cooperation with their neighbours and their government might help to reach quick, mutually acceptable solutions. This would

have the added benefit of making the appeals process less expensive, so it will not be reserved only for the relatively well-off.

One of the complexities of moving to a less adversarial approach is the legally expert review that ACAT provides. It is not unknown for ACAT to essentially reject the basis for a citizen appeal but impose other conditions for approval (or insist on rejecting a DA) based on their own detailed review "standing in the shoes of ACTPLA". It would be a loss if this type of meticulous review were entirely lost.

One solution might be to introduce a new system in a transition period where objectors can choose which system to participate in. ACAT or a similar body might also be asked to undertake random "audits" of approvals to identify any inconsistencies with regulations, and ACTPLA would need a procedure to effectively integrate all findings from such "audits" into its procedures.

g. ***Require all new multi-unit developments (above a certain size) to include public housing***. Granting an approval is effectively providing value to the proponent to use government owned land. It seems entirely consistent to require any resulting development to deliver on government priorities. This is in part a cost allocation exercise recognising the difficult state of the ACT budget. Moving costs of public housing to new developments would shift some costs from all citizens to those purchasing new units and to developers. But such an approach could also lead to cost reductions through economies of scale and the need for fewer bespoke public housing developments. The full economic and equity impacts of such a change would require further consideration.

   This approach could better ensure scattering of public housing throughout all new developments. There currently appears to be some polarisation of housing between the public and the private sector.

h. ***Support more tradespeople entering the Canberra market***. It appears that costs of construction remain high, and that a shortage of qualified tradespeople is in part to blame. We understand there are various measures already underway to address this shortage. But further action may be needed to achieve reduced housing costs for all, including public housing.

i. ***Consider options to reduce costs and timeframes for construction***. We note that the apparently very high cost of building or buying public housing will make it very difficult financially for the government to meet appropriately ambitious public housing goals. Steps to reduce the cost of building could be a cost-effective approach.

   The Productivity Commission recently reported on the construction industry, finding that productivity in this industry had stalled or even declined over a number of decades[40]. The

[40] Housing Construction Productivity: Can we Fix It?, https://www.pc.gov.au/research/completed/housing-construction/housing-construction.pdf

report suggests a number of steps to promote innovation including supporting greater use of prefabricated and modular components and houses. This could be beneficial in reducing costs and timeframes, especially in an environment where skilled labour is in short supply.

It may also be useful for Housing ACT to develop more standardised plans for social housing to reduce costs and timeframes. There will be some site-specific issues that require individual attention, but more standardisation could be beneficial.

Of course, in all of these steps it will be vital to ensure that constructed dwellings continue to meet high standards of quality and amenity.

6.0 Concluding note on health facilities

This submission is focused entirely on issues relating to public housing. But the proposed legislation would also exempt public health facilities from third party appeal processes.

NCCC again agrees that health care is a key priority and given the growing and ageing Canberra population, more health care facilities will be needed.

However, we have not seen any compelling evidence (or any real evidence at all) that there is a problem with appeals for health facilities. And we remain nervous about the government removing a democratic right to review government decisions, based on a “trust us” approach.

It does not seem impossible or even difficult for health agencies to plan well in advance, design consistently compliant new facilities, and work with the community to build trust over health facility developments.

Finally, NCCC is concerned at a “creeping” removal of third party appeal rights. Already, projects related to the light rail and developments in all town centres are exempt from third party appeals (as are certifier-approved single dwelling residential developments). It is notable that when the proposed legislation to remove appeal rights for public housing and public health facilities was introduced, both the HIA and the PCA suggested that the exemption should be extended to <u>all</u> residential developments.

Therefore, we do not support removal of third party appeal rights for either public housing or public health facilities.

Attachment A - Government Media Release on Proposed Legislation

Faster builds on public housing and health infrastructure

Released 05/02/2025

The ACT Government is introducing the Planning (Territory Priority Project) Amendment Bill 2025 which will automatically classify public housing and public health facilities as Territory Priority Projects, removing appeal rights to the ACT Civil and Administrative Tribunal (ACAT).

Since 2019 there have been a total of 20 ACAT appeal applications for public housing developments. In the last five years around 13 per cent of total ACAT appeals on development applications related to public housing developments.

More than 75 per cent of these appeals are ultimately resolved through mediation or with ACAT agreeing with the original decision, meaning costly delays could have been avoided.

Any new Territory Priority Projects will still be required to adhere to all planning and design requirements under the Planning Act.

As part of that process community feedback will be considered by the independent Territory Planning Authority.

Attribute to Minister for Planning and Sustainable Development Chris Steel

“This Bill is a practical measure to remove barriers to a home for families on Housing ACT’s waiting lists.

“We’ve seen far too many instances of delays to already approved public housing projects from costly appeals.

“This law means public housing and health facilities that significantly benefit the people of the ACT can be rolled out without unnecessary delays.

“Development applications will be exempt from third-party appeals and provide greater certainty for the delivery of public housing and key health infrastructure.

“Importantly, Canberrans will still be able to have their say on all development applications through the independent planning process.”

Attribute to Minister for Homes and New Suburbs Yvette Berry

“This new legislation will support the delivery of the ACT Government’s plans for 1000 new public homes by 2030.

“In the last five years, ACAT applications have delayed more than 100 public homes for those who need them most.

“With so many Canberrans on the waitlist for public housing, many of whom are experiencing a range of vulnerabilities, we must pull out all the stops to get homes built as quickly as possible.

“The Territory Priority Projects process provides a pathway to achieve this goal, while maintaining the normal development application process that enables neighbours and other parties to be consulted.”

Attribute to Minister for Health Rachel Stephen-Smith

“Whether it is the new northside hospital or a community health centre, public health infrastructure plays a vital role in supporting our growing city and region.

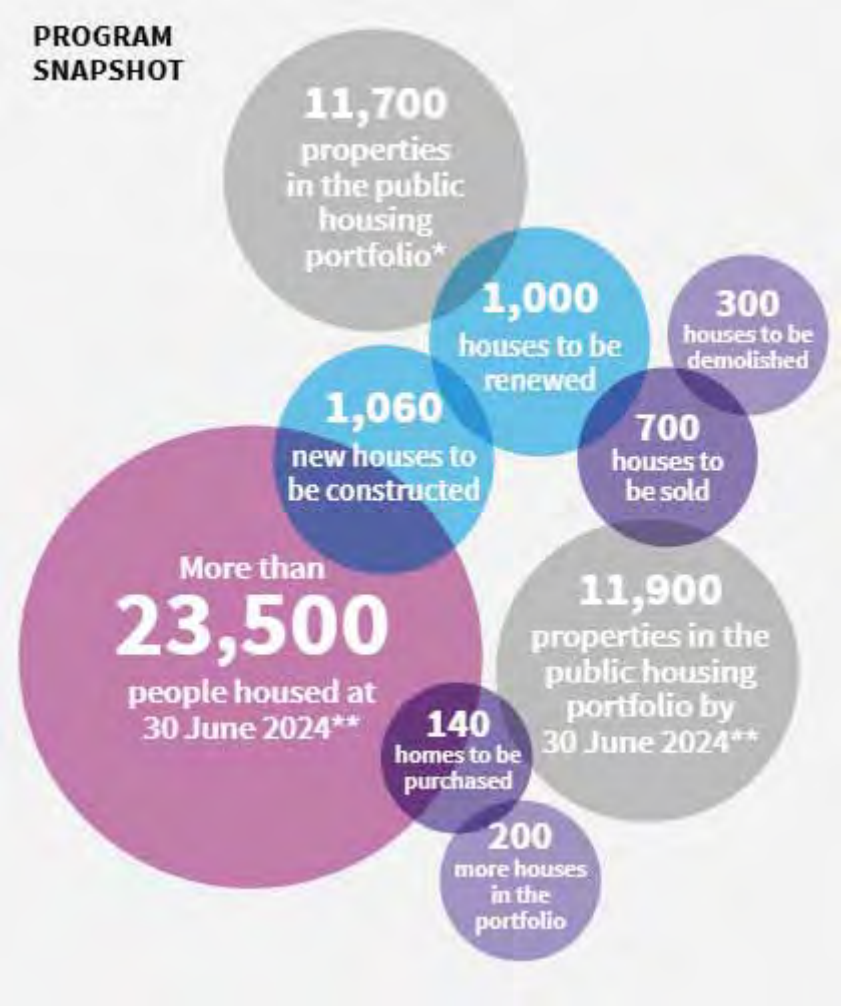
“The ACT Government is committed to delivering better health care closer to home and that means continuing to expand health services across Canberra.

“Prioritising public health infrastructure through the Territory Priority Projects process will ensure our health services can deliver the care Canberrans need, when and where they need it.”

- Statement ends -

Attachment B – Summary of Growing and Renewing Public Housing Targets and Progress Over Time

From original *Growing and Renewing Public Housing Strategy* in 2019:



Public Housing Portfolio Snapshot, June 2024:



Public Housing Portfolio Snapshot, Dec 2024:



Missing Middle Housing Reforms

The following are Consultation Comments on the Territory Plan 2023 major plan amendment 04 pursuant to the Planning Act 2023 section 63 (1) (c) (i).

To: EPSDDcomms@act.gov.au

From: [redacted] Skyline Town Planning

1. Housing Affordability

Less than two years ago, recent enough that housing affordability or supply has not deteriorated significantly, unit titling dual occupancies in RZ1 where one dwelling is less than 120m^2 was introduced. The size limit was presented by the government and EPSDD as necessary to improve housing affordability. Either this was untrue or the proposed removal of the 120m^2 limit will reduce housing affordability.

2. Backflip on 120m^2 RZ1 Limit

Less than two years ago, a substantial policy change was introduced through the Territory Plan 2023 allowing unit titling dual occupancies in RZ1 where one dwelling is less than 120m^2. This was arguably the most substantial policy change introduced in the Territory Plan 2023.

When such a substantial policy change is introduced, there is an expectation from the industry and general population that it is a properly considered and well informed decision that they are not going to abandon in the short term. Such confidence is essential to a workable planning system such that industry can invest time and money without having to speculate on short term backflips on substantial policy changes.

To provide a concrete example, a recent project on a RZ1 zoned block of approximately 1500m^2 has invested over $100,000 on design, consultation and approval costs for a dual occupancy with one dwelling designed to be under the 120m^2 limit to permit unit titling. The proposed changes now mean a potential buyer will soon have more choice and may elect for a dwelling larger than 120m^2. This jeopardises the viability of the project and the proponent may be forced to abandon the existing design despite having invested over $100,000. The additional housing choice may seem like a better outcome but the wasted $100,000 is ultimately passed on to the buyer or threatens viability of the developer continuing to provide housing in the Canberra region.

Further, the project involved a lease variation component to specify the number of dwellings to permit unit titling. This requires amending the '*residential purposes only*' clause to specify '*two dwellings*' under a Schedule 1 charge. This requires payment of a lease variation charge of 2x$46,000 = $92,000 with execution before the lease variation component of the approval expires. However, under the proposed changes, the block would be permitted four dwellings. To vary the lease from the now limited 'two dwellings' to permit an increase to 'four dwellings' now requires a Schedule 2 charge of 2x $153,750=$ 307,500. The combined Schedule 1 charge and Schedule 2 charge totals $399,500.

If the newly announced unit titled dual occupancy was never pursued and instead the lease varied directly to specify '*four dwellings*', only a Schedule 1 charge of 4x$46,000 = $184,000 is required. Therefore the increased lease variation cost due to the change of policy is $92,000+$307,500-$184,000 = $215,500.

In summary, the back flip on what is permitted in RZ1 has cost them well over $300,000 without any productivity.

3. Inflating Price of Government Assets prior to Disposal

The ACT Housing Commissioner has recently disposed of several properties on 'non-standard blocks' which have special planning rights permitting unit titling of two dwellings without being limited to 120m^2. These blocks have very similar planning rights to 'Mr Fluffy' blocks and have been purchased for a very similar premium to 'Mr Fluffy' blocks. It is well established that this premium is large enough to make a tangible difference to the financial implications of the 'Mr Fluffy' buyback scheme.

The granting these rights was re-instated just 10 months ago in Notifiable instrument NI2024-635 with several properties purchased from the ACT Housing Commissioner since and at a premium price. Several purchasers are now working towards development applications on these blocks. The proposed reforms grant the same planning rights on any block thereby eroding the premium that purchasers have recently paid to an ACT Government entity.

While such blocks don't require a Schedule 1 lease variation charge for unit titling two dwellings, allowing subdivision under the Planning Act 2023, as is being proposed, largely negates this. The premium is further negated by the higher Schedule 2 lease variation charge to permit more than two dwellings such that it is a reasonable conclusion that the entirely of the premium that has been paid to a government entity is now being negated.

While it is appreciated that planning rules evolve over time, for a government to inflate its own sale prices and 10 months later backflip on the substantial policy decision of the 120m^2 size limit is amoral. Further, it undermines confidence in the planning system and deters proponents from providing housing in the region.

4. Reduced Incentive for Adaptable and Supportive Housing

Existing planning controls incentivise adaptable and supportive housing through:

-more than 2 dwellings permitted on standard RZ1 block only if used for supportive housing

-increased number of dwellings permitted in RZ2 if dwellings are adaptable

Although the proposed changes aim to improve housing supply, these incentives are being removed and will presumably result in less supportive housing and less adaptable housing.

5. Character

The proposed changes would allow a single residence in the RZ1 zone to become surrounded by multi-unit housing. As stated by the Minister during the inquiry into V350, "*they purchased there with the view that this residential amenity would stay there, as RZ1. That is why I made my purchase. I may have changed my mind if I thought that a multi-unit development could go up".* This statement was regarding a handful of dispersed multi-developments with required setbacks of 3m and 6m. The proposed changes would allow someone who bought a single home among other single homes to have multi-unit housing with zero setback built on all boundaries except the front boundary.

The magnitude of the change is also highlighted through statements made in Variation to the Territory Plan 387 which was incorporated approximately two years ago. This claimed there had been "*concerns raised about development proposals where multiple dwellings are proposed on blocks in RZ1 zones*". While there may have been more, it appears a single proposal was publicly

notified. It also appears, although subjective, the proposal is an exemplar of the proposed Missing Middle Design Guide.

Approximately two years ago it was published "*There are currently no explicit prohibitions in the Territory Plan to prevent this … even though it would result in a form of development inappropriate for the RZ1 zone*".

Notably, it doesn't claim such a proposal is inconsistent with the zone objectives or the intended policy which may evolve over time but rather that such a development is "*inappropriate for the RZ1 zone"*. What has changed about the RZ1 zone that now makes it appropriate to build proposals like this but with setbacks reduced to zero to all but one boundary of an existing resident's block?

Battleaxe Blocks

The substantial difference in treatment between side boundaries vs rear boundaries makes categorisation important. The boundary separating a battle axe block from the block in front of it will be deemed a rear boundary for both blocks. Is this the intended outcome?

Perverse Outcome of 20% Canopy Cover:

The increase in canopy cover to 20% becomes difficult to achieve without counting existing trees. Before an existing tree can be counted as healthy, a suitably qualified person must write a report about it, at a cost to the property owner. This also applies for non-protected trees. Yet, the property owner can cut down a non-protected tree themselves and propose a new tree of the same species in the same location without incurring any cost. This could be avoided by limiting the requirement to protected trees.

No 'Block Subdivision' in RZ1 to Avoid Land Speculation

Requiring blocks in RZ1 to have a dwelling constructed prior to subdivision is a substantial policy decision. This prevents your average person buying a block of land, building a home for themselves and selling part of the land to someone else. Instead, only someone with finances and risk appetite for building more than one house and a house for someone else will be permitted to subdivide land in RZ1. This is essentially saying only property developers may subdivide land.

The brief justification provided is to avoid land speculation. The likelihood and impact of such speculation has not been substantiated.

Further, speculation is already protected by only permitting a newly created subdivided block to be sold if the Minister's consent is obtained. In contrast, subdivision prior to building is permitted in other zones. No justification has been provided why land speculation is acceptable in RZ2+ but not RZ1.

Requiring only one dwelling to be built could be a potential middle ground.

Consolidation in RZ1 Limited to Multi-Unit Housing

The proposed rules permit block consolidation in RZ1 for multi-unit housing but it remains prohibited for other uses. Given the original subdivision pattern is no longer going to be protected, there may be merit in allowing it for other well-meaning uses, for example child care centres.

Recommendation

Dear Sir/Madam,

I am writing to respectfully submit a series of recommendations for your consideration regarding residential zoning and housing development policies in the ACT.

The following proposals aim to support responsible urban growth, improve housing flexibility, and empower homeowners to make better use of their land:

1. **Rezoning Eligibility from RZ1 to RZ2**
   I propose that blocks currently zoned RZ1 be eligible for rezoning to RZ2 if they meet the following criteria:
   - Minimum land size of **800m^2**
   - Minimum street frontage of **20 metres**
     This would allow subdivision into two parcels of at least **400m^2** each with a **10-metre frontage**, enabling more efficient land use while maintaining neighborhood character.
2. **Increase in Second Dwelling Size Allowance**
   I recommend increasing the allowable size for second dwellings on larger blocks. For example, on a **700m^2 block**, the second dwelling should be permitted to be up to **500m^2**, subject to compliance with site coverage and amenity standards. This change would allow families to build homes that meet their evolving needs.
3. **Permission to Subdivide and Sell Prior to Construction**
   I request that landowners be allowed to **subdivide and sell** portions of their land **before building**. This would reduce financial barriers and allow new owners to develop according to their own plans, thereby increasing housing supply and diversity.
4. **Townhouse Development on Larger Blocks**
   I propose permitting the construction of **two to three townhouses** on blocks with a minimum size of **600m^2**, provided they meet design and amenity requirements. This would support medium-density housing and address the growing demand for affordable and flexible living arrangements.

Thank you for your consideration.

Yours sincerely,

[redacted]

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SUBMISSION ON THE PROPOSED "MISSING MIDDLE" PLANNING CHANGES

Dear Planners

I would be grateful if the following issues could be considered in the "missing middle" review, because they add an additional perspective to more technical concerns about changes such as the extent of reduced setbacks, changes in RZ1 status, or the height of building envelopes.

Unfairness of uncompensated loss in value or amenity of existing homes

Residents with existing houses in will be affected under the new rules by the construction of flats or two or more storey dwellings, potentially with significant overshadowing and lack of privacy.

For example, a two-storey house has just been constructed next door to my single-storey one. My north facing windows will incur more shadow in winter, and it will be possible to look into our bathroom and other rooms from a higher level. Such effects can be expected to be worse under the new rules.

Where an existing resident loses amenity (and possible loss in value) due to a more recent construction under new rules, they suffer from what economists term a "negative externality". Basic fairness requires that the owner of the new construction should compensate the suffering party, either by ameliorating the "bad" that they impose, or through monetary or other compensation. That would be the situation in other spheres of social interaction where harm is caused by one party to another.

Please consider introducing a mechanism to ensure amelioration or compensation where existing residences are affected by factors such as loss of privacy or overshadowing. Such a mechanism would reinforce the stated aim of ACT planning authorities that developments should be consistent with existing streetscapes.

If appeal rights are eliminated, consider an "alert" system to assist approvers

From a social perspective, it is not clear why appeal rights should be eliminated, leaving construction rights solely to one party, when more than one party is involved. This imbalance is likely to lead to lack of equity, especially in circumstances that may not fit neatly into a "tick the box" planning framework.

Human nature is such that planners, DA approvers, builders and certifiers can make errors. For example, a recent DA Exempt construction at [redacted], resulted in a deep (approx. 2 metre) excavation up to the fence line of [redacted]. The excavation had been approved by the certifier, who missed the fact that it encroached well within the tree protection zone of large protected trees in [redacted].

Even if appeal rights are eliminated, it would make sense to have some form of "alert" system, where the public can alert ACT planners to likely problems before final approvals are given for construction.

Likely losses in Canberra's tree canopy

Given the ACT Government's commitment to adapting to climate change, it is not clear why planting areas should be reduced for multi-unit housing. The urban tree canopy is also likely to suffer if on-site parking spaces for dwellings are to be reduced – cars will be increasingly parked on verges, with negative effects on street trees through soil compaction, direct damage, etc.

It is therefore highly desirable that a specific review of potential unintended consequences be undertaken before finalisation of any change in planning rules.

Yours sincerely,



Submission to Missing Middle Housing Reform, August 2025

1) It is stated in the "Missing Middle Housing Reform documents" that Canberra's unique landscape character will remain, however 67.6% of the ACT (zoned RZ1) and 9.5% (zoned RZ2) will be impacted by opening up unknown quantities of denser development across Canberra.

   As residents of a planned city, Canberrans should welcome well designed and considered proposals that improve the architecture, transport and green credentials of this city. Unfortunately, it is likely that this piecemeal and scattered approach to development proposed in the Missing Middle Housing Reforms will result in property developers having much less scrutiny to cram in unspecified amounts of dwellings on individual blocks. Canberra urban planning should model and propose changes that help mitigate the effects of, climate change, particularly urban heating, not just incentivise greater development and new, larger housing that require a lot of energy to heat and cool.

   The proposed reforms will also lead to:
   - a significant loss of trees, privacy, greenspace, solar envelopes;
   - increases in on-street parking and congestion of roads not designed for denser development;
   - no added services, infrastructure, or residential amenity.
   This will have a negative impact on the current quality of life and capital investment of Canberrans and the original development principles of this planned city.

2) The proposed changes in the missing middle housing reform is a sudden disruption to the majority of housing investments in Canberra.

   Canberran residents invest a significant proportion of their income over many years (for example 20-30 years) in their housing, after identifying the type of dwelling, property size, neighbourhood characteristics, green space and treescapes, amenities, transport and infrastructure available.

   Buying into an established suburb of Canberra, I have invested in the traits and liveability of that planned suburb. This includes the understanding and compliance with strict limitations on renovations to existing houses (what is the minimum block area for 2 dwellings or secondary residence, maximum dwelling numbers on a block, setbacks and building envelope, allowable subdivision and block consolidation, treescaping etc). As with a number of other residents, I am highly concerned about the proposed negative impacts to capital investments in

Canberra (housing and solar cells) and the changes to the liveability, landscape and character of the ACT. Areas that are deemed heritage housing precincts, such as the Radburn area, should be explicitly recognised.

The proposed changes in RZ1 zones will allow for developers to build much more densely (4-5 times the present dwelling levels), closer to boundaries, have impact on solar envelopes (affecting current solar cell investments of residents), take out trees and encroach on privacy without facing the current levels of scrutiny and limitations.

Specifically, I am concerned that the proposed changes will:

- Reduce the minimum private open space specifications for multi-unit developments in RZ1 and RZ2 from 40% to 30%.
- Reduce side setbacks and increasing rear setbacks for multi-unit housing in RZ1 and RZ2.
- Increase the angle in which solar building envelopes are calculated for multi-unit housing from 31 degrees to 45 degrees.
- Decrease minimum planting area requirements from multi-unit housing in RZ1 and RZ2 (from 35% to 30%).
- Decrease on-site car parking requirements for developments, likely to result in increases in on-street parking.

3) It is stated in the Missing Middle Housing Reform documents by 2050 “we expect nearly 700,000 people to call our city home, and because of this growth, it’s estimated that there will be a need for 30,000 new homes in the next five years.”

With the number of dwellings recently established in the growing apartment buildings and townhouses in areas across the Woden Valley, Belconnen, City, Gungahlin and Molongo, the ACT Government should confirm how many have already been completed, and how many of these dwellings sit unoccupied? Will the ACT and Commonwealth Governments change the policy and taxation settings to encourage those dwellings to be put into the housing market to help housing affordability for renters and buyers? For both infill and new developments, government should require and/or incentivise developers to deliver an increase in the mix of dwelling sizes and diversity of dwelling types.

While the ABS provides a range with its projections to address future uncertainty, I am concerned the ACT Government has taken an overly high number in its population projections, to suggest a higher number of dwellings are needed in the future and inflate its estimated future budgets.

Given the importance of migration to ACT population growth, whether assumptions around behaviours of migrating cohorts, both internationally and interstate, are realised can have a significant impact on the accuracy of these population projections.

The upside scenario provided by the ACT Government assumes a high level of job vacancies is expected to continue, attracting skilled migrants to the ACT from both overseas and interstate.

In the year ending 31 December 2024, the ABS has shown there was net negative interstate migration for the ACT. This would be consistent with the Australian Public Service and other sectors changing their workplace practices and employing experienced staff to work remotely from the regions or in other cities, where in the past, people would have moved to the ACT for these jobs.

I am also concerned that the future projections for Canberra have not considered the impact of Artificial Intelligence on the workforce of the ACT and Australia. As job changes occur and many employment opportunities decrease in Australia, it may not be reasonable to maintain the net migration of workers from overseas that the ACT Government has expected to be the main contributor to its estimated average annual growth rate of around 1.4 per cent over the 39-year period. The ABS has already predicted the current ten year average annual growth rate (1.4%) for Australia's population is projected to decline to between 0.2% and 0.9%. In order to realistically meet their budget obligations in particular for health, education and other issues affecting the standard of living of their citizens, the ACT and Commonwealth Governments should holistically review and reconsider their population projections.



MASTER BUILDERS
AUSTRALIAN CAPITAL TERRITORY

MASTER BUILDERS ACT

Submission on the ACT Government's Missing Middle Housing Reforms

1. Introduction

The Master Builders Association of the ACT (Master Builders ACT) welcomes the opportunity to provide a comprehensive response to the ACT Government's proposed Missing Middle housing reforms.[1]

We commend the ACT Government for adopting a consultative approach and demonstrating a clear commitment to improving housing diversity, supply, and affordability in the Territory. We also appreciate the opportunity to contribute through the Technical Advisory Group.

1.1 About Master Builders ACT

Master Builders ACT is the peak industry body representing approximately 1000 members within Canberra's building and construction sector. Our membership largely comprises small to medium-sized, family-owned residential builders who are key drivers in delivering Missing Middle housing. These businesses are deeply rooted in local communities, employ local workers, and play an essential role in addressing the Territory's housing needs.



Shaw Building Group



Better Building, DM

1.2 Industry context

The Missing Middle reforms are introduced against a backdrop of significant contraction in the ACT's construction industry. Notably, in the March 2025 quarter, dwelling commencements fell by 67% compared to the previous year, with medium- and high-density housing starts decreasing by over 74%, and completions down by more than 33%.[2] This substantial downturn has led to projections indicating the ACT will fall short of National Housing Accord targets by approximately 11,200 homes.[3] For the reforms to be effective, they must be ambitious, enabling, and practical, underpinned by complementary measures designed to address systemic barriers, accelerate housing delivery, increase supply, and restore industry confidence.

1.3 Submission focus

This submission reaffirms Master Builders ACT's support for the Missing Middle reforms and their potential to expand housing diversity and revitalise the residential construction sector. However, unless accompanied by a coordinated program of complementary reforms, including faster development approvals, infrastructure readiness, fairer statutory charges, targeted workforce investment, and reduced compliance barriers, the full potential of the initiative will not be realised. Each of these structural obstacles currently undermines project feasibility, deters investment, and limits the supply response the ACT urgently needs.

2. Opportunities for the ACT and region

Master Builders ACT supports the proposed Missing Middle reforms due to their capacity to diversify housing options and sustain construction industry activity in the ACT.

We particularly commend the following aspects of the reforms:

- The expansion of permissible housing typologies to include dual and triple occupancies, townhouses, and apartments within RZ1 and RZ2 zones, which reflects contemporary housing demand.
- The shift from rigid dwelling caps to density targets, which encourages more flexible, design-led development approaches.
- The removal of minimum block size requirements, unlocking redevelopment potential consistent with Missing Middle housing objectives.
- The simplification of development standards related to car parking, landscaping, site coverage, setbacks, and building height, providing greater regulatory clarity and predictability.
- The endorsement and promotion of quality design principles through the Missing Middle Housing Design Guide, ensuring contextually appropriate and high-standard developments.
- The introduction of block consolidation provisions that enhance the feasibility of projects and support a broader range of housing delivery models.





3. Concurrent reforms

To fully realise the benefits of the Missing Middle reforms and ensure meaningful progress in housing supply and industry recovery, it is essential to implement complementary and coordinated reforms across several critical areas.

These include:

- Streamlining the development approvals process to reduce delays, complexity, and costs.
- Resolving infrastructure and utility servicing challenges to prevent project hold-ups.
- Reforming statutory charges and other cost structures to improve financial feasibility.
- Aligning workforce development initiatives with the specific skills and capacity requirements of infill housing delivery.
- Addressing the increasing compliance burdens stemming from recent National Construction Code amendments.
- Establishing transparent and effective mechanisms for implementation, ongoing monitoring, and evaluation.

3.1 Planning reform and development approvals

The current fragmented and protracted development approvals process in the ACT significantly impedes the timely delivery of Missing Middle housing. The necessity for multiple agency referrals, the frequency of resubmissions for minor design changes, the risk of lengthy appeals processes, and the absence of clear statutory timeframes contribute to delays that increase costs and deter private investment.[4]

Without pursued reform, the ACT is unlikely to meet its housing supply targets due to these procedural inefficiencies and the resulting uncertainty for developers.

3.1.1 Lessons from Auckland, New Zealand

The changes to planning and zoning in Auckland, New Zealand have been so successful in improving housing affordability and speeding up construction that they have now been replicated in other parts of New Zealand. New Zealand's Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 provides a relevant precedent.[5] The introduction of Medium Density Residential Standards (MDRS) through this amendment permits up to three dwellings on most residential sites without requiring resource consent, provided design criteria are met.[6] This regulatory change has streamlined small-scale infill approvals, increasing housing supply. Additionally, the New Zealand Fast-track Approvals Act 2024[7] established a centralised, expert-panel system with statutory timeframes for major project approvals, significantly reducing consent delays. Complementing these legislative reforms, the 'Going for Housing Growth'[8] policy ensures that councils zone sufficient land to meet 30 years of projected housing demand and discourages restrictive planning practices such as urban growth boundaries.

3.1.2 Recommendations to streamline development approvals

Master Builders ACT recommends that the ACT Government consider adopting key principles from the New Zealand reforms to enhance approval efficiency, including:

- Creating a streamlined approval pathway for developments demonstrably compliant with planning controls to minimise procedural delays and reduce the cost and time associated with appeals to the ACT Civil and Administrative Tribunal
- Introducing clear statutory timeframes for development application assessments, supported by escalation mechanisms and deemed approval provisions to ensure accountability and timeliness.
- Simplifying and harmonising zoning regulations within medium-density precincts to improve regulatory clarity and consistency.
- Undertaking a comprehensive review of planning provisions that may unnecessarily restrict well-designed infill housing.
- Developing a transparent, long-term land supply and infrastructure coordination strategy to foster market certainty.
- Enhancing coordination between planning bodies and infrastructure providers to reduce avoidable delays.





3.2 Infrastructure and utility constraints

Building on the need for streamlined approvals, it is equally critical that development is not delayed further by infrastructure and servicing constraints. Even where planning approval is secured, builders frequently encounter delays, uncertainty, and inconsistent requirements relating to utility and infrastructure regulation.[9]

These issues introduce significant cost and timeline uncertainty, often rendering otherwise viable projects unfeasible.

3.2.1 Examples of technical challenges

These challenges are symptomatic of a broader lack of alignment between planning objectives and infrastructure governance. For instance, recent increases to developer charges under the Capital Contributions Code were introduced without adequate consultation, despite the Code itself being under ongoing review.[10] Similarly, new canopy cover requirements, raised from 15% to 20%, further restrict development potential on smaller RZ1 lots, often rendering compliant design outcomes unachievable.[11] Furthermore, inconsistent stormwater and drainage requirements across suburbs add further complexity, increasing consultancy costs and reducing design efficiency.[12]

Collectively, these examples reveal a regulatory environment that lacks the consistency and coordination needed to support timely, cost-effective infill housing delivery. These issues would also make the implementation of a 'Pattern Book' or similar design guidance virtually unworkable due to the significant number of site-specific issues.

3.2.2 Recommendations to address technical challenges

Master Builders ACT urges the ACT Government to prioritise a comprehensive review of infrastructure and servicing processes (including any necessary improvement recommendations) to ensure they effectively support housing delivery and do not create unnecessary barriers.

This review needs to extend beyond the ACT Government's own agencies and business units, and account for external agencies including utilities providers and the National Capital Authority.

While the responsibility for regulation and reform rests with the ACT Government, Master Builders ACT highlights the following example areas where targeted action could significantly reduce delays and uncertainty:

- Reviewing developer charges to ensure they remain reasonable and do not unduly burden infill projects.
- Implement statutory timeframes including enforceable deadlines for utility providers and referral agencies involved in development approval process to ensure decisions are timely and reduce unnecessary delays.
- Ensure streamlined coordination protocols between agencies and departments responsible, including clear escalation pathways and accountability measures for delayed responses.
- Introduce a transparent exemption mechanism for the increased canopy cover requirements, allowing developers on constrained sites to apply for relief (such as paying a fee, or identifying an alternative site for a planting such as on adjacent public land) where meeting the full obligation is impractical, ensuring that environmental objectives remain balanced with development feasibility.
- Standardise stormwater and drainage assessment requirements across the Territory to reduce variability, streamline design processes, and lower consultancy costs, thereby improving predictability for developers.
- Undertake continued review to identify and address any additional barriers or burdens presented by structural inefficiencies impeding housing delivery.






Pier Projects

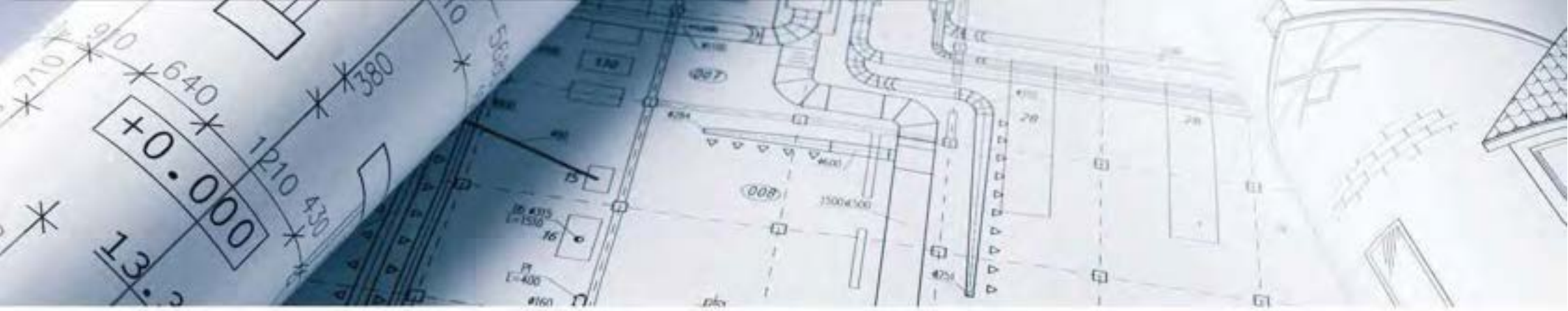
3.3 Lease Variation Charges and project viability

The cumulative cost burden of statutory charges borne by builders continues to significantly undermine the feasibility of Missing Middle housing delivery in the ACT.

The Lease Variation Charge (LVC), established to capture the increase in land value arising from rezoning or redevelopment, has become an increasingly contentious element of the development cost framework, a situation intensified by the recent increase effective from 1 July 2025.[13] Although designed to operate as a revenue-neutral mechanism, the 2019 ACT Government Consultation Report on the Lease Variation Charge documented widespread stakeholder concerns, including from the Master Builders Association, that the current LVC framework systematically overestimates the actual value uplift realised by small-scale infill projects.[14]

The current LVC methodology has been criticised for insufficiently accounting for site-specific constraints such as limited or irregularly shaped lots, infrastructure capacity limitations, and obligations to comply with streetscape and design controls.[15] Feedback from industry sources further underscores the disproportionate financial impact of the July 2025 LVC increase on small- to medium-scale infill developments.[16]

These scenarios exemplify broader industry concerns that the LVC no longer functions as a proportionate or revenue-neutral tool, but rather imposes prohibitive upfront costs that render many infill projects financially unviable, including those aligned with the ACT Government's own Missing Middle housing objectives.



3.3.2 Recommendations to lessen LVC impact

Master Builders ACT urges the ACT Government to prioritise an immediate and comprehensive reform of the Lease Variation Charge framework to ensure it supports rather than impedes Missing Middle housing delivery.

Specifically, we recommend:

- Pausing or reversing the 1 July 2025 LVC increase to prevent further erosion of project viability while a detailed review is conducted and to support the achievement of the ACT's and national housing targets.
- Introducing tiered or scaled LVC rates that reflect development type and scale, ensuring small- and medium-scale infill projects are not disproportionately penalised.
- Implementing exemptions, discounts, or deferral options for Missing Middle developments, such as dual occupancies and townhouses, that align with the Government's strategic housing goals.
- Enhancing transparency and predictability by developing clear valuation benchmarks and providing upfront LVC cost estimates during the early stages of a project.
- Conducting a comprehensive review of the LVC calculation methodology to better reflect actual market conditions, incorporate site-specific constraints, and promote diverse housing supply while maintaining long-term affordability objectives.



Projex Building

Without targeted investment in workforce development, the Territory's capacity to meet its housing targets will remain severely constrained.

3.4 Workforce shortages

The success of the Missing Middle agenda hinges on the availability of a skilled, adaptable construction workforce.

Yet the ACT faces acute shortages in critical roles, including trades, supervision, and estimation, which are essential to timely and cost-effective infill housing delivery. [17] Jobs and Skills Australia reflects that all 26 construction trades are in shortage in the ACT.

These workforce shortages are compounded by systemic underinvestment in local training pathways, particularly following recent reductions to Training Fund Authority (TFA) resourcing. Exempting government-funded construction projects from the TFA levy further weakens the training pipeline, even as these projects clearly dominate the local construction activity. [18] Without targeted investment in workforce development, the Territory's capacity to meet its housing targets will remain severely constrained.

3.4.1 Recommendations to address workforce shortages

To address these workforce capacity constraints, it is recommended that the ACT Government implement a series of targeted interventions:

- Remove the levy exemption for government-funded projects to ensure all developments contribute fairly to workforce training.
- Fund targeted pre-apprenticeship and skills conversion programs in key building and construction trades such as carpentry, plumbing, electrical work, bricklaying, tiling, roofing and project management.

3.5 National Construction Code compliance burden

The National Construction Code (NCC) 2025 Public Comment Draft introduces reforms aimed at improving building performance, occupant safety, and environmental sustainability.[19] While these objectives are supported in principle, the evolving regulatory landscape continues to present compliance challenges, particularly for small to medium scale infill projects. The breadth and complexity of proposed changes, including new provisions relating to energy efficiency, electrification, condensation management, waterproofing, and carpark fire safety, will require significant industry adaptation.

Master Builders ACT acknowledges the broader public interest intent of these reforms.[20] However, without adequate transition support and targeted guidance, the cumulative impact of these amendments may inadvertently stall delivery and inflate costs for Missing Middle housing projects.

3.5.1 Key areas of industry concern[21]

- The NCC 2025 draft includes additional residential requirements, such as mandatory thermal breaks in steel-framed housing and provisions for centralised heated water systems in apartments. While these measures are designed to improve thermal performance, they may require redesign of common construction practices and add to material and installation costs.
- New provisions will require residential developments to ensure adequate switchboard capacity for future electrification and incorporate infrastructure to support electric vehicle charging. The need for early-stage integration of these requirements adds technical and financial pressures, especially on constrained infill sites.
- Expanded requirements for roof ventilation and vapour permeance aim to reduce condensation risk in cooler climates. While the intent is to improve health and structural outcomes, these provisions introduce additional detailing and specification obligations that require new technical expertise.



- Clarified standards for waterproofing details and updated specifications for wet area materials will improve long-term durability. However, these changes may increase procurement costs and necessitate further training to ensure compliant implementation.
- New requirements for additional women's sanitary facilities and sanitary item dispensers in public buildings reflect important social equity outcomes but may affect commercial development costs and internal layouts.
- Enhanced fire safety provisions for structured carparks, while warranted, introduce further compliance complexity in multi-unit residential and mixed-use developments.

Crucially, the full extent of these proposed changes remains subject to refinement, with formal adoption timelines not yet confirmed by the Australian Building Codes Board. Nonetheless, early industry consultation proves that these changes bring with them additional compliance and cost pressures. This may substantially affect feasibility, timing, and workforce readiness for infill housing delivery in the ACT.

3.5.2 Recommendations to mitigate NCC compliance burden

To ensure that NCC reforms support, rather than hinder, infill housing supply in the Territory, Master Builders ACT recommends:

- Undertaking a formal cost impact assessment of cumulative NCC amendments on small-lot infill developments, through a co-designed process with industry and the ABCB.
- Developing ACT-specific, plain-language compliance guidance, tailored to the typical design and construction formats used in Missing Middle housing.
- Introducing transitional or phased implementation periods for selected NCC 2025 provisions in established suburbs, to allow industry time to adapt without interrupting housing delivery pipelines.




Projex Building

3.6 Social licence

Previous attempts in the ACT to develop more infill housing led to considerable backlash and two decades of limitations on dual occupancies through the introduction of the 'Garden City' Territory Plan reforms in 2004. The continued success of the Missing Middle depends on the ACT Government ensuring it has anticipated and planned for the consequences of increased density in our existing suburbs. This includes:

- Ensuring sufficient public spaces that reflect the needs of the community, such as parks, playgrounds and footpaths
- Reviewing and updating public transport routes
- Monitoring demographic shifts and ensuring schools are equipped for increases in student enrolments
- Identifying any challenges for utilities and similar infrastructure and working with providers on necessary upgrades ahead of time


Shaw Building Group

The continued success of the Missing Middle depends on the ACT Government ensuring it has anticipated and planned for the consequences of increased density in our existing suburbs.

3.7 Implementation, monitoring and adjustment

Any planning reforms risk falling short if not backed by clear implementation pathways, real-time monitoring, and adaptive management. To ensure the Missing Middle reforms translate into meaningful housing outcomes, institutional accountability, data transparency, and consistent industry engagement are essential. Without these mechanisms, any well-intentioned policy may result in limited delivery and results on the ground.

Master Builders ACT recommends:

- The establishment of a dedicated Infill Housing Implementation Unit within the Environment, Planning and Sustainable Development Directorate (EPSDD) to coordinate reform delivery and liaise with industry. This should be supported by the regular publication of housing supply metrics, such as approvals, commencements, and completions. Including a formal, independent review of reform impacts within two years.
- Proactive identification of any pain points holding up the desired changes through the Infill Housing Implementation Unit and a plan to address those pain points
- Together, these measures will ensure the reforms remain responsive to market conditions and community needs, while providing government and industry with a clear feedback loop to guide ongoing improvement.

4. Conclusion

Master Builders ACT supports the ACT Government's ambition to enhance housing diversity, affordability, and supply through the Missing Middle reforms.

The proposed changes represent a critical shift toward a more flexible and responsive planning system capable of addressing the Territory's evolving housing needs.

However, effective implementation alone is not enough. Without urgent and coordinated action across development approvals, infrastructure provision, statutory charges, workforce capacity, and regulatory compliance, the full potential of the reforms will not be realised. Canberra's construction industry is ready to meet the challenge but requires a supportive policy and regulatory environment to unlock practical infill development at scale.

The recommendations outlined in this submission aim to support a more efficient, equitable, and outcomes-driven implementation of the reforms from the perspective of the building and construction sector.



We urge the Government to work closely with industry stakeholders to ensure these planning changes are not only considered, but result in real, buildable projects that meet the needs of a growing and diverse population. Master Builders ACT welcomes continued collaboration and remains committed to supporting the successful delivery of the Territory's housing strategy.



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Appendix A: Recommendation Summary Table

Theme	Recommendation	Objective
1. Development Approvals	Introduce statutory timeframes and deemed approvals for DAs	Reduce delays and improve certainty
	Streamline approval pathways for compliant developments	Encourage faster processing of low-risk applications
	Harmonise zoning rules in medium-density areas	Increase clarity and flexibility
	Review and remove unnecessarily restrictive planning provisions	Enable more infill opportunities
	Publish a transparent long-term land supply and infrastructure coordination strategy	Provide development certainty and strategic clarity
	Enhance coordination between planning and infrastructure agencies	Prevent delays from fragmented oversight
2. Infrastructure & Utilities	Review and adjust developer charges	Improve project viability
	Enforce statutory timeframes for utility responses	Minimise servicing delays
	Introduce escalation and accountability pathways across agencies	Resolve inter-agency hold-ups efficiently
	Implement exemptions from increased canopy cover for constrained infill lots	Prevent impractical environmental obligations
	Standardise stormwater and drainage requirements	Reduce design complexity and consultancy costs

Theme	Recommendation	Objective
3. Lease Variation Charges (LVC)	Pause or reverse the July 2025 LVC increase	Restore feasibility for infill projects
	Introduce scaled or tiered LVC rates based on project size	Ensure fairness for smaller developments
	Implement exemptions, discounts or deferrals for Missing Middle projects	Encourage strategic infill aligned with housing goals
	Provide early-stage LVC estimates with clear benchmarks	Improve cost predictability
	Review the LVC valuation methodology to reflect site constraints and market conditions	Ensure LVC operates equitably and supports diverse housing supply
4. Workforce Development	Remove the TFA levy exemption for government projects	Reinforce industry-wide contribution to training
	Fund targeted training pathways and pre-apprenticeship programs in key construction trades	Address local skills shortages
5. NCC Compliance Burden	Review cumulative cost impacts of NCC amendments	Mitigate regulatory cost pressure on small builders
	Develop plain-language, ACT-specific compliance guidance	Support industry adaptation and reduce errors
	Introduce transitional/grace periods for established infill areas	Ensure staged, manageable implementation

Theme	Recommendation	Objective
6. Implementation & Oversight	Establish a dedicated Infill Housing Implementation Unit within EPSDD	Coordinate reform delivery and industry liaison
	Publish regular housing delivery data (approvals, commencements, completions)	Promote transparency and track reform impact
	Conduct formal independent review of the reforms within two years	Enable evidence-based adjustments and continuous improvement



We approve our submission being made public for Canberrans to read.

Authorised by [redacted] on behalf of Master Builders Association of the ACT.

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Date 05th August 2025

RE: AMC Statement on Missing Middle Housing Reforms

AMC welcomes the proposed Missing Middle Housing Reforms, which present exciting opportunities to deliver more diverse housing within the existing urban fabric of our city.

We commend the sustained efforts of the relevant government agencies and others whose advocacy has been instrumental in driving these meaningful planning changes.

AMC is excited by the opportunities these reforms present. We have actively engaged in the review process; participating in government-led roundtables and public engagement activities, including the consultation held at Belconnen Fresh Food Markets. In addition, we have undertaken a feasibility study applying the reforms to a real-world site in Lyneham that exemplifies the intent of the Missing Middle typology. The findings of that study are attached to this submission.

From this process, we believe that the reforms are well considered at both a strategic and technical level. As with any major policy shift, we expect that the maturity of application over time will resolve many of the smaller practical matters.

Feedback on Key Aspects of the Reforms

Sustainability and Environmental Outcomes

The reduction of required planting areas in RZ1 and RZ2 zones is logical to enable larger homes on smaller blocks. However, it seems inconsistent that minimum tree canopy coverage is increasing in the same zones; potentially reducing usable, sunlit outdoor areas.

Parking, Services and Utilities

The removal of a requirement for a covered parking space is welcome, offering more site flexibility. However, in practice, the market may still expect one covered space, so this change may have limited uptake unless consumer preferences shift.

Allowing basement carpark entrances on RZ1 and RZ2 sites is a very positive reform. This enables more efficient, concealed parking solutions while freeing up ground-level open space.

Regarding co-housing, AMC has firsthand experience from our Watson co-housing project, where future residents expressed little need for the standard 0.5 spaces per bedroom. We believe a reconsideration of co-housing parking minimums is warranted.

Missing Middle Housing Design Guide

We found the Missing Middle Design Guide to be clear in outlining the overarching goals and design principles and particularly effective in illustrating various housing typologies across a range of block types, making early-stage feasibility assessments easier and more consistent.

Insights from AMC's "Test" Project

In testing the reforms on a Lyneham site, we identified the following key opportunities and considerations:

Setback Flexibility
Greater clarity and flexibility in defining primary vs secondary frontages can unlock site potential. In our example, applying a reduced setback to a lower-order street frontage (with a shorter boundary) offered significantly more development opportunity.

Parking Forward of the Building Line
This remains a challenge on narrow, multi-frontage blocks. With thoughtful architectural integration and screening, more flexible treatment could be appropriate in some contexts.

Storage Provision
With external storage now being internalised, space efficiency becomes critical. In some cases, 3-4-bedroom homes may require an entire additional room for storage; something that feels counterintuitive. Further consideration of bike storage is also required, as traditional external storage solutions are no longer applicable.

Solar Fencing Adjustment
Increasing the solar access angle from 31 to 45 degrees is a positive change that responds to desired density, offers more flexibility and may avoid issues previously experienced (e.g., at our O'Connor project).

Privacy and Screening Rules
The revisions to unscreened and screened distance requirements make a significant difference, enabling more functional arrangements of dwellings.

Room Dimensions
At a conceptual level, the impact of changes to minimum room dimensions is less apparent. Design tolerances still require bedrooms to function effectively, so arrangements like 3m x 3m remain standard practice.

Tree Impact

The canopy area of a large tree (upwards of 400m^2) can significantly constrain feasibility on a typical 1,200m^2 site. Further guidance on managing this impact would be beneficial.

Additional Observations

We see substantial potential to amplify the success of these reforms through complementary changes to taxation, rates, and leasehold arrangements. Such adjustments could broaden market participation and empower a more diverse range of proponents to support the government's goals for inclusive and sustainable urban development.

While AMC is broadly supportive of the planning reforms, we note that construction costs remain a significant impediment to uptake. While we do not claim financial expertise, our experience in

procurement and single-dwelling development suggests that uptake will be constrained unless cost barriers are addressed. Anecdotally, up to 40% of the cost of a secondary dwelling can be attributed to fees, charges, and taxes.

We also encourage the development of an **exempt development pathway**, similar to that available for single dwellings, to support faster approvals and reduce financing holding costs for Missing Middle projects.

AMC is optimistic about the potential of the Missing Middle Housing Reforms to reshape Canberra's urban future in a more inclusive and sustainable direction. We look forward to continuing our contribution to this initiative, in collaboration with government, Community Housing Providers, private developers, and other key stakeholders.



Attachment: Test Project Pack (commercial in confidence)





Comments on the Missing Middle Housing Reforms
I am a home-owner-occupier in Curtin in RZ1 zoning area.

The Missing Middle reforms claim to increase housing density at in a location-agnostic way, implying that they expect redevelopment to be at random acros the suburbs, and at a low level of uptake.
Denser development is expected to follow from easing planning restrictions to allow more dwellings on blocks currently with a single dwelling. This is expected to be **without affecting the character** of the street.
The artists' impressions in the Missing Middle documents in fact show **major modifications** to existing street character:

- An increase in the number of multi-storey buildings in suburban streets.
  This is a reasonable expectation in any redevelopment: but it immediately affects the character of the street. It is dishonest to claim otherwise.
- The number of such buildings in a street should be managed to be no more than a pepper-and-salting, with clustering of redevelopment actively discouraged (apart from consolidation of multiple blocks). I suggest limiting to less than 30% of blocks in any one street.
  Allocating the right to redevelop in this way by first come first served might encourage earlier uptake (from fear of missing out). Managing the distribution of redevelopment will reduce the detrimental effects on local infrastructure and local parking and traffic street by street.
- Reducing setbacks, allowing a reduction of front garden space and low requirements for number of trees per block is detrimental to urban street character. Allowing one dwelling per 200 square metres does not work, with even a minimal tree cover. Canopy cover approaching 40%, not 20%, must be required.
  As well as failing to meet urban climate management goals for canopy cover and permeable area, the suggested densities and types badly affect the visual streetscape. Such packing of buildings within the block will damage the visual character and reduce visual quality of the street.

Parking !!

- You cannot turn a suburban setting into an urban setting by reducing the amount of required parking spaces.
- Decreasing the required onsite parking to be determined by the market market is very badl policy. A developer (the primary market determinant) is bound to want to maximise land area for the dwellings, at the cost of public street space being stolen for the occupiers' parking.
- The number of vehicles per dwelling of all types was stable in the ACT from 2016 census to 2021, despite the relative increase in flats and apartments from 15% to 19.4%. This shift in dwelling type hat might optimistically have been expected to reduce occupants' need for vehicles: but this is not so. There is no indication that missing middle housing will require any fewer vehicles than at present, per dwelling, hence increase the number of cars to be accommodated on the same land and streets.
- Allowing developments to provide less onsite parking will only increase street parking and parking on verges. Existing parking controls are very poorly enforced throughout suburban streets, particularly parking on verges. Street parking on narrow suburban streets will become unsafe for other local traffic, service and emergency vehicles. Any densification plan must include provisions for parking planning and management, as parking and traffic approach the tipping point of requiring more active parking controls.
- Many suburban streets lack footpaths: the safety and attractiveness of pedestrian and other active and mobility travel along the street must also be considered in the planning of missing middle developments.
  More street parking will make walking on the street more dangerous and less attractive

(reducing the attraction of active travel). Consideration should be given to ways of allowing parking on verges in preference to parking on street, by requiring developers to provide a permeable parkable surface such as gravel. In this way the public nature strip might be sacrificed to the goals of denser redevelopment.

Demand?

Where is the actual demand for smaller dwellings? The number of houses currently being built with three or four bedrooms on small blocks greenfield, as well as on larger knock-down-rebuild blocks, must surely indicate demand for the large house. The slow rate of replacement of single houses in RZ2 with multiunit developments must also indicate very low levels of actual demand. The sales value of existing semi-detached houses in Curtin (Carruthers St (section 43) and Theodore St (section 39) does not indicate any great market preference for this size over detached houses of similar age and size nearby.

A large supply of housing of missing middle type could be obtained by planning for it in the North Curtin Residential development: at a potential of 1,000 new dwellings, this is as much in one hit as the missing middle housing reforms could ever supply. (My estimate is based on reducing the stated goal of 1,300 new dwellings in North Curtin development to a more realistically acceptable density of 1,000, set against a fantasy scenario of the Missing Middle estimated total of 1% uptake of redevelopment over all 106,433 separate houses in the ACT [Census 2021].

REID RESIDENTS' ASSOCIATION INC.
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Submission from Reid Residents' Association on Proposed Missing Middle Housing Reforms to the Territory Plan.

Thank you for the opportunity to respond to what is referred to as the Missing Middle (MM) housing reforms to the Territory Plan.

Given the MM claim and the proposed ameliorating reforms, it would be appropriate to have actual evidence of a MM as well as projected consequences if the proposed changes to the various zones, particularly RZ1, are implemented. How will these changes contribute in a significant way to the need for Canberra's sustainability and resilience, its character, aesthetics and liveability that distinguish it as the national capital of Australia?

We will respond to the issue from the perspective of the suburb of Reid as obviously that is the one we know best. However, we are aware of the common issues: 'including population growth and demographic changes (urbanisation trends, ageing and migration), land constraints and climate change impacts, and the need to transition to a low-carbon and circular economy' of all cities, not just Canberra, (p.11 www.infrastructure.gov.au/sites/default/files/documents/draft-national-urban-policy.pdf) and thus, multiple wicked problems.

National Urban Policy, Consultation Draft 2024 cites innovations as strong possibilities such as:

> *Both Singapore's and Scotland's national urban policies acknowledge technological changes such as digitalisation and the emergence of artificial intelligence, and both countries have implemented innovative strategies such as green infrastructure and compact urban growth which offer practical models to address sustainability challenges in Australian cities.*

Reid already has a highly significant green infrastructure (Mapping surface urban heat in Canberra 2017). It also has a wide range of housing stock. This includes single dwellings which are mostly within the Heritage-listed Reid Housing Precinct; many duplexes and apartments – Argyle, Monterey, Jerilderie Court, Reid Court and Kanangra Court; and the high rise apartments, Jamison and Metropol. The sum total of these indicate a diversity of house/dwelling types. It is easily observable, too, that other inner north suburbs also have a wide diversity of housing stock. Reid will also include student housing with the development of the former CIT site and is adjacent to large apartment buildings such as the Glebe Park apartments, Founders Lane, Gatsby and Braddon Court.

So, there is already a diversity of housing in Reid. One issue here is that the removal of much of the social housing from Cooyong Street (and the likely removal of more social housing from Ainslie Avenue), has reduced affordable housing stock.

The suburb of Reid has, therefore, not only **extremely** high rates but also **high prices** for the existing housing stock. Land, if available for infill, is therefore **very costly** and therefore unlikely to meet any MM objectives.

The proposed changes to the Territory Plan appear to be in denial that Canberra, a well-planned city, should remain a well-planned, sustainable and resilient city capable of adapting intelligently. Of particular concern is:

1. the removal of requirements that regulate protection in relation to overshadowing, the deep soils needed for trees with relevant canopy spread, appropriate site coverage-rather than boundary to boundary coverage, the loss of private and public open space, and maintenance of high-quality building standards. This will reduce liveability, wellbeing and, most definitely, resilience. A developer-led approach does not augur well for the sustainably and amenity of Canberra and suburbs like Reid. Compliance appears to have become an antiquated legislative function. An open-door approach to planning can so easily result in an outbreak of a lawless opportunism and a multiplicity of 'jerry-build' housing stock.

2. the lack of recognition of the urgency for exceptional planning. Where is the recognition of how climate change parameters need to govern the way ahead?

It would be useful for the residents of Canberra to see how these proposed MM Housing Reforms align with the principles set out in the afore mentioned National Urban Policy Consultation Draft. Please see the following principles (pp. 40–43) as follows:

- City planning and governance must be collaborative and adaptive
- Purposeful place making increases wellbeing and connection
- Urban development should actively improve social, environmental and economic outcomes
- Improving the evidence base will underpin urban innovation
- Fair and inclusive development builds equitable communities
- Fostering innovation and creativity hubs enhance diversity and broadens opportunities.

Further, to reiterate, Canberra needs to be a city that is sustainable and resilient as clearly set out in the National Urban Policy Consultation Draft (pp. 18-19).

> ***Sustainable***
> *Where governments, industry and community work together to appropriately plan for urban growth, reduce emissions, promote a circular economy and adapt to climate change to ensure that our urban areas meet the needs of diverse communities and that our natural environments are rehabilitated for future generations.*
>
> *As our urban areas continue to grow, we need to ensure they are carefully planned and managed to protect our natural environments and promote wellbeing in communities. Moving towards net zero emissions, circular economies and incorporating climate adaptation principles will help ensure a more sustainable future for our cities and suburbs.*
>
> *Factors that can determine our sustainability include:*
> *• the rehabilitation, restoration and protection of natural environments and ecosystems*
> *• urban biodiversity*

• the health of waterways and air quality
• circular economies and how we produce, consume and dispose of materials

Resilient
Where our cities are economically, socially and environmentally resilient to the impacts of change, including changing climate and increasing exposure to climate-related hazards.

Resilient communities have the ability to resist, absorb, accommodate, recover, transform and thrive in a timely, effective manner in response to shocks and stresses that cities can experience. A wide array of acute and incremental climate events are impacting our communities, economies and built and natural environment. These factors affect urban areas especially when impacts combine, such as the effects of storm surges and sea-level rise on our coastal cities. The spatial distribution of population growth can also expose both people and infrastructure to climate-related hazards. Urban resilience has become increasingly important as we deal with these challenges.

Factors that can determine our resilience include:
• climate-resilient infrastructure and planning frameworks
• a circular economy approach to managing supply chains
• diverse ecosystems and appropriate land-use policies
• digital connectivity and infrastructure.

Planning for Canberra's future sustainability and reliance needs exceptional planning that encompasses all these elements. It requires integrated, innovative and comprehensive work. This work should demonstrate, as clearly as possible, how proposed changes to the Missing Middle housing reforms to the Territory Plan fit the urgency of the need to initiate reforms that could go, at least in some way to manage the existential challenges ahead.

These proposed reforms do not rise to these challenges.

We also support both submissions from the North Canberra Community Council and Inner South Community Council on this matter.

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[redacted]

"The planning system has a critical role in responding" *to the housing crisis* "by enabling the delivery of new housing supply in a way that **safeguards the character and liveability of the city**" (my emphasis). Page 2 | ACT MISSING MIDDLE HOUSING DESIGN GUIDE

I have lived in an inner Belconnen suburb, which was established in the early 1970s, for 45 years. If the Missing Middle proposals did in fact safeguard the character and liveability of long-established suburbs, I would not be making this submission.

I have experienced personally the negative impacts of densification near me and can attest to the negative effect on my mental health and sense of wellbeing and belonging. The impacts of densification on existing residents are not considered by the Planning Authority in their proposals nor reflected in associated rules and legislation. The Missing Middle is a misnomer as the 'middle' in terms of style/size of dwelling, price and amenity is spread across Canberra already. A more appropriate name would be 'Destroy the Garden City' or 'Goodbye beautiful Canberra Suburbs'.

Infill policy for long-established suburbs has never safeguarded the residential amenity of existing residents. There is no consideration given to the reasons why people purchase a property in a particular location because of its desired attributes, including not only the property purchased, but the character of surrounding properties and streetscapes. I can see nothing in the disseminated information that will protect character or residential amenity for existing residents in older suburbs. Infill is obviously in direct conflict with safeguarding character. I want to continue to live in the long-established suburb in which I have lived for 45 years (having raised a family and now welcoming grandchildren into my home) without the disturbance and changes that proposed densification would bring.

My experience of densification began many years ago under the previous A10 infill provisions – the current proposals open the door to greater negative impacts. A developer purchased the property next to mine and applied to demolish the home and build two, two-storey houses. The application was approved despite our objections. We appealed the decision and were successful in ACAT with the approval reversed. This was ordered on the basis that there were no two-storey residences anywhere near us. Also, the negative impacts of building close to our property, destroying privacy and pleasant garden outlook, were recognised. Unfortunately, that outcome would not occur today and even less likely to do so if the proposed densification policies are adopted.

Under RZ2 zoning provisions our small crescent street of 19 detached residences has had two infill developments covering 3 blocks. It is a tertiary street with no footpaths and two 90-degree bends. These developments have doubled the number of residences and increased car activity in the street. Beautiful gardens, large trees and decent space between dwellings in a small street - the reasons for purchasing our home - have gone. This has led to a loss of a sense of community - we used to know everyone in the street but that is no

longer the case. In the past I have consoled myself that there was always the option to leave our family home and re-locate to RZ1 to avoid densification. If the Missing Middle proposals go ahead, the only option will be to leave Canberra (where my children and grandchildren all live nearby) or move to a retirement villa which we do not need at this stage in our lives.

There is a claim that Missing Middle policy "protects and enhances the qualities that we value about Canberra while managing growth and change across the city. 2 | ACT MISSING MIDDLE HOUSING DESIGN GUIDE

Nothing I read in the extensive information provided supports this statement. Canberra is a planned city and I and many others were attracted to making a home here because there was a commitment to a Garden City. Suburbs with blocks of a size which can accommodate a family-sized home with surrounding garden space are highly valued. Inner Belconnen suburbs provide that high level of residential amenity. A10, RZ2 and now Missing Middle are all policies set to destroy that. There is absolutely no shortage of young families wishing to buy homes in the long-established inner Belconnen suburbs, but they will likely be priced out of the area if they must compete with developers.

The qualities of peace and quiet, privacy, predominantly single storey homes and green environment are not being "protected or enhanced" with densification proposals!

It appears that the Planning Authority is attempting to provide lower-cost housing in relatively affluent suburbs like those in inner Belconnen. Terrace housing, townhouses and duplexes in long-established suburbs that deliver a high level of residential amenity will not achieve that goal as they will sell for over $1m dollars each.

It is appropriate that newer suburbs are built with increased density compared to that of long-established suburbs, but there should be adequate provision of blocks suitable for single storey detached housing with outdoor space large enough for privacy and recreation and large trees (750 sq m blocks). It is appropriate that unit developments are in Town Centres where people who choose (or can only afford) that lifestyle can co-exist. But please leave those who value a quiet suburban life on leafy blocks alone.

Construction activity that could occur in long-established suburbs under densification provisions would be a never-ending nightmare for existing residents. The developments that have already occurred in my street took years to complete with associated noise disturbance (of building activity and the workers' music and foul language). Trade vehicles were parked on nature strips along both sides of two-thirds of the street causing damage and obscuring vision. Massive trucks coming and going were very noisy, shed their loads on to the road and caused damage to the road surface that has yet to be fixed. The disruption was unacceptable.

"Missing middle housing, which includes options like duplexes, triplexes and townhouses, can be a key part of urban infill. These types of homes fit well into existing neighborhoods and provide more affordable housing choices. By adding missing middle housing, communities can enjoy more diverse and vibrant neighborhoods, better access to amenities, and improved overall housing outcomes." 2 | ACT MISSING MIDDLE HOUSING DESIGN GUIDE

"… duplexes, triplexes and townhouses … fit well into existing neighborhoods" – where is the evidence for this assertion? The new residents might love the idea of these kinds of homes infilled into low density suburbs, but those that have purchased in long-established suburbs want to preserve the character of where they live – duplexes, triplexes and townhouses abound in newer suburbs (Denman Prospect comes to mind in addition to other suburbs created over the last 20 years) but they are incompatible with the expectations of existing residents of long-established suburbs.

What my generation is 'missing' is down-size options for members of the senior population in the suburbs in which we have lived for most of our lives. As we age many property owners in long-established suburbs would more easily transition from family-sized homes to smaller properties which have the valued characteristics of family homes. By smaller properties I mean 3 bedrooms, 2 bathrooms, garage, an area of private garden with additional communal garden space, privacy and very importantly **single level and with disability friendly design features**. This kind of home can be found in retirement villages (in short supply) but developers appear to have no interest in building such properties.

The last thing I and many others want is "vibrancy" in their suburb – vibrancy belongs in Town Centres and perhaps some large group centres e.g. Kingston, Manuka.

What I value is peace and quiet, gardens and neighbours who also value the attributes of where we live that contribute to a high level of residential amenity.

Issues for consideration

Site Coverage and the heat island effect

I have observed that one of the biggest problems with densifying long-established suburbs is that the blocks were designed for single detached homes. The provision of vehicle access typically results in a long concrete driveway running from the front to the rear of the block.

I note that the proposed maximum site coverage is to be 45% for RZ1 and RZ2 (*Missing Middle Housing Reform, p10*). Inserting additional homes into existing rear open space results in a long concrete driveway to one side of the block. Typically, there are small private

courtyards (unlikely to have any grass or trees), with a minimum sized nature strip and front garden to the street, and little or no common garden space.

I am strongly of the view that any driveways/ turning areas / parking areas (hard surfaces) to the rear of the front building line should be included in site coverage calculation as 'built on'. This is appropriate to offset the heat island effect, and to permit adequate gardens along the boundary for screening.

Parking

Another major issue is the less than adequate on-site parking that legislation requires (and possibly less will be required in the future?) for multi-unit housing.



Re-developed sites usually have insufficient parking for residents and little or no parking available on-site for visitors. Unlike single dwellings with their own driveways, shared driveways cannot be used for parking.

One of the recent developments close to me involved demolition of a detached home, clearing of the block, and three terraced townhouses constructed (totally out of character with surrounding properties). The whole of the nature strip and open space on one side of the corner block has been covered in red gravel (should be illegal! It is dangerous for pedestrians, causes messy run-off that builds up in gutters and drains, is unattractive and is a hot, hard surface with no cooling greenery). There are regularly three SUV/utility type vehicles parked on it (see photo above). There is no footpath, so pedestrians are forced to walk on the road (which has been damaged by construction activity). This parking behaviour destroys valued streetscapes. (I was very surprised and concerned when, to the best of my memory and understanding, the presenter at the recent Belconnen information evening stated words to the effect that, in future, consideration would be given to increased use of public roads for parking. That approach to parking would not be welcomed in long-established suburbs.)

I am happy to support the provision of public transport, but it does not suit everybody's needs all the time (e.g. holiday travel, multi-purpose trips, late night travel). The ACT Government needs to accept that people, regardless of the size/type of home, want to, and will always want to, own private vehicles. To preserve streetscapes, and to minimise occurrences of theft, adequate on-site parking needs to be provided.

Densification should be restricted to major roads through the suburbs, i.e. those roads that have bus routes along them and major access road into and through the suburb. Small streets and cul-de-sacs should be protected and allowed to retain their character for future generations.

<u>Building Heights</u>

Rules regarding building heights need to be more sensitive to neighbouring properties, especially where the blocks have slope so that one home is much lower than the neighbouring home.

Observing a knock-down rebuild in a small suburban street in RZ1 (currently under construction), I am of the view that permitted building heights are too generous, especially for flat or skillion rooflines. The building totally dominates the site and if neighbours had interfacing windows would be even more unacceptable. The property I refer to includes basement parking so the 'ground floor' is actually above ground level to accommodate the height of vehicles parked underneath. The building appears to have two living levels with very high ceilings and a flat roof – very dominating and not at all in character with

surrounding properties. Building heights in RZ1/RZ2 need to be reviewed to ensure better outcomes for neighbouring property owners.

Minium block size for development in long-established suburbs

I believe that a minimum block size for increased density should be retained and increased from its current minimum of 600/800 sq m. I would suggest 1200 sq m so that blocks of more modest size can be retained for single detached homes and development occur only on larger blocks where the impact is less. There are some anomalously large blocks in older suburbs (>1500 sq m) that are obvious candidates for sub-division, but subdivision to provide more low-density homes in character with the surrounding homes.

I cannot comprehend why the Missing Middle group appears to have the ear of the ACT government while residents of long-established suburbs do not. I perceive the group as young professionals who have no empathy for people such as myself who should be able to enjoy their homes and lifestyle without negative impacts of densification.

I implore the ACT government to consider residents of long-established suburbs and to truly protect our residential amenity and concurrently our mental health and the environment.

[redacted]
4 August 2025

Submission on the Missing Middle housing reform

[redacted]

I have spent some time reading the Missing Middle housing reform proposal's online and printed material, as well as Census and other material, and have found that the more I read the proposal material the less clear the proposal becomes. It is sometimes contradictory, sometimes confused, and often bases 'factual' statements on dubious assumptions. I realise that this sounds harsh, but I really believe that clear thinking, clear and accurate communication, and statements based on available factual evidence would do much to encourage widespread adoption of housing reform ideas and allay fears that these proposals would destroy 'Canberra's unique amenity and suburban character'.

As the proposal stands, it has the capacity to permanently alter Canberra's amenity and character—and not for the better.

Four points immediately spring to mind, with reference to the RZ1 Suburban zone:

1 Increased number of dwellings on a block with the removal of minimum block area

2 Reduced setbacks

3 Increased impermeable areas, with associated reduced garden areas

4 Reduced provision for parking.

Increased number of dwellings on a block with reduced setbacks and the removal of minimum block area, increased impermeable areas and reduced planting area

Allowing apartments to be built on a suburban block and reducing the size of subdivided blocks may increase the population density but would reduce the amount of planting area, green space and personal space belonging to each dwelling. Research in the Netherlands, Melbourne and elsewhere states that private gardens, high-quality street greenery and 'greenery views' are necessary for mental health and wellbeing, particularly for women. Couple this with the likelihood of an increase in working from home (with its accompanying need for a home office or more space for this purpose) and the result would be an individual's need for a larger dwelling, but with probable reduced subjective wellbeing because of the restricted private and green space described in this proposal.

Reduced provision for parking

The proposal to reduce the minimum required car spaces per dwelling is at odds with what is happening in the real world. Census and other data have not shown a reduction in car ownership per dwelling over the last decade. In fact, there seems to be a slight increase in the proportion of dwellings with three or more cars. The reduced number of car parking spaces and the increased number of cars mean an increase in on-street or on-verge parking, with the possibility of a rise in suburban traffic accidents due to reduced visibility for pedestrians, drivers, cyclists and scooter-riders, and school children.

The tram and buses are not necessarily the answer for people wishing to downsize because of age or infirmity. Cars seem to be even more important for this group, who are the largest target market for missing middle housing. Older people need their cars to visit family and social contacts, particularly at night, when walking is perceived to be unsafe, and at weekends, when there is less public transport. People need to be able to safely park their cars, either on their property or in visitor parking when visiting others.

Stockland

ACT Missing Middle Housing Reforms

Introduction

Stockland welcomes the opportunity to make a submission to the ACT Government's *Missing Middle Housing Reforms*. The proposed changes to the Territory Plan and the draft Missing Middle Housing Design Guide present an opportunity to unlock housing affordability and drive more diverse housing supply in the Territory.

With over 73 years of experience creating communities across Australia, including 25 years in the ACT through projects like the Waterfront Apartments at Kingston Foreshore and The Parks at Red Hill, Stockland has deep expertise in delivering high-quality housing and community outcomes. We look forward to continuing our collaboration with the ACT Government to deliver positive outcomes for the Canberra community moving forward.

Across our national portfolio, we are championing Missing Middle Housing as a housing solution that reflects the needs of a range of customers, including Australian families and first-home buyers. This submission outlines our preliminary support for the ACT Government's *Missing Middle Housing Reforms* and affirms our commitment to supporting the Government's goal of delivering 30,000 additional homes by 2030.

We acknowledge and support the submission made by the Property Council of Australia (PCA). The PCA's insights reflect shared concerns across the industry and reinforce the importance of other legislative reform to maximise the benefits of the proposed zoning changes and to enable the successful delivering of medium-density housing in the ACT.

Recommendations

Recommendation 1: Legislate amendments to the Territory Plan

Stockland supports amending the Territory Plan to enable Missing Middle development and unlock the potential for further infill and compact greenfield development in the ACT. We believe the ACT Government's proposed changes will unlock opportunities for greater housing diversity and availability in the Territory. Key proposed changes we support include:

- **Increasing housing choice** by removing the minimum and maximum block size, and maximum number of dwellings requirements in RZ1 and RZ2 zones. These changes enable blocks to be assessed on their own merit, based on size, shape and context, rather than arbitrary dwelling limits.
- **Updating car parking requirements** to better reflect changing demographics, increased uptake of public and active transport along transport corridors and a reduced reliance on private vehicles.
- **Expressing height limits in storeys rather than metres**, which provides greater clarity and design flexibility across all zones.

To support the realisation of this planning reform, Stockland urges for the implementation of the Development Solutions department proposed by the PCA, empowering it with the authority to bypass

delays caused by referral agency approvals, fast-track complying developments and promote a culture of that supports and enables an outcome focused approach to housing development across the territory.

Recommendation 2: Endorsement and implementation of the Missing Middle Housing Design Guide

Stockland supports the implementation of a dedicated Missing Middle Design Guide. The Guide presents a valuable opportunity to serve as a planning tool that can:

- **Facilitate housing diversity and choice** to meet the needs of a growing and changing population, including first-home buyers, downsizers, investors and key worker, social and community housing tenants
- **Promote housing affordability** through increasing supply of missing middle typologies
- **Provide clarity and consistency in design and assessment** of medium-density housing, reducing ambiguity for the development community.
- **Support investor confidence** by establishing a transparent framework for development, encouraging greater private sector participation which will have a flow on effect for increased construction activity and greater investment in the local economy.
- **Promote high-quality design** that respects existing neighbourhood character while enabling gentle density increases that supports additional housing supply.

We value the opportunity to review the Guide and encourage its integration into the planning system to ensure its principles are consistently applied across the Territory.

Recommendation 3: Clarification and consistency in Technical Specifications

In addition to the comments above, we encourage further clarification and refinement of Technical Specifications, a key instrument under the new Territory Planning System established by the Planning Act 2023. The interpretation and consistent application of these specification is critical to the effective delivery of housing outcomes particularly where subdivision design, block creation and dwelling diversity must align with performance-based planning objectives.

Our industry partners have raised important concerns that resonate with our experience including:

- **A risk that District Strategies will be misaligned** with the reforms, which may lead to unintended consequences in areas designated for higher density. A comprehensive review of all District Policies is necessary to ensure the planning framework supports missing middle housing delivery in both established and greenfield contexts.
- **An unclear and potentially inconsistent distinction between “new” and “existing” residential areas**. Under Section 43 of the Planning Act, all subdivisions, regardless of their location, are subject to the same subdivision design application of development approval process. As the Act does not explicitly differentiate between greenfield and established areas, the proposed reforms introduce a distinction that may not be clearly supported by the current legislative framework. This creates uncertainty around how Technical Specifications and related provisions should be interpreted and applied across different development contexts, potentially leading to inconsistent outcomes or implementation challenges. We recommend clearer definitions and guidance within the planning framework to realise greater clarity and ensure a consistent application as well.

- **Concerns regarding the proposed amendments to Technical Specification 3.2**, which introduces a minimum proportion of single dwellings within subdivision design applications across all residential zones. In higher density zones such as RZ4 and RZ5, mandating a partition of single dwellings may limit the capacity to deliver more diverse housing types such as town homes and dual occupancies making for a more efficient allocation of land use. We recommend that this requirement be reconsidered for higher density areas to enable more flexible, efficient and appropriate land use.
- **A need for clearer guidance on how the Missing Middle Housing Design Guide applies** to large-scale subdivisions and block consolidations, especially in greenfield areas, to ensure consistent and practical application aligned with the Planning Act.

Recommendation 4: Review the Lease Variation Charge to support medium-density housing delivery

To support the effective delivery of the Missing Middle Housing Reforms, the Lease Variation Charge framework should be reviewed to align with the broader policy intent of enabling diverse and affordable housing. Without reform, the current LVC settings act as a disincentive to redeveloping RZ1 and RZ2 sites.

As highlighted by the PCA, the imposition of LVC on medium-density housing impacts development feasibility, and, in many cases, reduced yields below levels that are acceptable to secure finance. This creates a significant barrier to investment in the missing middle housing typologies that the reforms are intended to unlock.

To address these challenges and unlock medium density opportunities, we recommend:

- **Introducing LVC exemptions or discounts** for developments that align with the objectives of the Missing Middle reforms, particularly those that deliver affordable or diverse housing types such as dual occupancies and townhomes.
- **Reviewing codified charges** to introduce a sliding scale based on dwelling size, rather a flat charge per dwelling. This would more accurately reflect the development impact and improve financial viability.
- **Providing greater transparency and predictability** in how LVC is calculated for medium-density developments, to support feasibility assessments and investment decisions.
- **Aligning LVC policy with housing targets**, ensuring that economic settings do not undermine the Government's goal of delivering 30,000 new homes by 2030.

A more flexible and targeted LVC framework will help unlock medium density opportunities, support housing affordability, and encourage the delivery of well-designed housing in line with the Territory's planning and housing objectives.

We also recommend that the Government undertake modelling to demonstrate how LVC reform could be revenue-neutral or positive, through increased housing supply and land sale rates.

Recommendation 5: Review the third-party appeal rights an ACAT operations to support planning certainty

The ACT Civil and Administrative Tribunal (ACAT) plays a vital role in upholding planning integrity in the ACT. As Canberra embraces a more compact urban form, it is essential that the planning system supports more certainty, clarity and timely decision-making for stakeholders. With the increasing volume and scope of third-party appeals, there is concern that this could introduce delays and uncertainty that affect the feasibility of medium-density housing projects.

To support the successful application of Missing Middle reforms, there is an opportunity to refine the appeals process in a way that maintains community input while improving process efficiency. For example, introducing a merit-based threshold for third-party appeals could ensure that only well-founded concerns proceed to full review, reducing unnecessary delays and supporting more predictable planning outcomes.

Concluding comments

Stockland welcomes the ACT Government's leadership in progressing the Missing Middle Housing Reforms and recognises the significant opportunity these changes present to reshape Canberra's approach to housing delivery. By delivering a clear framework for medium-density housing, the Government can unlock a range of benefits for the Territory.

To fully realise the potential of these reforms, there is also an opportunity to review the Lease Variation Charge to ensure it supports the delivery of diverse housing typologies. A more flexible and transparent approach to LVC could help improve development feasibility and enable the market to respond more effectively to community needs. In addition, we support a review of the third-party appeal process through ACAT, recognising the importance of balancing community input with planning certainty and timely decision making.

Stockland is committed to working with the ACT Government to ensure the successful implementation of these reforms and to help deliver the 30,000 additional homes needed by 2030. We believe that with the right policy settings, the Missing Middle reforms can help to stimulate housing supply across the region and support strong community outcomes in the long term.

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05 August 2025

Missing Middle Housing Reforms Submission

The Belconnen Community Council (BCC) welcomes this opportunity to contribute to the consultation on the Missing Middle Housing Reforms. While we support the effort to improve the quality of medium-density housing in the ACT, this submission focuses not on the specific content of the design guide, but on the conditions that will determine whether it succeeds in practice. In particular, we focus on two areas that require further attention: the transparency of the consultation process and the operational capacity of key government referral entities, like Transport Canberra and City Services (TCCS), to support implementation.[1]

Transparent consultation fosters legitimacy and public trust

Planning reforms that shape neighbourhoods and the built environment must earn public trust. That trust depends not only on the content of reform documents but also on how government agencies consult and respond to community feedback. A transparent, well-documented consultation process signals to the community that their views are valued and that decision-makers take those views seriously.

In the case of the Missing Middle Housing Reforms, transparency will require more than publishing a high-level summary of comments. Instead, the City and Environment Directorate (CED) must provide a listening report that clearly outlines who participated in the consultation, what perspectives they offered, and how those perspectives influenced the final version of the guide. Without this level of clarity, the community may reasonably conclude that the process served as a formality rather than a meaningful engagement exercise.

The absence of a detailed consultation report often leads to confusion about how government decisions emerge. When residents do not see their concerns acknowledged or reflected in policy outcomes, they may interpret this as evidence that decisions have already been made. This perception can be particularly damaging in the planning space, where community members express concerns about the pace and quality of change in their

[1] While TCCS is no longer a directorate from 1 July 2025, it is listed as a referral entity within the new City and Environment Directorate.

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suburbs. Therefore, a thorough consultation summary that maps feedback to decisions would help demonstrate that the process was not only open but also responsive.

Moreover, to assess the quality of the consultation, it is important to examine not only what views were received but also who provided them. To achieve meaningful outcomes, community consultation must represent diverse local voices. This requires deliberate efforts to include people across age groups, cultural and linguistically diverse backgrounds, income levels, and life stages, incorporating renters, young families, established families, and older residents.

In this context, CED should explain what steps it took to include underrepresented groups in the process and whether any specific measures, such as targeted outreach or translated materials, helped broaden participation. Doing so would strengthen the legitimacy of the consultation outcomes and allow the community to understand the diversity of views considered.

Entity capacity determines whether good design translates into good outcomes

Even the best design guide cannot succeed if government agencies lack the ability to apply it well. While the draft guide outlines principles for quality development, its real-world impact depends on how development proposals are assessed and whether local infrastructure can accommodate population growth.

At present, referral entities like TCCS carry significant responsibility in this space. However, they often do so with limited resourcing and insufficient capacity to demand infrastructure upgrades. Although the guide briefly acknowledges the importance of infrastructure (noted on page three), it does not address the underlying systems needed to align development with service delivery. This gap between design intent and implementation risks undermining the guide's effectiveness.

The situation in the Belconnen Town Centre illustrates why this matters. In the Belconnen Markets precinct, for example, density has increased considerably in recent years, yet visible infrastructure improvements have not kept pace. Residents continue to navigate limited public transport options, congested traffic, and public spaces that remain underdeveloped or poorly maintained. Similarly, other parts of the Belconnen Town Centre have experienced densification without commensurate investment in walkability, public realm, or transport connectivity.

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These examples reveal a broader problem: government often approves new development without first assessing whether supporting infrastructure is fit for purpose. As a result, public expectations about the benefits of growth go unmet. Density is promoted with improvements to public spaces, streetscapes, and services. When those improvements fail to materialise, community support for infill development weakens.

Addressing this issue requires more than incremental improvements. The ACT Government must strengthen coordination across planning and service delivery functions. In particular, referral agencies like TCCS need funding, staffing, and data systems that allow them to assess local conditions, respond to cumulative impacts, and influence planning decisions accordingly.

This also means changing how infrastructure adequacy is communicated and assessed. Currently, the process lacks transparency. The public rarely sees how infrastructure issues shape decisions about development applications. Greater clarity about how the government evaluates infrastructure, and how it plans and funds upgrades, would improve community confidence and allow for more informed public debate.

Implementation and engagement must go hand in hand

The two issues outlined above, transparent consultation and capable delivery, are not separate challenges. Rather, they work together to shape how the public experiences planning reform. In this sense, the consultation process plays a dual role. It not only informs the final content of the design guide but also sets expectations for how government will engage during implementation. If the consultation lacks clarity, the broader reform effort risks appearing insular or dismissive. Likewise, if agencies fail to manage infrastructure and assessment effectively, the guide's design principles will have little positive visible effect in the neighbourhoods where people live.

To bridge this gap, CED should frame the finalisation of the design guide as part of an ongoing process, one that involves continued public dialogue and collaboration across directorates. This includes acknowledging areas where current systems fall short and outlining how the government plans to address them. By doing so, the ACT Government can show that it sees planning reform not just as a technical task but as a democratic and service-oriented responsibility.

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Conclusion

The BCC supports efforts to improve the design quality of medium-density housing in the ACT. However, we emphasise the importance of a credible consultation process and the capability of agencies to implement it well.

Residents want to see the benefits of thoughtful planning: walkable neighbourhoods, green streetscapes, accessible transport, and high-quality public spaces. These outcomes require both good design and effective delivery. The BCC remains committed to working with government and the community to help realise these goals in Belconnen and across the ACT.

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About the BCC

- The Belconnen Community Council (BCC) is a non-partisan, volunteer-driven organisation that aims to be at the forefront of advocating for our region, making it an even more attractive place to live, work, and enjoy life.
- The BCC represents the interests of its members and the community to the ACT Government and other stakeholders on various matters affecting the people who live, work, and play in the Belconnen District.
- The Belconnen Community Council receives support and funding from the ACT Government.

Missing Middle Housing Reforms

Greater Canberra Inc, August 2025

Greater Canberra

Contents

Overview **3**
Points of strength 3
Recommendations **4**
Draft Major Plan Amendment 04 (DPA-04) **5**
Residential Policy 6
RZ1 policy outcomes 6
Other changes to policy outcomes 8
Assessment outcomes 8
Assessment requirements 9
Subdivision Policy 9
Technical Specifications and Design Guide **10**
Solar access, setbacks and building envelope 10
Solar access 12
Overshadowing and the solar fence 12
Setbacks 13
Subdivision and consolidation 14
Parking provision 15
Why these reforms will work **16**
“One-size-fits-all” infrastructure and the case for universal upzoning 16
Affordability: the economic evidence 17
Parking 19
Land value and rates 20
Local character 20

Overview

We wholeheartedly support the Missing Middle Housing Reforms. Our principal aim in this submission is ensuring that the amendments to the Territory Plan and the associated subordinate documents achieve what they set out to do.

Windows for meaningful reform of our planning system are rare, and we are in such a window now. Right now, there is consensus between the people of Canberra, civil society, and much of the Legislative Assembly on the need for reform. ACT Labor, the ACT Greens, and Thomas Emerson MLA all went to the 2024 election promising substantive reforms of the RZ1 zone to bring it to the RZ2 standard. The Canberra Liberals went to the election also promising substantial reforms in this direction to enable medium-density housing.

The road to this consensus and this moment has not been short. Calls for more medium-density housing from members of the community and the architectural and planning professions date back decades. The Demonstration Housing Project first opened for applications in 2018. It is now some two and a half years since we launched Missing Middle Canberra in February 2023, as consultation for the draft Territory Plan was occurring.

History demonstrates that energy for reform is not inexhaustible, and therefore we encourage the ACT Government to be ambitious with this reform and ensure that it is as effective as possible from the onset, rather than requiring further tweaks down the track to achieve viability.

With this reform, we have the opportunity to influence the trajectory of our city for the better by creating a more liveable, sustainable, and affordable Canberra for centuries to come. The stakes are literally hundreds of billions of dollars in housing, transport, climate, environmental, social, health and economic productivity benefits. We owe our grandchildren and all those who will come to call Canberra home our best and most ambitious efforts to build a city worthy of them.

Points of strength

Much of this submission focuses on areas in which we believe that the reforms could be strengthened or tweaked - however we **entirely support the objectives and principle of the reforms**. Particularly positive features include:

1. The decision to **allow apartments in RZ1**. Allowing apartments in RZ1 enables for multistorey housing where individual units are themselves single level. This is critical for enabling housing density while creating single level homes needed for elderly and mobility impaired residents.

2. The reduction in **parking minimums and further flexibility for underground parking**, which will enable more homes while providing more housing choice for car-light households and encouraging environmentally sustainable transport.
3. The **ambitious RZ1 dwelling density targets** that meet or exceed existing RZ2 standards. Where a development is able to meet design, solar access, green space, and tree preservation outcomes, they should not be constrained to an unambitious density limit.
4. The **relaxation of solar fence provisions in the technical specifications that will enable more housing**. We support both housing and green space, and support these provisions that support taller over wider housing. However, these reforms should go further.
5. The relaxation of **side setback provisions**. We support zero side setbacks, enabling continuous streetwalls and traditional terrace developments and perimeter blocks. The reforms should be strengthened to enable this.
6. The **increase in height limits across RZ2 to RZ5**, which will deliver more homes in existing medium- and high-density areas.

Recommendations

However, as we discuss further in this submission, we believe there are a number of ways in which more could be done to achieve the Missing Middle policy goals. We recommend:

1. The Missing Middle Housing Reforms should be implemented and DPA-04 passed.
2. The RZ1 Policy Outcomes in DPA-04 should be amended to reflect the current or proposed amended RZ2 Policy Outcomes, to ensure that the Policy Outcomes support Missing Middle housing compliant with the Design Guide and Technical Specifications.
3. The Government should consider if any amendments to the Assessment Outcomes in the Residential Policy are necessary to ensure that the Residential Policy is harmonised with the amended Technical Specifications.
4. The government should consider providing further guidance in the Subdivision Policy on what “appropriately located” means so as to ensure consistent interpretation by ACAT and the Authority, and provide greater certainty as to what subdivisions and consolidations are possible.
5. Solar access provisions should be relaxed in order to enable perimeter block typologies, and to empower consumers to make decisions about how much they value sunlight in their living rooms on the winter solstice against other features (price, location, etc.)

6. Side and upper level setbacks should be fully eliminated, and frontal setbacks minimised to maximise usable green space and housing provision while enabling perimeter block typologies.
7. The arbitrary limits on RZ1 block consolidation in the Residential Zones Technical Specifications should be removed.
8. Parking minimums should be fully eliminated across all residential zones.
9. The Government should continuously identify and eliminate barriers to Missing Middle housing development that may arise as a result of the planning system and other policies.

Draft Major Plan Amendment 04 (DPA-04)

The ACT's new outcomes-based planning system is still very recent, only commencing in November 2023. We have consistently raised our concerns with the uncertainty of the new system and how it interacts with third party ACAT review of decisions throughout the development of the new system.

The Missing Middle Housing Reforms consist of three different kinds of instruments to give effect to the intent of the reforms:

1. The changes to the Territory Plan in Draft Major Plan Amendment 04 (DPA-04), including changes to the Residential and Subdivision Policies
2. The changes to the Residential and Subdivision Technical Specifications
3. The Missing Middle Design Guide

The *Planning Act 2023* is clear. While the Technical Specifications and design guides can "support" the actual text of the Territory Plan, the Territory Plan itself is supreme. **It is critical that DPA-04 is aligned to the intended policy outcomes.** Ultimately, the Technical Specifications and Design Guide can be updated as required, while further major plan amendments to fix issues in DPA-04 must go through a much lengthier process.

The importance of ensuring that the actual text of the Territory Plan is consistent with the ambition of the Design Guide and the Technical Specifications was underlined in the recent ACAT case of *Khandelwal v Territory Planning Authority* (Administrative Review) [2025] ACAT 48, where the Tribunal noted:

> *We agree with the respondent that the statements give priority to the Territory Plan and assessment outcomes, in this case the Residential Zones Policy, over the specifications, in this case the Technical Specifications.*

And furthermore that:

> *The respondent suggested that there is a presumption in favour of the development application being considered to satisfy assessment outcomes where the applicable specifications for those outcomes are met and the development application has explained (or it is readily apparent) how it has satisfied those matters. We agree that talking of a presumption may be a useful way to look at this. But we think this statement is otherwise overbroad. As noted meeting conditions means only that further assessment is not required, but we agree with the respondent that this probably in many cases in effect means can be approved.* ***But further, there are two conditions, one is that the development complies with the specifications, the second is that the development comprehensively addresses the assessment outcome. Both need to be met.*** [emphasis added]

As a matter of law then, the Technical Specifications and Design Guide are strictly subordinate to the actual Territory Plan. To the extent that there is any inconsistency between the two, the Territory Plan will prevail.

This is relevant because the Government has not yet decided to exempt Missing Middle developments from third party appeal. Long history has demonstrated that Missing Middle housing of all kinds is exposed to substantial litigation risk, as demonstrated in the matter of *Khandelwal*, and in a large number of cases involving Housing ACT and other social housing providers.

In order for these reforms to succeed, the changes in DPA-04 must be unambiguously and clearly be consistent with the ambition expressed in the Design Guide and the Technical Specifications.

In important ways, DPA-04 falls short. Further amendments are required to ensure that this reform is not accidentally sabotaged by failures in legislative drafting that creates meaningful differences in ACAT and the Authority's interpretation of the provisions.

Residential Policy

RZ1 policy outcomes

The Residential Policy currently reads:

> Development proposals in residential zones will be assessed having regard to the policy outcomes to be achieved for the relevant zone/s…
>
> RZ1 – Suburban Zone
>
> 1. Achieve and/or maintain low density residential neighbourhoods in suburban areas.
>
> 2. Provide for a range of housing choices that meet changing household and community needs.
>
> 3. Limit the extent of change that can occur particularly with regard to the residential density and original pattern of subdivision.

> 4. Ensure development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.

DPA-04 proposes to change this language as follows:

> RZ1 – Suburban Zone
>
> 1. Provide for a range of housing choices in a suburban setting which is primarily low density and low rise.
>
> 2. Housing development meets changing household and community needs and demonstrates good design outcomes.
>
> 3. Provide opportunities for redevelopment by enabling some change to residential density and subdivision pattern.
>
> 4. Development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.

By contrast, the current RZ2 outcomes read as follows:

> 1. Facilitate development or redevelopment of sites to achieve medium density housing.
>
> 2. Provide for a range of housing choices where the housing contains a mix of single dwelling and multi-unit housing.
>
> 3. Provide opportunities for redevelopment by enabling changes to the residential density and original pattern of subdivision.
>
> 4. Provide opportunities for redevelopment by enabling change.

In our view, the DPA-04 RZ1 outcomes do not clearly support Missing Middle implementation. The outcomes should speak with a clear voice to state that the kind of developments in the Missing Middle Design Guide are universally permissible throughout RZ1, and the draft ones do not. Namely:

a) DPA-04 provides no definition of “low density”. The Missing Middle Design Guide refers to its own typologies as a “middle” - this naturally leads an observer to conclude that they are medium density, and therefore that RZ1 should not “primarily” consist of Missing Middle housing.
    i) This is especially notable as the current RZ2 policy outcomes include “achieve a mix of low to medium density housing”, implying that the RZ2-style typologies these reforms seek to enable in RZ1 are “medium density” and therefore not something which RZ1 should “primarily” consist of.
b) DPA-04 also has no definition of “low rise”, creating similar ambiguities, although the height limits in the assessment outcomes largely mitigate this concern.
c) DPA-04 allows for “some change to residential density and subdivision pattern”, which implies that there is a degree of change which might be regarded as excessive, and that

ACAT may decide that any individual development has breached this threshold. Notably this restriction does not appear in the RZ2 policy outcomes.

d) The proposed RZ1 policy outcomes are substantially less ambitious than what is envisaged by the Technical Specifications and Missing Middle Housing Design Guide. This is confusing and risks the overall goal of the reforms.

This is inconsistent with the election platforms of ACT Labor, the ACT Greens and Thomas Emerson MLA, all of which support moving RZ1 settings to be generally consistent with RZ2. The current RZ1 policy outcomes in DPA-04 do not do this, and instead create an ambiguous and open-ended halfway house between current RZ1 and RZ2 settings.

The RZ1 provisions should be amended to match those of the current RZ2 policy outcomes wholesale. The Missing Middle Housing Reforms generally seek to legalise and enable what is currently permissible in RZ2 (in terms of height, typology, site coverage) into RZ1 - and this is the clear intent of the Missing Middle Design Guide and Technical Specifications.

For this to be successful, the policy outcomes must be aligned with this goal. Should this not be possible however, DPA-04 should:

a) Explicitly define “low density” as including all missing middle design guide typologies and densities as articulated in the Technical Specifications and Design Guide in the text of the Residential Policy.
b) Remove the “some” from paragraph 3 to make it explicit that a policy outcome is enabling changes to residential density and the subdivision pattern.
c) Striking paragraph 4 in its entirety. There is no analogous provision to paragraph 4 in the policy outcomes of any other zone. It is unclear why the “neighbourhood character” of RZ1 should have special protections in a way that all other residential areas do not, or why RZ1 homeowners should have special grounds for protection against “unreasonable impacts” not extended to the residents of any other zone.

Other changes to policy outcomes

DPA-04 also makes corresponding changes to the policy outcomes in the other residential zones (RZ2 through to RZ5). We have fewer concerns with these changes than with the proposed changes to RZ2. However, consistent with above we would recommend:

a) Similarly explicitly defining what is meant by medium and high density in this context so as to provide certainty that developments that are consistent with the relevant design guides and technical specifications aren’t rejected on review for being too dense.

Assessment outcomes

DPA-04 does not make any amendments to the assessment outcomes. The Technical Specifications, however, make a suite of changes to how certain assessment outcomes are to

be assessed, particularly regarding building envelope, setbacks, and solar access, planting area and other matters.

Especially given ACAT's decision in *Khandelwal* (holding that the assessment outcome must be met independently of the Technical Specifications), the Authority should carefully consider if any changes to the assessment outcomes (as read in conjunction with the zone policy outcomes) is required to ensure that ACAT's interpretation of the outcomes are consistent with the Technical Specifications and Design Guide (which ACAT is liable to largely disregard if it forms the view that proper statutory construction of the policy is inconsistent with the technical specifications).

Assessment requirements

DPA-04 makes a series of changes to the assessment requirements under the Residential Policy, such as deleting the ban on apartments in RZ1. We support these changes.

Subdivision Policy

Besides removing barriers to subdivision and consolidation - which we entirely support - DPA-04 makes only one substantial change to the Subdivision Policy, adding the following qualifier to the assessment outcomes:

> 2. New blocks are **appropriately located** and are of a size and configuration that can accommodate the intended use for the site (for example an appropriately sized and configured site for single dwelling use) *[new language in bold]*

It's not exactly clear what this new clause is intended to do:

- One possible interpretation is that it is intended to enable the soft limits on consolidation expressed in the Technical Specifications for differently situated blocks, such as end of section blocks, which we discuss later in this submission.
- Another is that this is intended to allow the Authority the discretion to reject subdivision or consolidation that it feels is inappropriate more broadly.

The Supporting Report to DPA-04 describes this change as "to ensure blocks which subdivide are suitable for additional development", which is not illuminating. The Policy does not provide any further guidance to the decision maker (and hence, to ACAT) on what the proper construction of "appropriately located" is, and therefore it's unclear if there are circumstances where the decision maker should, or the merits, reject a subdivision or consolidation.

Again, *Khandelwal* is clear that the Technical Specifications are subordinate and do not replace the assessment outcomes in the Territory Plan, and that the decision maker must be satisfied that the assessment outcome is comprehensively met, even when the Technical Specifications are satisfied.

Third party ACAT appeals against consolidation or subdivision DAs will almost certainly mount the argument that consolidations or subdivisions are "inappropriately located". Without clear

guidance in the policy about what this means, the potential variability of interpretations of this phrase may be wide, inserting substantial uncertainty into the system.

Technical Specifications and Design Guide

Having dealt with the DPA-04 provisions above, we will now turn to the substance of the Technical Specifications and Missing Middle Housing Design Guide.

These provisions are near universal improvements on the existing status quo, making positive changes in nearly every direction. We support them in their entirety.

However, on same matters the Government should consider going further, such as by abolishing parking minimums entirely, further reforming setback provisions, and relaxing solar access and overshadowing provisions, for reasons that we articulate below.

Solar access, setbacks and building envelope

There exists a three way trade off in planning policy between housing, green space, and solar access.

1. You can have both solar access and green space, but sacrifice housing.
2. You can have solar access and housing, but sacrifice green space.
3. You can have green space and housing, but sacrifice solar access.

Of the three options, we view the third option as the most desirable. The Canberran public has spoken clearly that the housing crisis is a key priority in this past election. Similarly the *Urban Forest Act 2023* is a statement of our city's continued prioritisation of canopy cover and green space.

Solar access, setbacks, building envelope controls and other restrictions on the *shape* and mass of buildings (and not their site coverage) are what must give. The arcane set of setbacks, solar fence provisions, solar access requirements and other building envelope regulations are highly obscure, and the vast majority of Canberrans do not know that they exist, or the costs they impose.

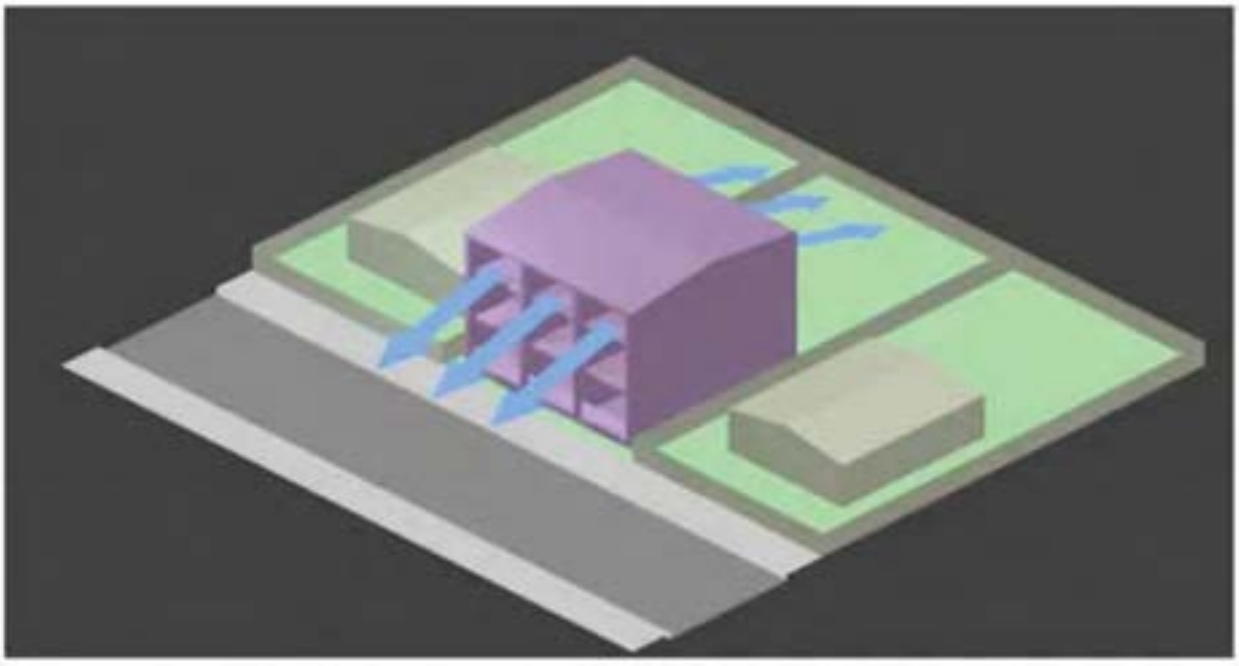
These rules should be reformed to enable the development of perimeter blocks - the natural urban form before 20th century urban planning, defined by zero side setbacks (to enable a continuous streetwall), minimal front setbacks (to avoid space wasted in front yards), but significant rear setbacks and buildings lines to enable significant greenspace within the rear of the block, either as individual yards or as a communal block courtyard.



Perimeter blocks in Prague

In our view the perimeter block has several key advantages:

1. It mitigates substantial privacy concerns by orienting all windows either onto the street (the public realm) or into the backyard. The absence of side setbacks ensures that residents do not have windows facing into their adjacent neighbours. (see diagram below)
2. The uplift into a perimeter block development pattern can happen gradually, rather than being contingent on the entire block being developed simultaneously.
3. Over subsequent centuries, appropriate areas may be continuously upzoned to enable higher height limits, densities and commercial mixed use without substantial disruption or changes to the neighbourhood character, street pattern or landscape.



Perimeter block and view orientation

Perimeter blocks come with inherent tradeoffs. Because the orientation of buildings is fundamentally set by reference to the street, not all bedrooms will have good solar access. Because of minimal front setbacks and the absence of upper level setbacks, the built form will shade the street and greenspaces.

The residents of Paris, Amsterdam, Prague, Copenhagen and other European cities where perimeter blocks predominate, make these tradeoffs happily. We suggest that Canberrans would as well, particularly if the benefit is more abundant green space and housing while preserving privacy.

Solar access

Australian planning systems aim to ensure that the living rooms of homes receive a given amount of sunlight on the winter solstice.

It is our view that consumers should ultimately be able to decide how much they value sunlight on midday at the winter solstice compared to other features. For many residents (particularly younger residents who spend little time at home during daylight hours), a home with poor orientation and solar access is a desirable tradeoff for other features (such as location, price and energy efficiency).

Overshadowing and the solar fence

Similarly, there is an element of Australian planning culture which regards it as inherently good to ensure that buildings cast as little shade as possible in any direction.

This element of our planning culture has always been an extremely awkward transplant of northern European cultural norms to the Australian context, where for our climate for the vast majority of the year, shade is beneficial, rather than harmful to the public and private realm.

For Australia, an urban form that provides shade to protect residents from heat and UV rays while outside during the summer and shoulder months is desirable, not harmful. The fact that such a built form would simultaneously ensure more housing while preserving green space is a bonus.

Unfortunately, the upper level setback, “solar fence” and other provisions in the Territory Plan, Missing Middle Design Guide and Technical Specifications (illustrated by the Missing Middle Design Guide below) work in the opposite direction.



Figure 45:Larger block widths and depths enable a greater building envelope while maintaining a consistent neighbourhood feel and character.

As our colleagues in YIMBY Melbourne have noted, upper level setbacks are ruinously bad urban policy. They reduce housing, increase carbon emissions, drive up construction costs, and decrease energy efficiency. In our view, these costs are not worth the price.

We should note that the reform package already takes positive steps in this direction, by increasing the angle of the building envelope from 31 to 45 degrees while increasing the height of the solar fence to 4m from 3.5m. This is a good and welcome step. But we should go further and abolish these controls entirely to fully enable continuous streetwalls and perimeter blocks.

Victoria’s recently reformed *Clause 55 - Townhouse and Low-Rise Code* provides an example of a better approach to built form regulation of low-rise dwellings. Under the code’s standard B2-3.2, buildings can choose from either a sloped building envelope, or an envelope with no building slope. This allows for simpler building designs that preserve more of the block for usable green space.

Setbacks

Large setbacks reduce the flexibility of development of a block and favour the development of large single dwelling homes over diverse housing types. The main objections to reduced setbacks are loss of solar access, privacy and the creation of visual bulk, all of which can be mitigated through smart design.

To fully enable a perimeter block typology and continuous streetwalls, side setbacks should be eliminated and front setbacks minimised. As the site coverage ratio of the block remains constant, this has the effect of increasing the size of backyards, enabling more usable green space able to support more large trees, contributing to canopy coverage targets.

The Residential Zones Technical Specifications take a major and important step in this direction by reducing the side setback to 0m for external walls for multi-unit residential buildings. We should go further and extend this 0m setback for external walls to multi-unit buildings over 4 storeys. The Technical Specifications should ensure that there are minimal requirements for side setbacks in any form to enable a continuous streetwall.

Removing side setbacks will promote more rowhouse/terrace developments, and enable adjacent blocks to share side walls while being developed at different times, which may be advantageous for smaller developers that don't have access to capital for larger developments or neighbours who are separately redeveloping blocks at different times.

Subdivision and consolidation

We strongly support permitting subdivision and consolidation in RZ1.

Subdivision is critical to the viability of smaller low-rise and townhouse developments, providing the flexibility of separate title without the considerable overheads of unit titling. Without these changes, many of these projects would be unviable.

The RZ1 subdivision control will require that each subdivided block contains a lawfully constructed dwelling. To mitigate financial risk for proponents and make this process practically viable, the Authority will need to allow dwelling construction and subdivision as part of the same DA, with the subdivision conditional on the completion of the dwellings. We note the Authority has engaged with this question at public consultation events and expressed a willingness to consider process reforms required to facilitate this.

We support the smaller minimum block sizes in the Subdivision Technical Specification 2.2 as more appropriate to allow Missing Middle development.

On the other hand, consolidation will permit better and more flexible use of larger areas, enabling developments with more dwellings, such as apartments.

However, we do not believe the proposed scale (2,000m^2, 2,500m^2 and 3,000m^2, depending on circumstances) specified in Technical Specification 2.5 is sufficient. While they are a very welcome step forward, they remain overly restrictive. We don't believe they are necessary for

good outcomes, and they limit the potential of consolidation to achieve the core goal of enabling more housing in established suburbs.

While the outcomes-focused approach permits a flexible, contextual assessment of compliance with controls, and thus proposals that exceed these limits may be permitted, the limits in the Tech Spec will guide the application of the policy and are a statement of the Authority's intent.

The dwelling targets already provide sufficient guidance as to the density expected in RZ1. Restricting the maximum block size limits the number of new homes, the flexibility that proponents have to design around the constraints of their context, and the ability to deliver coherent streetscapes. We believe the thresholds should be removed, and if retained, they should be significantly higher.

Parking provision

The proposed changes to parking provision requirements are a welcome step, reflecting the fact that different households have different transport requirements, and that housing policy must adapt to diverse lifestyles, travel modes, and affordability needs.

However, the policy should go further: parking minimums should be eliminated entirely across all residential zones. The current provisions, while improving on the status quo, still limit design flexibility, add significant construction costs, and discourage the delivery of diverse, compact housing typologies, such as townhouses, duplexes, and walk-up apartments, particularly on smaller or irregular sites.

Evidence from other jurisdictions reinforces this position. A 2024 report commissioned by the NSW Productivity Commission and prepared by the Centre for International Economics (CIE) found that car parking accounts for 10.3% of the total development cost of a typical mid-rise apartment building in Sydney.[1] This represents a substantial cost burden, of tens of thousands of dollars per apartment, ultimately imposed on residents who do not require a car space.

Cities around the world are eliminating these requirements - the Parking Reform Network identifies 108 places across 8 countries where all parking minimums have been removed.[2] These cities are not all European public transport paradises as critics may claim, but include many American cities with far greater car dependency than Canberra, as well as all urban areas of New Zealand.

Developers will continue to provide parking in line with market demand, which is often more than the minimum required by regulation. Removing parking requirements would not eliminate parking, it would simply allow the housing market to respond more flexibly to Canberra's

[1] Centre for International Economics (2024), Cost and feasibility estimates for supplying residential dwellings in NSW, prepared for the NSW Productivity Commission, page 3. Available at: https://www.thecie.com.au/publications-archive/cost-and-feasibility-estimates-for-supplying-new-residential-dwellings-in-nsw

[2] Parking Reform Network, Parking Mandates Map, https://parkingreform.org/resources/mandates-map/

evolving needs. As the city grows and densifies, and as more people choose to live in walkable, transit-connected neighbourhoods, rigid parking mandates can prevent the kinds of homes and communities that match those preferences.

Eliminating minimums allows new development to reflect and adapt to a range of changing factors: rising bike ownership and active travel; expanded public and rapid transport options such as light rail; increased rates of working from home, which reduce daily car use; and shifting generational preferences, with younger residents often valuing affordability, proximity to amenities, and sustainable transport over car ownership.

It also allows for greater innovation in site planning and housing design, enabling developers to prioritise shared open space, trees, or additional dwellings where parking would otherwise be mandated but unused. In short, removing parking minimums supports a planning system that is more context-sensitive, future-oriented, and capable of delivering the diverse forms of housing that Canberra needs.

We support the removal of Residential Zone Technical Specification 27.3(b), as this allows greater flexibility in how parking will be provided rather than insisting every development must have a carport or garage. We also support the removal of specification 27.5(a), to provide more flexibility around basement parking.

Why these reforms will work

We believe these reforms are a vital step to building a future Canberra that is more liveable, sustainable and affordable. By saying yes to more homes, these reforms embrace a future where more Canberrans have access to opportunity.

There have been a number of objections to the Missing Middle Housing Reforms, raising various concerns around the effect these changes will have. We don't believe these objections are compelling, and we respond to some of them below.

"One-size-fits-all" infrastructure and the case for universal upzoning

A common objection to broad-based zoning reform is that it applies a "one-size-fits-all" approach across areas with different levels of demand, infrastructure, and amenity. Critics argue that reform should instead be targeted to specific corridors or "high-opportunity" suburbs, usually those closer to jobs, public transport, or shops.

While this logic is superficially appealing, it misunderstands how and where housing is delivered, and ignores the now-substantial body of economic research showing that universal upzoning delivers better results than targeted zoning. Zoning where planners believe housing should go rarely results in much construction, because redevelopment only occurs where it is

financially feasible. If zoning reform is restricted to a narrow set of areas, it risks producing very little housing and driving up land prices in those locations.

Another concern is that more housing will strain infrastructure. This misunderstands the nature of the reform. These changes enable gentle infill, typically two to four dwellings per block, not high-rise towers. Redevelopment will be gradual, occurring over decades.

In fact, spreading housing growth across the city is the best way to manage infrastructure loads. It avoids the costly bottlenecks and upgrades required when growth is concentrated in only a few zones. Many inner suburbs already have spare capacity in schools, pipes, and public transport. Gentle density makes better use of existing assets, delivering more efficient urban infrastructure outcomes.

We regard the universality of these reforms to be very positive. Applying these reforms to all residential zones in Canberra maximises the benefits we will see for housing affordability and choice, and it reflects the truth that this is a sensible baseline of low to medium density development that would be appropriate anywhere in the city. If we carve out exemptions for some suburbs then we risk losing some of the benefits that come from these reforms, particularly in high-demand areas near the centre of the city. Arguments about local character should consider what it is that we really value in these areas. With the reforms as they are, we can preserve the existing high quality public spaces, access to nature, tree coverage, and other valuable characteristics of our neighbourhoods while allowing for modest increases in the number of dwellings per block.

Affordability: the economic evidence

One of the major goals of these reforms is to improve the affordability of housing in Canberra. We have argued many times in previous submissions that these changes will help to address housing affordability, and it is worth emphasising again why this is the case.

A common misunderstanding is that an increase in newly constructed dwellings, such as new townhouses in RZ1 areas, won't improve housing affordability because these new dwellings will be fairly expensive to live in. It may be the case that living in these new dwellings in high-demand suburbs will still be expensive, but the real benefit comes from the chain of movements that frees up housing in the local housing market. These movement chains are a well-established mechanism by which new market-rate housing supply improves overall affordability.

One study from Helsinki[3] shows this effect by directly observing the movement chains originating from newly built dwellings. To put this idea into the Canberra context: if four dwellings replaced one on a block in O'Connor, then the four families moving into those new dwellings

[3] Bratu, Cristina and Harjunen, Oskari and Saarimaa, Tuukka, City-wide Effects of New Housing Supply: Evidence from Moving Chains (August 31, 2021). VATT Institute for Economic Research Working Papers 146, Available at SSRN: https://ssrn.com/abstract=3929243 or http://dx.doi.org/10.2139/ssrn.3929243

may have a relatively high income and can afford to pay a higher amount for a newer home, but the places they previously lived are now available to rent or buy, and so on down the chain.

The people who can afford to rent or buy the higher-priced new dwellings are already paying for existing homes. If the new dwellings aren't built, they will simply outbid other people for existing housing, and those of lesser means are the ones who lose the game of musical chairs.

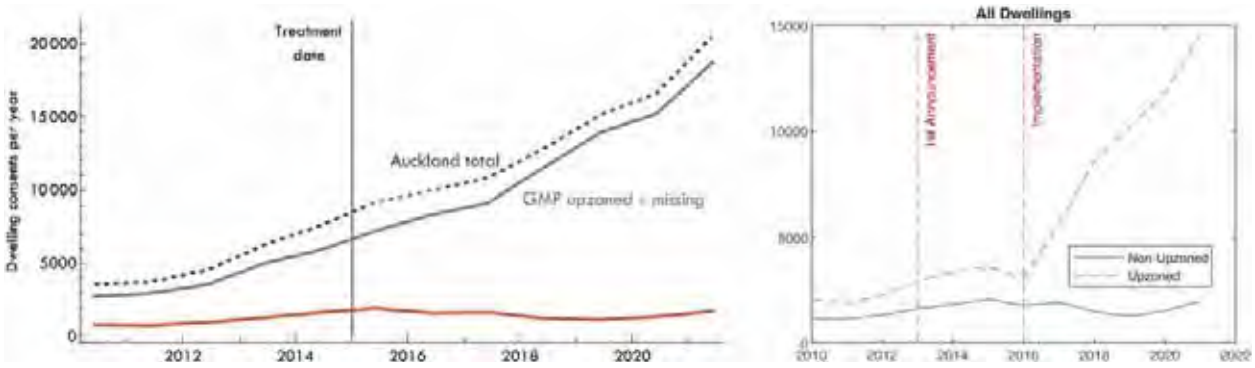
There is concrete evidence of the effects of zoning reform on housing supply and affordability. Recent studies evaluating Auckland's 2016 Unitary Plan - one of the most comprehensive citywide zoning reforms globally - demonstrate the real-world benefits of broad-based upzoning:

- Over five years, upzoned areas saw 21,808 additional dwelling consents, a 5 percent increase in Auckland's housing stock compared to non-upzoned areas.[4]
- Compared to similar New Zealand cities that did not upzone, Auckland issued 43,500 additional consents over six years, equivalent to 9 percent of its housing stock.[5]
- Rents were 28 percent lower than they would have been in the absence of reform, relative to a synthetic counterfactual of comparable cities.[6]

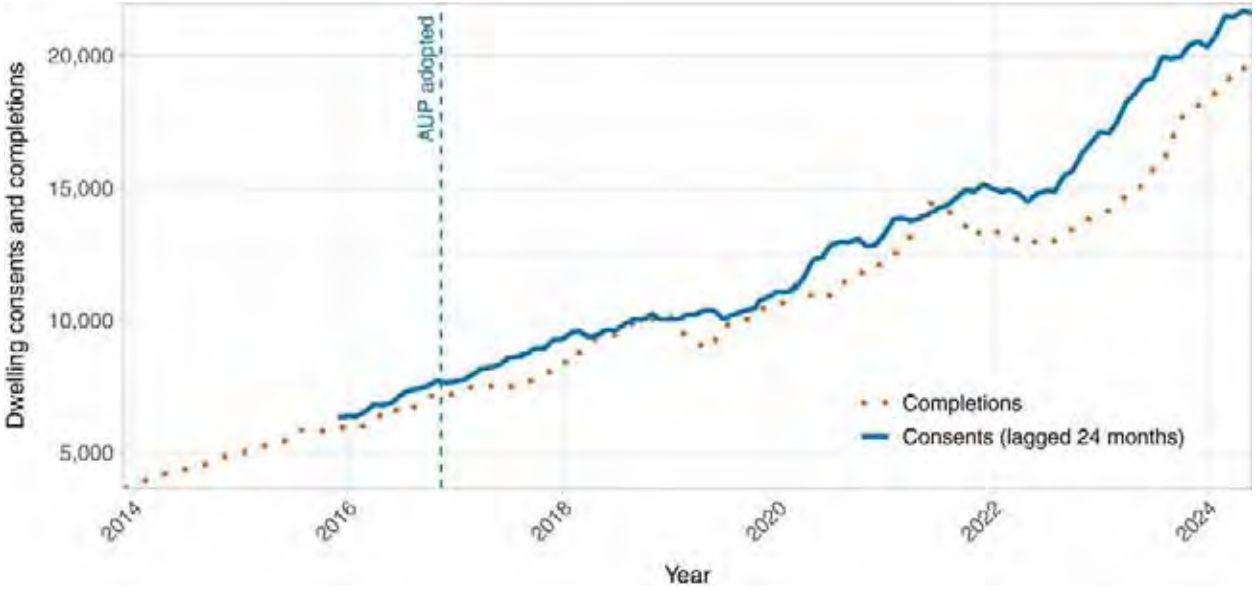
There has been some criticism of these findings. In particular, Cameron Murray and Tim Helm expressed their concerns about the methodology in a blog post titled *"The Auckland Myth: There is no evidence that upzoning increased housing construction"*. These concerns are well addressed in a 2025 paper from Donovan and Maltman.[7] It is not easy to dive into academic arguments about the validity of econometric research, so we have tried to summarise two points here:

- The original Greenaway-McGrevy and Phillips paper excludes data from some areas to produce a comparison of dwelling consents in upzoned versus non-upzoned areas. Murray and Helm show that including the missing data into the upzoned group appears to weaken the impacts of upzoning (see the below graph on the left). Donovan and Maltman explain that this data is intentionally removed so that areas affected by the AUP could be contrasted with similar but unaffected residential areas. For example, some areas were removed from consideration because they had already undergone a similar upzoning in 2013, which meant the 2016 changes appear less significant because these areas already had an increase in dwelling consents.

[4] Greenaway-McGrevy, R., Phillips, P.C., 2023. The impact of upzoning on housing construction in Auckland. *Journal of Urban Economics*. 136.
[5] Greenaway-McGrevy, Ryan. "Can zoning reform increase housing construction? Evidence from Auckland." *Economic Policy Centre Working Paper* 17.2 (2023): 6.
[6] Greenaway-McGrevy, R., So, Y., 2024. Can Zoning Reform Reduce Housing Costs? Evidence from Rents in Auckland. Working Paper 016. *Economic Policy Centre*, University of Auckland.
[7] Donovan, S. and Maltman, M., 2025. Dispelling myths: Reviewing the evidence on zoning reforms in Auckland. *Land Use Policy*, *151*, p.107498.



- Secondly, Murray and Helm note the difference between dwelling consents and actual construction of new dwellings, estimating that only 69% of dwelling consents had resulted in a new dwelling, suggesting that the actual effects on housing supply are overstated. Donovan and Maltman dispute this, using 2023 Census data to show that the number of dwellings added in Auckland from 2018 to 2023 represented approximately 90% of dwelling consents in that time period. These differences may be due to the lag between a dwelling consent being approved and the construction finally finishing, as shown in the below graph.



The evidence from Auckland's Unitary Plan remains strongly in favour of the positive effects of upzoning on housing supply and affordability.

Parking

Some opponents of the proposed reforms argue that reducing parking requirements will worsen street congestion and make life harder for existing residents.

The current proposal still requires consideration of parking and provides standard parking provision rates in the Technical Specifications. The reduction or removal of visitor and excess parking requirements helps make more compact housing viable on small or irregular blocks. Existing parking spots will of course continue to exist.

As outlined earlier in this submission, we believe complete removal of parking requirements would help achieve both our housing goals and our environmental sustainability goals. The proposed changes in the draft Tech Specs are a modest step in this direction, reflecting the fact that not all households have the same car needs. Developers will continue to provide parking in line with demand. In fact, they often provide more than the regulatory minimum where the market expects it. By relaxing these rules, these reforms allow greater flexibility and help reduce unnecessary construction costs.

Importantly, the types of homes these reforms enable - townhouses, duplexes, and walk-ups - do not generate the same traffic impact as high-rise developments. They will be distributed gradually across the city, avoiding concentrated pressure on any single street. Over time, this gentle growth will help support more sustainable transport choices, including walking, cycling, and public transport, including by enabling more people to live in the inner-ring suburbs which have better access to bike paths and rapid bus routes.

Land value and rates

Some residents worry that upzoning will increase land values and rates. In Canberra's leasehold system, land value uplift typically occurs only when a lease is varied, at which point much of the uplift is captured through the Lease Variation Charge.

If a homeowner does not want to redevelop, they will not face higher LVC or rates. If they do, the value of additional dwellings will typically far outweigh the marginal costs involved. This ensures that the community benefits from growth without penalising those who choose to stay.

We do have serious concerns around the current methodology for calculating LVC for residential land, and we believe it will pose a significant barrier for Missing Middle developments. We intend to make our views on this issue known at a later point.

Local character

Some submissions raise concerns about preserving "neighbourhood character." But we ask: what exactly is it that we want to preserve?

If it's trees, green space, sunlight, and access to nature, those things are preserved. What's changing is that a single detached dwelling might become a duplex or a row of terraces. These forms already exist in some of Canberra's most valued neighbourhoods, and the proposed reforms are designed to support this type of incremental, human-scale development.

Preserving character should not become code for preserving exclusion. Our city's identity should reflect people and diversity, not a fixed architectural style or housing typology. These reforms allow our suburbs to adapt to the needs of future generations, so that people can continue to live close to friends, jobs, transport, and parks, regardless of whether they can afford a detached house on an 800m² block.

SUBMISSION ON "MISSING MIDDLE"

DRAFT MAJOR PLAN AMENDMENT DPA-04

I have focused my submission on the extent to which the proposed Missing Middle amendments to the Territory Plan and supporting documents will help to achieve the objects of the Planning Act, in particular those relating to sustainability and a climate-resilient environment.

My overall conclusion is that the draft Major Plan Amendment and the Missing Middle Design Guide have many positive aspects in terms of creating greater scope for creative and design-led approaches to missing middle housing in existing suburbs. However, the Technical Specifications need to be more consistent with the Objects and Good Planning Principles of the Planning Act 2023.

In proposing these further significant changes to the planning system, it is important also for the ACT Government to fulfil its commitment to conduct a process evaluation of the new "outcomes based" planning system within two years of its introduction in late 2023.

Below are my recommendations and related background in response to the "Missing Middle" Draft Major Plan Amendment DPA-04 and the supporting Missing Middle Design Guide and Technical Specifications.

I am lodging this submission in my own personal capacity rather than as a representative of any organisation.

RECOMMENDATIONS

1. That the ACT Government fulfil its commitment to undertake a process evaluation within two years of the new "outcomes based" Planning System it introduced in 2023 "to assess the planning system's usability, accessibility, timeliness and certainty".[1] Such an evaluation will ensure that the proposed Territory Plan Amendment, Missing Middle Design Guide, supporting technical specifications and other material, take into account learnings to improve future outcomes:

    A. As part of this process evaluation, it would be valuable to take a sample of DAs decided since the new planning system was introduced on 27 November 2023 and see what, if any lessons can be learnt, and feed those lessons into the current proposed additional reforms.

2. Ensure that provisions of the new Missing Middle Design Guide and the Technical Specifications are more consistent with the Objects and Planning Principles of the Planning Act and the Assessment Outcomes of the Territory Plan, especially those relating to sustainability and a climate-resilient environment. In particular, provisions relating to solar access in the Technical Specifications and Design guide should be amended to refer to "good solar access".

3. The ACT should not endorse apartment living rooms smaller than those in NSW, as proposed by the Residential Zone Technical Specifications.

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[1] https://www.planning.act.gov.au/professionals/our-planning-system/act-planning-system-evaluation-framework, accessed 4 August 2025.

4. There needs to be an update in summer 2025/26 of ACT-wide heat island mapping, last conducted in 2017, to determine which areas are most vulnerable to the heat island effect and hence need more active planning of planting area on dwelling sites and in the public realm to address this challenge.

5. The proposed parking arrangements should be reviewed, including the reduced parking provision on-site and the lack of visitor parking, especially in suburbs with no/minimal shared paths and narrow streets. We should avoid unintended consequences that may arise if we make active travel more difficult in such suburbs where people have to walk/cycle on the road and dodge parked and moving cars.

6. Provide a description of 'site context' in the proposed Plan Amendment, and 'Design Guidance' about this in the Draft Missing Middle Housing Design Guide.

7. As proposed by the ISCCC submission, support greater block consolidation than provided for in the proposed Missing Middle provisions, for example, consolidation of a minimum of four adjoining existing house blocks, with a development plan to be negotiated with stakeholders, and only if the plan will deliver good solar access, more than 30 percent planting area and 30 percent canopy cover.

8. Also as proposed by the ISCCC submission, new single detached dwellings should be discouraged in RZ2, a zone which should be transitioning to more medium density housing.

BACKGROUND

1. What has been achieved already under the new outcomes-based planning system since November 2023?

The ACT Government introduced the new Planning Act in November 2023. It was supposed to be a simpler, and more easy to use planning system, but the reality has not lived up to the promise.

In implementing the new "outcomes based" planning system, the Government developed an ACT Planning System Evaluation Framework, and committed to undertake a Process Evaluation in Year 1 or 2 to evaluate short-term outcomes and the initial implementation. The purpose was to "allow decision-makers to assess the effectiveness of the new system and to identify early issues to support corrective action, where necessary."[2]

The specific issues that the ACT Government committed to consider as part of this process evaluation were:

> Planning system is efficient, accessible, transparent and provides certainty for industry, community and government
>
> Planning system provides mechanisms for related government policies and priorities to be pursued
>
> DA process allows for innovative applications to be considered
>
> DAs are high quality and focus on achieving outcomes
>
> Guidance and resources are available to support the development process and improve community awareness[3]

In proposing further far-reaching changes to the planning system, the Government should adhere to this commitment.

A. As part of this process evaluation, it would be valuable to consider Development Applications decided since the new planning system was introduced on 27 November 2023 and see what, if any lessons can be learnt, and feed those lessons into the current proposed additional reforms.

B. For example, why were 62 DAs lodged for Dual Occupancy development between 27 November 2023 and 21 January 2025 62, but only 30 were approved? What learnings can be gleaned from this?[4]

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[2] https://www.planning.act.gov.au/__data/assets/pdf_file/0003/2516943/act-planning-system-evaluation-framework.pdf, *ACT Planning System Evaluation Framework*, p.14.

[3] Ibid

[4] Mr Chris Steel MLA, Answer to QON 67: development applications (Dual Occupancies), 19 February 2025, https://www.parliament.act.gov.au/__data/assets/pdf_file/0005/2820326/EPTCS-QON-067-ANSWER-EPSDD-development-applications-Dual-Occupancies-CAIN.pdf, accessed 5 August 2025

2. Ensure that the proposed Territory Plan Amendment, design guide and supporting documents align better with objects and principles of good planning of the Planning Act 2023

In particular, provisions in the draft Missing Middle design guide and technical specifications relating to access to sunlight (solar access) and planting area should better ensure climate change mitigation and adaptation best practices, as provided for under Object 3 (e) in the Planning Act:

"(e) a sustainable and climate-resilient environment that is planned, designed and developed to adapt to climate change, reduce greenhouse gas emissions and achieve a net-zero greenhouse gas future using integrated mitigation and adaptation best practices and considers food and water security.

Note 1 The territory planning authority must exercise its functions, if relevant, in accordance with the object of this Act (see s 18 (3) (a)).

Note 2 The object of this Act must be considered in developing planning strategies, plans and policies (see s 10 (1)) and the planning strategy must be consistent with the object of this Act (see s 36 (1)). The territory plan must give effect to the planning strategy (see s 47 (b)) and the Territory, the Executive, a Minister or a territory authority must not do any act, or approve the doing of an act, that is inconsistent with the territory plan (see s 52)."

The proposed change in the solar envelope from 31 degrees to 45 degrees for multi-unit dwellings could lead to reduced solar access in neighbouring homes and increase heating costs for people in winter. (See the section below on Technical Specifications for more details)

There are issues with the consistency of the design guide and technical specifications with the Planning Act's Principles of Good Planning. For example:

(1)(c) High quality design principles

(iv) provide appropriate solar access

The proposed amendments do not appear to provide for appropriate solar access, so are not consistent with the good planning principles.

(2)(c) urban areas should be designed to promote active travel and convenient and efficient use of public transport; many existing suburbs do not have footpaths, and so there are issues of access for pedestrians and cyclists if new dwellings on narrow streets do not provide adequate parking and cars end up being parked on both sides of the street.

3. Ensure that the proposed changes in the Territory Plan Amendment are consistent with Territory Plan's Policy Outcomes

The existing Territory Plan Policy Outcomes for All Residential Zones require:

"3. Facilitate development that is resilient to climate change, is sensitive to biodiversity, has good solar access, is energy efficient and promotes sustainable water use and water sensitive urban design, as well as encouraging active living and active travel"[5]

The draft Territory Plan Amendment does not change this policy outcome for all residential zones. Given that it still applies, then the draft Amended Territory Plan, Missing Middle Design Guide and Technical Specifications should all refer to "good solar access".

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[5] Policy Outcomes, Zone Policies, E1 Residential Zone Policies, in Part E of Territory Plan, p2.

- Missing Middle Design Guide - Section 3.4C should be strengthened by changing the words “adequate solar access” to “good solar access”
- Residential Technical specifications - the reference to solar envelope on page 21, where the angle has increased from 31 degrees to 45 degrees for multi-unit housing, would not appear to ensure “good solar access”. Therefore, it should be amended to bring it into line with the Territory Plan outcome for all residential zones.

4. Ensure proposed changes are consistent with the Assessment Outcomes in the existing Residential Zone Policies, pages 4-5, of the Territory Plan.

The Assessment Outcomes are not changing in the draft Territory Plan Amendment and so still apply. They are mandatory and include the following:

“6. Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised and residential amenity protected. This includes between residential uses and between non-residential and residential uses”

“7. The functionality and layout of the development is accessible and adaptable, while achieving good connections with the surrounding area. This includes consideration of traffic flow and passive surveillance.

8. The development encourages active travel through safe and convenient access to the active travel network.”

“14. The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes and the streetscape. This includes consideration of building envelope and setbacks.”

“15.Reasonable solar access to dwellings and private open space within a block and on adjoining residential blocks is achieved. This includes solar access into main living spaces within a dwelling.”

There is an inconsistency here between the reference to “reasonable solar access” in Assessment Outcome 15 and “good solar access” in the Territory Plan Policy Outcomes for all residential zones. This needs to be addressed.

6. Suggested Amendments to the Missing Middle Design Guide

Better Guidance on Development Context and Site Analysis

The Inner South Canberra Community Council’s submission[6] points out that the Missing Middle Design Guide focuses on what can fit on a residential block, and highlights the importance of determining also what is appropriate in the “development context”. As suggested by the ISCCC, a possible useful guide on this is “The Australian Model Code for Residential Development (AMCORD) - 2.4 Development Context and Site Analysis' (pages 63,64), which says that the development context involves four aspects:

- planning and development intentions for the site;
- the relationship of the site to the local community; [the locality’s identity and character, streetscape, and relationship to local movement and social networks]

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[6] https://www.isccc.org.au/isccc-submission-on-the-act-governments-missing-middle-housing-reform-proposals, accessed on 4 August 2025.

- the relationship of the site to adjoining properties;
- physical characteristics of the site.

More emphasis on “communal open space” requirements

As the ISCCC also suggests, there should be more emphasis on “communal open space” requirements for higher-density development, particularly to allow the greatest possible area to establish tree cover and to provide play spaces for children close to home [see: ‘Healthy Higher Density Living for Families with Children’ Western Sydney Local Health District 2024].

Better solar access for both occupants of new dwellings and their neighbours

On page 56 of the Missing Middle Design Guide, the diagram showing three adjacent dwellings suggests that the angle of the sun would result in minimal sunlight entering a habitable room on the northern side of the single storey home.

On page 57, the diagram suggests the new development will have a major impact on the solar access of the dwelling on its southern side. Is this consistent with Territory Plan Policy Outcome 3. “Facilitate development that is resilient to climate change, is sensitive to biodiversity, has good solar access, is energy efficient and promotes sustainable water use and water sensitive urban design, as well as encouraging active living and active travel”?

To be consistent with this Territory Plan policy outcome, Section 3.4C of the Design Guide should be strengthened by changing the words “adequate solar access” to “good solar access”.

Building Setbacks

It is not clear why section 6.2A talks about the desirability of an upper storey setback, when this has been deleted as a requirement in the Technical Specifications:

“iv. Consider upper storey setbacks to ensure appropriate frontage to the street and to reduce the visual intensity of taller buildings”

There is also a reference to “i. Upper floor built form should be setback from the side boundary of adjacent neighbouring properties” - yet figures 72 and 73 do not appear to show the upper floor setback.

Building separation, p 84

The following is a very weak statement that is inconsistent with the Territory Plan policy outcome of providing “good solar access”:

“Ii. Where appropriate and possible, building separation and setbacks may need to be increased to maximise solar access, avoid unreasonable overshadowing of private open space and overlooking of neighbouring properties.”

How do the following provisions ensure “good solar access” for both the new dwelling occupants and the neighbours?

“iii. Where sufficient separation between dwellings as demonstrated below cannot be achieved, additional privacy mitigating devices such as deep window reveals, louvres, fences or dense planting should be considered. Alternatively, consider offsetting window locations between neighbouring buildings to avoid direct sight lines into primary or private living spaces.

iv. Building separation distances should ensure solar access and views to the sky."

7. Suggested amendments to proposed Technical Specifications

The Residential Technical Specifications say:

"The primary assessment consideration for a development application is the assessment outcomes in the Territory Plan. In demonstrating compliance with the assessment outcomes, consideration may be given to the relevant planning technical specifications which may serve as a benchmark."

"Where a proposed development complies with a relevant provision in the planning technical specifications and the development comprehensively addresses the assessment outcome, further assessment regarding those specific provisions will not be required."

Note the use of the word "May" in the first paragraph above. It indicates that the use of Technical Specifications is optional.

The provisions of particular concern are:

Section 11: Minimum dimensions for private and communal open space

The proposed technical specifications reduce the required private open space from 40% to 30% for Multi-unit Housing, and seem to delete any minimum dimensions for private open space for single dwellings. On the other hand, it appears that the minimum requirements have been transferred to tables at sections 11.5 and 11.6. A planning agency official, James Bennett, told MLAs at Budget Estimates hearings on 1 August 2025 that while private open space had been reduced, its quality would be improved eg by requiring a larger, more usable courtyard area and less narrow, unusable space, down the side of house. It will be important to monitor how this works out in practice.

Section 14.2: Building Envelope

The revised technical specifications increase the building envelope: the building envelope formed by planes projected over the subject block at 45° to the horizontal has increased from a height of 3.5 to a height of 4m above each side and rear boundary, except for side or rear boundaries where solar building envelope requirements apply. With the changes to both the height of the solar fence, and the angle of the building envelope increasing from 31 degrees to 45 degrees, there is a strong risk that many new dwellings will block their neighbour's access to sunlight.

Table 4, page 17: Multi-unit housing front boundary setbacks – all residential zones

It appears that the requirement for a setback for upper floors of a home have been deleted, even though the Missing Middle Design Guide refers to the desirability of a setback for upper floors. This change to upper floor setback requirements may affect the streetscape significantly, and so there is a need to bring greater consistency between the Technical Specifications and the Missing Middle Design Guide.

Table 9, page 20: Multi-unit housing side and rear setbacks – RZ1 and RZ2

There is now a zero side setback for the Lower floor level – external wall and basement. This means that builders can now excavate to the boundary, and there can be boundary-to-boundary development. How can access be obtained in future if works need to be undertaken at the side or rear of the property? What protections are provided that the neighbour's boundary walls or fences won't be damaged? I am aware of a case where excavation to the boundary caused instability under

a neighbour's boundary walls, halting work on the site. This zero side setback for the Lower floor level – external wall and basement needs to be reviewed.

Section 15.1, page 21: Solar building envelope

The increase in the solar building envelope - the angle has been retained at 31 degrees for single dwellings. However, it has been increased from 31 degrees to 45 degrees for multi-unit housing - this may have adverse implications in terms of reducing solar access in neighbouring dwellings, and should be reviewed to ensure that "good solar access" is delivered.

Section 15.2, page 21: Solar access – multi-unit housing

This section provides that minimum solar access to a multi unit dwelling, in an apartment, between the hours of 9am and 3pm on the winter solstice (21 June), is:

a) The floor or internal wall of a daytime living area of not fewer than 70% of apartments on a site is exposed to not less than 3 hours of direct sunlight.

b) No more than 15% of apartments on a site receive no direct sunlight. Daytime living area means a habitable room other than a bedroom.

This means about one in 6 or 7 households will receive no direct sunlight in their living area in the middle of winter, and it is likely that only a proportion of the internal wall of a daytime living area may receive direct sunlight. Surely this can be improved!

Section 17.3, page 23: Minimum Dwelling Size & Living Area Size: Multi-unit Housing

Minimum dwelling floor areas have been changed as follows:

a) Studio dwellings - minimum reduced from 40 to 35m2

d) Dwellings with 3 or more bedrooms - minimum reduced from 95 to 90m2

It is unfortunate the dwelling size for apartments will be reduced in the ACT, but I note that it will bring the minimums in line with NSW and Victorian requirements.

Section 17.4, page 23: Minimum widths and area – multi-unit housing

Worse is the proposed reduction in the minimum width of living rooms or combined living/dining rooms:

i) From 3.6m to 3m for studio and 1-bedroom dwellings.

ii) From 4m to 3.6m for 2 and 3-bedroom dwellings.

This reduction moves the ACT away from the NSW standard of 3.6m for living/dining rooms in studio and 1 bedroom dwellings, and 4 m for 2 and 3 bedroom dwellings. The ACT should not be endorsing apartment living areas smaller than those in NSW.

Section 19.1, page 26, Planting Area: Sustainability and Environment

For multi-unit housing, the required permeable/planting area will be reduced from 35% to 30%. This will bring it in line with required planting area for single dwelling housing on a large block. There needs to be an evidence-based approach to decide whether this is sufficient, including an update in summer of ACT-wide heat island mapping. This could determine which areas are most vulnerable to

the heat island effect and hence need more active planning of dwellings and public realm to address this challenge.

Section 19.3, page 27: Tree canopy cover, multi-unit housing in RZ1 and RZ2

The minimum required canopy cover at maturity is required to increase from 15 to 20 percent. This is positive, but the long timeframe needed for this canopy cover to mature creates a risk that it won't actually eventuate.

Section 27.3, Page 33: Location of car parking spaces

The Technical Specifications no longer require one car parking space to be roofed, so in effect, garages and covered parking spaces are no longer required. Taken together with the reduction in the parking provision rates, the likely impact is much greater visibility of motor vehicles in the street, with adverse implications for neighbourhood character. In my view, there should still be at least one roofed car parking space per dwelling.

Table 13: Parking provision rates for residential zones, page 36

The proposed technical specifications have decreased significantly the amount of required parking for residents and seem to have deleted any requirement for visitor parking in RZ1 and RZ2. This needs to be reviewed. It is a recipe for street congestion, and for barriers to active travel such as walking and cycling, especially in many existing suburbs that have narrow streets and have no shared paths.

The former Estate Development Code had provisions to avoid this outcome. The Code's Rule 64 required that undesignated on-street car parking comply with the following:

a) where the carriageway width is less than 5.5m, on-street car parking is not permitted

b) where the carriageway width is 5.5m or greater and less than 6m, on-street car parking can only be permitted on one side of the street

c) where the carriageway width is greater than 6m and 7.5m or less, on-street car parking is allowed on both sides of the street where car parking spaces are staggered down the street

d) where the carriageway width is greater than 7.5m, on-street car parking spaces can be

provided on both sides of the street.[7]

I have relatives residing in an apartment complex in a medium density area in Sydney, with buses passing right out the front every 10-15 minutes. Yet, all available street parking is taken, because a lot of households in two bedroom apartments and semi-detached dwellings have two cars, so one of them is on their dwelling site and the other is on the street. If there is such street congestion even in areas in Sydney very well-served by public transport, then we can expect a similar outcome in a city like Canberra which is much less well-served by public transport. We should avoid unintended consequences that may arise if we make active travel more difficult in suburbs where there are no shared paths and where people have to walk/cycle on the road and dodge parked and moving cars.

[redacted]

5 August 2025

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[7]Estate Development Code, NI2008-27, effective 28 August 2020.

From: [redacted]
To: EPSDD Communications
Subject: Missing Middle Housing Reforms Submission
Date: Tuesday, 5 August 2025 11:56:30 PM

Caution: This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear CED

I make this submission to the Missing Middle Housing Reforms in my personal capacity.

I strongly support the Missing Middle Housing Reforms proposal, and I particularly note that as an Inner South resident for over a decade, these reforms will have a positive impact on providing more housing choice in the Inner South. The Inner South is now a highly valuable inner-ring area of a major city, and it is therefore appropriate for medium density to be the baseline expectation across all suburbs, rather than the current bifurcation we have between high-density areas such as Kingston and low-density RZ1 areas in Griffith, Red Hill or Yarralumla.

As a public transport and bike user who doesn't own a car, I strongly support the reduction in parking provision rates as a step towards complete removal of parking mandates. The parking space I am forced to rent in my building provides me with no value, only additional cost. Parking mandates make housing more expensive. The ACT Legislative Assembly has declared a climate emergency: let's act like it by removing the assumption, entrenched in legislation, that cars must forever be at the core of our built environment.

I am a member of Greater Canberra and endorse their organisational submission, which I assisted in drafting.

Regards

[redacted]

[redacted]
05/08/2025

Submission to Missing Middle Housing Reform Consultation

Thank you for the opportunity to provide comment. I strongly support the intent of the reform and most of the detail. I also generally support most of the Australian Institute of Architects response. I highly commend the ambition in making these substantial changes and believe that they do go someway toward meeting the urgency of the of the housing crisis and allowing for an equitable city with access to diverse housing types while preserving amenity and bush/landscape character. These are all fundamental matters which the proposed changes seem to broadly balance for the future.

However there are a few items I urge amendment / further consideration of:

1. Rezoning

I encourage future, substantial rezoning – there are large areas that I believe should be rezoned to RZ2, RZ3 and even RZ4. For example the existing RZ2 zones are often tiny and appear arbitrarily drawn only partly around local shops. Many local shops and schools that were designed in the NCDC era with suburbs / population that worked then, but are not viable with current (aged / smaller household) population catchments. Higher zoning adjacent local shops can be of suitable character – I think Bluebell Place (City Edge) at O'Conner Shops is a great exemplar (RZ4)

2. Differentiation between zoning

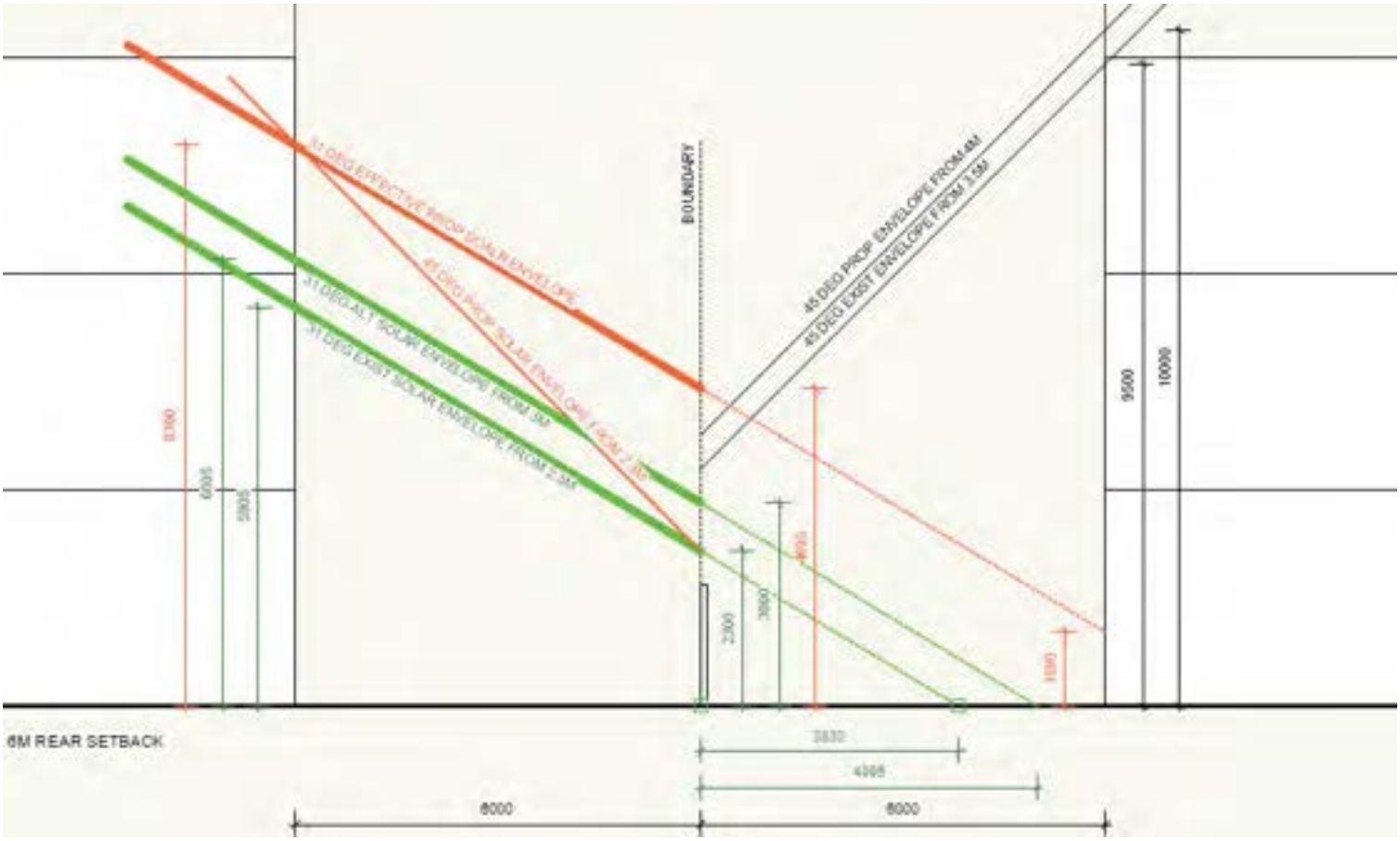
I suggest more difference between some zones that now appear similar could be desirable (it is better to rezone than make them all similar) and that the higher density zones could be more flexible eg:

- mandatory site coverage could be made flexible in RZ4 & RZ5, possibly RZ3 too - particularly I suggest this could be achieved with the definition being varied for these zones to exclude basements and podiums as long as other desired outcomes are met (eg bulk/massing, deep root planting / canopy, potentially views through and permeability in some locations etc) ie greater flexibility for parking provision without excessive levels of basement excavation will support greater dwelling density;
- RZ5 the 7 storey could be made flexible, ie put it in the tech specs but not as a mandatory limit (I note that at the moment RZ5 has hardly been used – only flanking Woden Town Centre, John Gorton Drive / Holborow Ave in Molonglo and a couple of blocks in Belconnen and Lawson and I presume actual heights are varied by District Policies)
- I support RZ1 as 9m height or 2 storey plus attic and basement, and keeping this lower rise than RZ2 as differentiation - as above, in future we should rezone more RZ1 to RZ2
- I support flexibility in subdivision, eg I don't see any difference between the common existing dual occupancy with a rear dwelling / battle-axe configuration without direct frontage to a street or urban open space and a similar configuration on subdivided separate blocks – this allows for retention of existing dwellings where appropriate, which contributes to diverse housing and sense of place/character (there is a great legacy of suburban architecture in Canberra most of which is not heritage listed and would be sad to lose)
- also it looks like the Residential Zone Tech Specs 14.1(e) is stricter than (d), I presume this is a drafting error - ie as written RZ4 can be 21m adjacent RZ3 and PRZ but RZ5 must be 14m

3. Solar envelope / fence and solar access for neighbouring blocks

I strongly support the concept of a solar envelope / solar fence and think it should be maintained, the proposed changes seem to substantially undermine it relying instead on other controls for neighbours amenity

- the solar envelope should actually relate to real sun angles – the proposed 45deg or any other angle is arbitrary and confusing, it should remain at 31deg and the fence height be adjusted to get the desired outcome
- however I disagree with the proposed setting - 45deg from a 2.3m fence allows 8.3m height at a 6m setback from the rear which equates to 31deg from a fence of 4.7m, which would appear to allow solar access into the top of a ground floor window (assuming no misplaced eave!) at a 6m setback on the neighbouring block but no sun to a private open space in that setback zone
- the existing 31deg at a fence of 2.3m allows 5.9m height at a 6m setback and already shadows 3.8m into the 6m setback of the neighbouring block, which seemed reasonable
- **a compromise position I could support would be 31deg from a 2.7m or 3m fence in rear zone, which would respectively allow 6.3m or 6.6m height at a 6m setback**



- I'm less worried about the setting for the solar envelope to the side boundary in the primary building zone - I think the primary building zone needs to be flexible, but whatever setting is chosen it should still be written at 31deg so that neighbours / the community have a clear expectation of planning outcomes
- the summary Missing Middle Comparison table states that solar access requirements for neighbours continue to apply but I cannot see clearly where this control is located – is this referring to Assessment Outcome 6 (no specification) or Specification 15.2 (I was in an ACAT case a few years ago where a developer argued the 70% rule should be applied to neighbouring blocks but as far as I could tell there was no clear established precedent and the case was settled before it could be established) or is it the Housing Design Guide that gives such a requirement?

- I note that shadow diagrams including elevations of impacted adjacent blocks are required by the Minimum Documentation Guidelines and that a solar access plan is listed as required if relevant in the table but for multi-unit housing but in the description is stated as required, and that the description doesn't actually have much guidance including as to if a solar access plan is for one or both of the proposed development and the impacted adjacent block/s
- **I humbly suggest that the Technical Specifications should include a clear expectation as a benchmark along the lines "not reducing solar access for any neighbouring dwelling to less than 3 hours between 9am to 3pm", particularly if the solar envelope becomes less strict (and then flexibility can still be achieved beyond this via the Guides)**
- However the solar envelope, in the Technical Specifications, gives clear and easy guidance both to the community and proponents in early stages of design (before more thorough impact analysis) and protects future development potential of neighbouring blocks not just existing dwellings

4. Quality of outcome / speed and consistency of assessment

I am somewhat concerned about ensuring that quality outcomes are achieved and note that these are the biggest changes to the city's residential planning since the 1993 rezoning of the Northbourne Ave corridor or the earlier rezoning of Kingston. I support these changes proceeding. I note that the outcomes system is qualitative and that speed and consistency of assessment have a direct impact on affordability. I urge that assessment is hastened with caution:

- I urge substantially increased resources to planning assessment to ensure considered and speedy approvals within the now qualitative / outcome based system
- I don't support DA Exempt / private Certifier approved multi-unit housing, unless

  a) the Technical Specifications are substantially reviewed / expanded where Outcomes are not currently covered and architects are mandatory as per NSW; or

  b) consideration is given to a pattern book as per NSW
- I would like to see a committed to publicly transparent review / reporting on approved developments after some appropriate period eg 12/18/24 months to test if desired outcomes are being achieved or if the controls need refining
- I request continued publication of exemplars, particularly/including local that have been approved through the reform, to build up a reference library that continues to upskill the community and promote best practice

I look forward to the finalisation and implementation of this reform, and further intimated reforms.

Many thanks

[redacted]

[redacted]

Architect (ACT 2666)

PROPERTY COUNCIL of Australia

Submission on the Missing Middle Housing Reforms

August 2025



Summary

The Property Council of Australia (ACT & Capital Region Division) commends the ACT Government on progressing this "Missing Middle" zoning reform, which has involved extensive consultation with industry. We consider this to be a once-in-a-generation opportunity to bring zoning in line with expectations and requirements for a modern and prosperous capital city.

The zoning reform is a step towards unlocking thousands of homes across Canberra, allowing for diversity of choice, and ultimately improving access and affordability for current and future generations. In addition to supporting this proposed reform, the Property Council has made recommendations to the ACT Government on what other legislative reform we consider is required to maximise the benefit of these zoning changes, and bring about real results and delivery of more homes.

About us

The Property Council of Australia is the leading advocate and biggest employer for the nation's largest industry. In the ACT, the property sector continues to account directly for more than $4.5 billion in economic activity, a further $2.1 billion indirectly, and one in seven jobs.

Property is the beating heart of the ACT's success across all measures – with almost 45 per cent of tax and royalty revenue being contributed by the sector. The continued success of Canberra depends on the success of property, development, and the built environment.

Members of the ACT & Capital Region Division of the Property Council include the people and companies who plan, design, invest, own, manage, support, and build, the homes for Canberrans. We are committed to great cities, strong economies, and sustainable communities.

[redacted]
Property Council of Australia

Overview

The need for housing choice and diversity is fundamentally clear. Living in the ACT should provide a prospective purchaser with the choice between single-family homes, multi-occupancy, duplexes, townhouses, terraces, small apartment buildings, and high-rise apartments.

There is no question that we are facing a housing affordability and choice crisis. Our population for the ACT and Capital Region continues to increase – so we must have the right economic parameters in place to support the housing supply we need. To achieve the target of 30,000 homes by 2030, it remains critical to improve planning processes and systems, attract investment, and deliver the appropriate infrastructure to meet this target.

These changes impact over 92% of the city's residential land, the majority of which is owned privately by everyday Canberrans. Creating additional development rights will not automatically translate to additional dwellings. The success of this reform, and indeed, the delivery of more diverse housing typologies for Canberrans, will ultimately depend on the decisions made at the kitchen table – whether that is to do nothing, develop themselves, or sell to a professional developer or builder. These landowners will have different levels of understanding, different levels of motivation, and different levels of financial capacity.

It is also the case that while the development rights do not differentiate nor discriminate between suburbs, there is no doubt the market certainly does. Demand in existing suburbs will largely depend on whether the social infrastructure is fit for purpose. The ACT Government has the power and ability to ensure the social infrastructure exists or is being upgraded in the areas where growth will be encouraged.

Interestingly, analysis from our members indicates that approximately 12,000 out of 14,500 RZ2 blocks in Canberra only have one dwelling. Of these single dwelling RZ2 blocks, about 5,000 are larger than 800m2 in area, suggesting that there has been a material opportunity for missing middle housing available for the past 20 years, that has not been taken up. This further shows that zoning changes alone while vital, are not enough to result in significant delivery of homes across Canberra.

In terms of success, it would be valuable information, to the Territory, Canberra residents, and the property industry, for the ACT Government to establish and publicly report on a monitoring framework that demonstrates actual additional developments approved, commenced, and completed, because of these zoning changes. While based on a similar concept of creating additional development rights with slightly different methodologies, modelling conducted by Purdon for the Property Council in 2024 suggested that creating additional rights across residential zones would conservatively result in the creation of 59,924 new dwellings in the ACT by 2060. Time will tell whether that figure is achievable.

It is further recommended that a greater level of development data be recorded and reported by the Territory, such as dwelling size, number of bedrooms per dwelling, housing typology, to better understand the mix of dwellings being approved and built in the Territory. It is noted that baseline data like this is not readily available. Conducting this analysis, together with ensuring there is baseline data available, will enable the ACT Government, industry, and community, to track the progress of this reform and identify where improvements are required.

The positive impacts

The discussion papers provided referred to potential positive impacts of the amendments. We address those below, in addition to others that have been identified.

Increased housing choice

This is vitally important for the sustainability, growth, and longevity of our nation's capital. Residents need to have the ability to grow and age in place, having the ability to remain in the same neighbourhood, but change homes as they need. The reforms are virtually silent on opportunities in this space to incentivise the delivery of missing middle seniors and affordable housing. Opportunities to incentivise could include relaxation of standards (i.e. heights) where certain conditions are met, such as proximity to services and facilities, adequate amenity retained despite additional heigh, affordable housing component to be managed by a registered community housing provider, requirement to attend NCDRP.

Housing availability and affordability

Again, this is vitally important. If homes are not available for current and future generations, we will lose people and talent to other jurisdictions. This policy will increase supply which will in turn, improve affordability across all dwelling types.

Urban vitality

Urban vitality leads to greater economic benefits, more amenities, and can improve the wellbeing of residents. This is a direct result of sustainable urban development and should be encouraged.

Environmental sustainability

The ACT Government has been clear on the desire for 70% of new dwellings to be urban infill, thereby reducing urban sprawl. A denser and more compact city promotes effective public transport networks, reduces commute times, and results in more sustainable infrastructure. These changes to the Territory Plan have provided an opportunity to amend the tree requirements (site coverage and canopy) which may in turn have environmental benefits.

Economic development

While everyone will receive the rights at the same time, not every landowner will be in a position (or have the desire) to act immediately. Previous research commissioned by the Property Council suggested that increased construction activity, due to Missing-Middle-like reform, would add up to $48.5 billion to the economy by 2060.

Infrastructure and operational efficiencies

We have existing infrastructure in existing suburbs that is not being utilised to its full capacity, whereas other newly constructed and developed suburbs are under pressure. This reform may incentivise development in existing, older suburbs where, for example, the schools are not at capacity. Upgrades will be required to utility infrastructure which may be complicated but not impossible to manage.

Additional comments

At least from the perspective of the ACT Government, should be the potential additional revenue available for collection due to the construction of additional dwellings and ultimately subdivisions. This may also be seen as a negative though, for property owners throughout the Territory who do not intend to utilise the increased development rights but may see an increase in their unimproved land values. Whether unimproved land values will artificially increase remains to be seen, noting that it is likely to happen regardless due to lack of supply.

The not-so-positive impacts (rebutted)

Increased infrastructure demand

This should not be seen purely as a consequence of the Missing Middle reform. As outlined above, increased and disproportionate demand on infrastructure is already occurring across the Territory, in particular on our roads, healthcare, and our schools. Given that population growth is occurring, upgrades to infrastructure are inevitable, and there is clear evidence that infill infrastructure is between 25-50% cheaper than in greenfield developments, on a cost per dwelling basis.

The ACT Government will need to take a lead in ensuring the cumulative effectives of added infrastructure demand, traffic, and parking are addressed at a Territory Plan level, rather than leaving it to the responsibility of individual developers. A fair approach would see equitable contributions to build and maintain the infrastructure we need.

Increased parking demand

This is predominantly addressed in the car parking requirements that are included in the Territory Plan amendments. This is also a rudimentary issue; with the promotion of active travel, commitment to effective and efficient public transport, reliance on vehicles will become less necessary in future years. To maximise development potential and yield, it is anticipated that the initial Missing Middle projects will focus on areas that are on public transport routes or close to them.

Potential for unintended gentrification

There is a low risk of this occurring, given that the development will primarily occur as a result of individual owners choosing to sell or develop. The ACT Government has social and affordable housing targets and can provide remissions or incentives to the private market for the delivery of social and affordable housing.

Impacts on local character and amenity

The Missing Middle zoning changes will impact local character and amenity - for the better. Canberra's existing suburbs are ageing and we must adapt. Our suburbs have evolved significantly since Canberra was named our nation's capital, and rightly so, as our understanding of good urban design, sustainability, and community needs, has improved.

To meet the needs of future generations, we must embrace thoughtful change and move beyond outdated, exclusionary attitudes that prioritise preservation over progress at any cost.

The documents

We have provided specific comments below on the documents that have been made publicly available as part of this consultation process. We note that Property Council members also participated in industry workshops and provided feedback directly to the facilitators on some of the details in the Missing Middle Housing Design Guide, Territory Plan Amendments, and the Technical Specifications. We also note that many of our members, who are deeply passionate about Canberra, are making their own submission to the Missing Middle Consultation which are likely to address many of the technical components of the proposed reform.

Missing Middle Housing Design Guide

We support the development of the Missing Middle Housing Design Guide (MMHDG) and note that our members and representatives of the Property Council have had an opportunity to provide feedback directly on this Guide with industry consultation. This document will be immensely helpful to members of the community who are current or future owners of RZ1 or RZ2 zoned blocks, who are in a position and willing to re-develop that block with Missing Middle dwellings.

Our specific comments are:

- Noting the operation of several Design Guides, clear guidance is recommended for industry where a situation of tension or conflict arises between the MMHDG and the Urban Design Guide. The Territory Plan provides an order of precedence between policies, design guides (as a whole) and specifications (Part A, Administration and Governance, page 9). Curiously, no order of precedence seems to have been provided to address inconsistencies between design guides.

- The language clearly indicates the MMHDG is not intended to be used as a Pattern Book, and delivering the plans will not necessarily guarantee a development approval. Further consideration should be given to whether a Pattern Book should be developed, with industry consultation, and introduced to facilitate more efficient approvals of the Missing Middle typologies throughout the Territory.

- This would need to include streamlined planning applications and approvals, even exempt requirements, and removal of third-party appeal rights.

- As outlined above when addressing the "impacts on local character and amenity" - there is no doubt that these reforms will alter, albeit only slightly in some areas, the appearance of existing suburbs. This should not be seen as fundamentally bad. Noting that the MMHDG is intended to be used as an educational resource for both the developer and community alike, caution should be exercised when using language such as "new developments integrate seamlessly". That may be entirely possible in some aged care suburbs, or where there are only large single dwellings on large blocks. There will be nuances in existing suburbs and a new development may not be able to integrate seamlessly with 50-year-old homes. Instead, consideration to impacts on existing amenity on adjoining blocks could be a more important and achievable guideline, with allowances for how much impact could be permissible.

Territory Plan Amendments

We support the removal of minimum and maximum block sizes, and maximum number of dwellings in the RZ1 and RZ2 zones. The inclusion of density targets in the Residential Zones Specifications ensures that each block can be assessed independently by the owner, based on its own size and characteristics rather than an arbitrary number. We commend the ACT Government for this as it will undoubtedly result in a diverse housing mix across the Territory, reflecting the diverse block size and shape that already exists. Similarly, the changes across all zones to have maximum height limits in storeys, rather than metres, is a welcome change and supported by industry.

As outlined above, we support the changes to car parking requirements, which reflect the changing demographics across the city, the decreased reliance on cars, and an increase in participation in active travel and public transport.

The documents continued

However, this has been a missed opportunity to strongly consider the consolidation of zones, noting that the Territory has five residential zones - all other states and territories except for Western Australia and New South Wales have less. Five residential zones seems excessive given the size of our jurisdiction and the fact we have one single planning authority and government.

While the majority of the reforms focus on RZ1 and RZ2 amendments, the minor amendments to the heights in RZ3 and above could be improved. We support the amendments to move to storeys rather than height but consider there should be consideration of greater heights if certain other requirements are met.

More height can provide better opportunities for ground plane landscaping or deep soil planting. Presumably at four storeys you need a lift which substantially adds to cost. To offset, why not provide scope for additional height in circumstances where it can be demonstrated that there is an appropriate solar / privacy / amenity outcome in the site and adjacent residential sites, the streetscape is not out of character with the desired future character, and where additional landscaped area provision and canopy cover is required. There needs to be more flexibility built in to deliver the outcomes that this policy is striving for. Consideration should be given that the changes to RZ4 height limits, as they currently stand, may cause projects to require NCDRP review.

On the stated policy outcomes, members have suggested amendments (especially in respect of RZ2) where objective 1 is removed, and objectives 2 and 3 are merged to read "*provide for a range of well-designed low and medium density housing options including low-rise multi-unit housing or more compact single dwelling housing.*" Given the requirements to comply with the policy outcomes it is important that they are clear and measurable.

Technical Specifications

In addition to the comments raised above:

- The maximum site coverage has remained at 45%. Members have raised questions as to why this needs to be retained when there are other planning guides that exist, such as setbacks, envelopes, canopy cover requirements that achieve a similar outcome. Site coverage includes non-bulky elements such as decks, terraces, patios that contribute to outdoor amenity but not necessarily to bulk and scale. This applies to both RZ1 and RZ2.

- Concerns have been raised about the appropriateness of the change in solar controls from 31 to 45 degrees, given that sun altitude in Canberra is approximately 32 degrees at midday during winter. There does not seem to be sufficient evidence that the solar envelope provides flexibility to enable a good planning outcome. We do not consider any change should be made to the existing 31 degrees requirement.

- There are no changes proposed to the District Policies because of these reforms, which may result in conflicts and unintended consequences. It is recommended that the Territory Planning Authority undertakes a comprehensive review of all District Policies to ensure these Reforms are as effective as possible to deliver missing middle housing on areas intended for higher density.

The documents continued

- The reforms create a distinction between new and existing residential areas, which appear to be inconsistent with the legislative framework. There is a lack of definitions and lack of distinction between subdivision and subdivision design application, means any distinction does not exist in practice, as all blocks created by subdivision are 'new blocks' by virtue of being created under a new Crown lease (and registered under a new block and section number), and all subdivisions are a subdivision design application/subdivision development proposal under s 43 of the Act which is considered a 'Significant Development' with all the requirements and timeframes associated.

- We have concern on the proposed amendment to Technical Specification 3.2 regarding the proportion of single dwelling housing within a subdivision design application for all residential areas. This should not apply to RZ4 and RZ5, as single dwellings on these sites is an inefficient use of higher density zones.

- Adjustments to the study and bedroom dimensions is welcomed as it provides greater flexibility in design.

- In relation to block consolidation, there is a technical specification that restricts it arbitrarily to between 2,000 and 3,000 m2. If the specifications are continued to be used as they are currently (i.e. as if they were legislation), then these 'rules' will restrict the consolidation of large scale change, even where a landowner could prove the road network and waste management can be serviced.

Barriers to success

Ultimate success of this reform, of delivering more housing choice and affordability to Canberrans (which we strongly recommend be reported regularly by the ACT Government), will depend on several factors above and beyond the Territory Plan amendments passing through the Legislative Assembly. Those barriers to success, and our proposed solutions, are outlined below.

Planning system and referral entities

The ACT Government must continue to prioritise and implement reforms in the newly formed City and Environment Directorate (CED). We note the merging of EPSDD, TCCS, and Access Canberra from 1 July 2025, and commend the ACT Government for responding to industry feedback and working towards reducing complexity and bureaucracy in the ACT Public Service. Moving forward, industry urges the Government to implement the Development Solutions department and empower them with the ability to cut through referral agency approvals, fast-track complying developments, and promote a development facilitation mindset and a culture of yes to housing development across the Territory.

Changes to the existing six-stage Development Assessment process must be placed on the agenda. The current staged process is cumbersome, opaque and can lead to inefficient and inconsistent decision making across entities. Having moved to an outcomes-based system, with the addition of Missing Middle changes, it is fundamental that the assessment teams and referral entities are given greater agency to confidently make decisions, rather than the "too many cooks" approach that is currently in place.

Lease variation charge

In its current form, without reform, the LVC will be a strong disincentive to redeveloping RZ1 and RZ2 sites across Canberra. Noting the level of dwelling approvals in the 24/25 financial year was the lowest in almost two decades, the property and construction industry, and investors, are suffering from a lack of confidence and a lack of certainty, and that will flow through to the Missing Middle. As per previous correspondence to the then EPSDD, the imposition of LVC on development impacts feasibility and reduces yield below an acceptable threshold to obtain institutional finance.

From 1 July 2025, a single additional dwelling in Forrest may cost $343,750 (per unit). This amount is $277,500 in Barton, $257,500 in Deakin, and $181,250 in Ainslie (per dwelling). The lowest amount payable, across any suburb, per single additional dwelling, is currently $49,375. Greenway attracts a charge of $52,500 per unit for 2 dwellings, and $48,750 per unit for 3 dwellings. Even at the standard rate of $46,000 per dwelling, this is far too high and will ultimately contribute to the failure of the Missing Middle reforms.

Missing Middle development will not be feasible unless there is a change to the way LVC is applied. Regardless of any uplift in land value that may eventuate (which is paper based anyway so does not positively contribute to cash flow), paying a charge per dwelling like the LVC exacerbates the housing affordability crisis as this amount is directly added to the cost of the completed dwelling.

The current application of LVC exists as a blunt instrument which unnaturally influences what size and shape dwellings can be produced. It influences development towards larger dwellings, and even in the case of townhouses and other missing middle typologies, will continue to lead to the delivery of three-to-four-bedroom stock, as the returns on one- and two-bedroom stock are diminished.

Barriers to success

LVC is holding back housing supply in the Territory, disproportionately impacting housing affordability and thwarting the revenue available for collection by the ACT Government by way of land rates. We expect any modelling carried out to show that reform to the LVC would create clarity, confidence, and certainty for developers and would encourage Missing Middle typologies to be developed across all suburbs in Canberra, with a revenue neutral or positive position for the Territory due to an increase in supply and a proportionate increase in residential rates.

As noted in the overview of this submission, the majority of residential land impacted by the missing middle reforms is owned privately by everyday Canberrans. The requirement to pay LVC may disincentivise many of these owners, who may not have the financial capacity to absorb the cost of LVC, from exploring subdivision and redevelopment opportunities and thereby limit the positive contributions the Missing Middle reforms are intended to have.

To address this issue, we recommend:

Implement a moratorium on LVC for all Missing Middle housing typologies.

Review the codified charges for residential dwellings, rebalancing the equation between tax and rewarding investment and enterprise, simplifying the codified system by consolidating the number of areas that a codified value applies to (i.e. moving away from a single suburb codified value) and implementing a sliding scale for the size of the dwelling(s) that are being created rather than the number of dwellings.

Third party appeals

The uncertainty that the ACAT process and third-party appeals adds to development feasibility is increasing. Appeals to the ACAT are likely to increase with a corresponding increase in urban infill development, with every RZ1 block that is being developed potentially subject to an ACAT third-party appeal. Further consideration should be given to reviewing the scope of third party appeals as part of this process. This has been an extensive consultation process with the community, where community groups, individuals, and organisations, have had an opportunity to have their say about the future of housing development in Canberra. On this basis, it would be appropriate for third-party appeal rights to be limited and require a merit assessment themselves before the appeal progresses.

As we have stated previously, the move towards performance-based planning in the ACT is commended and supported by the Property Council. In practice, the Technical Specifications are being used by the ACAT as an example of the only safe and compliant way to demonstrate compliance with the Assessment Outcomes (see *Khandelwal v Territory Planning Authority (Administrative Review)* [2025] ACAT 48). This means that the Technical Specifications are elevated to de-facto 'rules' / enforceable requirements that often don't deliver the best outcomes for a site. Given the promotion of the Outcomes and Technical Specifications as part of this Missing Middle reform, it is imperative that the review be extended to include the operations of the ACAT, provide guidance to the ACAT and Tribunal Members on the hierarchy of planning authority and documents, in addition to the reform of third-party appeal rights.

To address this issue, we recommend:

Commit to a review of third-party appeal rights in respect of Missing Middle housing typologies.

Barriers to success

Urban Forest Act

We welcome the earlier announcement from the ACT Government that the review of the Urban Forest Act will take place sooner than first anticipated. The current requirements, including the regulation of trees and the requirements for removal, will inhibit the success of the delivery of Missing Middle.

Developer licensing

Our position on developer licensing has been made clear in previous submissions to the ACT Government. We reiterate that in its current form, the imposition of personal liability on a developer for things over which the developer does not directly control, is problematic.

Given that projects over 3 dwellings will be required to obtain a licence, it remains to be seen whether that will be a barrier to everyday Canberrans choosing to undertake a development on their parcel of land. The barriers, the lack of knowledge, and the considerable expense they will need to go to in order to obtain their licence, may be a barrier to entry.

Missing Middle Housing in the ACT: Feedback Submission

Executive Summary

The Australian Capital Territory (ACT) is experiencing considerable housing affordability pressures, exacerbated by limited housing supply and insufficient diversity in available housing types. Missing middle housing —including duplexes, townhouses, and small-scale multi-unit developments —is pivotal to addressing these challenges. However, current planning regulations and associated costs overseen by the ACT Planning and Land Authority (ACTPLA) significantly restrict the delivery of this crucial housing category.

Identified Barriers:

- Overly restrictive height and setback requirements in established suburbs. [1]
- High upfront development application fees disproportionately impacting homeowners and small developers. [3]
- Procedural requirements mandating full completion before block subdivision, heightening financial risk and limiting cash flow. [7]

Strategic Recommendations:

- **Policy Reforms:**
  - Allow three-storey developments, especially in RZ1, RZ2, and RZ3 zones[1].
  - Implement flexible, performance-based setback regulations. [9]
  - Increase density allowances in strategic infill areas, particularly RZ2 zones.
  - Proactively rezone key areas near shopping centers and public transport, and implement automatic rezoning to remove individual application charges for multiple units.
- **Staged Subdivision Approvals:**
  - Introduce staged subdivision processes, secured by financial guarantees, allowing early capital realization and reducing financial barriers. [11]
- **Financial Incentives:**
  - Provide targeted government loans, grants, shared equity schemes, and deferred payment options to improve project viability for non-developer entities. [14]
- **Technological and Design Innovations:**
  - Deploy AI-powered assessment tools and offer government-owned pre-approved housing designs to streamline processes and substantially reduce

upfront costs. [18]

- **Community Partnerships:**
  - Promote partnerships with homeowners and neighbours through Community Land Trusts (CLTs) and co-housing initiatives to foster sustainable, integrated, and affordable communities. [21]

Benefits of the Proposed Solutions:

- **Simplified Processes:** Streamlining planning and approval processes through measures like AI-powered assessment tools and government-owned pre-approved designs will significantly enhance accessibility for individual homeowners and small-scale developers. This reduces the complexity and time burden, encouraging more diverse participants to enter the housing market, leading to a diversified and increased housing supply, and ultimately, a reduction in overall housing costs.
- **Reduced Upfront Costs:** Lowering financial risk through targeted government loans, grants, and deferred payment schemes for statutory fees and infrastructure charges enables greater participation from homeowners and small developers, improving project feasibility and making missing middle housing more financially accessible.
- **Community Partnerships:** Promoting partnerships with homeowners and neighbours through models like Community Land Trusts (CLTs) and co-housing initiatives fosters stronger community cohesion, ensures long-term affordability by removing land from the speculative market, and enhances local acceptance of increased residential density by involving residents in the design and governance.

Immediate Implementation Actions:

- Conduct pilot projects with flexible planning rules in selected suburbs.
- Initiate government-backed financial pilot programs (loans, deferred payments).
- Launch an AI assessment pilot project to demonstrate efficiency and cost reduction.

Adopting these recommendations will significantly contribute to the ACT's goal of creating a more accessible, equitable, and sustainable housing market.

1. Introduction: The Imperative for Missing Middle Housing in the ACT

Defining "Missing Middle Housing" and its Relevance

"Missing middle housing" refers to a diverse range of housing types that bridge the gap between detached single-family homes and large, multi-storey apartment buildings. This category typically includes duplexes, townhouses, triplexes, courtyard clusters, and small-scale multi-unit dwellings.[24] These housing forms are increasingly recognized as essential components of a healthy urban housing ecosystem. They offer a crucial middle ground that provides affordability, flexibility, and a broader range of choices for residents.[24] By gently increasing residential density within existing suburbs, missing middle housing can contribute to the creation of vibrant, sustainable, and future-proofed communities without compromising their established character.[24] This approach optimizes land use in a manner that feels organic and integrated, rather than forced.[24]

Context of the ACT's Housing Affordability and Supply Challenges

Australia is currently facing a significant housing crisis, with an urgent need for approximately 1.2 million new homes within the next five years to meet projected population growth.[24] The prevailing zoning laws in many Australian cities often present a binary choice: either a large detached house on the urban fringe or a compact apartment in a city tower.[24] This limited spectrum of housing options has led to underutilized land in well-located suburbs, restricted housing supply, and consequently, inflated property prices.[24]

The ACT is not immune to these pressures. Its housing market exhibits similar characteristics, with a critical demand for more diverse housing options. This demand is driven by evolving demographic trends, including a growing number of downsizing Baby Boomers, young professionals, and single-person households who seek alternatives that are more affordable and better suited to their lifestyle needs than traditional detached homes or high-rise apartments.[24] Addressing this "missing middle" gap is therefore paramount for enhancing liveability and ensuring equitable access to housing in the ACT.

Purpose of this Feedback Submission to ACTPLA

This submission aims to provide constructive and evidence-based feedback on the proposed missing middle housing reforms in the ACT. Its primary purpose is to

articulate the existing regulatory and procedural barriers within the current planning system that hinder the development of missing middle housing. By drawing upon specific ACTPLA legislation and regulations, this report will highlight the practical implications of these barriers. Furthermore, it will propose a series of innovative, multi-faceted solutions, supported by comparative analysis of successful models and development cost data from other jurisdictions, both within Australia and internationally. The ultimate objective is to advocate for a more enabling and responsive planning framework that can foster a greater diversity of housing options, improve affordability, and enhance the overall liveability of ACT communities.

2. Current Regulatory and Procedural Barriers in the ACT

The current planning framework in the ACT, particularly as administered by ACTPLA, presents several significant regulatory and procedural impediments to the widespread adoption and development of missing middle housing. These barriers manifest in restricti ve planning rules, high application costs, and cumbersome procedural requirements, collectively hindering the efficient delivery of diverse housing types.

2.1 Restrictive Planning Rules in Older Suburbs (ACTPLA Development Rules/Legislation)

Height and Storey Limitations

One of the most direct constraints on missing middle housing in the ACT's older suburbs stems from stringent height and storey limitations. The RZ1 (Suburban Zone), which encompasses a substantial portion of the established residential fabric, strictly mandates that buildings do not exceed two storeys. [1] This rule is absolute, explicitly prohibiting attics or basement car parking if they are located directly above or below any two-storey element of the dwelling. [1] While RZ2 (Suburban Core Zone) and RZ3 (Urban Residential Zone) also maintain a two-storey limit, they offer a slight concession by permitting attics and/or basements in addition to the two storeys. [1] Only the RZ4 (Medium Density Residential Zone) allows for three-storey buildings, with attics and/or basements permitted in addition. [1] The RZ5 (High Density Residential Zone) permits buildings up to six storeys, though specific height restrictions apply when adjacent to RZ1, RZ2, and RZ3 zones[1].

The strict two-storey limit in RZ1, where much of the older suburban housing stock is located, directly limits the potential for increased density and diverse housing types characteristic of missing middle housing. Types such as three-storey townhouses,

triplexes, or small apartment buildings, which are crucial for filling the housing gap between detached homes and high-rise towers, are effectively precluded in these zones. This regulatory constraint inadvertently funnels development towards either low-density single-family homes or high-rise structures, thereby perpetuating the "missing middle" housing deficit. The current rules, while perhaps intended to preserve neighborhood character, inadvertently restrict the very housing types that could gently increase density and provide much-needed options.

Strict Setback Requirements

Compounding the impact of height restrictions are the complex and often stringent setback requirements outlined in the ACT Residential Zones Multi Unit Housing Development Code. These regulations dictate precise distances buildings must maintain from property boundaries. For instance, in RZ1, RZ2, and RZ3 zones, side setbacks for upper floors can range from 3 meters to 9 meters, depending on the type of wall (e.g., blank walls versus those with windows or balconies) and whether the boundary falls within the Primary Building Zone (PBZ) or Rear Zone (RZ).[1] Rear setbacks are similarly substantial, ranging from 3 meters for lower floors to 9 meters for upper floors with non-blank walls.[1] These setbacks are often defined by projected planes, such as 45 degrees from 2 meters or 3.5 meters above natural ground level.[1] The stated intent behind these controls is to ensure sufficient spatial separation, privacy, and solar access for adjoining properties.[1]

The combination of strict height limits and these complex, often increasing, setback requirements for upper floors significantly constrains the actual buildable area on a block. For example, a 6-meter setback for an upper floor side boundary in the PBZ, or a 9-meter setback in the RZ for non-blank walls, can render a substantial portion of a standard block unusable for multi-unit housing. While the objective of protecting amenity is valid, the prescriptive nature of these rules can make it nearly impossible to design multi-unit dwellings that are both compliant and economically viable, particularly on smaller or irregularly shaped infill lots. This rigidity in planning regulations inadvertently stifles the very gentle density that missing middle housing aims to achieve, leading to underutilized land and inflated per-unit development costs.

2.2 High Costs Associated with Development Applications

The financial burden associated with navigating the ACT's development application (DA) process presents another significant barrier, particularly for individual

homeowners or small-scale developers.

Breakdown of ACTPLA Application Fees

ACTPLA fees are multifaceted and vary considerably based on the nature and estimated cost of the development. For instance, "Deemed-to-Satisfy" applications incur fees ranging from $146 to $242. "Performance Assessed" applications are charged at $289 or 0. 125% of the development cost, up to a maximum of $200,000, whichever is greater. For "Impact Assessed" projects, fees can be 0.25% of the total development cost, capped at $300,000 or $500,000, with Environmental Impact Statement (EIS) declarations incurri ng an initial $2,024 plus 0.25% of the total development cost. [3] Land division fees are $203, with an additional $18.50 per allotment for subdivisions creating five or more lots. [3] Building assessment fees for multi-unit dwellings (Classes 2-9) range from $775 for projects up to $20,000 in cost, escalating to $3,921 plus 0.15% for projects exceeding $1 million. [3] Beyond initial submissions, fees for processing residential developments (such as estate development plans and design/operational acceptance) demonstrate a significant escalation: while the first and second submissions are free, a third submission costs $1,647.85, and a fourth or more submission is $3,437.65.[4] Inspections also incur fees after the initial one. [4] Additionally, an Urban Tree Fund fee of $516 is levied for each replacement tree not planted on site. [3]

The cumulative nature of these various application, assessment, referral, inspection, and re-submission fees creates an extremely high cost for simply getting applications processed. This financial burden disproportionately impacts individual homeowners or small-scale developers who typically lack the extensive capital reserves or economies of scale enjoyed by larger development corporations. The escalating fees for multiple submissions, in particular, can quickly render a project unviable if initial applic ations are not perfectly aligned with complex requirements, effectively acting as a significant barrier to entry for non-developer entities.

Professional Fees

Beyond the direct government charges, applicants face substantial costs for professional services. Architects typically charge between 5% and 20% of the total construction costs, or hourly rates ranging from $100 to $250. [5] For basic architectural plans, costs can range from $2,000 to $20,000, while comprehensive design services, including full construction documents and project management, can amount to $15,000 to over $80,000. [5] A real-world example cited a cost of $12,000

for design development and planning consultation, with an additional $3,500 for other consultancy fees covering engineers, surveyors, and land assessment.[6] These professional fees are standard and essential components of any development application.[27]

The combination of these substantial professional fees for design, engineering, and surveying, coupled with the high and often unpredictable government application fees (especially when multiple re-submissions or additional inspections are required), creates a significant upfront financial risk. This financial exposure is incurred regardless of whether the development application is ultimately approved. Such a high-risk, non-recoverable cost structure deters potential missing middle projects, particularly those initiated by non-traditional developers such as individual homeowners seeking to add a duplex or small multi-unit dwelling to their property. These entities often lack access to large capital pools or the willingness to absorb such considerable financial risks before construction even commences.

2.3 Requirement for Development Completion Before Block Subdivision

A critical procedural hurdle in the ACT is the requirement for substantial development completion before formal block subdivision can occur. In the ACT, a "subdivision certificate" is issued at the *end* of the development and construction process, serving as the authorization for the registration of a plan of subdivision. [29] Similarly, for most new building work, a "certificate of occupancy or use" is required before a building can be occupied, typically issued when the work is complete or substantially complete. [7] Unit developments also necessitate a "certificate of compliance" once all development provisions have been met. [7] Furthermore, subdivision design applications are categorized as "significant development," implying a more rigorous assessment process. [8]

This sequential requirement means that individual units within a multi-unit development cannot be legally separated and sold until the entire project is substantially complete and all necessary certifications have been obtained. This places a significant cash flow burden and amplifies financial risk for developers, particularly smaller entities or individual homeowners. They are compelled to finance the entire construction project upfront, including all associated costs, before they can realize any revenue from the sale of individual units. This contrasts sharply with models in other jurisdictions where preliminary subdivision plans can be approved earlier, often secured by performance bonds or covenants, thereby allowing for staged sales and reduced financial exposure throughout the development lifecycle. [11]

The ACT's current approach limits access to capital and increases holding costs, making missing middle projects less financially accessible and viable for a broader range of participants.

3. Proposed Solutions and Innovative Approaches

Addressing the identified barriers requires a multi-pronged strategy that encompasses policy and legislative reforms, innovative financial and partnership models, and the strategic adoption of technology and design innovations.

3.1 Policy and Legislative Reforms

Allowing Three-Storey Developments and Removing Height Restrictions

To effectively address the "missing middle" housing gap, a critical policy reform involves amending planning regulations to permit three-storey developments for missing middle housing types, such as townhouses, triplexes, and small apartment buildings. This expansion should particularly target RZ1 (Suburban Zone), RZ2 (Suburban Core Zone), and RZ3 (Urban Residential Zone) areas, aligning their allowances more closely with the existing RZ4 (Medium Density Residential Zone) provisions.[1] The current strict two-storey limit in RZ1, RZ2, and RZ3 zones severely restricts the potential for increased density and diverse housing types. Removing these rigid height restrictions would enable more flexible and efficient use of land, allowing for the construction of housing types that better meet the evolving needs of the ACT's population, such as multi-generational households and downsizers seeking alternatives to large detached homes or high-rise apartments.[34] Such a change is especially pertinent in locations well-serviced by public transport, existing amenities, or areas specifically designated for infill growth.

Increasing Dwelling Density in RZ2 Zones

Coupled with increased height allowances, there is a need to explicitly increase the number of dwellings permitted on RZ2 (Suburban Core Zone) residential blocks. Currently, RZ2 allows for single dwellings, dual occupancies on blocks 800 square metres or larger, and multi-unit developments, with dual occupancies able to be unit-titled for separate sale.[35] Some "Mr Fluffy" affected blocks have a reduced minimum size of 700 square metres for dual occupancy.[36] Expanding the permissible number of units in RZ2 zones, beyond just dual occupancy, would significantly contribute to housing supply in established areas, particularly when combined with the proposed

increase to three storeys. This would allow for more diverse housing configurations like triplexes or small apartment buildings, maximizing the utility of well-located land.

Flexible Setback Regulations

A move away from rigid, prescriptive setback rules towards a more flexible, performance-based planning framework is essential. Instead of mandating fixed distances from boundaries, the regulations should establish clear amenity outcomes that designs must achieve. These outcomes would typically include ensuring adequate solar access, maintaining reasonable privacy for adjoining properties, and providing sufficient spatial separation. [1] This shift would grant greater design flexibility and encourage innovation, allowing architects and developers to make more efficient use of land while still safeguarding the amenity of neighboring properties.

Transitioning from prescriptive setback rules to performance-based codes would empower designers to create innovative missing middle housing solutions that optimize land utilization while consistently protecting neighbor amenity. This approach, successfully implemented in some international contexts, allows for site-specific adaptations rather than imposing blanket restrictions that currently stifle creative infill development. [9] For instance, form-based codes regulate the physical design and footprint of new developments rather than solely focusing on residential density or unit count, which can effectively address concerns about neighborhood character. [9] Such flexibility would enable context-sensitive solutions, where setbacks could vary based on specific site conditions, building articulation, or the incorporation of screening elements, thereby preventing the rigid application of rules that can render infill development unfeasible.

Rezoning in Key Areas and Automatic Rezoning

The ACT Government should proactively identify and rezone key areas, particularly those in close proximity to existing shopping centers, public transport hubs, and other amenities. The Territory Plan already guides zoning and development, and is updated to allow for more diverse housing types in areas like RZ2 zones, which are typically found near shops and public transport routes.

Furthermore, legislation should be changed to allow for *automatic rezoning* in these designated growth areas, removing the need for individual property owners to apply for rezoning to put multiple units on their land. This would significantly reduce the administrative burden, time, and cost associated with increasing density. For example, some US cities allow duplexes and triplexes "by right" in all residential zones, streamlining development.[9] Massachusetts has a law that enables the state to directly "zone" or exempt certain structures from municipal zoning altogether, encouraging multi-family housing near public transit.[37] This approach would remove existing charges and complexities associated with individual rezoning applications, making it easier and more financially viable for homeowners and small developers to contribute to the housing supply.

Staged Subdivision Approvals

To alleviate the significant financial burden on developers, particularly smaller entities and homeowners, the ACT should introduce a multi-stage subdivision approval process. This process would allow for the approval of preliminary subdivision plans, for instance, at the Development Application (DA) stage, prior to the completion of all building works. Final subdivision certification and titling could then be secured by financial instruments such as performance bonds or covenants, which would guarantee the satisfactory completion of all required infrastructure and dwellings. [11]

Implementing a staged subdivision approval process would significantly de-risk projects for smaller developers and homeowners. By allowing preliminary plans to be approved earlier, and by securing the completion of infrastructure with financial guarantees, developers would be able to access finance for individual units or even sell off subdivided lots at earlier stages of the project. This would dramatically improve cash flow, reduce the need for extensive upfront capital, and lower overall holding costs. The current requirement to finance an entire multi-unit development before any revenue can be realized is a major financial barrier. A staged approval process would make missing middle projects more financially accessible and viable for a broader range of participants, thereby stimulating supply from non-traditional development entities.

3.2 Financial and Partnership Models

Partnering with Owners and Neighbours

To foster genuinely affordable and socially integrated missing middle housing, the ACT should actively support and incentivize community-led housing models, such as Community Land Trusts (CLTs) and co-housing initiatives. Community Land Trusts are non-profit organizations that acquire and hold land in trust to ensure long-term affordability of housing built upon it, effectively removing the land from the speculative market.[41] These models feature robust and transparent governance structures that prioritize community benefit and deliver better housing outcomes.[21] Co-housing initiatives, on the other hand, involve future residents in the design, delivery, and post-occupancy management of their communities, fostering a strong sense of collective responsibility and shared resources.[43]

By actively supporting these models, for example, through seed funding, technical assistance, or preferential planning pathways, the ACT could leverage community agency to overcome common resistance to density and ensure long-term affordability and liveability. Mechanisms like Voluntary Planning Agreements (VPAs) could also be explored, where private developers contribute land or funds to CLTs in exchange for planning concessions.[21] This approach not only increases housing supply but also cultivates stronger, more inclusive, and resilient communities, providing diverse housing options that cater to changing demographics and promoting social interaction. This directly addresses concerns about preserving the "character and soul of existing suburbs" while enabling growth, contrasting with poor quality infill development that can alienate communities.[44]

Government Loans and Financial Incentives

To stimulate missing middle housing development from owner-occupiers and small-scale developers, the ACT Government should establish or expand targeted loan and

grant programs. This could involve offering concessional loans, implementing shared equity schemes similar to the federal "Help to Buy" initiative [14], or extending guarantees akin to the "Home Guarantee Scheme".[16] These financial mechanisms would aim to reduce upfront deposit requirements and potentially waive Lenders Mortgage Insurance (LMI), thereby lowering initial costs and increasing access to capital for individuals and smaller entities.[14]

The current federal "Help to Buy" scheme, for example, allows eligible home buyers to purchase a property with a deposit as low as 2%, with the government contributing up to 40% equity for new homes, and waiving LMI.[14] Similarly, the "Home Guarantee Scheme" supports home buyers with a 2% or 5% deposit by providing a guarantee to the lender, reducing the need for LMI.[16] While these existing schemes primarily target homeownership, the strategic application of similar principles to small-scale development projects (e.g., owner-builder duplexes or small multi-unit projects) would be transformative. Additionally, dedicated funds for infill development, such as Western Australia's Infrastructure Development Fund which assists medium to high-density housing in priority infill locations [54], could be explored. This targeted financial de-risking would stimulate a more diverse range of housing providers beyond large corporate developers, directly addressing the financial barriers for individuals and small groups seeking to undertake missing middle projects.

Deferred Payments

To improve liquidity and ease the upfront financial burden on developers, particularly for smaller-scale missing middle projects where units are intended for sale upon completion, the implementation of deferred payment schemes for certain statutory fees and infrastructure charges is recommended. Payments could be structured to occur at key project milestones or upon the sale of individual units, significantly reducing the initial capital outlay required. The ACT already offers deferred duty for eligible home buyers [17], and other jurisdictions like Queensland provide stamp duty concessions.[55]

Applying this concept to development-related fees, such as Development Application fees or infrastructure charges, would free up crucial capital during the construction phase. For a small developer or homeowner building a duplex with the intent to sell

one or both units, deferring these significant fees until settlement would enhance project viability. This mechanism directly addresses the "extreme high cost to get applications in" by shifting the timing of payment, thereby improving cash flow and making missing middle projects more feasible for a broader spectrum of participants.

Removing Barriers Less Geared Towards Developers

A comprehensive review and revision of existing planning policies and fee structures are necessary to specifically reduce the disproportionate burden on individual homeowners and small-scale entities. This involves simplifying complex application processes, which often require extensive documentation and specialist reports that can be costly and time-consuming for non-developers.[56] The number of required specialist reports for smaller, less complex projects should be re-evaluated and potentially reduced. Furthermore, fee structures should be made more progressive, ensuring they do not inadvertently penalize smaller developments that are crucial for missing middle housing. The aim is to create a more equitable playing field, encouraging a wider array of participants to contribute to housing supply by making the development process more accessible and less financially prohibitive for those without large-scale developer resources.

3.3 Technological and Design Innovations

Leveraging AI for Development Assessment

Investing in and implementing Artificial Intelligence (AI)-powered tools within ACTPLA's development assessment processes offers a transformative opportunity to enhance efficiency and consistency. AI can be deployed for automated compliance checks against planning codes, enabling rapid identification of deviations and ensuring adherence to regulations.[18] It can also facilitate risk-based triage of applications, allowing planners to quickly identify and prioritize complex or non-

compliant elements within submissions. [18] Furthermore, AI can power self-assessment tools for applicants, enabling them to conduct preliminary checks on their proposals before formal submission, thereby reducing common mistakes and the need for multiple re-submissions.[18]

AI's ability to analyze vast amounts of data and simulate urban scenarios can significantly reduce DA processing times, improve consistency in decision-making, and minimize administrative errors.[62] For example, in NSW, AI trials aim to reduce administrative delays, duplications, and mistakes, potentially saving "hundreds of thousands of days" by reducing requests for additional information.[19] This directly translates to lower costs and faster approvals, which are critical for making missing middle projects more viable, especially for smaller players who are particularly sensitive to prolonged timelines and escalating fees. AI can liberate planners from routine tasks, allowing them to focus on strategic initiatives and complex problem-solving.[19]

Pre-Approved Designs (ACT Government Owning IP)

Developing a publicly accessible library of high-quality, adaptable, and sustainable missing middle housing designs (e.g., duplexes, townhouses, small apartment buildings) would significantly streamline the development process. The ACT Government should proactively own the intellectual property (IP) of these designs, making them available for public use, potentially free of charge or for a nominal fee. These designs would come with pre-approved planning pathways, substantially reducing both design costs and approval times for applicants.

This strategy has been successfully implemented in other Australian jurisdictions. Victoria's "Future Homes" initiative provides exemplar designs for small apartment buildings, available for purchase with mandatory design and planning requirements to ensure quality.[71] Similarly, the "NSW Housing Pattern Book" offers pre-approved, architecturally designed, and cost-effective templates for low- and mid-rise housing, accessible for public use and benefiting from a fast-track planning approval process, often through Complying Development Certificates (CDCs). [20] These models demonstrate that government ownership of IP can facilitate widespread access to quality designs, de-risk the initial design phase for applicants, and provide a clear,

fast-track path to compliance. This directly addresses the burden of high professional fees and complex approval processes, thereby democratizing access to missing middle development for a broader range of participants, including homeowners and small builders.

Proactive Land Identification

To ensure that missing middle housing is developed in appropriate and well-serviced locations, the ACT Government should adopt a proactive approach to land identification. This involves leveraging advanced data analytics and AI tools to identify underutilized land parcels within established suburbs that are ideally suited for missing middle development. [63] This analysis would consider critical factors such as existing infrastructure capacity (roads, utilities), proximity to public transport links, and compatibility with surrounding community character. [63]

Once suitable parcels are identified, the ACT Government could then proactively engage with the owners of these properties. This engagement could involve offering targeted incentives, providing dedicated support for navigating the planning process, or even making direct offers for development partnerships. This strategic approach provides market certainty by clearly indicating "development-ready" sites, thereby reducing the speculative risk for potential developers, particularly smaller ones. By shifting the burden from individual applicants trying to find suitable sites to the government providing clear guidance and support, this strategy would accelerate infill development in a planned and integrated manner, ensuring that new housing contributes positively to existing communities.

4. Benefits of a New Approach to Missing Middle Housing

A progressive approach to missing middle housing in the ACT offers a multitude of benefits across social, economic, and environmental dimensions, contributing to a more sustainable and equitable urban future.

4.1 Social Benefits

Increased Housing Affordability and Accessibility

Missing middle housing types are inherently more affordable than traditional single-family homes, primarily due to their smaller size and reduced per-unit construction and land costs.[9] By expanding the supply of these diverse housing options, the ACT can directly alleviate the acute price pressures currently experienced across the housing market.[9] This increased supply also enhances accessibility for a broader range of income levels, making homeownership or appropriate rental options attainable for more residents.[9]

Enhanced Housing Diversity and Choice

The introduction of a greater variety of housing types provides attractive options for diverse demographics. This includes seniors looking to downsize while remaining in their established communities, young professionals seeking entry into the housing market, and small families who may not require or be able to afford a large detached house but also do not wish to live in high-rise apartments.[9] This diversity ensures that the housing stock is responsive to the evolving needs and preferences of the ACT's population.

Strengthened Community Cohesion and Liveability

Missing middle housing, when designed thoughtfully, can seamlessly blend with existing neighborhood character, fostering a sense of continuity rather than disruption.[9] Furthermore, actively supporting community-led models such as co-

housing initiatives and Community Land Trusts can significantly strengthen community cohesion. These models promote shared resources, encourage social interaction, and cultivate a strong sense of belonging among residents.[43] This emphasis on community interaction and shared spaces contributes to a higher quality of life and improved overall liveability within suburbs.

Improved Social Equity and Inclusivity

By providing a greater diversity of housing options at different price points, missing middle housing can facilitate more economically and racially inclusive neighborhoods. Historically, single-family-only zoning has contributed to patterns of residential segregation by pricing out lower-income households and people of color from certain areas.[9] Enabling missing middle housing types is a strategic approach to creating more affordable homes in well-located areas, thereby fostering greater social equity and ensuring that diverse residents can access desirable communities. This contributes to a more equitable urban landscape where housing opportunities are distributed more evenly.

4.2 Economic Benefits

Stimulation of the Construction Sector and Job Creation

An increased focus on missing middle housing directly stimulates activity within the construction sector. Australia's urgent need for new homes underscores the potential for significant construction growth. [24] By streamlining approvals and incentivizing these housing types, the ACT can boost building activity, leading to job creation across various trades and professions within the industry.

Efficient Use of Existing Infrastructure

Infill development, a hallmark of missing middle housing, optimizes land use within existing urban boundaries. This approach leverages existing infrastructure, including roads, utilities, and public transport networks, reducing the need for costly new infrastructure investments in greenfield areas on the city's periphery. [24] This efficient utilization of existing assets translates into significant cost savings for the government and taxpayers.

Increased Property Value and Economic Activity

Well-designed infill developments can enhance the value of properties in desirable urban locations. [34] By offering a diversified range of housing options, these developments support local businesses and services, as increased residential density in established areas makes local retail and community service provision more economically viable. [81] This fosters localized economic activity and vibrancy.

Reduced Urban Sprawl and Associated Infrastructure Costs

Embracing gentle density allows cities to grow "inside-out," minimizing urban sprawl and the associated costs of extending infrastructure networks to new, undeveloped areas.[10] This approach preserves valuable peri-urban land, often agricultural or environmentally sensitive, and reduces long-term public expenditure on infrastructure maintenance and expansion. The economic benefit extends beyond immediate construction, encompassing long-term efficiency gains from more compact and well-planned urban development.

4.3 Environmental Benefits

Reduced Carbon Footprint through Infill Development

Missing middle housing, by promoting compact development patterns, inherently reduces urban sprawl. This leads to shorter commuting distances for residents, which in turn results in lower carbon emissions from transportation. [10] Furthermore, new missing middle housing can be designed to incorporate advanced energy - efficient features, such as passive solar design, high - performance insulation, and renewable energy systems, further reducing their environmental impact. [34]

Preservation of Green Spaces and Natural Habitats

By concentrating development within existing urban boundaries through infill strategies, the pressure to develop greenfield sites and natural habitats on the city's fringes is significantly reduced. [10] This approach helps to preserve biodiversity, protect ecosystems, and maintain the natural amenity of the surrounding landscape.

Promotion of Walkability and Reduced Reliance on Private Vehicles

Increased residential density in well - located areas, particularly near public transport hubs and local amenities, fosters more walkable neighborhoods. [9] This encourages residents to rely less on private vehicles for daily commutes and errands, promoting active transport modes like walking and cycling. The reduction in car dependency contributes to lower traffic congestion, improved air quality, and a heal thier urban environment. Missing middle housing is thus a key component of a broader sustainable urban strategy, aligning with climate goals by promoting compact, efficient, and green urbanism.

5. Comparative Analysis: Successful Models and Costs in Other

Jurisdictions

Examining approaches in other jurisdictions, both within Australia and internationally, provides valuable insights into effective strategies for promoting missing middle housing and highlights areas where the ACT can learn and adapt.

5.1 Onshore Jurisdictions (Australia)

NSW Housing Pattern Book & Complying Development

The New South Wales (NSW) Government is actively developing a "Housing Pattern Book" that features pre-approved, architecturally designed, and cost-effective templates for low- and mid-rise housing.[20] This collection includes designs for terrace houses, duplexes, and low-rise apartments (up to six storeys).[20] These designs are publicly accessible, and their use is intended to come with a fast-track planning approval process, often facilitated through Complying Development Certificates (CDCs) for low-rise housing.[20] CDCs can be approved by local councils or private certifiers typically within 2 to 3 weeks, significantly accelerating the approval timeline compared to traditional Development Applications (DAs).[77]

The NSW Housing Pattern Book demonstrates a scalable model for accelerating missing middle housing by providing pre-approved designs that bypass lengthy individual design and approval processes. This offers a clear, streamlined pathway for diverse stakeholders, including homeowners and small builders, to contribute to housing supply while maintaining design quality and neighborhood character. The government's ownership of the intellectual property (IP) for these designs makes them widely available for public benefit, directly addressing the high professional fees and complex approval times often encountered in traditional development processes.

Victoria's Future Homes Initiative

Victoria's "Future Homes" initiative provides exemplar designs for small apartment buildings, specifically targeting the General Residential Zone for buildings up to three storeys, and a broader "Great Design Fast Track" for projects up to eight storeys. [71] While these designs are available for purchase and can be adapted to various site conditions, they must adhere to 13 mandatory design and planning requirements prescribed under the General Residential Zone. [71] The "Great Design Fast Track" offers a streamlined planning process where the Minister for Planning acts as the ultimate decision-maker, and third-party appeal rights are removed, facilitating faster decisions.[72]

Victoria's Future Homes model highlights the potential for combining pre-approved designs with *mandatory* design and planning requirements to ensure high-quality outcomes even with accelerated approvals. This approach demonstrates that efficiency in housing delivery does not have to come at the expense of design excellence or local amenity, a common concern associated with increased density. By embedding quality standards from the outset, the initiative aims to address community apprehension about rapid development and promote well-integrated missing middle housing.

Community Housing Providers (CHPs) and Community Land Trusts (CLTs)

Across Australia, Community Housing Providers (CHPs) and Community Land Trusts (CLTs) are playing an increasingly vital role in delivering social and affordable missing middle housing. CHPs are not-for-profit entities that provide housing for low-to-moderate income individuals and families, often partnering with all levels of government and the private sector. [42] These organizations manage substantial asset portfolios and leverage various financing mechanisms to deliver housing at scale. [23] CLTs are community-run models that acquire land to ensure long-term housing affordability by removing it from the speculative market. [41] They foster resident participation in planning and governance and can acquire land through mechanisms like Voluntary Planning Agreements. [21]

The growing prominence of CHPs and the emergence of CLTs in Australia demonstrate viable alternative models for delivering social and affordable missing middle housing. These entities, often collaborating with government funding bodies like Housing Australia (through initiatives such as the Housing Australia Future Fund Facility and National Housing Accord Facility [42]), offer a non-speculative pathway to long-term affordability and community-centric development. This addresses a critical gap often left by traditional market-driven approaches, which may prioritize profit over long-term affordability and community integration.

5.2 Offshore Jurisdictions

United States (e.g., Portland, Sacramento)

Several US cities have successfully implemented reforms to encourage missing middle housing. Cities like Portland and Sacramento have shifted from traditional zoning to more flexible approaches, such as form-based codes, which regulate the physical design and footprint of new developments rather than strictly controlling residential density or the number of units. [9] This approach allows missing middle housing types like duplexes and triplexes to be allowable "by right" in all residential zones, significantly streamlining the development process. [9]

This policy shift has demonstrated tangible benefits in expanding the supply of affordable housing. Research indicates that building middle-priced housing increases long-term regional affordability by allowing higher-income residents to move into new market-rate housing, thereby vacating older housing stock that can then become accessible to lower-income households. [25] For example, the City of Portland found that allowing smaller units citywide could reduce average housing costs by 56% over a 20-year period. [25] This model underscores that updating zoning codes and land use regulations to facilitate missing middle housing can lead to more inclusive neighborhoods and alleviate price pressures across the broader housing market.

Sweden (Prefabricated Housing)

Sweden stands out as a leading example in the adoption of prefabricated housing, with 84% of new houses utilizing prefabricated elements, compared to only about 5% in Australia.[82] This widespread adoption is directly relevant to the efficient delivery of missing middle housing. Prefabricated construction can deliver low-rise apartments, townhouses, and duplexes much more quickly than traditional on-site construction methods, often in weeks rather than months. [82]

Beyond speed, prefabricated housing offers consistent high quality due to precise manufacturing in controlled factory conditions, and it contributes to greater sustainability by reducing waste. [82] Off-site production also minimizes construction activities, noise, and traffic disturbances on the housing site, which is particularly beneficial in established urban areas where infill development is needed. [82] The Swedish model demonstrates that leveraging advanced construction methods can significantly enhance the speed, affordability, and quality of missing middle housing delivery, providing a proven approach to scaling supply efficiently.

5.3 Development Cost and Barrier Comparison (Major Australian Cities)

Comparing development costs and regulatory barriers across major Australian cities reveals the varying challenges faced by developers and highlights the ACT's position within this landscape.

Construction Costs

Construction costs vary significantly across Australia's major cities. A recent report indicates that Brisbane leads as the most expensive city to build in Australia, at AU5,009persquaremeter,followedcloselybySydneyatAU4,866 per square meter. [86] Perth ranks third at AU

4,497persquaremeter.[86]Melbourneiscomparativelycheaper,atAU4,242 per square

meter, and Adelaide is the most affordable, averaging AU$4,133 per square meter. [86] Another source provides a slightly different range for average build costs per square meter: NSW ($2,300-$4,200), Victoria ($2,000-$3,800), Queensland ($1,800-$3,400), and South Australia ($1,700+).[87] These figures reflect regional differences in labor costs, material availability, and market demand. While specific data for ACT construction costs were not provided in the research, its position as a capital city suggests costs are likely to be on the higher end of the spectrum, comparable to Sydney or Brisbane.

Application Fees (Duplex/Townhouse/Multi-unit)

Development application fees for multi-unit projects vary considerably across Australian cities, adding to the overall cost burden.

- **ACT:** Fees are complex and tiered based on development cost and assessment type. For instance, "Performance Assessed" applications are $289 or 0.125% of development cost (up to $200,000 max), while "Impact Assessed" can be 0.25% of development cost (up to $300,000 or $500,000 max). [3] Crucially, third and subsequent submissions for residential developments incur escalating fees ($1,647.85 for third, $3,437.65 for fourth or more). [4] Land division fees are $203 plus additional per-allotment charges. [3]
- **Sydney (NSW):** DA fees are also tiered based on estimated development cost. For example, works between $500,001 and $1,000,000 incur a base fee of $2,272 plus $1.64 per $1,000 over $500,000. [88] For works over $10 million, the base fee is $20,667 plus $1.19 per $1,000 over $10 million. [88] Fees for strata subdivision are $430 plus $65 per additional lot. [88] Additional fees apply for integrated or designated developments. [88]
- **Melbourne (VIC):** Planning permit application fees are structured by development cost. For "other development" (which includes multi-unit), costs range from $1,302.80 for projects up to $100,000, to $65,458.10 for projects exceeding $50,000,000. [92] A Metropolitan Planning Levy applies for developments in metropolitan Melbourne exceeding $1 million. [71]
- **Brisbane (QLD):** Fees are calculated using a points system, with one point valued at $143 for 2025-26.[98] For multi-unit residential development, fees range significantly based on the number of dwellings and gross floor area (GFA). For

instance, multi-unit residential development with 11-50 dwellings and 1,001-5,000m² GFA can incur a fee of $7,329.[99] Smaller dual occupancy applications can be around $3,500 for a town planner's services, plus council fees.[100]

- **Adelaide (SA):** Fees are also tiered by development cost. "Performance Assessed" is $289 or 0.125% of development cost (up to $200,000 max). [3] "Building Assessment – Classes 2-9" (multi-unit) ranges from $775 (up to $20,000 cost) to $3,921 plus 0.15% (over $1M cost). [3] Land division fees are $203 plus per-allotment charges. [3]
- **Perth (WA):** Development Assessment Panel (DAP) application fees for projects less than $2 million are $5,341, increasing to $16,680 for projects not less than $50 million. [102]

The comparative analysis of application fees reveals that while all major Australian cities have tiered fee structures based on development cost, the cumulative impact of various fees, especially for re-submissions and additional services, can be substantial in the ACT. This complexity and potential for escalating costs, particularly for smaller projects or those undertaken by non-developers, can place the ACT at a competitive disadvantage, contributing to higher overall development costs.

Processing Times

Development application processing times for multi-unit developments vary significantly, both within Australia and internationally.

- **ACT:** A "standard development DA" typically has a public notification period of 15 working days, with entities providing advice within the same timeframe. [104] For "significant development DAs" (which include subdivision design applications), there's a 2-stage public notification of 20 working days followed by a second 10 working day period, with entities also responding within these timeframes. [104] While specific average total processing times for multi-unit DAs in ACT are not explicitly stated, the multi-stage nature and referral requirements imply a longer process.
- **Sydney (NSW):** North Sydney Council reported an average processing time of 207 days for all development applications in FY2023/24, aiming to reduce it to 115 days.[105] Complying Development Certificates (CDCs) in NSW, however, offer a fast-tracked alternative, typically issued within 2 to 3 weeks. [77]

- **Melbourne (VIC):** Planning permit applications for 1-2 additional dwellings can take 5-9 months, while multi-unit developments (3 or more dwellings) can take upwards of 9 months. [106] Councils are statutorily required to provide a decision within 60 days, but this period is subject to "exclusion periods and pauses" for information requests and public notification, meaning the actual time is much longer. [106]
- **International (US Multifamily Projects):** Research indicates that, on average, it takes 15.3 months from project announcement to construction start, and 12.3 months from construction start to completion, totaling 27.6 months from inception to delivery. [107] Notably, most of this time is spent on planning and permitting (3-4 months longer than construction). [107] For buildings with 20 or more units, the authorization-to-completion time averaged 19.9 months in 2023. [109]

The comparative data suggests that planning and permitting phases are often the most time-consuming aspects of development. While direct comparisons with ACT's multi-unit DA average processing times are limited, the complexity of its rules, coupled with th e need for multiple submissions and extensive referral processes, indicates that the ACT's system likely contributes to prolonged timelines. This contributes to higher holding costs and uncertainty for developers, which can ultimately impact housing supply and affordability.

The comparative analysis reveals that ACT's prescriptive planning rules, high and complex application fees, and delayed subdivision processes place it at a competitive disadvantage compared to other jurisdictions that have streamlined processes, adopted pr e-approved designs, or fostered alternative delivery models. This contributes to higher development costs and longer timelines, directly impacting housing affordability and supply.

6. Conclusion and Recommendations

The analysis presented in this submission underscores the critical need for comprehensive reform of the ACT's planning system to effectively enable missing middle housing. Current regulatory frameworks, characterized by restrictive height and setback rules in older suburbs, a complex and costly development application process, and the requirement for full development completion before subdivision,

create significant barriers. These impediments disproportionately affect individual homeowners and small-scale developers, limiting their capacity to contribute to the housing supply and perpetuating the "missing middle" deficit.

The examination of successful models in other jurisdictions, both within Australia and internationally, demonstrates that alternative approaches can yield positive outcomes in terms of housing diversity, affordability, and streamlined delivery. Jurisdictions like NSW and Victoria have successfully implemented pre-approved design programs with fast-track approval pathways, significantly reducing design costs and approval times. The growing prominence of Community Housing Providers and Community Land Trusts in Australia offers proven models for delivering long-term affordable and community-centric housing. Internationally, shifts to performance-based zoning and the widespread adoption of prefabricated construction highlight opportunities for greater efficiency and quality.

Based on this comprehensive assessment, the following recommendations are put forth to ACTPLA to foster a more enabling environment for missing middle housing:

1. Policy and Legislative Modernization:
* Revise Height and Storey Limits: Amend planning regulations in RZ1, RZ2, and RZ3 zones to permit three-storey missing middle housing types (e.g., townhouses, triplexes, small apartment buildings), particularly in areas well-serviced by public transport and amenities. This would unlock significant infill potential and align with evolving demographic needs.
* Increase Dwelling Density in RZ2 Zones: Explicitly increase the number of dwellings permitted on RZ2 residential blocks, beyond just dual occupancy, to maximize the utility of well-located land, coupled with increased height allowances.
* Implement Performance-Based Setbacks: Transition from rigid, prescriptive setback rules to a performance-based planning framework. This would involve setting clear amenity outcomes (e.g., solar access, privacy) that designs must achieve, allowing for greater design flexibility and innovation while still protecting neighboring amenity.
* Proactive Rezoning and Automatic Rezoning: Proactively identify and rezone key areas, especially those near shopping centers and public transport. Implement legislative changes to allow for automatic rezoning in designated growth areas, removing the need for individual applications and associated charges for putting multiple units on a block.
* Introduce Staged Subdivision Approvals: Establish a multi-stage subdivision approval process that permits the approval of preliminary subdivision plans (e.g., at the DA stage) prior to full building completion. Final subdivision certification could be secured by performance bonds or covenants, thereby de-risking projects and improving capital accessibility for smaller developers and homeowners.
2. Financial and Partnership Empowerment:

* Support Community -Led Housing Models: Actively incentivize and provide technical and financial assistance to Community Land Trusts (CLTs) and co-housing initiatives. This would foster community-led development, ensure long-term affordability, and enhance community acceptance of increased density.
* Expand Targeted Government Financial Support: Establish or expand government-backed loan and grant programs specifically tailored for owner-occupiers and small-scale developers undertaking missing middle projects. This includes concessional loans, shared equity schemes, and guarantees to reduce upfront deposit requirements and waive Lenders Mortgage Insurance (LMI).
* Implement Deferred Payment Schemes: Introduce deferred payment mechanisms for certain statutory fees and infrastructure charges associated with missing middle developments, especially for projects where units are intended for sale upon completion. Payments could be tied to key milestones or property sales to improve liquidity.
* Simplify Processes for Non-Developers: Conduct a comprehensive review of planning policies and fee structures to identify and remove barriers that disproportionately burden individual homeowners and small-scale entities. This should include simplifying application requirements and ensuring fee structures are progressive, and do not inadvertently penalize smaller developments.
3. Embrace Technological and Design Innovation:
* Leverage AI for Development Assessment: Invest in and implement AI-powered tools within ACTPLA's development assessment processes for automated compliance checks, risk-based triage of applications, and self-assessment tools for applicants. This would significantly reduce processing times, improve consistency, and minimize administrative delays and costs.
* Develop Pre-Approved Design Library: Create a publicly accessible library of high-quality, adaptable, and sustainable missing middle housing designs, with the ACT Government owning the intellectual property. These designs should come with pre-approved planning pathways, substantially reducing design costs and accelerating approval times for applicants.
* Proactive Land Identification: Utilize data analytics and AI to strategically identify underutilized land parcels within established suburbs suitable for missing middle development. Proactively engage with property owners, offering incentives, support, or partnership opportunities to stimulate development in these identified areas.
Long-Term Benefits:
Adopting these proposed reforms will yield substantial long-term social and economic benefits for the ACT. It will lead to increased housing affordability and accessibility, offering diverse choices that cater to the evolving needs of the population. Stronger community cohesion and improved social equity will result from well-integrated, community-centric developments. Economically, these changes will stimulate the construction sector, ensure the efficient use of existing infrastructure, and reduce the costly impacts of urban sprawl. Ultimately, a progressive approach to missing middle housing will contribute to a more vibrant, sustainable, and equitable Canberra, enhancing the liveability and prosperity of its communities for generations to come.

Comments and Suggested Improvements to Draft Attachments

This section provides a critical analysis of the attached draft documents (Draft Major Plan Amendment 04 - DPA-04, Draft Missing Middle Housing Design Guide, Draft Planning Residential Zones Technical Specifications, Draft Planning Subdivision Technical Specifications, and Missing Middle Comparison Table) in comparison to the strategic recommendations outlined in this feedback submission.

1. Height and Storey Limitations (DPA -04 vs. Feedback Submission)

- **DPA-04's Proposed Changes:** The Draft Major Plan Amendment 04 [111] and the Missing Middle Comparison Table [111] propose specific changes to maximum heights and storeys across residential zones:
  - **RZ1 (Suburban Zone):** Remains at 2 storeys + attic. [111]
  - **RZ2 (Suburban Core Zone):** Multi-unit housing increases to 3 storeys + attic. [111]
  - **RZ3 (Urban Residential Zone):** Multi-unit housing increases to 4 storeys. [111]
  - **RZ4 (Medium Density Residential Zone):** Multi-unit housing increases to 6 storeys. [111]
  - **RZ5 (High Density Residential Zone):** Multi-unit housing increases to 7 storeys. [111]
- **Feedback Submission's Recommendation:** This submission recommends allowing "three-storey developments, especially in RZ1, RZ2, and RZ3 zones."
- **Comments and Suggested Improvements to Draft Attachments:**
  - **RZ1 Discrepancy:** The DPA-04 does *not* propose allowing 3-storey developments in RZ1, maintaining the current 2 storeys + attic limit. [111] This is a significant divergence from the feedback submission's recommendation. To genuinely unlock the potential for missing middle housing and increase supply in RZ1 (which accounts for 67.6% of urban land [111]), the DPA-04 could be improved by exploring the feasibility of permitting 3-storey missing middle housing types in RZ1. This would be particularly beneficial in well-located areas or those identified for infill growth, aligning RZ1 more closely with the

broader objective of diversifying housing choice and increasing density where appropriate. A genuine commitment from the government to solving the housing problem, rather than a short-term money-making view, would prioritize maximizing housing options in this extensive zone.

- **RZ3 Alignment:** The feedback submission's recommendation for RZ3 is "three-storey," which is *less* than the 4 storeys proposed for multi-unit housing in RZ3 by DPA-04. [111] While the submission could align with the DPA's higher allowance for increased density, the DPA-04 should clearly articulate the rationale for this specific increase in RZ3, ensuring it supports the long-term value of diverse housing without compromising local character.

2. Automatic Rezoning and Removal of Charges (DPA-04 vs. Feedback Submission)

- **DPA-04's Proposed Changes:** The Draft Major Plan Amendment 04 [111] and Missing Middle Comparison Table [111] indicate that the Territory Plan is being updated to allow for more diverse housing types in areas like RZ2 zones, which are typically found near shops and public transport routes. [111] It also removes minimum block area requirements and maximum dwelling numbers in RZ2, implicitly reducing barriers. [111]
  - Specifically, DPA-04 removes minimum block size for secondary residences and co-housing, and permits apartments in RZ1 (limited to 2 storeys). [111]
  - It also permits block subdivision in RZ1 where a dwelling has been lawfully constructed and allows consolidation for all development resulting in more dwellings. [111]
- **Feedback Submission's Recommendation:** This submission explicitly calls for "changing legislation to automatically rezone" key areas and to "remove charge to put multiple units."
- **Comments and Suggested Improvements to Draft Attachments:**
  - While the DPA-04 takes positive steps by removing certain minimums and allowing more housing types [111], it *does not explicitly propose mechanisms for automatic rezoning* or the *removal of specific application charges* through legislative change. This is a critical gap.
  - The current fee structure, as detailed in the initial research report, still

includes various application, assessment, and re-submission fees that can be substantial, particularly for smaller projects or those undertaken by non-developers.[3] For instance, third and subsequent submissions for residential developments incur escalating fees.[4] This means that while density limits might be relaxed, the financial and administrative burden of the application process itself remains a significant barrier for homeowners looking to enter the market.

- Homeowners who have invested years into their property should be incentivized to assist with the housing crisis. Instead, by having huge costs, the market is primarily accessible only to large developers. These developers may not always "play fairly," potentially trying to offer below-market sale prices and targeting vulnerable homeowners who may not have the financial means to update their properties to reap maximum sale prices.
- To demonstrate a genuine commitment from the government to solve the housing problem, rather than simply generating more revenue from development applications, the DPA-04 could be improved by:
  - **Proposing legislative changes for automatic rezoning:** This would streamline the process for properties in identified strategic growth areas (e.g., near shopping centers and public transport) to automatically permit missing middle housing types without requiring individual, costly rezoning applications. This aligns with models in some US cities where certain housing types are allowed "by right" in all residential zones, significantly reducing time and cost. [9]
  - **Explicitly removing or significantly reducing application charges:** A clear legislative change to remove or substantially reduce specific application charges associated with adding multiple units (e.g., duplexes, triplexes) on a single block would further incentivize homeowners and small developers, directly addressing the "extreme high cost to get application in" barrier. This would reflect a "total economic value view" where the long-term benefits of increased housing supply and affordability outweigh short-term revenue generation from fees. Deferred payments and partner ships, as highlighted in the feedback submission, are extremely important mechanisms to support this longer-term value.
  - **Examples where this has worked in other jurisdictions:**
    - **Deferred Payments:** The ACT itself already offers deferred duty for eligible home buyers. [17] Queensland has also introduced stamp duty concessions for first-home buyers. [55]

- **Government Financial Support for Individuals/Small Scale:** Federal initiatives like the "Help to Buy" scheme allow eligible home buyers to purchase with a low deposit (as low as 2%) and receive a government equity contribution (up to 40% for new homes), often waiving Lenders Mortgage Insurance (LMI). [14] The "Home Guarantee Scheme" also supports buyers with small deposits by providing a guarantee to the lender, reducing LMI. Western Australia's Infrastructure Development Fund assists medium to high-density housing in priority infill locations .
- **Partnerships and Community-Led Models:** Community Housing Providers (CHPs) and Community Land Trusts (CLTs) in Australia demonstrate successful models for delivering social and affordable housing, often in partnership with government and private sectors. CLTs, in particular, are community-run and remove land from the speculative market to ensure long-term affordability.
- **Streamlined Processes & Pre-Approved Designs:** The NSW Housing Pattern Book provides pre-approved, architecturally designed templates with fast-track approval pathways (e.g., Complying Development Certificates), significantly reducing design costs and approval times for a broader range of stakeholders , including homeowners and small builders. Victoria's "Future Homes" initiative offers a similar model with exemplar designs and streamlined planning processes. These examples show how governments can actively reduce the financial and procedural burden on individuals.

3. Clarity on Benefits (Feedback Submission vs. Attached Documents)

- **Feedback Submission's Clarity:** The Executive Summary and Section 4 of this feedback submission clearly articulate the benefits of simplified processes, reduced upfront costs, and community partnerships.
- **Comments and Suggested Improvements to Draft Attachments:**
  - The Draft Major Plan Amendment 04 [111] and Supporting Report [111] discuss general positive impacts such as increased housing choice, affordability, urban vitality, environmental sustainability, and economic development. They mention "removing barriers to development"

and supporting a "more flexible and responsive planning system." [111]

- However, these documents could benefit from more explicitly linking specific proposed changes to the direct benefits for *homeowners and small-scale developers*. For instance, while the Missing Middle Comparison Table [111] provides reasons for changes (e.g., "to enable more missing middle housing in RZ1"), it does not explicitly state how these changes lead to *simplified processes* for individual homeowners or *reduced upfront costs* for non-traditional developers.
- The attached drafts do not sufficiently emphasize how the proposed reforms will directly translate into tangible cost and time savings for individual homeowners, beyond general statements about "development viability". [111]
- Furthermore, while the Missing Middle Housing Design Guide [111] emphasizes community benefits and value, the DPA-04 and Supporting Report could more strongly highlight how the proposed policy changes directly enable and support *community-led housing models* and *homeowner participation* beyond just allowing co-housing. The importance of "partnerships" and "deferred payments" as crucial elements for fostering a more accessible market for homeowners, and prioritizing the "longer term value" of a diversified housing supply, is not adequatel y detailed in the official drafts.

By incorporating these suggestions, the attached draft documents could more comprehensively align with the strategic vision and detailed benefits articulated in this feedback submission, making the proposed reforms even more impactful and transparent, and demonstrating a genuine commitment to addressing the housing crisis from a total economic value perspective.

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The Missing Middle Found

"The importance of having a home cannot be underestimated. It provides the foundation for so many aspects of a person's life – for health, education, work, family and so much in between. The Government believes there is a moral and economic imperative to supply more homes and ensure that all Canberrans can afford housing in our city, whether it is to buy or rent." [ILRP Forword p3]

Who could disagree with that? Unfortunately, by any measure the ACT Government's housing policy over the last couple of decades has not worked. It is not working. The Government has a responsibility to ensure a supply of affordable housing for residents. Affordable housing is fundamental to the success and wellbeing of a community.

This problem could be solved quickly by providing a supply of affordable land to homebuyers so that they can build the affordable house of their choice. Instead the Government's policy is not to build houses but restrict the land supply and tweak planning and building controls to support greater density. This approach has not worked. For at least a decade, the ACT Government has exacerbated the affordable housing crisis.

Recommendation 1: Take action on the housing affordability crisis by releasing 500 blocks of land per year to owner/occupiers so that they can build the affordable house of their choice. [land price to be equivalent to the South Australian median greenfield block land price]

Missing Middle Housing Reforms

The objective of the Missing Middle Housing Reforms is to produce 30,000 additional homes in the next 5 years or an average of 6000 per year. This is all types of dwellings standalone, townhouses and high density apartment towers. There is no predicted proportional split between these housing types. The most likely outcome of these Reforms is a continued increase in the number of expensive missing middle dwellings in inner city locations and a greater increase in lower quality infill multi-unit developments in areas that are not well located. A continued reduction in the supply of detached dwellings suitable for larger households.

The MM Reform is not trying to directly address the housing crisis, or more specifically, the housing affordability crisis.

The substance of the Reform is enable a specific type of missing middle dwelling to be built across Canberra including:

- Dual and tri-occupancies (2 or 3 homes per block)
- townhouses and terrace houses, and
- low-rise apartments

Despite the fact that these dwelling types have a similar footprint to units, the Government suggests that these specific dwelling types offer the home buyer greater choice.

An underlying principle of the ACT Government's Indicative Land Release Program is 'delivering housing diversity and affordable housing choices'.
[https://www.planning.act.gov.au/__data/assets/pdf_file/0007/2869117/act-housing-supply-and-land-release-program-2025-26-to-2029-30.pdf].

The Government's Indicative Land Release Program (2025-30) proposed the release of land for 25,948 residences, of which only 2379 will be for single detached dwellings. That's a ratio of 9 units for every detached dwelling.

The Government presumes the gap left will be the private sector contribution to new housing. This ranges between 1,000 to 1,500 homes annually with the Government hoping this will increase to 9,000 additional homes over the coming five years to with most of these being multi-unit properties rather knock-down rebuilds that don't add to additional stock.

These numbers are not based on the release of greenfields sites but the continuation of the policy to restrict the availability of these sites, particularly for standalone dwellings. The Government's plan is that 20,400 dwellings (or 68%) will come from infill developments in existing suburbs. This means releasing a number of large sites and the demolition of existing detached houses (or duplexes).

These targets are not particularly ambitious but the Government intends on greasing the wheels for infill development by significant upzoning of all residential zones and the relaxation of planning controls. It is the proposed MM changes to the Territory Plan and Building Controls where the impact of the Reforms will result. By limiting 90% of construction to unit style developments the building targets are less likely to be achieved. The minimising and removal of building controls will reduce the liveability of dwellings constructed, reduce quality protections for home buyers and impacts on neighbours. There is no evidence that the Reforms will improve the supply and affordability of housing across Canberra.

The Master Builders Association while welcoming the increased land release program commented that previous forward plans have 'fallen short of ambition' and added the reality check that 'the mix between stand-alone and multi-unit housing was ultimately determined by the market and economic viability.'

Is the Missing Middle a Myth?

'Currently, new homes in Canberra are mostly single homes or high-density apartments in our town and city centres. This leaves a 'gap' or 'missing middle' in the housing market'. [https://yoursayconversations.act.gov.au/missing-middle-housing-reforms]

The data might be hard to get from Government, but it would be worth fact checking whether new homes were greenfield new builds or knockdown rebuilds. Also how many multi-unit townhouse developments were built? We might be surprised.

There are a couple of groups who are struggling to find townhouses, terraces and low rise apartments in the Canberra suburbs. They have borrowed the catchy phrase the 'Missing Middle'. The problem is that these housing typologies aren't missing, and in fact, dominate the landscape in a number of suburbs. To name a few that have over 50% apartments and townhouses, Kingston (Flats, Units and Townhouses 96.9%, houses 3%), Bruce (Flats, Units and Townhouses 79.2%, Houses 20.7%), Turner (Flats, Units and Townhouses 87.2% Houses 12.6%), Wright (Flats, Units and Townhouses 60.3% Houses 39.4%) and Denman Prospect (Flats, Units and Townhouses 51.3% Houses 48.6%). Most suburbs seem to have at least 30% apartments and townhouses, even Garran, Deakin and Yarralumla.

When it comes to apartments and townhouses you're spoilt for choice whether the suburbs old or new.

Townhouses, terraces and low-level apartments have all the characteristics of a unit. Is this greater choice?

A key promise of the proposed Missing Middle Reform is to offer Canberra home buyers greater choice. Choice of housing type and in a location where you want to live. This is a great marketing line but falls short of reality. Choice in housing, choice of location and dwelling size has always been determined by the price you can afford to pay. The reality is that many Canberrans struggle to find affordable housing anywhere in Canberra.

The Government has been explicit in its aim to restrict the construction of detached housing and replace it with the 'missing middle' townhouses, terrace houses and low-rise apartments This will be achieved by upzoning and changes to building codes in the RZ1 and RZ2 zones in existing suburbs.

The Government's Missing Middle website [https://yoursayconversations.act.gov.au/missing-middle-housing-reforms] provides examples existing townhouses, low level apartments and row houses from across Canberra that 'are done right' to show what's possible. Although little information is provided beyond façade photos and a real estate blurb. It's worth having a look at these examples of a townhouse or apartments.

For those who have taken the tour on the interactive map the first reaction of many is "I've seen these before, there everywhere". Not sure that the 'missing middle' is hard to find. There are home buyers who prefer this type of housing, but there are many for which this housing is not suitable.

It's worth having a closer look at the examples in more detail. A number of the examples are currently for sale so there is additional information beyond the façade photos on the website. These can be found on the real estate search website of your choice. Attachment A provides expanded information on a couple of these best examples of missing middle housing typologies.

Quick observation is that there are plenty of townhouses available across Canberra, that they are unit-like in their configuration and expensive. When you compare the dwelling footprint, floorplans and pricing it's hard to see how they offer more choice to the homebuyer than units in a high density apartment block. Typically they come with underground car parking. Two or three beds. Two bathrooms. Kitchen, living and dining spaces are open planned. There is some variation regarding how many levels the floor plans are spread over. Similar to any high density unit development location and price determine the amount of internal space and the optional finishes. You can pay more for extra carparks, storage and private space. With increased density space costs more. With increased density there is a premium on space and there is also a need to compromise on outcomes such as light, ventilation, storage, parking, noise and privacy.

Considering the compromises and much less space, it is also surprising how close the prices are for a 3 bedroom detached house, a 3 bedroom unit or a 3 bedroom 'missing middle' typology in the same location. A detached dwelling might have 6 to 8 times the space compared with the unit sized dwelling. This extra space provides additional options for living and for a lot of people this is important.

Operating costs are also very similar. The detached house has rates determined by land size and location. Units also have rates determined by footprint and location but also come with strata fees and special levies. The combination of these costs are often higher for units/townhouses than the rates for detached houses in the same location.

Attachment A1 Berrigan St O'Connor

Berrigan St O'Connor (attachment A1) provides not only examples of 'missing middle' developments 'done right' but also an example of the changes that will come to RZ1 and RZ2 following the upzoning of those areas. Berrigan Street was RZ1 until the rezoning changes that came with the planning changes to establish the Northbourne Gateway Transport Corridor.

The townhouse floorplans are similar in dimensions to units. The before and after photos show the loss of greenspace in. Greater surface area coverage suggests increased heat effect. How is greenspace and canopy protected and enhanced. Increased density of 4 houses to 19 dwellings. Amenity compromised – some dwellings are better than others and priced accordingly. A lot of stairs across levels. No assessment of the impacts of this increased density such as less light, ventilation, storage, parking, greenery and privacy (relative to replaced detached dwellings). These impacts are approved within the existing building specifications. Berrigan St provides a good example of planning done block by block where the cumulative impact of similar developments side by side are not assessed. Berrigan St is an interesting example because it's a street where 'missing middle' infill redevelopment for the whole street after rezoning and provides an indication of what is likely in the RZ1 and RZ2 zones as a result of the Missing Middle Housing Reform. It also provides an example of the impact on streetscape.

Berrigan St provides an opportunity for Urban Planners to study the real world impacts of increasing density in a suburb that followed Garden City Design principals. What have been the costs and benefits of this change? What has been the impact beyond the façade and the cumulative impact on the whole street, neighbours and the streetscape? Is the street more liveable, more affordable? From a climate perspective is the street more sustainable and climate resilient? Has the design made a positive contribution to climate change or is it a heat sink? Is the community stronger as a result of the redevelopment? Does this cumulative development deliver the best practice outcomes sought in the Missing Middle Design Guide? These are outcomes that could and should be assessed. This assessment should be undertaken prior to the rezoning of Canberra's residential areas.

Recommendation 2: There are many real world opportunities to undertake a social and economic impact study of rezoning at the street and suburb level. These studies should be undertaken at a number of sites prior to the rezoning of Canberra's residential areas.to understand and mitigate the impacts of such change.

Recommendation 3: The Government should publish online comprehensive information on the ACT's residential housing market including measures such as total housing stock, dwelling types, land release and pricing, construction approvals, commencements and completions for different dwelling types and there suburban location. Residential sales data.

<u>Attachment A2 Franklin St, Forrest</u>

The townhouse shows what is coming to RZ1 and RZ2. These townhouses in Forrest provide 7 two storey townhouses on a consolidated block of 2,689 m2. The footprint of 260 sqm with above ground double carpark and pool. The internal floorplan is typical of a unit. The location and the finishes are reflected in the price ($2,725,000). This would be beyond the budget of the majority of Canberrans. It is on the website to illustrate how townhouses can be blended into a leafy Forrest streetscape behind a large hedge. Is a hedge canopy? Interestingly, this development was allowed under existing RZ2 zoning. Posing the question why rezoning is required across Canberra.

Forrest has 63% townhouses, flats and units so there is plenty of missing middle choice but the location comes with a high price tag. Rates and strata fees at $11,000+ per annum are comparable with the rates for a detached large block in the same area.

Block by Block Development Approval is not Planning.

Despite all the marketing, the Missing Middle Housing Reforms mark the final shift from a Garden City Design to a Unit City Design. It's ironic that the Garden City Design was a reaction to the dingy adhoc urban design of European industrialised cities. A premium was put on greenspaces, where the outside is bought in and there is internal space and light for wellbeing. Unit City Urban design is taking us back in time with many small units are built - a form of modern cave dwelling. A single light source at the front. Is this transition what people want or what the affordable end of the market offering?

Canberra has gone from being one of the world's greatest planned cities to a city with no planning. Urban planning was a respected profession that combined science, demographic and social studies with spatial information to achieve an urban design that provided the best outcomes for the community. This human activity is data rich and provides enormous opportunity for analysis. Today the outcomes of urban design can be modelled and assessed in real-time. In the recent past there was a process of master planning. Looking forward to the impacts of changing demographics, climate, environment, technology and community needs. The information produced informed how urban design would change to incorporate these changes. The new suburbs in Molonglo show the use of research to incorporate more density, greater density, green spaces and community connection. Similar research and planning is required in existing suburbs considering the Molonglo sized population increases expected.

Unfortunately, the Government has decided it can't afford planning or planners and has progressively downsized the number of professionals. Assessments are now outsourced and are undertaken only if required. Density advocates have recently cobbled together statistics showing that the work of planners is a cause of lower housing supply. So they believe planning is a hindrance and unnecessary.

Without firm delivery plans, the Reforms are more an exercise in wishing and hoping than practical policy implementation.

A weakness of the Reforms is that the Government is going to deliver very few dwellings itself. The Reforms suggests that the Government intends to withdraw and have is little responsibility for urban planning, development assessment and delivery as possible. No cost-benefit or impacts analysis have been provided. There is no demand analysis, timelines, or predictions of how these proposed changes are going to roll out. There is no assessment of housing supply, pricing or affordability that will directly result from these changes. There are none of the planning methodologies used that assess the likely demands on community and physical infrastructure expected population increase. Any additional costs will presumably be picked by the community later. This rejection of social planning and assessment will inevitably lead to lower quality urban design outcomes.

There is no planning as to which blocks will be developed as part of the Reform. The only guidance provided by Government is the rezoning of over 90% of Canberra's existing residential land. Planning, or more accurately building assessment, will be done block by block. The market will determine which block will be developed. The responsibility for delivery of housing supply has been handed to the building industry. The Minister has even suggested exemption from building assessment if a builder uses the magic word 'missing middle'.

Recommendation 4: Ensure that 'missing middle' developments are independently assessed against the outcomes sought in the Missing Middle Design Guidelines.

Recommendation 5: Review the technical specifications proposed against the existing specifications and explain the likely impact of these changes on built form and neighbouring blocks, including if a theoretical maximised dwelling is built.

While showcasing the front of the best missing middle types, there are developments that are pretty ordinary and ignore the design suggestions in the missing middle design guidelines. While there were calls for photos sent in of the best missing middle dwellings there was no similar request showing the worst. The proposed planning reforms and the scale-back assessment processes will allow more poor quality builds to occur. Information was not provided on how poor quality builds would be dealt with.

Ignoring the impacts of construction beyond the block to the street level, section level and suburb level is unsustainable. The cumulative impacts of increasing density on blocks side by side are not assessed. The result is streets that don't work and where liveability is seriously compromised. The compromises of limited space that included outcomes such as less light, ventilation, storage, parking, greenery and privacy are made worse when buildings are placed close together and increased in height. The dark spaces between the buildings are cause for concern and the elimination of canopy trees. The relaxation of technical specifications and assessment processes invites a serious reduction in the design quality and resultant liveability in RZ1 and RZ2 residential zones.

The impacts of rezoning are shown in the residential areas surrounding the Northbourne Transport Corridor. This Corridor was master planned but there has been no subsequent studies to assess whether the outcomes sought were achieved or the impacts of the significant upzoning that occurred. This study is important to inform a similar process that will occur along the Adelaide Avenue Transport Corridor. It would be tragic to waste this intellectual capital.

The Demand for Missing Middle Dwellings?

The implementation of the Missing Middle Housing Reform package is fragile because the Government is leaving delivery to the housing market. This relies on home buyers wanting to buy a missing middle dwelling and the building industry constructing them. The home buyer has a choice of competing dwelling types and will choose what they want and what suits their needs.

Government does have the opportunity to manipulate the market by favouring one dwelling type over another. For a decade or more the ACT Government has preferenced the development of high density apartments over detached houses. The supply of detached housing blocks has been significantly restricted compared to with other jurisdictions. This has produced an oversupply of units and an undersupply of detached houses. This has had a price impact on these dwelling types. The result is that ACT detached houses are amongst the most expensive in Australia. This has an impact on the housing choice in the ACT as detached houses have become relatively unaffordable.

The proposed changes to zoning in RZ1 and RZ2 is likely to further increase the value of existing land this will favour greater density and redevelopment. It will also increase costs for existing residents. The Government is continuing to use land pricing to preference multi-unit developments.

The Government has not undertaken the demand studies that would provide evidence of the type of housing people actually prefer. The information is readily available but the type of housing people want might not be the type the Government wants built. ACT builders have long complained that Government has restricted the supply of land for houses that homebuyers want and this impacts the viability of their business.

The Government has supplied no assessment based on building construction data, dwelling sales information or demand studies to assess whether the construction industry is likely to build the target supply of dwellings. There is no information on whether the dwellings built will be affordable. There is no information whether they will be missing middle dwellings. There is no market research on whether the homebuyer is demanding more townhouses, terraces or low-rise apartments compared with other choices. The proposed Housing Reform is lacking rigor and feels as a stab in the dark and unlikely to produce the much needed liveable and affordable housing. The Reform Program is dictating the type of housing the home buyer will be getting whether they want it or not.

The ACT has had a policy for a number of years to produce a high ratio of multi-unit dwellings compared to standalone houses. This supported by the ABS building completion figures and the Urban Development Institute of Australia annual reporting. This is why the Missing Middle is so easily found.

Compared to other jurisdictions the ACT is getting further away from the ability to produce affordable housing. The ACT has the second highest greenfield land costs and the lowest number of greenfield land sales of any jurisdiction. Given the statistical evidence it's hard to understand why there is a need to rezone the whole of Canberra to produce more unaffordable housing.

Reputable commentators on the Australian real estate market report that there is an oversupply in the ACT multi-unit market. Given these market conditions the building industry might be reluctant to invest more in 'missing middle' multi-unit developments.

A weakness in the Government's ability to deliver the supply of housing is that they are relying on the construction industry to deliver the program and the industry responds to buyer demand. The One indication of demand for 'missing middle' type housing is seen in the number of multi-unit developments that have received development approval but have been stalled for a number of years due to lack of sales and viability.

The Government needs to put a lot more resources into understanding the supply and demand side of the housing industry in the ACT before making ineffective and ad hoc changes to the planning and development rules. Lessons of the effort required can be learnt from other jurisdictions that have a vibrant construction industry building a wide choice of affordable housing.

A few statistics because data's important

The ACT has the highest proportion of multi-unit builds to detached housing of any jurisdiction in Australia. New unit completions for 2024 in the ACT were 3031 which was almost equal to the combined new unit completions in Adelaide (1380) and Perth (2066). The ACT result was 20% below the previous year's completions and considering the population differences between the ACT and the other capitals shows how skewed dwelling construction is toward units in the ACT.

It also consistently has the second highest land costs of any jurisdiction (after Sydney). In 2024 land cost in the ACT was $1347sqm compared with Perth $877sqm and Adelaide $751sqm.

Greenfield block releases provide an indication of the detached building supply. In 2024 the ACT recorded a second consecutive year of extremely low level of greenfield block sales with just 272 contracted sales. This reflected a 10% reduction on 2023 volumes and was 75% below the decade average. In contrast Perth released 11,260 blocks and Adelaide 2,970 blocks.

These construction trends have been consistent for ten years. [UDIA State of The Land National Residential Greenfield and Apartment Market Study2025]

These statistics provide an insight and potential solutions for the ACT's lack of housing supply, affordability, choice of dwelling, and relatively expensive real estate.

Building Missing Middle Housing

If the important goals of the Missing Middle Housing Reform is to address the housing crisis by increasing the supply of affordable housing the outsourcing delivery to the housing industry creates a problem. There is a the lack of goal alignment among the people that make up the housing industry. It is clear that the players don't have the same goals or motivations. The owner/occupier simply wants a home that provides for their needs and future. It has to be affordable and not expose them to excessive financial risk. The investor wants a property that provides a competitive return and the potential through rising prices for a significant capital gain. Builders want a business model that provides them with a comfortable profit and increasing house prices lowers their construction risk. The Government has a social obligation to citizens to provide a sufficient supply of quality and affordable housing. Housing is also a significant revenue source for Government and increasing house and land prices provides greater revenue.

Governments' attempts to increase the supply of affordable housing is therefore not compatible with the goals and motivations of the key players in the housing industry. The Governments' latest housing industry proposals to upzone of 90% of Canberra's residential area and relax building controls, while restricting land supply, will support the goals of property industry and investors rather than owner occupiers. Government policies mostly focus on the demand side of housing that puts upward pressure on house prices.

Economic conditions have a much greater impact on the supply of housing than planning and building controls. Unfortunately the data shows that ACT new housing approvals are at their lowest in decades. Building statistics are showing that the construction market is currently contracting and 10% of building contractors are failing. The construction industry has fallen in a hole. This is another problem for the Government relying on the market to deliver housing supply to meet demand.

Builders Have Their Niche

The building industry is made up of different kinds of builders. Builders that specialise in knockdown rebuilds, new housing in greenfields sites, renovations, large unit developments and everything in-between. There is a group of builders whose business model focuses on building townhouse, terraces and low-level apartment buildings. The Missing Middle (MM) housing policy aims to empower those builders.

Like other builders, the MM builders have to make a commercial decision. How and where to build a row of townhouses. It starts with securing a block of land. Experience has shown them that to get the economies of scale to build several townhouses they need a block of a suitable size. This three or more house blocks in an established suburb. The end price of the townhouse or block of apartments is determined by the initial cost of the land, the construction cost, sales costs and the

need to make a commercial return for their product. The builder can make marginal tweaks to the price through choice of location, size of dwelling, quality of materials and inclusions. This can be risky because in the end it's the consumer in the market that determines the price they are prepared to pay.

Individual builders chose their building niche because they believe it produces they return they are looking to achieve. Builders in the townhouse and low rise apartment niche are typically small scale undertaking one or two projects a year.

An unintended consequence of the proposed changes might be a significant increase in knockdown rebuilds in existing areas as the constraints on what is possible to build on a given block is relaxed. If implemented the Government will need to undertake ongoing assessment to ensure the proposed changes deliver the outcomes sought. Considering the concerns raised by the community regarding the impacts of the changes it would be appropriate to establish a quarterly reporting tool that provides performance information on the success of the Missing Middle Housing Reform.

Recommendation 6: The Government provide quarterly online performance reporting to gauge to impacts of the Missing Middle Housing Reform

Berrigan St O'Connor



Original Streetscape





Block Consolidation and lift in density. Four houses to 19 Townhouses. Loss of greenspace
Site Sold in 2019 for $3,900,000. Sale value of 19 townhouses approximately $18 million.





Housing Map – an interactive Housing Map shows some of the well-designed Missing Middle housing types that already exist across the ACT
https://yoursayconversations.act.gov.au/missing-middle-housing-reforms EPSD Missing Middle

Terrace/Townhouse Inner North and City

The 'Juno' multi-occupancy development is well-positioned between both the Lyneham and O'Connor shops. The 2,993 m² site, once home to four individual residences, now presents a collection of 19 two-storey units. Offering a selection of 2, 3 and 4-bedroom configurations. Juno is centrally positioned with generous plantings and retention of heritage trees, which integrates the development in nature. It is close to the Macarthur Light Rail stop and the Sullivans Creek travel path, with both Turner and Lynham schools in walking distance.

Architect/Designer DNA Architects **Location** 8-14 Berrigan Crescent, O'Connor

Development details

Zone: RZ4: Medium Density Residential **Number of homes:** 19

Number of storeys: 2 plus basement **Car parking spaces:** 37 Year completed: 2023

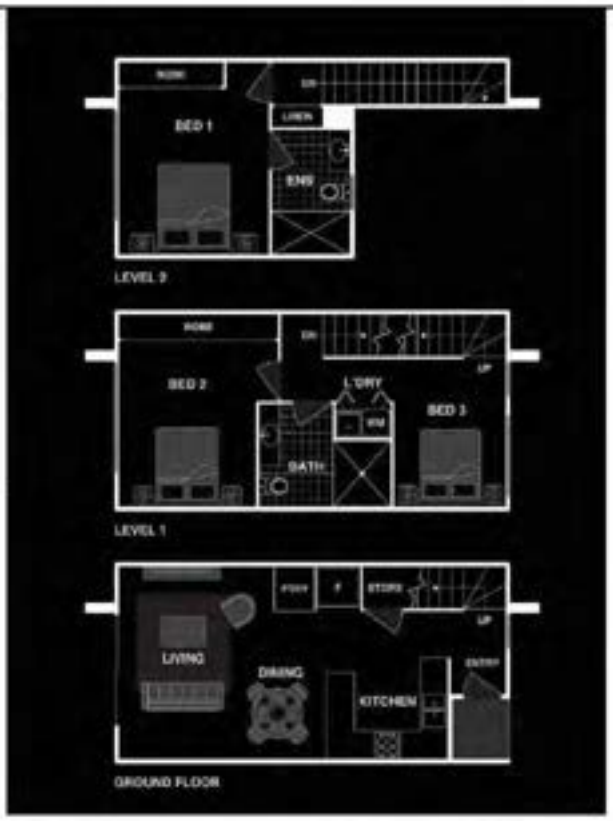
Juno Townhouses Current Information [see Allhomes August 2025]

Note aspect and window openings for available light.



Juno 2 bedroom floorplan [6/8 Berrigan St]

2 bed 2 bath 1 car underground
Internal space: 103m2 Courtyard: 28m2 4.7m wide
Over four levels including carpark
Price: $845,000+
Rates and Body Corporate: $4,450 pa



Juno 3 bedroom floorplan [2/8 Berrigan St]

3 bed 2 bath 2 car underground
Floor size: 131m2
Over four levels including carpark
Price: $910,000+





Room with a view

Medium Density Kingston Terrace/Townhouse

Location: 70 Franklin St, Forrest

These townhouses in Forrest provide 7 double-height homes on a block size of 2,689 m2. These are noted for their appropriate size and scale in the existing street, while still including a double-car garage and pool for each home. The landscaping softens the building edge and integrates the building with the leafy surrounds of Forrest. They are closely located to the Manuka shops, Forrest Primary School, and Manuka Pool and Oval.

Development details

Block and section: Block 22 Section 20 **Zone**: RZ2: Suburban Core
Number of homes: 7 **Number of storeys:** 2
Car parking spaces: 14 **Year completed:** 2016



Location: 6/70 Franklin St, Forrest, ACT 2603

Townhouse 3 bed 2 bath 2 Car

Sold on April 2024 **$2,725,000**

Block Size: 260 m2

Financials (approx): Body Corporate: $6660 pa Rates: 5000 pa

Rent Estimate: $1360 per week Land Tax: (if rented)


PLANTER
DECK
POOL
COURTYARD
LIVING / DINING
KITCHEN
MASTER BEDROOM
ENS
WIR
COURTYARD
GARAGE
ENTRY
LDRY
PLANTER
PLANTER
GROUND LEVEL
VOID
LIVING
BATH
ROBE
BED 3
LINEN
ROBE
UP
FLOOR PLAN
6/70 FRANKLIN STREET FORREST
UPPER LEVEL


BLACKSHAW


BLACKSHAW



ACT Missing Middle Housing Reforms

11 August 2025

Contents page

About the Housing the Industry Association **1**

Introduction 1

Overview of key changes **2**

Consistency with existing building regulations **3**

Residential Zone Specifications 3

Draft ACT Missing Middle Design Guide 3

Site Coverage **4**

Other Constraints **4**

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About the Housing the Industry Association

The Housing Industry Association (HIA) is Australia's only national industry association exclusively representing the interests of the residential building industry - including new home builders, renovators, trade contractors, land developers, related building professionals, and suppliers and manufacturers of building products.

The residential building industry includes land development, detached home construction, home renovations, low/medium-density housing, high-rise apartment buildings and building product manufacturing. HIA members construct over 85 per cent of the nation's new building stock. HIA exists to service the businesses it represents, lobby for the best possible business environment for the building industry and to encourage a responsible and quality driven, affordable residential building development industry. HIA's mission is to:

> *"promote policies and provide services which enhance our members' business practices, products and profitability, consistent with the highest standards of professional and commercial conduct."*

The residential building industry is one of Australia's most dynamic, innovative and efficient service industries and is a key driver of the Australian economy. The residential building industry has a wide reach into manufacturing, supply, and retail sectors. The aggregate residential industry contribution to the Australian economy is over $150 billion per annum, with over one million employees in building and construction, tens of thousands of small businesses, and over 200,000 sub-contractors reliant on the industry for their livelihood.

HIA develops and advocates policy on behalf of members to further advance new home building and renovating, enabling members to provide affordable and appropriate housing to the growing Australian population. Policy development is supported by an ongoing process of collecting and analysing data, forecasting, and providing insights for members, the general public and on a contract basis.

Introduction

HIA welcomes the opportunity to provide feedback on the Missing Middle Housing Reforms. The proposed changes will be important to support the densification of Canberra.

While the consultation focusses on the planning reforms – which the industry, through HIA enthusiastically support – it must be noted that the consistent feedback from industry is also that without meaningful concurrent reform to other housing constraints, that the potential benefits from these proposed changes will be lost.

While the Missing Middle reforms will increase the scope of what developments can occur, and where they can be located, the current lack of this type of development in the city is not a planning issue alone. It is due to a number of systemic taxation, approval and legal issues that must also be addressed if the benefit of the Missing Middle changes are to be realised.

Overview of key changes

RZ1 – Residential Zone		
Policy	**Detail**	**Comments**
Minimum block area for 2 dwellings	Remove 800m2 limit for additional dwellings.	Supported.
Maximum dwellings	Remove 2 dwelling limit.	Supported. Removal of dwelling limit is welcome to support the missing middle objectives – however, while supported, the focus of densification should always prioritize areas closer to the suburban core and infrastructure such as transport.
Apartments	Allow apartments to a maximum of two storeys in RZ1.	Supported. Provides additional typology without visible impact on streetscape and suburb character.
Secondary dwellings	Removal of block size limit.	Supported. Site coverage to control scale of dwellings on a block.
Car parking space	Reduction in mandatory parking spaces.	Supported.
Planting area and tree canopy coverage	Reduction in planting area of 5% to be offset by increase in canopy coverage by 5%.	HIA remains concerned at the ambition of tree canopy coverage on residential blocks. With the ongoing pressure on block size and increase in multi-unit development, an increase in canopy becomes even more problematic. HIA urges the ACT Government and Suburban Land Agency to prioritize the design of new suburbs to support public plantings on verges and other public spaces as a means to meet overall targets, rather than setting targets at an individual development level.
Other changes for MUH	Various including POS, PPOS, building envelope, setbacks and solar envelope.	Supported.
Subdivision	Allow subdivision and remove 120sqm site coverage limit. Reduce size limit to 600m2.	Supported. However, HIA questions the requirement that a dwelling is constructed on both blocks. All options to support more blocks (and therefore dwellings) coming to market should be supported. It is unclear as to how this would promote 'land banking' – the alternative being the block does not get created.
Consolidation	Consolidation permissible up to 2,000m2 (single block), 2,500m2 (adjoining open space) and 3,000m2 (end of section).	Supported, though important that limits have some leeway over the prescribed area through the approval process where it can be justified, to maximise the number of blocks that can be developed.

RZ2 – Suburban Core Zone		
Policy	**Detail**	**Comments**
Building height	Additional storey for apartment buildings.	Supported. Adds opportunity for additional dwellings and retains relativity between zones.
Minimum block area for two dwellings	Limit of 700m2 removed.	Supported.
Maximum dwellings	Removal of dwelling limit.	Supported.
Maximum height	Limit removed and replaced with storeys metric.	Supported.

With respect to Residential Zones RZ3 to RZ5, HIA supports the reclassification and moving from height limits to floor limits. This approach will be able to deliver better design outcomes, not just following a prescribed building envelope.

Given the limited differentiation in the higher density zones, in particular RZ4 and RZ5, HIA questions if there could be consideration of consolidation within the zones to promote efficiency and open potentially more development options.

Consistency with existing building regulations

In reviewing the documents, HIA has identified a number of issues where the specifications and guide venture into the realm of existing building requirements or are inconsistent.

So as to avoid confusion or inconsistency and also eliminate the need to update if other regulations change, it is recommended that all references legislated building requirements be removed. Following is a list of items that have been identified:

Residential Zone Specifications

- Section 17.6(a) Page 24 - Natural lighting is covered by the NCC. Whilst the minimum area required is consistent, the specification excludes borrowed natural light, which is inconsistent with the minimum NCC requirements. Suggest this could be removed to provide greater flexibility.
- Section 17.7(a) Page 24 – The Draft Major Plan amendment (Page 16) notes that minimum floor to floor heights are to be removed. However, this appears to be unchanged in the draft residential specifications.
- Section 17.7(b) Page 24 – Minimum ceiling heights should be removed as this is regulated by the National Construction Code (NCC). It is also inconsistent with the requirements of the NCC. The increased ceiling height requirements raise the building height which in turn limits the ability to blend the development into the built form within existing areas.
- Section 25.1 Page 31 – Electric Vehicle (EV) readiness in carparking is already covered by the NCC. Suggest removing to reduce duplication and potential for inconsistency.

Draft ACT Missing Middle Design Guide

- Section 6.3C Page 92 – Livable Housing is covered by the NCC. Suggest removing to reduce duplication and potential for inconsistency.
- Section 7.2D Page 106 – The Guide incorrectly states that the NCC requires a maximum air permeability of 10 m3/hr.m2 (@50Pa). Whilst the NCC requires a level of building sealing, this metric is specific to the Verification Method only where is it used to verify compliance with the performance requirements. The most common method of meeting the NCC would be through compliance with the Deemed to Satisfy Provisions, so this metric is not directly relevant.
- Section 7.2D Page 106 – Building Sealing is covered by the NCC. Suggest removing to reduce duplication and potential for inconsistency.

- Section 7.2E Page 107 – This section is referring to a range of proprietary products 'Weathertex', 'Paperock' etc. It is considered that such guidance should be generic in terms of the products referenced.

Site Coverage

While not highlighted as a specific area of review, HIA continues to have concerns about the site coverage requirements and again takes this opportunity to propose that as part of the draft Major Territory Plan amendment that the current specifications are modified.

As the site coverage control currently stands, the sliding scale goes from 60% for mid-sized blocks to 40% for large blocks. HIA considers this to be too much of a step, creating a perverse outcome where many blocks just above 500m2 will have a significantly lower coverage (on a square metre basis) than smaller blocks just below 500m2. This does not 'catch-up' until a block is 750 square metres. We have concerns about unintended consequences in the design of blocks, skewing towards either large or small, with less diversity in between. HIA continues to hold the view that a 'step-down' of 50% could improve this situation without causing a significant change to the policy outcome.

With such stringent requirements on open space and limits on the size of homes, it can be expected that a far greater portion of dwellings will be multi-level to compensate. A corollary of this is that there will be an increase in the cost of building per square metre for these homes, along with a reduction in the capacity to build homes that are accessible. There is also the potential for a detrimental outcome from a streetscape perspective, with the resulting increased bulk of dwellings.

Canberran's who need or choose a larger home will be forced to compete for larger blocks, inevitably putting upward price pressure on what is already some of the most expensive land in the nation. If the demand for larger blocks is to be met then greenfield suburbs will need to be larger, the yield decreased or newer areas developed – either scenario leads to less housing sites, or a greater environmental footprint. Due to the high costs of land in the ACT, there is already a division being created between those that can afford a detached home, versus those being compelled to live in multi-residential housing, whether this is their first preference or not.

Other Constraints

Lease Variation Charge

Taxation cannot be avoided, as it funds the shared services that benefit the whole community, such as education, healthcare and transport infrastructure. However, it is a basic truth that investment will move to where taxation is limited or of least impact. Put simply, the more something is taxed, the less it will be produced.

Modelling commissioned by HIA by the Centre for International Economics (CIE) in 2025, demonstrated that when regulatory costs, along with direct, indirect and hidden taxes are included, the total tax on a new house and land package in the ACT can be as much as 47% of its purchase price.

In the ACT, a unique and particularly egregious tax on new dwellings is the Lease Variation Charge (LVC). The LVC is a 'betterment tax' that is levied on any presumed increases in the value of land arising from a change in development rights.

Members regularly cite the LVC as being detrimental to the feasibility of housing projects and contributing to the current housing affordability and rental crisis in Canberra. LVC is relatively modest contributor to overall property taxes, at under 2%, yet on a project level it can be quite significant. HIA proposes that the LVC be paused for all applicable projects in RZ1 and RZ2.

Third Party Appeal Rights

Despite the ACT Government maintaining an urban development policy to promote 70% of new dwellings being built within the city's existing urban footprint, an ongoing problem has been the lack of acceptance by many within the community of development in their neighbourhood.

The problem of third party appeals was recently highlighted when the ACT Planning Minister sought to exclude public housing projects from appeal. Like many other jurisdictions, the ACT is in a housing crisis. HIA sees no reason why measures such as these to support critical government projects should not be supported.

However, the Territory's undersupply of dwellings equally applies to the private housing market as it does for public housing through government projects. With outcomes of third party appeals to ACAT overwhelmingly supporting the original decisions of the Planning Authority, it makes sense that all projects are afforded this same protection.

The risk of third party appeals to ACAT is potentially heightened under an outcomes-based planning system, with a decision being perhaps less transparent in a neighbour's eye, compared to a rules-based process. Should the third-party appeal process remain, it is essential that alternatives to the current system are investigated, such as introducing a higher threshold for appeals to progress or to provision to award costs if an appeal is not successful.

Approval Delays

Despite the record low number of approvals for both detached and multi-unit housing in the ACT, members report that the ratio of time and cost for approvals versus speed of project delivery and total cost continues to grow. It would appear that these delays are not necessarily in the statutory approval process, but relate to entity referrals.

This requires urgent intervention from government, as there is a risk that should the improving interest rate environment and the Missing Middle reforms start to increase housing construction, then there is concern that the current delays will worsen further.

Urban Forest Act

HIA notes that a review of the Urban Forest Act is currently underway, and supports this process. If Canberra is to achieve its aim of delivering an adequate supply of affordable and appropriate housing

primarily within the city's existing footprint, then there must be an acceptance within government of a more efficient and streamlined process for managing the removal of trees to facilitate development.

With the ACT Governments goal to increase density and provide a range of housing typologies to the community, the increase in Missing Middle style dwellings will put even more pressure on to address this issue.

Submission on the Missing Middle Housing Design Guidelines

From: [redacted]

Date: 18 July 2025

This submission draws on my background in urban geography and research and policy experience in housing for older people and aged care. A brief CV is attached and reference material can be provided on request.

Focus of submission

The Missing Middle Housing Design Guide focuses on design at the scale of buildings while the May 2025 Major Amendment to the Territory Plan 04 applies at city-wide scale. The two parts of this submission take up two intermediate elements that bridge these scales and each part concludes with a proposal for addressing the issues raised:

1. Design at the middle scale of the suburb, to bridge the Missing Middle Guide and the Urban Design Guide, particularly in relation to the District Strategies.
2. Design responses to Canberra's ageing population. Housing needs and preferences of older residents indicate significant latent demand for medium density housing.

Part 1: Design at the middle scale of the suburb

Two questions arise at the suburb scale if the goals of both the Missing Middle Housing Design Guide and the Urban Design Guide are to be achieved:

1. What level of medium density housing is seen as a desirable and achievable norm across Canberra?
2. Where should medium density development be encouraged to increase housing diversity and choice?

The principles of place-based design need to be expanded to designate priority localities for new medium density housing rather than leaving it open to spasmodic development across the whole of Canberra. Concentrating development in priority localities is more likely to come about through more manageable and consistent planning processes. It will also result in better outcomes in terms of suburban regeneration and increased choice in suburbs currently lacking housing variety, especially for older residents who are likely movers to medium density housing.

1.1 Current uneven spread of medium density housing

At the 2021 Census, single dwellings made up just on two thirds of Canberra's housing and one third was medium density dwellings, divided fairly evenly between townhouses and apartments. Medium density housing is currently very unevenly spread across the city, and new development is unlikely to occur evenly nor necessarily achieve greater housing diversity where it is needed.

To illustrate these variations, Table 1 presents sets of adjacent suburbs in Canberra's planning districts in order of the proportion of dwellings that are single houses. The balance between townhouses and apartments is also detailed to show the variation in the composition of medium density housing.

These figures show that the uneven spread is not simply a gradient from older inner suburbs to newer outer suburbs. Instead, adjacent suburbs often have contrasting levels of medium density housing related to past RZ 1 and RZ 2 zoning. In a few suburbs, medium density housing accounts for over 70% of dwellings; in others, it accounts for less than 25% of dwellings As the area of suburbs is

generally large, this past zoning has precluded local housing choice within many suburbs, making them focal areas for increasing medium density housing.

Table 1: Dwelling type and proportion of population aged 65 and over in selected Canberra Suburbs, 2021

Planning District	Suburbs	% of dwellings				% population aged 65 and over, 2021 Census
		Single houses	Town-houses	Apart-ments	Medium density total *	
Inner North (East)	Hackett	76	14	9	23	15.7
	Downer	67	16	17	33	12.6
	Watson	58	30	12	42	14.5
Inner North (Central)	Kaleen	91	6	3	9	20.0
	Lyneham	27	36	37	73	16.7
Inner South	Deakin	68	18	14	32	24.4
	Narrabundah	68	13	19	32	18.4
	Forrest	36	17	46	63	22.7
	Kingston	3	6	90	96	11.8
Woden	Chifley	68	26	6	32	16.3
	Lyons	52	20	28	48	16.7
Weston Creek	Duffy	87	8	4	12	16.6
	Fisher	83	6	11	17	19.1
Belconnen	Page	70	26	4	30	26.2
	Macquarie	61	14	24	38	17.9
Gungahlin	Amaroo	78	13	8	21	8.1
	Franklin	50	13	37	50	4
Molonglo	Denman Prospect	48	26	26	52	2.6
	Wright	39	10	50	60	4.5
	Coombs	37	35	28	63	3.2
Tugger-anong	Oxley	93	8	0	8	15.5
	Monash	86	12	1	13	23.7
	Greenway	3	34	63	97	18.6
ACT Urban Area		63	17	19	36	13.8

* Totals do not include small percentages of 'other' housing and so may not sum to 100%

1.2 Uneven spread of older population.

The proportion of the population in Canberra's suburbs that is aged 65 and over varies widely, reflecting the growth of the city and ageing-in-place of the population that settled in different suburbs at different times. When the band of now middle distance suburbs extending from Hackett and Watson in the north around to Narrabundah in the south were built in the 1970s, only 7% of Canberra's urban area population was aged 65 and over. The figure is now just on 14%, ranging from under 10% in newer suburbs to around 16% in this band of older suburbs and reaches 20% in some suburbs.

It should be noted that:

- Retirement villages boost the older population in a few suburbs, mostly with already higher shares of older population, and only marginally. At the same time, not all areas with high older populations have any retirement village provision.
- Residential aged care (RAC) accommodation has little effect as it caters mainly for those aged 80 and over who account for only some 3% of the population. Until recently, needs based planning ensured an even distribution in relation to the population aged 70 and over, but even so, only a minority of this age group live in RAC and it is not considered further.

1.3 Housing adjustment related to ageing.

Housing adjustment related to ageing makes older people active participants in the development of medium density housing, not merely passive recipients of choices offered to them. Most older Canberrans will adjust their housing through the general housing market rather than moving to age-specific accommodation such as retirement villages or public or community housing for seniors. Studies by the Australian Housing and Urban Research Institute report that some 25% of those aged 55 and over have adjusted their housing after reaching age 55 and another 25% wanted to do so but had not been able to find housing that suited them, where they want to live. As much as a smaller house, older owners and renters alike were looking to downsize to smaller blocks that are easier and less costly to maintain.

More medium density housing as a means of increasing housing choice is thus especially important in suburbs with higher proportions of older resident alongside high proportions of single dwellings. There is likely to be considerable latent demand for medium density housing but currently little choice for ageing-in-place in the same suburb. Increasing medium density housing in these suburbs can have positive complementary effects: diverting even further development from suburbs with already high levels of medium and high density housing can relieve pressures of over-development, housing mix and historic character can be retained and lengthy challenges to development approvals may be avoided.

The mismatch between medium density housing and opportunities for ageing-in-places is evident in many middle distance Canberra suburbs. Figures in Table 1 show that there is no consistent relationship between the proportions of medium density dwellings and population aged 65 and over. Rather, four different relationships are apparent and can be characterised as follow:

1. **Mismatch suburbs**. High proportions of single dwellings and high proportions of population aged 65 indicate a mismatch between large dwellings and low occupancy per dwelling by older residents but little opportunity for downsizing in the neighbourhood. e.g. Kaleen, Duffy.
2. **Ageing-in-place suburbs**. Low proportions of single dwellings and high proportions aged 65 and over indicate suburbs offering opportunities for established older residents to move into local medium density housing. e.g. Narrabundah, Lyons.
3. **Higher density younger suburbs**. This category includes two types of suburbs with low proportions of single dwellings and low proportions aged 65 and over, so little demand for ageing-in-place on the part of local residents:
    - Inner areas where redevelopment has brought medium and high density housing designed for younger residents, especially singles and couples. e.g. Kingston, Lyneham.
    - New suburbs with some mix of housing types, appealing to younger families, but again with few existing older residents looking to age-in-place. e.g. Coombs, Franklin.
4. **Family suburbs.** Low proportions of medium density housing and low proportions aged 65 and over. These are established family suburbs with little diversity in dwellings and population, although ageing will see occupancy change in coming decades and more demand for medium density dwellings both for ageing-in-place and young adult households. e.g. Oxley, Amaroo.

1.4 Regeneration instead of densification.

The two way process of older people moving to more suitable medium density dwellings and vacating larger houses that are more suited to younger families is better termed ‘regeneration’ than densification or infill. The effects extend well beyond built forms and physical change to encompass positive dimensions of social change. As well as bringing a mix of generations, regeneration gives each suburb opportunities to reassert its identity, drawing on its past and envisaging its future. It is this distinctive local character that contributes to liveability, not changes in density. Enhanced walkability means little without places we want to walk to. Regeneration will bring benefits to local shopping centres in suburbs with stable or declining older populations. Built when families typically had only one car,

these local centres are now increasingly bypassed for larger district centres. Maintaining and enhancing local identity is not only relevant to older residents who want to age-in-place but also to attracting younger people to these areas. Increases in local populations close to these centres will boost their viability and reduce reliance on cars.

Incentives should be considered to promote regeneration in selected localities. They might include fast tracking approval processes and modifying Lease Variation Charges. While former RZ1 leases will be varied for medium density development, the removal of the distinction between RZ1 and RZ2 under the 2025 Major Amendment to the Territory Plan prompts the question as to whether 'variations' still arise? Lease Variation Charges need to be reconsidered as the LVC currently poses a major disincentive to redevelopment at medium density and also adds considerably to the cost of completed dwellings.

1.5 Problems of block consolidation.

While older residents living in large houses on large blocks may want to subdivide their block, possibly in conjunction with consolidation of neighbouring blocks, there are many barriers to their doing so. Such developments yielding lots of two to six dwellings are however only going to make a small contribution to the total supply of medium density housing. Older residents are also less likely to have the capacity to undertake re-developments of this kind and may lack the required skills and up-front capital. They are sensibly risk averse to taking on such projects that involve what are lengthy timelines for those already in their sixties or older, with uncertain outcomes, and considerable on-site disruption if they wish to remain in their existing house.

These barriers and the lack of alternative preferred dwellings limit the capacity of older people to realise their housing assets. A further adverse consequence is that they cannot take advantage of the Commonwealth Downsizer Incentive. This scheme allows individuals to put up to $300,000 from the proceeds of the sale of a house into their superannuation if they move to a smaller dwelling, and up to $600,000 for couples.

Proposal 1: That priority localities be identified for medium density housing. Accepting that medium density housing should be more evenly spread to provide more diverse housing choices, a number of priority localities should be identified based on two criteria:

- a current low level of medium density housing, identifying a band of suburbs built from the 1970 to the 1990s;
- a proportion of population aged 65 and over above the Canberra average of just on 14% at the 2021 Census; and
- incentives be developed to promote medium development in priority localities and especially redevelopment of redundant land use sites.

Part 2: Design responses for an older Canberra

The Design Guidelines give insufficient recognition to the forms of medium density dwellings that offer preferred responses to population ageing in general and for older Canberrans wanting to downsize from houses on larger blocks in particular. This part of the submission is primarily concerned with responses in the general housing supply and only secondarily with specialist retirement housing. It is not concerned with residential aged care.

Ageing-in-place, a term coined by US urban geographer Stephen Golant some 50 years ago, refers to ageing in the same neighbourhood, not staying in the same house for ever. He also adopts the term 'right sizing' rather than simply downsizing.

2.1 Canberra's Age Friendly City Plan 2025-35

Canberra's joined the WHO Global Network of Age Friendly Cities in 2010, and the *Age Friendly City Plan 2020*-2024 is currently being extended to the decade 2025-35. The 2020-2024 Plan is not mentioned in the Design Guide and should be added to the Frameworks listed in the appendix Document References. The existing Age Friendly City Plan recognised older residents as a key group with interests in medium density housing. Actions to promote a City for All Ages called for:

Strategic planning (that) identifies opportunities for a range of housing options to meet the needs of older Canberrans, to support ageing in place and meet the diverse needs of the community.

- *Housing needs to conform to universal accessibility standards.*
- *Appropriate housing options that allow older Canberrans to age in place.*
- *Affordable housing for older Canberrans.*

2.2 Unsuitability of two-storey townhouses

Older Canberrans have expressed a preference for townhouses, but single storey townhouses are very scarce and while included in the Design Guidelines, they have a relatively low yield in increasing density. In contrast, two storey townhouses of two stories receive too much attention.

There is no recognition of the shortcomings of two-storey townhouses for many groups of residents. The main limitations are steep internal stairs and steps at the front entry or from a courtyard to the street; the latter are seen as a desirable feature, yet they are a total barrier to many. These features make the dwellings unsuitable for families with infants in a pram and young children at risk of falling down stairs as well as for older people and those of any age with a mobility disability. These dwellings are not likely to be the first choice of anyone who does not want to carry a vacuum cleaner, other cleaning gear, and washing up and down internal stairs. Stairs and landings in individual townhouses also take up internal space compared to lifts and stairs in apartment blocks. Two storey townhouses often fail to meet basic principles of universal design, especially ground floor provision of a room that can be used as a bedroom and a spacious bathroom.

Small individual courtyards in townhouse designs are also totally unsuitable for planting even medium size trees. As well as blocking light and solar access, problems arise with leaves blocking gutters and roots heaving up paving and getting into underground drains.

2.3 Lack of familiarity with Owners Corporations

Home owners who have always lived in separately titled dwellings are unfamiliar with Unit Plans and Owners Corporations. These forms of ownership and management can pose barriers to considering medium density housing, especially for older residents, and these barriers are exacerbated by 'horror stories' in the media.

The current inquiry into Owners Corporations provides an opportunity to address these issues. A particular outcome of the inquiry should be to commission the ACT Council on the Ageing to publish a guide for older residents that makes clear that Owners Corporations serve the owners and sets out what corporations can and cannot do. Roles and responsibilities of Building Certification and Owners Corporations need to be clearly differentiated in the case of dealing with building defects.

2.4 Models of diverse built forms catering for older people

The Design Guidelines need to recognise some further existing built forms for older residents that are not, but should be, available to the general population. This extension does not mean opening up age-specific housing such as retirement villages to all ages but applying the following four positive features more widely and resolving some present planning contradictions. Pattern books can promote good design on the basis of known successful models. Replication of good models can streamline approval processes while allowing for modifications to suit local sites and to give each development a distinctive identity. Medium density housing in identified priority localities provides opportunities for landmark buildings and building character that enhances the distinctiveness of each suburb. This outcome is consistent with replication of good design models modified to local sites.

While the Design Guidelines do mention a mix of apartment sizes, an increase from three to four or five stories can increase the number of dwellings by 20-35% and hence allow for greater mix of apartment sizes. Four to six storey higher buildings are grouped with three storey buildings as 'mid-rise' in NSW as part of the missing middle together with low-rise to two storey buildings; nationally consistent definitions would be useful. Such higher height limits especially complement the identification of priority localities. As well as recognising that stepped design can reduce apparent bulk of higher developments, such designs can make for desirable penthouses with larger terrace and so contribute to high quality dwellings. More examples of diverse and well-designed buildings of these types need to be included rather than the same single example but with no identified location (photo 21, 53); is it even in Canberra?

2.4.1 Retirement villages have some design features that can serve as models for more general development. Several villages recently constructed or currently under construction in Canberra have four or five stories and provide for around 100 units, and offer a choice of one, two and three bedroom apartments as well as single level villa units. Recent AHURI research confirms that retirement villages are a popular choice for many older people, but there is a lack of choice of comparable dwelling forms for seniors who want to live in broader local general communities rather than buy into a village. The anomaly that arises is why these built forms are available only to those aged 55 and over?

2.4.2 Residential developments should be kept to residential uses and not be required to include other facilities and services for non-residents. While retirement villages may include varying ranges of services, these are generally restricted to use by village residents and their guests. This approach should be adopted in all apartment buildings to maintain residential use only and avoid mixes with incompatible uses that create nuisances. Among the uses that impinge on residential quality are cafés and gyms that bring out-of-hours traffic and noise, especially loud, vibrating music from gyms, additional parking for non-residents, and larger scale rubbish collection. Instead, commercial uses should be located in local centres and revive the economic and social viability of those centres.

2.4.3 Granny flats are essentially the pioneers of secondary dwellings that are now permitted with block subdivision, but with two important exceptional conditions: they do not require subdivision, and they cannot be sold. This anomaly needs to be resolved in ways that allow for sale of granny flats that accord with secondary dwelling standards.

2.4.4 Dwellings for older renters and other age groups with special needs should be indistinguishable from the rest of the community rather than have different build forms. Notable examples of multi-storey apartment blocks providing social housing for residents at risk of homelessness are the Common Ground projects in Gungahlin and Dickson, and the recently approved Uniting MyHome Project in Curtin and Catholic Care's Toolangi project in Kaleen. A target should be set for provision of such projects across Canberra. The built form of these buildings provides models for more general medium density housing including public and community rental housing for seniors.

The much smaller scale YWCA project in Ainslie is another model. While having less capacity to meet special needs at scale, the experience of the Ainslie project should be drawn on in developing further projects and especially ruling out unwarranted objections. Objections to all medium density development, whether for the community in general or for special needs housing, should be limited to those living or operating a business within 1km of the site.

Proposal 2: Extend the scope of medium density housing to include mid-rise apartments.
In order to be more responsive to the needs of the ageing of Canberra's population, the Design Guidelines covering only townhouses and low-rise apartments as medium density housing forms (p.8) need to be

- *extended* to mid-rise apartments in blocks of four or five stories that have more potential for increasing density, and creating landmark building in priority localities; and
- *rebalanced* to give more attention to low and mid-rise apartments vis-à-vis terraces and townhouses. More examples of diverse and well-designed buildings of these types need to be given; these examples need to be in the ACT and their locations identified.

Attachment: **CURRICULUM VITAE** [redacted]

[redacted]

Submission on ACT Missing Middles Housing Design Guide

Missing Middle guide, section, pg	Comments
Key Factors in Developing Missing Middle, pg 3	This section appears to overlook existing issues that should also be acknowledged as critical factors 1. Planning and development assessment and building approval fees are major cost hurdle and disincentive for encouraging redevelopment of existing urban areas. 2. Demographics of encouraging downsizing for existing residents must ensure the solutions encourage existing residents to downsize into smaller accessible single level residences that encourage age in place within their existing neighbourhoods. 3. The state, condition and capacity of utilities to support additional demand of both densification and be resilient to climate extremes, such as heat waves appears missing from all existing planning strategies. 4. District strategies are poorly drafted, contain limited actual planning and do not support densification. A lot more effort is required to develop adequate district strategies, including additional planning and community engagement resources to appropriately support development and implementation of district strategies. 5. Urban heat island effect is already impacting recently developed, high density areas of Canberra, such as Molonglo and Gungahlin, where temperatures are already significantly hotter than older low density suburbs that have larger areas of green space and tree canopy. Provisions contained in this draft guide are commended, however, unless Urban Heat Island becomes a central factor in assessment and approval of future missing middle proposals, incrementally the missing middle initiative will contribute and exacerbate urban heat island and increase heat wave related mortality.
Why the need for design guides **Pg5** **Housing affordability**	Many planning documents and strategies make claims that a particular initiative will address housing affordability. This doesn't appear to be the case and actually undermines the credibility of the design guide.

	Can you indicate a price target that you are aiming for to benchmark missing middle against traditional housing supply to demonstrate missing middles housing affordability aspirations are achievable? How is affordability considered in the Territory Plan and planning/assessment rules?
What is Good Design / Missing Middle Design Principles Pg 6-7	While these principles are a good start, they are academic, aloof and fall short of addressing the existing residents expectations and needs. Key factors that must be addressed to allow densification of older suburbs 1. Demographics of encouraging downsizing for existing residents must ensure the solutions encourage existing residents to downsize into smaller accessible single level residences that encourage age in place within their existing neighbourhoods 2. Existing problems with Urban heat island effect that already impacting recently developed, high density areas of Canberra, such as Molonglo and Gungahlin will create resistance and friction for proposals in older greener and cooler suburbs,
How is this design guide structured – page 10	The design guide indicates thoughtful context analysis of neighbourhoods, streetscape and site – who undertakes this assessment, how is it baselined or benchmarked and who assesses whether the analysis is accurate or acceptable? How are existing local residents engaged in this assessment and support or object to an assessments findings.
Application of missing middle housing design guide – page 12	It is noted that the missing middle design guide does not consider the section, precinct or suburb scale. This diagram also creates ambiguity with other sections, such as design principles identified at page 7 and 11 that consider a neighbourhood context. Without consideration of cumulative impacts at these broader scale , the missing middle will not deliver acceptable planning outcomes, particularly given inadequacies of current district strategies.
Territory Plan Assessment outcomes – page 16 and 17	Relying on impervious surfaces and provision of canopy is unlikely to be a successful in mitigating Urban Heat island effect.

	Studies in Western Sydney (WSROC, Cooling Western Sydney A strategic study on the role of water in mitigating urban heat in Western Sydney) have found that building finishes and materials along with water features will have the greatest reduction in urban heat (29-43%).
Place based Design Thinking, Urban Character, Understanding your site – pages 20 -25	It is very unclear what these sections are trying to articulate or how this relates to urban densification and how these concepts will be assessed as part of approvals. Why is there no consideration of solar access, or ensuring urban design maintains existing neighbourhood skylines and vistas to surrounding ridges, mountains and valleys
Design Guidance. 3.1A siting - page 30	Current wording in the guide *Vii - Analyse and respond to the site orientation, solar access and prevailing wind conditions by allowing solar access to dwellings (particularly in living areas) and open spaces and considering mitigating cold winds and catching warm breezes (3.2E).* The current definition of solar access in the ACT is subjective and needs a clearer performative description - current practice by ACT planning 1) does not have to consider the impact of existing protected street trees on access to sunshine, 2), the planners only have to ensure that a tiny amount of sunlight hitting a window satisfies the current requirement to satisfy requirements of solar access provisions, 3) consideration of ensuring no overshadowing of solar panels, solar hot water or Passive House solar harvesting on the proposed residence or neighbouring existing residences is inadequately protected via solar fence provisions The NSW Planning and Environment Court also issued a planning principle for Solar Access that should be embraced as part of missing middle design. 1) solar access must ensure: • At least one habitable room (other than a bedroom) must have a window having an area not less than 15% of the floor area of the room, positioned within 30 degrees east and 20 degrees west of true north and allow for direct sunlight for at least two hours over a minimum of 50% of the glazed surface between 9.00am and 3.00pm on 21 June.

	Further, Moreland Council has developed assessment rules to ensure proposed development do not overshadow existing residences "Buildings should be: • "Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. • "Sited and designed to ensure that the performance of existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Neighbourhood Residential Zone or Township Zone are not unreasonably reduced. The existing rooftop solar energy system must exist at the date the application is lodged." Current ACT planning practice accepts a sliver of sunlight as long as it is direct sunlight or no sunlight at all *multi unit dwelling in an apartment, between the hours of 9am and 3pm on the winter solstice (21 June), is:* • *The floor or internal wall of a daytime living area of not fewer than 70% of apartments on a site is exposed to not less than 3 hours of direct sunlight* *No more than 15% of apartments on a site receive no direct sunlight.* *Daytime living area means a habitable room other than a bedroom.* *Note: Overshadowing from vegetation is not considered when assessing solar access.*
Design Element 3.2 Understanding your site	This section should include consideration of existing and predicted Urban Heat Island effects
Design guidance 3.4C overshadowing	Refer previous comment for 3.1A siting. The ACTs current approach to managing overshadowing and ensuring adequate solar access is inadequate.
Design guidance 5.1A Use, Size and Location	Current wording *iv. Design communal spaces that are versatile and usable throughout the year by incorporating both enclosed spaces that capture winter sun and protect from wind, and open, breezy spaces that cater to active uses in summer.* As per comment above on solar access

	• Communal spaces must consider existing and predicted urban heat to ensure the space is liveable, building materials, colour, shade and access to water may be required • Communal spaces should also ensure adequate solar access. Current practice in assessing solar access does not have to consider overshadowing from vegetation, despite vegetation playing a crucial role in cooling urban areas and missing middle targeting infill in established suburbs. Overshadowing and protection of shade must be included and assessed as part of missing middle proposals.
Design Guidance 5.2A principal private open space	Current wording *ii. Orientate private open spaces and balconies north, east or west, where possible, to maximise solar access.* Definition and application of solar access is inadequate in the ACT, refer to previous comments, refer previous comments and including overshadowing by established vegetation
Design Guidance 6.1A Building Height and scale	Current wording *iv. Consider the size and placement of windows and glazing that allows for adequate daylight and solar access for dwellings, neighbouring dwellings and open spaces (public or private), while capturing key views from dwellings and common spaces.* Refer previous comments regarding need to adopt clearer performative descriptions for ensuring adequate solar access for internal living spaces
Design Guidance 6.1B Materials, textures and finishes	Materials and colour choice also impacts urban heat, current trend for dark materials needs to be carefully considered in modelling contribution to Urban Heat in summer vs any passive heat retention benefits in winter. WSROC has developed the urban heat planning toolkit, which should be considered and adapted in the ACT in order the reduce the UHI of roofs, walls, and outdoor spaces. WSROC Urban Heat Planning Toolkit - Download Summary - WSROC

	While some materials and darker colours have some benefits in passive heating of dwellings during cooler months, these benefits should be carefully weighed against catastrophic consequences that urban heat effect has on mortality/liveability and 100% increase in peak energy demand for cooling during heat waves. Use of darker colours / materials should trigger urban heat island effect impact assessment and modelling to demonstrate no impact at the site/neighbourhood level. Similarly missing middle proposals in areas already mapped as Urban Heat Island should also trigger urban heat island effect impact assessment and modelling to demonstrate no impact at the site/neighbourhood level.
Design guidance 7.1A planting areas	The importance of solar access during winter months must be a consideration as part of landscaping. Currently, ACT planning do not consider long lived shade trees in assessing solar access, which is poor practice and inconsistent with ensuring a sustainable city. The missing middle design guide indicates that planning is now relying on trees to assist manage urban heat. The flip side is that these same trees should be considered as standard practice in ensuring residences and communal area have adequate solar access. Landscaping and natural features may also have to look at alternatives to supplement reliance on trees to provide shading in certain areas such as carparks, high heat areas and areas where trees are yet to reach maturity. Western Sydney University and Cumberland Shire have demonstrated that vine covered trellises can also assist mitigate urban heat. Refer the following references that may assist achieve cooling certain areas: Cumberland Council | Cool Carpark Project Carpark coming in cool in Cumberland - Inside Local Government
7.1D Integrated Green Infrastructure	Given catastrophic consequences of urban heat island effect, it is suggested that requirements to reduce urban heat should be quantified, measurable and enforceable.

7.2A Solar access, shading and thermal performance	As per previous comments, solar access is poorly designed, measured and enforced in the ACT and allows for a sliver of sunlight or no sunlight at all for multi-unit proposals. Thermal performance has to be balanced with risk of increased heat island effect. While the guidance principles outlined in this section are very good, the final design of every dwelling must ensure it does not contribute at local or neighbourhood scale to any increase in urban heat island effects. While some materials and darker colours have some benefits in passive heating of dwellings during cooler months, these benefits should be carefully weighed against catastrophic consequences that urban heat effect has on mortality/liveability and 100% increase in peak energy demand for cooling during heat waves. Use of darker colours / materials should trigger urban heat island effect impact assessment and modelling to demonstrate no impact at the site/neighbourhood level. The current temptation to allow darker materials for roof and external brick walls for mostly aesthetics with a secondary benefit of increased thermal performance in winter should be carefully modelled and discouraged wherever there is a risk of increasing urban heat island effect that cannot be measurably mitigated.
7.4B Urban Heat Island	Urban Heat Island is poorly defined, quantified, measured and enforced in the ACT, despite risk posed by heat waves to the ACT, most notably increased mortality rates and strain on the public health system. These risks will increase as a result of human-induced climate change. It is unclear why the ACT planning system is yet to adequately incorporate Heat Island Effect and Heatwave vulnerability into planning strategy and planning/assessment rules. Given catastrophic consequences of urban heat island effect, it is suggested that requirements to reduce urban heat should be quantified, measurable and enforceable.

	WSROC has developed a planning toolkit which should form the basis of a comprehensive toolkit to consider / assess and mitigate Urban Heat Island in the ACT. WSROC Urban Heat Planning Toolkit - Download Summary - WSROC The WSROC urban heat planning toolkit provides useful guidance for planning objectives and assessment criteria. WSROC Local governments have also included urban heat in their local environment plans, as an example s6.12 of Cumberland Local Environmental Plan: "*6.12 Urban heat* *(1) The objective of this clause is to ensure new development incorporates effective design and ongoing operation to—* *(a) reduce and remove urban heating from the environment, and* *(b) protect community health and wellbeing.* *(2) In deciding whether to grant development consent for the purposes of commercial premises, industries or residential accommodation, the consent authority must consider whether—* *(a) the facade and roof of the proposed building and paved surfaces are designed to reduce adverse effects of solar heat on the surrounding land, including private open space and the public domain, and* *(b) the awnings and eaves of the building are designed to provide shelter from the sun and improve public comfort at street level, and* *(c) the heating, ventilation and air conditioning systems of the building are designed to minimise the release of heat in the direction of private open space and the public domain, and* *(d) the development maximises the use of green infrastructure that is strategically designed and managed to support a good quality of life in an urban environment, and* *(e) the development accommodates sufficient tree canopy, open space and deep soil zones to achieve urban cooling benefits, and* *(f) the building is designed to achieve high passive thermal performance.* *(3) In this clause—* ***deep soil zone**—* *(a) means the soft landscaped part of a site area used for growing trees, plants and grasses that—*

	(i) is unimpeded by buildings or structures above and below ground, and *(ii) provides opportunities for groundwater infiltration and canopy trees, and* *(b) does not include basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas.* ***green infrastructure** means the network of green spaces, natural systems and semi-natural systems that support sustainable communities and includes waterways, bushland, tree canopy and green ground cover, parks and open spaces.* ***solar heat** means radiant heat contained in the full spectrum of sunlight."* The City of Parramatta has also included substantial consideration, planning objectives and assessment criteria to address Urban Heat/Urban Cooling, refer: Development control plans | City of Parramatta

Submission to Missing Middle Housing Consultation

[redacted] July 2025
Ngunnawal

A Summary for Canberra Residents

Our city can address the “missing-middle” issue—those mid-sized dwellings between standalone houses and high-rise flats—without pushing households or the Territory budget into extra debt. The answer lies in local financial markets called Fair Share Markets (FSM). These are not-for-profit cooperatives owned by current and future residents. Instead of borrowing from banks with interest, they purchase new money at its face value through the banking system, paying a service fee to the bank.

The payments that usually go to distant lenders now stay within Canberra and benefit the Territory treasury, replacing part of the rates, land tax, and payroll tax we pay today. By reducing the money flowing out to Sydney, New York, London, Beijing, Singapore, or Melbourne headquarters of financial firms, the ACT government’s need to raise revenue from its residents decreases.

Developers and builders still make a good living, but their profits depend on sound design and efficient building rather than rising land prices. Since the resident-owned co-operatives finance each project without compound interest, the total cost reduces by about half. Lower costs mean less risk. Sites that once scared small builders become manageable, providing steady work. The rule is simple: if a project benefits the community, it gets funded; if it only benefits speculation, it withers.

Young people take their first steps onto the housing ladder. A small fortnightly payment to the co-operative gives them equity shares instead of rent, which disappears. They can sell their FSM shares or transfer them to another FSM home if they move for study or work. Savings that used to vanish as interest or rent now support future housing, further education, starting a business, or buying their first pram.

Households already burdened by mortgages can switch. Imagine a family with a half-million-dollar loan. Interest over thirty years would typically double their total repayment to the bank. The interest is eliminated when they refinance through the local FSM, so their monthly payment drops significantly. Money that once leaves the suburb stays and helps fund street lighting, footpaths, and community sports.

Older residents maintain control over their neighbourhood. A widow can add a single-storey unit at the back, sell a share of her land to the FSM, and use the proceeds to update her bathroom and insulate the roof. She stays close to friends and services, yet her expenses decrease because she no longer pays bank interest or high rates. If she moves into supported care, she can return her remaining shares to the market and safeguard her nest egg.

Neighbours see a gentler kind of density. Instead of a developer buying up ten blocks to replace gardens and green spaces, residents decide block by block whether to add a pair of townhouses, connect two yards for a row of terraces, or keep mature gum trees untouched. Because each owner has a vote in the FSM company, every voice matters, whether that voice belongs to a renter, a mortgage holder, or a pensioner. Community decisions about height, solar access, and shared green space are made around hall tables, not in distant boardrooms.

The winners are clear: builders with secure contracts, young families looking for affordable homes, mortgage holders liberated from lifelong interest, seniors able to age in place, and the Territory budget gaining a new stream of payments that reduce reliance on taxation. The losers are just as apparent: the big banks and overseas financiers who use Canberra's interest payments to boost their quarterly profits and increased share prices. Under the new framework, those profits no longer leave the ACT. Instead, they are reinvested into resurfaced roads, upgraded libraries, and lower household bills.

This is not a speculative idea about the future. The legal frameworks exist. In Australia, community-owned businesses now manage shopping centres and solar farms; they can also provide housing finance. Zoning for dual occupancies and gentle density exists in many suburbs. What changes is who benefits from the value created by that zoning. FSMs ensures the value stays with the people who live and work here.

For Canberra residents, the choice is straightforward. Keep exporting wealth through interest payments and cover rising service costs with higher taxes.

Alternatively, let residents finance their own housing, save on interest costs, and use those savings to reduce everyone's tax burden. Most citizens, including developers, young couples, mortgage holders, retirees, and long-standing neighbours, will prefer this approach once they see how the figures add up and who benefits from the increase in land value where their homes are located. Those who don't can stay in the current system.

Overview of Submission Proper

This *"Financial and Governance Framework for Missing Middle Housing"* submission outlines a practical and lawful model for funding medium-density housing in Canberra without raising public debt or household financial stress. Its foundation is the idea of Fair Share Markets (FSMs)—community-owned, not-for-profit financial cooperatives that replace interest-bearing loans with a system where residents purchase money at face value through the banking system, paying a transparent service fee. FSMs lower the overall cost of housing. They keep financial flows within the ACT economy, rather than being diverted as interest payments to banks in other cities or countries, and increase the rate at which money circulates.

FSMs tackle a key issue in housing affordability: the interest cost over time. When homes are funded through FSMs, residents make regular payments that build equity, instead of rent or interest payments that move outside the community. Each FSM holds the title to land and houses and leases them back to residents, who gradually buy shares in the property through their payments. When they move on, residents can sell their shares back to the FSM or new

members, maintaining their investment. This approach helps stabilise household finances and allows housing assets to remain within the community rather than being turned into commodities for speculative profit.

A key strength of the FSM model is its ability to facilitate community governance. Each participant has voting rights, and decisions about design, zoning responses, solar access, and green space are made collectively and locally within the rules set by the ACT government planning. Instead of neighbourhoods being shaped by outside developers, residents can decide whether to add townhouses, combine backyards for terraces, or keep open space. This local governance model complements existing ACT planning frameworks and allows gentle density to develop with community support and benefit.

The economic advantages of FSMs are significant. Households avoid the burden of compound interest, lowering the cost of housing by up to half. Builders and developers secure steady work based on construction quality rather than speculation. Older residents can modify or partially sell their properties to suit changing needs, while young people can enter the housing market through small, regular payments that accumulate equity. The ACT Government, meanwhile, gains from a new revenue stream as repayments, which previously went to private lenders, now circulate within the territory, reducing the need to increase taxes.

Importantly, this is not a merely theoretical or future-focused proposal. All necessary legal mechanisms are already in place, including cooperative structures and zoning allowances for dual occupancies and medium-density development. Community-owned enterprises are already active in sectors like renewable energy and retail, showing that this model is workable. The true innovation is rerouting the financial value generated by land and housing to benefit residents and the Territory, rather than private investors.

FSMs provide a realistic, fair, cost-effective alternative to traditional housing finance. They align with ACT planning policy, tackle affordability, and promote long-term community resilience. This model deserves serious attention and backing for policymakers aiming to address the housing crisis without increasing public debt or reliance on taxes.

Financial and Governance Framework for Missing Middle Housing

This submission responds to the ACT Government's call for feedback on the Missing Middle planning reforms. It concentrates on a related, complementary structural reform: how housing in the ACT is financed, owned, and governed, and how that affects the planning of the missing middle.

Drawing inspiration from **Henry George's work, which was influential in establishing the Canberra leasehold system**, the submission recommends using **Fair Share Markets (FSM)** to protect the community value created through planning changes. Henry George noted that land value increases not because of the landowner's effort but because of **public infrastructure, zoning decisions, and community activity**. Similarly, planning reforms like higher density and increased design flexibility significantly elevate land value. Private

developers and absentee landowners typically benefit from this uplift under the existing financing system.

FSMs provide a system that keeps value within the community, not by imposing a land tax but by removing the need to tax profits. Instead of taxing profits for government revenue, new money flows directly to the government when community members make payments to buy their houses. Rather than lending money, banks sell it to local community groups at face value, allowing them to buy or build assets. Payments are made when the community uses these assets. The government oversees which communities can access the money and regulates their operations to ensure the funds stay within the community.

In an FSM financing model, mortgages are replaced by the direct purchase of new money from the government through the banking system. Since new money is free to produce, the cost of acquiring money is its face value. Banks charge a fee that reflects the cost of providing the money, as they would for any other commodity and the fees are taken from the payments. The rest of the payments for the funds go to the government to replace taxes, returning the money to the community as community services.

This financing model will **enhance diversity and flexibility in the built environment**, as development is guided by residents' needs and preferences rather than profit-driven developers. Planning regulations will become more transparent **and adaptable**, enabling **locally responsive solutions** that cater to the different accommodation needs of various people. This approach allows local communities to **fund, manage, and build equity** in their housing, reducing reliance on speculative development and maintaining long-term affordability.

The widespread adoption of FSMs will halve the cost of purchasing a home and remove the need for some ACT land taxes, payroll taxes, and other rates and levies. Eliminating mortgage debt frees up funds to replace these taxes.

Fair Share Markets (FSM)

An FSM is an asset or a collection of assets within a legal entity. These assets are managed as a single unit with shares in the entity. Shares are linked to specific assets for internal reasons. Buyers and sellers of shares are all members of the FSM and can enter or exit the FSM at no cost, but shares cannot leave the FSM. Assets can be transferred into or out of the FSM, while the entity issues shares in exchange for assets, including money. Depending on the members' preferences, the legal entity may be a company, cooperative, or trust, but it is expected that most will be co-operatives.

FSMs are designed to stop external entities from extracting capital gains and profits from the communities that use the assets.

Henry George and Fair Share Markets

Henry George (1839–1897) was an American political economist, journalist, and social reformer best known for his influential book **Progress and Poverty** (1879). His experiences with poverty in growing cities made him question why economic progress often caused greater inequality.

George proposed a bold theory: poverty and inequality stem from private land ownership and the **unearned wealth it generates**. He argued that land's value is created by the community, not the individual owner, and suggested a "single tax" on land value to replace all other taxes. He believed this would wipe out poverty, reduce inequality, and create a fairer, more efficient economy.

Henry George's ideas inspired land reform movements worldwide and influenced the thinking of later figures, including economists, urban designers, and social justice campaigners. He died suddenly in 1897, but his legacy lives on through campaigns for land value taxation and economic fairness.

Attempts at Implementing George's Ideas

Henry George's ideas, particularly the land value tax or "single tax," were attempted in various parts of the world with different levels of success.

George's ideas influenced land reform policies in **New Zealand** and parts of **Australia** during the late 19th and early 20th centuries. In the 1890s, New South Wales introduced a land tax to break up large landholdings and encourage productive use. In **Queensland**, land value taxation became a long-standing feature of local government finance.

In the **United States**, the most notable experiment was in **Arden, Delaware**, a utopian village founded in 1900 on Georgist principles. Land was owned by a trust and leased to residents, with rent based on land value. A similar model was used in **Fairhope, Alabama**, founded in 1894. Both communities still operate with land value-based funding mechanisms today.

In **Denmark**, a land tax based on Georgist principles was part of major reforms in the early 20th century and supported land redistribution and rural development.

Taiwan and **Singapore** have also adopted land value capture principles in their urban planning, public housing, and transport infrastructure funding.

Although rarely fully implemented, George's ideas have influenced many countries' tax policies and land reform debates.

Georgism Influenced the Development of Canberra

Henry George's ideas significantly influenced the early development of **Canberra**, Australia's capital. The city was planned in the early 20th century, with its designers incorporating aspects of Georgist philosophy, particularly the belief that land value increases should benefit the public. All land was publicly owned under a 99-year leasehold system when Canberra was established**. This approac**h initially prevented private land speculation and ensured that land value, generated by public investment and community effort, would benefit the government and the people.

The motivation behind the idea was political, as the States didn't want to fund Canberra's development. The plan was that the increase in land value resulting from the Commonwealth's development of Canberra would cover the costs of building Canberra, as

long as the proceeds from the land value increase went to the Commonwealth and not to land speculators.

Revenue from land leases was intended to finance public infrastructure, supporting George's idea of using land rent for the common good rather than private profit. This helped fund early development and kept land prices affordable.

However, over time, the Georgists' influence gradually declined. Political pressure and changing economic ideologies led to adopting de facto **freehold land titles used in other states**, and Canberra now resembles the broader Australian property market. The leasehold system weakened because land lease fees were not fully indexed to land value, and **land rent was replaced by general taxes**, reducing its role in public finance. Today, although some remnants of the system remain, Canberra's land policy no longer fully reflects the Georgist principles it was initially based on.

Fair Share Markets and the Introduction of New Money into Society

Fair Share Markets (FSM) apply Henry George's principles to **money rather than land**, viewing newly created money as a shared public resource. The value of new money should benefit the community that uses it to create or acquire assets, rather than bankers, financiers, and developers. They should be compensated for their services, but not receive Capital Gains like they do today.

Like George's view that land gains value from community development and should benefit all, FSMs recognise that **money derives from public trust, shared infrastructure, and collective productivity,** not private banks or asset holders who currently profit from its creation.

Rather than creating money as debt through banks, governments in an FSM system **sell new money directly to local communities** to fund long-term assets like housing, energy, or transport. The money is secured against existing assets that the communities already hold. Communities then pay for this money through regular contributions based on their use or benefit, not as taxes but as **payments into a shared fund**. As George suggested, these payments recycle capital to support future projects such as public infrastructure.

In this model, payments for the new money **replace taxes** because the money flow is directly linked to the services it enables. This keeps costs low, reduces inequality, and encourages efficient resource use, achieving the same goals as George's land value tax. The core principle remains the same: **unearned value generated by society belongs to society** and should be recycled to serve the common good. Creating new money creates unearned value and should serve the community to whom it is sold.

How Much Money Needs to be Injected into a Local Community

In a Fair Share Market (FSM) system, asset **depreciation** and the **rate of money circulation** are essential tools for the Reserve Bank and the government to manage the flow and volume of money into local communities, ensuring that money creation matches these communities' **productive capacity**.

Each FSM is connected to a tangible, durable asset, such as housing, energy systems, or transport infrastructure, which **depreciates predictably over time**. This depreciation informs the **payment schedule**: funds flow back to the issuing authority as users pay off the asset's value. This natural flow determines the pace of issuing **new money**.

Meanwhile, the **speed of circulation,** which measures how quickly money moves through the local economy, is a key indicator of economic activity. If money moves too slowly, it could signal underused capacity, prompting the Reserve Bank and governments to **increase issuance and** fund new FSMs. Conversely, if circulation is too rapid, it may risk causing inflation, and the Bank can **pause or slow re-issuance** until payments balance out.

By monitoring depreciation rates and local money velocity, the Reserve Bank and governments can **adjust the money supply to align with real productivity,** expanding or contracting it without depending on interest rates or broad taxation. This helps maintain a balanced and community-focused economy.

How Fair Share Markets Save Interest and Invest in Community Value

In a traditional housing market, when someone borrows money from a bank to buy a home, they usually repay the loan with interest over many years. For example, borrowing $500,000 at a 5 per cent interest rate over 30 years results in total repayments of around $966,000. This means nearly $466,000 is paid purely in interest and doesn't contribute to building or maintaining the home. That money leaves the local community and goes to banks and financial institutions as capital gains.

The same $500,000 is used to build or buy a home in an FSM. Instead of paying interest to a bank, the buyer repays the principal. These repayments go into a community-managed fund that can be invested in new homes or public infrastructure. The absence of interest payments saves hundreds of thousands of dollars over the life of a home.

The saved money can be reinvested into the local community by paying people for meaningful yet unprofitable work that increases well-being. Examples include creating community art, mentoring young people, researching local history, maintaining green spaces, or developing open-source tools and educational resources. These activities promote shared knowledge and social assets that benefit everyone, helping to build a more inclusive and productive economy without relying on traditional profit motives.

Alternatively, one way to use this saved money is by **retrofitting existing homes** to be more energy-efficient and self-sufficient. Many older houses suffer from poor insulation, inefficient heating and cooling systems, and high energy bills. Community funds can be used to improve insulation, install energy-efficient windows, replace gas systems with electric options, and enhance ventilation and shading.

Furthermore, these funds can help **install solar panels and battery storage systems**, reducing reliance on external energy providers. This lowers household energy costs and improves energy resilience, enabling communities to generate and store clean power.

The community benefits from long-term savings, lower emissions, and greater comfort through retrofits. These upgrades generate local jobs and skills, turning saved interest into lasting public and private benefits.

Why Landlords and Superannuation Funds Will Shift to Fair Share Markets

Landlords will transfer their properties into FSMs because they provide a more stable, fairer, and sustainable income. In a traditional rental setup, landlords rely on continuous rent payments, which often increase to cover debt and rising interest rates. This leads to volatility and exposes landlords to vacancies, tenant hardships, taxes, and interest rate fluctuations. In an FSM, landlords switch from charging rent to receiving **equity payments** on their shares. These payments come from occupiers gaining ownership and are issued as new shares to the owners of shares, who realise their profits by selling their additional shares.

Instead of deriving rental income indefinitely, landlords receive income **by selling shares** in the property over time at stable, predictable rates. This approach reduces risk, ensures occupancy, and aligns investor incentives with long-term property quality and community well-being. Investors can also retain a property management or maintenance role, earning steady income linked to their services.

Superannuation funds will be attracted to FSMs because they provide **low-risk, long-term, inflation-proof returns** that meet retirees' needs. These markets generate dependable cash flows from payments and community use rather than speculative price hikes. Since assets like housing, energy, or water infrastructure are always needed, FSMs offer **stable investment bases** with societal benefits. They also shield funds from volatility in global markets and align with rising demands for **ethical and sustainable investment**.

By investing in FSMs, super funds can support housing affordability, clean energy, and essential infrastructure while securing long-term income for retirees. This dual benefit of financial security and social good makes FSMs a natural fit for long-term Australian institutional investors.

Fair Share Markets Simplify Land Use Rules Through Community Governance

One of the ongoing issues in modern urban planning is the increasing complexity of land use regulations and development guidelines. Zoning laws, compliance requirements, heritage overlays, and usage restrictions have become more convoluted, often stifling innovation, raising costs, and limiting communities' ability to respond to evolving needs.

FSMs offer a strong way to **ease this regulatory burden** by moving decision-making closer to those most affected. The local communities share ownership and responsibility for land and infrastructure. In an FSM, housing, open space, and shared facilities are managed collectively, not individually. This shared governance approach allows for more **flexible land use arrangements** that are more responsive and inclusive.

Instead of requiring centralised planning authorities to specify every detail of allowable land use, FSMs allow communities to **try out new options**, such as mixing residential with light commercial activities or converting spaces for food production, workshops, or shared amenities if the community agrees and the proposals fit with shared goals.

Governments can maintain broad oversight **while easing many detailed restrictions**, replacing them with frameworks that foster **local consensus and innovation**. This streamlines compliance, reduces approval times, and encourages a more flexible, responsive approach to urban development.

The outcome is a **clearer, fairer, and more adaptable planning system that** promotes innovation while ensuring accountability through community involvement and transparent decision-making. By basing authority on community-led asset ownership, FSMs transform planning into a **collaborative and dynamic process** rather than a top-down and rigid system.

How FSMs and Henry George's Legacy Support the ACT's Missing Middle Housing Reforms

This proposal aligns closely with the ACT Government's goals under the Missing Middle Housing Reforms by addressing the primary cause of housing unaffordability and limited housing diversity: the misallocation of unearned gains from land and money creation.

The Missing Middle reforms aim to promote a broader range of housing types—such as dual occupancies, townhouses, and low-rise apartments within established suburbs—to increase supply, improve affordability, and support social inclusion. However, without fundamental financial reform, new supply alone will not achieve these goals. Land speculation, inflated asset prices, and rising debt obligations will concentrate housing wealth, decrease affordability, and hinder innovation in design and tenure.

FSMs provide a **complementary economic framework** that supports the fair and successful implementation of Missing Middle reforms. By recognising newly created money as a public asset, like Henry George's view on land, FSMs ensure that the value generated through rezoning, infrastructure projects, and community initiatives is returned to the public rather than privatised.

FSMs promote **affordable, mixed-tenure developments** that are self-financing, interest-free, and repayable through occupancy rather than profit-driven speculation. This approach enables delivering middle-density housing without displacing existing residents, avoiding reliance on private developers and preventing further price inflation.

Furthermore, FSMs can be managed within **specific Missing Middle precincts**, giving communities direct control over asset development and use. This supports ACT's broader sustainability goals, fairness, and long-term housing security while reducing dependence on strict planning rules, as local communities are supplied with the tools and motivation to **shape their neighbourhoods from within**.

In summary, introducing FSMs allows the Missing Middle vision to be **socially inclusive, economically stable, and locally managed** while building on the historic principles of fairness and shared value first proposed by Henry George.

The Ownership of Homes in an FSM

Community ownership is not the same as communal living. Some might want that, but most prefer privacy and secure home ownership.

Ownership is about more than just holding a legal title to property. It includes the ability to use, shape, protect, and benefit from something that supports a person's well-being and freedom. For most Australians, owning a home means stability, security, and independence. However, in today's mortgage-driven system, homeownership often falls short of that promise. In contrast, within an FSM, a home occupier experiences a more genuine, practical form of ownership that gives them more meaningful control over their home and greater certainty in their right to live in and benefit from it.

In a traditional housing market, ownership is closely linked to debt. Many homeowners do not fully own their homes; they hold a legal title subject to a mortgage. For decades, they must make repayments to a bank that covers not only the initial cost of the home but also layers of compound interest. If they miss those payments, even temporarily, the bank can seize and sell the home, no matter how much equity the homeowner has built up. The asset becomes a liability, and the occupant is forever at risk of losing control. Furthermore, ownership in this system is becoming increasingly out of reach for many as prices rise through speculation and investor demand, moving housing away from its primary purpose: providing shelter and privacy.

In contrast, an FSM separates ownership from speculation and ties it to use and stewardship. A home within an FSM is part of a community-owned asset, and the person living in it gradually gains functional shares through their payments. These payments do not include interest and are not made to a distant lender making a profit, but to a shared fund that reinvests in maintaining the housing stock or increasing access for others. The occupier becomes a **co-owner**, not just of their dwelling, but of the system that supports it. Their payments build their stake in the shared asset, and their rights are protected by community rules rather than market fluctuations or debt agreements.

What truly sets FSM ownership apart is that the occupier controls their home. They have the right to stay indefinitely as long as they meet their share of responsibility and contributions to maintenance. There is no threat of foreclosure, interest penalties, or ballooning repayments due to interest rate rises. If their circumstances change, they can sell their shares to the community at a fair, regulated price, ensuring liquidity without encouraging speculation. They can modify their home, participate in management decisions, and benefit from community-funded upgrades like energy efficiency projects, shared gardens, or maintenance services. Their security of tenure is **stronger**, not weaker, than in the open market.

Moreover, the occupier in an FSM holds **shared authority**. In traditional homeownership, an individual has limited influence in the broader housing system, even with legal ownership. They are subject to planning regulations, market pressures, and the commercial decisions of banks and developers. In an FSM, the occupier is part of a governing body that manages how the environment surrounding the house is organised. They vote on resource distribution, repair priorities, and rule changes over time. This ownership model is **private**

and democratic, based on the idea that control over one's home is connected to collective responsibility and participation.

There is also a deeper psychological and cultural ownership that develops in FSMs. Because the system is designed to be stable, affordable, and reinvested, people believe that their home is not just a financial asset but part of a larger living system. The lack of speculative pressure results in fewer forced moves, less stress, and more resilient neighbourhoods. Children grow up in the same place, neighbours support each other, and people take pride in their surroundings. This sense of rootedness is becoming increasingly uncommon in the speculative housing system, where ownership is often reduced to capital gain and property flipping.

Some might argue that true ownership includes the right to sell on the open market at any price. However, this kind of freedom often excludes others. In an FSM, ownership is redefined not as the right to profit from scarcity but as the right to live with dignity, participate in governance, and share in the long-term prosperity of a shared asset. This offers a richer, more human form of ownership rooted in permanence rather than speculation.

In conclusion, a person who lives in an FSM owns their home more genuinely than someone with a mortgaged title in the traditional system. They benefit from greater security, more control, a fairer route to building equity, and a voice in the system that oversees their living conditions. Most importantly, they are shielded from the financialisation of housing, which turns homes into commodities. FSMs reaffirm that homes are for living, and ownership means staying, shaping, and sharing without fear of losing it all to interest, debt, or speculation.

How FSMs Increase Housing Supply Without Building More Houses

FSMs can significantly increase the effective housing supply **without building new dwellings**. This is achieved by speeding up housing turnover, lowering transaction barriers, and promoting full occupancy of existing properties. Under FSMs, costs related to buying and selling a home, such as legal fees, real estate commissions, and financing charges, are mostly eliminated, saving around **6% of a property's value** on each deal. This makes moving homes simpler and cheaper, helping to free up underused properties.

FSM communities are also **motivated to ensure all homes are occupied**, as vacant homes reduce the flow of payments into the shared asset pool. As a result, local governance structures naturally encourage more efficient use of space. This includes **welcoming short-term occupiers**, who can become part of the repayment and equity system, and facilitating **shared occupancy,** making it financially and socially attractive for multiple people to co-live in larger homes.

Because FSMs make **purchasing more affordable than renting**, more people can access secure occupancy arrangements, even if only temporarily. These mechanisms collectively increase the available housing stock in practical terms, easing pressure on the market while strengthening community ties and housing stability.

On Census Night, 10% of houses in Australia were unoccupied. In Canberra, it is estimated that there are 1.5 beds per person available in the city and many more rooms available for

sleeping. Putting a fraction of these in place will help alleviate the housing shortage without building more homes.

Why FSMs Are Advantageous for the Canberra Wealthy

PSMs are often viewed as a way to redistribute wealth, rebalance assets, empower communities, and end speculative finance. However, it is often overlooked that FSMs **benefit the wealthy within their communities**. They don't require destroying or seizing wealth or excluding those with resources. Instead, they offer a method for the wealthy to **sustainably preserve and grow their assets**, **align assets with long-term stability**, and **rebuild trust in economic institutions**. For those with a multigenerational, social, and strategic outlook, FSMs are not a threat—they are a valuable opportunity.

FSMs offer **low-risk, long-term investment options**. Current markets show declining returns in productive sectors for those with capital, often pushing investors towards speculation: in housing, shares, or increasingly complex financial tools. FSMs direct capital into **tangible, productive local assets** like housing, energy infrastructure, and community amenities. People use these assets daily and will need them for generations. These assets are **morally sound and economically resilient**, providing steady returns without the volatility or ethical concerns linked to rent-seeking or extractive investment models. Wealthy investors can hold shares in FSMs and receive consistent, inflation-proof returns through structured payments, service contracts, or shared dividends, **without relying on interest or capital gains**.

FSMs offer a way for **intergenerational wealth transfer that boosts reputation rather than causing resentment**. In a world increasingly divided by wealth inequality, the concentration of resources can lead to backlash and instability. FSMs enable wealthy families, foundations, or philanthropic investors to **establish new shared ownership institutions**, maintaining influence and stakes in the outcomes while **leaving a legacy of positive contribution**. Instead of being seen as rentiers or asset hoarders, the wealthy can play a key role in creating new housing, energy, education, and care systems that outlast them and which their heirs can be proud to inherit.

FSMs lower **systemic risk** for everyone, including the wealthy. Boom-and-bust property cycles, spiralling debt, climate shocks, and social unrest are not just abstract worries; they directly threaten wealth preservation. FAMs promote economic stability by anchoring value in productive, non-speculative activities and aligning payments with genuine capacity, not financial trickery. A society where more people have secure housing, affordable energy, and a voice in economic decisions is **less likely to face upheaval**. Wealth remains safer in a world that is safer for all.

FSMs open the door to **ethical influence and new leadership roles**. Many wealthy individuals wish to do more than just accumulate wealth; they aim to shape a better future. FSMs offer platforms where capital can foster **collective intelligence, local resilience, and long-term well-being**. Wealthy individuals and institutions can play key roles as **founding stewards, supporters of innovation, or system architects**, helping to develop FSM frameworks that can expand across sectors. This is not charity but **participatory legacy-building** grounded in practical finance and long-term social value.

FSMs help maintain the **value of existing wealth** by bolstering the broader economy. If housing and essential infrastructure remain within speculative systems, rising costs will curb consumer spending, slow innovation, and weaken productivity. By supporting FSMs, the wealthy can help ease these pressures and **stimulate the real economy**, enabling people to live better, work more efficiently, and start new businesses that generate genuine wealth. This creates a stronger overall ecosystem where all participants benefit, including those with capital.

Finally, FSMs offer a **respectful way out of the conflicts surrounding wealth accumulation**. Many wealthy Australians recognise that their fortunes are connected to systems others see as unfair or exploitative. FSMs provide a means to escape that system without guilt, conflict, or loss. Instead of defending a crumbling order, the wealthy can help **shape a new one** where money retains value. That value flows through cooperation, stewardship, and reciprocity, not dominance or exclusion.

In conclusion, Fair Share Markets (FSM) do not require the wealthy to relinquish their wealth. Instead, they encourage **rethinking the purpose and structure of wealth** from a source of inequality to a foundation for shared prosperity. For those with vision, foresight, and a desire to leave a meaningful legacy, FSMs provide a bridge between current privileges and future responsibilities. They are not merely a tool for equity—they serve as a blueprint for stability, continuity, and contribution in a world that urgently needs new economic approaches and foundations.

FSMs Benefit the Elderly

FSMs offer specific advantages for older homeowners and those with property equity. For many retirees, a family home is a treasured memory and a significant source of untapped wealth. Under traditional setups, accessing that equity often requires taking on new debt, selling the property and moving, or relying on complex reverse-mortgage products with high fees. In an FSM system, however, homeowners can tap into their property's value via interest-free contributions to a community fund while retaining the right to stay in their home for as long as they wish.

For elderly people wishing to age in place, this means quick access to funds for home improvements, such as ramps, grab rails, better insulation, or innovative health-monitoring systems, without the stress of loan applications or the risk of losing their home. They remain actively involved in managing their housing community, voting on maintenance, upgrades, or shared services like communal gardens and care support networks. This shared responsibility ensures homes are well-maintained and that decisions reflect the needs of long-term residents rather than distant investors.

Homeowners wanting to downsize within their current community also benefit. Instead of selling up and relocating elsewhere, they can turn some of their equity into cash while moving to a smaller unit or an annex on the same property. This helps keep social connections, reduces upheaval, and allows for multigenerational living if desired. The released capital can be spent on travel, healthcare, supporting grandchildren's education, or reinvested locally to improve family wellbeing and the local economy.

Because FSMs replace interest with shared payments, existing homeowners face lower ongoing costs and more predictable housing expenses. They avoid exposure to rising interest rates and market fluctuations. For those who have built wealth in property, this model converts latent equity into a reliable income stream or lump sum, all without surrendering control or ownership. Their stake remains protected by community rules rather than at risk from lenders.

Finally, FSMs enable older homeowners to leave a lasting legacy. When transferring their share, the community fund provides a fair, regulated valuation that prevents predatory buyouts. Heirs receive a fair return, and the home remains part of a sustainable, cooperative system rather than being divided or sold solely for profit. This way, FSMs respect the financial security and the lifelong bonds of those who have invested so much in their homes, offering freedom, dignity, and choice in later years.

Why FSMs Empower Young People to Build Equity and Belonging

For younger Australians, the traditional housing and financial system offers fewer opportunities. The dream of owning a home becomes increasingly distant for many as house prices climb, rents consume a larger share of income, and wages stagnate. The mortgage-based system demands large deposits upfront, long-term debt commitments, and access to stable full-time work conditions that don't reflect the real-life experiences of many young Australians. FSMs provide a new way forward, making housing more accessible and giving young people meaningful options to build equity, even if they are living at home or sharing with others.

In an FSM system, young people can start building shares in a household, including their parents' home, through regular, modest payments that contribute to ongoing maintenance and the eventual buyout of shared community-held housing assets. Instead of paying rent that simply disappears into someone else's mortgage or property portfolio, these payments are recognised as **contributions towards equity**, linked to actual use and real value. If they live with family, their financial support can be recorded as equity in the shared home asset through food, utilities, renovations, or direct payments. This demonstrates their responsibility and a formal **stake in the home's value**.

What's transformative is that these shares are **portable**. When the young person moves on, whether to study, work in another town, or join others to form a new shared household, they take their shares with them. The value they've helped build stays with them. Their early investment becomes the foundation for their next step. It provides stability, recognition, and a **growing sense of economic agency,** without needing a mortgage or a significant inheritance to get started.

FSMs also support **cooperative living models**, which are increasingly attractive to young Australians facing high rents and unstable jobs. Friends, students, or young workers can create shared living arrangements within an FSM framework, making payments that gradually increase their ownership in the home or apartment. Unlike renting, where money benefits a landlord's profit, each payment helps build their shared stake in the property. Governance is shared too, so young people are not just tenants but **co-decision makers**, gaining practical finance, planning, and teamwork skills.

This model also promotes **social mobility without displacing residents**. Young Australians can remain connected to their communities—close to friends, workplaces, and family—without being forced out by rising rents or investor-driven redevelopment. They can gradually invest in the community assets they belong to, maintaining stability and ensuring continuity in their lives.

For young people eager to contribute to their communities, whether by caring for others, running creative projects, or launching purpose-driven ventures, FSMs offer **a supportive financial foundation**. Instead of being burdened by debt or excluded from ownership, they are welcomed as stewards and co-creators of shared value. They are recognised not for how much capital they already hold, but for how they participate in shaping the future.

In this way, FSMs provide more than just an affordable route to housing. They represent a **redefinition of ownership** that prioritises contribution, cooperation, and use over speculation and exclusion. For young people, this means living securely, gradually building equity, and moving through life without being held back by debt or rent. The system regards them not as passive renters or latecomers to a closed market but as active partners in a new economic generation. One that values fairness, flexibility, and long-term belonging.

How FSMs Support Families Through the Working Years

For many people, the stage of life centred on raising a family, working, caring, and contributing to the community is both the most demanding and rewarding. It is also a time when individuals often face financial pressures. Mortgages, childcare, education, medical, and household expenses all burden families during this period. The traditional housing and finance systems, designed around lifelong debt and speculative property markets, often leave families overstretched and insecure, even when both parents work full-time. FSMs provide a practical alternative that supports working families' goals, enhances family stability, and makes it easier for people to focus on what matters most: raising children, caring for each other, and building a life together.

In an FSM, families aren't burdened with high-interest loans. Instead, they make regular payments to share ownership of their home and community. These payments are interest-free and predictable, helping families **confidently plan their budgets**. There are no surprise interest rate hikes or refinancing traps. What a family earns through their labour can be used for their well-being rather than absorbed by financial institutions.

Importantly, FSMs give families **real control over their homes**. Unlike renting, where a landlord can sell or evict, or mortgaging, where missing a few payments can trigger foreclosure, families in FSM homes enjoy long-term security. They gain ownership not through speculation but through ongoing contribution and participation. This allows them to truly personalise their homes. They can modify them as the family grows, invest in their maintenance, and even create space for grandparents or adult children to live nearby.

This stability is essential for working parents. It allows them to concentrate on their jobs and children without the ongoing stress of housing insecurity or the fear of being displaced from their neighbourhood. Children also benefit. Growing up in a stable home within a familiar environment and community provides a **stronger foundation for learning, social**

development, and emotional well-being. Schools, neighbours, routines, and friendships become part of daily life, not casualties of an unpredictable housing market.

FSMs also support **multi-generational resilience**. Parents can accumulate shares in the home, which, when no longer needed, can be sold back to the community or transferred to their children. This provides a form of generational continuity and wealth transfer that doesn't depend on speculative price increases. Instead of the family home being a high-stakes investment, it becomes a **place of lasting value and contribution**.

For families with two working adults or a mix of paid and unpaid roles, such as parenting or caring for elderly relatives, FSMs provide greater flexibility. Contributions to the household, whether financial or in-kind, can be recognised and formalised through the community structure. This ensures all family members are supported and valued, not just those with a formal income. It relieves the pressure to monetise every aspect of life and **restores dignity to caregiving and domestic chores**.

Moreover, the community-owned nature of FSMs enables families to be involved in decisions about their local areas. This can include shared playgrounds, safety upgrades, communal gardens, local childcare cooperatives, or energy efficiency initiatives. Families can exchange ideas, participate in governance, and influence the environment where their children grow up. This benefits individual households and boosts **social bonds**, creating supportive networks that make parenting less isolating and more collaborative.

In these ways, FSMs support the core goals of family life: stability, belonging, legacy, and care. They offer a housing and finance model that aligns with the natural cycles of family life rather than working against them. Families are no longer trapped in the race for speculative ownership or caught in the endless rent cycle. Instead, they become co-stewards of the places they live, building equity not only in property but also in relationships, well-being, and long-term security.

FSMs don't replace the nuclear family or traditional values—they **strengthen them** by giving families the tools to live with dignity, plan for the future, and raise children in safe, secure, loving environments. They offer a modern economic system that reflects the values families already uphold: commitment, contribution, and care across generations.

Fair Share Markets as an Evolution in the Social Contract

Humanity has continuously operated within shifting social contracts—unsaid agreements about how we live together, share resources, and balance personal freedom with collective responsibility. These contracts change as circumstances do. The tribal commons shifted to feudal obligations, giving way to the market economy, eventually evolving into today's globalised, debt-fuelled, profit-driven financial system. Each system was formed to address the issues of its time, but ultimately showed limitations and contradictions that called for a new approach. FSMs are not the ultimate fix for our economic and ecological crises, but they are an essential next step in this ongoing evolution. This transitional framework addresses the current system's failures and lays the foundation for something more regenerative, democratic, and just.

The current social contract, inherited from the industrial and colonial eras, is falling apart. It promised prosperity through private ownership, productivity through competition, and freedom through markets. But it has caused rising inequality, ecological decline, and social division. Debt fuels growth in the money supply. Extraction increases profit. Public wealth is privatised, while social and environmental costs are externalised. This model is becoming unsustainable for the survival of life on Earth.

In this context, FSMs establish a new social contract rooted in stewardship rather than ownership. They focus on shared benefits instead of private profits and promote ongoing circulation rather than hoarding. They reframe the flow of money not as a competition of winners and losers, but as a way to support the real economy: housing, transport, energy, food, and care. They allow communities to co-own and co-manage the assets they rely on. They replace compound interest with shared payments and ensure that the value generated by people and places is returned to them, rather than being siphoned off.

This is more than just economic reform; it is a rebalancing of power and responsibility. Under an FSM-based contract, individuals are no longer left to struggle alone in a tough market, nor are they passive recipients of government intervention. Instead, they actively shape and maintain the systems they live within. They gain security not through speculation or inheritance, but through participation and reciprocity.

FSMs also begin to repair the fractured relationship between humans and nature. They recognise that the economy is not a machine but a living system, and that assets like land, energy, and infrastructure must be overseen with a focus on long-term planetary health. In FSMs, the value of an asset is tied not to scarcity or market demand, but to its usefulness, durability, and contribution to shared life. This signifies a major shift in thinking—from extraction to regeneration, possession to care.

However, we should not see FSMs as an ultimate goal. They are not utopias or universal solutions. They explore new ways of ownership and finance as transitional scaffolds for a post-extractive civilisation. These frameworks allow us to test alternative and improved ways of living without dismantling the existing systems we depend on. As they grow, they will develop, much like co-operatives, commons, and mutuals have historically. They will integrate with citizen assemblies, ecological governance models, or emerging technologies of accountability and transparency. The main point is that they propel us forward, shifting away from systems that cause harm and division, and toward ones that promote healing and connection.

The future won’t be built in a single step. It will develop through many small agreements, rethought and rewritten by those who see other possibilities. FSMs are not the whole answer, but form part of the solution. They are part of the evolutionary leap we now need—towards systems that reflect life’s complexity, respect everyone’s dignity, and give us a real chance to survive and thrive together on this shared planet.

Objections to FSMs for Housing and Counterarguments

1. **Objection: “People won’t invest if they can’t make capital gains.”**
   Counterargument: FSMs do not eliminate capital gains; they rearrange the distribution. Investors earn returns through predictable payments and share sales instead of speculative appreciation, making housing more stable and resilient. Capital gains often lead to inflated prices and exclude younger generations. FSMs maintain affordability while providing secure, long-term income aligned with actual housing use.
2. **Objection: “It’s too complicated and unfamiliar.”**
   Counterargument: Although the concept is new to many, its mechanics are based on well-understood principles like shared equity, trusts, and payments. Software and governance frameworks can facilitate participation. Many financial systems—such as superannuation, mortgages, and rental agreements—are also complex but widely used. Education, pilot programs, and local councils can support a phased rollout.
3. **Objection: “It threatens existing property values.”**
   Counterargument: FSMs work alongside current markets and provide a *non-speculative alternative*. By offering affordable options without increasing land prices, FSMs reduce pressure without devaluing existing owners’ assets. Over time, this two-tier system widens choices without causing immediate disruption.
4. **Objection: “Without interest, how will lending be sustainable?”**
   Counterargument: Interest isn’t the only way to reward banks for their work. Banks can be paid through a fee taken from the payments made to the government for the new zero-cost money.
5. **Objection: “Governments shouldn’t interfere in markets.”**
   Counterargument: Governments already influence housing markets through zoning, taxes, subsidies, and monetary policy. FSMs are a voluntary and transparent tool for aligning public investment with long-term public benefit, offering a market-based solution that complements rather than replaces private options.
6. **Objection: “It undermines private ownership.”**
   Counterargument: FSMs support **individual custodianship** and shared ownership models. Occupants retain secure tenure, control over their homes, and the ability to build equity. The main difference is that equity is connected to stewardship and community well-being, not exclusion or speculation.
7. **Objection: “It won’t scale.”**
   Counterargument: FSMs scale **fractally** through local groups and community trusts, supported by broader coordination. Like co-operatives and mutual banks, they grow via replication, not centralisation. Technology enables managing complex systems locally; pilot programs can demonstrate viability before wider expansion.
8. **Objection: “There’s no proof it works.”**
   Counterargument: The building blocks of FSMs already exist, including shared equity housing, land trusts, cooperative housing, and mutual finance systems. FSMs combine and expand these ideas into a self-sustaining model with wider relevance. Small-scale trials can generate the evidence needed to gain support.

Implementation

To implement FSMs under the model proposed in this submission, the RBA and Federal Government would need to agree on:

1. Issuing interest-free public money through the banks for productive, repayable community assets.
2. Coordinating monetary policy with local asset-backed circulation.
3. Legally empowering community trusts or co-ops as FSM managers.
4. Adjusting financial regulations to support non-interest, non-speculative lending.
5. Trialling FSMs with formal oversight and evaluation.
6. Recognising repayments as structured reinvestment in the public economy.

These agreements wo**n't replace existing systems** but will create a **parallel, non-extractive option** for public and community development. They align with Henry George's shared values and ideals, and enable a new social contract for the 21st century.

Summary

This submission contends that an alternative housing finance model should support the ACT Government's Missing Middle planning reforms. The model is independent of the planning and can be developed in parallel. Drawing on Henry George's principle that land increases in value because of public and community investments, the proposal recommends using **Fair Share Markets (FSMs)** to ensure that the rise in land value from zoning changes benefits the community. Rather than profit-driven development, FSMs enable all residents to purchase housing through **interest-free payments**, fostering long-term affordability, local control, and more flexible, responsive housing solutions tailored to residents' needs.

ACT Missing Middle Housing Reform

20 June 2025

Director-General, Environment Planning and Sustainable Development Directorate
ACT Government
GPO Box 158
Canberra ACT 2601

As an attachment to: YourSay Conversations

About us: Vivendi Cities specialises in policy and strategic advice on the integration of land use and transport; and the economics of place, walking and cycling in Australia.

Our recommendations

We make the following recommendations for the ACT Missing Middle Housing Reform:

1. Broaden the Missing Middle Housing Reform to include additional requirements that will improve liveability outcomes, based on clear evidence.
2. Require mixed use development (such as shop-top housing or local mixed-use neighbourhood) within 400 metres walking distance of all dwellings.
3. Where possible, require through-site links, particularly for development sites where the overall block (or distance between walkable intersections) is more than 200 metres.
4. Remove minimum car parking rates for residential developments. Failing this, require up to 0.5 car spaces per dwelling for central areas like Gungahlin, Kingston and Civic, and 0.7 for smaller centres.
5. Waive parking rates for non-residential developments under 1,500sqm.

Non-residential uses

In preparing the 'Healthy Streets Strategic Business Case' for Transport for NSW, Vivendi created a regression model that compared mobile phone data of the way people move around the city, with 144 other geospatial factors, to determine statistically what had the greatest influence on walking and therefore the liveability of neighbourhoods and precincts.

This analysis found that housing density and type is the most significant factor – and one that the ACT is now addressing. However, it also found that the next most important factors needed to be part of the mix - specifically local destinations like schools, parks and shops; public transport; and jobs. Together, these four factors account for around 50% of all walking in a given precinct.

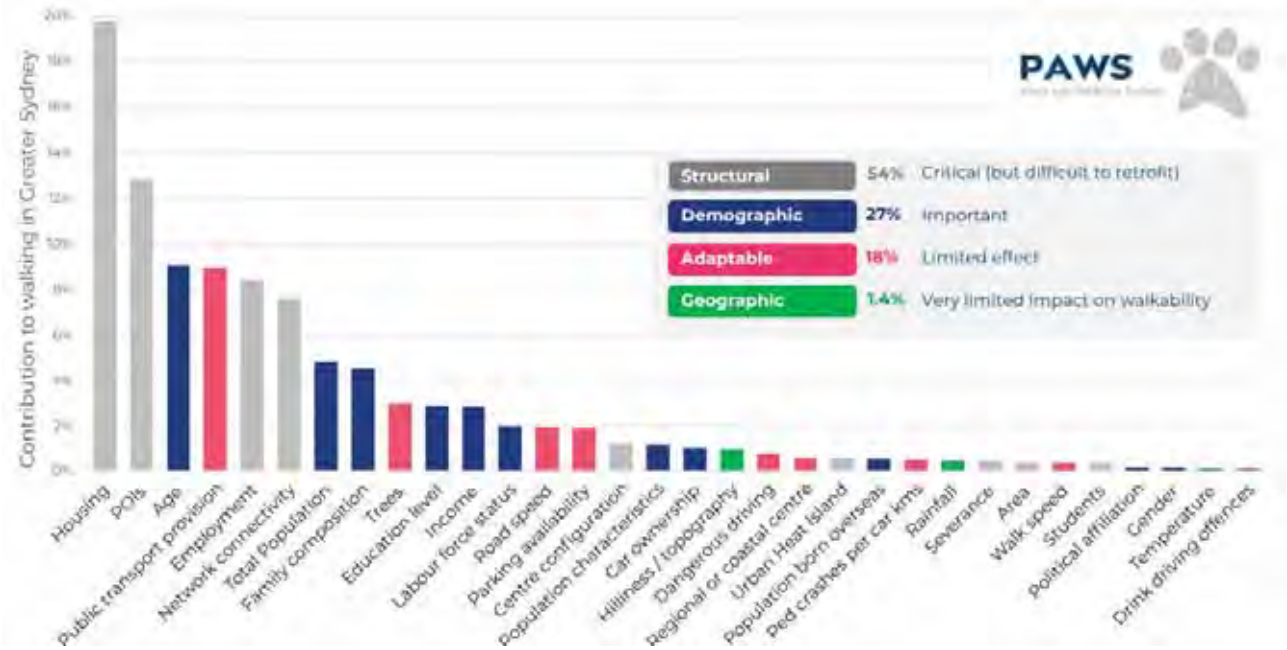


Figure 1 – Regression analysis by Vivendi revealed relationships between walkability and other geospatial factors

This analysis was repeated for regional NSW with similar results (but lower thresholds for detached dwellings and public transport), including Queanbeyan. We anticipate Canberra to have a similar profile.

Therefore, if an increase in local walking is sought (to improve social connection and health, reduce car dependency and traffic congestion, or to access local destinations like schools) then the planning requirement should also include more local destinations, particularly points of interest The easiest way of doing so is by permitting low rise mixed use (such as shop-top housing) as part of the reforms. The Western Australia Planning Commission for example, requires that at least 60% of dwellings must be within 400 metres of shops.

This was a key failing of the NSW reforms, and spurred Vivendi to partner with the Committee for Sydney to publish a Checklist for Walkable Density to address this.

- **Recommendation 1: Broaden the Missing Middle Housing Reform to include additional requirements that will improve liveability outcomes, based on clear evidence.**
- **Recommendation 2: Require mixed use development (such as shop-top housing or local mixed-use neighbourhood) within 400 metres walking distance of all dwellings.**

Through-site links

Another challenge in many suburban areas is the legacy of large blocks that inhibit walking. Our analysis found that 'network connectivty' (permeability) is the sixth most important factor, explaining about 8% of all walking. We found that the maximum distance between intersections should be less than 150 metres. Once blocks are longer than this, walking drops significantly.

- **Recommendation 3: Where possible, require through-site links, particularly for development sites where the overall block (or distance between walkable intersections) is more than 200 metres.**

Car Parking

While lower minimum rates are welcome, the Territory should consider low or zero minimum car parking rates.

When undertaking the research to inform the parking chapter (8) of the NSW Guide to Transport Impact Assessments (GTIA, TS 00085 v1.1) we identified that parking standards impact vehicle kilometres (car use) and therefore impacts on greenhouse gas emissions, public health, transport affordability and so on.

Our analysis found that Australian cities generally have an overprovision of parking, and minimum parking standards not appropriate in most contexts. In addition, mandating excess parking rates increases housing costs, with little benefit.

VPTI research indicates right-sizing parking requirements can reduce traffic demand by as much as 10%, which thereby reduces carbon emissions and local traffic congestion.

Our detailed technical analysis, and review of global best practice, identified that parking minimums should be removed:

- within 15 minutes' walk of major centres
- where there is frequent public transport of major centres –

Instead, this should be replaced with parking maximums in locations where car mode share is already low and density is highest. The map published with the GTIA shows that, at SA2 level Queanbeyan and Gooyong are Category 3. However, there are pockets at SA3 level that are Category 1 and 2 and therefore warrant lower rates of parking (see Figure 2).



Figure 2 – SA2 map of Queanbeyan (NSW Government) vs SA1 level analysis – parts of Queanbeyan & Googong are Cat 1.

While the rates proposed in DPA-04 are marginally better than the lowest category (Category 3) rates in NSW, the rates will likely result in oversupply in urban centres. Consider starting rates of 0.5 per dwelling for central areas like Gungahlin, Kingston and Civic, and 0.7 for smaller centres, in lieu of 1.0 (or no minimum).

We also encourage you to consider waiving parking rates for development under 1,500sqm, as Japan has done to enable mixed use, gentle density which enables small businesses and local shops.

Our recommendations on car parking:

- **Recommendation 4: Remove minimum car parking rates for residential developments. Failing this, require up to 0.5 car spaces per dwelling for central areas like Gungahlin, Kingston and Civic, and 0.7 for smaller centres.**
- **Recommendation 5: Waive parking rates for non-residential developments under 1,500sqm.**

EXAMPLES

Territory Planning is not delivering walking – Lessons from Bruce



Vivendi was a key contributor to the Committee for Sydney's Checklist for Walkable Density (part of the Density Done Well series).
This checklist identifies evidence-based structure planning and transport elements that are shown to contribute to liveable places, including local points of interest, street network density, public transport and jobs.

As part of work undertaken on behalf of the NSW Department of Planning, Housing and Infrastructure (DPHI) we ran the checklist over Bruce, ACT as a non-NSW comparator. This exposed a low level of walkability, which correlates to the observed high car and low walking patterns in Bruce.

This should be a case study for the Missing Middle reforms. Bruce ought to be the missing middle model – surrounded by education institutions, with swathes of mixed use zoning and 'missing middle' density. Yet the roll-out of monofunctional residential medium density by developers, poor street connectivity, and distances that exceed comfortable walking times to parks, shops and schools, all highlight the need for a greater structural rethink.

Our analysis is reproduced below, including scoring against the checklist (using a more generous approach of giving partial points for percentage of land within catchment). **This example highlights that the reform must go beyond medium density housing, to ensure mixed use and connectivity.**

ACT Missing Middle Housing Reform



Figure 3 – GIS analysis showing some key challenges in Bruce

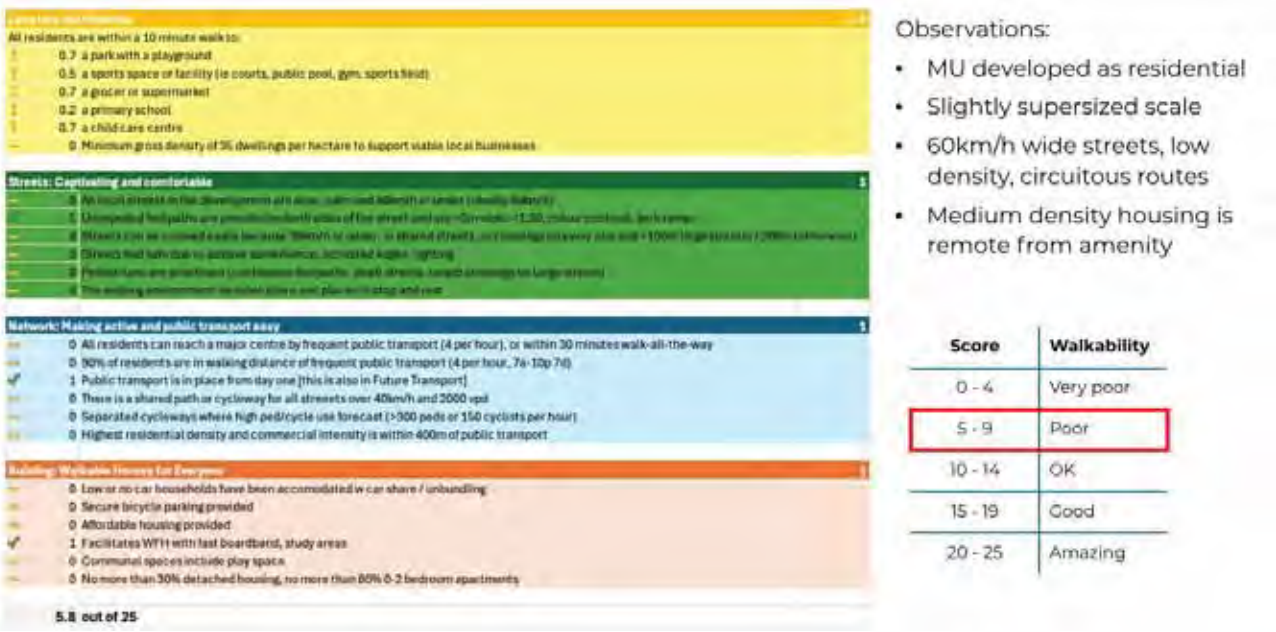


Figure 4 – Scoring Bruce against the Checklist for Walkable Density

How many people live a 'car-free lifestyle'?

A good indicator of this can be found in Census data. Generally, 5.5% of ACT households do not own a car. In the suburb of Belconnen, this rises to 14% of households, while in neighbouring Bruce, the figure falls to 4.7%. Bruce is therefore more car-dependent than the ACT on average, and well below Belconnen.

While some of this can be explained by the public transport provision (20 vs 7 routes in Belconnen vs Bruce, serving 8 vs 2 unique destinations), **dwelling type also plays a significant part**. Both suburbs have low rates of single dwellings (0.5% and 20% respectively, compared to an average 63% in the ACT as a whole) - but in Belconnen this is mostly apartments (75% of all attached / 74.9 of all housing), and in Bruce mostly 'missing middle' (61% of all attached, and 48% of all housing).

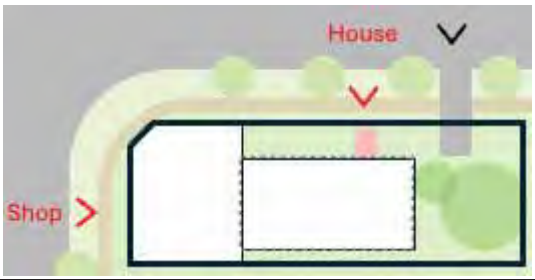
The high parking rates in these 'missing middle' typologies, reflected in the MMHDG, is a contributing factor that these reforms can address.

Small-scale mixed use is currently missing from the Territory Plan

The Territory Plan 2023 remains largely monofunctional with a strong delineation between Residential Zones and Commercial Zones. CZ5 Mixed Use Zone enables *higher density* residential above commercial around transport and in centres. A gap remains therefore for low-rise, low scale mixed use (corner shops) that are essential to walkable suburbs, and feature in pre-war neighbourhoods in Melbourne and Sydney.

Enabling local mixed business requires adding to the E1 – Residential Zones Policy, Land Use / Type Table the uses **cafe, community activity centre, early childhood education and care, produce market** and **shop**. Assessment outcome 6 already manages adverse impacts, and 12 already provides for reasonable active ground floor. With the removal of the apartment restriction, the first Assessment Requirement could be repurposed to deal with small shops, eg: **Distribution of uses – non-residential** ~ Assessment Requirement "1. Non-residential uses at ground level, at the street edge and no more than [200]sqm"

Relatively minor amendments to the draft MMHDG would facilitate this:

Page	Amendment
8	Add "→ **local mixed business** where a shop or business is located in front of or under a dwelling, often on a corner block, to provide neighbourhood amenity"
48	Introduce a new **3.1F Local Mixed Business** for small-scale mixed use such as:  *Mosman, Sydney*  *Brunswick, Melbourne* **Key characteristics** are 2 – 3 storeys, limited open space or off-street commercial parking **Where to use** where there is no CZ zone within 5 minutes' walk, preferably on corners. **Benefits** of encouraging walkability and reducing car use and emissions, providing for daily needs and compact housing ancillary to the commercial use should be included. Plans should minimise off-street parking and encourage compact low-rise mixed-use urbanism: 
57	**3.3B Non-residential Uses** This is excellent, and captures exactly what is sought. Rather than being passive to this being permitted, make this a standard consideration tied to Assessment Outcome 12. We recommend de-emphasising parking, particularly where on-street parking is plentiful.

Car parking permeates the MMHDG

As illustrated in the Bruce case study above, high rates of off-street parking for medium density typologies is a key contributing factor to the high proportion of car use and low proportion of car-free households.

This reform provides an opportunity to review the indicative layouts and Chapter 4.2 to move away from 'better carparking layouts' towards less parking as a whole. Principles such as encouraging zero off-street parking when an equivalent amount of on-street parking frontage exists would go some way to addressing the streetscape concerns of the design guide, as well as facilitating other better outcomes such as more tree planting and the roll-out of cycleways. (note as well that typically the move towards 'shared' parking availability can reduce demand by 15 – 30%, driving down car ownership and car use).

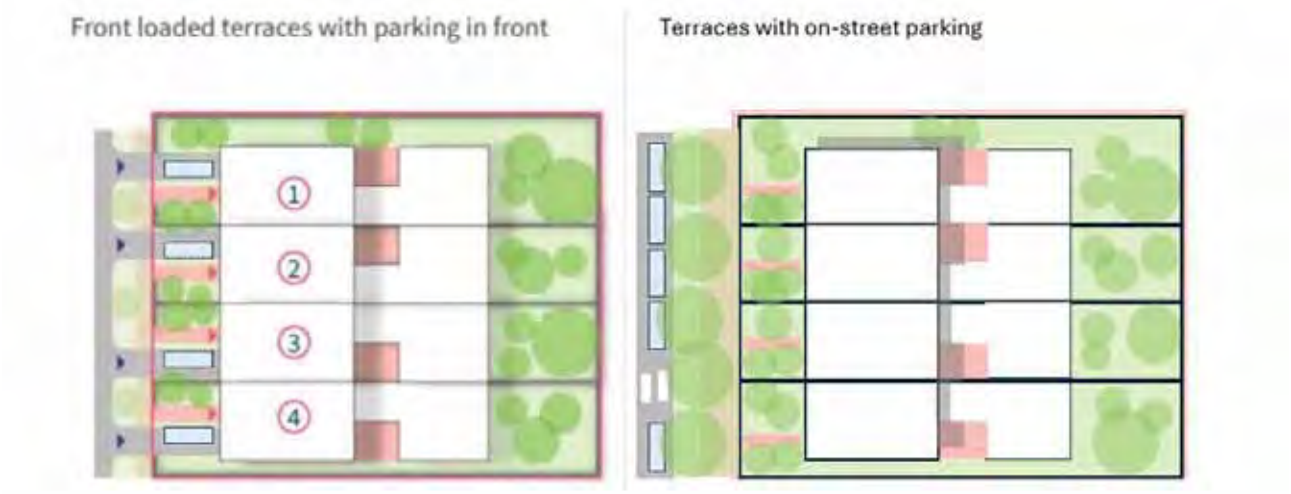


Figure 5 – Current controls require, and MMHDG designs always indicate, off-street parking (left) when more flexible parking and better streetscape / built form outcomes would be achievable (right) by encouraging on-street parking.

Also – Avoid a race to the bottom

The NSW Government spent two years developing the Design and Place SEPP, similar arguments for lowering minimum standards as a means of supporting more housing approvals were made – before the housing crisis. This was a period of unprecedented approvals during COVID – and no increase in supply.

We note that ACT is considering the same approach. Government Architect NSW research did not support lowering standards (and identified lower satisfaction with medium density and rental homes):



	Satisfaction	Male	Female	18-24	25-34	35-44	45-54	55-64	65+	CALD	NON-CALD	ATSI	NON-ATSI	Renters	Homeowners	Home Type, Freestanding /Terrace house	Home Type, Apartment	Home Type, Townhouse / Semi-detached / Duplex	$0-$50k	$50-$99k	$100-$149k	$150k+	Metro	Regional
Air, light & sound quality	73%	78%	69%	80%	68%	63%	66%	87%	81%	77%	71%	76%	73%	72%	74%	73%	72%	79%	74%	69%	75%	74%	73%	75%
Dwelling (External)	67%	72%	63%	70%	52%	57%	62%	78%	79%	64%	68%	64%	67%	58%	72%	73%	58%	64%	63%	63%	69%	68%	67%	65%
Access t green spaces	64%	67%	61%	68%	67%	55%	48%	74%	68%	68%	61%	73%	63%	64%	64%	60%	70%	68%	66%	63%	60%	63%	61%	68%
Dwelling (Internal)	60%	65%	56%	60%	48%	53%	47%	73%	76%	56%	62%	63%	60%	50%	65%	64%	54%	52%	57%	52%	61%	67%	61%	59%
Transport & Traffic	58%	58%	59%	38%	63%	66%	45%	63%	67%	60%	57%	48%	59%	58%	59%	59%	64%	40%	60%	53%	56%	62%	63%	44%
Local amenities	51%	50%	53%	40%	42%	50%	52%	58%	65%	47%	54%	43%	52%	45%	54%	51%	57%	45%	52%	46%	49%	54%	55%	43%
Home efficiency	40%	39%	42%	24%	40%	43%	34%	44%	51%	41%	39%	34%	41%	41%	40%	41%	41%	36%	44%	38%	29%	42%	40%	41%

Figure 6 - Extract from GANSW Commissioned Survey and Research showing lower satisfaction of renters (50%) vs owners (65%) and 'missing middle' occupants (52%) vs detached house owners (54%) in the amount of internal dwelling space.

ACT Missing Middle Housing Reform

Using lessons learnt from the NSW experience, we recommend:

- People value thermal control, access to sun and air very highly in surveyed results (see research link above). Therefore, solar envelopes should be purposive. 31° is an evidence-based proxy for sunlight to public space midday, midwinter, while 45° is not. Why not provide a performance-based exemption? (eg: 31° "or such greater angle as can be demonstrated does not overshadow...") - much like the NCC.
- Reduced areas for apartments and bedrooms should be considered against the increased rates of work-from-home. Ultimately, NSW retained bedroom sizes and introduced purposive considerations for the placement of study desks (which could be within bedrooms, or study nooks).

Who are we?

Vivendi Cities is a small consultancy with expertise in place, active transport and AI. It has three directors:

[redacted]

We have produced, led or provided key inputs to:



Committee for Sydney Checklist for Walkable Density



Transport for NSW Walking Strategic Business Case



Transport for NSW Active Transport Systemic Analysis



ATAP Valuing Place Guidelines (draft)



HSRA land use assessment + demand modelling



NSW Walking Space Guide and Cycleway Design Toolbox



INSW Investor Assurance Framework



Macquarie Park PBTS and Strategic Business Case



Rozelle Master Plan (transport-enabled town centre master plan)



Guide to Transport Impact Assessment – Chapter 8 Parking

Yours Sincerely,

[redacted]

The ACT Government's Missing Middle Housing Reforms will reduce Canberra's travel distances, travel times, transport costs and transport emissions.

They will also substantially increase the unimproved capital value of around 150,000 homes.

The government has no plan to charge the owners of those homes a lease variation charge to recoup the increased value of their leases.

Without sufficient lease variation charges (which home-owners could pay progressively through surcharges on their rates), or without sufficient adjustments to the unimproved capital values that are used to calculate municipal rates, the proposed reforms would represent a massive transfer of wealth:

- away from the relatively poor tenants of more than 50,000 houses (including the 100% of aboriginal households that are rented) who pay rates indirectly through their rents, and
- towards more than 100,000 relatively wealthy property owners

The proposed reforms would also represent a significant transfer of wealth, away from the majority of home-owners who own just a single house, and towards the approximately 2% of people who own more than one property.

[redacted], 19 June 2025

Dear ACT Planning

I welcome the ACT Government's "Missing Middle" reforms to promote housing diversity, affordability, and sustainable infill in established suburbs. I am writing to request that blocks under the current 800 m^2 minimum — such as my 658 m^2 RZ1 block in [redacted] — be considered eligible for sensitive subdivision or dual occupancy, especially where existing secondary dwellings already comply with building codes and environmental performance standards.

My property comprises:

- A primary residence at [redacted]; and
- A self-contained 58.5 m^2 secondary dwelling at [redacted], which is currently rented as a separate residence with its own entry and amenities.

This arrangement has proven both practical and desirable — providing an affordable, low-impact rental option in a high-demand suburb, while supporting gentle, low-scale infill in line with the ACT's strategic planning objectives.

However, because I am currently unable to subdivide the property, both the primary and secondary tenants must share utility connections, including electricity and internet, requiring manual cost-splitting and informal arrangements. This is less than ideal for all parties, and a subdivision would enable separate metering and service connections, significantly improving the living experience and rights of both lessees.

More broadly, my block:

- Is located in a well-serviced, walkable suburb near transport, schools, and shops;
- Retains its garden character and privacy despite accommodating two dwellings;
- Represents an ideal candidate for subdivision that aligns with the aims of the "Missing Middle" reforms.

Allowing subdivision of mid-sized blocks with existing, compliant secondary dwellings would:

- Unlock more flexible and diverse housing options close to services;
- Support single-income homeowners, ageing in place, and intergenerational living;
- Improve tenancy conditions by allowing full residential independence for each dwelling.

I encourage the ACT Government to:

- Remove or reduce the 800 m^2 minimum where site conditions and existing infrastructure demonstrate feasibility;
- Introduce a design-led, merit-based subdivision pathway;
- Provide a pathway for recognising and formalising existing well-functioning dual occupancies.

Thank you for considering this submission. I would be pleased to participate in further consultation or pilot initiatives that support inclusive, sustainable urban housing in the ACT.

Kind Regards

[redacted]

[redacted]

MISSING MIDDLE HOUSING REFORM ENGAGEMENT

Quick comments received via YourSay

Date range: 20 May 2025 to 22 July 2025

“The existing site coverage requirements are too generous: this will make things worse.”
“Better planning of parking, street width, town centres, roads and general infrastructure is seriously needed.”
“This is a great way for parents to help their kids build their homes on our land. Very well overdue”
“I think this is the right move. It creates the opportunity for more efficient use of urban space while not causing places to change too fast”
“The feasability study by [redacted] has a conflict of interest: they will benefit from the extra work their client developers get. New developments have no fit with existing character under the present guidelines. What is there in these new ones to imply different now?”
“Subdivision is good and allowing townhouses the same size as houses is fine. RZ1 block consolidation is an unacceptable change to character.”
“This change would make suburbs more vibrant and interesting.”
“You are ruining Canberra. The impact of these extra infill programs are compromising the way we live and our quality of life.”
“The response to FAQ 'Will this change the character of my street' is disigenuous: old streets were very clearly planned by housing type.”
“The guide and engagement materials are filled with question-begging terms: "missing middle" is the biggest. Also 'right-sized', etc”
“Sounds good”
“I am all for MM housing if its done well and we retain gardens and trees. Cbr did this well decades ago. Why not go back to those rules? Why would this approach work when current zoning doesn't? What will stop developers building huge houses instead of MM housing? Needs fix. Need a scheme for older people - they give up their old home for redevelopment and buy government auspiced energy efficient new build nearby Many older folk in Nth Cbra want to downsize but developers build huge single dwellings. Need creative policies to correct the mismatch. Better to: - ban single dwellings in RZ2 - use RZ3 rules for RZ2 - extend RZ2 - use 80/90s rules that created good missing middle in RZ1”
“The ACT should push back on the FedGov's immigration program. If not for mass immigration, Australia's population would actually fall.”
“There wouldn’t be this missing piece if act and federal gov didn’t create it. Regardless of what housing is built people can’t afford it.”
“With good design, incorporation of environmental technologies and sensitive use of open space this could really help the housing crisis”
“I support the concept of MM. However, the proposals need re-working to guarantee solar access in winter to avoid building cold homes etc”
“Yes, infilling existing suburbs is a better idea than the eye sore of new development. We also need to stop unending growth mentality.”
“Great idea. Should also revise RZ1 to allow basements, attics, and three-storey houses in exchange for lower block coverage.”
“Avoid 2 stories where all other houses are single in street. Glad to see privacy and light will be factor. Major concern about parking provision where on street parking results in danger.”
“where is Talk to the government architect Session? I have registered for this session but I do not know the location for Friday 22 June”
“This needs to be more dynamic. Inner north and inner south should have mid to medium rise apartments and outer areas need this reform.”
“Impossible to fit 3 abodes on single block. No views, no plants, no space, expensive”
“Need single level spacious townhouses near shops”

“Canberra has an ageing population who require single level housing. This does not appear to have been addressed.”
“I am all fo the missing middle however great design, quality & good regulation is vital. Canberra is filled with poorly designed apartments”
“I would love to see more missing middle housing particularly those suitable for people with disabilities or as they age eg single level.”
“Moved to Canberra for the reduced population, and lifestyle of living in the bush capital. STOP immigration and squashing us like sardines.”
“Sounds like a sensible approach, but the high cost of building, land prices, crippling land tax and contributions who's going to build it.”
“Townhouses in MEL or SYD are usually in a row, not in between existing single level houses. Overshadowing and overlook are real problems. I'm paying back a $15000 solar loan. What happens when a townhouse overshadows my panels? How is this fair?”
“Over all I think these reforms are fantastic and exactly what the city needs.”
“Concerns-Solar envelopes will restrict terrace houses builds”
“We want more trees, we want more houses, you cannot have both. 5% increase in tree canopy is just a 5% increase on something falling on my house without any greater benefit. canopy should not just be about trees, should be able any shade apparatus that provides a benefit to the dwelling. I dont agree that minimum for development should be unspecified. down to 700sqm maybe. too dense is not good. supported backyard infil the design book could also include KD1B2 designs with shared basement parking, single dwelling backyard dwelling with basement parking. ps 140 characters is really annoying. in the same vein, put out an EOI for builders/architects to submit designs for inclusion that meet the design/necessary criteria - less work Genius-create a book of multiple designs, incl prefab options to make it quicker, partner with builders, meet design criteria, fast track flexibility for the removal of old trees on big blocks to enable better housing. I wont buy a block with a big old tree, i dont feel safe. consider the future aspect of tree root problems associated with increased canopy, including damage to the structure. Canopy isn't everythin create a specific "do you want to develop your backyard" guide, and ONLY include detailed, necessary for that type of build =less confusion page 66 of the missing middle housing design guide does not have the number plate (XQV088) of the car obscured in photo 46 if M&D knockdown 1 and rebuild 2 with a known, reputable builder, nothing huge, special or difficult, make it simple and be flexible. older people generally fear dealing with complex issues, 1, 80 year old living on 900sqm of land in red hill is not good use, help them. create a "mum & dad backyard development team" to properly assist people to use their backyard and not affect the streetscape. the partnership model could minimise negative pension outcomes for the elderly given they wouldnt get all the money. If backyard development is what you want, partner with owner who may not have cash or income stream and take from the sale. the idea you cannot have 3 levels is ludicrous. Only seeing 2 - great. enable basement parking with 2 visible levels with bedrooms=carpark selling backyards provide opportunity to age in place, frees up capital to make house upgrades. the 120sqm limit is too low, 140-150 If you want battle-axe, provide fixed costing for LVC and other charges to demonstrate viability for M&D's without spending on consultants”
“Why are are tiny homes not included and why are you not addressing building standards that necessitate larger dwellings.”
“I fully support this new inititive. I think it is reasonable and make sense to address our housing shortage issues. Thanks.”
“Concept is great! Respect heritage areas. In the builds, include garages (flexible areas) and laundries with space for hanging washing. Brilliant, much needed, creative. Make it beautiful architecture and landscaping working together for sensible, sustainable outcomes.”
“I am supportive of the concept but there must be strong incentives to adopt aging in place designs including residential lifts in townhouses”
“The requirement for dedicated bicycle storage is totally out of proportion for only 2 or 3 dwellings, give only about 5% of people cycle.”
“Housing density should be increased without reduction of planting area, open space or setbacks by growing up not horizontally.”
“In all of your image you have two story houses. This will not tempt older people to exchange their multi bedroom home for something smaller.”

“Thank you for looking at innovative solutions to housing in CBR. Looking for technical spec for RZ2??”
“Missing Middle Housing is essential: our ageing population find that they cannot garden comfortably and need access to better bus services”
“An excellent much needed reform. Will reduce the growth of rents and give residents more options to live close to work and transport.”
“Delete 120sqm dwelling limit. Just follow plot ratio. Allow proper subdivision on RZ1 land instead of unit titling.”
“Old big blocks = big trees and stricter setbacks than newer suburbs. High lease change fees. Need 2 x rear easement access. Slow approval”
“You want more dwellings and more trees, without relaxing other requirements? How? The process needs to be simplified, not complicated!”
“Need more single level townhouses with a small yard for oldies . Then we can free up our big houses on big blocks for the next generation”
“I wanted to find a townhouse where I wouldn't need to drive around, but I couldn't. This change, with the right oversight, is great for cbr.”
“Pay attention to how multi-unit complexes are managed once they are built. Unregulated strata managers are the mobsters of the current era.”
“It's a good idea so let's proceed ASAP”
“Perhaps consider three stories in RZ1”
“As show options of two dwellings on top of each other”
“I’d happily sell my home and live in a unit, however the body corporate fees are too high with little value.”
“I am extremely supportive of Canberra becoming a more housing dense city. We really need to start creating more missing middle housing.”
“I strongly support the proposed amendment to subdivision policy to remove the 120m2 maximum size limit for second dwellings.”
“Groups of three villas with a common private garden area for verges and seating space. Important villas have two bathrooms and living space There is a shortage of single level villas with enough room to have the family over for older Canberrans and people with disabilities.”
“Tiny Houses have been ignored. They have no clear directions but are useful. Resolve them - yes or no - in the legislative upgrade.”
“there is no logical reason to enforce uniformity across Canberra suburbs. In the inner south and north, reduced canopy cover. Inconsistent”
“Retirees downsizing DON'T WANT 2-storey dwellings! There is a desperate need for SINGLE LEVEL, 1, 2, or 3 bedroom stand alone town houses.”
“Lack of disability requirement, aging population need single level. Multi-level focus. Single-level no steps won't be built unless forced to”
“This is a great proposal but only suitable for areas with larger blocks and higher housing demand such as Braddon and Garran”
“How about a design competition, highlighting innovative ways of reimagining single-family homes, 2, 3 & 4 bedroom units ,& Row/Townhouses”
“Loss of amenity: tree loss, shadowing from new developments reducing access to light for solar panels/windows, privacy loss, street parking.”
“Why has this taken so long? We could’ve been doing this for the last 10 years . Finally some common sense, it’s about time.”
“good idea but with the increased supply comes increased demand how are you going to make sure that it doesnt just make more people live here?”
“There are better examples internationally with gentle infill/densification. The answer is not more boxy dwellings.”
“I support these reforms.”
“What compulsory planning provisions for off street parking will there be to avoid our streets being clogged with parked cars?”
“Bring back the car space rules, mate. The proposed reform’s slashed the number of car spaces needed per home. We need two car space per home”

“areas of population increase must address public amenity EG community garden, playspace, skatepark, bike path to avoid chaos due to boredom.”
“This is great and well overdue. Absolutely support.”
“More online Q&A would have been useful.”
“I like the reforms to enable more missing middle housing. I hope they are accompanied by investment in local shops, services, and PT.”
“I am opposed to the MH idea. Rarely do low density apartments / townhouses look good and many are not maintained. Streets would be wrecked.”
“I think its a good idea, but personally I think the high density zones should be expanded in congruence with these reforms”
“The first and very important thing for this to work is to vary crown lease which is expensive. ACT Govt. should look into reducing LVC.”
“Very happy and excited about the missing middle housing reforms. I currently enjoy living in an old duplex home and hope to see more built!”
“You need more single level two bed homes for those ageing and can give up their bigger homes. Older people don’t want two story or a unit.”
“I dont have a problem with it as long as existing residents' concerns are taken into consideration such as proximity, noise and shading.”
“Wish list: all parking mandates abolished (eg NZ) - taller demand-responsive homes allowed by public transport, services and Inner Canberra. This is an essential reform that helps democratise housing growth across Canberra, which will become normalised like in other global cities.”
“I’m supportive of single residential land become dual residential. Need to ensure traffic flow.”
“Absurd proposal. The planning authority won't even let us build a garage on our 600m2 block, where we already have a shed and concrete.”
“We need much more medium-density housing. House plans need to be regulated (I've seen so many poorly-designed townhouses) and need amenities”
“Allow subdivided vacant land for sale before construction”
“These reforms are a much needed step in densifying our city, catering for demand in established areas. Fully supported. Well done!”
“This should have been done years ago.”
“Sir William Deane stated the “ultimate test of our worth as a nation is how we treat the most vulnerable and disadvantaged of our people”
Any consideration of , ’The Missing Middle’ must include thorough consideration of the of Affordable and social housing.”
“This can't come soon enough. I wouldn't be able to live where I am if it wasn't for this type of housing and I want that for everyone.”
“We should give more 1st home buyer subsidies. Especially for older homes. So people will buy them instead of running behind brand new”
“The Government has left the construction to the private sector and they might choose to build other types of housing. What is the MM target What if builders ignore the MM design guide and maximise the number of units that can be placed on a block? Any neighbour protection? Housing affordability has been overlooked in these reforms and the terraces being built currently cost as much as houses.”
“Me and my friend want to build together. Dual occupancy. But act govt rules are tuff. If u guys allow to buy 500sq and make 2 same size house”
“The guide is too biased towards two-storey developments”
“I am supportive of the programme.”
“More options, less cost”
“The reforms do not address the pressing need for small single story homes with small gardens for older residents”
“I fully support this. City Edge, O'Connor is a brilliant example of "missing middle" housing. It provides public and private housing.”
“Strata costs are outrageous, our's has doubled in two years no fault of the EC. Defects still outstanding, [redacted] is shonky.”

“LVC and UT need consideration to make this accessible, having just done a dual occy with my dad, it was incredibly costly& convoluted”
“please build singapore HDB style public housing, back to basics housing, no flair, no luxe, community and environmentally minded.”
“Well done. It is definitely the right direction for increasing housing choices and affordability.”
“I like this but it needs to be joined with the total removal of stamp duty. Still penalised for downsizing for owners of big houses & blocks”
“As soon as this happens I’m leaving ACT”
“Feedback: Consider and allow the RZ1 blocks to be subdivided and sold without a need to construct the house. Especially for larger 1000+ sqm Feedback: Consider the large RZ1 1000+ sq meter and CORNER blocks separately and provide special entitlements Feedback: Consider removing or reducing the unit titling/sub division fees. This may encourage general public to sell.”
“These reforms need to be rethought for corner blocks in RZ1. The setbacks allowed are completely inappropriate on the secondary street front”
“Rates are so high now and you proposing to cut the existing blocks and doubling your rates again and saving on infrastructure.
“Less consult more build.”
“Time to look at subdividing the huge leasehold blocks along Mugga Way and other similar areas ... a colossal waste of space. I felt this initiative showed little thought for infrastructure - roads for example - unchanged and ill-equipped to handle extra traffic”
“It will not increase affordability: smaller dwellings may be cheaper. So what? Media panics when prices decrease, that'll matter more.”
“Why don't you make dual and tri-occupancies exempt - as long as it's zoned relevantly and size of development is based off block size.”
“Is what the ministers and politicians consider good housing the same or different from what the public as a whole thinks? Have you considered actually surveying a large portion of the population to see what kind of housing they actually want? Have you actually considered the ecological impact? In suburbs built before the 90s, the majority of area is planted usually planted”
“Right idea but need to apply to all heritage areas too otherwise no good (not precious about them). Also make sure not to overshadow others”
“I really like this reform. I dislike the car dominance in the guide. Please consider how you will allow for more shops in these areas too.”
“We are spending an extra 30g on extension materials because it took so bloody long to get through the approval process. We can't afford that”
“Sounds amazing!! Especially for uni students”
“good idea”
“You should also consider Rz2 rezoning by a few hundred extra metres from shopping areas. Shift the Rz2 out in the older suburbs”
“This is not the answer, not everyone wants to live packed in like sardines.”
“I strongly oppose this policy. This will not solve housing problems but will drive up prices for cheap, flimsy shoeboxes.”

CABINET

Do you currently own a home?	Do the proposed changes to enable 'Missing Middle' developments make purchasing a home, or an additional home, more appealing to you?	If no, why?	Are you considering redeveloping your block in the future for a type of 'missing middle' housing?	How well do you think the proposed changes allow for more diversity in housing and housing choice?	Does the draft MMHDG provide adequate guidance to deliver quality, site-specific outcomes where there is block consolidation / sub-division?	Why?	How well does the draft guide encourage appropriate transition in building height and scale?	Have we got the balance right between solar access and privacy for neighbours and enabling right-sized missing middle housing?	Do the diagrams provide clear descriptions of good design outcomes related to setbacks and building separation?	Comment	How comfortable are you with the option for articulated front setbacks (where one building is slightly in front of the another and closer to the street-side boundary)?	Have we got the balance right between the provision of car parking spaces onsite and allowing for more missing middle homes?	How well do you think the draft guide provides for car parking that supports a pleasant landscape outcome ?	Does the draft MMHDG offer clear guidance on good design outcomes? If no, what would you add / what's missing?	Do you think you would like to live in missing middle housing?	Please comment further	Please comment further	Would you like to leave any other comments about the proposed Missing Middle housing reforms?
Yes	No	Complicated DA process for householders, favouring developers.	No															The main comment I wish to make is: for all future housing development, that modular and pre-fabricated building forms be given priority. Such housing can be efficient, architecturally designed, more affordable, faster to implement on site, and involve less waste in many cases. Using best practice modern techniques, such as more use of laminated wood in place of concrete, will facilitate much construction, including in missing middle developments.
Yes	No	See comments below.	No					No My partner and our young children live in Woden in an RZ2 zone. Â There are many dual occupancy blocks in my suburb and we expected when we bought our house in 2020 that it was likely that the single story house next to us may be replaced with two dwellings. Â The block has now been sold to a developer. I'm horrified to read that the developer can put up a 3 storey development next to us and it's possible that we might not even be able to comment on the development. Even if we are able to comment it seems that the developer is unlikely to take any notice of our comments as long as the development fits in with the vague design rules. Â Â 3 story development will overlook our currently private back yard where we play with our young children and will reduce many hours of solar access that we currently have						No, I don't want to / I currently live in a detached house			My partner and our young children live in Woden in an RZ2 zone. Â There are many dual occupancy blocks in my suburb and we expected when we bought our house in 2020 that it was likely that the single story house next to us may be replaced with two dwellings. Â The block has now been sold to a developer. I'm horrified to read that the developer can put up a 3 storey development next to us and it's possible that we might not even be able to comment on the development. Even if we are able to comment it seems that the developer is unlikely to take any notice of our comments as long as the development fits in with the vague design rules. Â Â 3 story development will overlook our currently private back yard where we play with our young children and will reduce many hours of solar access that we currently have for our solar panels.
Yes	No	Uncertainty around how the area might change	No	I think is mostly pretty good. What people actually care about living in a place is the character, which is largely defined by what's visible from the street - not what's inside the building or what it's used for. There's really no reason not to allow a structure that would be legal to build as a single family home to be built as townhouses - if the size and shape is within what's legal already, allowing that different use seems fine. And subdivision is the perfect way to allow invisible densification - there are lots of subdivided blocks in my suburb of Ainslie, and other than the letterboxes out the front you'd never know. Maintaining the requirements for greenery and block coverage is sensible. My big gripe is the proposed block consolidation - this would radically change the character of streets, with buildings totally at odds with what's there. This sort of thing belongs in RZ2.	No	Block consolidation is unacceptable. The guidance for subdivision is good though.	It looks okay, but I'm not really an expert on such things. If you allow block consolidation you're never going to get the new to blend with the old though.	I think so, yes.	Yes		70	If anything you could go further and get rid of parking minimums entirely - if this leads to problems with street parking then just regulate the street parking.	It looks basically fine.	The guidance is good, but quite subjective. This will mean there's the potential for wide variance in application, and likely precedent will be set in part by ACAT.	No, I don't want to / I currently live in a detached house			consolidation is an unacceptable change to character in RZ1 and should be removed from the reforms. The character of RZ1 is defined by the succession of different buildings at regular intervals (along with the green space and height, which these reforms preserve). I suppose in some newer suburbs it might be okay, because the side setbacks are already so small, but in established areas where these reforms are targeted it's not a good change. Otherwise these are mostly good ideas - regulate the size and impact of the structure, not how many homes are inside. And subdivision is an excellent way to add density when done well - Auckland is awful, but the existing subdivisions in older Canberra suburbs like Ainslie are invisible from the street while allowing two or even three homes on a block. One thing that will need
Yes	No	Already own our home	Yes	I am supportive of increased density in our city. It is important to provide more housing to help the cost of housing under control, particularly for the younger generations. Suburban sprawl in a bad outcome for the environment and for quality of life. I support the proposed changes but worry that the pace of change will not be sufficient.	Yes										Yes, I'd like to downsize and stay in my current neighbourhood			

Yes	No	I'm happy with the home (an apartment) I own.	No	I welcome the proposals to allow for greater diversity and density in the RZ1 residential zone, though the proposed reforms may not go far enough. For example, it's not clear from my reading of the Missing Middle Housing Design Guide that the proposal for a 'manor house' development at 20 Blaxland Crescent, Griffith (2 up, 2 down on a 1166 sq m block), would be approved under the proposed RZ1 amendments, given apartment developments would require a minimum block size of 1200 sq m (p. 44 of the design guide). This is despite the fact that the manor house development was approved in 2022 as a demonstration housing project by the planning minister under draft variation 375 (https://region.com.au/gentlemen-planning-nod-paves-way-for-griffith-manor-house/564697/).	Yes		The draft guidance to allow for transition in building height and scale appears to be workable.	Yes, in general.	Yes			100	Yes. Many Canberrans have a fear of street parking, both in terms of safety and aesthetics, that is at odds with their reliance on private transport. If you insist on being able to drive and park anywhere you want to, you need to cope with the sight of parked cars in front of your property.	Satisfactorily.	It appears to be a useful guide.	I already live in this type of home			The proposed reforms to the RZ1 zone are not particularly ambitious, and could go further to provide for even greater diversity and density. See my earlier comments noting that the proposed 'manor house' project at 20 Blaxland Crescent, Griffith would not necessarily be approved under the proposed amendments, even though the proposed redevelopment of this corner block was approved in 2022 as a demonstration housing project.
Yes	Yes		Yes	Very well. Proposed changes seems like an excellent solution to providing more diversity in housing options.	Yes		Good. References to assessing local context is comforting and necessary.	I think so. Will be dependant on orientation of block however the considerations in the guide seem to be far superior to the currently utilising planning considerations in new housing developments.	Yes			90	I think parking on the street becomes a necessary evil when you try to amalgmate the on-site.	Ok. I'd like to see more consideration to traffic calming / slowing if there's going to be more parking on-street. It really needs to only be for visitors and I'd hate to see on-street parking utilised on a semi-permanent basis by residents.	Yes. I very much like the design aspects and considerations.	I already live in this type of home			Already happily living in a duplex. The efficiencies that come from this housing type are excellent. I look forward to seeing more modern duplex and similar built in RZ1 in future as a result of these changes.
Yes	Yes		No	Fairly well. Changes such as allowing manor style and walk-up apartments in RZ1 are positive moves, as are the relaxation of max heights in other zones for multi-unit housing.	Yes		I can't comment as to whether the guide 'encourages' this kind of transition, but it certainly provides useful guidance on how to integrate new missing middle developments within an existing urban fabric.	I am not an expert on this topic, but my initial view of the draft design guide is that is strikes a fair balance between the issues of solar access/privacy and enabling missing middle housing.	No	I found Figure 70 on p.82 of the draft guide quite hard to interpret.		90	Yes. We cannot hope to achieve sustainable urban environments without some reductions in car parking allowances.	Car parking - both on-street and on-site - can be visually awful. I think the draft guide does a good job at suggesting ways to minimise this visual clutter.	Overall, yes I think it offers some good guidance. No suggestions at this current time.	I already live in this type of home			Implementation of these reforms needs to be accompanied by more comprehensive reform to car parking across the Territory, but especially in the city centre and group centres. This includes fairer pricing signals for on-street parking that support modal shift to public and active transport, as well as changes to parking limits (lowering or abolishing minimums, or establishing maximums) on residential and commercial developments.
Yes	No	Combined impact of high government charges, particularly LVC which can exceed $40k per dwelling, along with high land holding & construction costs, renders additional dwellings financially unviable (simply to cover costs, not profit)	Maybe	Prime the mark to promote greater housing diversity is positive, the proposed changes appear to broaden permissible development without addressing the core issue that has stalled infill to date: financial viability. Rather than examining why areas already zoned for higher density haven't seen more uptake, the reforms instead relax controls in more areas, yet the main barrier remains untouched. The Lease Variation Charge (LVC), often exceeding $40,000 per dwelling, continues to make most small-scale more affordable infill development, financially unviable. We've seen firsthand that this cost deters not only 'ommum-and-dad'Tlandowners pursuing one-off developments, but also experienced small-scale developers. While some typologies may still be feasible - such as single dwelling	No	Subdivision shouldn't require dwellings to be built first. Allowing land to be subdivided enables end users to build their own homes supporting affordability & diversity rather than relying solely on developers. Other measures can discourage land banking.	The guide provides general principles for height and scale transitions, but in practice, these may be too reliant on discretionary interpretation. Without clear, measurable controls - particularly in areas with sensitive adjacencies - there's a risk that 'contextual response'Tbecomes subjective, leading to inconsistent outcomes.	The guide outlines general principles for height and scale transitions, but in practice these are too open to interpretation. This is most critical in RZ1 of older suburbs, where surrounding homes are often single-storey and more sensitive to changes in bulk and scale. Without clearer, measurable controls, 'accontextual response'Tl becomes subjective, increasing the risk of inconsistent outcomes that undermine neighbourhood character.	No	Unclear on what's acceptable. Further, substantial separation between dwellings shouldn't require the proposed setback to respond to the neighbour. Proximity should be a key consideration.		70	Not sure. The intent is reasonable, but the practical implications need more consideration. Are Canberra's outer suburbs really set up for reduced parking? We already see verge parking, which isn't permitted or well managed. If street parking increases, how will it be regulated - or do we adapt the rules?	The intent is sound, but in practice, more guidance is needed to ensure parking doesn't dominate front setbacks - especially in RZ1. Without clearer controls, there's a risk that hardstand erodes the landscape character these reforms aim to retain.	With the changes to RZ1 being so significant, I think clearer, quantitative controls - like those in the previous Territory Plan - are needed. While the design outcomes approach of the new Territory Plan has merit, it relies too heavily on subjective judgment, which can lead to inconsistent and potentially poor outcomes, which will have the most detrimental impact in low-density areas.	I already live in this type of home			To expand on the previous item: I already live in missing middle housing, but increased density can take a toll depending on your stage of life - more noise, less privacy, and less space. As our young family has expanded, we've moved from apartment, to townhouse, to dual occupancy, and ultimately we're hoping for a larger, more private block as our kids grow. This highlights the need for genuine housing diversity. If the reforms go too far with increased density, the housing choices at the other end may disappear. I'm also concerned these changes are just casting a wider net rather than addressing why uptake has been limited in areas already zoned for higher density. Industry has been raising concerns for over a decade that steep increases to Lease Variation Charges (LVC) would curb missing middle
Yes	Yes		Yes	Extremely satisfied with the proposed changes. The proposal appears to provide significantly more housing options and diversity. Assessing projects alongside the local context is good.	Yes		Fine. I think the references to assessing local context to guide scale of developments is important and well articulated in the plan.	I think so. All the considerations listed seem very commonsense but often absent in the typical housing developments I frequently see currently.	Yes			90	I think so. Personally should emphasis single car is the future for most residences.	Happy with more on-street parking but could it be combined with reduced speed limits to accomodate the narrower roads due to possibly parked cars? I dislike people driving fast and moving aross lanes to pass parked cars on current residential streets.	I like it all very much. A marked improvement over whatever has been used in the past.	I already live in this type of home			I'm currently living in a duplex which I love the efficiencies. In our area of Campbell I'd happily see more missing-middle type structures.
Yes	No	No new land released or infrastructure being built, just degrades existing areas, reduces trees.Delivers more large, expensive duplexes and make existing houses more expensive due to redevelopment premium.	No	Unless the new housing forms deliver larger profits than knock down rebuilds, and building large duplexes and selling both of them for well more than double the original house, then there will not be more diversity. Builders and developers are about profits and reducing their risk, not about housing diversity. The steadfast stubborn refusal by govt to evaluate what was actually knocked down and built in RZ2, and previous relaxation of planning rules speaks to the desire of policy dreamers to keep dreaming rather than acknowledge reality of what builders actually build compared to what missing middle advocates and their captured dreamers in government thought they would build.	No	Guidelines speak more softly than $. Developers and land bankers will find ways to consolidate blocks regardless. The question is whether this actually delivers affordable housing and true fabled diversity, or more small 1 bedroom and 2 bedroom apartments		No. The Govt should not be removing solar access and privacy for existing residents in existing houses in existing suburbs. If the govt wants new rules, then build new suburbs in new areas or acquire the race courses, horse paddocks, golf courses parks and the govt actually build the diverse forms that they believe are required (not sell to developers and blindly hope)			10	Not even close. Parking on streets because of inadequate parking degrades existing areas, and turns streets into dodgem courses. Ask the people who live in Nth Watson whether limited parking works well. Hot tip it is terrible.	Choices Made by developers will favour increasing yield and increasing size to improve profit margin, rather than pleasant landscape. Always.	What is missing is reality. Canberra has lots of existing medium density housing. Nearly all of which was built in green fields development when Gunghalin, Molonglo, Tuggers etc was originally developed. What is missing is developing and releasing land, which the govt has been rationing. What is missing is infrastructure to connect land banked by the govt. What is missing	No, I don't want to / I currently live in a detached house			Noisy wannabe politicians in Missing Middle and Greater Canberra are just a small minority of dreamers regurgitating dot points shared in workshops. They are part of the community but dont mistake volume for depth or breadth of support in Canberra community.

Yes	No	What the ACT Government (and developers) do not seem to understand is that there are a lot of us who want to live in small houses with at least: a bedroom & bathroom on the ground floor, a bit of our own garden, and our own title (i.e. no body corporate!).	No	It could add a little more diversity and choice. However, much more diversity and choice is needed. What the ACT Government (and developers) do not seem to understand is that there are a lot of us who want to live in small houses with at least: a bedroom and bathroom on the ground floor, a bit of our own garden, and our own title (i.e. no body corporate!). We also need a workable kitchen, including storage space, and to be able to move about the home with mobility aids. Multiple bathrooms are only desirable if they have any built-in and don't come at the expense of a proper kitchen and laundry facilities that actually vent outside. Most units & townhouses in Canberra are currently	No	Saying things like 'Ensure that the subdivision complies with local planning regulations, zoning requirements, and minimum block standards.	Not very well. To help maintain streetscape, privacy and human-scale buildings without wind exacerbation, and to help cool our cities, ensure that buildings are not taller than street trees or the majority of nearby private trees (whichever is taller).	p102 pretty good. Needs to mention insulation and reducing unc ontrolled flow of air (including noise and odours).	No	6.2A(i) is clear & a great improvement on what has been happening (eg at old Stuart Flats site) but (ii) is not: what does 'where it positively contributes to the streetscape' mean? Lots of room for abuse!	50	No. Homes should not *have* to include parking for residents (apart from pods for share cars). 4.2A(i) & (ii) could be contradictory. In other places like Melbourne, some new semi-detached houses or multi-unit developments have parking at or near the front that is reasonably attractive. Convenience of access should be active transport (especially pedestrians, including people with disabilities) > cars etc		Focus should be on attractive, comfortable and convenient user experience: in the housing, in the gardens and in the whole neighbourhood.	Yes, I'd like to downsize and stay in my current neighbourhood			My answer to the last question is only if the following is met: Stop focusing on multi-unit, unit-titled developments. Much more diversity and choice is needed. What the ACT Government (and developers) do not seem to understand is that there are a lot of us who want to live in small houses with at least: a bedroom and bathroom on the ground floor, a bit of our own garden, and our own title (i.e. no body corporate!). We also need a workable kitchen, including storage space, and to be able to move about the home with mobility aids. Multiple bathrooms are only desirable if they have any built-in and don't come at the expense of a proper kitchen and laundry facilities that actually vent outside.
Yes	Yes		Yes	Excellent idea, we can subdivide some very large blocks to provide new homes in lovely old established suburbs. This will invigorate old suburbs and provide much needed high quality new homes.	Yes		Well enough.	Not really. I think more flexibility is required. Dependent on situations, sometimes flexibility is required for better long term design, rather than a short sighted rule. Eg, if the new home has all the restrictions because of an old home design, but then that old home is knocked down and rebuilt.	Yes		90	I'm worried about this. We do not have good street or public parking infrastructure, or transport. New homes must have adequate parking, at least 2 places.	Not really sure to be honest		Yes, I'm looking for an affordable home in an established suburb			
Yes	No	You are redefining the entire planning landscape. I now have no certainty that large development wont be built next door to me. Why wouldnt you apply this around suburb shops and areas density makes sense? Having it apply in outer suburbs is lunacy.	No	These questions are leading and flawed. You are not encouraging proper feedback. They encourage diversity in housing, of course they do - you've rewritten the entire planning laws to make anything be buildable anywhere. You are inviting mass confusion and street by street uproar. Maybe people want to live in an outer suburb in a non dense area? Whats so wrong with that?	No	This guide is incredibly vague. Not in character with the suburb - few of the existing suburbs will have housing of this type. You are inviting ambiguity and uncertainty in how vague it is. What is wrong with zoned areas? Theres certainty for everyone		Its very hard to interpret when you arent actually showing the referenced standard for shadowing is. Northern light in Canbera winter is more critical than any other capital city. You should be much more transparent with what these impacts are going to be. Show an example of the type of shadowing that would and would not be approved from high density two storey dwellings next to any existing house.			0				No, I don't want to / I currently live in a detached house			The questions and predetermined answers in this survey are leading, and really warrant review of how it was approved in this state. This is such a material change to planning in canberra, and I dont think youve done enough to inform the public. I would expect a letterbox drop on this scale of change and impact to every suburb in canberra.
No	Yes		No	I am really happy to see the ability for smaller, denser housing stock to be built throughout Canberra. I live in a terrace and would love to see more of this type of housing option for the chance to buy one day. I also like the ability for 2 storey apartments to be built, these are some of the cheapest forms of housing in Melbourne, and an attainable form of housing for me. It would be great to see these in Canberra.	Yes		I am supportive of the less block-like townhouses and terraces outlined, to make them more widely appealing to the public and align with the design expectations of detached houses, and I like the examples given in photos 56 and 57. However, some of the colour based design guides on page 80 seem overly restrictive (for example photo 61 seems fine, and looks better than photo 60 to me).	I like the different techniques and features used to retain privacy with new forms of housing, and I think this is done well. For street frontage, I think smaller setbacks would be appropriate, I think they contribute to a great street environment, and the smallest setback possible with large trees would be desirable.	Yes	I like the reduction in setbacks, however, the articulated nature of this is something I am not sure is important. I do not believe aligning setbacks along a street is an important factor, and different setbacks could give a street interesting diversity.	70	It is great to see reduced parking requirements, I do not own a car, and don't want to be paying for the land I don't need. Reduced or eliminated parking requirements has been shown to make housing cheaper and encourage construction in cities like Auckland, NZ and Portland, USA. I would like to see these requirements reduced further and other cities have scrapped them entirely, instead allowing people to choose how much parking they want. Parking in existing housing stock is also plentiful for those who want that option.	Reduced parking requirements should make the increase in tree canopy cover more attainable, and it is good to see more of a site being able to be taken up by green space. It is good to see the design guide acknowledge that laneways can be look bad and be unpleasant without greeney alongside them. I think there is an overemphasis on reducing garage frontage onto the street however, with larger setbacks result in more impermeable surfaces. I think laneways should always be preferred, and where not possible, setbacks reduced in order to minimise the land lost to driveways.		Yes, 'm looking for an affordable home in an established suburb			
No			No									No, the one parking spot per dwelling in RZ1 is too few. Maintain the current RZ1 requirement or even increase them. Reducing parking requirements will result cars being parked on the street or nature strips. These cars should be shown in you after streetscapes. For three bedroom developments the minimum requirement should be two spaces. My neighbour's house is a three bedroom house with one car park. The occupants always had two cars with one parked on the road, nature strip and for a long time my nature strip. People should not be forced to comprise moving into a town house by having only one car park and would reduce the appleal of MMH.	No it will end up with neighbourhood roads and public spaces chocked with cars, esp as missing middle housing become more common eg Moore St in Turner. Let's give people the opportunity to park off the street on their own property.					
No	Yes		No	Very well	Yes		Very well	Yes	Yes		100	There could be fewer car spaces - we don't need everyone to own a car.	It could be improved by requiring less parking	Yes	Yes, I'm looking for an affordable home in an established suburb			If we want people to be able to have good access to amenities and to be able to choose between owning a car or taking public transit, we need denser suburbs. More urban sprawl will deliver poor quality neighbourhoods at far greater expense to rateapayers.

Yes	Yes		No	The reforms are well targeted to address the housing supply gap, especially in the 'ommissing middle'(townhouses, terraces, low-rise apartments), and they go further by: Removing outdated restrictions Allowing new typologies Enabling innovative models like co-housing This represents a strong shift toward enabling diverse, affordable, and adaptable housing options across suburban Canberra.	Yes		The draft Missing Middle Housing Design Guide provides strong and practical guidance to ensure appropriate transition in building height and scale. It promotes a contextual design response, supports the use of upper storey setbacks and articulation, and integrates landscape elements to soften transitions. These measures will help ensure that new housing contributes positively to neighbourhood character, while allowing for increased density and diversity.	The draft Missing Middle Housing Design Guide strikes a generally sound balance between maintaining solar access and privacy for neighbours and enabling the delivery of more diverse and appropriately scaled housing types. The approach relies on good design, setbacks, and landscape elements to mitigate impacts while avoiding overly restrictive controls that would limit infill potential. While some trade-offs exist""particularly with smaller lots and performance-based assessments""the framework appears robust and well aligned to the goals of compact, livable neighbourhoods.	Yes			90	The proposed parking provisions strike a generally sound and forward-looking balance. They prioritise housing diversity, affordability, and better land use over preserving car-centric design norms""particularly important for enabling missing middle housing. However, their success will depend on site-specific assessment, quality urban design, and transport system improvements to offer real alternatives to car use.	The draft Guide provides a thoughtful and well-articulated approach to car parking that supports pleasant landscaping outcomes. Through guidance on driveway width, parking location, landscaping integration, and surface treatments, it ensures that vehicle access does not undermine the visual quality, greenery, or walkability of missing middle housing developments.	The draft Missing Middle Housing Design Guide provides a solid and thoughtful foundation for achieving good design outcomes. It is structured around clear principles, integrates sustainability and amenity considerations, and supports context-sensitive development. However, its effectiveness would be enhanced by including more prescriptive minimum standards, stronger internal dwelling design guidance, and practical tools to support assessment. This would ensure the guide delivers both flexibility and rigour in shaping high-quality housing across Canberra's suburbs.	Yes, for another reason	I'd downsize into a missing middle home to live in an established inner suburb with better access to amenities, transport, and community.		The proposed Missing Middle housing reforms represent a significant and commendable shift toward a more inclusive, diverse, and sustainable housing future for the ACT. They remove outdated planning constraints and introduce a more flexible, performance-based framework that enables a broader mix of housing types""better suited to the evolving needs of the community. Importantly, the reforms are not simply about increasing density. The integration of the Missing Middle Housing Design Guide ensures that new development respects neighbourhood character, protects amenity, and delivers high-quality, liveable homes. The reforms also align with broader policy goals around infill development, climate resilience, and reducing car dependence.
Yes	Yes		No	The appropriate number of dwellings being dictated by the site context and site rather than a number I think is a great idea. The site coverage should dictate building not the number of dwellings. I hope this will result in more townhouses, manor houses and apartment blocks rather than the macmansions that look like they are multiple dwellings anyway. This will hopefully then result in more housing diversity and price points so there is less economic stratification of our suburbs. I would say though the maximum site coverage should be larger for multiple dwelling developments say an extra 10 or 15% because you are getting the additional social benefit of increasing housing opportunity for the community. Setbacks should be further relaxed to support more flexible designs that maximise quality green space not lawn outside houses that just gets occupied by	Yes		I agree with the modest increases in building height as it can significantly enhance housing availability while preserving the character of suburban areas. Allowing three-storey multi-unit housing in RZ2 and introducing apartments into RZ1 zones would help increase housing diversity without compromising the human-scale feel of these neighborhoods. At the same time, raising height limits in RZ3, RZ4, and RZ5 complements this approach by supporting greater density where it's most appropriate, ensuring a smooth and logical transition between zone types. I wouldn't recommend step down design or graduated heights seems unnecessary red tape for minimal benefit. I really don't find three story homes offensive and are within the character of suburbs. I think 3-4 stores in a RZ1 context would not be visually offensive and	Yes increasing the solar building envelope angle from 31 to 45 will allow more practical building form while still providing solar access and privacy for neighbours.	Yes	Yeah they look good with good examples	100	I am happy to see a reduction in car parking rates. But I would argue these should be market driven and not be a rule in the first place, it's not necessary regulation. Developers aren't going to make car parkless developments if there was no demand. If on street parking is perceived to be at capacity bring in limits or paid parking to mitigate parking pressure. In my street which is a combination of apartments and single dwelling houses there are certain houses that park on the street and on the vegetation strip and they have a garage so it's obviously laziness or just having an excessive number of cars for one family not only the presence of apartments. The cost of basement parking is also very expensive so if we can reduce the need for that then that will aid affordability.	Unfortunately, green space often is put second to providing the required parking places. I am hoping that by reducing (or preferably removing) car parking minimums developments will better manage this conflict and hopefully favour more green spaces over car parking.	The MMHDG guide has the potential to support greater housing diversity by encouraging innovation. By prioritising flexible design principles over prescriptive rules, the guide enables more creative and context-sensitive housing solutions that can help deliver a wider range of housing types at different price points serving a larger proportion of the community. However, a level of clarity and certainty is still required as if the approval pathway is too ambiguous, architects and planners may avoid Missing Middle projects altogether due to uncertainty about compliance or likelihood in getting called before ACAT. Removing third party appeals for these kind of developments would help reduce the uncertainty and promote building.	I already live in this type of home				I do not agree with the general limit of 2000m2, 2500m2 and 3000m2 for consolidation in RZ1 it seems unnecessary and will not have efficient land use and likely to end up with just duplexes yes they are an improvement in density and housing supply but I think we can be more ambitious. Larger blocks will give more flexibility to developers to create developments with different dwelling types and sizes increasing the diversity of housing types available, improving choice and affordability. If the concern for the limit is to control development it is pretty difficult to convince a lot of blocks to consolidate together so I feel like these limits are far to restrictive. At least increase it to like 4000m2 or just remove it completely.
Yes	No	It is a BS concept. Why not use plain English instead of spin?	No	Everything related to land or housing costs a fortune in this town. Corruption is rife. Developers are still the most likely to put up their dodgy cheap builds.	No	Doesn't change the corruption of developers.	I will believe it when I see it.	Depends on each development, surely.	No	You need to provide more parking - you may need greater set-backs.		Hell no.	Insufficient parking. The dodgy development approved for next to the Tillyard shops is an example of what we can expect.	It is irrelevant without proper inspections by independent regulators.	No, I don't want to / I currently live in a detached house			I have previously lived in medium density in Canberra, and it is not missing. But I wouldn't invest in anything im Canberra that was built in the last 15 years.
Yes	No	Your development assessment fees and charges are prohibitively expensive	No	Missing middle is more about deregulating existing zoning and allowing greater development potential. Missing middle aspires to provide more choice and diversity but needs much greater oversight to ensure well planned outcomes. ACT Planning, the planning act and assessment techniques are inadequate to implement this initiative and ensure sustainability and liveability values are not compromised.	No	The guidance provided is poor and confusing, no real discussion on existing easments services, on and offstreety parking and street tree retention and consideration of all aspect of the proposal	It doesnt, its not clear how missing middle responds to neighbourhood context and character, how this neighbourhood context is assessed and what intensity of development is and isnt acceptable	No The current definition of solar access in the ACT is subjective and needs a clearer performative description - current practice by ACT planning 1) does not have to consider the impact of existing protected street trees on access to sunshine, 2), the planners only have to ensure that a tiny amount of sunlight hitting a window satisfies the current requirement to satisfy requirements of solar access provisions, 3) consideration of ensuring no overshadowing of solar panels, solar hot water or Passive House solar harvesting on the proposed residence or neighbouring existing residences is inadequately protected via solar fence provisions and failure to acknowledge existing or required landscaping	Yes		50	No, parking is already a nightmare on many local streets and allowing developer rights to extend to existing roads is very poor practice and will create access issues for essential services such as garbage truck, delivery vehicles and emergency services	It doesnt. Adequate offstreet carparking is central to pleasant outcomes, this is is subsiding developers at the expense of neighbourhoods. The likely outcome will be cars parking on verges, and under drip lines of existing street trees.	It offers guidance but its not clear. I suggest you develop /include several detailed scenarios and a few real world case studies to assist. There are so many design aspirations set out in the guide that it is unclear what the result will be. I suggest Planning ACT develop a set of guiding planning principles similar to those established by the NSW Land and Environment Court that are used to guide all planning decisions. I also strongly suggest use of a planning panel to arbitrate disagreements regarding missing middle proposals	No, I don't want to / I currently live in a detached house			Missing middle is a great concept but it needs better resolution planning and assessment rules than those articulated in the various documents to date
No	No	new houses and homes are costly, no matter the type or density of development.	No	Not well. Open space, access to regular public transport and community facilities seem to have been disregarded. The NCDC's urban planning and design of Canberra (1958-1988) were largely successful housing initiatives for populating Canberra, and these should inform any new housing opportunities. Past suburban and housing developments are fundamental to Canberra success as a city in the landscape. The key factors of this relate to the exceptional national capital open space planning, landscape amenity, economic, and social equality for all people and types of family units to own or rent housing. The successful urban planning schemes from the NCDC development and public transport improvements need to be at the forefront of all future residential zoning and long-term sustainability.	No	Open space, access to regular public transport and community facilities have been disregarded.	Not well.	Not sure. High density zoning would be difficult to achieve solar amenity.	No	The exceptional quality of living in Canberra, relates to the implementation of the national capital open space planning, landscape amenity, economic, and social equality for all people and types of family units to own or rent housing.	0	not sure	not sure	Filling in existing open space for high density and tall apartment buildings, is not the only solution for providing more housing. Greater respect and inspiration should be drawn from the exceptional quality of living that defines Canberra, and is founded in the design-intent of the national capital open space planning scheme. The NCODS achieved landscape amenity achieved by street planting and community spaces, and a diversity of housing types, not just single dwellings.	No, for another reason	Small houses, medium density and low-rise apartments would be suitable. Places that have access to sunlight, established landscapes and good, regular public transport.		Filling in existing open space for high density is not the only solution. Greater respect and inspiration should be drawn from the exceptional quality of living that defines Canberra, that relates to the implementation of the national capital open space planning scheme, the landscape amenity achieved by street planting and community spaces and diversity of housing types, not just single dwellings; this in turn has provided benefits to economic benefits and social equality for all people and types of family units to own or rent housing.

Yes	Yes		No	See written submission	No		See attached submission. Missing Middle needs to include 4 and 5 storey in locations close to town and local centres.	See submission	No	Too many of the photos show houses with steps at the front or at gates to the street, making them totally inaccessible for anyone with limited mobility.	90	Need to take more account of older residents who are less likely to own more than 1 car per household.	Hard to tell until see in location.	Less emphasis on 2 storey town houses and more blocks of around 50-60 apartments. Two storey townhouses are not suitable for older residents wanting to 'right-size' or for many with disability. Most would not meet basic universal design criteria.	I already live in this type of home			Needs more references to Canberra as an age friendly city - see submission.
Yes	No	The type of housing proposed is not the type I would want to live in or near	No	Poorly. Given the general trend of housing design over the past three decades, the result in the long run is likely to be a reduction in the diversity of housing, because the large block (600-800 sq m) with a small (100-160 sq m) house is no longer made, and will be the target of this sort of redevelopment. A planning system that produced diverse outcome would actually prescribe different housing types by suburb. It would also have surveyed the housing sizes, block sizes and canopy coverage by suburb. This has not been done. The guide portrays almost exclusively two-storey, large coverage, multi-block units, which in fact are only a small amount of the types of housing available. The sixties and seventies developments	No	The allowance of consolidation combined with the overly relaxed evelopes and setbacks will encourage sprawling designs with a maximisation of footprint.	Poorly. The draft guide indeed shows little consideration of transitions, with the relaxation of envelope requirements making overshadowing and overcrowding more likely. This is emphasised by the changes to the technical specifications themselves.	Yes. If the frames of the guide read the news, they may have noticed that there are already As the ACT government is also looking to increase use of sustainable power supplies which will need expansion to aid uptake of zero-emission vehicles, the increase in building height and relaxation of will obscure The height race in that case would be like what has happened in America with SUVs: a small, single-storey house will not be able to have solar, just as driving a sensibly-sized car in America is a hazard because most people drive such enormous ones (some of which are now allowed here for some reason) 'Right-sized' begs the question. 'Right-sized' for whom? The mobile twenty-five year old who in five years will marry and then look for a detached home to raise a family, as most do? It is a slogan, a thought-terminating	No	The design outcomes described therein are not good. They allow vertical, slab-sided buildings that will overshadow neighbours and loom over the street.	0	No you have not. The policy does not understand that the need to drive from one suburb to another does not change because a block now has three flats rather than one house. Employment centres are still relatively fixed, and only so much business can be carried out from a home that is not already, and higher density is less suitable for home business if that is customer-facing: a person who runs a dentistry practice in their home, for example, probably wants their own front door visible, not that to a block of flats. Therefore, the result will be the concentration of the same traffic demand per household into a smaller area, as I have personally observed in Melbourne. Many streets are not safe to take higher traffic demand and especially more on street parking; many have no paths and narrow carriageways, and the late 60s-early 70s	The inevitable spillover of parking onto verges as has happened at multiple sights around Canberra (including outside the Featherstone Defence development in Weston, where there is permanent verge parking on Heysen Street even though no house there fronts onto it) will produce much worse landscape outcomes. The changes to parking and the way the question is posed make one question whether the designers of these guides have gone out and looked at the target suburbs to see the parking behaviour.	No. Overall, the diagrams and illustrations demonstrate a bias towards sprawling, double-storey designs with maximal block coverage. As noted before with parking, there is little appetite to learn from what has been done already: many 60s and 70s suburbs contain large areas of units or small apartments, which may be found extensively around Cooleman Court in Weston, Holder and Rivett, Kippax in Holt, and the Hawker shops. None of these are portrayed. The promotion of multi-storey development will not help downsizers, as they are likely to be elderly and less able to negotiate stairs. This also applies to the disabled, who receive very little consideration by the guide.	No, I don't want to / I currently live in a detached house			Has an ecological study been carried out to determine the effects of density on wildlife? Almost all multi-unit developments carried out under the present planning system replace large gardens containing multiple types of vegetation (lawn, shrubs and bushes, hedges, small and large trees all on one block) with tiny, walled gardens with a small area of lawn, an exotic hedge and maybe a small tree, all of which is much less favourable for animals. The actual premise of the changes has not been established, namely that there is a widespread demand for this sort of housing from the sort of people who talk about planning reform and urban planning all the time (a demographic likely to be wealthy and without children). To actually establish it, you would need to go out and do a random, unbiased, large-
No			No		Yes				Yes		100				Yes, I'm looking for an affordable home in an established suburb			
Yes	No	If there was evidence that the ACT had the ability to manage, enforce and demand compliance by developers many in the community would have more confidence	No	The focus of the guide ignores that some Canberrans still want to live in a single storey dwelling including younger generations. This cannot be ignored and needs to be considered in design of increased densification. The proposal appears more to be about revenue generation than affordable housing. There are opportunities across Canberra to increase densification however will this be affordable for younger generations entering the market or for the forgotten missing middle of women over 50 who are experiencing some of the highest rates of homelessness? Developers in the ACT continually push the envelope with ACT depts having little teeth to enforce, inspect and demand rectification of breaches, this already has the community on edge about what may be actually built next door to them or their next purchase.	No	In principle yes, however as per above, history demonstrates developers will push for exemptions for extra storeys, less setbacks etc. Adelaide has excellent examples of multi single level dwellings and two storey apartments on small footprints		Solar and daylight access is important for health and wellbeing, living conditions and building performance. Not getting this right creates a two-tiered system rather than ensuring a basic human right. This is especially important during a pandemic, and poor building performance may result in increased household costs for those least able to afford it. People are more supportive of increased densification if they can have their own private space respected both visually and with noise. Examples of good design include the Willemson apartments and townhouses in Baton and the Barton Court, both with central green spaces. With regard to setbacks below, if poorly designed this can have significant impact on the co-joined neighbour or actual	No		50	Again, reducing parking requirements creates a two - tiered system. This may change as there are better offerings of shared cars but this is unlikely to work for several cohorts of the Canberra community. Again this creates a two-tiered system disadvantage those carrying the greatest financial burden for example; 1. carers and parents often rely on cars and even with the best public transport it will be impossible for some carers and parents to live without a car. This is especially true for carers who are often not living with the person they care for, are already financially disadvantaged compared to the average Australian and are experiencing discrimination in the workplace (where they can work). 2. those living with a disability and older Australians relying on in-home support need available visitor parking that is not used		Current examples of new builds does not support a future of great design outcome. The government needs to ensure a variety of housing options and designs to ensure the integrity of suburbs beyond the political cycle and also secure our climate future with housing that is build to last rather than with a shorter life-of-type.				The government should be rewarding adaptive reuse of existing housing infrastructure, and ensuring the true environmental cost of knock downs is being paid for by the developer. There is little incentive for recycling of houses earmarked for demolition with components going straight to landfill whereas they could have been recycled. Without this incentive the ACT government is imposing the climate cost of demolition, poor quality design and heat islands onto our future generations.
Yes	No	I do not need more than one home	No	The changes to eliminate minimum block sizes for certain developments, allow units, and raise storey limits all will help to create a more affordable housing market, allowing a more vibrant and well-serviced city to emerge.	Yes		It does a good job	Yes	Yes	Setbacks in general should be removed however.	50	Yes	It provides well, but generally, street parking/public land should not be used to indirectly subsidize developments - developments should calibrate parking availability/landscaping according to actual demand					
Yes	Yes		Yes	Fantastic. Long over due. This is needed. Everyone wins. People can subdivide,move on, and increase housing supply for everyone. There will be no losers. Young people can get a cheaper start. Its just a fabulous outcome. The city will become more interesting. The suburbs will have more people and more of a village vibe. One issue is will there be more commercial space zoned?	Yes		The plot ratio may be too small.	No. The solar access beyond 4 metres for the second story will limit terrace house development. It could be too hard.	Yes		10	Underground great!!!!!	Pretty good		Nope, havent read it but I bet its too complex	Yes, I'd like to downsize and stay in my current neighbourhood			The Architect has a vision. makes me proud to be Canberran. I was born here and after a lifetime common sense has entered town planning. Thankyou
Yes	Yes		Maybe	I think they do a good job but more reforms could be enacted to make it better. We should be reducing the number of requirements, particularly requirements to step back storeys. The wedding cake approach is not conducive to good design and should be removed. We should also reform LVC to act as a flat percentage of land value increase instead of particular to each block. Lastly we should remove lease conditions as they overlap with zoning rules.	Yes		It should allow for higher scale of 3-4 storeys instead of the current two storeys limit. We should also remove side setbacks.	Remove side setbacks and allow for taller buildings.	No	Remove side and front setbacks	100	Sites closer to rapid public transport routes and key amenities (such as in town centres) should have no parking requirements. Otherwise 1 park per dwelling further out is good.	It still requires too much parking.	Yes	I already live in this type of home			These reforms are desperately needed in our city. Its time to get them done and more good density built.

No	No	I'm worried about protections for prospective owner-occupiers - what will prevent developers outbidding owner-occupiers on any current block?	No	I support more diversity, but I'm worried that this plan will eventually led to less diversity and choice, if there is too much redevelopment.	No	There should be a balance between flexibility and preventing too much redevelopment in particular locations. There needs to be a more strategic approach to ensuring that particular areas don't become too dense.	The illustrations are suggesting that the new buildings definitely won't respect local character and context. It will be possible to create better missing middle designs that aren't so damaging to the character of the older suburbs.	I'm concerned about the size of the outdoor space. There are lot of references to "planting areas" and not so many references to actual gardens. Please ensure there remains sufficient garden space at the front of housing to retain the "garden city" character of Canberra.	It doesn't look as though enough is being done to prevent increased urban heat in areas around the denser developments such as the terraces - the illustrated designs will create very hot streets in the summer.	No	Buildings seem too close in many cases - this will be a particular problem if there is over-development (that is, too many blocks converted to missing middle designs close together).	20	No, definitely not. All townhouse/terrace/apartment complexes must have suitable and sufficient off-road visitor parking. The current plan will isolate elderly and disabled people who may rely on visits from family or carers. On-road visitor parking will make our streets significantly more dangerous for children and the disabled. Please take an alternative approach - this idea will damage liveability in Canberra in a number of ways. Shared basement parking should be avoided where possible for safety reasons - single women in particular will be affected by safety concerns.	Very poorly. Please ensure there is suitable off-road visitor parking for all of these higher density development. This proposal will make our streets ugly and dangerous.	No, there needs to be more work done to ensure that this plan doesn't damage Canberra's character. The newer suburbs have been very poorly planned and a different approach is required. In particular, part of Canberra's character is diversity. The older suburbs have lots of visually distinct houses and in particular large enough gardens that the garden designs can be distinct. The newer developments in Canberra are bad for the mental health of residents, and I'm worried about these poor designs being forced into older suburbs too. The terraced designs in the report are particularly bad - these must be strictly limited (perhaps to areas very close to local shops), or the local character will be destroyed. I think that you should reconsider the zoning plans - please don't	I already live in this type of home			I'm very worried about this proposal. I'm not opposed to the idea in principle, but the documentation doesn't seem to understand the many potential drawbacks. Please look at the older townhouse developments in Canberra - they are much better designed than the newer developments. The illustrations used in the report are concerning: these designs, particularly in the terrace section, definitely do not fit in the character of Canberra's design. Please reconsider the zoning - there needs to be protection against over-development concentrated in particular streets. Please place a limit on how much of the missing middle housing can be added to a single street or block. What protections will there be against poor designs damaging local character in practice?
Yes	No	We already have a home	No	They're generally a good step forward, although they don't go far enough in some areas, while going too far in others: Opportunity to improve: Heritage areas really need to have same missing middle rules '" better yet, remove heritage altogether to improve outcomes for all parts of the ACT Pull back: Still need protections for people's access to sky, and sun in particular "" increases to building envelopes will lead to poorer outcomes	Yes		Generally okay, but see comments above re heritage and also per above: need adequate protections for access to sky and sun. Current protections are the minimum really "" take them away and amenity for all decreases and poor outcomes result	Per above, balance is wrong in the proposal. Need adequate protections for access to sky and sun. Current protections are the minimum really "" take them away and amenity for all decreases and poor outcomes result	Yes	With the articulation need to consider impact of new builds on surrounding dwellings as even current rules can have poor outcomes, and these would be more permissive	40	Visitor parking on streets is fine where: (1) streets are wide enough, and (2) it is not ruining the views from other unrelated dwellings	Need to be careful not to have cars in front of unrelated dwellings obstructing their views into the street all the time	Generally good, but should be careful of window placement and privacy for surrounding dwellings	No, I don't want to / I currently live in a detached house			I recognise this kind of change is needed, it just needs to be carefully and uniformly (see comments re heritage) implemented to deliver the best outcomes for all, rather than creating avoidable poor outcomes across the board. I would also be really keen to see height and density limits in town centres removed so we can get much more density into them; better use of underdeveloped non-housing sites (eg. horse paddocks); and time limits for development of derelict / unliveable blocks (there are plenty wasting in inner areas with years of no use)
No	No	They do not create the kind of dwelling I and many other people would like to buy.	No	They do not allow for the kind of housing people actually want to live in. Canberra already has a severe shortage of detached houses and this will make the problem worse. It will instead lead to the development of family-unfriendly two bedroom terrace units. Furthermore, these terrace units, being two storey, will be not be useful for downsizers, who tend to be older and prefer single storey housing. The open space and vegetation requirements are totally inadequate, and are actually being weakened from existing guidance. The amount of mandated open space is tiny, especially when they will be replacing 150+ sqm backyards.	No	Block consolidation delivers huge power to investors giving them assets they can leverage to buy more property and outbid families who want a house. Consolidations should be disallowed, and subdivision for small three-bedroom detached houses encouraged.	It does not encourage any appropriate transition. The proposed developments will be out of character and intrusive in height and scale in most locations. The only way to ensure this will be appropriate is by restricting most development to single storeys unless adjoining houses are already multiple storeys.	No you have not got the balance right. It would allow for structures that would place neighbouring houses in shade all day during winter, defeating the point of 'solar access' altogether. Furthermore, it will allow windows and balconies that directly overlook backyards and neighbouring houses' windows, forever destroying the privacy of those properties. This is an unacceptable loss, as privacy is one of the most appreciated features of detached houses. To remove it without recompense is an unacceptable externality. The only solution is to return to the original solar fence height of 1.8 metres and a 31Â° angle, which would mean most development is single storey.	No	The specified setbacks are totally inadequate. They should be increased back to their old minimums of eight metres at the back and three metres at the side.	20	No. The minimum provision of parking will be inadequate for many people's needs, regardless of the unrealised fantasies of 'mode shift'. This will lead to excessive verge parking, as a major issue in densified suburbs in Melbourne. It will degrade road safety and increase tensions.	Poorly	The MMHDG does not fit the suburbs onto which 'missing middle' is being imposed. Quite the opposite. It instead reflects the desires of what the designers want the suburbs to look like, regardless of previous character and built form. By using modern designs the designers have ensured new developments will stand in stark contrast to their surroundings rather than blending in, as adopting 1970s style designs would do. Furthermore, the guide dramatically understates both the visual impact and the intrusion of developments that will actually be built. These, thanks to the weakened height and solar access provisions will be much more wall-like and have much bigger second storeys than shown in many examples.	No, I don't want to / I currently live in a detached house			'Missing middle' is not the kind of housing people want. All over the world people prefer to live in detached homes with yards when they can. This applies even in Europe, where in cities like Paris people have been moving from the dense core to outer, less denser areas for decades. The reforms will leave a large amount of ugly, family-unfriendly housing that does not address people's actual needs and desires. The government should consider returning to pre-2004 setbacks and instead release more land sooner, and look proactively for new development sites.
Yes	Yes		Yes	Provided amenity of neighbours and scale of developments is prioritized I believe the relaxation of some of the guidleines/rules will enable more flexible designs that will respond to their specific site conditions.	Yes		The guide allows for this and sets out examples and ; however whether affected neighbourhoods may take exception to projects that (in their opinion) transform the character of the area too much. Where a new development of say a row of terrace houses on a large consolidated block or blocks with Terraces of two stories (and possibly and attic) in a long established suburb of typically single story low rise bungalows I can see some objections being raised. The determination of appropriate scale and character is extremely subjective and when it impacts long established residents where they live it can be very emotive. Even discussing such issues at the Public Information Forum became "lively"	That's a question that will only be answered when the MMHousing begins to materialise. However the guidelines are a good start and as they follow established guidelines from the ACT Housing Design Guide so there should not be too much angst. One aspect of Solar Access that does not seem to be addressed is: INAPPROPRIATE tree planting. I believe there needs to be some flexibility when it comes to "Heritage Trees" that block solar access. I have lived in a house set up on Passive Solar principles for over forty years now. Solar orientation was the main driver of my decision to purchase the block and the orientation of the house for maximum solar access was the only siting consideration. It has been a delight to live in. However not long after moving in my	Yes	This could be problematic and sensitive assessment of any proposals must be undertaken. Any substantiated objections from affected neighbours must be addressed.	30	This aspect concerns me. whilst it can be argued that street parking is an accepted practice in cities around the world I do not agree this is something that suburban dwellers really embrace. I believe high volume kerbside parking in suburban areas is a severe loss of amenity for the residents of that area. On street parking in most cases is NOT a design outcome it is more a failure of design (to incorporate adequate on site parking) or in the case of older cities the result of "pre-motorisation" development having to accommodate the rise of motorised transport. I can accept that freeing up more "green space and private open space" on suburban blocks is a very desirable outcome. However if it comes at the cost of packed kerbside parking (even worse when it	Covered by comments above	Yes, I found it very informative even though my interest is quite specific to Dual Occupancies	Yes, for another reason	I intend to demolish a poorly sited, energy inefficient, rather bland and badly degraded ex-govie house and replace it with a multi-generational main house with a smaller dual occupancy at the rear. Both dwellings will be energy effecient&solar oriented.		I attended an information session at Tuggeranong, the Face to Face with the Government Architect and have read in full the draft Missing Middle Housing Design Guide. All have been valuable in me understanding the changes proposed and have helped me in my progress towards realising a dream of building a new energy efficient dual occupancy. Of particular value was the One on One time I spent with one of the staff after the session at Woden Library. At that time my ideas about what was possible and permissible were very vague. Alyce answered my numerous questions and clarified a number of misconceptions I had about the process and really encouraged me to explore the possibilities my situation offers. I had been a little overwhelmed by the prospect of doing this

No				Very well, because the missing middle encompasses basically the widest varieties of housing types, and legalising that everywhere means legalising all of those options for people to choose best for them. I think it could go even further (eg height, density + consolidation) in well-located areas for the reasons of choice and housing affordability.	Yes		While this is a good direction, I disagree with prescriptive height and visual treatments which may not be so worthwhile over time (eg livability or density loss)"The idea of a desired street is always changing, and any initial change (responding to demand) stands out as an outlier until the rest of the street follows naturally. Reducing scale probably isn't harmful in most suburbs, but in the high-demand districts of Inner Canberra it makes it harder to achieve the elastic housing and character actually desired by revealed preferences needed now and in the future. More important to people's experience of street character in my opinion are the street trees Canberra is so famous for.	When considering the balance of potential stakeholders (eg established house and multiple modern townhouses) removing side setbacks and parking requirements, with trees and proximity to public parks might improve the transition to courtyard/perimeter blocks more at less expense	Yes	Could even remove side setbacks, and better use the nature strip rather than front setbacks (unless exceptions) and increase usable rear courtyard	90	Allowing a much higher proportion of homes in walkable and public transport-rich areas will greatly reduce the demand for driving and parking, while high-cost mandates may inadvertently increase it here		Good as a guide for reference, but not as a barrier to diverse or effective designs. Lots of things make Canberra special (like the wildlife and ever-new and old culture), and I think the public realm's accessibility and interpretation of all those things is important	Yes, I'm looking for an affordable home in an established suburb			Good to get this done, tackling the house and climate crises in one, Canberra leading Australia !
Yes	Yes		No	I think it is a good start. I think a balance between progress and conservation is important. In general I would like to see more green space and active corridors, like the garden city cycle path, even if it means acquiring/carving out land from private residences. Ideally public transport should grow in line with increasing the density of an area because car parking is still a problem.			Unsure, but think consistency and planning ahead (when changes are made) is important. I am aware of several constructions, along and adjacent to Northborne Ave, where developers have sought (via DA) to vary conditions such as height or number of floors. There should be very limited reasons to vary such requirements (and reasons/decisions should be more transparent) when so much planning goes into requirements. People's homes (castles!) should not be impacted by individual outliers/developers seeking to make an extra $.	Unsure, but again consistency is important. In general in think we make some poor building decisions in the name of privacy. I live in a townhouse with 3 bathrooms/ensuites. None of them have windows and the ventilation is terrible leading to mould and other humidity related issues. I also think that external screening across windows, in general, looks terrible. Curtains, small/high windows should be more prevalent.			50	No. I live in a townhouse in Dickson and the street parking is terrible/dangerous. More parking should be required onsite. I read one DA where the submitted plans exceeded the 'minimum' number of car parks and the developer was asked to resubmit, among other issues, to explain why they had exceeded the 'minimum.' So the developer reduced the number of car parks in the re-submission. This was a terrible outcome in my opinion. Min should be just that, there is no max to my knowledge!	Unsure. Except to re-emphasize that onsite parking is much more pleasant to me than street parking.	Unsure, not a builder/developer. Issues i have with my townhouse - poor build quality. Poor water proofing. Poor ventilation of bathrooms. Poor soundproofing. If you can fix some of those issues for future builds, that would be nice.	I already live in this type of home			Strata (miss)management is a significant burden/cost to owners. Strata management regulation/oversight should be part of this reform if the end result is more body corporate entities, as i imagine it will. I'm not sure we do basements properly - I think we should build up in the majority of cases instead of going down.
Yes	No	Because the system is designed to favour developers and financiers rather than the community	Maybe	Yes they do	Yes		Cannot comment as I am not a builder.	Difficult to set general rules			30	It depends on closeness to public transport.		No comment	No, I don't want to / I currently live in a detached house			The planning changes give the opportunity for the ACT to revisit its financing roots where the uplift in land prices paid for the development of Canberra. We can return to these Georgist principles and reduce the cost of purchasing a home as explained in the attached document.
Yes	No	This is the second round of significant changes in a couple of years, who can trust any of the planning regulations or zoning system? If I buy a house with a nice back yard and a view, how long will it be before it's all been built on?	No	[illegible] built in current RZ2 areas, such as where I live in Pearce/Chifley which has a very big chunk of RZ2 (not just near the shops) so gives a good indication of what will happen under these changes. To make a viable development, with all the regulations and the LVC and rising building costs, they have to buy land in popular suburbs then maximise the sale price. That means the biggest house possible on the smallest square metres of the most expensive land. Minimum possible private open space, two storeys,, multiple bathrooms. Where is the diversity or benefit in more and more $1-2 million houses? Most RZ1 streets are well away from shops or public transport and often up-hill. You should only be changing the allowable housing for RZ1 blocks that are on feeder roads through suburbs. We have a hierarchy of roads in our suburbs, for a	No	Whatever guidance is provided, who's going to choose to build that kind of development? Will it be commercially viable? How will owner occupiers finance block consolidation for multi-unit developments?	The real question is, will it be enforced? I had a neighbour who got one set of plans approved but then it was going to cost too much to build that version, so he changed it completely - including a lot more overlooking of my property. He was self building so could do what he liked. Last I heard, he was having trouble finding a certifier who'd sign off on it, but that doesn't help the neighbours. Once it's been built no-one's going to make him knock it down. I sold up and moved away, so thankfully I'll never know how it ended.	[illegible] vague terms used, that are open to interpretation, such as "minimise". Either the design is required to do it or not, what does "minimise" mean? For example, if I could potentially design the dwellings to look straight into each other's kitchen window and instead I offset or otherwise reduce this to only three-quarters as bad as it might have been, is that "minimising"? Or does it need to be half as bad, or one-quarter? Why not zero? What is the criteria, what other factors will allow me to leave it somewhat intrusive, rather than removing the intrusion altogether? This applies even more so to the use of "where possible". Why would a requirement of the good design guidance NOT be "possible"? For example, it says there should be room for screening planting "where possible". No, there should be room for screening planting - in	No	The diagrams on page 82 are incomprehensible. What is the horizontal dotted line with arrows? Is the middle (mid-grey) building the old one or the new? It's back futher than the right-hand one, so what's the issue?	70	I have no issue with cars parking in the street - having grown up in a city where that was considered normal. But only if there's room for it. In really old suburbs nothing can be done, but it's crazy to deliberately allow for insufficient parking. In new suburbs the streets are too small and the driveways are too frequent to allow for significant amounts of street parking, and this causes major problems when anyone has friends over. Therefore the realistic amount of street space for parking, and the effects of additional driveways, need to be taken into account if approving developments with less off-street parking. I would be more in favour of accommodating this balance by allowing carports to come closer to the boundary than currently allowed.	The guide only seems to talk about multi-dwelling developments with shared driveways and parking. Doesn't seem to provide guidance for two side-by-side dwellings or on a corner block. Sometimes the guidance might be contradictory for those situations. For example, the guide says garages and carports have to be set back to make a nice street frontage. But I favour allowing carports relatively close to the street boundary if the carport is over what would be a driveway anyway (not a shared driveway) and it frees up space further back on the property for more outside private space. This is especially true if the carport would only be a smallish proportion of the overall property/boundary width, eg less than half of the boundary width.	[illegible] make developers actually adhere to it? Everything in it will cost more money (to build and then to maintain) so what's in it for them? It's not like these principles are not well known already, but clearly the often just don't want to, with a very obvious correlation between the sale price of the product and how many of these nice design principles they take on board. At the end of the day, if the government actually wants well-designed housing to be built, they need to a) mandate the requirements not "guide" them and b) do everything in their power to make well-designed options commercially viable. This means looking at policy levers other than a design guide, such as waiving the LVC for well-designed dwellings built in lower-cost locations (such as cheaper suburbs with large blocks, in Tuggeranong and Belconnen). Or, only	I already live in this type of home			[illegible] be able to take advantage of these proposed RZ1 changes, even if they have a large block and want to sell part of it, because that won't be allowed. They are supposed to build the new house(s) themselves, then sell the final product. But if they're a retiree, how do they finance that, or manage that process? Instead it will only be developers who can finance the redevelopments and they will do it for maximum profit to their own preferences. It should at least be possible to just cut off some land and sell it (or demolish, subdivide and sell) so long as the block being sold is a reasonable size, shape, position (relative to the road, easements etc) to be viable for someone to reasonably build on. That's how you get diversity, because then someone could sell their own larger home and buy a little block and build their own little house on it, to suit
Yes	Yes		Maybe	I think generally the proposed changes will help this.	Yes		I think building height in RZ1 should be raised to 9.5m to allow for enough room for attics.	[illegible] in what it is seeking to achieve and seems to dramatically increase the distances required between buildings for no good reason, in many cases: 16.1(a) - why should there be always be a mandatory minimum distance of 3m between two blank walls built with proper noise attenuation, whether they are on the same or the adjoining blocks? Two garages could be built right next to each other without causing problems to privacy or solar access. In another example, a designer may wish to include an additional narrow side service area to a townhouse in order to provide an area for washing, air conditioners etc or to provide a private side access. These are useful additions and are much more likely to be included in a design if they don't have to be an unnecessary 3m wide. The old standard of either making	Yes	yes, although as noted above the excessive requirements for separation in some cases where it is not necessary are likely to undermine some of these more desirable outcomes.	100	yes	I think it the changes work to allow for efficient placement of parking while encouraging higher value uses.	yes	Yes, for another reason	I really like the increased flexibility towards light commercial/home businesses/micro retail in surburban areas - I would really like these things within walking distance.		

Yes	No	They only make it appealing as a investor. It has no long-term desire to buy a property as the suburb may change substantially in a short period of time because of the positibility of a development next door which will change where you want to live.	No						No	Diagrams are not a good result for planning. There needs to be requirements set for developers otherwise outcomes will be poor. Whilst the diagrams may show what to expect, they do not envisage every situation and therefore will be taken	10	The current parking is inadequate and the changes are baffling. There are apartments currently being built in Belconnen town centre with no visitor parking. This is unacceptable and there should be minimum standards for any dwelling regardless of size. Developers will always short cut parking as it is more profitable. The governments role is to provide places where people want to live and support their needs. Reducing the amount of parking required for dwellings is poor. Recently we tried to sell an apartment in Belconnen and many people did not want to purchase the property as it only had one car park. This is often the case in Belconnen and visitor parking is limited with minimal on-street untimed parking. More needs to be done to address parking issues and ensure that developers are making enough parking to support their	It is great that they are looking at a pleasant outcome. However, there is no pleasant outcome when a lack of car parking has been designed. Then people will park where they can which may be where there was intent for trees. This is a poor outcome for the future of Canberra if parking is not solved. At this stage we are set up for really poor outcomes in dense areas with a lack of parking.					Parking needs to be increased.
Yes	Yes		No													Yes, for another reason	I'd possibly be interested in this type of housing when I retire.		I would like more townhouse style housing to be developed so that my children could have more of this type of housing as an option when they are older since it's u likely they'll be able to afford a free standing g house. But I would greatly prefer it to be done in an attractive way with plenty of greenery, plants & privacy provided. I'm not impressed with most of the very angular and not very private looking multi-dwelling housing in Coombs/Wrightt, for instance.
Yes	No	The proposed change will enable overdevelopent that compromise neighbourhood character, will impact on privacy, natural light and road safety due to increased congestion and on-street parking.	No	The proposed draft does not provide any strict limits regarding the number of dwellings that could lead to overdevelopment. Indded the proposal use loose description on the density targets based on very vague site context. This is particularly true for older suburbs whit blocks often exceeding 1000sqm. Thus, hte current draft offer opportinity to overdevelopment at the expense of neighbourhood identity, privacy, open space, and overall liveability. I find it alarming that the proposed flexibility in RZ1 planning appears to prioritise development outcomes over the amenity, wellbeing, and expectations of existing residents.	No	The current draft is very vague and therefore lacks clear, enforceable standards for quality, site-specific design and parking provisions, risking dense developments that don't fit RZ1 suburbs and worsen parking and safety issues on narrow streets.	The current draft is too flexible regarding transition in building height and scale and lacks clear enforceable standards. There is a high risk of inconsistent constructions, where some developments will overshadow or clash with neighbouring lower-scale buildings. The proposed draft will encourage the abscence of respect of the character of the existing buildings and it will promote oversized construction. This should be discouraged as the ACT Missing Middle Housing Design Guide is supposed to promote appropriate transition in building height and scale. The prosed guide does not set any standards but considerations that can leave to interpretations from new developpers. Also, the guide demonstrate clearly that the priority is to increase housing density over protecting neighbour amenity. This will lead to potential imbalance	Again, the proposed draft is excessively too flexible regarding new constructions under RZ1, and does not clearly consider existing buildings, road size, steet access. The current guide lacks standards which prevent overshadowing, thus can have a significant impact on everyone's solar access and affect one's privacy. The prosed guide does not set any standards but considerations that can leave to interpretations from new developpers. Also, the guide demonstrate clearly that the priority is to increase housing density over protecting neighbour amenity. This will lead to potential imbalance between constructions and potentially harm liveability.	No	Again, the proposed guide lack specific details regarding guidance on integrating new constructions in varied site conditions as well as managing transitions between new and existing houses.	20	The proposed draft is not suitable for the vast majority of RZ1 properties. The current proposal is making a big emphasis in using on-street parking, limiting car park on the new properties to only 1 car per dwelling. The vast majority of suburbs in Canberra have narrow and sinuous streets. The current guide will impose cars to be parked in the streets, leading to street engorgement, limiting property access, reducing liveability. It should be noticed that road safety will become an issue for all road/street users including children and all pedestrians, due to increase number of cars in the street, reduction of visibility for pedestrians as well as vehicle drivers.	Pleasnt landscape in our neighbouring is very important to increase liveability. The current proposal is making a big emphasis in using on-street parking, limiting car park on the new properties to only 1 car per dwelling and no enforcement for visitor parking on the properties. Most of dwellings today have at least 2 vehicles. Thus the current guide is promoting on-street car park leading to street engorgement, overcrowding cars on narrow street and obvious safety issues for all road users and predominantly pedestrians. I found that beautiful landscape improve liveability without a doubt, but the current guide while forcing cars to be parked on the street, will completely negate any effort to improve landscaping in any suburbs, therefore impacting on liveability.	The current guide draft is not convincing at all and fails to provide clear guidance on good design outcomes. Indeed, the guide does not provide clear enforceable guidance on good design outcome. The guide does not provided detailed mandatory details in delivering quality housing by new developpers, which in turn can lead to inconsistency, poor quality developments that will clash with local context and neighbouood character. The guide should include strong and clear rules to fulfill its role in managing building scale, transition privacy, solar access and parking.	No, I don't want to / I currently live in a detached house			I understand the reasons behind this guide and this proposition from the ACT Governemt. I understand the need for increase new home for new Canberrans. There are two major points that this new guide does not take into consideration and the Government fails to take into consideration which are : 1- Offering protection to the current and established owner by avoiding as much as possible the impact of new structures on liveability by seeting clear rules in this guide. 2- Offering quality, human size new dwellings for new families for many years to come, but instead offering small and overcrowded housing that will satisfy only developpers looking for maximising their profits..
Yes	Yes		Maybe	I think it will be great especially for first home buyers	Yes		I think it fits well	Yes	Yes		80	Yes	Very well	Yes I think it's achieved week	Yes, I'd like to downsize and stay in my current neighbourhood			
No	Yes		No	Currently, the ACT is predominantly single family homes. Currently, RZ1 makes up 80% of residential zoned areas in Canberra. Current zoning rules disallows anything other than single-family homes on these blocks. There are a lot of good baseline changes that could allow a higher limit on density, like: - More than one house per block - The creation of smaller blocks in inner-city suburbs, like Aranda However, there are still limitations that do not allow true diversity: - The consolidation size limits - Tree canopy sizes on smaller blocks	Yes		Overall, I think that the rules do to maintain existing local character. They limit new developments to the same built form of large houses in Canberra. However, I feel like its recommendations don't do that much to appropriately transition between adjacent houses. It primarily predetermines that adjacent houses are single family homes. It would require that e.g. terraced homes on different blocks with different developers dip down and come back. In my opinion, this would result in housing with worse transitions between blocks than if the odd angles on the building envelope were removed.	Overall, I think that the focus on screening is a good idea. However, I think less screening around communal areas can result in less isolation and a stronger feeling of community. Requiring screening for areas like balconies for low-rise buildings may discourage more casual community interactions.	Yes		100	I think that the parking requirements are overly extraneous. The planning requirement requires at least one parking space per building. In areas with very good public transit coverage, I feel like this requirement is unnecessary. Most of the problems that come from parking are predominantly from people using their garage as storage, which is not enforced by zoning law. So parking requirements only really matter at building time, and are never re-checked when people actually buy cars.	Car parking will always degrade landscaping quality, so I think the reduction in car parking improves landscape outcomes. However, I am unsure how it will interact with tree coverage requirements. Will trees end up being placed in car parking areas, reducing the amount of nice open space?		Yes, I'm looking for an affordable home in an established suburb			
Yes	No	Increased density needs to be accompanied by increased services and transport. Otherwise, lifestyles of existing residents are inevitably compromised by crowding and competition for resources.	No	Offering diversity of choice is appealing. But the consequences of increased density will be deferred many years. Planning for synchronised increase and improvement of community facilities and transport needs to precede approval of development applications.	Yes		It seems fine	Possibly, increased density will always be a compromise with increased potential for conflict of interests.	Yes		50	I think so	Car parking seems fine but increased density must be accompanied by increased options for public transport and active transport.	It seems to, but there are a lot of unknowns for how the guidance will be interpreted and implemented in the future.	No, I don't want to / I currently live in a detached house			Facilitating development approval for increased housing density can be proposed in a manner that supports good housing design. The much greater challenge is ensuring the corresponding obligation of government to invest in upgrading community facilities and transport to maintain or enhance residential amenity and lifestyles.
No	No	Makes it worse. Not interested in increasing housing density in established suburbs	No	I don't see diversity in housing to be a good thing.	No	I don't think combining lots to make more efficient housing is a good idea for most of the city. We came to Canberra because it wasn't like Sydney, and don't want it to end up like Sydney.	No comment	These middle housing should not be in established housing.			20	Visitor parking means suburb is too dense. Not needed.	Not well		No, I don't want to / I currently live in a detached house			Keep this in the city centres

No	No	This greatly concerns me because I want the option to purchase a house and land. If there are more developments on a single block that only gives me the option of a smaller property which is not what I'm saving for - and I think most people are the same.	No	This will make the ability to buy a house with a block of land even harder. It will force more young people like myself into purchasing townhouses or dual occupancy blocks of land with strata and body corporate which is not what many young people want - we only have to because there are more of them and less homes. If this is agreed it will only lessen the availability of full blocks of land, defeating the purpose of wanting to own												No, for another reason		We live in Canberra for the space and lifestyle, we don't want it to become like a big city with every squashed into apartments like big cities	
Yes	No	I support the changes but as an existing home owner I'm not looking for an additional home	No	Very well and I'm supportive of the changes. They help both existing owners with more flexibility with their land and those seeking to enter the housing market. My only suggestion is DPA-04 should more specifically define the terms 'primarily', 'low density' and 'low rise' in the RZ1 zone objectives. These terms will be critical in the success of the reforms - they should spell out more specifically what you would like to achieve and should be more ambitious. They should for example, also enable 'medium density'. The RZ2 objectives are more successful in this regard.	No	The proposed 2000 sqm limit is arbitarary and will significantly curtail block consolidation. The limit is already too low to consolidate even two blocks together given many Canberra blocks are very large. The consolidation limit should be removed.							You should abolish parking minimums entirely and leave this to the market. Like many Canberra households, we are a one car household, don't want provision for more than one carpark and don't want to pay increased prices for unnecessary parking provision. The outcomes based planning system would still enable ACTPLA to require increased parking for specific developments if there is a particular need for this. The harmful impacts of parking requirements in planning are widely documented in Australia.	You should abolish parking minimums entirely and leave this to the market. Like many Canberra households, we are a one car household, don't want provision for more than one carpark and don't want to pay increased prices for unnecessary parking provision. The outcomes based planning system would still enable ACTPLA to require increased parking for specific developments if there is a particular need for this. The harmful impacts of parking requirements in planning are widely documented in Australia.	It's unclear to me why Canberra wouldn't adopt the NSW design guide.	Yes, for another reason	I own my home, but would be very happy to live in a low rise apartment or townhouse		I'm very supportive and think they could be still more ambitious.
Yes	No	I feel that this will drive house prices up even more as syburban land blocks will become more attractive to investors and so drive prices up, not down.	No	No, I think it will drive house prices up even further. And enable develops to put monstrous developments onto tiny suburban streets, further reducing the bush capital's amenity. I am not concerned for myself as i purchased a home in a small block already, but i want my kids to be able to 'aboay in'!I honestly don't think this will help at all. In addition, it will devalue the homes around those blocks with apartments or townhouses right next door.	No										I already live in this type of home			It should be designed for new suburbs, not for pre-existing suburbs. It's not fair to change the rules after the current owners have purchased. Also, I have little trust in government systems to be operating in reality rather than theory.
Yes	No	Will ruin neighbourhoods for kids	No	The push for missing middle housing reforms is a misguided attempt to address housing affordability at the expense of living standards and family well-being. By prioritizing density over livability, these reforms are forcing people into subpar small houses that are unfit for family life. Compared to previous generations, today's homebuyers and renters are being squeezed into tiny homes with limited space for families, hobbies, or personal pursuits. This is no progress; it's a regression. The emphasis on efficiency over quality of life is a recipe for disaster, leading to: - Increased stress and decreased well-being due to cramped living conditions - Difficulty raising children in homes that lack adequate space and amenities - A decline in overall quality of	No			The push for missing middle housing is utterly destroying privacy and solar access in low-rise neighborhoods, and it's a travesty. People bought homes in these areas specifically for the peace, quiet, and sunshine, only to have it all taken away by cramped, cookie-cutter developments that prioritize density over quality of life. The results are devastating: - Homes are plunged into darkness as taller buildings cast long shadows, ruining outdoor spaces and making living rooms feel like caves. - Privacy is non-existent as new developments loom over existing homes, allowing neighbors to peer into windows and backyards. It's nothing short of a neighborhood takeover, where the interests of existing residents are sacrificed for the	No	Ruining the streetscape	0	The balance between car parking spaces and missing middle homes is a complete disaster. In my area, the streets are already clogged with cars due to medium-density housing, and it's getting worse by the day. The lack of onsite parking is forcing residents to park on streets, creating a chaotic and unmanageable situation. The push for more missing middle homes without adequate parking provisions is a recipe for disaster. It's clear that the policymakers are out of touch with the reality on the ground. The streets are already overflowing with cars, and it's becoming a major issue for residents, emergency services, and waste management. The situation is unsustainable, and something needs to be done to address the parking crisis. Until policymakers prioritize adequate onsite	It doesn't.		No, I don't want to / I currently live in a detached house			
Yes	Yes		Yes	I generally like the proposed changes. I know lots of lower income people (like divorced parents with kids and apprentices) who would really like to be able to stay close to family and friends by renting or (at later stages) buying into established suburbs away from the town centres where the smaller, more affordable, flats are now being built. Having more houses and much greater housing diversity would really benefit my friends by offering housing choice at price points they can afford. The changes look like they would help facilitate that, while still maintaining the amenity of blocks for people who value (and can afford) single dwellings on large blocks. I also understand the need for requirements about minimum quality standards, to avoid the more horrific potential outcomes of people getting greedy about trying to fit too	Yes	I generally like the changes and the minimum requirements imposed, such as being required to actually build in some storage, except for two areas. The bedroom sizes and ceiling heights seem to be a reflection of the needs of large scale apartment towers and what is seen as acceptable in the expensive inner-city suburbs in which apartments are currently being built. In most established suburbs of Canberra, these minimums would be unusual luxuries. Large secondary bedrooms are reasonable in inner areas where an apartment will often be rented as an adult share house and high ceilings make sense in large apartment blocks with minimal windows for each dwelling. However, most of the existing housing stock in RZ1 is built with 2.4m ceilings and children's bedrooms commonly have	I think this is fine. The amount of tree planting (particularly large, non-deciduous natives) means that (once grown) there will be far more overshadowing by trees than other buildings. As for privacy, realistically, the small spaces between houses even on large blocks means that there is not much acoustic privacy as is. Attached townhouses and apartments with proper noise attenuation in the walls and floors between dwellings and double glazing have much more acoustic privacy than 6m of air and a couple of single glazed windows between houses. I think the private open space requirements are sufficient to achieve visual privacy outside the house and have no concerns about overlooking into windows (I also find strategic use of curtains, sheers and window coatings or films is very effective at blocking anyone	Yes	I liked the design ideas. I also like the ability to articulate setbacks - it is one way of adding visual interest and it often avoids the first building in a row from completely blocking a favourable aspect.	100	Yes - I think as long as people have at least 1 car space allocated then they won't excessively clog the streets and often people will still be able to park tandem in driveways as they currently do. Though, I don't think people should be allowed to sell their carparks separately from their dwellings (or at least not below the minimum for the type of dwelling). It may suit one owners' lifestyle to be car free but realistically most successive occupiers will not have the same lifestyle and will just park on the street. I think visitor car parking on the streets is fine at current densities in most areas of Canberra. Areas in the inner suburbs where it is starting to be a problem tend to indicate a high level of spill-over commercial activity and so are probably best dealt with via individually tailored solutions via precinct plans.	I think the more relaxed rules about car parking (such as being able to cluster all the garages around an access driveway and more relaxed basement parking rules) will allow the rest of the buildings and gardens to be placed much more sensibly on each block. Also, shared garages are much less likely to get used for storage - which can be a fire hazard and lead to unnecessary street parking.	I thought it did a good job. Probably a bit simplistic for professionals in the industry but reassuring and instructive for residents.	Yes, I'd like to downsize and stay in my current neighbourhood			I think this type of managed housing development has been missing from Canberra for a long time and I hope it gets through. I would really like to live in a denser city with much more housing choice, more light commercial and retail within the residential areas and walkable from my house and much more access to all the services that come with denser cities.

				I strongly support the overall intent of these proposed changes. We desperately need more housing diversity and housing choice in Canberra to address our housing crisis. RZ1 makes up approximately 80% of the residentially-zoned land in Canberra, and it's essential that we unlock this land for more housing. We can't just have homes for new Canberrans in greenfields developments on the outskirts - we need more homes in established suburbs to control carbon emissions and give people better access to services and jobs. Overall, these changes are a good idea - the changes to RZ1 and RZ2 will unlock a tonne of residential land, and the changes to RZ3-RZ5 will also ensure more development in our higher density areas that are well suited for this.				RZ3-5 changes are good for enabling appropriate transition in building height. Would be simpler if we just had a straight metres guideline for building height, not height and storeys. A lot of architects' views on what makes for good "breaking up the bulk", "visual interest" etc don't really add much value.	Solar access and privacy are important factors. On the one hand, I think more flexibility is generally warranted for higher-density homes, as people have different needs (e.g. some people prefer less sunlight) and are willing to make appropriate trade-offs. On the other hand, appropriate rules can reduce a legitimate negative cost on neighbours. These provisions of the design guide should be applied with enough flexibility that it ideally extremely rarely reduces the number of dwellings that can be delivered on a block, and acknowledging that not 100% of dwellings have to be "ideal" as some residents will trade this off for other amenities or lower cost.				Requirements to provide parking contradict well established planning and economic literature (see Donald Shoup, The High Cost of Free Parking), and should be completely removed in favour of permitting proponents to develop as much parking as they feel necessary. The excuse that Canberra is car-centric doesn't matter - parking mandates have been abolished in New Zealand and increasingly much of America, both countries which are far more car-centric than Australia and Canberra - and removing parking helps achieve our environmental targets of mode shift to public and active transport. The new parking provision rates are a significant improvement on the current rules though, and I support that.	There's a lot of good suggestions in the design guide, I'm not sure whether all elements are always practical though. Obviously it gets easier to comply with all the design suggestions the fewer parking spots are required. I like the idea behind 4.2B(iv) and (v) (design with future conversion into habitable spaces in mind) but I'd like to know how practical this is, what additional costs or complexities it adds, and what a future conversion might look like - I genuinely don't know.	There's a lot of MHHDG elements that rely on subjective aesthetic judgements that are going to make things unnecessarily complex and may or may not actually look better. I showed the design guide to a friend and when we looked at the pages that showed examples of homes that were considered "good" and "bad" on various subjective criteria like "visual interest", "use of materials", etc she immediately said that some of the so-called "good" examples look much uglier than the "bad" examples. Fundamentally, subjective aesthetic requirements can be a bit silly - we don't all agree on what looks good, and what is considered to look good or bad today won't necessarily be deemed good or bad tomorrow. Overall, there are a LOT of requirements in the MHHDG, and most of them I think are				Broadly, I think these reforms are really good - a huge step forward for Canberra, and I look forward to how it will reinvigorate established areas like my own suburb of Griffith. It's great to see the ACT learning from other cities and the effect of reforms in countries like New Zealand. However, we need rules and guidance that are clear enough, otherwise there will be too much risk in proposing a development (especially with the risk of ACAT appeals - the rules and guidance must be clear enough for an ACAT panel to apply consistently too). The new RZ1 and RZ2 Policy Outcomes should be firmer in supporting a transition to medium-density as a default assumption in suburban areas. In particular I'm concerned that saying "primarily low density" and "mix of low and medium
No	Yes		Maybe		No	Need to make sure subdivisions can be approved as part of the same DA as dwellings, so that there isn't unnecessary risk. The consolidation rules in RZ1 should be more flexible - I don't see clear grounds for the maximum size limits.			Yes	We should get rid of side setback requirements - medium density benefits from allowing a nice continuous streetscape as seen in many cities	80	I support that.			Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		No	Very well. I entirely support the principle of allowing medium density in RZ1 and RZ2. I support legalising townhouses, terraces, low rise apartment blocks and other typologies throughout our suburbs. The changes as proposed generally do a very good job of realising this. There are problems - the RZ1 zone objectives as drafted may accidentally constrain missing middle adoption. The soft consolidation cap creates a lot of uncertainty (how hard is this cap? Why and where might it be relaxed) and is an arbitrary limit that constrains housing supply and ensures worse outcomes. But thrust of the reforms are good.	Yes		The Major Plan Amendment sets out clear height limits - and these are good. I don't understand what the Design Guide is doing here exactly - a lot of it just seems like aesthetic policing rather than promoting any objectives - like for instance why is "reducing the perceived mass of the buildings" a legitimate objective of the policy? Letting people build up to 2 storeys with design freedom is not a bad thing. Also I've noticed that page 56 current seeks to introduce wedding cake setbacks to the ACT in a stronger form. this is a terrible idea, we don't want to copy Melbourne here. https://setbacks.yimby.melbourne	Mostly, although again, I think we need to be cautious about how much importance we place on solar access and overshadowing compared to other goals. The fact that a house might cast some shade on a neighbour's house on the winter solstice is a bad reason to make a home illegal to build. Generally, ACT planning norms place too much attention on preventing shade - especially when shade is far from a bad thing in our urban environment during summer.	Yes	Look, setbacks in general probably should be less much of a thing - front and side backs in particular.	100	My own view is that parking minimums should be abolished. Various other cities, including in New Zealand have abolished parking minimums, Canberra should too. The problem with on street parking is that people might buy less parking than they need and then park on the street. This should be remedied by adoption of Japanese style reforms that require that people that own cars demonstrate they have rights to a permanent storage spot.	No comment.	The very principle of the MHHDG in some ways is in my view flawed. Too much of it is about an attempt to police aesthetics for things that only have tagential relationships with notions of public welfare - things like "visual bulk" and "attracting visual interest". People should be free to build the homes they want to build, especially as architectural trends and fads change in the coming decades, rather than being constrained by the MHHDG. Less, in some ways is more.	Yes, I'm looking for an affordable home in an established suburb			the RZ1 Policy Outcomes in DPA-04 are ambigious, unambitious and will potentially constrain missing middle housing. What does "low density" mean - what does "primarily" mean in this context? Too much of it is too deferential to the existing suburban reform - allowing change in that form is the entire point. It should more closely resemble the RZ2 Zone outcomes in ambitious, and the key terms should be defined. Above all else, it should be clear that it is legal, acceptable and desireable for the entire RZ1 area of a suburb to move from single family homes to missing middle housing.
No	Yes			I really think these changes will improve housing affordability and housing choice across Canberra. Allowing apartments and cohousing in RZ1 is a really simple change that increases housing choice while maintaining the general built form of the area. I currently rent an apartment, but I think this policy will help improve the affordability of other apartments and townhouses in well-located areas across Canberra that will mean that I might be more able to purchase one in the future.	Yes		The transitions in height and scale sound very reasonable to me. The height increases to RZ2-5 allow for a good increase in capacity over what is currently allowed, and they create a smooth hierarchy from low to medium-high density.		Yes	Side setbacks don't add valuable space to a block, so reducing these is fine	100	I support the reduction in minimum car parking requirements. As we increase density in areas where it's possible to use active and public transport more, we shouldn't require so much parking. Outside these areas, developments are still likely to include sufficient parking so they can sell well. Almost half of the households in Canberra only have 0 or 1 cars (see 2021 Census results).			I already live in this type of home			I don't have any more specific thoughts, but I believe these reforms are crucial to Canberra's future. I can't wait to see it become reality.
Yes	Yes		No	I support the proposals to increase the density of housing in Canberra, and believe it will: 1. Lead to more more housing choices for Canberrans in different life stages. I have retired parents in a big inaccessible Belco family home, who don't currently feel they have good options to downsize because they want a small garden and not an apartment. 2. Make it easier for first home buyers by creating opportunities for smaller, more affordable housing types that could help people enter the market. I have friends and family who have found Canberra's housing market so dire price-wise that they've had to move interstate. I believe the reforms could and should allow for more diversity: 1. RZ1 dwelling density limits should be increased so that options currently proposed for RZ2 are available to all, and	No	Assessment req. 11 (page 10, Draft Major Plan Amendment) requires that subdivision can only occur where each block contains a lawfully constructed dwelling, creating a financing risk for developers who have no guarantee they can subdivide.	I do not agree that "appropriate transition' is the issue this question presumes, to anyone but cranks and NIMBYs. Canberra has changed in 50 years - having a one story home next to three storey apartments will not cause a heart attack. The concept of 'visual bulk' is extremely arbitrary and subjective, and should not be a principle.	Yes - the solar envelope angle changes from 31Â° to 45Â° for multi-unit housing allows more practical building forms while still enabling solar access for neighbours.	Yes	Yes, but setbacks are silly - get rid of them.	100	I support the reduced parking requirements, but believe it needs to go further. We need more substantial reductions to meaningfully increase housing supply and affordability - e.g. 2-bedroom unit parking reqs (page 33, 36, Residential Zone Specifications). I support the full removal of parking requirements, as has been implemented in New Zealand and many cities overseas. As someone who has recently purchased a unit, it is clear the market already prices in parking spaces.	Less parking requirements and a greater green space requirement would actually support more pleasant landscape outcomes.	It's a good start, but it could be clearer. The guide references aesthetic standards that are arbitrary and subjective, like 'visual bulk', which it encourages the reduction of via setback requirements. I have never, in my life, ever heard a normal person use the phrase visual bulk or say a home is ugly because of a lack of setbacks.	I already live in this type of home			needs to go further and enable more types of more homes. The RZ1 policy outcomes in the Residential Zones Policy continue to embed the Canberra of 50 years ago by refering to 'character' and 'low density'. The only people who can now afford this beautiful 'character' are older Canberrans who haven't had to think about housing in one or multiple decades. I have a lot of siblings. My dad bought his 1/4 acre block when he was in his early 20s and a poorly paid painter. My older brothers and sisters bought free standing homes. I am now paying more or less the same for an apartment. I don't expect to get what they got, but I do expect the government to change the rules so more people can afford smaller-scale but amazing homes that
Yes	No	I'm happy where I am and it's suitable for aging in place	No	I don't think it provides anymore diversity or choice than is available now	Yes		Depends on how well it is enforced.	No. The block sizes are too small for this to be achieved	Yes		50	No, creates street chaos	The only way to provide a pleasant landscape on a tiny block is to minimise car parking space but totally impractical		No, I don't want to / I currently live in a detached house			A retrograde step for society and the environment by decreasing gardens and personal space
Yes	No	Creating suburban overpopulated communities. Sculling I already a high density zoned area with higher level apartment living. This would add to an already existing problem	No	I think there is already minimal choice for single dwelling housing in scullin which is essential for larger families and sustainable living.	Yes		No comment	This is a real concern if sustainable living is proposed as best future solution.	No								

Yes			Yes	People who purchased years ago are now being taxed into poverty for what are small workers houses on large properties. More than 3/4 of their elevated rate bills may be going towards paying for undeveloped land. Elderly people may be richer on paper due to the unconscionable rise in property prices, elevated by decisions of government such as mass immigration, limited land release and negative gearing incentives for people to own multiple properties. However, their actual lived existence is more impoverished as they live in the same old house, with a greater share of their limited income being appropriated for redistribution by the Government. It is unethical to not allow people in these circumstances to divest themselves of this unproductive land through subdivision. This also has the advantage of increasing the housing stock.								80	All these niceties are great, but we are talking about basic survival. Housing is an essential human need.						What has been done to this country is disgusting. We are being dispossessed and impoverished. Anything that increases the housing stock given the government's unwillingness to adjust other parameters is not just welcome but essential.
Yes	No	A major omission from the draft plan is a discussion around how to incorporate trees, gardens and welldesigned, interesting buildings.	No	It sounds ok but see comments above. To keep the green nature of Canberra, any discussion about housing must contain rules about leaving space for greenery, gardens and trees. Currently I see blocks full of building and only a toke consideration of greenery.	Yes		Yes I think it's ok but there needs to be mention of building attractive, innovative buildings. In the sixties, the Netherlands instituted a revolutionary design program for building exciting housing for people. It encouraged creative design that also helped people to feel part of a community. I'd like to see more discussion about those aspects.	I am not qualified to comment on that	Yes			50	Only if the streets are wide enough e.g. in Palmerston, this would be impossible.	OK	I would like to see a competition to encourage innovative design, as opposed to white boxes.	No, I don't want to / I currently live in a detached house			
No	No	We have plenty of land. We want low density. Big backyards, traditional Aussie homes. I dont care if I have to commute if I can afford a home and it be spacious, somewhere where I could start a family. I'm going to buy a townhouse and raise a family!?!?!?!	No	I don't agree to start cramming everybody in. Not what we want. But less regulation for housing is better so I agree with the changes, since we need more of it, since the younger generation has been screwed by unaffordable housing.	Yes		Sure	Yes	Yes			50	Let people park where they want for free.			No, I don't want to / I currently live in a detached house			Can we focus on developing more housing in new areas, and a lot of it. Don't have a problem with the laws but can we address the real issues and give everyone a fair chance to have what the boomers eat.
No	No	Making more [REDACTED] homes but not enough to cope will all the foreigners moving in	No	Ruins character of existing suburbs, while lots of farmland and empty paddocks being unused. We dont want to live in pods. We got want tiny homes on tiny blocks cms awaybfrom neighbours. No rent-to-buy schemes like my grandparents got. Also put some rules in to stop all the ugly houses, make houses pretty again.	No	Written to line boomer pockets and house [REDACTED]	Not well. Needs to improve the aesthetic of local area not ruin it or say "it's already being spoiled by [REDACTED] or other ticky tacky lego builds so let's build more fugly properties'. If you are going to build tiny houses why can't they at least look like pretty old European buildings instead of all this jewish modernism and brutalist crap.	If you can't get any sun in your yard you can't even grow grass.	No			10	No our streets are too narrow for all the on-street parking. People should be able to have visitors park on their property not the road be littered with cars. Especially consider how many [REDACTED] you're importing who overcrowd their dwellings so they have more cars then [REDACTED] for all their residents and then have lots of regular guests on top of their overcrowding!	Very poorly.	Open more land stop shoving everyone in tighter and tighter space. Make a law that only those born in Canberra can buy.	No, for another reason		No because I already live in this type of home and it is horrible	Deport all foreign nationals, stop letting them buy houses.
No	No	Canberra is the 'bush capital' and I believe that building apartments and housing with minimal land is changing the nature of our Capital.	No	the new builds are not build well. They look dated and seem to fall apart after a few years.	No	Once again, Canberra is a bush capital. We need more nature.	N.a.	Houses around these new larger builds will miss out on sunlight and warmth.	No			10	No	Not well.		No, for another reason		I want to own a home. Not a home attached to other properties with minimal land and sunlight.	
Yes	No	Too old, too expensive. I already downsized once, don't need to upsize.	No	It just like Dickson to me. High rise along Northbourne, townhouses and low-rise apartments in the streets behind. It's great living here. I hope the far flung burbs might benefit from greater density without also needing the high rises.														
Yes	No	I'm not in the market for a new home.		Very well.			Don't know.	Yes.								I already live in this type of home			
Yes	Yes		No	I think that the proposals go some way to address the missing middle but I don't think that they go far enough. The amount of space that remains allocated to parking will continue to encourage car ownership and allow planners to forget about alternative transport mode such as light rail, cycling (pedal and powered) and walking when planning supporting services such as medical and retail services. Non car owners will continue to have to rely on poorly serviced bus routes or some form of private or public car transport. Continuing to force all services into group centres and town centres except for micro retail maintains unacceptable distances between dwellings and services people rely on for daily life. The strategy doesn't seem to consider how people will occupy these dwellings and what they require to be in close	Yes		It seems to make it difficult to redevelop a block to comply with the new requirements.	The drawings indicate that buildings will be of poor quality with no architectural value. Precincts with particular architectural characteristics should be developed and residences in those precincts should all meet the architectural guidlines.	No	There seems to be no allowance for shared walls on boundaries, maintaining the single residence concept. Bald face buildings opening directly onto streets should also be allowed.		100	No - less parking should be encouraged to reduce the number of private vehicles. The Dutch continue to remove parking from their streets creating human focused livable streets	Parking should be reduced. People should be encouraged to reduce car ownership. If people can walk and bike safely to their destinations, cars will not be required. Streetscapes should be altered to prevent parking and residences should not have any parking entitlement. Where cars must use a street, it should be at 30 kmh and as guest users, meaning people and bikes have right of way over cars.	This proposal brings no life or character to the suburbs, only more residences. I support increased density but it must improve the quality of life, such as in the Dutch experience, not just endless rows of bland buildings along stroads.	Yes, I'm looking for an affordable home in an established suburb			Whilst I support the increase of the housing density, it must be done in conjunction with broader precinct and neighbourhood plans. The livability of an area must also be considered as the current housing stock is renewed to create human spaces rather than a denser desert of cars and houses as exists now. I give the example of Tavener St Wanniassa. A car only road that has an expressway speed limit, dividing two suburbs and which has no pedestrian or bike uses. It could be reduced to two lanes with no median and 50 km speed limit. This could then be lined by street level shops with residential above shops and small apartment blocks mixed in. This could then become a Main St connecting the suburbs and bringing services to the people of those suburbs, within walking and biking distance and provide additional medium density housing to the area,

Yes	Yes		No	More secure parking is needed in any multi density living development. Increasing break ins are a joke. In Gungahlin, the reliance on street parking is out of control. Imagine if housing developments were designed better to accommodate parking. You wouldn't have the streets looking unclean, messy and unusable by the general public. Such an eye sore. Canberra and developers can do better. Much better.	Yes		Well at least we won't feel like we're in a big city. Parking would be better managed as you wouldn't need so many, due to smaller developments.	No idea				If you allow one car park per bedroom in each development, you have the right balance. Anything less leads to issues in the future.	No idea. Haven't read it. If you allow one car park per bedroom in each development, you have the right balance. Anything less leads to issues in the future.	No idea	Yes, I'd like to downsize and stay in my current neighbourhood			If you allow one car park per bedroom in each development, you have the right balance. Anything less leads to issues in the future.
Yes	No	too old	No	Quite well but please do not pressure owners of large blocks with large gardens to subdivide to make easy missing middle developments possible. In my opinion this will reduce housing choice for those who prefer to live on larger housing blocks. I would like to see more encouragement for building small single-level houses on small blocks with small gardens and minimal owners corporation regulations and strata levies, like "Lincoln" in Bruce. And encouragement for terrace houses with a different title system which allows for individuals to have very little common property and be able paint their houses in different colours etc, as in inner Sydney.	No	I remember the opposition to the manor house demonstration development on Block 6 Section 31 Griffith which the proponents seem to have had to handle on their own, without any Government help.	The newer suburbs like Whitlam and most of Molonglo show what a dog's breakfast can be built when developers 'shout' with housing designs that have no respect for their neighbours. More stylistic restraint should be encouraged by EPSDD.	Yes, if the planners at EPSDD actually insist that developers follow guidelines for solar access and privacy. Not like "The Residences" at Capital Fresh Food Markets where residents walk very close to their neighbours' bedroom windows in order to reach their front doors. And there are too many developments which ave poor solar access, like "Eden" next to the servo at Kippax.	Yes		80	I think the Government should explore more radical parking solutions as in Rochford Street Erskineville and other suburbs in inner Sydney where narrow streets have been made one-way and parking is permitted down both sides, instead of the previous two-way streets with parking on just one side. And more Government provided public electric vehicle chargers.	Sony, I missed that but I think the Government should take more responsibility for well designed streets and communal spaces. For example, Crace.	It ignores the financial side which all mum-and-dad developers need to understand before seeking professional advice. I could not find any mention of the Lease Variation Charge and it should be there, shouldn't it? Perhaps some examples of how some successful missing middle developments have been costed should be provided.	No, for another reason		Very happy where I am, I tried apartment living and couldn't stand living so close to my thoughtless neighbours. And the ever increasing strata levies were a problem.	
Yes	No	Already have stable housing	No	The proposed changes are good, but are contingent on the ACT government's ability to actually process development applications. Current government (and utilities) capacity to support development within the existing policies and guidelines is woeful. The delays and bureaucracy embedded by the government institutionalized within its processes are the real issue preventing development.	No	There is no consideration to the capacity of the street to handle traffic. There are plenty of narrow streets that cannot manage street parking while maintaining safety.	Poorly. There is no alignment between suburban and rural housing standards. If middle housing is desired in suburbia, then multi-generational living on farm should also be supported.					50	No. Missing middle near good public transport will be ok, but where there is no reliable or fast transport the parking will be inadequate. There's no thought to the age and demographic of the people who are more likely to live in missing middle, and how this relates to their car/transport needs.			No, I don't want to / I currently live in a detached house			The reforms are irrelevant if the approvals process for developments (and renovations) can't be fixed. Recently I've experienced first hand the issues with development approvals. It is taking 7 months and counting to get approval to replace an existing garage structure. Icon water was a big contributor to this delay. Plans had to be submitted BEFORE being able to get access to accurate mapping of the infrastructure. Plans were then rejected because the accurate mapping was not included. The mapping could then be provided. (Insane power tripping - other local governments make all these mapping layers freely and readily available.) The plans then had to be resubmitted. The plans were then rejected because the garage line was next to the line of the easement. If two lines cannot be next to each other, what is the point of
Yes	No	I already have a home.	No	They are probably one - there is an important element missing about the design requirement for open spaces and planting areas to have access to sunlight. Sunlight, like deep soil and water, are critical for plant growth. Planting areas and open space /permeable areas on a block should receive access to a minimum of 6 hrs of sunlight year round. This will result in a functional plant growing area, rather than areas where plant growth and health is limited by low solar access. Most plants, particularly those under plantings required for supporting biodiversity, food production, or those commonly used in ornamental gardens, won't grow in the shade. Those which do tend to be architectural type plants such as hedges, spiny rushes and other grass like species, and non-flowering ground covers. There are 5-10 species which have become ubiquitous across	No	I am very surprised that the MMHDG is targeted toward land owners. The flow chart suggests that families residing in these areas might just pick up the guide and become developers overnight, in partnership with their neighbours. I think that's unlikely.	I do not support the change from 31Â° to 45Â° in terms of solar access provisions. The position of the sun in the sky throughout the year hasn't changed, so why should the solar provisions? I am very concerned about the potential impacts of adjoining areas on solar access of both living areas AND planting areas of adjoining properties. Consideration as to the use of any areas on adjoining properties where solar access is impacted should be required. E.g. lawn, ornamental garden, vegetable garden, orchard, green house, deck or patio areas should not be allowed to be shaded. Areas covered by bin storage, sheds, etc. may be ok if these structures are permanent.	No. See above in regards to protecting solar access for gardens as well as inside areas.	No	I found it hard to understand how the Roman numerals on the diagrams linked to concepts. Suggest using Figure references in the text to make this more explicit.		I suspect that uptake of active travel and public transport has a way to go before people are willing to stop having one car per person in many homes. I think this will be overruled often in practice where the block is not in very close proximity to a rapid transport route or town centre (which most RZ1 won't be).	I think there will be cars parked all over the place, including on verges, and this will impact tree health, canopy coverage targets and water infiltration due to soil compaction. I think people will continue to vandalised street trees on verges which could otherwise be used for parking. I don't think this is realistic, although I like the vision.	I think this document will need to be supported by targeted outreach to home owners in areas where densification makes sense, including letter boxing and regular events where people can go and get further support in navigating the system. I also think the design guide will be ineffective while limitations persist around availability of trades to undertake the work. For people that are not developers, the process described would probably be prohibitively expensive.	Yes, for another reason	I enjoyed living in my apartment previously where we had high density living spaces and a large shared community garden (chickens, orchard, vegetable gardens, play spaces). Too few of these exist though that also provide sufficient secure storage.	I think we're a great initiative and will address important gaps in housing affordability - particularly for people who only want indoor spaces (assuming town houses, units etc. are a few rooms plus a parking space and maybe a small balcony). People who want something affordable with a few extras, like a patch of sunny soil to grow plants in, or a shed space to support other hobbies, may be able to find opportunities where a second dwelling is built adjacent to a primary living space (e.g. granny flat or subdivided block) but often these are not that much less expensive than a stand alone house. Most of the units built which provide ample outdoor spaces to support community gardens etc. are old, have low energy efficiency, and are constrained in their ability to adopt more
Yes	Yes		Yes	It is a great idea. There are many people in Canberra who own the home but do not need the block space . My block is over 800m2 and I would love to be apart of this plan . As I am on a disability pension my ability to do this would mean using my super and as I am 65 I am nervous to commit.I think if you could offer more advice on the different financial possibilities for those who would be apart of this but do not have money /job. Is there a way? Also if the was more information on the smaller house i.e tiny /1and 2 bed homes so that people like me see it as a possibility. Thanks Moira Nelson	No	As I said above the variety of housing should be included too	Well	Yes	No	More examples would be good in picture form	100	This will work in quieter streets for sure	Yes fine	More variety of living styles	Yes, I'd like to downsize and stay in my current neighbourhood			

Yes	Yes		No	I think it does allow for more density and diversity in the types of dwellings available for occupation close to shops and public transport routes. However I think what hasn't been addressed is that for current RZ1 dwellings further away from shops and public transport is the increase in traffic and the number of cars in the area.	Yes			I think this will be a shock to some people who may not be seeking to redevelop their sites especially if there are zero setbacks.			50				Yes, I'd like to downsize and stay in my current neighbourhood			There seems to be quite a bit about walk up apartments and townhouses but for an ageing population single storey dwelling without steps are better. Hopefully there will be some in the dual occupancies.
Yes	No	bc this useless govt keeps. ripping up natural environemnts for housing, destroys natural habitats, made garden city in a nanny city, dormorties	No	none. where are the native animals gonna live eh	No	bc i said so. any plan by ACT is all about getting more revune	anything above the water table is bad	No, miss all the housing and return it to natural habitat	No		0	no act gov never gets anything right	appaling	Add natural habitats and no houses	No, I don't want to / I currently live in a detached house			vote TEAL
No	Yes		Yes	Well	Yes		Well	Yes	Yes		100	Yes	Well	Yes	Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		No	I support the missing middle proposals, to allow more diversity and hopefully make housing more affordable	Yes										I already live in this type of home			It's not just about building multi-unit complexes, but also give consideration to how they are managed going forward to keep them affordable. Currently about 8-12 weeks of rent a year for most units goes to pay the strata management fees. Sounds unbelievable but please do the research because it's true. Please watch the 4 corners TV show by Linton Besser which explains the background of the culture of rorts and kickbacks in this unregulated industry. Building companies allocate management of properties they build, to strata businesses by their grace and favour. They retain a few units so they can be on the executive committee of the owners corporation. Then the strata managers want to stay in sweet with the Builders, to make sure they get the next big contract. This means they are hopelessly compromised by conflict of interest when for eg
No	Yes		No		No	More.			No		60				No, for another reason			Needs to consider disability access also. Note that giveong tax incentives to allow housing co-ops would likely be a good additional step.
Yes	No	As a retiree my partner and I would be looking for single level townhouses. There is no recognition that when a retiree/older couple want to downsized they may not want an apartment but townhouses are normally double storey. Finding a single level.	No	Not enough. Need to recognise the needs of older Canberrans who don't want to live in an apartment and are looking for single storey small houses/townhouses.	No	Neighbours don't want two double storey houses as this increases traffic and on street parking issues. Need to allow for parking and privacy still. Block consideration should consider impact on street parking.	Ensure that there are single storey options for older people.	Privacy is an issue when multi-storey homes are built in a single storey neighbourhood	No	Parking impacts on the streets.	40	This is a major issue. An example is BellHoise Drivenin Moncreiff. There are so many cars parked on the street you the road in basically one way and a safety issue when turning onto Crackjack Way.	Not well enough. Suburban streets are too narrow	Unable to answer as I'm not one of those listed.	Yes, I'd like to downsize and stay in my current neighbourhood			Planning is too much aimed at people coming into the market and families. Need to consider retirees who would like to downsize but aren't ready for aged care.
No	Yes		No	Better than what we currently have. Suitable housing for downsizing older residents is hard to find. We want single story, no stairs, smaller outdoor spaces to maintain, while having flexibility to still live a normal life with a full kitchen and have family stay over. And be affordable. For example my parents property, now empty, could have multiple dwellings but is restricted by under roof rules. It could be subdivided sympathetically to the suburb, but can't due to current rules.	No	Because bumet rules wont allow	It provides hope	Hopefully	Yes		90	Parking on streets not made for it is unsafe and this shows in suburbs like Ainslie and gunghlin. At least Gunghalin has nearby spaces for overflow parking that abut green spaces while keeping them separate.	It's been considered		Yes, I'm looking for an affordable home in an established suburb			It's no surprise that current government rentals do not have homes that suit multigenerational families. Consolidation of blocks to allow these to be built and rented would be good for that section of our community that have not previously been considered.
Yes	No	Because they are not single story with some surrounding garden all around the home and cost way too much especially theland orice	No	No idea, but I am not confident. I would love to downsize from 3 bedroom to a 2 bedroom townhouse to my own design, with a little bit of garden all around, preferably backing onto nature reserve so is quiet and not be pushed into an aged care living apartment where you have to pay extra fees. Open up the CSIRO land at back of Kaleen/Spence/Fraser at an affordable price. Canberra is no longer the bush capital and has been turned into an overpopulated [REDACTED] as Governments are only interested in building infrastructure for international students and immigrants to accommodate the tram obsession nobody wants to use.	No		Who wants neighbors with double story dwellings overlooking your house and blocking out the natural sunlight you should be allowed to also have.	I highly doubt it.	No	Housing and land should be how it was back in the 70s in the suburbs. Kids could play and everyone was happy		Absolutely not, there is less and less parking because the government allows developers to put up apartment blocks instead. And if you can find a parking spot you have to pay for it anyway.	It doesn't	No	No, I don't want to / I currently live in a detached house			

Yes	No	The shortage of housing is indeed a crisis but not one caused by having too few houses, it is a population crisis caused by too many people seeking to utilise increasing amounts of the finite resources on this planet. Every additional new 'dabetter'house.	No	Not at all it is a directed outcome that like all previous ones will run out of capacity due to the ever increasing population of people who want or need. Address the population crisis, work out a sustainable plan and solve the real problem	Yes		It moves the debate along but unfortunately like all such plans will result in a high degree of uniformity and a lack of real choice or options as it reaches capacity	Balance is subjective. As with above, when everyone is the same and there is no more capacity because the population has again increased beyond what the planners envisioned changes will have to be made	Yes			50	No absolutely not. Planners are always overruled by ideological considerations and the idea that public transport eliminates the need for cars and therefore garages and parking spots. A great theory that holds some weight on good days for routine (going to work) types of activities but falls short on windy wet and cold days when people don't want to face the elements. It also fails on weekends for those who seek to 'detour'Rather than merely coffee shop. Whether it's for going to the beach or grandmas house most folk keep a car some also have bicycles, surfboards and electric scooters the issue for these folk is storage and while they might be lucky and usually be able to get a street parking spot within 50 metres of home they can't store anything else on that spot. An on-site garage or parking space and some storage should be mandatory for every new	No cars will overload the 'dcalculated'lheed	I'd like to see more emphasis on disability access not because I'm disabled but in order to make it the baseline standard rather rather than special thus the disabled can live anywhere I can.				Address the crisis of the ever increasing population not as a housing crisis else we we will soon enough have crises in other limited resources eg water
Yes	Yes		Maybe	I think they are positive	Yes		It seems appropriate	Solar access is important and so is solar passive design to minimise heating and cooling costs.	Yes	Will provide for a more attractive streetscape		80	Yes - less private vehicle use in long term future.	Yes	More incentives for permeable paving and rainwater tanks.	Yes, I'd like to downsize and stay in my current neighbourhood			Planning approval process needs to be streamlined and less costly
Yes	No	I already have a home	No	The proposed changes will not help, giving developers scope to build more ugly, box-like, defect ridden residences, as they will maximise their profits. Until developers and the building industry show commitment to true sustainability, building quality, climate protection, solar access and green surrounds, their productions will continue to be a blot on our city.	No	The blocks will be too crowded, tree protection waived, privacy compromised - as is currently the case with block consolidation. It will only get worse.	Not well. There should be more provision for single-storey, townhouse developments, which Canberrans prefer. Apartment blocks are famously prone to water leakage and general engineering and quality problems. I am very concerned that corporate megaliths such as [REDACTED] will continue to blight our city with their shoddy buildings. I know several apartment owners who have been in dispute with developers like these for years after purchasing an apartment. Body corporates leave individuals to flounder while water streams in their windows and light fittings.	No. Solar access and privacy are non-negotiable, and should not be compromised. The projected guidelines will not guarantee this.	No	We should preserve the green margins in front of dwellings, for amenity, privacy, vegetation.		No, there will be too much parking necessary on the street. This compromises the nature strip also, where people want to walk. Driving in suburban streets will become more difficult as the spaces for turning, passing and exiting driveways will be narrower.	Not at all.	No, there will not be good design outcomes. Architectural and sustainability values will be sacrificed to maximise dwelling size and profits to builders/ developers.	No, I don't want to / I currently live in a detached house			I'm not against increasing densification, but it needs to be done on a more modest, liveable scale, and with quality guidelines ensured. The building industry act like cowboys in this town - even more so, developers - and I have no confidence the government will be able to change their culture. "Missing Middle" is a tag that shows how limited ACT planners' vision is; a better tag would be "Missing Quality" or "Missing Excellence". Why not mandate true sustainability such as that shown in Sustainable House Day displays? I love this city and I will be sorry to see more license given to shoddy, defect-prone, architecturally bankrupt dwelling construction that causes misery for those not wealthy enough to buy something better, and generously lines the pockets of developers and (through revenue-raising formulae) the
No	No	Canberra is too expensive to live in	No	None, the new houses that are built in Canberra are badly built, ugly and especially in the new suburbs soulless.	No	It doesn't consider gardens or nature and just stacks more badly designed and built houses onto one lot	It won't do any such thing. House are being bulldozed everywhere around deakin and big expensive boundary to boundary houses built.	Not currently	No	I can't see it changing from the current setbacks. Why do people need such massive houses?		Don't know	Don't know	Smaller houses and better designs. Look at some of the Scandinavian countries. Australian construction is boring, unimaginative and not fit for purpose. Especially the shoebox apartments, they are horrible and expensive.	No, for another reason		Don't trust the government to provide anything that is good to live in	Stop using Chinese materials Design small attractive houses Reuse building materials from older houses Have more garden space for birds and wildlife in private dwellings. Encourage verge vegetable gardening
Yes			Maybe	The proposed changes are welcomed, they will result in more flexibility to meet the ACT's housing needs while assisting in reducing the need for further greenfield development. I fully support the proposed changes in their current form.	Yes		Does a reasonable job, although the proof is in the pudding with relation to how the Territory Plan, Design Guides and particularly Tech Specs will be interpreted by the ACAT. Its understood that in a recent hearing the Tech Specs were raised as needing to be adhered to. This potentially threatens the ability for interpretation and nuance in the Territory Plan as intended.	The guides are a bit of a nothing for solar access and privacy.	No	Few more depictions and view angles and examples could help more. Although understand the risk of being too prescriptive.	90	Yes, can you do something about waste requirements while you're at it?	Good	Yes	Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		No	While there is more diversity for housing, there is no planning for extra water supply or extra sewerage processing.	Yes		How will this affect people who have already spent money transitioning to solar power when they are faced with a new building blocking their access to generate power?	It will depend on the individual buildings height and the existing dwellings that have already installed solar.	No	The plans are too general.		40	People should always have the option for off street parking, that does not interfere with waste collection.		More detailed planning maps.	No, for another reason		Our block sizes are not large enough	
No	Yes		No	Make rentals affordable. As I approach 60 and look to retire I have lived on the rental uncertainty- my children have left home. Moved interstate due to affordability here and low cost housing will be my only option when I finish working. Alternative is homelessness. I raised my children as a single parent. Never been able to afford to save a deposit and live hand to mouth fortnightly. This may give me the only opportunity to remain in ACT. More low cost housing is needed. Medical instability is REAL.	Yes			All considered, yes.	Yes			100	Suggest yes	Single small vehicles. No casacity for vans or trailers or boats. Needs addressing.		Yes, I'm looking for an affordable home in an established suburb			Need Low cost accommodation based on income/age/ health/ former ADF veterans. Help everyone that matches a criteria for assistance, not just First Home Buyers. Widowed, Divorced","we all matter and count.

Yes	No	I don't want to continue increasing housing and moving away from the initial design of canberra as the bush capital	No	I believe it will fracture the appeal of canberra. Our infrastructure is not developed to resource and support an increasing population. True canberrans want the opportunity to have a backyard and be part of a neighbourhood. Additionally body corporate cause extreme stress financially and on people's mental health and well-being. This need to be reviewed at a legislative level to protect home owners safety and welfare.	No	Unclear how this will impact on Canberra's initial vision developed by Walter burley griffin	It risks displacement of fauna and flora and additional will impact on city values	No where near, please review legislation specific to strata and body corporate before implementing this and consider financial stressors, legislation need to be in place to protect home owners from strata services and EC committees.	Yes			0	No, please look at newly developed suburbs to understand the errors of the proposal each property needs a minimum of 2 parking spaces	Safety needs to additionally be prioritised	Na I disagree with the proposal	No, for another reason		It does not fit within my hopes for Canberra and vision of what I expected for the city	Please do more liaising with community and review recent suburb developments prior to implementing this. Resources education and health to support the likely increase in population.
Yes	No	The new overly crowded suburbs look like an unattractive place to live. I can't fathom what living in each others backyards feels like day to day. And with hardly any yard there's no chance at having a veggie patch or having kids playing safely outdoors.	No	I think the new plans simply pander to greedy developers and people who want to make a quick buck. The once lovely suburb I live in is being filled with poor quality housing jammed into once lovely blocks of land. Overcrowded, cheaply and badly built and ugly. It's not a lifestyle that's attractive or good for people and families.	No	For obvious reasons these changes are a reduction in standards that were put in place to keep Canberra from becoming an overcrowded ghetto. Sorry for the negative language but Canberra was once lovely and the older suburbs are the only nice places left	It doesn't. It's a reduction in standards to pander to developers.	Hell no. Have you actually walked around these new developments and seen how little privacy people who'll live in these houses have? That and the increase in noise pollution from living in each other's pockets. At the moment my street is being ruined by government allowing too many houses to be squashed together. It used to be lovely but now older trees are being pulled out to build oversized cheap looking houses that you can see have been badly built with lack of oversight to ensure building standards have been followed.	No			10	Is this a joke question? Driving around new developments it's obvious standards have fallen to rock bottom levels in the ACT in recent years. Many of the places built are already showing signs of poor build quality - let alone looking ugly and dominating the streetscape. As for car parking spaces most of the streets that have been infilled have very little in terms of car parking spaces. It's just not designed for people to have visitors.	It doesn't. Car parking has been inadequately addressed. When tradies, plumbers etc, for example come to work on homes there's nowhere for them to park.	You might have to go back to the time where Canberra had building inspectors working for the government rather than the current rules which allow builders to buy in their own inspectors which has resulted in a huge drop in building standards and many homes build that do not meet even basic building standards.	No, I don't want to / I currently live in a detached house			I'm very disappointed in our local government which has over the years lessened building standards to the point now that even the older suburbs are not safe from over development and poor building standards that are the norm in new suburbs around Canberra. I don't know anyone who dreams of living in houses with no yards and no privacy.
Yes	No	Not presently considering purchasing another home	No	The proposed changes potentially increase housing diversity and choice within Canberra, but the extent to which this occurs will depend on many economic and policy/political factors beyond the control or influence of the ACT government. The proposed changes may do little to facilitate affordable housing, as building costs and interest rates are still going to mean that housing is expensive, even if the individual lots and buildings are generally smaller. Existing problems Australia-wide in supply chains for residential construction may also mean that housing costs will remain high. The proposals also impose a range of unquantified costs on existing communities in the vicinity of missing middle developments, eg greater congestion, increased parking on local streets, greater noise,	No	Most minimum lot size requirements and dwelling number requirements have been removed, with some limitations on consolidated lots sizes where the lots are located in particular areas. Outcomes rest on specific assessment outcomes, some of which are vague.	The guidelines aim to promote a gradual transition in height and scale between RZ1 and RZ2. However, it is possible to have a 3 storey plus attic (4 storeys) building in an RZ2 zone which is immediately adjacent to a single storey existing home in an RZ1 zone. In this case there will be considerable adverse impact on the existing owner in terms of loss of privacy and other amenity.	It is hard to determine whether the guidelines do adequately balance solar access and privacy. More illustrations of options showing potential outcomes would be preferable.	No	The diagrams are very general, and it is difficult to appreciate just how close, or otherwise buildings will be from each other within		No. There should be a requirement for at least two off-street car parking spaces per dwelling. It is unrealistic to think that there will be adequate street parking in all neighbourhoods to cope with the additional parking demand generated by a requirement for only 1 car space per dwelling. Inner Sydney and Melbourne streets illustrate the adverse impacts of not providing for adequate off- street parking.	Not at all. See above.	The intent is unclear in some respects. In many cases there are no guidelines, just a reference to the development needs to demonstrate how it meets assessment outcomes. It would also assist if the link to key technical specifications could be made at the appropriate part of the guidelines so that people using the guidelines can know what the requirements actually are and communities can understand their impact. For example, density outcomes for blocks in RZ1 and RZ2 are determined by the target density formula in the technical specifications. If I apply that formula to the current dual occupancy block where I live, the target is 5 dwellings (subject to other guidelines and technical specifications) whereas currently there are 2 dwellings on the block.	No, for another reason		I already live in a dual occupancy. My current home is larger than the dwellings likely to result from these proposals and has 2 parking spaces Why move to a smaller home with one car parking space?	The various district strategies/policies establish some key areas for change in each district. It is better to concentrate on taking forward these proposals, and determine their impact on the number of available homes and the consequent demand for services and infrastructure before embarking on a series of reforms which are aimed at increasing residential densities in an adhoc manner without any apparent consideration being given to the impact of increased congestion and demand for services and infrastructure in different communities across Canberra. Given the significant changes proposed, the ACT government should further consult with the community after considering community comments from this initial round of consultation.
No	Yes		Maybe	I think it has potential although without a robust supply of public housing (not limited to social housing run by ngo's) then the market won't really be balanced and people won't have genuine housing choice. If it is primarily composed to private rentals and investment property ownership it's just going to be more of the same and the rot at the foundation of the housing crisis won't be mitigated.	Yes		Generally ok, although the only problem I am concerned with when it comes to high density urbanisation is that historically when you try to cram too many people into one condensed space it usually creates a tense enviornment and toxic living space marred with congestion and push comes to shove culture. I am not suggesting this is going to be the certain outcome in this situation but over millenia history has shown too many people in one particular spot is a recipe for disaster as opposed to more evenly balancing out development across the regions. You could argue that Australia's history of been more spaced out with suburbia and residential design is one of the reasons we have managed to avoid the more radicalisation and polarisation of our population the way we have seen in Europe, Asia and parts of America. We have managed	I think so, there needs to be a firm commitment to renewable energy and this leads the way. Privacy for neighbours is always going to be a challenge the more dense you make the community.	Yes	No comment	50	I think so, people do need to have access to car parking spaces, trying to encourage people not to drive by punishing them and reducing available parking spaces as we are seeing in some other states is not the right way to go, because people want to drive still, instead of punishing them adapt either by setting up more ev chargers to encourage an uptake in EV's or provide the means to convert combustible engine cars to EV's whilst augmenting it with a decent public transport network.	People need to have the option of private transportation along with public transport so as long as everybody who resides in this development has access to a parking space there shouldn't be too many problems.	I think the biggest underlying problem is the lack of the means of production for housing materials supply domestically, we have lost a great deal of our manufacturing and local production of housing materials and have become heavily reliant on cheap flimsy overseas imports. Most notable example is the recent loss of Australia's last remaining producer of architect float glass (Oceania Glass) which makes window glass. In Australia we cannot produce window glass anymore whilst at the same time require a bigger order of housing stock than ever before. No longer having the means of production within arms reach means a longer wait period, higher shipping costs and more debt which blows out costs but also means that the whole process of building a house is longer and complex. That's without considering the amount of local jobs lost and	Yes, I'm looking for an affordable home in an established suburb			Ensure you get the right balance and try to also think of the bigger picture.
Yes	Yes		Yes	Very well. They are also well thought out to minimise viable complaints from the wealthy Boomers that will oppose them.	Yes		Very well. They could go further and allow underground garages on RZ1 blocks.	Yes, in my opinion it doesn't really change the status quo meaningfully.	Yes			100	yes	Good. In general, less parking = better, and this is accomplished by the draft plan. This will encourage public transport use rather than the current status quo of everyone and their dog gets a car.	It is good to see guidance rather than strict rules.	Yes, for another reason	I would like to build an extra dwelling for extended family to live in		I've lived in Weston creek for 33 years and it could easily support double the population that's currently here, but instead we have predominantly retired couples or singles living in small houses on gigantic blocks with lots of time on their hands that oppose any development. They then often complain that "there's no young people or kids around anymore", "the rates are so high", "taxes", "the government no longer does X", etc. People can be their own worst enemies, and we should develop guidelines/rules that stop people from becoming parasitic to society, which these guidelines broadly do.

Yes	Yes		Maybe	I generally support the notion of addressing the missing middle by building more within a single block of land such as two (dual occupancy) or three (triocccupancy) dwellings but want to point out that there is all but a dearth of ground level style one or two bedroom homes. This is especially important for the disabled/differently-abled in our community where single level is a fundamental need and it is impractical to buy into a typical 3 bedroom existing home and impossible to consider apartments and multi level townhouses due to access and distance issues. Please, please factor into the design guidelines this consideration. I applaud the efforts made on Stage 1 of the LDA's Compact Housing Project in Wright. The single level designs are exactly what is needed, but at a greater scale. I do feel it lamentable	No	as per above comment	Reasonably well.	Always tricky, but yes in the main.	Yes		60	Yes	To be honest, unless there is a minimum of two carparks for any dwelling I think you are kidding yourself. That might be as simple as a carport with roller door (for one vehicle) and sufficient driveway space for another (and some shared overflow) like at the Compact Housing Project at Wright. That would be the minimum I feel.	I think they are not too bad, but think there can never be too much emphasis or guidance (or indeed rules) to encourage better design outcomes - especially design to maximise light and space. Clearly there are many builders today who aren't applying even basic principles of aesthetics, exercising moderation with materials and unfortunately focussing on skating as close to or consistently below the minimum building standards. Why do we even have such a model. All it encourages is achieving the lowest possible outcome. Ludicrous. We should have tiers of building level that integrate energy standards, architecture, finishes and other standards, and mandate that building dwellings of each tier could only be attract certain price ranges, structured in a way to encourage developers to build to increasing standards of	Yes, I'm looking for an affordable home in an established suburb			While this is a really good step, it does I think miss out on parts of the middle (or what I feel is missing in what you call the middle). I also think there are major issues in the home building industry that demand change. We need to change how land and dwellings are developed, built and sold ™ specifically how builders/developers deliver to a minimum standard (or under minimum quality) dwelling and reaping returns largely undeserved. The Government needs to fundamentally change the system and change the philosophy around building standards (minimums in particular)
No	No		No		No				No		50				No, for another reason			
No	Yes		Yes	Very well.	Yes		Well.	Yes.	Yes			There should be less car space. Give more space for greenery instead.	Well.	Yes	Yes, I'm looking for an affordable home in an established suburb			
Yes	No	I have a home so I don't need another.	No	Extremely well.	Yes		Extremely well	Yes	Yes		100	Parking on streets is normal. You have the balance right.	Extremely well	Yes	I already live in this type of home			The issue with implementing subdivisions and secondary residences is now fees and costs. The government needs to recalculate these costs to further incentivise the ultimate goal of increased housing.
Yes	Yes		No	Exceptionally well and are a vital step in the right direction. Now just pair this with expedited planning approvals! It's too slow right now and too much red tape (besides for insulation - please add more requirements on that because the buildings are too cold for the climate).	Yes		Perfectly. We need more missing middle houses!	Yes!	Yes		100	Yes - could even do with less parking, and make better use of our streets for parking.	Good, but could do with even less parking. Sell more units and invest the stamp duty fees into public transport to that area. We need the full light rail plan to be built, not just to Tuggemong. We need that more than that convention center or stadium!	Yes - the only addition needed is higher insulation requirements, even new townhouse builds these days are too cold for Canberras climate. I know I live in one. Need better insulation requirements, otherwise it's great.	Yes, I'm looking for an affordable home in an established suburb			This reform is absolutely essential - we desperately need it and I am so pleased to see this finally being seriously considered. If the ACT government does not take this forward it will be engendering inequality for the next generation. It's already too difficult to find a suitable property, with population growth it will be impossible unless something is done now. We must act urgently to put in place these planning reforms, and they should be paired with quicker planning approval processes.
Yes	No	I want to live in unit in max 3 story building (noting unit is my preferred housing option, I don't want a house/townhouse).	No	Very supportive of higher density housing. I think RZ4 is critical zone to get right - people want units that aren't in high rise but have access to social hubs. This should be capped at 3 stories (max). The areas in Lyneham, Turner, O'Connor, Braddon with max height 3 stories have created such lovely neighbourhoods, keeping strong and positive community and neighbour vibes (even with constant new builds - the space still keeps the same vibe). Building more 3 story unit complexes gives ability to house multiple people but with a sense of space (I say this from experience, as someone living in 1 bedroom unit). I am looking at 2 bedrooms for potential growing family, but am not considering any buildings above 3 levels - it just wouldn't have the same community vibe that I've grown to love about Canberra (and one of the city's best distinguishing features).			Not well enough - I think there will be a massive difference from 12.5m to 4 stories (which is open to much more interpretation and I think will blow out heights). Maybe a story limit or max height limit, to give more flexibility for builds.	See comments above about 3 story units. Best of both worlds (higher density housing, still lots of light for all in both units and on footpaths etc).							I already live in this type of home			
Yes	No	Not required	No	Appears appropriate to achieve the purpose of allowing for more diversity.	Yes		I do not support increasing building height limit to 10.5m for multi-unit housing in RZ2. The existing height of 8.5m is under-utilised for all building types and is adequate to achieve the desired purpose of increasing density in RZ2. There are many good examples of multi-unit housing within the 8.5m limit across different zones in Canberra. More like this should be prioritised. I strongly feel that buildings of 10.5m height in RZ2 will adversely dominate the scale of the RZ2 suburban streetscape and be disproportionate in scale to other buildings in the zone. Buildings of that height are more appropriately built in RZ3+ zones where their scale is more consistent with surrounding buildings.	I do not support reducing solar access by changing the value of n from 31 to 45 degrees for multi unit housing. This will by definition block solar access to adjoining blocks during winter in Canberra, when solar access is most important.	Yes	Nil	100	Not really ;) It is unrealistic/optimistic to think people will not have at least one car for every dwelling for the foreseeable future. Car-free households are uncommon - Canberra doesn't work like that and most people will still need a car. Affordable small EVs are likely to promote more car ownership. Current parking in many more-densely developed areas is chaotic and poorly controlled ,with parking on nature strips common, and flow of traffic restricted by on-street parking. Also, taller or longer vehicles are a particular problem being unable to easily fit in tight on-site parking areas and commonly seen parked on nature strips and filling up on-street parking. This needs careful attention to avoid creating unworkable parking that leads to neighbourhood conflict and reduced amenity for all.	Not as well as is is required-see previous comment.	Yes overall. But, I would also like to see a mechanism that enforces long-term maintenance of planting and other landscaping when it is required for initial planning approval. I have seen many examples of dead trees and poorly maintained landscapes that are ignored and left to decay after initial development. I support including a requirement for ongoing compliance with the original approved planting and landscaping elements.	No, I don't want to / I currently live in a detached house			I support the proposal in general however do not support the increase in height to 10.5m for multi-unit housing in RZ2, or the changes to solar access for multi-unit housing from an x value of 31 to 45 degrees. Thank you for the opportunity to provide feedback.

Yes	Yes		No	I am pleased to see the potential for more diversity in housing but also pleased that height restrictions and thoughtful management of issues like canopy coverage should mean that the amenity of suburbs will be retained.	Yes		I think the guidelines strike a good balance between providing more flexibility in dwelling types and retaining the amenity of our residential areas.	I haven't studied this section in detail but I'm pleased to see it addressed and hope that developers and architects can come up with creative solutions to provide passive solar housing that also ensures privacy for neighbours.				Noting that decisions will be made based on a range of factors including proximity to public transport, I am reasonably confident that the parking arrangements can be accommodated in residential areas.	I haven't read this section in detail	Yes, however the actual outcomes will still rely on the creativity and quality of the builds.	I already live in this type of home			Thank you for the work you have done to promote the consultation and explain the changes
Yes	Yes		Yes	Canberra is obviously missing the type of housing the missing middle plan would provide. We should do all we can to avoid the disfunction of sprawl and allow more dense housing to ensure all Canberrans are close to services. We need much more diversity of housing - more studio apartments and more three-bedroom units for families. I strongly support more density and a limit to the addition of more new suburbs sprawling us away from each other.	Yes		Looks good.	We should be doing all we can to encourage more renewables so I think the balance is right. We have to be realistic and accept some intrusion if not unreasonable.	No	Can't follow what is happening in the front section on pg 82 or via the diagram, what does articulate mean in 'articulate new buildings...' Plain English would help throughout.		Half of Canberra looks like a car park, be good to put the parking away in actual parking spots where possible and stop all the verge parking, it's ugly and leaves no room for gardens and trees.	Looks pretty good.	Yes.	Yes, I'd like to downsize and stay in my current neighbourhood			Support it very much, density actually brings better services and we need a much better mix of housing to support viable living for all types of people at different stages of life.
No	Yes		No	The changes are better than the current zoning, however the RZ1 zone should be eliminated and I would argue that RZ2 should also be removed.	Yes		It seems like it does a good job of providing guidance.	I would say yes. Density shouldn't come at the expense of a total loss of privacy, and the guidelines seem to account for it well.	Yes		80	For the most part yes. Canberra doesn't currently have the infrastructure to allow residents to on average be without a car.		Yes.	I already live in this type of home			These reforms don't go far enough, and should instead remove RZ1 and ideally RZ2 as well. Up to 3 or 4 story apartments should be allowed in all areas of the ACT. Just because you can build that tall doesn't mean that every suburb will suddenly be full of 4 story apartment buildings, but allowing this would mean that desirable suburbs can change more readily. Everywhere in the inner north and south should be zoned to up to 3 or 4 stories at a minimum. These are places people want to live, but cannot because there simply aren't the houses available. Current zoning laws drive inequality and reduce opportunities for economic growth in the city, and individuals opportunities. These changes would go a long way to addressing the housing crisis in the ACT long term.
Yes	No	Due to the risk of overdevelopment that compromises privacy, natural light, neighbourhood character, and safety through increased congestion and on-street parking.	No	As a resident in an RZ1 zone, I'm concerned that basing the number of dwellings on vague 'onsite context'and density targets""without firm, enforceable limits""could lead to overdevelopment, particularly in older suburbs where blocks often exceed 1000 sqm. Increasing housing diversity shouldn't come at the expense of neighbourhood identity, privacy, open space, and overall liveability. I find it worrying that the proposed flexibility in RZ1 planning appears to prioritise development outcomes over the amenity, wellbeing, and expectations of existing residents.	No	The MMHDG lacks clear, enforceable standards for quality, site-specific design and parking provisions, risking dense developments that don't fit RZ1 suburbs and worsen parking and safety issues on narrow streets.	The draft guide's approach to building height and scale transition is too flexible and lacks clear, enforceable standards. This broad guidance risks inconsistent outcomes, where some developments may overshadow or clash with neighbouring lower-scale buildings. Without stronger, site-specific controls, there is a real chance that new buildings will not adequately respect the character and scale of existing RZ1 suburbs. The lack of firm limits makes it difficult to ensure a smooth and appropriate transition between different building types and sizes.	The MMHDG does not adequately protect neighbours' solar access or privacy. Its flexible, performance-based approach lacks clear, measurable controls to prevent overshadowing, which could negatively impact sunlight to neighbouring properties. Privacy safeguards rely mainly on design suggestions like window placement and screening, without mandatory separation distances, risking reduced neighbour privacy in small, consolidated lots. The guide often prioritises increasing housing density over protecting neighbour amenity, leading to a potential imbalance that harms liveability.	No	The diagrams lack detailed guidance on adapting setbacks to varied site conditions (irregular lot shapes, slope), and managing transitions between new developments and existing low-scale neighbours.	10	The Proposed Territory Plan provision for parking doesn't suit existing RZ1 small street suburbs, where narrow streets and limited parking already cause problems. Only one space per dwelling and no visitor parking won't meet real needs, increasing pressure on street parking. This not only reduces liveability but also raises safety risks due to congestion and limited visibility on narrow streets.	While increased landscaping around parking areas is positive, if the number of parking spaces per dwelling is not adequate, it will likely push more cars onto narrow streets. This can lead to overcrowded street parking, congestion, and safety issues, which landscaping alone cannot resolve. Without appropriate onsite parking provision, streetscapes risk becoming cluttered with parked cars, negatively impacting both the visual appeal and liveability of the neighbourhood despite improved greenery.	The draft Missing Middle Housing Design Guide falls short in providing clear, enforceable guidance on good design outcomes. It relies heavily on broad, performance-based principles without detailed, mandatory standards, which can lead to inconsistent and/or poor-quality developments that don't respond well to local context or protect neighbourhood character. Key aspects such as managing building scale, transitions, privacy, solar access, and parking are addressed only generally, lacking site-specific detail or measurable benchmarks. To improve, the guide should include stronger, clearer rules.	No, for another reason		Due to concerns about reduced privacy, limited parking, increased density.	I appreciate the intention behind the Missing Middle housing reforms to increase housing diversity and affordability. However, I am concerned that the current proposals lack clear, enforceable design standards, especially regarding the importance of privacy and access to natural light. The reforms should avoid introducing two-story buildings on streets where houses are predominantly single-story to maintain neighbourhood character, protect privacy, reduce noise impacts, and preserve access to sunlight. Additionally, the proposals need to address on-street parking issues, as increased parking pressure will create safety risks. To ensure successful outcomes, stronger protections for existing residents and more detailed site-specific guidelines should be included.
No	No	I want to own a detached home	No	I support it generally but they go too far in allowing a reduction in green space. Relax the other provisions but don't reduce the green space. Protect people's sight lines. There are a few ridgelines across multiple suburbs, it's not going to heavily impact on the ambition of the plan and will save the government thousands in development objections.	No	It needs to exclude the possibility of people consolidating to have larger blocks for singular, palatial residences. Relaxation should be subject to *increases* in dwellings/residences. Separately, there is not enough protection for green space.	Saying the setback is "4-6m" just means 4m. Making things arbitrary to the planner's discretion will just lead to inconsistency, frustration and corruption. This should be mapped ACT-wide, in advance, so it is clear where 4m will be applied vs. 6m. Decreasing gardens by increasing canopy will not decrease urban heat because trees take decades to grow to full canopy height. Garden size as a proportion of the block should be maintained. Or the ACT Govt should offer free mature trees. There is not enough protection for restriction of views. People being built out is avoidable if you strengthen the language around impacting on neighbour amenity. Not at planner discretion but in specific and clear cases eg, you have views of the Brindabellas. the missing	Regarding overshadowing - allow taller builds on north side of street so overshadowing falls on the road, but no 3 story on south side of street where overshadowing affects neighbours behind. Large tall developments should bare the cost of privacy screens and walls to minimise privacy impacts on neighbours.	No	Figure 45 implies there will be gaps between behemoths but that isn't actually required. New bigger buildings built forward within a 4m setback *will* impact on the character of the street if everything else has a 6-8m setback.	10	No. Having 1 visitor space per 4 dwellings should be maintained. Or maintained at per 6 dwellings. It's not really for visitors, it's for the one family with two teenagers and four cars. The amenity of the street is absolutely impacted when the street becomes full of cars. It's also dangerous as it reduces visibility and increases people backing out into each other. Let the larger apartment blocks put their parking underground so it's only 2+attic high but has all the parking it needs below.	Put the cars in garages or underground. These type of reductions are supposed to encourage active transport, but no-one is going to ride bikes if the streets are full of parked cars.	Wind patterns. Research from UNSW shows that the movement of air through a suburb is often as important as canopy cover to reducing dangerous urban heat. Large hulking developments need to be designed with the passage of air through the suburb in mind. Tree cover also needs to be a net increase - so guidance and assistance for home owners to plant large trees that a) don't drop branches and b) don't drop leaves the directorate then needs to spend money to clear drains and autters.	No. for another reason		I like low density housing.	I think a neat solution would be to create a new 'neighbourhood' development zone to give the choice to families that want to have that neighbourhood/cul-de-sac existence of single detached housing. You can plonk that onto some select heritage street scapes and a few well appointed suburban streets without a significant impact on the ambition of the plan to create the exciting vibrant middle communities that would be amazing to enliven places like the Narrabundah shops or the Ainslie shops.

Yes	Yes		No	The Missing Middle Housing Design Guide aims to increase housing options in Canberra's established suburbs, but it doesn't go far enough. While it opens the door to more dual occupancies, terraces and townhouses, it leaves out one of the most important and effective forms of housing "" mid-rise apartments. This is a major gap. Mid-rise apartments (3""6 storeys) offer an efficient way to increase supply and provide more affordable, accessible housing in areas close to shops,, transport, and schools. They're a proven model in cities around the world for creating walkable, well-serviced neighbourhoods that can support a mix of residents "" from singles and young families to older people looking to downsize. By excluding this type of development, the guide limits	Yes		The approach is conservative and may limit the overall positive impacts by capping the amount of density in Canberra. I would say that considering the benefits of allowing greater building heights and density it doesn't go far enough.		Yes			If parking on the streets becomes an issue for residents the introduction of pay parking could be used in affected areas. Parking on local streets seems to be a solution to what would be restrictive parking regulations for new developments.			I already live in this type of home			
Yes	No	too costly	Yes	all blocks above 1000 sq metres should be able to subdivide and build another house on the block			ok	ok	No			70	more green space			Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		No	Agree. However, general amenity should be maintained. 'e Treescape - Trees and green spaces should be increased with the minimisation of gardens v built footprint. 'e Shadow and loss of direct light must be considered. There are some examples of this NOT taken into account - very poorly located Woden High rises and also around City Hill - very poor design of location and also visual appeal.	Yes		Variation in design type in the same area allows for pleasing visual outcome.	Hard to determine. Sound insulation is vital in the buildings with density of housing, especially with the use of air conditioning outlets currently visible (ugly), and noisy. Consider solar drying of clothes - environmentally better than a dryer indoors, but require space and sun. Also, clothes drying on balconies is visually unsightly. Question why you'd spend thousands or millions on a property only to look out on washing. Use of outdoor cooking can also impact on usability of neighbouring balconies or small gardens.	Yes	Looks good in theory, but will it happen later when developer actually builds?	100	I have noted that people tend to be two car families and generally have two - four car visitors per household from time to time. Observed in Watson, Hackett and Holt. Narrow streets make off site parking difficult for passing traffic and pedestrians - particularly if there is no footpath.	It seems sufficient, but trees need a reasonable amount of space to grow well, and grassed areas need maintenance. Will the spaces be a Body Corporate responsibility? If not, can the ACT government keep up with maintaining extra public spaces - already observably under pressure.	Strict control over the development necessary, will that occur?	Yes. for another reason	IF I wanted to downsize, I would like to live in attractive, well-designed, missing middle housing.		Do consider the needs of elderly, children or disabled with designs. Single level, or ramps on some of the builds. Also, the need for these people to be in walking distance shops, schools and or to public transport (not the tram as it is necessary in all cases to cross a main road).
Yes	Yes		No	I own a unit in Greenway. Canberra has become accustomed to large blocks, large homes. It must make better use of its land. Provide more affordable housing. And options on sizing.			Wouldn't we love all buildings to stay at low level and not ruin our views. But it is not realistic. Metres between properties does concern me, eave to eave.	Very difficult. It is already difficult for new homes to pass DA approval on a large block sav in Mawson.	Yes			70	eg Forde, street parking is awful. I would prefer parking myself. Canberra has so so many green spaces, beautiful reserves.	50/50	But is it as good as say European countries and their current planning measures?	Yes, I'm looking for an affordable home in an established suburb			
Yes	No	What I'm looking for is the same thing most people a lot of people in my age group are looking for that is a single level three bedroom townhouse in the suburb where I'm currently living if we were able to obtain something like that that wasn't out in th.	No	I support urban infill but the infrastructure to support it needs to be there. For example, in Watson basically a new suburb was built next to Watson and it's made the public schooling Watson Private Mary, North Ainslie, and Lyneham High, which has been left to run down and become dilapidated is now overcrowded.			It's not all about two bedroom flats along transport corridors. A lot of older people like myself would like to stay in their own suburb in a three bedroom single level flat. I don't see anything in the plan that's addressing what a lot a lot of people like myself would be willing to give up their four bedroom houses for.										
Yes	Yes		Yes	I think the 600m2 is a good step. It is difficult to tell for Isabella Plains, if this zoning will be applied or not in the design guide but believe that is a ripe for development. It has good active and public transport links with multiple local shopping and amenities choice.	Yes		For residential areas like Isabella plains which is predominantly RZ1 with some previously developed exceptions, I think it will be difficult to maintain the character, as everything is single story. I think this suburb would be a great location for increased missing middle development, but would require homes to be built closer to the road frontage and higher than what they currently are.	Yes - this is crucial for a healthy happy home life	Yes	Set backs from road should be minimised in Isabella plains to allow for block subdivision while giving residents ample space for private yards	100	yes	ok		Yes, I'd like to downsize and stay in my current neighbourhood			I can't find where suburbs are specifically identified or if this is an amendment across all RZ1 zoning. I would encourage Isabella Plains RZ1 to be included in this reform
Yes	No	I am concerned I could buy a nice property that gets suddenly surrounded by horrible townhouses	No	I would want to see these changes made in "right suburbs" first unlike the current developments being conducted by ACT Housing	No	Does not say how we can ensure it doesn't happen.how can objections be given weight?	I do not feel confident this will be applied given the current developments going on there will be no restrictions applied/upheld.	I don't think so. Given your tree plantings did not take any of this into account and even planted gum trees under and next to powerlines. I doubt enough consideration has been given.	Yes			20	NO	Given recent developments i van say no you do not. Nor have you considered impacts on streets flow.	I don't think so. You need to be more restricted on what can be done and give greater consideration to neighbours already in the suburbs.	No, I don't want to / I currently live in a detached house.			
Yes	Yes		No													I already live in this type of home			
Yes	Yes		Yes	I like the flexibility being provided, but there is added complexity on how a single block could be developed and what restrictive factors need to be respected. The current design guide is a financial prop up for developers there is no way single home block owners will be able to practically affect the missing middle guidelines.			The visual guides are sufficient and communicate the concepts well. If anything I'd like to see a bolder change (ie, more up front imposition allowed now) that supports an injection of additional housing across Canberra ASAP, rather than allowing for incrementally more and more density/housing in the future.	Maybe - this guide doesn't forefront community/coop models of solar and presumes that solar to the sides of a building is a necessity. I'd like a discussion of what would be possible if solar access also included deep light wells/skylights, encouraging bold designs and revisiting architectural concepts. We previously lived in these townhouses, where the huge and oversized skylight/light well was enormously beneficial to solar access while retaining privacy.	No	I am not confidence I could understand how all of this applies specifically to my block, in a way that would maximise the additional housing.		Maybe, but this could only be supported by a bolder policy stance that not all homes need parking AND a deep commitment to accessible transport. I'd like to see more options for few car parks, and an aligned policy position on rates or similar that is attractive to non-car users, and incentivises those without a car.	I'd like clearer underground options, or perhaps the requirement for underground parking, to maximise mixed housing options.	Yes, but it is too difficult to understand how a non-developer (ie, a homeowner of a large block now available for missing middle housing) could maximise their single opportunity.	Yes, for another reason	I am conscious that if/when we sell, it will likely to be for a missing middle style home. I would like more collaborative solutions to things like transport and gardens/green spaces.		The Missing Middle will not succeed as a stand alone policy objective. The Government needs to make a bold commitment to enabling policies (transport, for example), AND be willing to take a harder line on the minimum standard of living. The current standards for insulation/energy efficiency for example are beyond woeful. I think a lot of people would support compromises on things like solar access if you guaranteed a level of comfort and empowered creative solutions (instead of boring, dog box homes currently being produced).

Yes	No	I have a home already	No	Although I would get no direct or material benefit from these changes, I fully support them to create more vibrant suburban neighbourhoods throughout Canberra. But it would also a be a good opportunity to allow as part of these RZ2 changes the ability to add additional complementary uses to neighbourhoods such as small cafes and child care centres to help create more binding community nodes. The more housing density we create the more community services we will need			Looks fine to me	Yes	Yes			60	Yes	It is a good balance	Yes	Yes, for another reason	It will allow my children to afford to live near me		
No	Yes		No	Many people rent because they can't afford to buy a home due to intense competition in the housing market. To help first-time buyers, a portion of newly developed properties should be reserved exclusively for them. This would prevent investors and those looking to hoard houses from dominating the market, ensuring that real people, not corporations or speculators, can own and live in their own homes.								Driving through Lawson right now is a nightmare, if you can even squeeze through the streets, that is. Cars are parked on both sides of the road, turning every trip into a battle for space with neighbors and visitors. It's shocking that these development plans were approved without adequate parking. Parking isn't a luxury; it's a necessity like having a bathroom in a home. I have friends who live there, and if they park in a different spot because theirs is taken, they sometimes wake up to slashed tires. The situation is out of control.					Focus on people and what people want. Affordable homes, well built with parking. If you improve the conditions such as lifestyle and usability you will see huge success.
Yes	Yes		Maybe	Yes, relaxing the rules to allow more building types across Canberra will mean more choice in building types for residents.	Yes		I feel that the design guide provides sufficient guidelines	Yes	Yes	While setbacks between existing buildings and property is needed, the setback from public land should be relaxed so that the land is more usable and not wasted.	100	Yes, however while limiting parking spaces is a good idea, if the number of vehicles allowed to be registered at a property is more than there are parking spaces, any visitor space or public parking would be just taken up by residents.	Very well, we need plants around these hard surfaces to reduce the heat island affect	Yes	Yes, I'd like to downsize and stay in my current neighbourhood			That having reforms is necessary first step but if the planning approvals are slow and cumbersome new builds will be slow and not add much housing. Perhaps a design guide of pre-approved plans that any builder or developer could use would speed up the process, eg. the existing ex govie housing or the Vancouver Special design in Canada
Yes	No	Reduces privacy, increases demising and business in suburban areas	No	Not well.	No		Not well. It is not adequate and not fair to those who have bought stand alone houses in these area due to the type of suburb and the current restrictions in place.	No. A three story dwelling next to an established house will reduce all privacy in the backyard of the house, especially for a family with young children playing outside. The three stories will also greatly reduce the solar on the house. Some of my family members have undergone significant costs to pur the solar on and this could greatly reduce the sun the solar gets.	No	Is not adequate for privacy and solar		No. The limited parking and visitor spaces will mean more parking on the streets. Many of the streets in these suburbs are not designed for on street parking. This will make them harder and let safe to navigate, especially since many don't have footpaths which makes it unsafe walking (especially with small children or a with a pram) and navigating increased cars parked in the road or verge.	No well. More cars will be parked on the verge, medium strip and wherever they can as there will not be enough parking for that density of housing let alone any visitors.	No it is not clear. Would add clearer guidance that reduces the ambiguity of what is and what isn't allowed.	No, I don't want to / I currently live in a detached house			I live in Lyons in the Woden Valley in an RZ1 zone. However I have friends in the Woden Valley who live in RZ2 zones. They're all first home buyers like me. We've all saved and sacrificed a lot to get into the market to live and raise our families in Canberra's suburbs. They're really worried as I am that the proposed changes will mean that they could have 3 storey developments next door to them with the associated loss of privacy in their back yards and possibly reduced solar access. The proposed guidelines expect more people to do without cars: this is just not feasible in Canberra, especially for families with children. In addition to reducing the number of car parks provided for residents, visitor car parking will no longer be required under the proposed reforms. This means more people will be parking in suburban streets that are not
Yes	No	Is that the purpose of the changes - to make ownership more appealing? I'd have though ownership was appealing enough, isn't the point to create a liveable city, where ownership is affordable and within reach? It definitely does this.	Yes	Very well, provided that planning laws are brought into alignment. E.g. the limit on number of storeys that prevents you having a 2-storey house with basement underneath should be removed as long as the other requirements for overall height and setbacks etc are met.	Yes		Well, provided planning laws are brought into alignment. See above comment.	Yes	Yes	It seems like a good compromise to achieve higher densities while retaining character.	80	Yes.	Well, car parking options below grade are excellent and should be supported by the planning laws.	Yes, however it would be good to see more specificity around providing family size apartments (3-4 bedrooms) that aren't just expensive penthouses. The new apartments being built in Canberra are generally 1-2 bedrooms, cramped (often	I already live in this type of home			If seems there isn't a tangible link between these great plans that are put forward and what actually gets done. Who checks on the planning authorities to see if what they approved in the past 5 years meets the plan? What are the consequences? Who checks on the private certifiers? What about some quantifiable targets for the ACT planning authorities with relation to these missing middle developments that actually meet the intent of the reforms? E.g. 30% of new apartments are 4 bed, 30% 3-bed, 30% 2-bed and 20% 1-bed/studio to reverse the current trend.

Yes	Yes		No	Broadly - the addition of forms of housing style between multi story and standard blocks gives opportunity to select a housing type more suitable to an individuals preferred lifestyle. At the same time it should allow for cheaper housing because infrastructure is already in place. It wont of course.	Yes		Design Guide has a reader unfriendly layout - 2 pages per page, inconsistent with other documents. This is disappointing. 6 stories in residential areas beside single level housing will look rubbish - 4 would be the maximum. In transitional areas between apartment blocks and 3 and 4 story would be more acceptable. Responding to context and local character isn't a hallmark of current infill & consolidating blocks for residential. We seem to be providing Coombs style housing in Weston Creek which is unsympathetic to local character.	I would have to examine more closely but I can't see how a 12metre high building can work in residential areas without blocking neighbors winter sun. At the winter sun angle the shadow would be more than the 12metres so can't see how we will use less land. Further, overlooking buildings will limit window types in most of these new buildings	Yes	Huge amount of information so my responses are based on my scanning over the provided material.	50	Time will tell but, public transport is inadequate to replace cars in most cases. Where a residence is occupied by 2 people it is reasonable to assume there will be 2 cars. In areas like Gungahlin the duplex/no path/ narrow streets doesn't allow on street parking. I can't see this turning out well given the track record. As the infill occurs the older suburbs, having wider streets, allow some on street parking. The newer the suburb the opportunities reduce to zero. My immediate response would be no.	I think the single entry to multiple residences is a plus. Combining this with providing half underground parking (and fully underground) will support a more pleasant appearance.	"How the missing middle fits in" is the key. The Territory Plan is about 10 minutes old and already needs changing following previous changes last year. To me this is symptomatic of ACT Gov propensity to cock things up. Example - 2 concert venues of 1200 to 1500 with a proposal to build a third, same size, within 200 metres of the existing 2. There is an indoor concert venue (5000) but it is currently hosting and ice skating rink. The design guides concentrate on the individual buildings with no overall city plan which worries me greatly. Also, the plane lacks terms like beauty and social consideration. I am concerned a potentially good idea will go the way of the trees.	Yes, for another reason	Social amenity is missing from the plan. A view to consult on what people would want would be much more useful.		I believe we have an opportunity to create something great but the risk is we recreate Chicago 1920. I lived in Canberra when NCDC was planning and building the city. I had confidence in the NCDC because of the expertise, the well thought out and consolidated approach to building Canberra and dealing with issues as they arose. The pace of quality planning, then building, has not been matched since. "Outcomes based" is code for - we will take an inordinate amount of time and expense to approve construction/variation, you build it but, if we don't like it, you wont get certificate of occupancy. I am completely unconvinced much has changed.
Yes	Yes		Maybe	Very well	Yes		Well.	Could have more focus on solar access. As people become more educated on the benefits of solar passive orientation, the demand for north-facing orientation is likely to increase, so we will need more properties that meet this demand. There is now such a long history of properties being oriented without regard to solar aspect, this balance will need to be consciously redressed.	Yes		100	I'd like to see even more encouragement and facilitation for people to live car-free. Could there be the option of building some missing middle properties - ones close to shops, cycle/pedestrian paths and public transport - that are built and promoted specifically as car-free dwellings?	Pretty well.	Again, a bit more focus on presenting living car-free as a positive alternative. Perhaps also a bit more mention of more visionary options such as those done by Nightingale Housing - eg that small living spaces can be very high quality, that communal spaces can mean each dwelling doesn't need to be so big. The smaller "missing middle" developments offer greater scope for multi-generational living or groups of friends/siblings/like-minded people to live in, say, three separate dwellings on one block with lots of shared space. A bit more could be made of these positive opportunities in the design guide. I'd also like to see pictures of designs that incorporate the heritage elements that I think are vital for "missing middle" developments in heritage-rich	Yes, for another reason	Happy in our current rural location but as we age, we envisage moving back into Canberra - probably in five to fifteen years, depending on health and other factors - and a "missing middle" home seems ideal.		I think this is fabulous. There are so many vital reasons to increase Canberra's density and improve the quantity, quality and variety of its housing options. I very much hope that the positive responses outweigh the curmudgeons who will reject any kind of change.
Yes	No	I do not want to see a loss of backyards, gardens and nature. Increasing housing density also pushes more cars to "on street parking" making the streets less appealing for kids to play and walk safely.	No	I am not totally against all the proposed changes. However, I find many new developments in this category (medium density duplex, townhouse etc) have some or all of the following issues. 1. They are not aesthetically pleasing, using cheap visually unattractive materials etc. This tends to create buildings and areas which are unloved as the cheap feel renders little love or care for the building and it's surround. Your brochure about the missing middle is misleading as it only shows a representation of the better-looking developments, and not the ugly cellblock looking buildings also typically built in this category. If it looks good, people will like to live in or near it! 2. The streets become littered with cars (on street parking or on nature strips). This is not a family friendly environment for children to play around or safely	No	The guidance is all about maximising what developer can do and squeeze on the blocks. What about the existing community requirement. The parking rate is joke and will litter suburban streets with cars parked everywhere.	It's not great. Due to Canberra's latitude, we should not be building tall buildings above 2 or 3 stories outside town centres. Look at much of Europe which have similar latitudes in the norther hemisphere. Solar access in winter is greatly diminished given this latitude and this should govern how we build to maximise solar access.	No. I could only reailly see solar access info for RZ1 blocks. Due to Canberra's latitude, we should not be building tall buildings above 2 or 3 stories outside town centres. Look at much of Europe which have similar latitudes in the norther hemisphere. Solar access in winter is greatly diminished given this latitude and this should govern how we build to maximise solar access.	No		20	No, the streets become littered with cars (on street parking or on nature strips). This is not a family friendly environment for children to play around or safely walk to school, shops, friends etc. Developments don't provide adequate parking/garage spaces for modern housing situation. Many of these houses are group/share or multi-generational (adult kids etc) houses which cannot all utilise a single car garage. Most people need cars. You cannot use public transport for all situations. School and work fine. But family's need to be able to visit friends and family efficiently, not catch a bus home with kids @ 9pm. There are many areas not serviced by public transport. People still need cars, even if there use is greatly reduced. So these cars which are not as heavily utilised still need to be accommodated. Street parking will also likely	Not well. The streets become littered with cars (on street parking or on nature strips). This is not a family friendly environment for children to play around or safely walk to school, shops, friends etc.	1. They are not aesthetically pleasing, using cheap visually unattractive materials etc. This tends to create buildings and areas which are unloved as the cheap feel renders little love or care for the building and it's surround. Your brochure about the missing middle is misleading as it only shows a representation of the better-looking developments, and not the ugly cellblock looking buildings also typically built in this category. If it looks good, people will like to live in or near it! 2. The streets become littered with cars (on street parking or on nature strips). This is not a family friendly environment for children to play around or safely walk to school, shops, friends etc. Developments don't provide adequate parking/garage spaces for modern housing situation. Many of these houses are	No, for another reason	This is pushes people to settle for sub-par outcome. Given the choice nearly everyone would choose to live in a standard house with a yard without cars parked all over their street.	No
Yes	No	I'm not convinced privacy of the existing residents are sufficiently protected.	Maybe	No, the changes proposed had little regard to whether certain types of building was appropriate in the community.	No	The analysis provided in the report does not accurately reflect reality. It's all theories and modelling, without site inspections and real measurements.	No. The analysis provided in the report does not accurately reflect reality. It's all theories and modelling, without site inspections and real measurements.	No. Re lighting on page 57, the new building shouldn't be taller than the existing building at all. While the photo illustration shows in theory the lighting of existing building will not be impacted, in reality, only the bottom of the existing dwelling will get decent amount of light. Re privacy, when the new building is taller than the existing building, the elevated position enhances its overviewing position, unless mostly blocked by tall plants or fencing. However, the practicality of fencing and plants diminishes in older suburbs when wires and poles are often between two blocks.	No	The proposed rear setbacks are not sufficient to protect the privacy of the existing dwelling, in terms of the backyard and part of the indoor space, especially in circumstances where the existing dwelling is situated to the north of the new dwelling.	40	No. One parking space for one dwelling is not sufficient. The proposal is pushing more cars out onto the street.	Not well. The guide is pushing more cars onto streets, which is a terrible outcome for street view. Landscape outcome is not about how many carapaces there can be. It's about setting up minimum landscape area within blocks. People need car spaces, especially Canberrans who predominantly commute through private vehicles.	Not very user friendly for everyday land owners.	No, I don't want to / I currently live in a detached house		If the government is really wanting to roll out a policy like this, at least make onsite inspection mandatory when ACTPLA decide on a DA and equip ACTPLA with the real building expertise so they can conduct a genuine assessment of the impact of the DA.
Yes	Yes		Maybe	It's a step, but I believe there's more to the missing middle than just more houses (many being smaller. < 3 bed) on smaller blocks. Multi- generational housing should be considered. This may mean larger detached single dwellings on smaller blocks, with consideration to all missing middle housing being able to build basements.	Yes		Needs more work. Consideration to slopes in regard to building height. Single storey building on a sloped block can sometimes appear more opposing than a double storey on a flat block.	Pretty close			50	Allow basements! Regardless of missing middle or detached dwelling, single storey or double storey.	Doesn't do it well enouah.		No, I don't want to / I currently live in a detached house		
Yes	No		No		No			No	No			No..most families have morecthan 1 car	Mo..Suburbs will be over parked		No, I don't want to / I currently live in a detached house			

Yes	Yes		Yes	I think it's a great move and well overdue. I do think the apartments minimum size block should be lowered to 1000m2 or 1100m2 however, from the current proposed 1200m2. Otherwise it's a good step forward.	Yes		I think it's well thought out and provides clear guidance while balancing the needs of the local environment	Yes I think so	Yes	It seems pretty clear	60	Yes, however I think most new parking should be underground so the above ground is preserved for gardens/greenspace. We might need to update the storm water system however, as even now in the older parts of the city it's at capacity when it rains due to urban intensification.	OK, but I would prefer it to be almost all underground	Yes, it is very clear	Yes, I'd like to downsize and stay in my current neighbourhood			I hope these get passed
No	Yes		No	I'm quite happy with teh increased density and removed maximums. However I do still have minor concerns about "character" being a barrier for development in general, but also leading to unpleasant homogenous neighbourhoods.	Yes		Quite well, however it could always go further in directing / pushing rather than simply allowing higher density	Yes. And with regard to next question about setbacks: decreasing setbacks are great.			100	Good but again could always go further in pushing rather than just simply allowing less car dependency	As a general rule, the less cars the more pleasant a landscape	Not sure, haven't had a chance to fully read through it yet	Yes, for another reason			
Yes	Yes		No	I think there's no doubt that the housing plan in the ACT needs to change to enable more downsizing, first home buying, etc. I myself live on a block that used to hold three houses and now holds eight townhouses. My comments relate more to the kind of regulation needed to ensure that higher-density housing in the ACT is built according to code. Our block is 2.5 years old. In our situation, the builder (DBC) and the developer (AIT) are essentially the same entity. We are in a situation now where we (the EC) has established some serious infrastructure defects in the building, ie the failure of waterproofing of the building plus non-compliant balconies. In the case of the balconies, our insurer refuses to insure us except at 4 times the usual rate, an assessor who wrongly found one aspect non-compliant refuses to rewrite his report, and the builder/developer			The key point is to make sure that builders build according to the codes, and that they are enforced by certifiers who should be working for the government and not the developers/builders. There is no point in enabling the building of multiple residential units if they cause buyers to have to put up with potentially dangerous conditions or fork out tens of thousands of dollars to remediate what builders won't. And please don't tell me I can make a complaint, because what would that do, exactly? Would that resurrect a phoenix builder so that there's an entity to go after?								Yes. Change the system so that builders are better regulated by inspectors who are government, not developer/builder paid, employees. Enable a system such that builders are forced to fix their building faults or pay a serious penalty. Don't leave it to residents to try and sort the system out.
Yes	No	more street parking (reduced on site requirements), overshadowing (reduced access to sunlight), reduced privacy	No		No		Not well. Three storey developments are allowed in RZ2 zones - adjacent to single level family homes	No	No		0	No Reduced requirements for cars based on proximity to public transport. Any parent with a child needs to have a car, generally two parents have a car to enable pick ups from day car, school, sport etc. Public transport is no substitute.	It doesn't. Reduced requirements for on-site parking means that street parking will become the norm, with associated reduction in safety. Streets near hubs eg suburbs near town centres often have restrictions on street parking to 2 hours - street parking is not feasible alternative to provision of parking on the development site.		No, I don't want to / I currently live in a detached house			My daughter, her partner and child live in Chifley in an RZ2 zone. The block adjacent to my daughter's block is a corner block with a single, single story house on it. The corner block has been sold to a developer. My daughter and her partner are first home buyers who live carefully, managing the cost of living crisis. They installed solar panels on their roof at significant financial cost. They have an 18 month old and a new baby on the way and need to keep the house warm throughout the day in winter and cool in summer and they do frequent washing and drying. They are able to manage their cost of electricity because they currently have access to sunlight on their solar panels throughout the entire day. RZ2 zones may now have 3 story developments on them. To achieve the required setbacks from the two streets, the developer will be able to put up
No	Yes			I think allowing for missing middle housing in RZ1 and RZ2 areas is a good idea. Ensuring that the houses fit the character requirements and also ensuring it is true middle housing (e.g. no high or mid rise apartment blocks) are key considerations that I am glad are taken into account. I think that any densification should continue be focused primarily on already built up areas (e.g. each of the district hearts + northbourne & other areas near light rail) as as well as new areas (Lawson, Strathnaim, Moncrieff, Jacka etc). These areas already have middle housing, but many do not have the population density to have conveniently located amenities (for example, local shops cafes etc within walking distance of the suburbs). I think any densification to these areas would encounter less resistance and also benefit the								70	I think missing middle housing should focus more on public transport options and less on parking options. I think it is key in some suburbs to (older ones) to allow for increased parking to avoid congested roads alongside mainfairs etc, but for some of the newer development I think making the spaces more walkable and with more transport options etc will do more than allocating alot of space for cars. I think for new suburbs it would be worth trialing entirely 'car free' suburbs. This would increase the use of public transport + community feel whilst not increasing the number of cars on the road.			Yes, I'm looking for an affordable home in an established suburb			I think missing middle housing should focus on the following areas: 1) design and character One of, if not the, major reason I may not consider living in Middle housing is the lack of diversity. Every new townhouse has the same modernist facade which adds nothing to the character of the neighbourhood. Even though they can be lovely on the inside, from the outside they all look the same. I would want some diversity regarding exterior facades and building materials (eg bricks, stone etc) to give it a sense of character 2) alternative housing models Adding to the above, there are many different housing models to missing middle houses, and it would be good to see some additional housing models available beyond low rise apartments and standalone
Yes	Yes		Maybe	Looks good. Need to ensure there's sufficient housing suitable for the elderly or those with disabilities - most current townhouses have stairs.	Yes		Yes looks good.	Yes										

Yes	Yes		Yes	Most RZ1 blocks have sufficient backyard space; however, the current requirements "" including a 6-metre rear and side setback and a 6m x 6m private open space (POS) for a 3-bedroom dwelling "" make it nearly impossible to add a second dwelling or duplex without demolishing the existing house. This undermines the intent of the Missing Middle reforms by limiting the potential for gentle infill and additional housing supply within established suburbs. I would suggest reducing the POS requirement to 5m x 6m or, alternatively, making it more flexible by allowing a minimum area of 30 square metres rather than mandating exact dimensions. This would better reflect the diversity of lot shapes and existing	No	see coment above the texet box doesnot have enough cahrater limit to write my comment	Most RZ1 blocks have sufficient backyard space; however, the current requirements "" including a 6-metre rear and side setback and a 6m x 6m private open space (POS) for a 3-bedroom dwelling "" make it nearly impossible to add a second dwelling or duplex without demolishing the existing house. This undermines the intent of the Missing Middle reforms by limiting the potential for gentle infill and additional housing supply within established suburbs. I would suggest reducing the POS requirement to 5m x 6m or, alternatively, making it more flexible by allowing a minimum area of 30 square metres rather than mandating exact dimensions. This would better reflect the diversity of lot shapes and existing		No			100	Yes	Good- Achelvable	Most RZ1 blocks have sufficient backyard space; however, the current requirements "" including a 6-metre rear and side setback and a 6m x 6m private open space (POS) for a 3-bedroom dwelling "" make it nearly impossible to add a second dwelling or duplex without demolishing the existing house. This undermines the intent of the Missing Middle reforms by limiting the potential for gentle infill and additional housing supply within established suburbs. I would suggest reducing the POS requirement to 5m x 6m or, alternatively, making it more flexible by allowing a minimum area of 30 square metres rather than mandating exact dimensions. This would better reflect the diversity of lot shapes and existing	Yes, I'd like to downsize and stay in my current neighbourhood			The Missing Middle Housing Reforms currently under consultation. These reforms represent an important step toward addressing the growing housing supply and affordability issues in Canberra, and I commend the Government for recognising the need for greater housing diversity within our established suburbs. To support the success of these planning reforms, I strongly recommend that the RZ1 Lease Variation Charge (LVC) Partial Waiver be extended through to 2030 and that the Government consider being more flexible in its application. The current LVC framework, even with the partial waiver, can still present a significant financial barrier for homeowners, small developers, and community housing providers who are looking to contribute to the
No	No	There is no mention of body corporate fees. These tend to be very high in Canberra and constitute an excessive cost for small dwellings.	No		Yes				Yes		100	Canberra's small streets often struggle when there is increased urban development in suburbs. Where possible, visitor parking to be restricted to onsite only.			Yes, I'm looking for an affordable home in an established suburb			
Yes	No	There are already plenty of choices for 2 and 3 bedroom houses in Canberra. They just exist in the form of ex government house that people don't want to renovate.	No	I think it's a terrible idea. I moved to Canberra because it is unique in major cities around the world. High density housing meets an immediate need to deliver more housing at the expense of home ownership and resulting degradation in the quality of maintenance of the houses. This invariably leads to less desirable areas to live, higher crime rates and longer term costs for public services.	No	I want to live in a suburb without blocks of terraced houses. That's what makes Canberra a great city.	It addresses it well by introducing a design guide that pampers to architects dreams of asymmetric housing. This was experimented with heavily in the 70s and has led to many very tired outdated housing that have not stood the test of time. Great for the first 10 years but soon loses it shine to the detriment of the suburb around it.	The document makes a great play to identify access to solar but then shows the placement of trees to provide privacy at the expense of solar access. Seems countridctory to me.	Yes	Terraced housing is the only next logical step. Which would undermine the fabric of what makes Canberra a great place to live.		Cars will always be necessary for a city that is isolated from its neighbours by 100+ kms. Stop trying to force cars off the road and focus on providing facilities to enable choice for residents. Scooters have shown the utility of on providing on demand transport in locations that are convenient to the residents. Scale them up to cars so people can get their children to sports events, after school activities and to a from work without an hour long overhead of catching a bus.	Who cares about parking when the street is overshadowed by two story houses.	Build houses that will look good in 20 years time. Not houses that cost a lot because architects think that the variation in pallet/textures looks good now. Low maintenance, clean lines, traditional designs that have stood the test of time.	No. for another reason	I grew up in terraced housing. It was a fix for the rapidly expanding London but has created large swathes of towns that can't be improved because they are all connected to each other. Leading to greater and greater deterioration and lower socio economic	Please please please stop trying to pamper to developers and investors. Delivering short term solutions at the expense of the character of the city is not in the best interests of its residents. High density housing usually does not mean cheaper housing. Make the land releases cheaper and facilitate cheaper builds instead.
Yes	No	I have a home, and I don't want live somewhere where it will be overcrowded with no nature parks and constant traffic jams with some many people packed into suburbs	No	Will create slum area with lots of cars parked in streets as there is never enough parking, it's not safe to walk. The areas are not prepared to cope with increases in students in schools, not enough hospitals or medical services with this fast population increase. Public Transport in Canberra is mediocre at best, tram development is too slow and the car is required by every person who lives here.	No	I feel this fast development in suburbs will remove the our bush capital feel, nature and the environment will disappear to accommodate houses	It doesn't, I live in Whitlam, and in this area you build a single storey home with solar, then your neighbour builds a 2 storey home and blocks most of your access to the sun and your solar is useless. In most cases there is nothing you can do about this, it's just bad luck', the blocks are small and homes are built on border lines and there's no room for gardens. Etc	No, in the newer suburbs all houses are too close together, no room to move, tiny yards, no room for children to play in their own yards. Solar panels on single storey homes are usually useless because of shadowing. No services provided to new areas, and if you don't have a car then you can't go anywhere	No	The plans are there but are amended by developers and are never respected and followed		No - there is never enough parking and if you park on the nature strips either you get booked or you damage the environment- so no one wins. People park on side roads making access and passing very difficult	Plans are plans and reality of the situation is always difficult and there will be group homes with many people sharing a house where everyone has a car and the problems arise quickly with no solution and the whole area becomes a car park	No - consideration for over population in these area, services availability, parking, schooling, shopping etc	No, I don't want to / I currently live in a detached house			Canberra is a beautiful place, but such a quick increase in its population and packing in more homes into established suburbs will create a unusable environment, take away from our famous bush capital of a clean city, our services are already under pressure and access to school and medical will become unsatisfactory, our transport development like the tram is too slow to connect the whole city
Yes	Yes		Maybe	Based on the design guide I think it has the right approach and balance to infill to maintain amenity	Yes		Again I think it has the right balance to achieve objectives and encourage transition	I think so	Yes		70	Yes	Well	Yes clear	Yes, I'd like to downsize and stay in my current neighbourhood			None
No	Yes		No	I think it's great to redevelop homes which are older style It could give the current home owner a profit on their block but increase houses for the ACT. I love ACT commitment to build better quality homes in regards to insulation and heating. Australian homes are mostly like tents with lots of drafts no insulation and or appropriate heating and cooling.	Yes		Great	I think you have got it right, privacy and security are imperative.	Yes		100	Parking is an important issue especially with multiple dwellings on one block. I've noticed new Australians rent together and sometimes there's 4 adults in a two bedroom apartment which results in 4 cars or 6 adults in a 3 bedroom home which results in 6 cars on that one block. Canberra public transport is horrible and the tram is expensive to the ACT government and will never reach Tuggeranong.	Car parking is imperative double garage supports some of it	Private court yards for people to use to get outside or provide nicer community parks the parks are not inviting	Yes, I'm looking for an affordable home in an established suburb			I think the price of the property will impact buyers Everything is based on money and builders want a massive profit so I believe the property won't be any cheaper than buying anywhere else If your sitting on a small part of a block it could still cost as much as a full 30 year old home
No	No	At this stage as I believe rezoning traditional housing blocks (pre NCDC days) for medium density is a very bad appeal for the existing suburbs. But where I believe is acceptable is around the local shops or near shopping centres with PTransport.	No	I don't think this proposal really adds much value to the existing residents that now will unfortunately if these new planning laws come into affect that we will fear to have a higher density apartment to tower over our backyards. Let alone these new towhouses that won't have a sufficient backyard space like they use to in the older meduim densitiy townhouses.	No	It isn't fair to the suburb that was built for free standing homes. So by allowing sub divisions you are taking away the character and good value out of the older suburbs.	Higher desnity is only appropriate in town centers or mixed use shopping precients like Dickson and near local shops.	By allowing high density and especially in newer surbubs with much smaller backyards which is not fair to home owners that feel like they are living like termites.	Yes		70	Absolutely not. Whoever is in charge of planning here should be replaced. Seeing these new suburbs where you can't park on both sides of the street let alone allow cars to pass eachover is a danger to pedestrians and vehichles that can be hit by other cars or rubbish trucks during pick up days.	None at all, there won't be enough parking so residents like they do already in many Canberra suburbs is by parking on the grass where there could've been parking spaces.	- A good distance from the fence line on both sides should be equal or near 1.5m so there is access both sides of building for maintenance etc.. - A proper size backyards for townhouses unlike what is allowed now. Palmerston a good example on how good backyard space, enough to have gardens trees for shade/ privacy.	No, I don't want to / I currently live in a detached house			I hope that these existins suburbs are mainly left alone and that these new proposals are to be looked at again with proper thought.
Yes	No	Not on a large block	Yes	LVC for any additional unit on any urbsoand non urban block should be codified so developers know how much to factor into costs. Rural Worker cottages are a missing middle for non urban developments	No	There's no minimum lot size on rural blocks so it's unclear how many additional worker cottages or farm tourism accomodation units are allowable												
Yes	No	The infilling of existing open spaces is making Canberra less appealing as a place to live. It is lowering our quality of life and contributing to more urban pollution, noise, stress on existing services and facilities.	No	They don't. They are just allowing development which will contribute to further disruption in the way we live. They are placing increased stress on existing established neighbourhoods , and leading to increased disharmony in the local established suburbs; terrible idea.	No	Quality has nothing to do with living and our families and existing neighbourhoods	Needs to be in keeping with existing houses and buildings. Woden and the proposed developments in Curtin by the churches and clear display of the lack of consideration for existing houses and infrastructure.	I do not agree with the government on this suggested plan.	No	No consideration for existing neighbourhoods and families who live near these.	0	Needs to be at least one parking spot per bedroom in the house.	Not enough car spaces in the first space. Look at the developments in Curtin suggested by both Churches near the shops. The whole area is being ruined.	You are not taking into consideration existing developments and impact 'affordable housing'Is doing to existing established suburbs. How is this being considered to impact in a more holistic view to the impact to streets,traffic,noise and the environment.	No, I don't want to / I currently live in a detached house			Should not be happening; the impact these stated plans made by the ACT Government are lowering our standard of living and quality of life.

No	Yes		Mavbe	Its a good start however is not enough uplift to reflect and respond to land values. It might be better to go much taller like 4 storeys. We see in the inner west of Sydney it isn't economically feasible to demolish a $2m house for just 2 townhouses - housing will never be affordable if we are subdividing land to a whopping $1m. It needs to permit a lot more.. at least 10 units.	Yes		It is a start but doesn't permit enough, Europe is a lot taller and busyer. This is a city, people move here for economic opportunity and amenity, they move to the nullarbor for peace and quiet. Land is too expensive to be preferencing trivial, unmeasurable vibes and nostalgia of low density villages. Bulk and scale of development is not harmful and should be permitted.	No comment	Yes	These restrictions provide no measurable value, just let people build more housing	10	I prefer less parking. I do not own a car and want the option of a place with no car space to save money.			Yes, I'd like to downsize and stay in my current neighbourhood			
Yes	Yes		Yes	It's time to move on from the 1950's quarter block and deal with the reality. If Canberra wants to be a city with young family's units do not cut it and houses on large blocks are unaffordable. Urban infill is inevitable and choice is lacking. The proposals are week in context, taking baby steps when large repurposing is needed.	Yes		The fact that your asking shows how much you're catering to existing home owners. Let it go. Show some leadership.	The fact that your asking shows how much you're catering to existing home owners. Let it go. Show some leadership.			100				Yes, I'd like to downsize and stay in my current neighbourhood			Get on with it.
Yes	Yes		No	Good idea - I am already a RZ2 zone but planning should allow more development when there is a large block that could be utilised, anywhere	Yes		Draft guide is excellent	Mostly	Yes		100	Yes	OK	It looks good	Yes, I'd like to downsize and stay in my current neighbourhood			No
No	No	Units have more associated costs, we are putting off having kids because houses are expensive but owning units are just as bad with smaller space as body corp only goes up	No															
No	Yes		Mavbe	I think the changes will make a significant improvement to housing choice. Current RZ1 locks around 80% of land to single occupancy dwellings which are expensive and not suited for my personal circumstances, as well as many others' circumstances. Allowing townhouses, apartments and other density in these zones will greatly improve choice.			I am generally supportive but concerned about the emphasis on setbacks. These naturally reduce the amount of building space and sometimes costs more to develop. So we get less housing for more cost! There should only be clear practical reasons (ie. severe overshadowing) for enforcing setbacks, not aesthetic preferences like 'reducing visual bulk'.	No. I believe there may be too much emphasis on overshadowing. Recofnising that with a clihanging climate, some shade is actually beneficial. I am also concerned that including too many 'guidelines' may create new, excessive, veto points for blocking new housing.	No	Generally does an ok job but I'd like to also see an example of where a very small frontal setbackwoudl make sense. ie. to integrate with existing terraces. I also think that upper storey setbacks are unnecessary. I support articulated front setbacks.	100	No. Only because car parking minimums should be abolished entirely.	Generally speaking the draft guide does a good job by reducing required parking minimums which will improve aesthetic outcomes and most importantly affordability. I think emphasising 'hiding' away parking is a positive outcome.	Yes.	Yes, I'm looking for an affordable home in an established suburb			Very supportive of this necessary change that will improve housing choice and affordability in the ACT. There is room to be more ambitious and increase what can be done in RZ2 as well, and consider how to reduce other barriers to housing (ie. LVC).
Yes	Yes		No					Yes	Yes		70	No.	I think this is a higher need for secure parking, especially with current crime trends in the inner north.	Yes.	No, for another reason		Just purchased my apartment.	
No	No	But they will be for MANY others.	No					Yes	Yes		100	Yes		Yes	Yes, for another reason	I'll need it one day!		
Yes	Yes		No	I believe that the reform allows for more flexibility with in the lower density blocks to create more housing without compromising on overshadowing, privacy or green space, by allowing dwellings to get taller where possible. I believe the outcome based assessment method allow for good quality control.	Yes		It appears to deliver on this, however, it may be short sighted as it punishes the dwellings that get developed first.	I think solar access is over balanced in the documents, 7star plus houses don't necessary need northern light to perform, there should be a matrix to allow 7 star houses to not face north. This would be particularly useful for developments on north south oriented streets.	Yes	Having clear metric for what is good overlooking is helpful too	100	yes, less cars will create a reliance on public transport and e scooter / bikes. We do need to think of the mums and dads with prams though. I think cars and parking in Canberra will always be a bane on the city	The biggest problem with permeable paving, is that its recommended to be installed on a slab - there is no great solution when it comes to parking v landscape, but at least the conversation is being had.	Great diagrams	Yes, for another reason	It would be a good investment for my children, to be able to buy land and create three dwellings for them in the future.		I think we need to consider offsets, more kickbacks to ensitivise: - for low carbon footprints - high performing dwellings (passivehaus etc) - higher quality landscapes (more permability / more trees) - EV / Solar / Grey water infrastructure If the above allowed for more height / less cars / more plot ration / or the like, this would allow developers to invest more in these outcomes. The territory is doing fabulously with their planning reforms, but I fear that the TPU-Urban forest bill / entity requirements especially Icon / TCCS verge trees, are still making these developments incredibly difficult to pull off smoothly and affordably. Overall we support what the government are doing, but think that more reform needs to be
Yes	No	People want family homes with enough space to play and garden, and spread enough to let sun into the house.	No	It gives too much freedom to subdivide. It will lead to developers pricing out families, meaning more subdivision will occur than is actually wanted, people settling on smaller houses and blocks than needed. This will end up reducing housing diversity, especially affordable family homes with backyards.	No	It should ensure a sufficient level of affordable family homes (>700 sqm) are preserved in the suburbs.	It is good that they prioritise not blocking sunlight and maintaining privacy and green space.	It is important that housing has enough sunlight, which is addressed. The regulations do not do enough for sufficient private open space to accommodate families. Outdoor space is very important for wellbeing, and especially for children to have safe (therefore private) outdoor spaces to encouraae healthy lifestvles.	Yes	It is good to emphasise rear setbacks, especially private consolidated garden areas. This could be more strongly emphasised.	70	With greater housing density, street parking becomes less viable. Basement car parking is viable only with careful planning and well-constructed and maintained drainage. Many households require multiple cars and this is not accounted for.	Care is taken to optimise living space and privacy which is good.	It does detail important points such as green spaces, sunlight, privacy and for suburbs to be accessible on foot. Care should be taken to avoid 'missing middle' houses from becoming 'majority middle' housing. Although these do have a place., especially closer to town centres, more needs to be done ensuring all types of housing are more affordable, especially free standing houses with bigger gardens that are best suited for families.	No, I don't want to / I currently live in a detached house			Often townhouses are inhospitable to the surrounding suburb, with signs up warding non-residents away. One of the best advantages to Canberra over other cities is that it is very accessible, there are very few dead-ends for pedestrians, with regular breaks between houses. Townhouses and larger, denser blocks may greatly impede the free-form, open walking that helps make Canberra so welcoming and enjoyable.

Yes	No	I want Canberra to maintain the Bush Capital look and become heat islands with narrower roads and no ability to plant trees.	No	I think the developers are the ones to win. The quality of building us disgusting. No inspector should approve occupation. Both my adult children work in the private sector and have reported major defects plus builders ask for 'the cheapest' which means everyone refers to the Molonglo Valley as lego land. What are those properties going to look like in 50 years? Falling down, builders gibe out of business, no recourse fur residents like ones in Bruce. Social housing numbers are an absolute joke. You kicked out how many people? The proposed number to replace them is not even half of what you took away. Be more transparent. But I suppose you will just do what you want anyway. Minister Berry stuffed up previous procurement and the public education system so what will happen in her current housing portfolio? Not much is what I think.	No	Ugly eye sites resulting in no privacy fir existing residents plus low quality builds will make Canberra ugly and not thrive. ACT Government takes years to respond to fix my street requests. This change will put more pressure on those services.	Nothing should be built above the tree canopy. It is like you haven't heard of climate change. Heat islands will continue. Survey current residents of buildings where pools leak onto their apartments from the roof or the builder has gone bankrupt and they can't get help. What resolution is offered for them? Why does the population need to grow so much?	No	No	Parking is an issue. Look at Tuggeranong apartments. If you cant get town centres right I am very concerned the suburbs are next. Increased crime will result Roads are now jammed. No line markings after recent sub standard work. Who signed off on that?	0	No	Not well at all. Older trees need to be maintained! You are making everything hotter. How do garbage trucks and emergency vehicles manage narrow roads. Ask them!	No. Better approval process with true town planners not public servants making the decisions. Once properties are built they are substandard. Where are the inspectors? Not ones appointed by the builders or developers.	No, I don't want to / I currently live in a detached house			Make sure all the business cases are available for public comment not locked down by Andrew Barr using his 'executive privilege' unlike the absolute mess of the light rail. No more AAA rating which will never come back. Debt for many generations. Do the budget properly!
Yes	Yes		Yes	Looks good, would be great if you consider rezoning blocks near proposed tram stops that is to come to Woden. For instance block next to mine is an apartment block all behind mine are apartments but ours with road at the front and also back is RZ2.	Yes		Looks good	Looks good	Yes		100	Yes	Looks good	It's doesn't include a site ours which is rare where there is road at the front and at the rear too. Note - Next door is an apartment.	Yes, I'd like to downsize and stay in my current neighbourhood			
Yes	Yes		Yes	The proposed changes provide greater flexibility in the housing arrangement. I particularly like that the reform is promoting development that demonstrates good design outcomes over statutory requirements such as dimension and maximum size.	Yes		The draft provides an excellent guide to good design outcomes in solar access, parking and livable spaces. The draft guide is well considered and clear in promoting good outcomes.	The proposed guide provides an excellent narrative on good design outcomes with an emphasis on natural light, building orientation, passive solar/living, air movement and thermal mass. A possible improvement in the document is how these can be measured in reviewing/approving a proposed development.	Yes		80	Yes, but obviously dependent on developments geographical location, availability of public transport, walking distance to amenities, etc.	Generally, a good outcome. A fine balancing act of cannot be achieved in an economical way for development and inadequate provisions. Suburb of Lawson with a high proportion of medium density is an example of where inadequate off-street parking has created a poor oriented vehicle problem.	The guide is excellent, well researched and written with clear text. A means of measuring a proposed development could be an improvement.	Yes, I'd like to downsize and stay in my current neighbourhood			Congratulations to the team that has produced this document.
Yes	No	Not looking to purchase a new home	No												I already live in this type of home				
Yes	Yes		Yes	Not particularly well. The blocks that allow for redevelopment under these proposed changes, largely will have been benefited by previous changes in the last 5 years allowing subdivision of 800sqm blocks. Greater flexibility and interpretation should be allowed and encouraged to ensure that these proposed changes, actually come to fruition.	Yes		These section seems reasonable and self exolanatory	Scale models are likely needed for most people to understand the true impact of this. Given the small building footprint permitted on sites it's unlikely that RZ1 properties will be affected.	Yes		20	Greater inclusion of basement parking should be permitted and encouraged across all sites in the ACT.		Yes.	Yes, I'd like to downsize and stay in my current neighbourhood			Current reforms fail to capture existing duplex properties in existing suburbs which are perfectly suited to terrace developments, with typically regular rectangular blocks, on main streets with exceptional access to public transport and local amenities. These should be seriously considered where an owner is able redevelop two existing duplex's and encourage 4 terraces with basement parking
Yes	No	appealing if a dual-occupancy, but the other options will be too dense to comply with Missing Middle Principle 3: minimize impact on natural environment	Maybe	1. Yes to dual occupancies, providing the second dwelling does NOT eliminate too much of existing greenery/tree cover 2. Most second dwellings already completed are built fence to fence - leaving no meaningful greenery/tree cover 3. Allowing second dwellings to be as large/larger than the existing dwelling is simply GREENWASHING - insincere claims about preventing heat banks due to lack of tree cover in existing RZ1 zones 4. There is no missing middle in RZ1 Griffith with currently a good selection of so called "missing middle' throughout the suburb 5. Allowing higher density of dwellings than dual-occupancies completely cancels MISSING MIDDLE PRINCIPLE 3: minimize impact on natural environment. JUST NOT POSSIBLE to preserve sufficient existing greenery/tree cover to comply with	No	Because apart from FORMALLY REQUIRING retention of adequate existing greenery/tree cover, there is no way this PRINCIPLE can be achieved. And indeed, evidence of infill already built in Griffith RZ1 is almost exclusively, fence to fence.	NOT WELL -fails to comply with PRINCIPLE 3: minimize impact on natural environment. RZ1 single and dual-occupancies currently support sufficient green space/natural environments for existing native animals to thrive - birds, possums etc. Allowing infill more dense than single & dual-occupancies, simply eliminates whatever climate mitigating greenery existed before being allowed.	NO. Allowing more than single dwellings and dual-occupancies denies families the ability to enjoy living in homes surrounded by sufficient greenery to enjoy outdoor activities and wildlife. There must be CLEAR LIMITATIONS as to how LARGE and DOMINATING in appearance/design any additional dwellings in RZ1 can be.	No	Many diagrams are appropriate in RZ2, not in RZ1.	10	Street parking is acceptable & preferable to taking up garden/green space Alternatively, underground parking		NO - it seems to allow a very wide range of dwellings such as rows of town-houses -these belong in RZ 2 not RZ1. RZ1 should remain not just visually retaining the appearance of current residentials, but ACTUALLY RETAINING CURRENT RZ1 visually - re greenery/gardens/trees . CLIMATE MITIGATING TREE COVER/GREENERY is crucial - allowing rows of town-houses, wall to wall developments is NOTHING MORE THAN GREENWASHING	Yes, for another reason	YES in a dual-occupancy like to one next door		We believe that the Missing Middle as proposed is not what RZ1 needs - RZ1 should not end up looking like RZ 2 which is what existing criteria would allow. Claims that families with kids would benefit from proposed Missing Middle developments are insincere UNLESS sufficient greenery is retained for kids to play outside in their own gardens
No	No	We moved from Sydney to Canberra to have a backyard, and for school to have green land. Turning Canberra into an outer suburb of western Sydney is not appealing and thus would leave.	No	No. It is forcing poorer people into crammed living conditions akin to western Sydney, or any suburb in Sydney next to a train station.	No	Needs of children and teenagers are not included.	One week it will be two stories, then it will be 20 story towers build in the middle of suburbs, just what happened in Sydney, with no infrastructure to support.	All new housing should include solar access, whether renting or owning a home or apartment.	No	Gardens to play in and native vegetation will be greatly diminished.	50	Yes	Fine	Children, teenagers, pets.	No, for another reason		Not healthy to raise child in cramped environment.	I already see that Canberra is becoming an outer suburb of Western Sydney, and it will loose its appeal very quickly, and the locals will simply move elsewhere. It is currently the 'bush capital', and should keep it that way, let the other capital cities become third world slums, not us.
Yes	Yes		No	Very well! I'm pleased by how ambitious the reforms are. If implemented in full I expect we'll see a large expansion in "gentle density" dwellings thoughout established suburbs.	Yes		Yes, even though there are some relaxations in the height limits we will still avoid situations where residents are excessively towered over by their neighbours.	Yes, the balance is sensible.	Yes		100	Yes, the current planning system requires too much on-premises parking and I'm glad that the rules are being relaxed.	Quite well		Yes, I'm looking for an affordable home in an established suburb			

Yes	Yes		No	Almost by definition, any initiative that increases supply will allow for more diversity in housing and housing choice. The main limit on housing choice is affordability; Canberrans can only choose to live in housing they can afford. By increasing supply, all housing should become more affordable in the long run, meaning more choice. This is just basic microeconomics. In terms of diversity specifically, I hope that the reform will create more medium and high density housing in the 3/4 + bedroom category. This will make it more affordable for young families to live in our city.	Yes		It should have gone further. Canberra is experiencing a housing crisis and the government is still buying into terminology like 'local character". "Local character" is and always has been nothing more than a weasel word used by NIMBYs to keep out new residents that they consider undesirable.	The reforms could have gone further to promote in-fill and density, but they are fine. I would note that 'solar access' seems to only ever come up as an issue in the planning system when NIMBYs need a justification to stall development of public and community housing.	Yes		100	It does not go far enough. Minimum levels of parking should not be mandated by government. The market will provide a socially efficient level of housing if it is allowed to do so. If a person does not need car parks, why should the Government force them to pay for them? Ideally, I would remove all minimum parking requirements for developments, and remove barriers to people renting out spaces they don't need. Car parks should also contribute to the 'unit entitlement percentage' for rates. A unit with no car parks creates a lower social opportunity cost in terms of land use, compared to an identical unit with a car park. As such, car park should be rateable.	It is fine.		Yes, I'm looking for an affordable home in an established suburb			The Government should consider reducing the lease variation charge (LVC) from 75% to 50%, at least for land owned by natural persons (ie, humans and not corporations). While the economic logic of the LVC is sound (socialising the boon to property value obtained by upzoning), the issue is that it creates a very significant cash flow barrier for individuals interested in utilising these "Missing Middle" reforms for a subdivision and redevelopment. If it is too costly for people to take advantage of the scheme, the tangible benefit to housing supply will be minimal. I would also anticipate that the loss in revenue may be negligible, in part because these reforms will dramatically increase the number of lease variation applications the government will receive. As an alternative, government
Yes	Yes		Yes	I reckon current 120 msq construction is not big enough and the cost will be similar to a bigger house.if the restriction taken away it will be great	Yes				Yes									
Yes	No	Changes don't safeguard an individuals existing purchase. They give unfair weight to a new home buyer over someone who has owned their property and invested a great deal into that property. New proposals threaten that investment.	No	I think they unfairly favour the new buyer and not the existing property owners in the neighbourhood. More homes do not equal more home buyers. Only more property investors.	No	More properties on a block do not equal more home buyers. Only more property investors.	It doesn't	No. There must be greater consideration to an existing home owners significant investment in attempting to manage their environmental footprint, ensure their existing privacy and access to their property.	No	See earlier comments	10	You're giving greater concern to gardens and private open space for new developments at the expense of the gardens and private open space of existing properties.	Very poorly. The guide gives no consideration the true impact of additional vehicles parking on the streets, how people will use neighbouring streets and walkways if they can't park in front of their own homes and how that will greatly impact people with limited mobility who depend on access to the footpaths and walkways especially if visibility is greatly reduced due to increased traffic and parking (on the street or across footpaths).	No because the dynamic, issues and concerns of each suburb is unique. The cookie cutter approach doesn't work.	No, I don't want to / I currently live in a detached house			The ACT has been rapidly building new homes for over 30 years. Housing prices have increased dramatically (not decreased). With the current (same) approach housing prices will only rise which means larger loans for first home, young buyers who can't get them or afford to maintain them. The government must do more to remove investors from the markets and allow home owners fair access. One way to do that is getting rid of capital gains. More housing won't work. That same, useless approach hasn't worked to date. If it did, houses would be cheaper after 30 years of building. Not 5 to 10 times more expensive.
No	Yes		No	Opening further choices and opportunities for development beyond freestanding single dweller homes is a great choice, and the only sustainable answer to the housing crisis, whilst also allowing for more diverse communities and neighborhoods	Yes		Yes	Yes	Yes		100	yes	Yes	Yes	Yes, I'm looking for an affordable home in an established suburb			NA
Yes	Yes		No	They increase diversity and choice at the expense of destroying the appearance, amenity and architectural merits of some well established and highly valued suburban locations. For example , those streets with high quality housing backing onto ridge reserves. These should remain under the present Rz1 zone if the suburban character of the city is to be maintained.	Yes		Adequate but should not apply to rz1. I have no problem with large parts of rz1 being rezoned to rz2 with the new Rz2 requirements applying. Indeed it strikes me that a farming out of this zone over time along existing infrastructure assets would be a suitable way of progressive densification. Indeed by doing this you could reverse the proportions of the areas covered by rz1 and rz2.	Don't know must be judged on a case by case basis.	Yes	Setbacks not always necessary if public verge and street vegetation is adequate.	100	No .Despite the governments good intentions re better public transport and the more efficient (shared use)use of private vehicles petrol of hybrid powered cars will dominate transport modes for many years to come just ask a working mother with school age children whether scheme can do without her car.	No	Yes. But I would add designed to comply (or pattern book) provisions for smaller Rz2 developments	I already live in this type of home			Yes 1.While I think that a reduced rz1zone should remain exclusively single dwelling residential I see no reason to continue with very small scale local shops in many suburbs. Bread and milk shopping could be satisfied by individual shops as an allowed use in this zone thus freeing up existing shops for housing. 2.Canberra has just been ranked in an Oxford Economcs survey as the most liveable city in the world. This in part has resulted from good past planning particularly as it relates to integration of the natural and built environment. This legacy must and can be retained by a more targeted and careful change proposal. 3. I was led to believe in a public consultation session that the recently announced size limit on allowedsecond buildings had been lifted but I notice that the guideline document still
Yes	No		No	I think it is an effort for the government to increase their Government housing and stuff more houses onto smaller blocks which is ruin the original planning design of suburbs.	No													
Yes	Yes		Maybe	While the changes allow for more diversity of residential medium density, a key missing element is low-scale mixed use, and a 'mixed business' typology should be introduced to improve liveability and walkability - see our long-form submission.	No	Consolidation is not a necessary precursor, but the guide does not really guide the outcomes sought eg: no driveways on principal streets to facilitate future cycleways etc - it is just mechanical about site arrangement.	In the context of broad densification this may not be an issue.	The guidance on 45 degree solar access is not scientific and should be replaced with a performance criteria like the NCC, with a deemed to satisfy (which should still be 31 degrees from north, but could be proven to be different in different orientations / sites).	Yes	Again this could be more purposive around solar access and privacy, and 'negotiated away' by consent with neighbour for proper terrace forms etc.	50	No - parking rates are too high - see our long form submission.	No - see our long form submission.	Too much emphasis is placed on off-street parking. Through site links are not facilitated where needed. Local mixed use is not facilitated. See our long-form submission.	Yes, for another reason	I have lived in terraces in the past. Where supported by transport and amenity, they are excellent.		See our long-form submission.

Yes	No	It will remove the bush capital intent of Canberra. The city will become more concreted and compact like other cities of Australia. This is not what Walter Burley Griffin intended. Keep Canberra's forested look and feel.	No	It allows for diversity but will degrade the type of city that Canberra is. Canberra is becoming more and more like other clogged cities of Australia and it is sad to slowly watch the old ''bush capital' of Canberra disappear. These reforms will accelerate that negative change. Smaller blocks and less trees is already seen in all the new suburbs, don't change the old ones that have a much better design.	Yes		I do not have the expertise to comment.	I am strongly for good solar panelling policy.	Yes		10	No	Dissatisfied		I already live in this type of home			It is sad that none of the new suburbs have trees like the old ones do. Canberra had a vision for a forested city and there is nothing else in the world that I have seen like it. Please don't ruin that and make it a clogged up city like everywhere else in the world.
Yes	Yes		Maybe	I think the changes are well-targeted and well-written. They will enable the diversity that we need in established suburbs like mine, but ensure we retain the natural character. It will help more people to live in this suburb and have the same excellent access to schools and public transport that we have here.	Yes		Yes, the guidelines are clear and appropriate. The main issue at the moment would be compliance - how will these be enforced through the development and building phase?	Yes, this seem like the right balance. Again, my concern is more about how these guidelines would be used (enforced)? Would it be easy for developers to do something that doesn't agree with these?				yes, I think this is right, and I think the flexibility is good in that it needs to be assessed in relation to proximity to services (shops and public transport).			Yes, I'd like to downsize and stay in my current neighbourhood			This is a fantastic initiative and the design guidelines look excellent overall. I live in an established Belconnen suburb in an detached house and I fully support this change in planning. I want more people to be able to live in this area, and these design guidelines show how it can be done in a way that isn't alienating to those who enjoy detached housing suburbs.
Yes	No	Older and disabled people do not want multi storey houses	No	Totally disagree and is morally wrong I bought my place 20 years ago on a large block with building restrictions of RZ1 now you have changed it so my neighbour can build a new 2 storyey building out the back blocking my views. It will make me feel like I am in a inner city house where everyone is built on top of each other	No	Being able to do this is destroying the bush capital feel		No There does not seem to have any concern for neighbours affected by building out the back. Detailed studies on sun and and privacy needs to be done and presented to neighbours before approvals given. Thus is happening to me now.	No			No - You are do not appear t investigating requests for new buildings , just taking word of owners or builders		Neighbours need to be involved in developments.	No, I don't want to / I currently live in a detached house			I am currently affected by this. I am in RZ1 A neighbour who does not live in the house below. He just rents it out to multiple families. It is a multi storey house. He is now proposing build a mother 2 storey house at the back. The government does not care if this will result in the value of my house , the encroachment on privacy and sun light to my place . I bought this house based on rules as per RZ1 and now they have changed the rules to effectively destroy the feel of the place but having these missing middle housing incorporated into sites which had a bushy type feel. After all we are supposed to be the bush capital.
Yes	No	The reforms will cause a massive redistribution of wealth away from relatively poor people, and towards relatively wealthy people.	No															
Yes	Yes		No	I think the proposed changes do allow for more diversity of housing choice. I'd love to see the changes help create good design choices in older established suburbs. I'd like if there were more incentives for folks redeveloping blocks. Especially incentives or grants to help new development by those subdividing in older suburbs fit the 'heritage' look while still creating more density.	Yes		Yes	I think solar access should be really carefully considered, especially as canberra gets so cold in the winter. I think solar access should also be a priority for any new middle housing. Only south facing apartments and townhouses really shouldn't be a thing in Canberra expect for when there is great views or communal areas where residents can still get north facing aspect	Yes		80	I think in the inner suburbs parking really needs to be an obligation for all housing. At least car space per dwelling. If the dwelling has 3 bedrooms it may be strongly advised to have 2 car spaces. Complexes that want to have fewer car spaces should offer secure bike storage and bike charging facilities and be within 1km of a bus stop. Canberra really needs to have more public transport for any reduction in car spaces. Streets also need to have more parking restrictions on congested streets.	Maybe more focus on car parking	I think the designs provided as an example are good but I'm still not sure how they are enforced. If they are only guidance with no likely hood of being enforced at an approval stage I'm not sure if they will be implemented. And what are the penalities for complexes that advertise more beautiful design at planning but then end result isn't as pleasing	I already live in this type of home			I would love to have more missing middle housing, I currently own a small apartment and I'd love to be able to live a small town house or a slightly larger apartment.
Yes	No	Building an additional home on the RZ1 block with the current and the proposed rules, doesn't make financial sense of the investment	Maybe	Pretty well. The proposed rules should open up more housing in Canberra's existing suburbs. However there is no financial benefit with either the existing rules or the proposed, therefore public might not take up the risk of investment without much incentive.	No	It would be better to provide clarity on the costs of sub division. Also clarify on the large 1000+ sq mt corner blocks and any special consideration for such perfect parcel of lands.	Not sure	Not sure	Yes		60	Yes	Faitly well.	Clear guidance on the large 1000+ sq meter CORNER blocks. Hoping an ablity to subdivide such blocks without contructing a dwelling would be a smart move to release good portion of lands.	Yes, I'd like to downsize and stay in my current neighbourhood			The proposal doesn't provide a clarity on what is the incentive for the land lords to invest and risk a move to either subdivide or unit title. Its wasn't a financially viable decision for the public earlier and believe it is still the same now. Ability to subdivide and sell WITHOUT constructing a dwelling would provide incentive to the public. Special and lenient rules for larger corner blocks would be a smart move and is completely overlooked.
No	Yes		Maybe									We should prioritise landscapes and greenery over car parking			I already live in this type of home			
No	No	Purchasing a home is not possible for people in my age and income bracket	No	Unless all of the new proposed developments are going to be public housing, they will not provide any meaningful assistance to Canberrens under 35. They will be bought up by investors, and used to squeeze as much profit as possible from the most desperate, keeping all of us below the poverty line. It's honestly disgusting to hear from my government that you want to invest in making it easier for private investors to keep vulnerable people impoverished in our city, whilst the wait time for public housing is years long.	No	They would if they were public housing. They are more likely to be bought up by investors and kept either vacant or used to impoverish vulnerable people if they aren't public housing units.	More housing doesn't fix the homelessness problem. It just provides more investment properties for investment firms. If they are public houses, you are more than welcome in my (and most vulnerable young people's) opinion to level any part of Canberra you wish and build the highest density housing you can physically manage.	Neighbourly privacy cannot be a part of decision making if you are serious about addressing the climate crisis. It is insulting to even suggest such a thing.	Yes	As long as it's public , it's ok. If it's private, I don't know why you care.	100	This is fine, it's great for public housing communities to have visitor parking, especially for disabled residents who need support worker access. If it's private, I don't know why you care what anyone thinks, it's just going into some psychopath's investment portfolio.	See above	You need to make it clear that all of the new properties will be public housing.	Yes, for another reason	I want to live in public housing. there is not nearly enough. I've been on the high needs list for over a year.		If they aren't ALL going to be public, this project is insulting, and should be thrown out.

Yes	No	It does not address the root cause of housing issue in Canberra	No	Not at all. It creates many new problems as ACT government has mentioned during this process, such as constraints on infrastructure of these existing suburbs. Why ACT gov cannot make the new suburbs more attractive- attract more jobs to new town centres, so people do not have to drive 30 to 40min or catch a bus+light rail+bus to work. These "new options" created in the end only reduce the living standard for all.	No	Micro manage the details while overlooking the big picture won't work.	No. The idea of "encouraging" won't work for developers- they will just do what ever most money is at.	No. Developers will exploit all the loopholes.	No	Even the "good design outcomes" is not good enough, as it doesn't create more infrastructure for existing suburb.	0	No. Not enough parking is just one of the problems this will create and affect all people.	No. It will just create streets full of cars hard to passing by.	No. It should be more serious about maintaining high standard such as sufficient car park.	No, for another reason		It just creates houses next to each other's window.	Please look at systematic approach to solve housing crisis.
Yes	Yes		No	We need more single level houses with minimal garden. We want to move from our large family home with stairs to a smaller single level home with minimal garden and a two car garage to allow us to live comfortably and continue our retirement activities. We are not interested in apartment living and don't feel ready to move to independent living retirement villaae.														
Yes	No	Low quality and unattractive multiple dwellings on blocks lowers property values and creates transient neighbour. These seem like policies of a government that can't afford to create new suburbs due to economic mismanagement	No	Yes, if diversity is cheap out-of-character multiple dwellings next to established houses in a community. Imagine spending your hard earned money on making a beautiful house in the suburbs and then having a cheap stack of units dumped next door to you. There are places for medium density housing and these places shouldn't be where existing low density communities are built. This is an economic decision made due to the government running out of money. More rates and land taxes per block without having to add infrastructure. Meanwhile, residents get screwed over whilst a labour government (without a mandate-35% voted for them) and developers, again, take advantage of Canberrans.			Broad terms used. There is no trust in the government looking after existing streets.		No	Again, no trust		No. You will jam as many rate payers on blocks as possible and without enough parking. So tenants will park on the streets , cluttering them and creating unsafe streets for kids.	See above. The streets will be jammed with cars	No.. ugly apartments, townhouses and the like will be built cheaply by developers to maximise profits.	No, I don't want to / I currently live in a detached house			Yes. Can the government please look at things from an average family's point of view? It seems that the term 'unprogressive'and the attached points of view are the only views ever considered. We don't all want to live in the inner north and hang at Braddon.
Yes	Yes		Yes	It depends on how far they go. Most RZ1 blocks should be automatically made RZ2 if the government is serious about this. Restrictions were relaxed for Mr Fluffy blocks, which could not apply to blocks next door to them.														
Yes	Yes		Mavbe	Excellent idea to increase the flexibility of housing types. Also think about tiny home community.	Yes		Seems to consider surrounding area.	Yes.	Yes		90	Yes.	Seems like a practical approach.	Yes.	Yes, I'd like to downsize and stay in my current neighbourhood			Hopefully this draft will get through. Diversity in accommodation is essential in Canberra looking forward. Smaller and clever homes can meet many needs. Tiny homes are also a great option.
Yes	Yes		No	I love the idea of more missing middle housing, but honestly don't think this plan goes for enough. Restricting changes to low rise only will further stifle density. They just slowly increase the density in the suburbs without addressing how to remove car dependence and provide increase access to services and amenities. I appreciate that this isn't the public transport or active travel plan but they are of course linked. if you live in eg. Hughes and are now allowed to subdivide, this doesn't change the fact that it is a 15+ minute drive to get anywhere with reasonable active travel or public transport options. Improving density the outer suburbs is good but I want to know how you intend to make them less car dependent and improve quality of life and sense of place in these areas.	Yes		It encourages maintaining a restriction to only low-rise buildings. I disagree with this and believe we should be aiming for medium rise pretty much everywhere.	Looks good to me	Yes		90	Car parking minimums should be abolished, and all roads should have paid parking on the street with no exceptions. Free parking on public land promotes car dependence.	Car parking should be explicitly banned on the street and on nature strips. Public land should not be available to store private property on it for free. Residents should either have to pay the true cost of storage of their private property on public land or store it within their own house. I like the way you have designed garage accesss so that it is not a dominant feature of the road. For housing with private garages, work should be done to discourage people from filling their garages with things to then store their car in their driveway. One should be able to walk down a street without seeing any cars whatsoever.	Looks good to me	No, for another reason		I live in high density living already. I would be happy to live in missing middle housing as long as it was close to shops / amenities / work / etc	More density please.
Yes	No	It would not create high quality housing	No	Let's be real "Canberra's suburbs aren't designed for apartments. They were built with a certain number of people, cars, shops, schools, and connections in mind. Now, Labor wants to cram more homes into established suburbs without upgrading roads, transport, or essential services. That's not smart planning""it's turning good places into a mess.	No	It just licences overdevelopment	No. It opens doors for overdevelopment.	No. It just pushes for more housing at everyone else's cost.	No	Way too little set up		No. You should allow at least two car parks each dwelling.	Not it would not.	No. Stuff more shoe boxes in would only turn good place into bad.	No, for another reason		It would be low quality shoeboxes.	
Yes	No	It turns Canberra into a rubbish place.	No	Not at all. It will just turn attractive places into apartments blocks flooding cars to the streets.	No	It reduces parking standard and will create a poor quality living environment.	Not at all. It will just licence over development.	No. It is an overdevelopment process that will push people out of their homes.	No			You should ensure two car spaces each dwelling. There are other options create attractive housing.	Not at all. It provides way too little car parking.	No. It is just more red tapes on the end. I would think create a code based scheme- if it is inline with the code, no DA is needed. That would really accelerate many housing.	No, for another reason		The missing middle housing would be built under a low standard.	Pls maintain hiah standard.

Yes	No	you have not addressed the very expensive Government fees to enable unit titling- an excessive charge for little effort	Yes	There are many positive aspects to the proposed changes but you have been silent on the fees charges for unit titling and realities of parking requirements. We have built a 120sqm development in line with the recent changes. Limiting this size meant the $130,000 required to unit title meant we will remain to dwellings on one block until this is more reasonable. While the charge per dwelling is $43,000, there are several additional charges by government, costly government requirements (separate parking, fencing etc) to achieve unit titling and then solicitor, valuer, certifier and surveyor costs. This is a disproportionate cost of a 120sqm development. So was the holding cost for land while the ACT Government took 6 months to approve a compliant development that was supposed to take 3 weeks to approve.	Yes			This is beyond the understanding of most land owners and without wider awareness you risk NIMBY reactions. Please make the effort to raise awareness of residents and have your implementation staff and systems properly tested and ready.	Given we have the stock of existing stock of residential blocks and the Canberra climate, priority should be given to providing north facing internal living and open spaces. This will improve the quality and affordability of life for residents. This might mean there needs to be flexibility about what garaging is and where it's located on blocks. The Lawson cafe on p57 is a success but out of a failure to provide suitable retail and community space in this treeless suburb. This suburb is too dense and will never achieve the required tree canopy. It includes many 'second' bedrooms with no window or sunlight.	Yes	If front yards are to be used, then there should be more flexibility on fencing to provide suitable privacy	40	The guide barely mentions this and only in the case of low-use residential streets (not defined in the guide). Resident parking permits is a sensible way to manage this. Not all developments will need 2 car spaces, or even 1 space, per home. Adequate gardens and better landscaping are higher value outcomes. Discounts on Government fees could be offered to incentivise new but expensive permeable paving options.	Its barely mentioned in the guide and it is so vague and not specific that its unclear where this could be considered.	More detail on fees and charges and timeliness obligations for Government to consider the reality of this as a new approach. At the moment it is not grounded in reality for landowners and developers. My experience is that the funds I had for permeable paving, better landscaping and other preferred MMHDG outcomes was chewed up by the holding cost of the land as the ACT Government took many months more than their timeliness indicator to complete the approval process. Your staff and local certifiers are very rules based actors, they have incredible aversion to outcomes based design, and so we were forced to go with their most risk averse approvals as no-one knew where the boundaries were.	I already live in this type of home			Please do your implementation planning, train your staff and build your systems prior to roll out. To incentivise these new changes, forgo the fee income and get some runs on the board that will win over the community I am happy to be contacted on 0412519684 to discuss this further
No	No																	The problem with these programs is that the builds are usually cheap and nasty. We seem to focus on volume rather than quality. We need to look to Europe for how to build housing for all. Our housing needs to be insulated and sound-proofed, we need options where multi-generations of the same family can live near each other and live there for their lifetime. In Gungahlin, there's a monstrous block of flats that when my sister in law was living in, just having the TV on or even having a conversation meant that the people both above and below would use a broom stick to bash on their floor or ceiling telling us to keep the noise down. That's what I'm talking about when I say cheap and nasty. No thought to people 'living' in these dwellings. Please, I beg you, make robust and thoughtful housing, you will not be thanked for more 'crap' housing.
No	Yes		Maybe	Excellent idea	Yes		Great	Yes	Yes		100	Yes	Well	Yes	Yes, I'm looking for an affordable home in an established suburb			No
Yes	Yes		Yes	It's good. I support relaxing limitations on development in RZ1 zones. Particularly when other blocks (writhing the same vicinity) can develop almost indefinitely and to the extreme. Could do with more detail. Can existing infill be developed? Are there block size restrictions?	Yes		They are ok.	Unsure			50	Provided this is limited and planned for.		Not for the lay person.	Yes, for another reason	I want to stay in my neighbourhood but need different housing		There should be special allowances for development not aligned with the rules but agreed to by neighbours.
Yes	No	I have a mortgage (battle-axe house) I'm happy with	No	I have only skimmed the proposed changes, but they look great! I'm glad to see some regulation in the designs. I live in a "missing middle" house (the second of two houses on an old block) - it's very nice. But when looking for a house or townhouse, I saw so many poorly designed and cheaply made places with tiny courtyards and (bizarrely) full of bathrooms and toilets. Developers, left to their own, seem to like to squeeze as many "3 bed 3 bath" townhouses into a small area, leaving a glut of properties that could never be satisfactory long term homes; only rentals or short-term compromises to "get onto the property ladder". I am all for the proposed changes and the regulation associated. I also think it's really important, with more people living without backyards, to have adequate community spaces: parks, shops,	Yes		I think so, though I'm not across the detail here. I am glad these things are being considered.	I think so	Yes		80	Yes, I think so		I think the guidelines are good. I would like to see them being enforced, at least to a degree.	I already live in this type of home			Very important and exciting proposal. I do live in a property that fits into this category. Sometimes we hear neighbours in their backyard (when we normally probably wouldn't). But the house is very nice, and a good example of this "missing middle" working. With this housing, and indeed with all housing, I would like to see more regulation to ensure homes are built, rather than investments. I do think housing is under-regulated. Unrelated, but when new suburbs are developed I would love it if at least some of the large established trees are left standing. I know clearing an area makes house-building much more practical, but it must be possible for some established trees to remain, in a designated site for a park, for instance. It's sad to drive through Molongolo and see only rooftops. It will be lovely in 20 years, I'm sure, but in the

Yes	No	Increasing the density of the suburbs, which has already been increased by reducing block size and road width will make noise and congestion a lot worse.	No	I think people that want to live in the suburbs want a house and some yard - this won't give people what they want. The problem is that houses with some yard in the suburbs are too expensive, and giving people a townhouse or apartment with no yard in the suburbs won't give people what the want.	No	There are too many barriers being removed that will end up with constructions that do not fit within the expectations of people already living in the suburbs.	The changes appear to be more about removing barriers that should not be removed. When someone buys a house in an established suburb you can usually be pretty comfortable that the size and location of houses around you will not change either at all or for a very long time. You can make decisions about your house and yard based on those reasonable assumptions. Now we have to be concerned about blocks of flats/apartments going up next door - this is not what I signed up for when I bought my house.	Solar access in Canberra is critical during winter when the sun is low in the sky. We live on a street when our neighbours to the north have a higher block, so even with their house only being one level we only just have enough solar access to get sun on the solar panels on our roof and a thin sliver of direct sunlight through the very tops of the windows on our northern side. If the house above us was more than one level we would get no sun, and my expectation is that despite assurances that we wouldn't lose our solar access there are not enough protections in the changes to ensure that it is impossible for us to lose our solar access	No	It just looks like you are trying to use fancy words and diagrams to shove as many buildings into a small space as possible.	0	No. In newer suburbs with single houses on each block there is already next to no space for visitors to park. The changes you are proposing only make this worse. It is like you have no idea how people live in the suburbs - or perhaps you are all well off enough to live in large houses on large blocks with wide streets in the older suburbs and have no lived experience of living in the packed in suburbs you are creating.	It doesn't. All of the Governments policies seem to be car hating policies - paid parking, removing car parks to replace them with buildings with next to no parking, registration changes, tiny roads in newer suburbs, no parking for visitors other than maybe one or two cars in your own driveway. You seem to want us to all just use public transport to get around and don't seem to realise that in the suburbs people often have multiple people over at different times of the day and night where using a car is necessary and there is almost nowhere to park. It is the reason we bought a house in place with a cul-de-sac that is large enough that a few cars can park around the cul-de-sac and it can still operate as a cul-de-sac.	Stop trying to pack more and more people into the same space. People move to the suburbs to get some space and you are ruining that. If people want to live in apartments there are plenty in the town centres.	No, I don't want to / I currently live in a detached house			I know you are asking for feedback, but I fully expect given the history of this Government that you will say you listened to the feedback given but you will ultimately do what you want - basically what gives you or the developers more money.
Yes	No	We have more than our share of appartments in Griffith already. I want to preserve the single dwellings that are left	No	Don't take into account existing mix of dwellings	No		Not well	No	No		10	No	Not right		No, I don't want to / I currently live in a detached house			
Yes	Yes		No	This is a comprehensive package which addresses the planning and non-planning barriers. The supporting report does raise some concerns about project feasibility. Time will tell how effective the reforms actually are. Making this style of housing legal is a great start though.	Yes		The tapering of height limits across different typologies makes a lot of sense (ie: missing middle vs house vs secondary dwelling). The additional storey in RZ2 encourages a better use of blocks in that zone than currently occurs and helps distinguish it from RZ1.		Yes		100	Reduced minimum parking requirements are welcome. It is unclear why such requirements are needed at all as the TPA will ensure that parking provision is adequate through the DA process.	On street parking helps narrow the roadway and reduce speed in a way that speed signs simply can't. Parked cars also provide a protection to pedestrians on the footpath from cars running off the road. The wide streets of established Canberra suburbs are ideally suited to this.	Yes, the inclusion of diagram makes it possible to visualise a "good design outcome".	Yes, I'm looking for an affordable home in an established suburb			Consider removing the size limit on consolidated blocks. It is isn't clear how this arbitrary measure contributes to achieving a good design outcome.
No	No	Too many developments that require expensive upkeep, such as strata commitments. Increases risk of financial loss in the long term.	No	There are too many apartments, terrace houses and townhouses being erected. There needs to be further efforts to increase separately titled homes, whether they be duplexes or terraces. This is increasing the risk of 'estrata'flees and builders associations profiting off middle income earners.	No	Because the percentage of strata reliant dwellings are increasing, which are a financial loss and risk to middle income earners.					10			Transparency on regulating strata fees for share occupancy dwellings. Reduce reliance on strata companies.	Yes, I'm looking for an affordable home in an established suburb			We need reforms to regulate the amount of strata based dwellings growing in Canberra. This is not supporting middle income earners trying to enter the property market.
No	Yes		No	The changes remove the unnecessary restrictions on density that will allow for more diversity in housing	No	It doesn't explain why the consolidation of site should be limited in area (as detailed in the tech spec).	It explains the important concepts well and provides useful diagrams to assist the architect in designing the building mass.	I think there is too much ambiguity in the guidance to figure out where the balance is. However, the guidance provides suitable advice on how to use the side and rear setbacks and ways to ensure solar access to adjacent dwellings. In doing so, I don't think the guide provides for too little or too much overlooking/overshadowing.	No	The diagram doesn't explain why the existing front setback of a street is worthy of being maintained, purely because it is already present in the street.	100	Yes, there is already a substantial amount of space in all suburbs dedicated to cars. We should encourage less land be dedicated to cars and more dedicated to places where people live. The road is already used for cars and in many NCDC suburbs the roadway is wide enough for three or even four lanes of traffic. Cars parked on these roads perform two important functions; a place to store your car (that doesn't remove on-site amenity) and as a way to reduce vehicle speeds without needing to upgrade or re-design the street.	I think flexibility is important for effective site based design (and assessment) should be used to ensure the landscape provides for good outcomes. I think the guide provides options that could enable this.	I think the design guide lacks clarity through the lack of quantitative controls. However, the guide does a good job of providing design suggestions that can be used to address the relevant assessment outcomes.	Yes, I'm looking for an affordable home in an established suburb			There should not be a limit in the technical specifications (or anywhere) with regard to the size of a redevelopment where subdivision and consolidation are proposed. There is no justified reasoning provided, it really feels like it has been vibe-checked. If someone can organise the money and other resources to provide more missing middle housing, why is there a limit to how much land they can use? The target density in RZ1 is the theoretical maximum, so it appears unnecessary. If it needs to remain, there should also be target densities provided for all zones so everyone can differentiate between what is low-density, medium-density and high-density.
No	Yes		No	It provides the option to build a style of housing that is less exclusive and more suitable for people of all walks of life. Particularly with the economic conditions and the aging population, we need places for our elderly to live with family as opposed to burdening people with buying units in retirement houses.	Yes		09-Oct	Mostly. Natural light has magnificent health benefits and helps people feel at home, rather than being lost in a metropolis. It wouldn't hurt to make roads smaller though and making them more walkable and human scale.	Yes		50	less parking, more organic growth.	Try to encourage walking and biking more. It is much better than it currently is though.	Yes	Yes, I'd like to downsize and stay in my current neighbourhood			
Yes	Yes		No		Yes				Yes		70				I already live in this type of home			I wholeheartedly support measures to substantially increase the density of Canberra's housing through these reforms. In freeing up space for housing we need to go up not out.
Yes	Yes		Yes	The proposed changes are long overdue. They will give many options to RZ1 which has been prohibitively inflexible in the past. I support them wholeheartedly	Yes							I'm not sure	I'm not sure	It seems so	Yes, I'd like to downsize and stay in my current neighbourhood			I want to subdivide my 810 metre block. It is too big. I want to stay in my street but live in a modern terrace style home rather than an outdated 60s cottage in need of repair, and also be able to sell the second home and create a little boost to retirement funds. All around me, original homes are being knocked down and replaced with oversized mansions for single dwellings. Why not allow for more homes on those blocks rather than creating one type of dwelling? It must happen.

Yes	No	I have a house with a decent sized block. Why would I get rid of that? If I wanted higher density I would live closer to the city or town centre	No	They won't you will hit end up with smaller houses with less green space	No	Too complex like the rest of the planning laws which allow loopholes for developers	Not at all	No there should be no effect on neighbours properties	Yes		20	No you keep trying to push us on to public transport but Canberra is a car city. A normal 4 bedroom house with mum dad and 2 kids will eventually need 3 or 4 cars. So you will end up with cars all on the street our older suburbs are already suffering this with infill development closer to town centres. Don't repeat the mistakes in the suburbs	Not at all	Private open space. It keeps getting smaller and smaller. Kids need backyards to kick footballs etc	No, I don't want to / I currently live in a detached house			
Yes	Yes		No	As a retired senior, I want to see more single level, 3 bedroom apartments or duplexes which are walking distance to shops														
Yes	No	Already own	Maybe	Well	Yes		The guide encourages appropriate transition, but the Plan amendment needs to ensure allowable development in RZ2 remains sufficiently different from RZ1, so that RZ2 continues to be used to direct where greater density should be sited.	Yes	Yes		70	No, minimum car parking requirements should be abolished, especially in central areas. It is currently too easy to choose private vehicles for trips in Canberra's inner suburbs.	Moderately	Yes	Yes, for another reason	Currently live in detached house, would like to add another dwelling on site for ageing parents.		
Yes	Yes		Yes	I think they seem like a good option	Yes		Well	Yed	Yes		100	This could be a problem- Canberra residents needs cars as the public transport system is not adequate. The suggested parking will not be enough without improved options for transport.	Ok	Yes	Yes, I'm looking for an affordable home in an established suburb			
Yes	No	Im retired and live in a unit, i dont need another house	No	When owners decide to put more houses on their property will the government make sure that the existing infrastructure eg drains, power etc	Yes		I hope the drafting experts take all issues into account especially medium height units that might cause problems with views, shading etc. Development of 4/5 storey buildings in an established suburb could cause a lot of anger and dispute.	Its whether there is a watering down of planning given the eventual increase in revenue for government eg ratesand service costs.	Yes		40	I believe that middle housing is fine with new suburbs but there might be a lot of problems on older established suburbs. We dont want some of the problems that western suburbs of Sydney have experienced where 3 or 4 houses are squeezed onto one block, causing massive problems with existing infrastructure and no parking. Given the fact that modern blocks are smaller than the old days and builders wont care, they are just out to make money and dont consider outcomes for people, eg no gardens difficulties in parking.	Ive answered this above. Its all very well to have marvellious draft plans but we also need more inspection/inspectors!	As long as standards such as insulation, sound solar double glazing is put in the draft.	I already live in this type of home			I dont understand why given the size of housing required governments around Australia refuse to look at new building techniques aren't encouraged. The current building industry is a cottage industry respondant on weather etc. If one looks at the time taken to build a house its no wonder we have a housing crisis. We should be looking at prefabrication, prefabs after the ww2 was temporary and have a bad name however modern prefabs are well insulated and come onsite with all the facilities. Take a look at German prefabs built in several weeks, inside a factory with all modcons. The only thing needed is then the site preparation and within seval months a modern house is being lived in.
Yes	No	I can't afford another house.	No	We are told that the equation of supply and demand are key. The proposed plan will, in relative terms, reduce supply of " 1/4 acre " blocks , which will increase their price, given the increased population (demand). I presume the demographic of population growth will remain constant (?). Where are growing families who want a backyard for their kids and pets going to afford to live? In that respect the plan reduces diversity.	No	If the desired outcome is to increase housing density while disturbing the least number of existing residents the rules should be designed to encourage the most number of blocks as possible to be consolidated reducing potential hodge podge effect.	This is a major concern. The new guidelines essentially allow for additional residences on a block to be built along the fence line or very close to. This does not provide balance, as suggested. Rather, like most lli conceived plans, it takes from one person (an existing resident with clear views from their backyard - that they paid for) and gives it to another (an opportunity for a developer to make a quick buck, and potentially to a buyer who wants to live in a shoebox in a "desirable suburb").	This is a major concern. The new guidelines essentially allow for additional residences on a block to be built along the fence line or very close to. This does not provide balance, as suggested. Rather, like most lli conceived plans, it takes from one person (an existing resident with clear views from their backyard - that they paid for) and gives it to another (an opportunity for a developer to make a quick buck, and potentially to a buyer who wants to live in a shoebox in a "desirable suburb").	No	The diagrams are misleading and do not accurately represent the impact on neighbours.	0	No. Of course additional premises will increase activity including parking on existing streets.	Ultimately it doesn't.	The guide is misleading in that it doesn't adequately highlight the impact on existing residents.	No, I don't want to / I currently live in a detached house			If this plan is to go ahead, it would be good if smaller owner operator builders could be encouraged to increase diversity in the market, rather than just cater to the larger firms like [REDACTED] .
Yes	Yes		Maybe	We need higher density housing across all of Canberra where possible, relax zoning restrictions for all blocks over 600m2.	Yes		I don't know, increase height limits on suburban blocks.	Yes	Yes	Allow all residences to constuct a front fence, given the explosion in pet numbers over recent decades this would be useful, and child safety.	100	There is too much green space in older suburbs, and too many unused playgrounds. We want quality not quality.	OK	Don't be too prescriptive, excessive planning rules slow down building and increase costs.	Yes, I'd like to downsize and stay in my current neighbourhood			You promised to get rid of stamp duty, do it! This is one of the largest impediments to people moving, changing the planning laws can only get you so far.
Yes	No	Parking will be a very biel issue	No	This could work providing there is adequate parking provided off the street and all townhouses going into peoples backyards are single storey so it doesn't invade the neighbours privacy. Also things like smoking should be addressed as nobody wants there backyard being invaded by horrible cizarette smoke.	No	parking needs to be a major consideration, nobody wants clogged up streets	I dont agree that 2 or 3 storey buildings should be built in peoples backyards, right next to the fence where it will invade peoples private backyards.	No it should be single storey allowed in backyards only	Yes		60	Depends if they guidelines are actually followed, one household can have many cars that needs to be taken into account.	It doesn't		No, I don't want to / I currently live in a detached house			
Yes	No	Too many people moving in without appropriate infrastructure set up. The Barr government is continually reactive vice proactive. Where's the police, firefighters and ambos for the north side? How will roads handle the increased traffic? Poor planning.	No	Mate, poor civil planning and debt have been the hallmark of the Barr government for over two decades. Stop being a reactive government and start being proactive. Your public servants at a higher level are also really good at sweeping stuff under the rug so it doesn't hit the news. Unfortunately, the public then believes that all's good. It's ok to make mistakes. Acknowledge them and tell us what your plan is to fix them. Northside needs police, firefighters and ambos. Also, the Cavalry Public Hospital hostile takeover was really quite disturbing. Not cool.	No	See above. Work on your infrastructure before cramming more people into a small space just to increase tax revenue.	Not well. You're just looking for a way to cram more people into a small space to generate tax revenue to try and fix the incredible debt you've generated with the light rail.	No. I've got solar and have watched the amount that the ACT government is giving as a rebate/purchase of excess electricity gone down quite a lot. Also, if taller housing gets built around my house, the folks who live in these places will be able to see right in my backyard. Again, not cool.	No	As above. No privacy for me.	0	No. There's hardly enough parking as is. And when are you going to mow the government strip?	I don't think it does.	No. Work on bettering the civil infrastructure before cramming more people into a small area just to increase tax revenue to pay for the light rail.	No, I don't want to / I currently live in a detached house			Do better, Barr government. You keep cramming people into small spaces without investigating in civil infrastructure. Where are our police, firefighters and ambos? Let's not get started on teachers. Ok', let's get started. No matter how much money you offer to pay ACT public school teachers, the endemic issues are still there. You're asking your current teachers to do too much with too little. What about the majority of kids who aren't causing issues having to stop their learning due to a disruptive student. There seems to be no consequences for the disruptive student other than, It's ok, little Johnny.?! Seriously, do better.
Yes	No	not interested	No	hopefully will help.	Yes		Yes	Yes	Yes	Do require more off street parking	90	No. Off street carparking is important for blocks with multiple dwellings. there needs to be a requirement to include parking in the designs.	Not enough better to have off street parking	Yes	No, I don't want to / I currently live in a detached house			Off street parking needs to be included

No	Yes			Very well	Yes		Very well	Yes	Yes		100	Yes	I think it is good	Yes	Yes, I'm looking for an affordable home in an established suburb			I think it's great
Yes	Yes		No	I think this is a fantastic change. My husband and I live on a dual occupancy block in an RZ1 zone in Downer - the block was subdivided during a period when this was allowed prior to our ownership. We would not have been able to afford such a well located house if it wasn't for the subdivision. Even more beneficial, my brother and his family live in the other house in the dual occupancy (he also purchased it). This would not be possible without the subdivision. This type of housing in well located areas is enormously beneficial.	Yes		It seems fine to me. Retains the benefits of the old, while allowing more density to slowly build up.	Yes. Both are important.	Yes		100	Yes. I think it makes sense to deal with this on a case by case basis. Not every house needs a minimum level of parking, particularly if the houses are built in well located suburbs near public transport.	Very well.		I already live in this type of home			Please don't water down the changes. Housing is a fundamental human need. The Missing Middle is a vital reform that will allow people to find homes.
No	Yes			I think it's great, I'm really glad to these changes effectively allowing for the diversification of the housing supply.					Yes		100	Yes			Yes, I'm looking for an affordable home in an established suburb			This addresses physical spaces, but I also think occupancy agreements need to be addressed. Student accommodation is poor because ACT occupancy agreements give students no rights, driving more students into the private market that would otherwise be happy to live on campus. The ANU has high vacancy rates, particularly amongst the UniLodge buildings. You can free up supply and lower demand by making student accommodation more attractive. This means habitable conditions with temperature management (insulation, quality heating, AC) and exterior windows, appropriate response times to maintenance issues, and important facilities/amenities like ovens in self catered spaces.
Yes	No	Housing in this town is profit driven and very expensive. I'd be surprised if your proposed changes makes housing more affordable. As a younger generation, we aren't living better than the previous generation; they're simply profiting from increased price	No	I think the language you use of ''more diversity' and '' housing choice' is misleading. It's code for bad housing options at more cost. In the past the housing dream was a standalone house on a quarter acre block. That's long gone thanks to poor planning and previous Howard govt housing and tax policy changes. The housing in gungahlin and molonglo is an example of what housing looks like according to your proposal. And that's a terrible lifestyle you're offering future generations. Houses in Taylor for example are so close you can stand at your back door and literally touch the back fence. There is zero room for a decent yard even with just one tree, and there is no on-site visitor parking spaces. But please tell me what wonderful reliable public transport gets me to Taylor'; there are none, so you have to drive. But there's nowhere to safely park, not even on the	No	Block consolidation in other cities has shown neighbours sell up together to make more money. All to the detriment of those left behind, when a developer throws up townhouses or apartments.	I really don't know, but I have zero trust the local council truly cares about the impact of these height and scale changes. I challenge the act chief architect to live ling-term in a 'athouse'ßh Taylor where you live on top of your neighbours and have nowhere for visitors to park. And then let me know what they think of this type of terrible planning';	I live in a complex of four townhouses and there are adjoining walls from the neighbours that act as a property line. My solar access as a result is terrible. I get terrible glare from the neighbours roof and their solar panels, which I can literally touch from my back deck. There is literally nowhere to plant any trees in my backyard! But that's considered 'athousing choice and diversity'ßWhat a joke';	No	There needs to be clear 2 metre building separation. Don't make people live on top of each other. It's not good for social cohesion.		The council needs to stop thinking that more people will catch public transport. So please do not reduce car parking spaces; it's a terrible terrible mistake and will only limit people's ability to get around town. Fewer parking spots would be okay if there was a decent train network that spread out to all the suburbs like in Sydney or Melbourne. A toy tram is okay for those that live on the tram corridor; otherwise it's pointless for the rest of us. I previously caught the bus, when I could take a direct bus from work to home. With the new tram, my direct bus route was removed; I was subsequently forced to take a ''bus-tram-bus' route that added 40+ minutes to my one-way commute. As a result, I bought a second car and completely stopped using public transport. I work 12 hr days, so now I can get home in	I live in Nicholls where the streets are terribly narrow. Near the primary schools people park on whatmore court on both sides of a narrow road, making it dangerous and near impossible to get through. People park over footpaths and on verges and even on roundabouts. The garbage truck can't even get through and has changed his schedule to avoid collection during school hours. So many parents drop their children at school these days and they park all over the place; regularly I've had people park in front of my driveway- completely blocking my access to leave. Their excuse? They just had to do drop off and there was nowhere else to park'; which is incorrect. They just don't want to walk. So if you force more street parking, you will cause more stress and more road rage and more arguments between residents and drivers. But thanks so much for that'; building social	I have nothing further to add here.	No, for another reason	I hate living so close to others, there is no privacy and people are terribly inconsiderate about noise, parking and access.	Stop squishing people in where they don't want to be. Canberra was a planned city, so don't ruin it because it's the easy answer. If the chief architect or chief minister want to live in Melbourne then go live there. But leave Canberra and its garden city design alone. I truly wish people who want to ruin this place would just go away'; However I suspect you won't. So when I retire, I will simply leave Canberra. It used to be such a nice city that was well designed and maintained. It's no longer a place I'm proud of. It's just getting worse on so many fronts, and your middle housing reforms will only make it worse. It will become another uninspiring and boring cookie-cutter design and social cohesion will continue to fall apart.
Yes	No	We don't need more density in existing beautiful suburbs	No	It is a terrible ideal to cram more houses on existing blocks, reduces the outlook from existing homes windows and therefore makes it more unpleasant to live there. Our inner south suburbs should remain as per the original Canberra architecture intended.	No	Bad idea overall.	I don't think we need this reform.	No	No	To congested		No	Poorly	No	No, I don't want to / I currently live in a detached house			
Yes	No	It would keep a lid on prices, which makes housing a less appealing investment. But the lower prices are the point and should be pursued, regardless of investor sentiment.	No	More options will help to create the right homes for each family or individual. These changes should be pursued vigorously.								Parking minimums for residents should be abolished. Residents should have to prove they have somewhere to park their car, as occurs in Japan.						
Yes	Yes		No	Very well	Yes		Very well	Yes	Yes		90	Yes	Very well	Yes	No, I don't want to / I currently live in a detached house			It is critical to made this happen ASAP Availability of affordable housing will likely become a competitive inter city issue. Canberra is in a good position to take advantage of this in order to draw talented people and their families to move away from places like Sydney to our region.
Yes	No		No	I'm concerned about equitable rental rates and rental conditions which works for both renters and landlords in our tougher than usual times. What can be done to enable landlords to make it worth it, but so renters have reasonable minimum conditions. Complex but needs urgent discussion							90						

Yes	No	This is a terrible idea that will destroy the character of multiple established suburbs, devaluate real estate value and move the goal post for people who worked all their life to afford to buy a house and your plan will effectively devaluate their estate	No	It will not. This will only allow government officials to receive more bribes from real estate developers for the approvals required. These changes will result in a massive increase in corruption.	No			No	No		10	No	No	No. The whole idea is pretty bad	No, for another reason			
Yes	Yes		No	I think the proposed changes are an excellent step towards allowing for more diversity in housing and housing choice. I would love to see the adopted in full.	Yes		I support the draft guidance's changes to allow densification. I support reasonable considerations for local character and appropriate transitions to adjacent homes but I would be disappointed if these provisions are used to block good densification.	Yes	No	The design guide should encourage the design of homes that rely on solar access at the front and rear of lots so that side setbacks can be eliminated in favour of more row houses.	100	I support reducing parking requirements in conjunction with improving alternatives to driving (active transport and public transport).	I strongly support locating garages and carports away from frontages where possible to create more engaging streets.	I strongly support the missing middle housing design guide and would like to see it implemented in full. I believe it will enable necessary densification in Canberra. This is a great step towards combating urban sprawl, creating better outcomes for the environment and creating a more vibrant and financially sustainable city.	I already live in this type of home			I strongly support these reforms. Please don't water them down.
Yes	Yes		Maybe	It is important to increase high quality density in older areas with big blocks and excellent greens space access. Looking for a property to downsize to at the moment. So much of this sounds good unsure why the existing high and medium density housing was allowed to be so bad - unbelievable that bedrooms without external access, views or natural ventilation, terribly small balconies and car parks, poor orientation. Dont want to downsize to a "2-3 bed" townhouse/unit where 1-2 beds are effectively storerooms. Car parking. Understand few car trips are a priority for ACT govt but as an older person who uses all forms of transport and have many disabled friends it's getting very frustrating. Every home with two bedrooms or				Yes	No - pls see my earlier response. Really sorry but as a Green/ALP voter interested in ageing and social policy generally housing really needs private car park spacing, even if its their own bit of driveway. Careworkers, relatives and tradies need to park. Our community buckles where only single car parking is provided for multi occupancy homes. Onstreet is not magic answer for everyone. Need private driveways or garages. Dont care (much) about looking at garages now I finally have one. Garages are for people (not cars). We can access warmly and safely, whether we are young or old or vulnerable . We can charge our cars, we can store safely our bikes, scooters, sporting and recreation gear, garden/food production gear, baby gear, items being shared with neighbours and community and hobby gear.			Yes, I'd like to downsize and stay in my current neighbourhood			Ypes pls keep working on parking. Imagine all the occupations we need and have, all the reasons to access a home and all the lifecycle and employment options and needs a homes occupants might have. The tests in newer suburbs are not going very well. Homes with one parking do not sell well, especially if no onstreet. More disadvantaged households situations will be worse if the teens cant get into construction, trades or careworkforce or older/pwd cant get support visiting. 2) I both live and have rented in the leafier areas of Campbell and I say that tri housing should not just be corner blocks. Why should richer people on huge blocks in the dress cicles of our swankier suburbs (often over 1000) not have to live next to three tasteful dwellings. Bring it on I say. More people can access urban recreation and
Yes	Yes		No	A good start. There is already a pressing need for affordable, single-level, lift-serviced dwellings near shopping/service centres, and the proposed changes will in time increase this pressure.	Yes		OK	Yes	Yes		100	Most people living in the envisaged circumstances would trade-off private green space for more on-site parking.	Excessively so.		I already live in this type of home			The policy should not erode future options for higher rise developments close to shopping centers.
Yes	Yes		No	I think the proposed changes do a great job at allowing for more diversity in housing which leads to greater housing choice.											Yes, I'm looking for an affordable home in an established suburb			I think the proposed changes will play an important role in addressing the current housing crisis, by allowing a larger number of homes to be built in the vicinity of existing infrastructure, at more affordable prices. It will have such a positive, real impact on Canberra's families. This initiative will also help to future-proof our lovely city, so today's young people can access affordable homes in the future. There is a real demand in Canberra for missing middle housing, which I would personally like to buy in the next year or 2.
Yes	Yes		No					In the push for more uptake of sustainable solar power, it is vital that access to roof top sunlight is maintained.			50	2 car spaces per residence are needed, otherwise streets will be unnavigable.			No, for another reason		Only if single storey houses are provided. 2 storey townhouses are no use to older people downsizing. We will continue to stay in our family homes that could be occupied by new families. At the moment have nowhere to go except retirement villages nowhere	Who do you think will live in these developments? You have to provide age suitable houses for older people so that families with children can occupy the houses we have now. We're not going to move into multi level townhouses.
No	Yes		Maybe	Very well	Yes		Well	Yes	Yes		100	Yes	Well	Yes	Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		No	I think the proposed changes are great to allow for more diversity. In particular they will open the possibility for more affordable options in inner-city suburbs with higher amenity. I'd like to see a range of housing options permitted across Canberra and this is a step towards that.	Yes			I don't think solar access is something that requires much government regulation - it's generally apparent when people are making a purchase or renting decision, so to some extent the market can figure this one out. I wouldn't want requirements for solar access to be an impediment to improving housing outcomes, although I do think that cutting off someone's existing solar access is an externality that should be considered.				I support relaxing car parking minimums. This will make it cheaper to build more housing. Households that don't want or need multiple car parks should not be forced to pay for more car parking than they require. This seems an area where the market can amply figure it out.	I think it does a pretty good job.		I already live in this type of home			We should make it easier for people to build more housing.

Yes	Yes		No	I do not think that this will allow for more diversity in choice unless there are mandated figures (percentage overall) for numbers of bedrooms per unit. Without some form of mandate for bedroom size, developers will just maximise profits by squeezing in as many 1 bedroom units as possible. There should be a requirement for missing middle housing to prioritise 3/3.5 or 4 bedroom options. There also needs to be mandates for accessibility (internal lifts etc) so that terraces/duplexes are accessible for people looking to downsize their family homes.	No	There needs to be specification on number of bedrooms per dwelling to ensure housing that meets family needs is provided. Otherwise developers will maximise number of dwellings through building studios/1 bedroom units which doesn't actually diversify supp	It seems fine. Some aspect of local streets Cape needs to be considered. for example in a R2 zone where everything is 1 storey a 3 storey apartment might not fit with the streetscape. There needs to be consideration of what each specific location will support.	Not without mandates to bedrooms per dwelling for these homes. I'm happy to trade my privacy for 3 or 4 bedroom terraces that are affordable. But not for 1 bedroom units which don't help with diversity of supply.				This depends where the development is proposed. For example our local streets are narrow and would not allow for street parking. In these areas 2 parks per 3 or 4 bedroom dwellings are required. A blanket mandate without consideration of local infrastructure doesn't work.			No, I don't want to / I currently live in a detached house			You need to ensure that other impacts are considered. For example - expansion of local schools to support increased population. This needs to be done before schools are over capacity. There are primary and high schools in the inner north that are over capacity or have very aged infrastructure.
Yes	No	Lack of necessary infrastructure	No	The schools and shops in my area are already full to bursting. Build and extend the schools BEFORE putting in the new housing. Put in the traffic lights that will be needed. Develop a new community hub that will not become a Gungahlin traffic nightmare and build around that.														
Yes	No	This would significantly increase noise, reduce privacy (houses are already very close together) and squeeze car parks even tighter	No	Not at all	No	As above	Not at all	Not at all.	No		10	Not at all	Not at all			No, I don't want to / I currently live in a detached house			
No	Yes		No	This looks to be a long overdue move in the right direction. My situation: I have been living, on my own, in ACT Public Housing apartments since 2012. I have been employed on non-ongoing as APS 6 since 2015 and permanent since 2019. Yet despite this regular good income I haven't been able atgord to buy my own "secure shelter" as I would be the only source of income. I do not want a "family home" with lots of rooms (including bathrooms). All I want is a small "affordable" place, preferably one bedroom townhouse or low-rise apartment that is comfortable to spend time in (current place is not this, I'm there at night yet can't abide spending any time in it's dank claustrophobic confines during the day). I have been looking for a place for the last few years yet have only just recently managed to save the 20% required for a	Yes		Have not explored this. I see little reason it shouldn't get this right.	Still to early to determine. Also this question bundles to much into it. Right-sized is a separate question entirely to solar access and privacy. Right-size also is very much dependent on what the price (allll included) will be for a given size. I would very much like to see the properties proposed mapped across to expect minimum income leveal of occupant(s), as this is the ACT APS pay grades would be a resonable self adjusting guideline. Single person occupant place should assume single income in both saving to buy and paying cost offer this.			40	Will get back to you on this.	Will get back to you on this.	TBC	Yes, for another reason	Not fussy		Still to early to determine. Also this question bundles to much into it. Right-sized is a separate question entirely to solar access and privacy. Right-size also is very much dependent on what the price (allll included) will be for a given size. I would very much like to see the properties proposed mapped across to expect minimum income leveal of occupant(s), as this is the ACT APS pay grades would be a resonable self adjusting guideline. Single person occupant place should assume single income in both saving to buy and paying cost offer this.
Yes	No	I would want to buy into an established, stable area. These changes take away stability.	No	I wonder whether it will just end up that developers are trying to shove as many properties onto a piece of land that they can to increase short term profit. Adding to this would be a government getting more land tax in the long term.	No	This should be restricted to particular areas in canberra. Say woden to Belconnen where people are looking and expecting more inner city living.	This seems appropriate.	Only being able to have two storeys and enough distance to enable people to keep their northern aspect and access to solar is important.	Yes	I liked that breeze, northern sun and solar were demonstrated in a diagram. People's view also should be considered.		No. The parking was of great concern to me. Our public transport is such that every resident needs a car. On our street that equates to 29 cars on our small cul-de-sac. We all accommodate our cars on our blocks. This would not be possible within the proposed plan.	It will be ugly. I have been in areas where everyone is parking on the street. It is not safe for pedestrians, visibility or community relationships.	There seems to be clear guidance but I'm not sure it fits into our suburb. Our suburb is green, clean, limited traffic and has a variety of homes from units, small, medium and large homes. Some blocks have been divided into two but in general this is not suitable. Our suburb is a closely held one because it is such a lovely place to live. I don't see how adding residents to our suburb enhances our lifestyle.	No, I don't want to / I currently live in a detached house			I would like to see a commitment to infrastructure to support infilling. How will this affect traffic, schools, roads, etc? People come to Canberra for work but decide to stay for the work life balance. We don't want to lose this.
Yes	Yes		Mavbe	There is a huge gap in single level accessible dwellings, or double level dwellings with a lift for people with mobility issues. I hope these proposals will go some way towards that but fear we will end up with more double level townhouses that remain inaccessible for the cohort above.	Yes		Not sure	Yes	Yes	Set backs are excessive in the ACT, a lot of wasted land which is bad for the environment. Consider reducing these.	100	All extra developments should provide sufficient off street parking i.e. two spots per extra dwelling off street to remove pressure on the on street parking.	Moderately well, but I think it should prioritise parking over retaining huge nature strips.	Yes	No, I don't want to / I currently live in a detached house			I am looking to the future where we will likely need add an additional dwelling to our family home to help our three children have somewhere to live independently from us.
Yes	No	I am in a duplex now so no need to change	No	it looks like it would make more diversity possible.														my main concerns are regulation of the developers and builders. The regulations currently do not always achieve well built buildings. Cutting corners seems possible and then avoidance of responsibility by declaring bankruptcy has been known. Sub-contractors also need better protection from developers and builders who are slow to pay or avoid paying bills. Lack of appropriate cashflow severely impacts on these smaller contractors. More innovation needs to be supported by government in styles and environmental sustainability in buildings. Encourage installation of car charging sites in multi-occupancy buildings.
Yes	Yes		Yes	I would like for my 800 meter corner block to be turned into townhouse or something like that. It would be great if the policies and law allowed that.	No	Na	Na	Na	No	Na	100	Yes	Great	Na	Yes, I'd like to downsize and stay in my current neighbourhood			

Yes	Yes		Yes	As someone that has lived abroad in Vancouver/Seattle that are limited in land development opppountities. Their missing middle housing policy has made great improvements to both Cities. I think this is a great way forward for Canberra and look forward to returning home to also see this first hand.	Yes		I think the scale and height proposed is great. In some cases the middle height buildings could be even taller 4 to 6 storeys depending on the zoning/area.	I think the balance proposed for solar access is good. I think there is also more opportunities to enable solar access and privacy in the development process.	Yes		100	I think the policy is good but there is also more opportunities here. Especially if the government allows for shared care solutions or more bike centric developments.	I think car transport options are pretty good in the guide. But allowing for other transport opportunities could be better such as better integration with bus network or car share solutions.	I think the draft is a great starting point.	Yes, I'm looking for an affordable home in an established suburb			I really hope the missing middle housing reform comes to life. As someone that was born and raised in Canberra and has hopes of accessing more housing options (i.e. A townhouse) and raising a family in more established suburb this policy will facilitate this.
Yes	Yes		Yes	Partially. I think we'll need other measures to direct development to community needs and not just the financial benefit of current land owners.	Yes		Well enough	Yes	Yes		100	Yes	Very well	Yes	Yes, I'm looking for an affordable home in an established suburb			No
No	Yes		No	I support the changes to allow more housing density. It is important that ACAT and objections are not allowed to be weaponised by disgruntled neighbours and neighbourhood associations who fight to prevent any development. The changes should include additional protections to prevent these anti development abuses of the appeals system.	Yes		'Local character' should not be used as an excuse to stop additional housing stock being developed.	The ACT Government should first and foremost focus on expanding housing stock above aesthetics and petty neighbour complaints	Yes		100	As Canberra's public transport system grows there will be less need for personal cars. Reducing requirements for car parking future proofs communities and reduces wasted space and expenses related to building more housing						
Yes	No	They are not directly relevant to me as I am not planning to change my housing. However I would like to make a comment.	No	I think overall the changes are reasonable to allow for greater diversity of housing types.				I am definitely concerned that solar access and privacy are at risk from these type of developments. I am even more concerned that tree coverage, bush coverage, and space for flora and fauna will be reduced and not offset in any way. Many older Canberra homes, especially in my suburb, are home to native trees and associated wildlife. How are they being considered?			80	I think it is extremely important to allow adequate parking on site. Parking for each resident plus a few visitors. Allowing housing without parking on site is a mistake.		My main point would like to make is to consider the needs of older people who may like to downsize from their free standing homes on large blocks. Downsizing is considered an excellent outcome, freeing up home and space for others and allowing older people to free some money to find their retirement. However if all the mid sized homes are two or three story, older people will not buy them! Older downsizers do not want a tiny apartment in a multi story tower, nor do they want a townhouse where they are tied to using stairs. They want age friendly medium sized homes on a single level. This could be single level townhouses/duplexes with a small yard or courtyard (ideal) or for some people, spacious apartments with decent sized living areas. When I see new suburbs built with rows and rows of 2 and 3			
Yes	No	There doesn't seem enough single level townhouses available or planned.We have looked for a separate title single level townhouse to enable us to downsize but there are few to choose from.	No	I think there is diversity of choice but at the moment there seem to be more 2 storey townhouses than single level and I hope this will change with this new plan.											Yes, I'm looking for an affordable home in an established suburb			As I've already indicated, my partner and I looked to downsize but there are few quality single level townhouses and we have decided to stay where we are. However as the population ages, more single level townhouses will be required so please include more in the new plan.
Yes	No	Concerned that almost no reference to adaptable, accessible housing, or SDA. This is such a big part of "missing middle". We need to ensure that members of our community with accessibility needs (ageing, disability) can stay in their community !	No															
No	Yes			I agree, but i am unsure if this can be led by apartment companies, that are likely more interested in high density, rather than suburban development	Yes		Yes	Yes	Yes		90	Yes		Yes	Yes, I'm looking for an affordable home in an established suburb			
No	Yes		No	Very well	Yes		I agree with the guide	I think well	Yes		100	I think so	Well	Nothing missing	Yes, I'm looking for an affordable home in an established suburb			I support the reform
Yes	No	Erosion of building regulations mean new builds are often poor quality	No	I think the proposed changes mean there will be more undesirable housing built in the ACT. Poor quality builds without appropriate supporting infrastructure	No	"Prioritising pedestrian movement and reducing the reliance on vehicles ... encourage active transportation." Canberra is freezing in winter and hot in summer and it's SPREAD OUT. Just plan for decent public transport FFS	It encourages appropriate building height and scale, but will it be enforced? What will stop developers from making neighbouring homes unliveable?	"Orient primary outlook and provide visual connections to street frontages, rear gardens..." No.	No			Absolutely not	It's ridiculous. Canberrans are tired of suburbs that have become non-navigable parking lots. "Typically allow for one on street car parking space to be available in front of each development." Canberra no longer has reliable public transport, as much as you would like it to happen, people aren't walking for 2 hours in -2 degree weather to get to work. People will need cars until the ACT gov't gives us our busses back ... Which is not going to haopen.		No, for another reason		As mentioned previously, new builds in Canberra are woeful	
Yes	Yes		No	Good start but more work needed to reduce the friction, delays and difficulty of paperwork like development approvals.	Yes		I would like there to be fewer restrictions actually.	Yes	Yes		100	yes, more parking on the street is a small price to pay for better and more affordable housing.	ok	The guidelines are confusing to me, but I'm not a designer.	Yes, for another reason	I'm currently in high density apartment living, can see the appeal of middle density but probably won't move.		A good step forward, but much more is needed to allow Canberra to grow and progress as a city.
No	Yes														Yes, I'm looking for an affordable home in an established suburb			
No	No	I live in a retirement village so the proposed reforms won't directly affect me. Also, as I live where I do, I don't "own" my home but I can live where I do until I leave the house either through death or extreme old age.	No	I think the proposed changes will enhance choice for citizens as well as make housing more affordable and accessible in areas closer to existing infrastructure while also limiting urban sprawl.	Yes		I think the draft guidelines are very clear and very comprehensive. As a retiree with no building experience I found the guidelines very clear. The guidelines for height and scale were clear, as were the guidelines for parking and road/street access.	Yes I think you have, especially for Canberra where access to winter sun is so important (and appeared to be lacking in previous developments).	Yes		100	It appears that you have, just so long as developers don't fudge the rules.	It appears clear so long as developers don't make up their own rules as they build and that adequate sanctions and rectifications are in place for those developers who do flout the rules	Yes as far as I can see	I already live in this type of home			I support the government's proposals as I think we need to increase our urban infill to reduce urban sprawl and provide more housing options closer to existing infrastructure.

Yes	No	why would they?	No	They seem to provide for diversity - though the relaxed onsite carparking requirements will be detrimental to our streetscapes	No	there should be a no opinion option for this question - otherwise your data will be invalid	Regardless of what the design guide encouragesm the tech specs do not encourage it at all - increasing the building envelope heights, decreasing the side setback and effectively disabling the solar fence are inappropriate for standard blocks. These new provisions should only be applied to the internal boundaries of consolidated blocks.	NO - increasing the building envelope heights and effectively disabling the solar fence are inappropriate for standard blocks. These new provisions should only be applied to the internal boundaries of consolidated blocks.	No	these are best case examples, not worst case examples	90	No - most homes are 2 vehicle minimum homes, even a couple living in a 1 bedroom apartment are likely to be a two vehicle household. It is wishful thinking, thinking that this will change in the majority of the RZ1 suburbs that these developments will be built in.	no opinion	It's only guidance, it's the technical specifications that need strengthening	Yes. for another reason	Only if it is well designed with sufficent ammenity.		PLEASE REVIEW THE POSSIBLE IMPLEMENTATION OF THE TECH SPECS IN RELATION TO CORNER BLOCKS. The potential negative impacts on the neighbours of these blocks are unacceptable.
Yes	Yes		Maybe	The proposed changes seem appropriate to enable greater housing density and choice.	Yes		The Guide guide looks comprehensive to encourage sensitive built form design. "Operable windows" needs more definition. Too many new buildings have big windows and sliding doors but no small windows. Small windows that can be safely left open for natural fresh-air ventilation need to be installed in all living rooms and bedrooms - it is impractical to leave big doors open, which then means the occupants are forced to use air-conditioning, driving up energy consumption and bills. For instance, Figure 85 on p89 shows a whole wall of glass doors opened up - this looks spectacular and might be great if you're entertaining on a summer evening, but hopeless for 98% of daily living. Provide stronger minimums for ceiling heights, ie push up the minimum height. It is widely understood that higher ceilings make a small room feel more	Solar access is super important for comfort, energy efficiency, and climate resilience. This needs to be really strongly encouraged. I see so many homes still being built with poor solar orientation eg bedrooms on the north side with living rooms on the south side, or lots of west-facing windows (our house overlooks a duplex that was built just a few years ago with a very disappointing orientation and gas appliances). Living rooms must be on the north side, even if this means a non-typical floor plan. Deciduously shaded (or adjustable built shading structures) outdoor space is also vital - a sunny spot in winter, shaded in summer makes a substantial contribution to the livability of a small home, such as the ability to dry laundry in the sun, allow pets and children to play outside. I see a lot of apartments with deep boxy	Yes		100	Public transport needs to be more frequent to encourage residents (and visitors) to own fewer cars.	Seems reasonable, as long as public transport services increase to support reduced car ownership.	The draft guide looks good, with plenty of pictures to help people understand how MMH will fit into their suburb.	Yes, I'd like to downsize and stay in my current neighbourhood			Canvas residence, architectic utilities and use of recycled building materials could be given more prominence - it feels a little bit tacked on at the end of the guide. There should be a stronger requirement to include solar power and battery installation (or at least suitable roof design and utility space for them) for all dwellings ** EV ready is a "must", so should solar power and battery be. Requiring incorporation of recycled materials is vital to minimising construction waste and driving a circular economy. This seems particularly relevant given that the implementation of the MMH reforms is entirely dependent on knocking down a significant number of existing dwellings ** those materials cannot be allowed to be dumped in landfill, yet I see demolition of old homes where all sorts of materials are smashed together and dumped in bin skips.
Yes	Yes		No	They are adequate, bit I think you need to limit the idea , that a whole street could become 3 story apartmentss in the RZ2 section, it disadavantages anyone who still wants to live there.	Yes		I think the limit should be jsu three stories - no attic.	This seems OK, the 45 degrees is hard to quantity.	No	I accept it should be OK, does it change the fence building requirements or lack thereof.	70	They are not OK, the parking provisions should require that on street parking be available 24x7 or spaces be made available. Many streets are not suitable for on-street parking, in which case more parking needs to be provided in the development.	Not good at all, a street littered with cars, boats, trailers loos poor. Different streets may need parking restrictions, and different parking requirements.	No coment	Yes, I'm looking for an affordable home in an established suburb			No
Yes	No	The proposed changes will only ruin the garden city character and heritage of the ACT.	No	They don't. Density in housing should be in group centres, town centres and local centres. Further density should be considered on major avenues and thoroughfares. As an example, there are areas in group centres which are only allowing 5-8 storeys of development. This height should be increased. There is no reason why group centres can't be developed in the same way town centres are. Therefore infrastructure will be easier and more cost affective to implement. There is no indication or assessment of traffic and infrastructure issues that these changes may impact in established suburbs. Why would battleaxes living be any more diverse than living in a townhouse? This is poor planning, and if ACT Government wish to maintain a	No	Again, there is no appreciation of maintaining the garden city concept, nor heritage values where applicable. i.e. nearby	Not well at all, for the reasons previously mentioned around density in established suburbs.	No.	No	There needs to be greater setbacks and building separation, however, our view is it should not occur at all.	0	Visitor parking should occur within the development. The streets are already overloaded. This is demonstrated by as an example, the streets surrounding the Kingston Group Centre, which are now single lane to allow parking.	It doesn't. Landscape is paramount to support the garden city concept.	No. The maintenance of the garden city concept is missing i.e. more landscaping, greenspace.	No. for another reason			It should be abandoned, and the focus should be on town centres, group centres, city centre and local centres high density development.
Yes	No	I don't believe in investing in residential property, it should only be for people to live in. I hope they get rid of negative gearing so more people can be owner occupiers	No	We need more higher density housing more service and public transport hubs, and less single dwellings, to provide affordable housing where services are available	Yes		Not really my area, but we should look at the Nightingale model which has worked so well in Victoria	We should also look at bipv, which enables facade mounted pvs,which also extends the generation period for solar PV now that solar PV panels are so cheap	No	Not my area so no comment		Should also look at space for car sharing schemes, like pop car spaces in town,to give people options other than car ownership	Not my area	Not my area but we should look at the Nightingale Model from Victoria	I already live in this type of home			We should look at the Nightingale Model from Victoria, it is won many awards and particularly helps support more vulnerable groups.
Yes	Yes		No	I think potentially it is good but I think there is also a danger that traditional houses with backyards big enough for pets and kids will be in danger as investors buy up older homes and sub-divide them	No	Suggestions are not rules, will these actually be followed? What about visitor parking if multiple of the sub-divided dwellings want visitors on the same day? Or more than one person has a car?	It encourages it but there should be included mandatory landscaping requirements so the new builds aren't just large blocks of concrete					No, if there are now multiple dwellings on one block it's ridiculous to expect visitors to park on the street. It will disrupt the rest of the residents and block traffic especially if the streets are narrow already			I already live in this type of home			
No	Yes		Yes															
Yes	Yes		Maybe	It will help young single people or even starting families to have a property that is not too small or too big for them and at the same time affordable.	Yes		It describes well the plan for different zones and even the proposed height of a building in a certain zones. Also, the land size proposed for co housing is good.	Yes, it's good to have a plan where plants or trees are included so it doesn't look like all building structure around the neighbourhood. Having plants around a house can make it more feel like a home.	Yes		80	Yes.	There were choices depending on the land where houses will be built so that is good.	Yes.	I already live in this type of home			
Yes	No	Will just make the population denser. Canberra will lose its originality. Unclear to me how existing schools are going to cope with increased population in the area. Are they going to be extended/enlarged?	No	Not well. I am against it.	No										No, I don't want to / I currently live in a detached house			
No	Yes		No	More house supply hope make prices affordable for first-home buyers.	Yes		Good	Yes			50	yes		Yes	Yes, I'm looking for an affordable home in an established suburb			Please implement this as soon as possible.
Yes	No	Will block access to sunlight and cause loss of privacy	No	Not well, new housing should fit the character of the suburb	No	Loss of trees and sunlight will contribute to adverse climate outcomes	Not well, out of proportion to the suburb in scale and height	Not well, Will block access to sunlight and cause loss of solar access and privacy	No	Reduced setbacks and building separation to out of character with the suburb and will lead to loss of dolar access and privacy the suburb		No, loss of parking from reduced parking requirements will provide negative outcomes for the populace	No, loss of parking from reduced parking requirements will provide negative outcomes for the populace	No, the emphasis appears to be on reducing requirements for strong neighbourhoods	No, I don't want to / I currently live in a detached house			

Yes	No	Another exercise in smoke and mirrors by politicians	No	Just trying to jam more people into area where the road network and other infrastructure is from the 1950s and cannot take anymore expansion on these systems. The roads choke as it is, services are swamped. So really an exercise in government seeking more land tax and rates rather than effective town planning and infrastructure change to support population and car increases.	No		Streets with single story houses, should not have a towering double story dual dwelling monstrosity put up next to it. Tell me it does not change a streetscape and I will laugh you out of town. And really, well one block now becomes two lots of rates and land tax. Money grab, not problem solving.	Nope, soon if this whacky plan goes ahead, single story dwellings will not catch sun in their solar for the trees and the buildings	No	People jammed on top of each other		Roads are 1950s infrastructure, so no parking as it is as most modern families now have two cars on streets whereby historically families had either no family car or one family car was the norm.	Piss poor	Nope, how about the rest of the support infrastructure	No, I don't want to / I currently live in a detached house			Could not stand the idea of some asshole living on my backdoor or on-top of me. Let alone if it was some drugged out ACT social housing recipient who sole existence is drugs and crime to support their drugs. Lets increase the size of ACT borders, build infrastructure that supports population growth, stop cluttering inner city suburbs with people and vehicles beyond what was their once socially acceptable limit. As for public housing, all outer suburb only, and stop sticking all the filthy smack heads together in one building block in the city and inner north. All they bring is social unrest, crime and drugs. At least have house ACT place people so they dont gather to cause unrest.
Yes	Yes		No	Good in theory. Retaining a suburb's character including setbacks and tree canopy are critical. The key question is how the ACT Government enforces these standards with developers (who will seek to maximise built footprint) in the planning and building stage, noting that developers may change their plans once they have approval. Maintaining limits on building height are sound too.	No	The text uses soft words (avoid, minimise). Risk is developers creatively interpreting guidelines to maximise build space that impinges on neighbouring properties. No set back or tree coverage standards?	Seems OK to me.	I think so. The question is how these standards will be enforced.	No	As above, ca we be clearer on maintaining existing setbacks and tree coverage. In Curtin for example, it is the consistent tree coverage and setbacks that gives the suburb its character, not the buildings.	100	No. Locating visitor car parking on "low use residential streets" will soon turn those streets into high-use and clogged streets if there is significant infill development. Need off site visitor parking that can be repurposed later on as innovative transport options become available.	I think the options will provide good car parking amenities on the site. BUT, the guidelines need to set minimum standards for the number of off-street car parks - ie at least one for each residence. To avoid clogging streets. To avoid preventing rubbish collection trucks and buses passing through. While we should all aim to reduce the number of cars per household, that is unlikely to happen in the short to medium term.	In addition to what I have said above, what is the Government proposing to do about compliance and lifting the quality of construction? E	No, for another reason		I would like to remain living in Curtin. But i would not live in any newly constructed home because of poor building standards.	Nothing extra.
Yes	No	Lack of privacy noise	No	not at all	No	In fill is a big problem	Anything for profit. No consideration for privacy and peaceful living.	Not at all	No	Not at all	0	Not at all	Not at all	The ACT Government has a history of allowing people to circumvent laws regarding property usage and poor design. Nothing will be done to stop badly designed housing.	No, I don't want to / I currently live in a detached house			There is plenty of land in the ACT without infilling suburbs and creating slums. It could be okay if it is restricted to Red Hill and Forest.
Yes	No	The growth in multi-dwelling housing in Canberra has meant that, as someone who is looking for a single-story family home on a reasonable block, we are being priced out of the market in favour of developers looking to demolish and built 2-4 townhouses.	No	The changes would increase diversity, but that doesnt make it a good thing. One of the attractions of Canberra used to be affordable housing for families, and the ease of getting around. As you push more housing into the existing suburbs you increase congestion, house prices and reduce the appeal of Canberra as a whole.	Yes		It depends on how do you define "appropriate".	This is one of the key issues to introducing "missing middle housing" is that houses become packed in and we lose the green space that is so appealing to suburban living.	Yes	The descriptions are clear, but I'd argue the outcomes are not "good design"	80	No. The roads/streets are already congested without pushing more parked cars onto them. Doing so creates safety hazards for people moving around, especially children.	If you want better parking whilst maximising space, then push for underground parking. Look at the typical houses that were build on a sloping block 50yrs ago, and they had a garage on the lower level and living space above.	Yes, the guidance is clear but the outcomes are not ideal for Canberra	No, I don't want to / I currently live in a detached house			
Yes	Yes		No						No	The guide enforces a distinction between side and rear setbacks that isn't as flexible as it should be. The guide should encourage good design outcomes even where these depart from convention, to maximise solar access and private green spaces	100		More use of permeable driveway and parking surfaces should be encouraged. I am concerned about the flood risk and environmental impact (heat, polluting runoff) of densification increasing percentage of hard surfaces		I already live in this type of home			My complex, Silver Gums on Collings Street Pearce, is a good example of townhouses with generous private space. It is working for different ages and family types, and is very popular with residents. I am concerned about the provision of amenities for denser housing. Our complex is close to Melrose Drive and previously enjoyed excellent bus service with stops directly adjacent. With changes to bus routes, we are now more than 900m from even the nearest local route, well outside of the policy settings. Thought should be out into how the siting of denser residential properties can be done in a way that fosters and secures accessibility, and promotes 15 minute neighbourhoods. Policy settings should consider neighbourhood context and guarantee local amenities
Yes	Yes		No								100				Yes, I'd like to downsize and stay in my current neighbourhood			Need more single story small houses with small garden for old people like me.
No	No	I like the existing layout and density of the suburb.	No	I think it increases diversity for a very small market at the cost of other people. Suburbs like ours are too far from major city centre for it to really be worth increasing the density. We live our here because we want the suburb life, the space for gardens and veggie patches, for fruit trees and a view. Building in the missing middle houses would take away some of those opportunities and fixing instead dwellings just big enough for a family just too far away from city centers with just not enough actual space for a family to grow.	No	It doesn't necessarily account for all the impacts redevelopment could and would have on surroundings dwellings.		No	No		10		Not very well	No. It doesn't account for keeping the distinctives of a neighborhood and adding to it rather than changing it	No, I don't want to / I currently live in a detached house			
Yes	Yes		Maybe	I've been disheartened with downsizing due to prices of body corporate fees. I would consider a townhouse where it has level access when I'm older and provide a level of safety as a single aged person.	Yes			Solar access and privacy is not always achievable on the older blocks. It may require mediation measures and definitely promote sustainable energy if possible, bit not enforced if it's unaffordable for the elderly downsizers	Yes		90	Add parking spaces to the roads			Yes, I'd like to downsize and stay in my current neighbourhood			
Yes	No	Not relevant	No	You are missing the point. Demand control is required			No change is the only appropriate option	No			0	No	Not well		No, I don't want to / I currently live in a detached house			Since when did demand become a four letter word?

No	No	There is an abundance of open grass lands that could be developed into housing	No		No							The problem will become aparent, when the roads are blocked do to parked cars everywhere.			No, I don't want to / I currently live in a detached house			
No	Yes		No	I think the re-zoning of suburban areas is long overdue and positive step forward. Canberra is a car dependent/centric city and ongoing urban sprawl is not without significant cost to future generations.	Yes		It seems to be okay.	Solar access is nice but only for true north orientation. East, west and south block boundaries should not be so restrictive.	Yes	Historically, suburban block set backs and envelopes were designed for quarter acre blocks but lead to expensive and inefficient outcomes on smaller blocks.	100	A car park should not be part of the gross floor area in low rise residential buildings. It severely limits design options and return on investment. Remember, small scale taxpaying builders are under tremendous financial pressure to build houses these days. Internal habitable floor area is much more valuable than a car space. Parking should be encouraged on less valuable and otherwise under utilised land like the front set back and median strip between roads and homes.	Current restrictions on parking on the median strips and in front of homes leads to everyone cluttering our streets by parking on the roads. Most people don't have time for gardening anymore so the question is - do you want cars parked on the street (ugly) or allow more freedom to design appropriate parking bays on median strips and in front of homes?	The proposed policy on tree canopy and garden space is vague. Land is very tight. For urban infill to succeed, first the taxpayer must be incentivised to re-develop their land without onerous restrictions. Return on investment for building homes is already at all time lows - don't make it worse.	Yes, I'd like to downsize and stay in my current neighbourhood			Incentivise small mom and dad developers to increase Canberra's supply of new homes by speeding up development approvals. Reduce land tax and stamp duties. Reduce building and development compliance and costs. Stop micro managing everything and let the local taxpayers and businesses do what they do best.
Yes	Yes		Mavbe	I support this project to build more middle housing in Canberra. I am a single young working professional and would like to make Canberra home in the long term. However there are very few options for me, that is, only apartment in high rise buildings or older buildings. I don't mind living in high rise apartment buildings but there are just too many built and being built. In Belconnen, there are construction sites everywhere building high rise apartment buildings with more than 20 storeys. There are several DAs approved and being assessed, it feels depressing when thinking about living in my own home where I cannot see anything but other people's lounge room. Woden is in a bad situation now and it's sad to see Belconnen is becoming the second Woden. If there is no option but apartment in high rise apartment buildings or older buildings for single young	Yes		very well	yes	Yes		50	yes	very well	yes	Yes, I'm looking for an affordable home in an established suburb			I support this project, which will provide more housing options. There are just too many high rise apartment buildings built and being built, it is not sustainable and it is not good for mental health and long term development.
Yes	No	I personally want to buy a home with some land (a decent backyard for my kids and pets to play). I feel we should hang on to our larger blocks, especially in South Canberra. I feel adding more houses will cause traffic issues, social issues, lack of trees	No	I think the additional dwellings will wreck neighborhoods, attract lower-socio economic families into established neighborhoods which will in turn increase crime rates (vandalism, drugs, etc), increase domestic disputes, increase air pollution (if wood fires are allowed), put pressure on infrastructure and busy networks	No			No				No			No, I don't want to / I currently live in a detached house			I think areas of the ACT that have apartments, close dwellings, etc look ugly.
Yes	No	I'm not keen to become a landlord	No	I think we need more townhouses and this allows for it.	Yes		Seems okay	Yes	Yes		60	Probably not. Parking is a nightmare in new suburbs and there are so many hazards. Need to think more about how people need to share house even in their 30s and you simply need a car to survive in Canberra. This isn't great, but it's not changing any time soon.	I think you're thinking single family occupancy still, with one car. That's not how we're all living. Not sure how to fix, but on street parking needs to be good, available, and not create an issue where you can't drive down the road or let your kids out to play. Bon Scott in Moncrieff is an example of how terrible it can be when single dweller households are the only consideration.	I think there's a lot of buzzwords about community and infrastructure and not real connection. Is the education department going to be advised and provided with plans to accept increased numbers? Are shops going to be able to meet increased capacity? Moncrieff was supposed to get shops. Gisalang was a nightmare for shops and keeping the school open and that suburb is prime for this kind of development.	No, I don't want to / I currently live in a detached house			I like it, I think it's needed. How you sell it to people and not get swamped by developers being greedy and cutting corners, I don't know. Moncrieff has been going for about 8 years and the houses here have issues you wouldn't expect in a house under 30. Poor construction, poor building approvals, dodgy builders. That stuff still hasn't been fixed.
Yes	Yes		Yes	Fully support them if it means cheaper housing for young Australians who wish to enter the housing market.	Yes		Very well. Infact make housing denser where there is walking distance access to the light rail.	Yes	Yes		100	Yes	It is adequate	Yes	I already live in this type of home			No
Yes			No	open green outdoor spaces and opportunities to live with Nature are vital. Builders always go concrete from fence to house, then hard roof and drive for the rest of the build. Water tanks are OK but the water isn't managed well. ALL the landscape would ideally be set up using Waterharvest techniques integrating storage in the landscape that roots can grow into. There are many landscapes with this infrastructure set up in the region, that have been working systems for decades. Also mini community gardens, social spaces/communal BBQs seats etc are preferable												
Yes	No	The proposed changes will not address the key issue: affordability	No	Very poor proposed chanegs.	No		Very poor.	No	No			No	Very poor.	No	No, I don't want to / I currently live in a detached house			The reforms are a solution looking for a problem. The real problem is affordability, which requires massive increase in housing numbers (which can't be achieved through 'missing middle' infill). We need thousands of homes and we need them quickly!
Yes	Yes		Yes	The new housing density can provide more options for people live in Canberra and also can buy cheaper property in a more convenient location.	Yes		The height and scale is reasonable to accommodate the needs for resident.		Yes		70				Yes, I'm looking for an affordable home in an established suburb			

Yes	Yes		No	The allowed size of houses are excessively large. New homes have almost no outdoor space, leading to increased childhood inactivity and obesity and developmental delays (gross motor etc). I specialise in this area. The ideas are good however the 'ocharacter 'oe is not currently observed. Heritage and older style homes are bulldozed to build massive monstrosities that do not sit well with the other homes in the area. Not enough single level disability and aged friendly housing with a courtyard and outdoor space. Older people would move into smaller (well designed- currently totally unavailable as builders and architects who have no idea design them. Many don't even have a linen cupboard, any kitchen storage. More extremely badly designed tiny boxes are not what the city needs or wants which is why so	No	Cost is prohibitive	Ok in principle but bad design and too many tiny rooms in properties. Instead larger living anes, less bedrooms and bathrooms that unnecessary. A three way bathroom can be used by a whole family. Ridiculous small useless rooms sold as a study, bigger rooms and less of them make more sense. Ugly box like structures made to poor standards, with flat leaky roofs, unsuitable for the environment without eves for sun protection in summer. not well built or double glazed or sealed makes EER a joke as the air rushes in around the doors and windows.	Overshadowing and houses poorly placed on block lack of setbacks from each fence has become a major problem in the suburbs. The rules were thrown out in favour of bigger monstrosities, all with 5 bathrooms and a cinema room and 6 car garage. Totally unacceptable for solar rights of neighbours.	No	Too close , ACT government removed the 1.5m from each boundary years ago to the city's detriment	0	Two, or one car park is all that is needed, parking pass like in other major cities so residents can park unlimited time on roads is desperately needed.	No room for trees on many of the existing plans and over use and footprint of buildings does not all enough outdoor space.	More well designed homes, almost non existent with current architects unable to make anything resembling good design. Not enough single level wide entry homes for disabled and elderly. You all need to watch the progam on design on the ABC that Malcolm Turnbull talks about this.	Yes, I'm looking for an affordable home in an established suburb			Community spaces for veggie garden play, walking etc essential in every suburb, multiple may be necessary.
No	No	More and cheapersnd and more houses. No one wants to live in a box	No	Atrocious. More land and homes with yards less migrants and a change of government	No				No			No no no not enough parking at Curtin			No, I don't want to / I currently live in a detached house			
Yes	Yes			With overlade. Canberra has been ruined by the developers. High rise blocks, constant construction going on everywhere and unsuitable/limited housing options. We have been looking for a smaller abode as we need to downsize and free up money to live on. Our options are limited. We would like a freestanding single level townhouse, preferable without body corporate fees. ideally near shops so we can walk and not have to drive. But the Government has not been building such townhouses. We do not want to live in a high rise. The townhouses that are built near shops are 2 storey with steps. And expensive. For us to downsize we would not free up any money and end up in housing that is too cramped. We cannot afford to pay expensive body corporate fees. The proposal to put 3 abodes on a single block is ridiculous. We									We need several single level free standing townhouses with a small courtyard. Preferable with low or no body corporate fees. Good design is important. There is often no storage in townhouses. Don't build up close to the road due to the noise issue. Privacy is important too. Often the traffic on busy roads can see straight into ground floor apartments or townhouses. Perhaps these could be angled to improve orientation and privacy	Yes, I'm looking for an affordable home in an established suburb			We bought our block of land in 1977 and established our garden over the decades. We now need to downsize as we cannot afford to remain here (the cost of maintenance and other factors). We would like a single level townhouse or a smaller house in an established suburb. We do not want to move to a new area that is raw without an established garden(been there,done that). We would like to live near some shops so we can walk rather than drive. Current developments near shops are mostly 2 storey and too expensive (eg. Chifley). I am tired of the lack of variety in housing in Canberra. We have looked for years at housing options. Nothing but slick grey, black and white apartments. Apartment blocks look like office blocks. We need more of a village feel. Housing needs to have some "character". If residents living on large blocks would like to remain
Yes	Yes		No	The emphasis on landscape and urban context is welcome. The design guide should encourage greater diversity of well-designed built form.	Yes		This matter is well handled	There is a good balance	Yes		80	I live in a 1980s townhouse complex which does not cater well for the increased vehicle density of the 21st century, let alone the increased size of individual vehicles. The guide needs to acknowledge that vehicle density is unlikely to decrease in the medium term.	As above, the guide needs to acknowledge increasing size and density of vehicles.	The ACT produced a good range of missing middle housing in the 20th century. The guide is a useful re-orientation away from the false dichotomy of detached single housing vs apartments. A brochure-style summary of the design guide would be a useful tool for architects, developers, real estate agents and house buyers. A series of short videos would also be useful for social media.	I already live in this type of home			Good design is critical to the success of the missing middle reforms. A missing middle award presented by the ACT Government as part of the ACT Architecture Awards would be a useful way of highlighting achievements in this housing category. I also propose the introduction of a missing middle design review panel, chaired by the Government Architect, to oversee the implementation of the reforms for at least a ten year period.
Yes	No	One house is plenty, and mine suits my circumstances. It was rare though, and others should be able to benefit from similar housing.	No		Yes		I think this is fine.		Yes		90	I don't think so, I feel there should be more parking. As background I live in an area of 2 story duplex blocks with land sizes under 300m^2, and the lack of parking is the largest downside of the area. Remember to take into account that with these smaller block sizes (and plenty of driveways) there is very little parking space on the side of the road, which makes having parking spaces on people's blocks much more important than it is in other areas. I feel the width and busyness of the road also comes into play (my road is narrow). Cars parked on narrow roads or very busy roads can be problematic. I'd be ok with less parking on streets with quiet wide straight roads (wide enough for cars parked on both sides to not block traffic).	I don't think masses of cars parked by the side of the road are a pleasant landscape. Having more car spots would help move them out of sight. But this isn't a big factor.		I already live in this type of home			I feel there is also an opportunity to place missing middle house on new land, rather than wait for existing houses to be demolished and replaced. In Ainslie there are a number of low use green spaces. These are characterised with uneven ground (not suitable for sport or even games of frisbee), grass (often long) and with a few trees. I'd recommend using some fraction of these as locations for houses, while keeping and upgrading the remainder. Examples are: * Fisher Place (put houses on the North and South sides, keep the scout hall, improve the west side and center with play equipment, seats/tables/bbq, flat grass and more trees (along the road) & maintain walkways through the area). * Sutter reserve

Yes	No	Happy with current home and its amenity. Do not want to live closer to others.	Maybe	Generally happy. Removal of minimum block sizes is a major improvement in densification.	Yes		Seems a readable document. The requirements are prescriptively over the top. I see the $$ signs mounting up as each requirement in the document emerges. It may achieve infill but not affordably. I don't expect a redevelopment would be cost effective.					50	No!! You will generate ghettos of streets filled with cars with these approaches to reducing parking available. (I speak from current experience in our relatively low density neighbourhood but with limited street parking.) Perhaps you can reduce current parking if the location is IMMEDIATELY adjacent to tram services but elsewhere it is a fiction that materially less car parking is needed for families.	No - see comments above. It is all but impossible in most non-town centre suburbs in Canberra to run most households with nil / only one car.	No. Speaking from experience your planners will consider these "good design" documents as locked in stone, and generate impractical / expensive design constraints.	No, I don't want to / I currently live in a detached house			Requirements to abolish existing gas connections?? Why?? Requirements for analysis of embodied carbon etc.... ?? The architects will have a field day in fees to meet all these requirements / analyses, and the DA approval times will extend out proportionally. Based on other ACT govt consultations I expect that none of these comments will be taken seriously and these drafts will all go through for approval without any material alteration - but I tried....
Yes	Yes		Yes	I think the proposed changes address the housing situation in Canberra sensibly and will make a positive impact on the liveability of the city.	Yes		I think the guide is good but is not clear how the concepts will be applied to existing residence who don't have the luxury of planning from the start. How will they be treated. Will there be some scope for existing properties that may meet most but not all the requirements exactly to still convert to unit title etc. The focus is on new builds but there is so much housing that could be opened up through existing situations. I don't think this is addressed much.	Im not an expert here	Yes			100	yes	currently cars park on nature strips all the time even though they arent supposed to but there is a need so formalising this only makes sense.	It does, my concern again is some flexibility for existing properties that may struggle to meet all on the new design requirements.	I already live in this type of home			I already live in a missing middle type situation that we hope t convert to unit title. My concern is will exisiting properties have to meet all the requirements or will meeting most of them be enough to convert. I fear many existing opportunities will be lost if there is not some flexibility provided in these circumstances. For example I have ben told that the current policy does not allow me to convert to unit title because our second dwelling is 123m square which is just 3 square metres over the new limit. This does not seem to take into account that our block size is well over the 800 sqm as it is over 1200sqm which cleanly is very large and can easily take into account the 3sqm that the second property is over. We dont have the luxury of planning from scratch to meet the requirements, but are so close it seems ridiculous to exclude us. I worry this will be the case
No	Yes		No	Very well.	Yes			Build community batteries!! Please! It doesn't make sense that we still pay energy companies despite feeding excess energy into them.	Yes	Community Batteries		50	Have parking spaces with shades that can have solar panels on them. And attach charging stations to the parking spaces.	Have parking spaces with shades that can have solar panels on them. And attach charging stations to the parking spaces.	Just please build well-insulated homes. Every home is so cold.	Yes, I'm looking for an affordable home in an established suburb			Please build community batteries and train builders to insulate homes well.
No	Yes		Maybe	A modern city should have diverse choices, while respecting the needs of residents amenity, access to walkways, parkland and community facilities.	Yes		I believe the design parameters for smooth transitions using the step-down approach addresses typical scenarios.	Some sites would require modelling, for overshadowing of community spaces, with consideration to insulation. (Access to daylight throughout the day)	Yes			80	As many households have muliple occupants who own motor vehicles, there should be secure undercover, with some underground parking provision for this wholly within the site, including long stay and overnight visitor parking via permit. Short stay Visitor Parking on side streets adjacent should have time limit system in place. We know residents parking on streets restricts access to waste & garbage collections.	Parking underground would be preferable, allowing greater amenity and green spaces. No electric vehicle charging in underground areas, due to inherent, well documented fire risks for such vehicles.	I would add a semi-permanent Popup at University of Canberra School of Design and the Built Environment and at other major educational campuses, including TAFE. Additional Student Accommodation within campuses could be an ideal model and alleviate pressure on the surrounding suburbs.	Yes, I'd like to downsize and stay in my current neighbourhood			Encourage people to use the feedback forms and reply to the "whataboutism" type Facebook comments. Placing the Formlink at the beginning of social media posts, rather than the end, might have an uptick in engagement. ðŸ¤” The Document Library with the proposed amendments should be highlighted and each link included in a TL:DR version for social media.
No	Yes		Maybe	Excellent if the prices can remain low for first home buyers. These medium density housing should receive priority in having permits granted. Building restrictions should be more flexible. Maybe current townhouses should be allowed to build extensions even if they are in a body corporate complex.	Yes				Yes	The less setbacks required the better. Front yards are not functional if they aren't fenced off.		100	On street parking should increase in areas where missing middle homes occur.		Yes. The less we restrict, the more we allow creativity.	Yes, I'm looking for an affordable home in an established suburb			I urge more land around the centre of Canberra, such as areas in Symonston, around Mitchell, between Canberra and Queanbeyan, to be developed with middle housing. There are a lot of underdeveloped land in the centre of Canberra.
No	No	They're not suitable home options	No	It's going to drive prices up more	No		.	.	Yes			0	No People have multiple cars per household, more if they have teenagers	It's fine for that		No, I don't want to / I currently live in a detached house			
Yes	No	nervous that you buy a home and then its value decreases because 4 townhouses are crammed in next to you. You invest in a home and then there is no security that investment is protected.	No	this is a disaster waiting. this isn't diversity - this is just letting developers' pocket at the expense of communities and the environment. we'll be left with a compromised environment, traffic issues, noise/light pollution and the developer that profit of it will be long gone.	No	the only ppl this benefits is developers.	this is pathetic. a poor attempt to 'try' and preserve character. This is purely removing red tape to allow developers to profit off every inch of yard.	no. Have you truly considered what it is going to be like for families when children are playing in their backyard and six x 2 storey townhouses are looking down on them? our the noise pollution that comes have up to 12 families instead of 3 on your boundary?	No	this is manipulating setbacks to cram people in and create slums		0	no. 'some visitor parking may occur on local streets' is not a solution. there are already problems with safety impact to street landscaping and trees. quite suburban streets already look like car parks and this is only going to make it worse. all residences should have a minimum of 2 car park OFF street.	it is not a 'pleasant street scape', at all. All housing/unit should be built having a mandatory 2 car space. the congestion on streets is a safety hazard. How do you propose to protect street trees and access when there are cars all over the place. its one thing to create a computer generated landscape but reality is it wont work. drive down streets in crace where you have to navigate not hitting cars on both sides of the street. the reality is if two ppl live in a unit/townhouse/house there will be 2 cars	no this will happen to people. developers will do as they please and the existing residence access to this stupid document of not will have it happen to them.	No, I don't want to / I currently live in a detached house			this is ridiculous - why have zoning areas at all? yet another brain fart that act residences will pay for. If the ACT govt is serious about making housing accessible and affordable you should address issue with delays in approvals and reducing the burden of increase costs associated with mandatory adoption of the national building code. Look at the current housing stock and the added cost and obstacles associated implementing this and the impossible loop holes the govt has introduced. The hypocrisy to introduce this policy and push environmental policy for tree canopy, urban water and solar. What about the cost to the environment from increased noise pollution, light, traffic, urban runoff/recharge. This stupid scheme should come with compulsory

Yes	Yes		Maybe	With the population growing rapidly in Canberra, I think providing flexibility to homeowners to redesign their houses and construct a second home or townhouses would be beneficial for both the homeowners and future tenants. Canberra land size is small compared to other states and therefore spaces should be use efficiently with causing too much impact on the environment as well	Yes		It does covers all aspects	Yes	Yes		60	Yes	Yes	Yes	I already live in this type of home			
Yes	No	They rely on strata and developers to act in accordance with consumer best interest. One is not at all regulated and the other is demonstrably often not acting in consumers best interest.	No	They do not accomodate growing families. The proposed housing is often 1-2 bedroom, which are often on small footprints, or tiny three bedrooms apartments/townhouses to at are absurdly priced. Not a realistic offering for young growing families. All the while actual housing is too expensive or remote.	No				No	They do not require the extra space to be translated into spaces which benefit the communities involved. It just means developers will squeeze an extra dwelling in. It also takes away from public space.	0	No. Parking is a nightmare in most neighbourhoods already and the proposed changes do not account for growing or maturing families.		Growing family considerations and public space considerations. Also additional safe walkways through neighbourhoods. Public waste is also not mentioned.	No, for another reason		See comments about problems with strata and developers.	You have to regulate strata if you are going to push for this type of housing. Developers also must be held accountable for the quality and finish of builds alongside builders to secure consumer outcomes. Otherwise you are just driving a whole generation into housing that will cost them thousands in the long run
Yes	Yes		Maybe	Changes are a positive and necessary step.	Yes		Seems good.	I think so.	Yes		100	Yes - support reduction in car parking requirements.	Seems good. I would encourage additional focus on enforcing parking rules where neighbourhoods have higher densities. Parking on the street is great, need to avoid illegal parking on nature strips, etc.	Looks great.	Yes, I'm looking for an affordable home in an established suburb			
Yes	No		No	I object to destroying existing suburbs in order to satisfy a housing shortage that was caused by all Governments in Australia, yours included. The family block with its own house and yard is the home I grew up with. Seeing the clusters of houses built on top of each other is justified by the lack of housing but it is just a way for developers, etc., to make more money. I have a Town Planning and Engineering qualifications and I can see you are destroying Canberra.	No	The premis that this plan is based on is invalid. The existing suburbs should not be touched for monetary gain.	Again, you are building up to enable more housing on a block destroying the existing suburbs. Suburbs such as Watson do not have roads that can take the present traffic and the housing was never designed for more than a one car family. Things have changed and no Green dream is going to change people wanting their own transport. This increase in housing will drastically increase traffic and parking.	Well when my neighbor built another story I never got an notice until it as completed. As a result we miss the morning sun. I don't trust your plans.			30	You are kidding! It is a mess now, how will families meet these restrictions once the children want their own vehicles. It is no good planning for something that will never happen.	As above.	The plan is designed to get the outcome you want - not what people who live in the areas want.	No, for another reason	As my comments above	Typical Green dream.
Yes	No	Will increase the density of existing suburbs whileThe infrastructure remains the same (roads, schools, parking lots)	No					No. That is another problem with this proposal. My and my neighbours house are of the same style, built same year, same height. I don't want to have a 2 storey townhouse next to me							No, I don't want to / I currently live in a detached house			
Yes	No	I don't have budget	Yes	We need more short stay accommodation														
Yes	No	Risk of buying a detached house that in the future has apartments, triplex, etc next door.	No	It does allow more choice.	No	This encourages developers to build large blocks of apartments which are not suitable for a suburban environment: shading, too much traffic on suburban streets, inadequate onsite parking.	Not well. Such buildings should be allowed on suburban streets.	No, there is nothing that can be done about shading and over looking if a three story or taller building is allowed. Such buildings must not be allowed in suburbs.	No	It is clear the aim is to allow the maximum percentage of the block to be covered by building.	90	No. Consider this scenario: an existing detached house is replaced with two townhouses which are each inhabited by families with driving age children. Suddenly parking for 8 cars has to be found. Our streets will become clogged with parked cars limiting access for emergency vehicles, garbage trucks, etc.	Poorly.	No amount of guidance on good design outcomes will avoid the reduction in amenity, quality of life and convenience suffered by those living in the few remaining detached houses.	No, I don't want to / I currently live in a detached house			If the proposal is implemented it will become virtually impossible for families to buy a detached house as every detached house that comes up for sale will be bought by developers or builders (who have unlimited funds compared to ordinary people) to replace it with townhouses or apartments.
Yes	No	Because Canberra is already too overcrowded, there is no proper traffic management, and the new subdivided houses will be overpriced anyway	No	It is irrelevant, as the ACT Government is going to do it regardless of public opposition. Had governments in Australia started planning for the doubling of the population in Australia between 1970 and 2025 in 1970, this knee-jerk reaction to fixing the issue would not be necessary.	No	Building standards in the ACT are well below satisfactory.	It has not occurred so far, when the ACT Government has inflicted high rise onto residents in Belconnen, why would this next stage be any different?	No, one of my relatives lives in one of the new, sterile, Mc Mansion suburbs in another city. Even for stand-alone large houses, built on tiny blocks, there is little privacy. From my relative's home, I can see into at least two other properties, when no one wants to be able to see into their neighbour's house. There are few trees, which will take years to grow anyway. More and more trees and green space is being lost by the ACT Government's obsession with medium to high density. Where are the studies about the effect of forcing people to live cheek-by-jowl on top of each other? Of course, the psychological, physical and emotional toll of being forced to live like rats is never mentioned or considered by ACT bureaucrats or politicians.	Yes		50	Absolutely not. Public transport is set up to suit the union, not the needs of passengers (note that it is offensive to refer to passengers as customers). People are forced to drive just about anywhere in Canberra, the roads are far too narrow, many allow allow one over-sized abomination four-wheel drive along the carriageway, while the car coming on the other direction has to pull into any space to allow them to pass.	It does not.	No, inflicting medium to high density housing on Australians to fix the lack of social, town and infrastructure planning over the last 40 years is not the answer.	No, I don't want to / I currently live in a detached house			No, the ACT Government is providing this survey to say it has consulted. They have already decided to do it.

No	Yes		No	The proposed changes encourage a greater profit margin for developers, not for residents of this city. Drive through any new suburb and the blocks are already NOT large enough for genuine liveability. Gutters are one gust of wind away from touching and most yards are not large enough for children to play in, yet new suburbs are being built sans ovals so there are less opportunities for children older than 10 to play outside and be encouraged to play sports because their city is too concerned with squeezing as much profit out of an area as possible.	No	You are, again, aiming to reduce easements and restrictions on the amount of a block that can not be developed.	This is an interesting proposal, there should have been height restrictions (that the government didn't roll over for developers on) throughout the entire city. 6-8 Storeys absolute maximum in town centre areas (Woden, Civic, Belconnen, Greenway, Gungahlin, etc.), we should not be trying to compete with Sydney purely based on ill advised attempts at drawing in younger residents to the city. We live in a currently threatened picturesque valley, that does not actually require high rises! Placelogic have gotten away with turning it into their own version of a home brand, discounted, New York. Our city planners should be researching both major and smaller scaled European cities that have been made liveable, walkable, and environmentally conscious.	There is no way to functionally integrate both mid-rise developments and single dwelling properties on the same city block without compromising on either privacy or solar access. If they are built it should be closer to the developmental layout in Kingston where there are streets for single dwelling and streets for mid-rise developments. I implore you to research the effects on privacy, solar access, parking availability, and issues with waste removal on Owen Crescent Lyneham where a huge block of flats was built that blocks out all sun to any properties behind it. As well as Dooring Street in Dickson facing the exact same issues due to large scale building in an inappropriate spot, all due to our government being too blinded by the thought of money from developers to say no!	Yes	The diagrams are clear; however, obviously designed to avoid mention of the slew of problems that will follow. They all show ONLY one block at a time and all photographs are carefully chosen to not show the shade these buildings provide.	0	No. No matter how the government/placelogic/developers skewed that survey it is based maybe upon people's preference and not what they actually do. Drive through, Wright, Dickson, Lyneham, Kingston, Holt, Taylor, or any other suburb where developers were allowed to put visitor parking on the street and you will struggle to actually drive through the street let alone find a park. PARKING SHOULD BE PROVIDED ON THE LAND YOU ARE USING, IF YOU CANNOT FIT BOTH THEN THE BUILDING IS TOO LARGE.	Not at all.	You have yet to address any problems that come with these developments, government housing flats , excess waste and furniture dumped, parking issues, large imposing street frontage (exacerbated by relaxing easement laws), limiting solar access and privacy for neighbours and the street alike.	No, for another reason		I want a liveable home to raise a family in with a yard.	
Yes	No	Does nothing to reduce administrative burden	Maybe	The proposed changes are all about form and design but do nothing to reduce the burden and excessive administrative processes in place. It should be possible to build a "tiny" house in your backyard with a 3 page form and a few attachments and no further DA/BA requirements. Maybe some pre-approved designs could be made available? Same for a small renovation that adds a secondary dwelling by adding to and reconfiguring an existing one. Obviously a pre-sheet and final inspection should be required, but any more than that is unnecessary red tape.	Yes		Very vague, will be exploited to maximise height.	Yes it seems sensible.	Yes	The main problem is that the front set back has been too large for too long and existing dwellings are too far back on blocks to allow for additional dwellings to be added without demolition.	60	Garages onsite will always be filled with junk and people will park on the street. In some of the newer suburbs with skinny streets this will be a nightmare. The older suburbs there may be enough space for on street parking.	Not well, Existing street width and on-street parking capacity should factor into onsite parking requirements.	Too many details to the point where the main goal has been drowned.	No, I don't want to / I currently live in a detached house			Again I will reiterate, your biggest problem is excessive administrative requirements for building in general. There should be a "simplified" BA process for smaller projects, that does not require pages of drawings and forms. This will reduce the costs of housing in general as well as provide for these middle houses.
Yes	Yes		Yes		Yes											I already live in this type of home			Fully support and agree the canopy and character of these suburbs is paramount. I believe my own property is a good example of what can be achieved (although I would need to make some hardscaping and landscaping changes to allow for the parking requirements). Please see my attached submission.
Yes	Yes		No	They seem to encourage more flexibility, which would enable more diversity and choice.														Increasing housing density is far preferable to bulldozing more land for urban sorawl.
Yes	No	I'm not looking to buy or sell	No	I think this is great and consistent with the likes of the Grattan Institute that more density is required outside of CBD's. I do think this survey design isn't great though. Due to the specific nature of your questions, only a person would considerable time would get time to complete it. Hence you will end up overweight developers and old people... both interest groups do not represent the entire community. I hope you encourage feedback from a greater section of society about the broad principles rather than specifics of plan changes, and you weight the survey results to reflect community proportions.													See my first comment.
Yes	No	I believe the proposal will damage the unique appeal of Canberra as the "bush capital".	No	Extremely poorly.	No	There is not sufficient protection of existing amenity and enjoyment of the bush capital characteristics.	Very poorly.	No.	No	There is not sufficient protection of existing amenity and enjoyment of the bush capital characteristics.		No	Extremely poorly	No. It is too skewed in favour of developers and not residents.	No, I don't want to / I currently live in a detached house			There is not sufficient protection of existing amenity and enjoyment of the bush capital characteristics.
Yes	Yes		No	The proposed changes look acceptable. I appreciate that the reduced planting area is competed by an increased minimum in tree canopy cover. I believe these changes will offer more ways for young people to enter the housing market, and for older people to downsize while maintaining their place-based networks.	Yes		Seems acceptable.	I am not qualified to comment on this.	Yes		100	I am opposed to car proliferation, and live in a one-car household, however I think there might be too few spaces allotted. As it stands, Canberra is a car-centric city, and until there is a more robust rail+bus network, which could take decades, I think the number of spaces in the Draft Plan and the method for which urban spaces are counted might only lead to congested roads.	As above, I am concerned (without evidence or modelling) that the resultant behaviour will be increased numbers of cars parked on verges and in the street.	Yes. I think it is a commendable document.	No, I don't want to / I currently live in a detached house			I run a small business from my shed/workshop. If I were to sell that and remove the need for a detached workshop, then I would consider it.
No	No	Then I will just be crammed in an overpopulated suburb that doesn't have the infrastructure capacity to support a boom in population.	No	This is a bit of a leading question, of course it allows for more diversity and housing choice - but it is a bandaid solution with the potential for unintended consequences on the livability of our city. Australians are obsessed with the idea of owning a house in the suburbs, but in other countries renting is considered normal, living in apartments is normal etc etc	Yes		It seems very loose.	I don't know the answer to this.	Yes	These questions are bias. Yes they provide clear descriptions but I do not agree with them.	20	Relying on street parking is going to have so many ongoing issues - both with safety, with road maintenance, with access to bins, access to footpaths, access to bus stops, road wear and tear etc	Not very. Basement parking was a good idea though.	It adds clear guidance, I'm just not convinced its a good idea	No. for another reason		I do not want to live in a situation where the suburb I am in was not designed for the population it has. I can see the pressure on infrastructure and degradation of green space quality already negatively impacted by urban infill.	People enjoy Canberra as the "bush capital" for its green canopy, it's large blocks, access to nature and overall high standards of living. We risk overpopulating our suburbs with urban infill and then overpopulating our city when we haven't invested in the necessary infrastructure (health system, water/dams, electricity, refuse management etc).
Yes			No	Yes				Maybe not										

Yes	No	Already own our flat. If we had money to buy an investment, it would be another flat (cheaper and less maintenance) but the latest rental law changes make it less attractive (new pet rules, difficulty in terminating bad tenants- must tribunal process now)	No	Having just read up on the topic, I've changed from "not keen" to "grudgingly ok with it". Yes, the proposed changes definitely allow for more medium-density housing, simply by changing the rules.	Yes		As well as can be expected!	I read it - seems ok. When we lived in a suburban family home, we found that the trees were the largest restrictor of solar access. We had both PV (1.4kW only) and solar hot water. Privacy measures seem ok. People on ground floor dwellings will need good security measures. Every population has a percentage of people who like to help themselves to other people's stuff…and the more people within walking distance, the more burglars. You don't want to be the easiest target! Interestingly, in the suburban street we lived in for 20 years, burglary was almost non-existent, whereas in our apartment complex the storage cages are frequently broken in to, and vandalism and dumping happen.	Yes	Seems ok	50	From what I've seen (p62) it looks as good as it can be. People have to realise that when they choose medium-density living, they will be compromising the living standards they would otherwise have in a suburb and existing neighbours "nimbys" will also be affected. Street parking is almost impossible where we live (high density) - all paid and time-limited. It's hard for people from the suburbs to visit us, eg for dinner. We have one car among four drivers. That's the price paid for choosing to live in a flat.	It looks fine, it's a compromise, of course, but it looks as good as it can be.	Yes it does.	No, for another reason		We've chosen a 1br flat (3 of us in it) so we can travel in our retirement, with no maintenance. When we're too old, we might consider somethine with a small garden.	Having read about it, I've become grudgingly accepting of it. There seems to be a demand for it, and blockages to it happening, so this will free up the construction, and the proposals seem to have been thought through quite well. Houses have become expensive because people know it is the only CGT-free investment they can make (and a demand/supply mismatch) so this will help. The statement, "limited land available in the ACT" ignores the fact that people can live in Queanbeyan or Murrumbateman! By the way, why do you let people live homelessly outside shops and in parks and bus shelters? Is it legal? There was 10% unemployment in the early 1980s and people did not do that because it wasn't permitted then. Where are they urinating and defecating? And vomiting when sick? And litterine? Can't you just build a
Yes	No	More people jam-packed in already small spaces and puts more eressure on infrastructure.	No	I don't think this is the solution. Higher density housing leads to social problems and puts even more pressure on underdeveloped infrastructure like roads, schools and hospitals.	Yes			Not at all, everyone living on top of each other, nowhere to play/relax/hang washing/garden. Limited parking.	No		10	No, parking is still an issue and it won't go away just because there isn't sufficient parking available. More and more cars are being targeted by thieves as well on the streets.	Not well - unrealistic		No, I don't want to / I currently live in a detached house			
Yes	No	people want a HOUSE with a yard . The ACT is huge. Develope Tuggeranong west of the town centre like it was intended.	No	Allows for diversity, but people want a HOUSE with a yard. The only reason they dont have one is the cost. You have created a market for the MISSING MIDDLE. Its not what people actually WANT.	No	people dont WANT this. They only NEED it because of supply.	Yawn.	No.	No	It just makes neighbours build closer to fences and hence closer to neighbours houses reducing privacy.	0	no	no	no. it is biased and unworkable.	No, for another reason		it would be horrible	id like to but, if you don't have anything good to say....
No	No	Not enough room for dogs in little backyards & I am not eligible for a mortgage	No	I strongly doubt the options will meet the needs of those most in need!	No	The climate, rain run off and tree growing will be hampered, what about bin collection & parking??	The climate, rain run off and tree growing will be hampered	The climate, rain run off and tree growing will be hampered,	Yes		80	NO	It doesn't, especially when you add in bin collection	nothing is more appalling than "cookie cutter" identical housing street by street - this will grow with these designs & ACT will decrease it's unique structures more and more - anyone looked at the current new buildings lately??	No, I don't want to / I currently live in a detached house			be ready for an increase in mental health needs with packing more people together - oh, that's right, there's not enough of that either!
Yes	No	I am content as I am - I do not deny that that the missing middle has a place if implemented properly	Maybe	It adequately covers the range of housing types								Guidelines need to be developed that are not prescriptive but guide for adequate car spaces on the property. Suburbs character is destroyed by not enough car space and too many cars. Many of these houses will become share houses and will have two bedrooms and two cars or three bedrooms and three cars or four beds and four cars. This is the way of Canberra and a guideline that is not prescriptive but alludes to this reality will make sense. Existing roads and pavement infrastructure in older suburbs does not allow for on street parking. Instead cars are parked all over the pavement and fronts of houses and it is up to pedestrians to dodge. If cars are the most important thing this is fine - if pedestrians are important - this is not a desirable outcome.		What is missing is traffic assessment and the cumulative total of car movements that may be critical in locations ear shops - particularly if parking is not adequate. If each additional residence provides 4-6 additional car movements per day, and enough consolidation occurs particularly near shops and schools, you will be creating parking and traffic issues that will then have to be remediated by the rate payer not the developer.	No, for another reason	In Canberra every house I have been in that is medium density is built with minimum specs. Doors, corridors, eaves. Everything is done to be cheap and they feel like trash that will date and be knocked down as land fill in twenty years.	Missing middle needs to have single level quality housing built for our aging population. They are a massive downsize market who I fear will be priced out by cramming as much as possible with as many levels as possible most of the time. This will be done to maximise profits for sales to families. Comment on urban consolidation using an older suburb like Curtin as an example. Most people accept that urban consolidation is inevitable. Most accept two level building but very few find three level buildings acceptable in a Canberra urban street. Three level buildings are acceptable around shopping centre zones and they should be confined to this. A single shop (the old corner store) that has never been viable is not a shopping centre zone. The suburban shops are a shopping centre zone.
Yes	Yes		Maybe	Proposed changes are very good and hopefully will bring in meaningful improvements to housing availability	Yes				Yes		100	Yes			Yes, I'm looking for an affordable home in an established suburb			https://www.youtube.com/channel/UCE1iJS2XKYeT4KzdsQGfBBw
Yes	No	too costly	Yes	All large blocks say over 900 square metres should be approved for dual occupancy.	No	too confusing need to be made simpler	its ok	All houses should have solar and battery installed	No		50	No more parking required all over the ACT	not enough parking	all houses need to have solar and batteries installed	Yes, I'm looking for an affordable home in an established suburb			
Yes	No	Street infrastructure does not support dense occupancy, Quality of life removing free personal space, on street parking is a hazard. If everyone is now parking on the street you cant even have guests to your own home, Release more land.this is not healthy	No	Sustainability and not growth. If i was to combine 2 or more block it would be to build one property. The shrinking block size and poor workmanship has made building a new home undesirable. 70 per cent of new housing within the existing urban footprint is an unrealistic expectation, only way it would be occurring is that the system fails to improve land releases forcing parents to subdivide or rip down the family home so their children have somewhere to live. bank of mum and dad does not exist in a modern landscape.	No	Sustainability and not growth. 70 per cent of new housing within the existing urban footprint destroying quality of life	Two stories and basement and i can extend level with my garage, that is a change i can support	If a car cannot drive up the side of the home the neighbour is to close, rented in Crace out of desperation and i can tell you. no natural light despite a free-standing home, could never get the home warm without a huge bill, Building regulating and high density has failed	Yes	This needs to be applied to existing builds, I would love to utilise my property without looing my back yard	100	Driveway must accommodate full length of car without going over foot path, street parking dependant on width streets to accommodate traffic flow	well as long a property lines do not require shared usage, voice of experience it does not work	no if it is to build more homes yes if it is used to improve current block usage	No, for another reason		reduction of privacy and space	this is destroying this town. leave sydney to sydney
Yes	Yes		Yes	I think they are a vast improvement to the former plan, particularly doing away with the absurd requirement to build only a 120sqm house on an RZ2 block. I would like to see the site coverage allowed to increase to at least 50% and do away with the two for one replacement tree policy.	Yes		Increase the site coverage to allow for more dwellings to be built on smaller lots.	No, I think your privacy guidance is over-the-top. WHere older houses were ok to look into neighbour's yards, replacement homes cannot. That does not make sense.	Yes		100	No. Peaolpe have cars and will for ht eforseeable future. EVs need power. You need to have parking off street.	not at all.	Yes	Yes, I'd like to downsize and stay in my current neighbourhood			
No	Yes				Yes						70				Yes, I'm looking for an affordable home in an established suburb			

Yes	Yes		No	No high rises Dual occupancy with green space More single level dwellings	No	Too condensed	No high rises and adequate green space for dense community areas				50	There is a terrible misbalance where denser housing means more occupants and more cars parked on streets	Average	Highest to be level 3 or 4 single level access via lifts	Yes, I'd like to downsize and stay in my current neighbourhood			Please don't condense it like woden. Too many highrises there already and very little to no green spaces between them. Looking ugly
Yes	Yes		No															Can you please stop allowing the building of townhouses that go over 3+ levels. Nobody wants this type of housing. It's not accessible. More supply of this creates more issues for aging, persons with mobility and accessibility issues or anyone who doesn't want to live over four levels.
No	No	Do more land release!	Yes	Do proper houses, not shoe boxes, minimum Size should be 100sqm.	No				No						I already live in this type of home			No good for young families, too small
Yes	No	I finally own my home after a 25 year mortgage. I like the current RZ1 character and charm of Griffith as is.	No	There is no missing middle across the inner south. The census tells us this. Apartments, flats and townhouse far out number single dwellings. There is plenty of diverse housing choice in and across the inner south currently. Single dwelling houses on larger blocks are highly valued and sort after by many Canberran families which allow choice in the many private, catholic and government schools and colleges within the inner south.	No	It does not focus on neighborhood consultation, suburban character, solar access for neighbours, maintaining trees and the tree canopy or appeal rights.	It simply gives builders and developers open slather as there are no rules that must be complied with.	Their will be no trees as the trees will be removed to build mini mansions. There are no block inspections so the trees are simply removed. Solar access will be severely restricted to neighboring homes given the changes to set backs and the bulk and height of the new dwellings. Again, no rules, no inspections, no enforcement, no fines, no confidence, no trees, no sunlight.	No	This is simply removing neighbours privacy, solar access and amenity.	0	Have a drive around Griffith day or night (particularly night) and witness the excessive street and verge parking. Many streets are one way give the parking on both sides of the street. Renascence, Illume, Amaya, etc	Totally insufficient parking.	The entire concept is floored.	No, I don't want to / I currently live in a detached house			What happened to the Eastlake precinct?
No	Yes		No	The proposed changes are an excellent first step to allow more housing diversity and choice, which will flow through into improved housing affordability. The relaxation of site coverage restrictions, maximum dwellings and minimum block area requirements are great and will support the transition to more sustainable, liveable, affordably communities throughout Canberra. The proposed changes could always go further to enable more density, greater maximum density, etc. to really maximise the affect on walkable, liveable, sustainable communities with more affordable housing than these proposed changes suggest.	Yes		Well - but higher building heights and greater scales will also support more efficient use of land, more feasible developments, more customers for local businesses, more walkable and liveable communities, etc.	Solar access is important but should be more important for larger scale developments. Remember - the larger a development the more energy efficient it's likely to be anyway! So first and foremost prioritising larger developments on a given parcel of land should be the priority over 'neighbours amenity' and overshadowing. Why is 'overshadowing 'a bad thing anyway - with the effects of climate change beginning to be felt, shadows help to keep buildings cool in Canberra's harsh, and lengthening, summers.	Yes	It does a good job, but could be improved to eliminate frontage setbacks to the street and sides of residential buildings to make developments more feasible for developers and land owners, and achieve more housing in the same land space.	100	More car parking and more housing development and incompatible with walkable, sustainable, and affordable communities. Therefore and provision of car parking on-site should be kept to a minimum (via parking maximums) and paid parking on key streets in communities. Parking permits on local streets and demand-responsive parking on key streets and side streets can also be employed to ensure the trade-offs/externalities of parking are incorporated into their price. Bicycle parking should be maximised and proximity to public transport should be referenced in the design guide where applicable.	Car parking can't provide a pleasant landscape outcome - it produces impervious land uses which are unpleasant and damaging to our landscapes.		Yes, I'm looking for an affordable home in an established suburb			Overall, these are great reforms and should be implemented. They provide Canberrans a great first step to see what gentle density looks like, and all the benefits it provides for the long-term. The ambition of the reforms should be even more significant if these really are 'once in a generation' reforms as stated by the government website - minimising/eliminating setbacks, less concern about overshadowing, minimising car parking, maximising scale and height of lots, and maximising site coverage will all enable more feasible developments and therefore more actually built middle middle housing, and lower housing costs, among a plethora of other benefits that I have previously mentioned (environmental sustainability benefits, financial sustainability savings, safety improvements, govt. revenue gains (even more so with
Yes	Yes		Maybe	Perhaps, however not all blocks will be suitable and there needs to be some flexibility with removal of trees. Possibly a requirement to replace trees that need to be removed for a successful re development of the block. Clearly old growth eucalyptus should be ever be removed but introduced species should be allowed to be removed if needed. Some cap or restriction on appeals for objections needs to be considered as well. These appeals can't be ongoing and impede development. A fair and reasonable objection needs to be considered, assessed and ruled on promptly to allow the design to be amended or proceed. The DA process needs to be fast tracked as well. If all of the above is considered then we are well on the way to being able to efficiently redevelop and revitalize our suburbs. The only incentive that prune developers have is to make a	Yes		Seems to be an acceptable solution	Yes	Yes		100	Not sure about that. I think people prefer to park vehicles on there block where possible	Unsure	Yes	Yes, I'd like to downsize and stay in my current neighbourhood			Let's make it happen ASAP. It's good to see a Labor Govt adopt a Liberal Govt policy from 30 years ago. We had urban infill under the Carnell Govt. Prices have been pushed up and land availability restricted under the ridiculous core zone policies of the past 30 years. Let's get on with it .
Yes	Yes		No	Build build build. Let's put those empty lawns to work.	Yes				Yes		100	There should be a parking spot for every bedroom in a dwelling, the cost of parking should not be socialized.			I already live in this type of home			
Yes	Yes		Maybe	More developments of townhouses and dual occupancy is crucial. It is the missing piece to making Canberra better. We want Canberra to evolve and be developed	Yes		I think this is good to increase housing, jobs and boost economy in Canberra which over the past couple years has been lacking	Yes	Yes		80	I think this is okay	I think it works well	I think it does	Yes, I'd like to downsize and stay in my current neighbourhood			
No	Yes		No	Very well			I am supportive of the plan as it stands, but think greater emphasis could be placed on increasing housing supply and density without excessive restrictions like this. Having duplexes and terraces should be allowed on all residential streets!	I am supportive of the plan as it stands, but think greater emphasis could be placed on increasing housing supply and density without excessive restrictions like this. Having duplexes and terraces should be allowed on all residential streets!			100	Could go further in allowing for more missing middle homes	Happy with this		Yes, I'm looking for an affordable home in an established suburb			Great to see the government getting out of the way and allowing market forces to increase housing density and supply (while keeping in place common sense resulation)

No	No	I believe these considerations, crush my dreams of owning a big house on a big block of land with a garden in a traditional suburb.	No	I believe this idea is frankly terrible. Canberras charm for so many years has been you can live in a nice suburb with land and have access to city living. If I wanted to live in a high density environment I would pack up and move to Shanghai, Mumbai or New York. I believe there are other options, scrap the old fashioned height restriction on buildings in civic and surrounds. This would allow for the building of tall apartment buildings in the city area. The city area is where high density living belongs. NOT IN THE SUBURBS. This proposal is also opening the doors and begging property mongrels and developers to buy up blocks of land subdivide them and rent properties or sell them for exorbitant prices to make a profit. Whilst this may be challenging, Canberra may have to engage in negotiations with NSW to expand the Territory. If you look at many major big cities around the	No		Tall buildings belong in city centres and town centres. Not in the Suburbs, get rid of the ancient height limit in civic to enable the development of tall tall 100m plus apartment buildings instead of destroying our peaceful suburbs.	NO	No		10	There will never be enough parking, its just not possible. My street already has a parking problem, imagine adding 30 more houses on the street,NIGHTMARE. The only way to fix the parking problem is... ACTUALLY PROVIDE GOOD PUBLIC TRANSPORT OPTIONS FOR SUBURBAN AREAS. Currently public transport is only beneficial if you live by a rapid line or liehtrail.	It does not do this well.	No	No, I don't want to / I currently live in a detached house			Please don't destroy the city I love.
Yes	Yes		Yes		The plans appear to allow for greater scope in diversity.	Yes		The draft guide appears to manage this aspect well. The only challenge will be that if each development optimises for height, then they all start to look like one another. This undermines the diversity objective.	the other factor is cost. I suspect you can choose any two, but not all three (ie privacy, solar, low cost). Unless the lease variation charges are considered carefully, then trying to achieve viable yields that meet overly high (privacy and solar) standards will be hard to achieve.	Yes	Need also to give sufficient room for pragmatic and sensible design approaches that meet the desired outcomes, however that dont end up in endless ACAT challenges.	90	There is a bit of a chicken and egg here. However if public transport amenity were to improve, then many would be happy to have a lower level of car ownership. I would happily live without my car. Less car spots equals greater density equals greater social amenity and neighbourhood community. Another good outcome.	fine. as above.	a good start indeed.	Yes, for another reason	I have 5 children, who are either in the housing market, or will soon be. It is imperative broader options are available, otherwise they look to cities elsewhere to live. That is Canberras collective loss.		the reforms are a great initiative, if not long overdue' ; They make sense environmentally, socially, economically and in terms of sustainability. Please have the courage to follow these through and not water them down due to pressure from the NIMBY community groups. They have been a handbrake on innovative development for too long. In my experience they are also highly unrepresentative. A particular aspect that has been overlooked is the (sometimes) overly wide verges and nature strips in some of the older suburbs (North, south and west), There are probably many hundreds of Ha of land, that is frequently under-utilised by the adjacent resident, but not looked after by the government. The outcome is often long avenues of dehydrated soil (in
Yes	No	I'm already in a townhouse complex, which are rife in the suburbs. The Body Corporate is bad and the Unit Titles Act isn't enforced, this will become worse with more townhouses, apartments	Maybe	It will be townhouses that no one can afford. Will be great for Strata Managers but no one else.	No	Who will be able to afford to do this		We don't have enough privacy in our current complex, nothing is enforced, how will this be improved	Yes		30				No, I don't want to / I currently live in a detached house			I am eager to get out of a complex, poorly managed, terrible Strata Manager, taken 4 years to get my drainage issues fixed and still not fixed. I wouldn't want more people to live in these terrible developments and situations.
No	No	I want to be able to buy a single dwelling with enough back garden for the kids to enjoy without the risk of someone building a low-rise apartment block or multiple dwellings right next door.	No	I don't think they are necessary. In fact I think they will destroy the very fabric of our suburbs by allowing them to become souless dwellings with no green space around them. I also think the proposed changes will mean dwellings with solar panels will lose sunlight hours due to the possibility of some big construction going up next door.	No		It doesn't. It gives no right to neighbours to a low-rise apartment proposal or a multi-dwelling idea to veto the request.	No - the privacy of neighbours needs to be a far stronger consideration as does solar access.	No		0	No	They don't. The guides are weak on this point and will turn our streets into one lane thoroughfares due to the invetiable street parking of residents and visitors with no access to parking on their site.	NO! As with almost all ACT building initiatives, the developers will build cheaply and poorly.	No, I don't want to / I currently live in a detached house			I am against this initiative in the strongest possible way. I think re-zoning in a blanket approach is wrong. High and middle density housing should continue to be only permitted around each town centre and along the light rail route. I found the hypocracy of the ACT govt laughable - the new suburbs in West Belconnen should have been built or zoned to allow the se reforms not most of Canberra.
No	Yes		No	So well. It is so hard for young people to purchase homes in Canberra: the changes will transforming housing accessibility and equality, and contribute to a more vibrant and economically prosperous Canberra	Yes			Yes	Yes	So well. It is so hard for young people to purchase homes in Canberra: the changes will transforming housing accessibility and equality, and contribute to a more vibrant and economically prosperous Canberra	100	Yes	Well	Yes	Yes, I'm looking for an affordable home in an established suburb			It is so hard for young people to purchase homes in Canberra: the changes will transforming housing accessibility and equality, and contribute to a more vibrant and economically prosperous Canberra
Yes	Yes		No	Very well. Particularly in addressing density, removal of land area limits should promote addition development.	Yes		Good but could go further. Understandably change is difficult and slow however emulation of the success in European cities should be considered. I.e., allowance of basements, attic etc in addition to the 2 permitted levels in residential areas. Basements in particular are low "effort" additions that would not change the character of an area but would allow for addition flexible living options!	Yes.	Yes		100	Yes, as a city grows so too does the on street parking. The real solution though is to have a better public transport system.	Adequately provides, though preference would be better public transport.	Good!	Yes, I'm looking for an affordable home in an established suburb			In our situation, it is somewhat unfortunate timing since we are looking to move into a "missing middle" home in the inner North. We may end up buying when prices are highest! Oh well. This initiative should address some of the supply demand issue that others will benefit from in the future so regardless of our immediate circumstances we are 100% in favour for the next generation of home owners.
No	Yes			I think the 2 story limit for RZ1 is too low, and blocks of three story apartments should be allowed like in RZ2 to maximise use of land.	Yes		Increased height should be allowed in order to house more people.		Yes		100	I think the amount of visitor parks should be lowered (e.g. to 1 in 8 units instead of 1 in 4) but shouldn't be 0. I think the amount of parks for each unit in the new plan is about right, and that less parks for two-bedroom units is appropriate.			Yes, I'm looking for an affordable home in an established suburb			

Yes	No		No	Diversity = overcrowding. Maybe target Forest and Red Hill properties for apartment blocks. Some of us like a bit of privacy without living in other people's pockets.								Definitely not!	If any one bothers to look at Watson, you will see that the narrow streets are clogged with cars because not enough car spaces have been allocated. Have you ever looked at Bunnings car park in Tuggeranong? It is being used by all the units in the area. Take a look at Deakin and Garran. No parking especially for disabled. You will never get cars out of the picture, so how about dealing with the problem another way.		No, I don't want to / I currently live in a detached house			It would be better to concentrate on Social housing built by the Government and owned by the Government- not handing it over to private companies like [REDACTED] to build dog boxes and sell for maximum profit. Families don't want to live in apartment blocks and certainly can't afford to anyway.
No	Yes		Yes	Build baby build	Yes		Build build build	Who gives a [REDACTED]. Build.	Yes	Build	100	Build it.	Build.	Less plan more build.	Yes, for another reason	Build		Yes. Ahem. Build.
No	No	I think unless we address the root of the whole problem being capping negative gearing and abolishing the capital gains tax housing will never be affordable for future generations and continue to be used as an investment which is landbanked	No	I think this is all tinkering around the edges and not genuine reform to address the housing crisis and the abhorrent inequality which comes with it, as mentioned above unless we're prepared to abolish capital gains tax and cap negative gearing housing is always going to be utilised as a wealth building tool and a large proporton of Australians are going to be priced out, we also need a bigger investment in public housing stock not just social housing run by NGO's to properly balance it. Because we don't manufacture a lot of the building materials within Australia anymore and rely on imports which often are flimsy dumped products posing safety hazards that is also going to contribute to further difficulties executing housing commitments as the cost of shipping is going to go up with more unstable global tension, requiring more borrowing from	Yes		For the most part it should be okay as an incentive.	I think so.	Yes		70	Depends if street signs go up and people are price gouged on parking, in a place like the ACT where PT isn't as plentiful as other bigger cities it'll force people into an uncomfortable situation corrosive to social cohersion.	Should be fine but parking fee's are going to be were the weak spot is and if they are implemented.	I think since its what the government wants for it's trajectory forward it's going to sell it as being a great initiative for the ACT, although those shortfalls mentioned above I think have the ability to undermine it's implementation.	Yes, I'm looking for an affordable home in an established suburb			A proportion of it needs to be for public housing stock, not just social and community housing run by NGO's. Otherwise it'll be the same asymetrical market problem.
Yes	No	Have more densified suburbs has no appeal	No	Housing choices are only choices when they're affordable. Otherwise it's not a choice at all. Even people who want to live on smaller blocks or live in a townhouse rarely want 2 story units or to share walls with neighbours. We should be offering more housing for single people and couples that still provides a garden for a pet, and accessibility for people (or pets) who can't manage stairs. I'd hardly call squeezing small, shared wall, two story terraces a reasonable housing option for many, especially when the cost of similar residences is upwards of 700k already. This feels more like a plan to charge more rates on the same piece of land, rather than meet the needs of Canberrans.	Yes		I don't think the height and scale transitions are appropriate.	No.	Yes	They show what you consider good.	10			I'm not sure people think it's good to go from 1 neighbour to multiple. It's also unclear why this guidance is considered 'agood'to begin with.	No, I don't want to / I currently live in a detached house			My suburb already has lots of town houses and smaller dwellings. I think there is a demand for housing that isn't a tiny, attached dwelling and a noise complaint nightmare. Let's solve housing affordability by actually investing in public housing. Let's not destroy the feel and experience of older suburbs by making them as awful as places like gungahlin. Wasting the remaining decent blocks with more high density homes that create a sensory nightmare is not the answer.
Yes	No	I want more space and less dense housing. Dual/tripple occupancy, townhouses, appartments are not an appealing situation. Canberra is no longer the bush capital with the concrete jungle of shoe box housing going up	No	They don't help at all. The older suburbs, the likes of Kambah, wanniassa, Richardson are more pleasant to travel through, visit and live in as you have space and land to have a healthy family life	No	Older/larger blocks should not be chopped up to squeeze more in. They are detrimental to a healthy neighbourhood and the loss of green space and tree coverage is a great concern	It doesn't as a new over crowded block is unsightly when you see large blocks with a single dwelling on them	No, too much focus has been placed on solar access when we need more tree coverage	No	Houses and developments are too crowded together	0	No, new developments have too narrow roads, to tightly crammed houses that cause too much congestion. Parking on the minimal current nature strips must be allowed to keep road ways clear	It doesn't	No. Middle housing is a poor idea only focused on trying generate more territory revenue with zero concern for liveable space	No, I don't want to / I currently live in a detached house			Do not go through with this plan. The capital has been destroyed enough as it is
Yes	No	The proposed changes like Var343 for the former Mr Fluffy blocks is only going to create more concrete, less trees on blocks, put pressure on parking because not everyone can use public transport.	No	It might increase diversity but not sure how the proposal helps with encouraging green space with trees lost such as those on former Mr Fluffy blocks that were cleared of all trees when duplexes were built on them. I also don't believe that this proposal will help with affordability given how expensive land is and the cost to build houses is also expensive.	No	There is no quality control now and the duplexes and apartments built now are not in keeping with the areas they are in or of dubious quality.	I doubt reality will happen according to the guide. Knock-down and rebuilds and duplexes being built now in existing suburbs are not in keeping with older houses in the area, they stand out and are too close to neighbours in some instances. I wouldn't want a double storey duplex built next to me where the neighbours can see into my backyards with no privacy.	No, see above comment regarding Mr Fluffy new builds.	Yes		40	No, visitors should not be parking on the streets. It creates hazards for pedestrians, and lowers the accessibility for those with disabilities both residents and visitors. What happens if neighbours have parties etc and take up the whole street? People already complain about workers parking in their streets to avoid having to park in Civic or Woden. This will only the situation worse. What happens if households have more than one car.	It will make for pleasant landscaping but totally impractical in reality.	Yes	I already live in this type of home			No.
Yes	Yes		Yes	The proposed changes to the Territory Plan and draft design guide have strong potential to significantly improve housing diversity and choice, particularly in RZ1 and RZ2 residential zones.	Yes		The draft Missing Middle Housing Design Guide and the proposed amendments to the Territory Plan offer a clear framework for managing transitions in building height and scale, especially between new medium-density housing and existing low-density homes.		Yes		70	Yes	It supports the guide provided well	Yes	Yes, I'm looking for an affordable home in an established suburb			
Yes	No	These homes detract from Canberra's character and the common 1/4 acre blocks. Urban densification is absolutely needed, however it needs to be in the correct places with consideration for traffic and parking. ACTs model of placing 4-5 houses at csac not w	No									Absolutely not. Stop building townhouses at the end of culdesacs and instead consider them on main roads.						

Yes	Yes		No	The missing middle proposal is designed well and allows flexibility of a number of different housing design and build types within good and well thought out parameters. Living in Kingston I really value and appreciate the kind of urban environment and community that having 'ammissing middle'!! housing strongly influences.	Yes		It does a good job of allowing increased height to facilitate middle density dwellings without sacrificing the advantages of existing suburbs and their quieter setting.	This does strike a good balance, yes.	Yes			100	In general yes I think the balance is well achieved. Some suburban areas that will be included in these changes have fairly narrow streets and in those cases some more clarity about the need for a greater onus on having private spaces would be welcome.	I think in principle it achieves this aim.	Not being an expert in these areas it seems to me that it does offer good guidance, without being overly prescriptive.	I already live in this type of home			These are a fantastic and very necessary development for Canberra to build more vibrant, inclusive and sustainable suburbs and local communities. Provided it's implemented with care I am optimistic this will lead to a big positive shift in the growth of Canberra as a city.
No	Yes		No	It's extremely important to get this right. Having poorly built dwellings will not improve anyone's quality of living. We need more buildings built with energy efficiency, facing north and built well. Grayson street Hackett could be looked at for quality and a blue print to follow. More dwellings with outdoor space and thoughtful design that blends the two toether is critical.	Yes		Definitely needs to look at benefits for all to use well and live in well, it will take some drastic design and work together to create better environments that work toether with our environment	Creative design , look at overseas examples in Holland and Denmark, even Melbourne has some new spaces for diverse design.	Yes			100	Yes but townhouses with garages are extremely important , the ease of having a garage that you can access your house makes life when older much easier and extremely beneficial.	Need to find many outcomes one size does not fit all sites	I need to reread and take another look	Yes, I'd like to downsize and stay in my current neighbourhood			This sort of housing is sorely needed and lacking in ACT. I would like to live in a townhouse that has an attached garage but that also has character not a spec house or a badly built house. I think the act developed a few types in Belconnen that were very suitable for a sustainable housing development. That same thing will work and is desperately in need. Especially for women over 50, who can't afford a house but living in a unit is not an option. The sanctuary at north Lyneham is also a good start.
No	No	The issue is sustainable growth. The proposed increase in Canberra's population puts too much strain on housing and other infrastructure	No															
Yes	Yes		Yes	- people don't like paying strata fees. In WA there is '' green title' which is basically single house on a block aka the family home but this is also possible for townhouses and villas. Suggest ACT introduce '' green strata title' so people can have a townhouse/villa without strata fees - note: strata fees are nothing more than a lifetime of income for developers and agents and that is not ok - there needs to be better regulation of builds (in looking at properties, I have seen some places that should never have been signed off let alone given an OC)	Yes		N/a	n/a	Yes			70	Needs to be more parking. The ACT markets itself as '' bush capital' but this is executed to that Canberra is nothing more than a run down country town in need of TLC. Better planning, more parking (less parking fees), better builds, better shopping centres (so we don;t need to go to Sydney or online to shop) would make Canberra an attractive place for people to live.	Needs to be more parking	n/a	Yes, I'm looking for an affordable home in an established suburb			Without strata fees
Yes	No	I don't want to live in a crammed in additional house or move back to an apartment. I've just escaped strata!	No		No			No. I'm very worried about loss of privacy. We did what we're "supposed" to do. Couldn't afford a house so we bought an apartment. Lived in apartments through our 30s. Wanted to live somewhere more private, with a yard, so at 40 bought a house, tripled our mortgage and started a family in an established neighbourhood. Now you're saying we just need to accept having townhouses or apartments built next door, or the neighbour building a second house in their backyard to look down over our tiny yard, but that's ok because we can delete our tiny yard to do the same too?	Yes		20	No,there should be more off street parking. Roads in Braddon and Dickson are already difficult to navigate past parked cars, this will make it worse.	What's the point in requiring people to have a pebbly courtyard with a yucca (for "garden") while having their cars turning narrow urban roads into pseudo one way lanes, or having a sad pittosporum hedge out the front that you can't see past the parked cars anyway.		No, for another reason		I already have to live in a duplex because we can't afford a real house, I do t want to move anywhere smaller and with less outdoor spacewith my partner and child.	For older millennials, in our 40s and finally affording a small house (like our parents bought on one income in the 80s but that's beside the point), now you're telling us we can't even have this for a few years without getting overlooked and overshadowed by a block of units or townhouses? We're supposed to be the bush capital, not the "remove every green thing and stick units everywhere" city.
Yes	Yes		No	For people looking to downsize, the emphasis is single story, separate title.			Couldn't care less about this, the emphasis for me is single story which is important for an aging population.	Guess we will know when we see it, however not confident that the ACT govt would enforce building standards on developers.	No			70	No. Canberra is not suited to reduced parking options.	It doesn't. Why is the ACT govt so obsessed with making parking difficult. Great way to get unrest in the community when arguments over parking start. Get over it we all drive!	No more apartments	Yes, for another reason	Want to downsize but not in my current suburb		Downsizers want single level, separate title, high quality properties located within walking distance of shops, and don't want to pay stamp duty to downsize. If you can't deliver that they will spend the rest of their lives in family homes, preventing families finding suitable properties.
Yes	No		No		No				No			100				No, I don't want to / I currently live in a detached house			
Yes	Yes		Yes															The draft proposed legislation does not refer to the crown lease. Late 2023 saw the introduction of RZ1 changes allowing dual occupancy for blocks larger than 900sqm as long as the crown lease is less than 50 years into the 99 year lease. The absence of a reference to the crown lease in the proposed legislation needs to be addressed.

No	Yes			The proposed changes allow for more choice in housing, choice for housing at the moment is somewhat limited. This seems especially so for first buyers with the only real options being small apartments in city centres. this options appeal to some but not all, what is missing in the market is smaller block sizes in suburbs where residents can enjoy a suburban life style without having to sell their kidneys for a 2 bedroom 1 bathroom detached home far from any reliable public transport. My suburb of Gowrie has some lovely amenities such as nature strips and parks as well as good access to schools and shops. It is a shame that more people are not able to feasibly make use of these that would be much better served by medium density. the ability too live in a terrace or town house in Canbera is not super common due to a lack in supply not demand.	Yes			The design guide does a good job at providing instructions on how to intrusively fit more medium density homes into existing suburbs. the homes in the design guide do not look out of place or an eye sore.	The proposed design guide strikes a good balance between solar access, privacy and densitiv.	Yes			100	The new rules around parking are good as they will allow more people who may not be interested in having a car per person in the house more options. I think in future further reforms to minimum parking requirements may be in order but for now this is a step in the right direction.	The draft give good advice on how to avoid ugly looking car parks on a street scale which would be a major concern for most residents	Generativ looks pretty good!	Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		Yes	Great changes. Such a necessary change. This will allow for more diversity in choice.	Yes		Thoughtfully encourages transition	Yes. If anything, go further.	Yes			100	Seems fine. I'm more interested in bike lanes and public transport than car parking	Cars are naturally unpleasant so it's tough to get the balance	Yes	Yes, I'm looking for an affordable home in an established suburb			Go further! More reforms! Use this to drive other changes to public infrastructure, particularly around public transport.
Yes	No	Will absolutely ruin the beautiful inner north suburbs	No	They will absolutely ruin inner north suburbs with great tree coverage like Aranda to build more, with no road or other facilities to support the growth. Do it in the new suburbs where you can build the supporting facilities for the extra population as you go. Don't try to backfit in old suburbs or you will have issues with services, roads, schools etc and ruin their character that makes canberra a great place to live.	No	This will lead to developers bullying owners into selling, pushing them away	We do not need more buildings in well established areas, you cannot retrofit as services are not ready	The new rules will ruin privacy for neighbours	No	The proposed plans will ruin the privacy		The plan will mean cars will be all over the street, make it dangerous to the community	Not well at all		No, I don't want to / I currently live in a detached house			It is an ill thought proposal- focus on develop the outer suburbs- you will lose my vote next election if go ahead
Yes	No	The missing middle is a farce.	No	It willcreate more problems. Overcrowding of streets and infrustructure. Heat sinks and reduced green spaces.	No	The streets are narrow insufficient parking for residents. Showing of single dwellings by hirise. Reduced greenspaces creating heatsinks in summer. Overloading of existing infrustructure.	It doesn't.	No.	No	To crowded.		No	It doesn't.	Bad policy results in bad outcomes. This is an example of it.	No, I don't want to / I currently live in a detached house			This policy is just a grab for more taxes and charges without providing infrastructure. If implemented it will turn Canberra suburbs into overcrowded slums. There is plenty of space to build more housing. Try spending money on new infrastructure and real parkes and community green spaces. When you ignore community feedback and implement this money grab better prepare for more crime and mental illness in the suburbs. Leave the suburbs alone. Stop this ridiculous spin. Look at what real progressive city's of the world are doing. Not infilling greening. That will produce a happier community and cleaner environment.
Yes	No	Denser housing sacrifices green spaces, adds to congestion, noise and pollution. In addition most of Canberra's new developments are ugly, repetitive, poorly constructed and tedious.	No	They don't! The proposed changes merely squeeze more people into each space with reduced choice. There are already too many apartment blocks (from experience, apartment living is not attractive and corporate fees are too high). There are too few homes and townhouses without stairs for the elderly and handicapped. One suspects that the ACT government is only interested in increasing rates revenue through increased density.	No	Again - reduced garden spaces; increase in multi-level homes, ugly apartment buildings tefucing privacy and increased traffic adding to noise and pollution. Canberra, particularly inner Canberra, should retain historical features, garden city vibes, limi	What does ' ' appropriate' mean here? It is a subjective term - my version of ' ' appropriate' is mainly single storey, some two story and very limited building up to five storeys. That is clearly not the intention here.	No - but you will not take any notice of any other views. As usual you have decided and call this scam survey ' ' consultation'!	Yes	Not sufficient setbacks or verges.	20	No - too little green space! Increase in density generally ' ' inappropriate'!	More car parking needed under buildings of two stories or more! However, number of potentially multi- storey buildings should be much more limited than in the plan.	Guidance is clear, but not ' ' good'. Again, ' ' good' is subjective! To improve design - decrease densification substantially, provide for more underground parking, encourage roof gardens and gardens on walls of buildings	I already live in this type of home			A travesty!
No	No	Going to make existing suburbs look like new suburbs which I don't like the look of hence why I choose not to live there	No	Will definitely make housing more diverse as it gets rid of a lot of restrictions some of which are good and some bad.	No	Still some very confusing requirements as to what is and isn't allowed to happen but I think the changes will result in lower quality developments than currently allowed	Building height is fine but I think scale of development that is allowed doesn't protect neighbours from negative consequences well enough. Multi-unit development allows setbacks to be closer on both side and rear boundaries and overshadow neighbours more which I think is a bad outcome particularly in RZ1. Maybe a reduction in front setback rather than rear would work better and requiring the side setbacks to total 3m rather than allowing 0m to both sides. The side setback will probably occur at any rate due to needing access to easements at the rear of blocks but I don't think requiring it would be that hard to put in the guidelines.	No. There is nowhere near enough protection of peoples right to sunlight as why should a multi-unit complex be allowed to overshadow a southern neighbour as this just makes that block less usable. Stick with the 31 degree angle for multi-unit like single residences have to as this is actually based on allowing winter sunlight in or go back to the old sliding scale where the angle increases the further off direct north a boundary is. If topography allows a taller building to not overshadow a neighbour this can be a discretionary thing shown through shadow diagrams that could be allowed not the current proposed rules.	Yes	Diagrams give good indications of what are possible layouts to consider	100	No. I think the old parking rate requirements should be kept in RZ1 with the new ones for RZ2 probably ok. I don't think many streets can support the extra cars that are going to end up parked there from these changes over time as there simply won't be enough car parks provided in areas far from good public transport.	There is a reduction in the required planting from these provisions so that will make the landscape less pleasant. At least the canopy cover is increasing but could probably go even further as blocks are part of the territory so why not make them meet 30% if that is the overall goal.	I think it does cover everything pretty well.	No, for another reason		Doesn't appeal to me currently as not much cheaper than freestanding with a lot of drawbacks.	I think this is a good idea to have this guide for these types of projects as there is a hole in the planning landscape between single residential and large projects. This doesn't do anything to address a major impediment to more of this style of development being done however which is the lease variation charges to do small developments are a massive proportion of the overall project costs so unless something changes there I think this will have minimal impact really.
Yes	No	I'm looking for a 3 bed home with a small garden- these homes don't have enough outdoor space of their own, and I don't want stairs.	Maybe	Not well. More attention needs to be on homes that are small but still appealing to people who like to garden and have privacy.	Yes			No, more attention is required for spacing between properties.	No		30	Pool the parking spaces, it takes up less room.		Individual gardens are essential, otherwise there's no difference between this and an apartment.	No, I don't want to / I currently live in a detached house			People who downsize more often than not don't want to give up outdoor living. Small gardens and outdoor seating areas are essential. Houses with stairs are not disability or elderly friendly. Ensure homes are constructed with adequate privacy and sound attenuation.
Yes	Yes		No	Fairly well, although I'd be interested to see how community feedback impacts individual projects	Yes		Very well	Probably a little too on the side of neighbours with issues	Yes		100	Parking isn't a right and shouldn't be treated like one			Yes, for another reason	I'd like to upgrade from an apartment to a terrace house with a small garden without that costing two million dollars		

No	No	Because I aspire to more than a tiny modern home with no land that will last me 10 years	No	No well at all	No		Not well at all	Not even close	No			0	No	Not well at all	No	No, I don't want to / I currently live in a detached house			
Yes	No	It depends what actually gets built. This is all lovely in a glossy brochure but reality can be very different, especially with lax enforcement of standards		I am concerned that creating density away from public transport will reinforce Canberra's car dependency.	No	This is a terrible survey. My answer is I don't know.	I don't know.	Probably not.	No				Density needs to be located close to frequent public transport, enabling car-free living. Parking requirements cannot be determined without considering the public transport available.	I don't know.	It needs to include consideration of accessibility to frequent public transport to ensure that this whole project is not just going to reinforce Canberra's car-dependency.	I already live in this type of home			The term Missing Middle is quite misleading as much of this type of housing already exists across Canberra. As someone who has already chosen to live in a townhouse, close to my local shops, with good access to active and public transport, I feel this term renders me invisible.
No	Yes		No	Any step to increase more density in the inner south is fantastic. In particular the inner south needs more townhouses so those of us that cannot afford a home may be able to afford the middle solution. Apartments need to include more liveability in-terms of study spaces for working from home, appropriate balcony sizes for outdoor space. Often apartments are way too small It's unreasonable to expect someone to have a quality of life in that size of a home.	Yes										Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		Maybe	Overall ok, however carparking requirements seem conflicted, in that atm I need 3, in one area I still need 3, then it says only one per dwelling, thereby 2, for a secondary residence (but not dual occupancy), seems confusing, uncertain. Also, ATM I need a disabled car space, which seems silly for a secondary residence on a single block. Nothing mentioned on m2 of secondary residences here changing from 93m2 to 120m2, or I cant find it. the secondary residence shouldn't have a m2 limitation due to all the other native and solar restrictions on each block. Also overall, an ESA fire assessment for home batteries larger than 30Kw is silly, cars have up to 110kw, some larger, I suggest that be moved to 150kw if the ESA fire authorities' are that concerned, it really comes down to the standard of	Yes		Existing blocks don't have much of a meaningful higher measurement change, could be increased further if a real difference is intended.	I think the solar envelope is too low, in that it doesn't even consider what is next door, including how far back the existing house is from the fence. In this case the height could be increased somewhat. The existing limitation restricts most secondary residences, maybe a provision for this type of housing would be more suitable as its not a major rebuild/new development, it is making good on existing dwelling to an extent.	Yes	Again refer above, for secondary residences, solar fence should be increased in height, particularly if building next door is set back further from boundary already.	90	Yes, for larger, however confused on secondary residences and provision of disabled parking. ATM with a secondary residence, I have 3 including disabled, that seems too high. The new rule contradicts by say 2, which is preferred, Im confused on this aspect. Less car spaces the better, particularly where we have old stvle wide streets.	As above, less parking is preferred, soon we wont all have 2 cars and we may only have one per household due to self driving ubers etc for local trips.	Yes, but I don't think it works overly well for a secondary residence as the height/solar fence limitations are too restrictive to enable it to work in most cases, including parking.	Yes, I'd like to downsize and stay in my current neighbourhood			A few tweaks in regards to secondary residence clarifications would be good.
No	Yes		No	This could be good for increasing diversity but it likely would create more single family housing with less space. However if near town centres this would increase their attractiveness as there are more people using them; thus more business should come and revitalise those communities	Yes		This allows for appropriate transitions between scale but could also allow NIMBYs to still argue with new development in places with large block sizes such as o'malley and red hill	This creates a reasonable balance	Yes		70	Yes because canberra is still quite car centric there seems to be a reasonable amount of car spaces available	Yes it definitely takes into account creating a nicer atmosphere than a normal bland car park.	From a quick look it seems quite clear, but i didn't have time to check if it had actual numerical requirements or not	Yes, I'm looking for an affordable home in an established suburb			
No	No	I want a proper house, not a tiny shoebox	No	Badly	No		Not well	No	No			0	No	Not well	No	No, I don't want to / I currently live in a detached house			
Yes	No	The new homes will be tiny and rubbish with no gardens	No	Not at all. There will be less diversity because only cheap tiny housing will be built.	No		Not well, this plan will be detrimental to Canberra.	No	No			0	No	Poorly	No.	No, I don't want to / I currently live in a detached house			This policy is against everything that makes Canberra a pleasant place to be.
Yes	Yes		No	I think the government should also incentives the churches to build on their unused land. There is heaps of it around.	Yes		Unsure	Solar access is really important.	Yes			80	More parking onsite needed	Unsure		I already live in this type of home			
Yes	No		Yes	I'm pleased with the relaxation of the size limit on the dwellings on rz1 blocks. However, financially, I don't see how owner occupiers will be able to afford to develop their blocks, given construction costs and the limit on having to have a dwelling built prior to subdividing and selling is a constraint. For example, our mortgage is 800 000 on a block valued at 1 300 000. To build a modest second dwelling on our block will be close to 1 000 000 (when you take into account architect fees, DA, services etc). For owner occupiers that means taking on a huge risk or is just not possible. However, if we could submit DA plans for new dwellings and subdivision then we could sell off part of the block and fund one or more builds ourselves. I think that would enable owner occupiers to stay living where they want to but enable the middle missing	Yes														

Yes	Yes		Yes	The changes i see can be varied from existing homeowners building a second smaller more energy efficient home while staying in the area. They can either rent existing home to provide income for retirement. Existing home owners building a second dwelling for family and after family changes can sell and recoup investment without having to sell all as no sub division is not allowed. Given differing dimensions of blocks the second dwelling could be any size and investment if required realised by sale. This gives existing homeowners access to finance that could difficult if no subdivision.			The proposed guidance is no different from existing guidelines. There is emphasis on conformity. Yet there are alternative design styles which are minimalist such as concrete form with internal design to maximise living and lighting (japanese architecture in their crowded cities) yet this style would be considered inappropriate yet would considered innovative and meet small spaces requirements. This then leads to setbacks where space is wasted but if both property owners agree to build on boundary, meeting noise and fire, should be allowed. Accordingly flexibility in alternative and innovative desiens should be allowed.	If there is agreement between existing holders effected regarding solar orientation or privacy then this should be allowed rather than a third party making a decision. For example I have seen some innovative designs where there are roof top outdoor spaces which could be made private thereby allowing properties to have outdoor spaces and privacy. And if both effected parties ie landowners agree should be allowed. Again innovation and alternatives should be encouraeed.	Yes	But setbacks can be dismissed if all effected parties agree to dismiss there. So building on boundary is agreed to by the effected parties then the proposed setbacks can be dismissed.	0	This is problem if only one drive way is allowed. Also provision should allowed on the front set back. Again innovative designs could developed to meet atheistics.	Again only one drive way is an issue making circulation the issue and creating hard surfaces. Innovative and alternative approaches such as using front setback would make this less of an issue. Front set backs are rarely used spaces and could be an alternative area for carparkine	The design outcomes are the usual standards that have been applied previously. There are many alternative and innovative design approaches particularly coming high density cities in japan that give alternatives that meet privacy living and light requirements. If an alternative approach can be presented to meet requirements and the next door owners agree then they should be allowed. Third parties should not be allowed to interfere.	Yes, I'm looking for an affordable home in an established suburb			The yes should also be for downsizing. The appeal process allows those that are against development for what ever reason make alternative and innovative designs impossible. These appeals then make the process very expensive detering people from undertaking. If the design effects next door they should be the two to agree not someone living in another suburb. Flexibility in approach and reducing appeals from third parties uneffected should avoided. Making solar and batteries mandatory should reduce the need for upgrades to electricity infrastructure as the power is produced and used in the new housing. And if the batteries are connected virtual power station they can help stabilise the suburb power demands. As to tree canopy there should an alternative where trees can purchased and planted in alternative areas
No	No		No	Not well at all	No		Not well	No	No		0	No	Not well	No	No, for another reason		I want a house and garden. Not a shoebox.	
No	No	I want the same opportunity to have a home with a garden and a backyard. This policy will only push housing further from reach by driving up prices.	No	Not at all. This type of policy has driven up prices while driving down lifestyle and housing quality.	No		Not well	No	No		0	No	Not well at all		No, for another reason		I want the opportunity to live in a prooer home and block.	
Yes	No		No	I think this is a very poor move and oppose it completely. It will not allow for diversity but see a huge rise in shabby shoe box 'homes' that will not last and will destroy everything that is good about Canberra.	No		Not well at all	Does not ensure privacy, solar access or adequate green space.	No		0	No	Not well	No	No, I don't want to / I currently live in a detached house			This is a terrible idea.
Yes	No	Housing infill like this is bad for established suburbs and communities. I have experienced this in my home state of Adelaide where almost all blocks have been divided. There is little to no garden space or original community feel.	No	Housing infill like this is bad for established suburbs and communities. I have experienced this in my home city of Adelaide where almost all blocks have been divided and developed with cheap housing - and there is now little to no garden space or original community feel across the city. This has also driven up house prices, making even flimsy housing designed to last less than 10-15 years out of reach. I am disgusted this is being considered in Canberra.	No			No. The new guidelines do not do enough to ensure privacy. These changes are disaustine.	No		0	No	Not well at all	No, the entire thing should be scrapped. It will change the face and livibility of Canberra.	No, I don't want to / I currently live in a detached house			I strongly oppose these changes. I've been a lifetime labour voter and work in the public service but it's decisions like this that make me reconsider - people who live here know that Canberra is a very livable city, with larger blocks and lots of green space but changes like this absolutely destroy that.
Yes	Yes		Yes	Very well in my opinion. Diversity in older suburbs will lift up the ambience and liveability for people. Provided it is advantageous for people who are risking their investments with an outcome of privding housing.	Yes		Well enough I guess.	Yes	Yes		100	Car parks can be moved to street parking ti make more room for living.	Goood	Yes	Yes, I'd like to downsize and stay in my current neighbourhood			
Yes	Yes		No	I think it will provide much greater diversity and necessary increase in medium density housing, but could go even further by allowing up to 3-4 stories in RZ1.	Yes		Too restrictive and overly prescriptive guidance throughout these sections, e.g. step-downs, graduations will entrench the existing height/form, rather than enabling a new form to emerge as density increases.	Too restrictive, the orientation of dwellings on any block should be able to be more flexible to enable more solar access (i.e. set backs and orientation street form should have allowances if orientation of dwelling is changed for solar access).	No	Diagrams do not inlcude multiple dwellings. Could be overly restrictive to townhouse development, should take into consideration verge width and efficient use of site should take precedence	100	Yes, but please also integrate these reforms with transport planning, e.g. we need to enable safer streats for active transport so that on-street parking doesn't get prioritised.	Carports should not have to be set back from front facade. Allow carports in front of a garage (or enable a smaller 'storage' garage with carport) to reduce the likelyhood of residents parking cars in driveways and across verges (which is a common problem seen in areas of Melbourne that have enabled medium density infill).	Overall, from a non-technical perspective its very practical. Suggest each design element have a clearly stated 'objective' that answers the question: what will this do for my street? Please don't use planning jargon, like 'street activation'.	Yes, for another reason	I already live in a townhouse, and love it.		
Yes	Yes		Yes	The proposed changes now address a lot of the concerns and issues related to the recently introduced Territory Plan. The removal of the 120m2 maximum size for the 2nd dwelling is a massive step forward. However, the Lease Variation Changes are still an incredible barrier to development options. These amounts should be reduced significantly to allow for more new construction in the 'Missing Middle'. I am sure the ACT Government has already seen the slow uptake since the beginning the new Territory Plan. If it wants private developers and home owners to complete these 21,000 new homes before 2030, these financial barriers, as well as the administrative barriers, need to be reduced. So please do not raise the cost of sub-division now this is a potential option for RZ1 blocks.	Yes		It is very important to retain the character and feel of exisitng suburbs and areas. I think the new drafts address this point quite clearly whilst still allowing for applicable and relevant construction.	Yes, I think the new rules, now slightly more tolerant, will allow for a wider range of constructions to occur without impinging too significantly on people's privacy or solar access.	Yes	This is always very site specific depending on constraints such as verge size, block location and road traffic.	80	It is good to set minimum parking standards at a lower level. Most new constructions will include more than the minimum as part of their design, but there is no point in setting the mimimum too high, as it does force designs and constructions that might not be the most suitable for a particular block or location.	More than adequate.	Yes, certainly clear enough. Although that is without having submitted applications under the new system!	Yes, I'd like to downsize and stay in my current neighbourhood			Curious to know why there is still a 600m2 block size minimum for Unit Titling in RZ1 zones, but seemingly no proposed block size minimum for sub-dividing RZ1 blocks. Or is this based on the presumption there is a minimum block size for sub-divided blocks of 350m2, so in essence only blocks at are at least 700m2 could even potentially be sub-divided?

Yes	No		No	I'm not sure how this will address the issue if high land and development costs. I also don't like the idea of just handing it over to the market. In theory, I want to see more townhouse and low-rise apartments in established areas (Kingston and Swinger Hill style), but I'd rather see specific areas identified by government for block consolidation and missing middle development (i.e. near shops and transport), with incentives for affordable housing, rather than just leaving it up to developers to do what they want wherever they want. I'm also very concerned at the impact on unimproved land values and thus rates.					Yes			70	I would not reduce onsite parking requirements. It will inevitably lead to a range of parking problems seen in other cities that we have largely avoided to date. Quality of missing middle accommodation and liveability of our suburbs are just as important as the quantity of missing middle housing.						I live now in a detached house but in later years I'd be very attracted to a single level courtyard townhouse with a private garden, so I want to see more options like that in my area. I don't think this policy - to be implemented at the whim of developers - will necessarily provide those options. I think we will see as many units as possible crammed into whatever sites become available for development.
No	Yes		No	I am very impressed with these proposed changes and strongly support it. Living in the "C5" apartment complexes in Campbell (having moved from Victoria) I really appreciate how these apartments allow me to live close to work, green space and the city centre. I think the C5 model is a great one to be learnt from. But the C5 apartments are just apartments - and I can see that in the future a townhouse or unit might better suit my needs (e.g. getting a dog). Having more choice that lets me stay in Campbell would be fantastic.	Yes				Yes			100			Yes - it is an excellent document and very clear.	Yes, I'm looking for an affordable home in an established suburb			
No	Yes		No	As I have always said, knock down all the old 3 and 4 bedroom ACT housing properties on big blocks-that mostly old ladies or single mums are still in, and build 2 new homes or 2 bed duplex on the block. Most of the properties also have old garages that need removing and the blocks are too big for single mums to maintain. There are heaps of properties, north and south suburbs, oxley, higgins and florey to name a few. Its not fair that i have had to wait 7 years on the list for a property because of the above information. I am also a single mum with 1 child and have been waiting for a property that does not exist because your properties are 3 and 4 beds mostly. Im happy to be contacted. I really hope the above facts can help reshape the growth and development of dual	No				Yes			80	No. There needs to be allowance for minimum 4 cars parked at each property. This allows parents car, a car each for the children (based on 2 children) when they turn 16, and a visitor.						
Yes	No	My young adult children are the ones that need accommodation and it needs to be accessible for me to be able to visit	Maybe	I'm sorry I have a disability and reading takes so much energy that I don't have, ME/CFS. What we need in this area is more diverse housing, housing that is wheelchair accessible so that people can visit their children, variety to allow for those that want to put an additional structure on their block for a young person or parent, including tiny house accommodation (easy to cover trailer wheels and add a small deck to fit in with the houses in the suburbs.								60	There is never enough parking and it can be dangerous when traveling around some of our streets when cars are parked both sides and also difficult if there are no paths to travel safely along forcing prams, wheelchairs and pedestrians onto streets.	Focus on safety and access. Allow people space to have a small garden		No, I don't want to / I currently live in a detached house			We are the Bush Capital. Could we have a tiny house suburb with cottages, one, two and three bedroom, with a community centre, coffee shop, chapel, playground, dog park, community garden, stand alone places, not having to rely on body corporates and expensive strata. places with bush and plenty of trees. It would also be good if it was wheelchair accessible (paving in Canberra is dreadful uneven and dangerous). Ramps instead of stairs. community is about old and young coming together, helping each other, working together. Having a space that you can just be without shared walls, steep underground car parks and living on top of each other. A place where people from other suburbs can come and enjoy walks and community.
Yes	No	It is not more appealing to me because there are less and less homes available to me where I can own my own slice of the Australian dream. Where am I to have a barbecue to accommodate a large party or to have a play equipment or a trampoline in my backyar	No		No	no it doesn't because subdivision shouldn't be allowed. There are too many smaller home sites in Canberra, which don't have any outdoor green space and don't provide enough. Adequate space within the home to provide space or storage for the	It doesn't encourage appropriate transition in building height and scale. All it encourages is that people's slice of Australian paradise will be approached upon and overlooked and what you're going to have is concrete corridors, wind corridors that are cold and homes with no natural light where people will become unwell and unhealthy.	no, you don't have the right balance. All of these rules are crap.	Yes			50	no, you haven't got the right balance. All you have to do is take a drive around where occupants are parking on median strips and all you're doing is finding people houses aren't the right internally. They should be 2.7 garages aren't the right height they're very low at 2 m of 2.2 which don't allow high utility vehicles or four-wheel-drive to park or or even people to have places to park there RVs there isn't enough off street parking which doesn't encroach on clear access to the street which doesn't provide safe access for pedestrians.	Like all the other rules. This has been done by somebody who has zero experience.	There's a lot that's missing, but the problem is is the way that you're targeting your questions to actually ask for answers the questions that you're asking a designed around the expected answers that you want in order to go ahead with your rules. Try asking better questions more multiple-choice questions to actually get a better cross-section of society and what they expect for Canberra.	No, I don't want to / I currently live in a detached house			Canberra housing is cutting people like me a single working mother out of the market. What I want is a detached home dwelling on a large block so that I can raise my family have a garden and do what I want to do in my own space where I'm not encroached and looked upon by others and I'm not waving to my neigh in the shower for my kitchen. I don't wanna live out at Tuong. I want clear access to a lot of really good schools clear access to public transport and shopping areas and green spaces and this proposal doesn't provide any of that.
Yes	Yes		Yes	Very well.	Yes		Very well					100						

No	Yes			I believe these changes should allow for more town houses and low-rise options in suburbs that are actually desirable for people to live in. Currently there are very limited options that are fit for purpose as a young person in Canberra, with housing that is large enough to support a family and close to the city/work being far too expensive to be affordable. Houses that are affordable aren't fit for purpose (too small or would require hours of commuting each day), so providing more opportunity to improve this situation is a step in the right direction.	Yes		Well.	Yes.	Yes			Yes		More emphasis on the benefits provided by improved feasibility of public transport and small businesses, and an emphasis on a more walkable/rideable suburb would be good.	Yes, I'm looking for an affordable home in an established suburb			Please implement them, otherwise myself (and many other young people who are looking to start families) and my partner will be looking to leave the ACT due to the lack of affordable and fit for purpose housing available. The ACT government needs to choose between whether it wants a future for young people in the Territory, one that can support young people and businesses, or whether it will be held hostage by the older landed gentry who are going to be dead in 20 years anyway.
Yes	Yes		No	As a non-expert, I think these proposed changes will be worthwhile in making housing supply more achievable without increasing urban sprawl. I think that not setting minimum block sizes could be risky. I hope that these changes are accompanied by appropriate sustainability and environmental impact guides and regulator considerations, and wherever possible I support the redevelopment of existing end-of-life or substandard dwellings before any greenfield development occurs.	Yes		Reasonably well. Character and style is important ans should persist, but emphasising too strongly on style alignment with adjacent homes may bolster NIMBYisms and may be impractical if neighbouring homes are also slated for future redevelopment to higher density forms.	I think so - however it will be important that this guidance can also be enforced as a standard (not just a guide) to prevent shortcutting by developers leading to new builds with poor attention to solar access and privacy.	Yes			100	Yes. I think that 4.2A will calling for guest parking to be on street where possible is not appropriate. I think it should call for providing guest parking onsite at an appropriate ratio to the number of residents (bedrooms) per block. One-car households are not the norm, particularly not in a context where many households are share-houses, due to housing pressure, including small dwellings. The volume of on-street guest parking in my suburb (Dickson) has increased significantly in recent years, as density has increased. This signals there is inadequate parking for residents and guests at dwellings. I used to be able to cycle safely thorugh quiet streets, now there is too much onstreet parking and cars jostling for a turn on 1-way widths that urban cycling is becoming too hazardous. Dooring, McGowan, Stockdale and Hope streets are examples.	The landscaping guidance to conceal parking and infrastructure is good.	Generally yes it does. 1. Currently there is no reference to pets. Given cat containment is legislated in the ACT, and will expand to established suburbs, it would be very helpful to include guidance on establishing balconies/courtyards/fencing to a standard that is safe and practical for cat / pet containment, or at least establishing standards that residents can adapt for cat containment without detracting from the curated aesthetic. 2. Section 7.1.C of the design guide encouraging native and endemic plantings can be improved by stating "not" to plant certain exotic species, referencing the Biosecurity Act 2023 (ACT) which took effect 15 May 2025, and the Biosecurity (Pests) Declaration 2025.	Yes, I'm looking for an affordable home in an established suburb			
No	Yes		Yes	It does a good job of allowing for the types of living people want.	Yes		Not sure	seems correct to me	Yes			100	Street parking is an issue for visibility in navigating streets especially if bike lanes are to be introduced.	less cars the better		Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		Yes	Really well, I think it's quite logical that each block should be assessed as case by case basis rather than a simple square meterine method.	Yes		Pretty good, it's more flexible but still requires assessment of impacts to neighbouring properties etc.	A bit hard to say, privacy is always contentious and owners usually apply double standards to what they can see from their house and what others can see in.	Yes			100	No, I think it's a bit risky to reduce parking onsite, you just need to look at all the new greenfield areas with their tight streets and cars on every single nature strip to see evidence that encouraging public transport simply is not practical.	Hit and miss, on a quiet street it's ok but once density ramps up there will just be cars on every nature strip and it will be a mess.	Yeah it's pretty good with the drawings and scenarios to demonstrate what could be achieved.	Yes, for another reason	Only in a separate titled property, anything strata is terrible		I would like to see less strata and more individual title options, body corporates are a nightmare to live in. Looking at my block I would NOT have a financial incentive to build a secondary dwelling, my outlay would be more than the two properties are worth, having a triplex or 3 properties would probably make a small profit so whilst these policies are good on paper they won't really have huge uptake until either values go up or construction costs go down. I really want to reiterate that I'm pleased with the common sense approach for looking at the block characteristics rather than just its size or zonine.
Yes	No	I don't need a second home, I'm not an asshole.	No	Very well, expectations are clearly set out.	Yes		It's clear what is expected.	Yes. The encouragement of tree planting is helpful.	Yes			90	More properties should have basement parking made mandatory, with exceptions made for properties located on granite deposits and near water tables.	Decent enough when considering the lack of public transport amenities to support lower private vehicle use.	As a layperson, it sets a reasonable standard of what should be followed to achieve sustainable housing.	I already live in this type of home			The ACT govt should be reclaiming any properties that have been unoccupied for longer than ten years and converting them into '' missing middle' public housing.
Yes	No	Cost of RZ1 blocks will increase due to interest for development, making it more difficult for larger families to find a 3-5 bedroom home.	No	It will certainly open up a lot of land for redevelopment, however I don't wholly agree with the principle. The zones were designed to retain neighbourhoods through character, as referenced in your design document, and just adding larger sized buildings to streets because you can, will inherently change the character of those neighbourhoods. RZ2 is near commercial areas as commercial areas have limited trading hours and traffic (both foot and car) will decrease out of those hours - allowing people to return to apartments in a relatively quieter area. Pushing larger buildings into areas that have a similar pattern of movements like school runs or work commutes, put pressure on those communities. The ACT is opening 2 new suburbs near Whitlam, of which the amount of housing hasn't	No	I don't agree with the application process. I belive that the application should be to rezone to a variant i.e RZ1A Single Occupancy, RZ1B Dual Occupancy. There should be opportunity for community feedback before it reaches DA stage of approval.	Asking for feedback on the guides communication level rather than public opinion on the reform isn't really appropriate. Three story buildings don't belong in suburban neighbourhoods. Closer to commercial centres that have little evening traffic is okay. Larger buildings block light and increase traffic on smaller streets. In the UK there are party wall aggreements and the 'right to light' legislation, that give home owners rights around what is acceptable development for the property. Perhaps limiting the height to larger 60k zoned streets might be more appropriate? I don't mind townhouse or semi detached buildings in these outlying neighbourhood areas.	Having lived in the UK, which is full of medium density houses, there are common issues around privacy (or lack there of). Countries like the UK have higher standards of privacy law, allowing mediation of neighbour disputes about noise, cameras, windows overlooking gardens. The ACT simply doesn't have the regulations in place to handle the increase of complaints that will come from compacting the population. Currently a neighbour can point a camera at a child's window without any options from parents to legally have this changed.	Yes	I don't think developers should be allowed to change setbacks, and home owners of single occupancy can't.		I think there should be some consideration of parking around schools. Currently it's already difficult to find parking in a scool area during pi k up or drop off times.	If a property has enjoyed uninterrupted natural light through its windows for at least 20 years, it gains a legal "right to light." New developments, extensions, or even tall hedges on neighbouring land that significantly reduce this.	No, for another reason		I don't think the footprint for these homes would be big enough for my family.	Many new builds across all types of housing have faced complaints about poor finishing, shoddy workmanship, and numerous "snags" (minor defects) upon completion. There should be some accountability from the development companies to guarantee workmanship for a longer period.
Yes	Yes		Mavbe	It's okay but not enough, but the main deterent from these exiting laws is body corporate and strata and these changes don't address that, strata is known to be quite exploitive to unit owners, four corners has done a documentary on it, fix strata and population density toeether.	No	Strata is still going to be an issue			Yes			60		No, you should consider allowed parking on nature strips or redeveloping nature strips into car parking spaces		Yes. for another reason			

No	Yes														Yes, for another reason	This sort of housing is the best for building community, and supports a level of density that would allow me to live in a suburb with good access to transport and amenities while having a bit more space in my own home than in most apartments		Diversifying the housing stock is good. Building medium density housing is particularly good (allows for close community, and the medium density supports nearby businesses/services to operate efficiently). One problem we run into is the assumption that medium or high density housing is only for young/elderly people, and not the families who make up a large part of our population. For example, it seems every apartment in Canberra has 2 (maximum 3) bedrooms. If we created medium/high density housing that was actually designed with families in mind, they would be more likely to stay and not be expelled to the outer suburbs, which are the only developments currently catering to them. I would love to see accomodation for different types of households, especially families, reflected in these reforms. Everyone in the
Yes	No	We have bought and spent a lot of money on a small house to be sustainable. Our house price would be diminished if units were suddenly built across the road. It also changes the character of an entire suburb - you don't see this occurring in Hobart where	No	No. It will diminish green spaces and allow rich property developers to line their pockets with townhouse developments they then sell for a huge profit. It's not going to be first home owners who purchase huge blocks due to price - it will be hose with wealth already built from property. I don't understand why we can't build out further.	No	600m is a tiny block. Again green spaces will be diminished and property developers will come in and take options away from families in inner suburbs who want a backyard for their kids.									No, I don't want to / I currently live in a detached house			
Yes	No	None of your business!	Maybe	None of your business!	No	None of your business!	None of your business!	None of your business!	No	None of your business!		None of your business!	None of your business!	None of your business!	None of your business!	No, for another reason		None of your business!	None of your business!
Yes	Yes		Maybe											The design of neighbourhoods, including streets, safe streets, and active transport, is missing. There is no mention of the people who live in the streets having a say in the design of the streets and common facilities through the concept of community-controlled streets. There are ways this can be done, and I am currently working on implementing this for new developments and existing suburban streets. I have attached a starting document outlining the principles and I will put in a formal proposal later.	No, I don't want to / I currently live in a detached house			
Yes	No	I live in Canberra for the space, not to be crammed next to my neighbours.	No	Go nuts in new suburbs but leave established suburbs unchanged.	No	It will fundamentally change the culture of established suburbs.	It will fundamentally change the culture of established suburbs.	No, leave established suburbs alone.	No		0				No, I don't want to / I currently live in a detached house			Leave established suburbs well enough alone.
Yes	Yes		No	Very well. We have an opportunity for nation-leading reform at a critical time in Australia's housing crisis. It will be important not to overcook the design restrictions and processes - we need to allow for architectural creativity and innovation. Height limits, setbacks and canopy requirements should be the focus, rather than attempting to specify every single design element. If a developer can achieve five dwellings on an existing single detached house site, with none exceeding two stories, all with six metre setbacks and 25% tree coverage, that should be able to be approved.	Yes		It is great. You have selected very appropriate scale and heights that transition from low to medium density. High density should be unlimited and reviewed on a case-by-case basis in line with place strategies e.g. in Gungahlin, Belconnen, Woden, Tuggeranong and Molonglo town centres. For example, a 40 storey mixed use tower in Gungahlin right next to the light rail stop would be absolutely appropriate.	You have the balance right.	Yes	It is important that setbacks remain relatively large compared to other Australian cities, in order to leave room for large street tree plantings for Canberra's urban forest. Articulated setbacks are fine but must not interfere with a tree-lined street.	20	By all means put visitor parking on local streets. However, private car spaces for the dwelling dwellers should not be compromised. A reasonable median is one car space per two or one bedroom dwelling, and two car spaces per three or more bedroom dwelling.	Well.	Yes.	Yes, I'm looking for an affordable home in an established suburb			This is a critical moment during a housing crisis where speed is of the essence. Please progress these reforms swiftly after consultation so that the earliest development applications could be lodged by the end of 2025. The longer we wait, the more the Government will have missed the opportunity to capitalise on the housing crisis and reverse the trend of negative interstate migration into the ACT. People will move here for housing and will create jobs and growth in new areas as they do. The momentum could spark a new golden age for Canberra. But it won't if you take another two or three years to implement this plan, by which time others will have caught on / the housing crisis will be over.
Yes	Yes		No	Very well, in favour							90	Yes '' in favour of less requirements to have onsite car parks	Yes. Ideally we would have less cars but given we do have many cars, street parking seems reasonable. Possibly encouragement of more sense car parking like multistory in large/ dense areas		Yes, I'm looking for an affordable home in an established suburb			
Yes	Yes		Maybe	Fantastic. Very exciting. Means we may be able to do multi-generational housing with my partner's family, which we've always been really excited about but has (until now) been very difficult in practice.	Yes		Seems quite sensible; it will allow for a good transition as you get closer to each set of suburban shops (I think). As someone who wants a bit more vibrancy in our suburbs, while still having a lot of green space and peace and quiet, it seems like a good balance.	I'm not well qualified on this one!	Yes	They're nice diagrams!	100	I would still argue for lower parking minimums, as I think it's a (very significant) cross-subsidy to people who choose (and are able) to drive. But it's a big improvement so I won't complaint too much! It's really important to think about what we want in the future - we should be aiming for a city where more people are able to live better lives with just one car, or none. Less commuting, more activity, better social outcomes, lower emissions. The idea isn't to have cars parking on the street - it's to have fewer cars overall, and a built form that allows more people to walk or cycle.	As above - the lower the parking minimums, the better!	I'm not enough of an expert to comment, but it does seem well put together.	Yes, I'm looking for an affordable home in an established suburb			I noted above the point on multi-generational housing, which is what we'll be looking to explore with my partner's family now that these reforms are coming in. I think this is underemphasised in housing debates. Many people would likely be more interested in living nearer to their family (or friends) if they could do so affordably. These reforms will help make that a reality, and so I'm very thankful to the government for making them happen.
Yes	No	Not fit for even a small family, no outdoors and parks	No		No						10				No, for another reason			

Yes	Yes		Maybe	The changes would allow for more diversity in housing, but should come with mixed use zoning for small businesses to increase suburb sustainability and efficiency.	Yes		Reducing restrictions on building height and scale will increase the types of houses that can be built. This will build on the local character of the area, not reduce it.	The balance is correct, as missing middle housing is a higher priority for the city.	Yes		100	Only a limited provision of car parking spaces on site should be considered. Missing middle housing will increase suburban revenue, which should be used to increase public transportation options (trams & buses). Density will then reduce dependency on cars and in addition, parking requirements.	Houses should be permitted to be built without car parking requirements if in close proximity to public transport. This may allow for more affordable housing options. The changes support a pleasant landscape outcome.	Yes - clear language with effective diagrams	No, for another reason		I live in medium-rise apartments and prefer this to middle housing	A strategy of zone expansions should be produced, linked to population growth. Missing Middle housing is only one part of the puzzle. International Consultation must be carried out. Contact urban planners from high-rated towns and cities such as Riverdale, Toronto or Amsterdam, Netherlands.
Yes	No	The Building Approval Exception process is flawed and supports non compliant buildings with a suitable review process for neighbours.	No	If you mean by diversity you mean accommodation that is not given a 'Certificate of Occupancy' will supply a diverse range of squalid living arrangements. Self contained 'granny' flats that are either building either "Development Approval Exempt" or "Building Approval Exempt" has and will be used to build separate accommodation buildings without neighbour consultation or approval, nor review bu ACT Government Compliance Officers. The existing process circumvents appropriate ACT Govt oversight for use of driveways, street parking and nature strip parking.	No	There is no method of review or objection for building approval exception dwellings by neighbours. Use conditions must be able to be enforced i.e. a 'granny flat' can not be used as a rental property.		Reflection from roofs to neighbours is not considered. High pitched roofs can reflect heat and glare to neighbours property.	No	No enough consideration to existing use by neighbours when building approval exemption dwelling are built to operate as private rental properties.		NO. building approval exception dwellings for rentals do not cater for additional car parking in existing residences with unapproved multiple drive ways and parking on nature strips.	Ther is no such this as a pleasant landscape outcome with cars parking all over the nature street. Drive down Mackennal St, Lyneham and see how plesant that looks !	NO. Add a review process for neighbours and a penatly or re-assessment actions when a building approval exception dwelling is no longer as 'approved' i.e. an additional self contained flat is used for private rental.	No, for another reason		I think it will deliver squalor and poor limited accommodation choices.	Review the existing process for building approval exception to exclude self contained dwelling - existing dwelling to be reappraised.
Yes	No	It is appealing but need to be managed and not by the [REDACTED] crowd. They potentially impact decision as a block of apartments with no parking may spring up next to you	Maybe	It is concerning and impacts where you have chosen to live. Diversity shouldn't come at the expense of those who have sacrificed to live where they live without handouts.	No	It appears deliberately vague and open to interpretation	I think building height needs to be limited to two stories in the suburbs. No one wants people staring into your house from above when you live in the suburbs and not the city	Solar needs to be looked at on a needs basis and if a development impinges on the rights of another landholder compensation for the life of their lease should be paid. That would encourage the developers to do the right thing	No	Concening that current building separations are not maintained for the suburbs	70	If it is a four bedroom townhouse etc it needs space for at least 2 vehicles and so on 2 bedrooms needs a space and one bedroom needs a designated space. No one wants the road full of vehicles because they don't have a car space	It doesn't, look at Molonglo or Tuggeranong there are no parks anywhere and the streets are full you can hardly drive down them in an evening or the weekend	Guidance needs to be adaptable and reflect the suburb where it is to retain Canberra characters that each suburb has. I would add needs to fit in with the suburb what fits in Kingston probably won't work in Chapman	No, I don't want to / I currently live in a detached house			This has a lot of potential but also potential to be manipulated by some of the large property developers in the Territoey such as [REDACTED] and other builder developers tied to larger known building companies. Current residents need to be consulted on changes to their suburbs as will impact their lives and in many cases pay considerable rates to live where they live for very little in return. When compared to those on the other end of the socio economic ladder
Yes	Yes		No	More off road parking is required in new developments. A 3 bed townhouse may have as many as 4 vehicles. With only 1 or 2 car spaces provided in a new dwelling, there is difficulty finding appropriate parking spaces on streets. Per Arthur Blakeley Way in coombs. View the street parking after 1900 of an evening	Yes		Very well	No comment	Yes	More off road parking is required in new developments. A 3 bed townhouse may have as many as 4 vehicles. With only 1 or 2 car spaces provided in a new dwelling, there is difficulty finding appropriate parking spaces on streets. Per Arthur Blakeley Way in	70	More off road parking is required in new developments. A 3 bed townhouse may have as many as 4 vehicles. With only 1 or 2 car spaces provided in a new dwelling, there is difficulty finding appropriate parking spaces on streets. Per Arthur Blakeley Way in coombs. View the street parking after 1900 of an evening	More off road parking is required in new developments. A 3 bed townhouse may have as many as 4 vehicles. With only 1 or 2 car spaces provided in a new dwelling, there is difficulty finding appropriate parking spaces on streets. Per Arthur Blakeley Way in coombs. View the street parking after 1900 of an evening	More off road parking is required in new developments. A 3 bed townhouse may have as many as 4 vehicles. With only 1 or 2 car spaces provided in a new dwelling, there is difficulty finding appropriate parking spaces on streets. Per Arthur Blakeley Way in coombs. View the street parking after 1900 of an evening	No, for another reason		I own a townhouse and am very comfortable where we are	More off road parking is required in new developments. A 3 bed townhouse may have as many as 4 vehicles. With only 1 or 2 car spaces provided in a new dwelling, there is difficulty finding appropriate parking spaces on streets. Per Arthur Blakeley Way in coombs. View the street parking after 1900 of an evening
Yes	Yes		Maybe	I think the changes will allow for needed diversity in housing and that is a good thing. I'm comfortable that the objective criteria still in place on things like tree cover, setbacks etc will preserve the characteristics of our suburb and that any changes will happen in a modular and fairly slow manner.	Yes		I think the changes proposed but I think two additional changes would be even better: 1) allow a basement in any zone provided it is not visible from the street (or, alternatively) not visible outside the boundaries of the block. I think basements can be useful for adding additional space if people want them and don't see why they should impact the character of the neighbourhood if no one can see that they're there. Height limits, setbacks and overshadowing for external walls of the houses would still apply so no one would end up overshadowed by a huge wall in the backyard of a sloping block with the first option. 2) Within existing height limits for RZ1, allow for habitable attic rooms in the roof cavity. Again, attics are a useful way of using otherwise waste space and even with dormer windows don't add much to the visual bulk of a house provided that they are	Yes, I think these are well specified and will maintain amenity for both existing residents of neighbourhoods and future occupants of the new housing.	Yes		100	I think the options for visitor parking will be fine. I have observed that in streets with at least some cars parked along the sides, the cars act as a traffic calming device, encouraging cars to slow down to appropriate neighbourhood speeds.	I think as long as the road design supports roadside parking (as it does in most older suburbs) then this is a good option. Some suburbs (such as areas of Fadden and Gowrie) definitely does not support roadside parking.	Yes	Yes, I'd like to downsize and stay in my current neighbourhood			
No	Yes		No		Yes				Yes			More car spaces required. We are in a share house currently in Denman with 6 cars and 2 car spaces. We clog the street and create a bottleneck. This experience is not uncommon among friends. If the requirement for car spaces is less, there must be an on street parking provision	Not well enough	Needs more focus on sustainable construction Size Solar access (explained for people who are unsure- seems a little tokenistic at the moment) Embodied energy Adaptive reuse	Yes, I'm looking for an affordable home in an established suburb			We need more options that reuse existing houses in line with the blue field housing typology. This will help mitigate the divide between positive urban infill and Streetscape preservation (scale, material, datums, forms). The proposed changes may result in community dissatisfaction, poor design outcomes, fragmentation of streetscape and gentrification due to a mismatched peppering of unsympathetic developments already seen throughout the inner north. Yes, missing middle typologies are good and the changes are net positive for climate, affordability, future proofing etc, but I don't believe technical specification controls are enough to mediate between the old dwellings and new constructions. Whilst I appreciate the controls around open space, tree coverage and scale, I believe that these new changes may cause a rift in our

Yes	Yes		Yes	Changes are great but LVC and Tree charges not to mention the dozens of other related charges and imposed requirements which cost money make new developement un-economic.	Yes				Yes		100				Yes, I'd like to downsize and stay in my current neighbourhood			great well over-due initiative but government regulatory and tax burden needs to be looked at
Yes	Yes		Yes	Excellent approach to better utilising existing facilities such as shopping centres, and refreshing the use of schools and similar facilities that are subject to suburban ageing.	Yes		I like it but suggest that adjacent land such as green spaces, nature strips, paths and roads be viewed as integral to building design.	I think so. More interested in solar for people inside and outside their homes rather than power generation.	Yes		90	I think unless there are specifically designed car parking spaces there should be no persistent parking of cars or any other vehicle such as trailers and caravans on public roads. This is my most sensitive topic as local car parking outside of private property already constitutes a visual and road safety issue.	Cars (and other vehicles) have no place in 'unpleasant landscapes'!!	No comment	Yes, I'd like to downsize and stay in my current neighbourhood			Car parking and unofficial appropriation of public land for private purposes are topics that will determine whether I support or object to the Missing Middle housing reform.
No	Yes		No	This plan is positive, but I'd caution these homes need to be available in the inner south - not new suburbs like molonglo valley, or Northside only. There is a massive missing gap for inner south dwellers who need more than a apartment family wise but cannot afford a full detached home. Also, guidelines should be updated to not allow constant townhouses to be built without a ``back' yard. All the townhouses that go up only have a '' front' small courtyard which also serves as the entry, prohibiting use for small children and pets. These are not family friendly designs. Woud be good to see affordable fmaily middle gap options in Narrabundah, Griffith, red hill, Kingston etc, or deakin and curtain. Where people want and need to live for their jobs and kids schooling, in this income and age segment. Speaking as a single (divorced 41 year old mother to primary	No				We need solar and battery connectivity to be mandatory on these homes	Yes			100	Each home needs 2 car parks		See earlier comment on `` back' yards, not just front dual purpose entry courtyards unsuitable for families with kids and pets - these are prolific now and terrible	Yes, I'm looking for an affordable home in an established suburb			
No	Yes		Maybe	I'm a single mum renter, a little over the income threshold for public housing, which means 72% of my income goes to keeping a roof over my head in the rental market. So long term improvements to supply seems like a great idea. However, last year I accepted a lease (had initially signed one for a different property with the same owner, but the owner wished to occupy it due to separation) of a house that had sat vacant for over 18 months due to unfixable roof and mould issues. This was a 'oztrade off'!! of quality of life VS security in a stable address near a great school for my child's education. The unimproved 1970's build, complete with 'raindoor rain'!In several rooms throughout winter is a demolition job - the block is huge. So this will easily fit 3 x 4-6 bedroom townhomes. Long term I can support supply	Yes		No comment. I made the point I wanted to make. I don't have the knowledge or experience for this discussion point.	No comment. I made the point I wanted to make. I don't have the knowledge or experience for this discussion point.	Yes				If you look at dense suburbs like Gungahlin, Franklin and Harrison, it is clear that developments were built without adequate parking for RESIDENTS let alone visitors and delivery personnel. The older suburbs have much larger, wider streets than these new suburbs which can therefore accomodate street parking.					
Yes	Yes		Yes	I think the changes are positive and well overdue. I think more consideration needs to be given to allowing removal of mature trees on existing blocks though to open up space required to develop. I don't disagree that trees are important in creating shading and street appeal, but priority needs to be given to removing trees to support development, as long as additional trees are replanted as part of the future development. This includes being able to remove verge trees to support better access to blocks. Existing trees were planted in accordance with original plans for the blocks, and possibly trees have grown in areas that weren't planned. Too many developments are block from good design, efficient land use and planning outcomes due to trees needing to be retained.	Yes				Yes		100				Yes, I'd like to downsize and stay in my current neighbourhood			
Yes	Yes		No	Making apartments compulsory is not 'diversity in housing choices'. People want yards and gardens. Public parks are not a replacement for private gardens	No	I can't see any requirement for excellent design or an assurance of appeal mechanisms	Completely dependent on design standards. The Barr govt kowtows to bad builders like [REDACTED] which are an anathema to a wonderful city. (How many MLAs live in flats, by the way?)	Inadequate appeal rights	No	Setbacks are already ignored	10	Absolutely not. Require [REDACTED] et al to provide one car per person, and TWO cars for one bedroom flats (couples). Plus visitor parking.	If you're building seven stories there's no 'unpleasant landscape'!In any case. Just provide enough parking so that the streets aren't congested.	The dud argument that young people need to buy in the inner north is the wrong end of the stick. Make the outer suburbs desirable places and the young will strike out and move there. O'Connor was once an outer suburb!	No, I don't want to / I currently live in a detached house			Incompatible with the elements that make Canberra an amazing place to bring up kids.

No	Yes		No	It goes far but not far enough, ACT Housing hold alot of property on larger blocks in Canberra and do not want to develop because it would mean over the months of redevelopment, they would be under the numbers for that district/suburb. There needs to be reform for this, in particularly the minimum caps on certain areas so these older homes on larger blocks can be developed into tri or even quad occupancy. The current policies in place are not reflective of the low and middle income community that requires this kind of housing. It would mean slowing of lists which are already out of control but allow for more property in the portfolio in the long run. Short term issues for long time gain.	Yes		It goes further. Re classification of dormant business and commercial districts, particularly around Mitchell, Phillip, Greenway, and Fyshwick would allow more development. Especially in Fyshwick where Canberra avenue development could be revitalised by development to residential.	Solar needs regulation against scammers and confidence acts that are plaguing the issue. Coordination with a government regulatory solution, not bottle necking those to only Actew or RED, but giving a full democrassied retail solution supported by the government, like a choosie, where you can viably and with confidence actually research and afford solutions with increase the uptake and infrustructure. Do that first before, then lower income earners, find ways that ACT Housing can update and facilitate solutions for disabled, elderly, single parents, carers, and essential workers to be able to upgrade and subsidise larger bills with solar and battery solutions. Battery solutions is more an issue of access and cost than pannels.	Yes	The best way is by articulating and communicating the aftermath, the scale of the project and timeline, and the rewards to the neighbours of developments that will yeild curb appeal and value increase of there own property.	100	No. GreenSpace needs to be redeveloped in delapidated areas but curb greenspace in busy streets need to be developed into metered parking like in the new developments on cynthea teague cres in greenway. Metered parking and time sensitive parking in peak days and hours affords those in the developments a freedom to have guests, to engage with the community.	It could be developed more. Greenspace is important but there is an issue around available parking for these developments that should be addressed first and greenspace come after. Think of it as function over design.	I have outlined previously what needs to be done for guidence. Design does need to take into accounr the community of private owners around said developments to give the best outcome for the entire community.	Yes, I'm looking for an affordable home in an established suburb			Missing Middle Housing isn't just about private ownership, and private rentals. This plan should be extended and immediately put into action for Community, disabled and ACT Housing. Taking older larger blocks and redeveloping them, less in the portfolio for short term, more to offer in the longer term with more properties in the portfolio.
Yes	No	I already own a home and don't plan to move for a long time. But I am in favour of the changes. They should go further!	Maybe	They're great, and much needed. However car park size should also be adjusted to allow smaller car spots for the second and third parking spot attached to each block.	Yes		Very well	Yes	Yes		100	No, we should not be encouraging multi car homes. If there is a bus or tram stop nearby or planned, each dwelling should need minimum 1 car spot, even if the homes have multiple bedrooms. But minimum parking space size needs to shrink. We don't need giant cars dominating the city, and people will buy cars that fit in their garage, so we should be able to have much smaller parking spaces.	Pretty well		Yes, for another reason	We always thought we could live in a missing middle style home. We ended up buying something different because it didn't exist, but do plan to build a secondary dwelling on the block.		
Yes	Yes		Yes	I believe these changes is a great step towards providing greater housing choices, availability and affordability. Furthermore, this will encourage vacant block of lands to become more economically viable to build on, or change ownership of vacant blocks to owners who are in position to build. There are many vacant blocks of land throughout the suburbs of Canberra that would be better put to use if homes are actually built. These changes will help nudge along this process.	Yes		It appears detail enough.	It appears sufficient.	Yes		100	It appears sufficient.	It appears sufficient.	It appears sufficient.	No, I don't want to / I currently live in a detached house			While it may not change my immediate living arrangements, I can see the huge benefit for fellow Canberreans and fully support these changes, whether they are downsizers, first home buyers, or wanting to live in the suburbs without having to commit to full size block and detached land.
Yes	Yes		No	Very well	Yes		Very well	Yes	No	Setbacks are too restrictive	100	Parking minimums should be removed. Let the market decide.	Parking minimums should be removed. Let the market decide.	Yes	Yes, I'm looking for an affordable home in an established suburb			These reforms news to be implemented in ALL inner city locations such as reid, Ainslie, Forrest, Yarralumla, turner, Braddon. Preserving many of these suburbs as ultra low density hold our city back by decades.
Yes	Yes		Yes	I broadly support the changes.	Yes		Too restrictive	I would prefer a greater focus on housing but it is not terrible	Yes		100	It is an improvement but I think there is still excessive focus on parking	Parking is the least pleasant landscape outcome and wish it was less stressed	It is far too concerned with subjective notions of aesthetics rather than practical (but hard to determine by buyers) features like build quality and energy efficiency.	Yes, I'd like to downsize and stay in my current neighbourhood			Housing is more important than vibes

CABINET

ACT Government
Territory Planning Authority

DRAFT
MAJOR PLAN AMENDMENT to the TERRITORY PLAN 04

Missing Middle Housing Reform

Residential Zones and Subdivision Policy

May 2025

This draft major plan amendment was prepared under division 5.2.3 of the *Planning Act 2023*

Contents

1.0 INTRODUCTION 1

1.1 Purpose 1

1.2 Outline of process 1

1.3 Supporting Report 1

2.0 APPLICABLE LAND 2

3.0 NEED FOR THE DRAFT MAJOR PLAN AMENDMENT 4

4.0 CONSULTATION 5

4.1 Consultation with the public 5

4.2 Consultation with agencies 5

4.3 Following consultation 5

5.0 DRAFT MAJOR PLAN AMENDMENT 04 7

5.1 Amendments to Part A – Administration and Governance 8

5.2 Amendments to the Subdivision Policy – Assessment Outcomes 8

5.3 Amendments to the Subdivision Policy – Assessment Requirements 8

5.4 Amendments to the Residential Zones Policy – land use 10

5.5 Amendments to the Residential Zones Policy – Policy Outcomes 10

5.6 Amendments to the Residential Zones Policy – Assessment Requirements 12

6.0 Interim effect 15

7.0 Consequential amendments to other documents 15

INTERPRETATION SERVICE 17

1.0 INTRODUCTION

1.1 Purpose

This document is draft major plan amendment 04 – Missing Middle Housing Reform (DPA-04) to the Territory Plan.

Under section 63 of the *Planning Act 2023* (the Planning Act) the Territory Planning Authority (the Authority) is making DPA-04 available to the public for comment.

Key parts of this document are:

- section 1.3 – what the supporting report contains and how to access it
- section 2 – what the draft major plan amendment (DPA) is applicable to
- section 3 – how the proposal meets the key strategic planning documents
- section 4 – details about the public consultation period and how to make comments
- section 5 – how the Territory Plan will be amended by this DPA
- section 6 - if the proposal has interim effect
- section 7 – consequential amendment to other documents, such as the technical specifications, as a result of this DPA

1.2 Outline of process

A major plan amendment (MPA) is a statutory process under the Planning Act that enables the Territory Plan to be amended. The three types of MPAs are:

- Proponent-initiated
- Authority-initiated
- Minister-initiated

DPA-04 is an authority-initiated MPA.

For more information about the content of the Territory Plan and the major plan amendment processes please refer to the Environment, Planning and Sustainable Development (EPSDD) website.

1.3 Supporting Report

While this document sets out the amendments to the Territory Plan, this document should be read in conjunction with the relevant supporting report.

The supporting report provides further context and background, including outlining:

- the proposal
- why the change proposed by DPA-04 is needed
- how the proposal gives effect to 'key documents' including the ACT Planning Strategy and the District Strategies.

The supporting report for this DPA is available as part of the 'background papers' and along with this document on the EPSDD website.

2.0 APPLICABLE LAND

The subject area for DPA-04 is residential zoned land currently zoned RZ1 Suburban and RZ2 Suburban Core. Some consequential amendments are also proposed to land zoned RZ3 Urban Residential, RZ4 Medium Density Residential and RZ5 High Density Residential as a result of the changes made in RZ1 and RZ2.

The extent and distribution of RZ1 is outlined in Figure 1 and RZ2 in Figure 2.

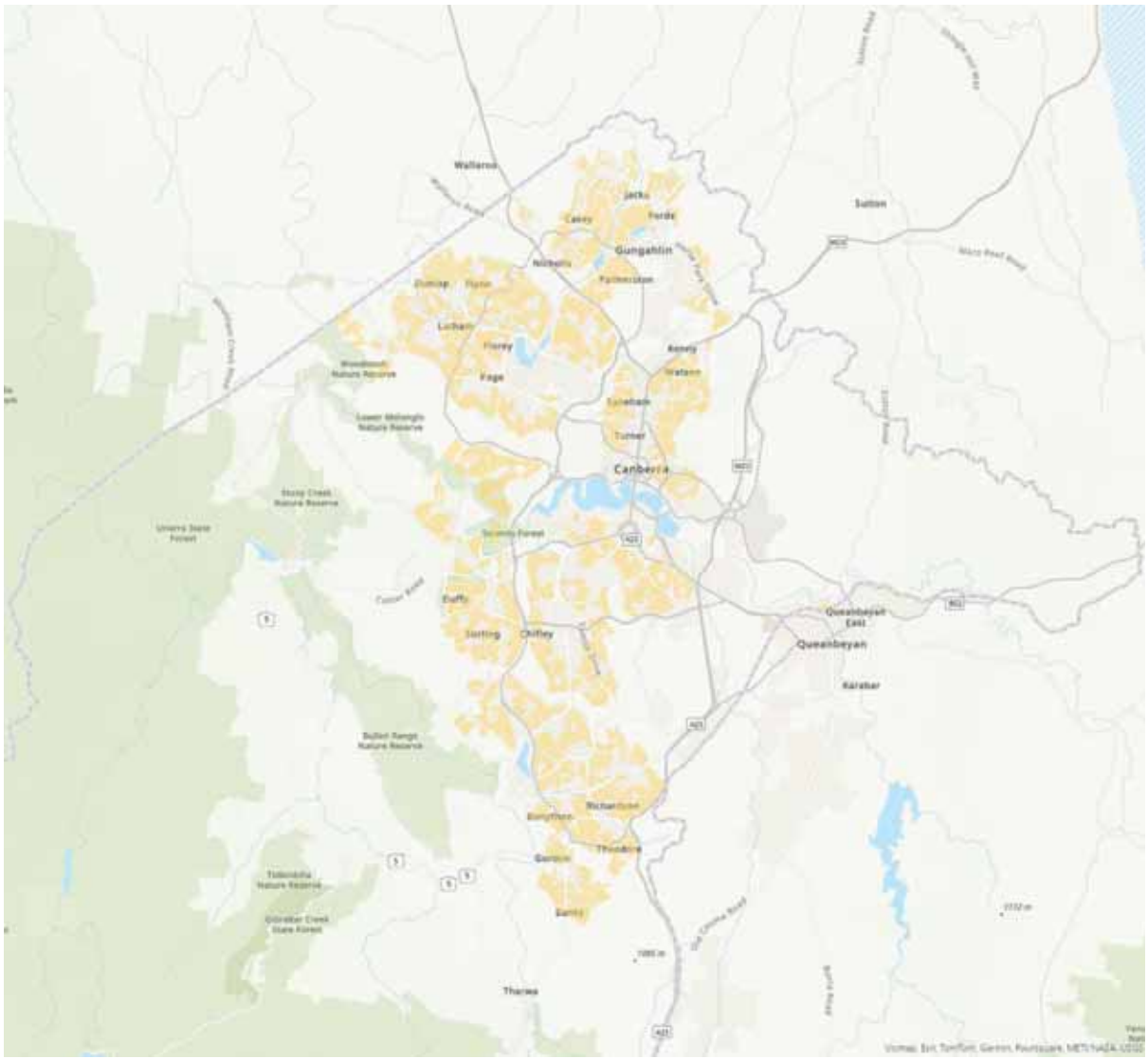


Figure 1 – Current distribution of RZ1 land

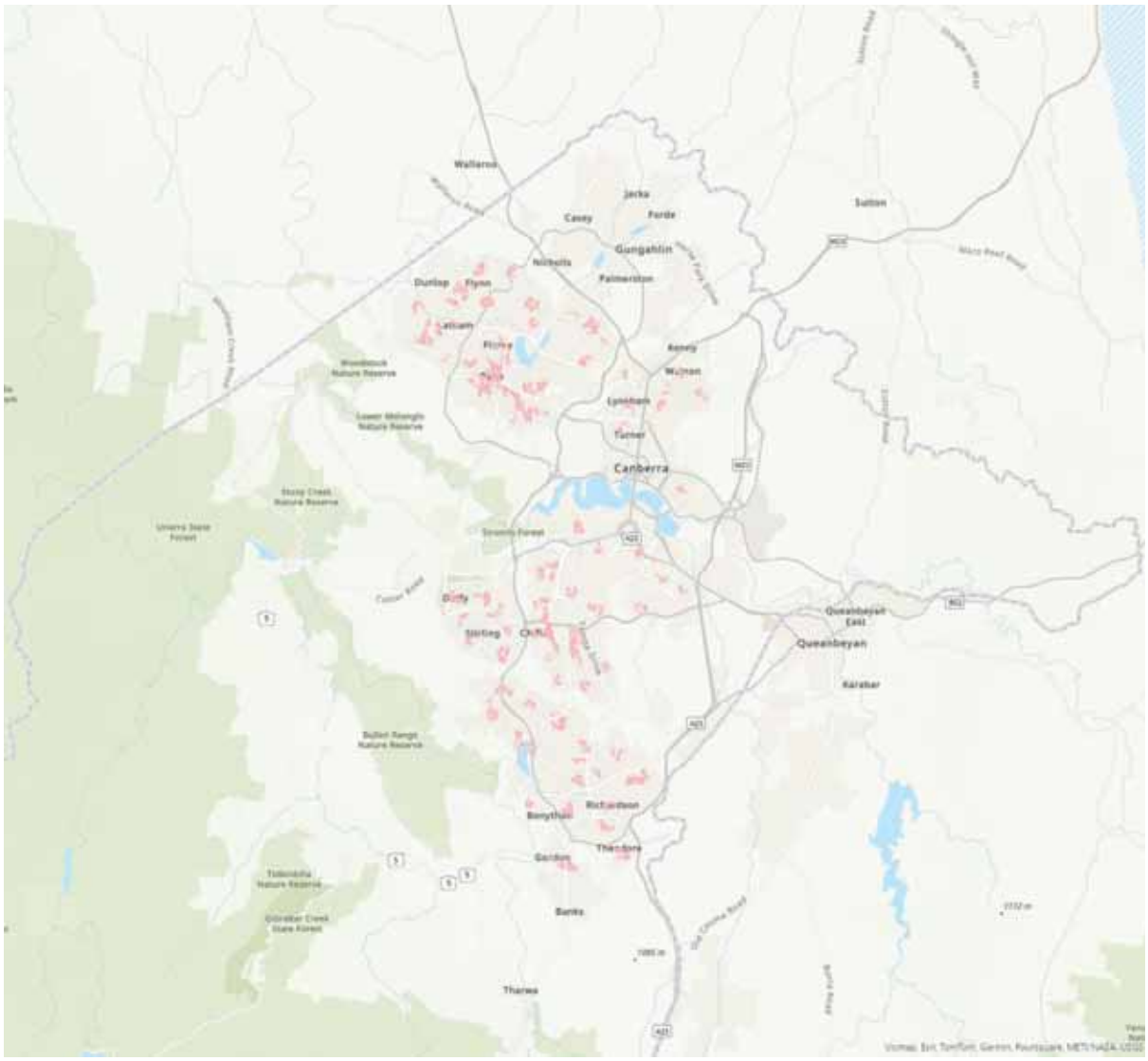


Figure 2 – Current distribution of RZ2 land

For a more detailed site description of the zones, please refer to the relevant supporting report.

3.0 NEED FOR THE DRAFT MAJOR PLAN AMENDMENT

The ACT's population is currently around 470,000 people and by 2050, the population is expected to reach almost 700,000 people. To support this anticipated growth in population, the ACT will need to provide 30,000 new homes by 2030 and up to 100,000 new homes by 2050.

The ACT Planning Strategy 2018, which sets the high-level and long-term goals for planning in the ACT, aims to accommodate this population growth by delivering 70 per cent of new housing within the existing urban footprint. Ultimately, the Planning Strategy aims to deliver a compact and efficient city. These reforms will directly facilitate achievement of this aim by permitting more 'missing middle' housing within existing RZ1 and RZ2 zoned land.

Introduced in 2023, the District Strategies consider the broad policy aims of the Planning Strategy along with each district's unique character and values, and outlines where and how change is expected to occur in the next 15 years. Relevant to these amendments, the District Strategies note the importance of delivering missing middle housing across all districts (excluding East Canberra) to provide greater housing choice, including in districts with lower growth projections.

Most recently, the Minister for Planning's Statement of Planning Priorities directly notes a priority to enable diverse housing choice by delivering missing middle housing in existing residential areas. The Statement of Planning Priorities highlights that the Missing Middle Housing Design Guide (MMHDG), along with amendments to the planning framework (this DPA), as key mechanisms in which this will be delivered.

The draft MMHDG provides best practice design guidance for targeted 'missing middle' residential typologies. For the purpose of these reforms, 'missing middle' is defined as multi-occupancy (dual and tri-occupancy), townhouses, terrace homes and low-rise apartments (up to three storeys). Currently, the planning framework does not widely facilitate the delivery of missing middle housing and often presents barriers to this type of housing. The changes proposed in this DPA have been informed by the best practice design guidance in the draft MMHDG. Together, these amendments and the draft MMHDG enable for high-quality missing middle housing to be delivered in our existing residential areas.

Further detail about how this DPA meets the key strategic policy documents is set out in the supporting report.

4.0 CONSULTATION

Consultation activities have been undertaken during the preparation of the draft Missing Middle Housing Design Guide with key design and industry professionals. This early consultation with local professionals as the reforms have been developed for broader public consultation has helped to test the design guidance and proposed Territory Plan changes to ensure it is promoting achievable and feasible outcomes.

These activities are summarised in the supporting report.
Information about upcoming consultation and next steps are outlined in sections 4.1-4.3 below.

4.1 Consultation with the public

Public consultation on this DPA is occurring concurrently with the draft MMHDG.

Consultation will occur between 20 May 2025 to 22 July 2025. Written submissions will be accepted from 20 May 2025 to 5 August 2025.

More information about consultation, including upcoming activities, is available online https://yoursayconversations.act.gov.au/missing-middle-housing-reforms.

Any comments made as part of the consultation activities outlined on the above webpage will be considered as part of this DPA process.

The EPSDD website also contains information about:

- what information written comments must include.
- how written comments can be submitted.
- the publication of submitted comments on the Authority's website and how personal information is managed.

4.2 Consultation with agencies

In accordance with section 62 of the Planning Act, the Authority must consult with each of the following in relation to this DPA:

- the National Capital Authority
- the Conservator of Flora and Fauna
- the Environment Protection Authority
- the Heritage Council
- each referral entity
- any land custodian or lessee of public unleased or leased land.

Consultation with agencies will occur concurrently with public consultation.

4.3 Following consultation

Following consultation with the public and agencies, the Authority will prepare the consultation report. The Authority will then revise or withdraw the DPA.

Should the DPA not be withdrawn, the consultation report along with the DPA will be given to the Minister for Planning and Sustainable Development who will refer it to the relevant ACT Legislative Assembly Standing Committee to consider whether to conduct an Inquiry.

5.0 DRAFT MAJOR PLAN AMENDMENT 04

This section details how DPA-04 proposes to amend the Territory Plan.

DPA-04 proposes amendments to the Subdivision Policy and the Residential Zones Policy of the Territory Plan. These amendments are required to give effect to the proposal set out in the supporting report. The amendments to the Territory Plan are summarised below and detailed in sections 5.1 to 5.6 of this document.

- Administration and Governance:
    - Part A will be amended to reflect the creation of the MMHDG, its triggers, and consequential amendments to the triggers of the Housing Design Guide.
- Subdivision Policy:
    - changes to the assessment outcomes to ensure blocks which subdivide are suitable for additional development
    - removal of assessment requirements that create barriers to consolidation for co-housing development
    - removal of the maximum second dwelling size of 120m^2
    - removal of assessment requirements which create barriers to subdivision and consolidation in RZ1, particularly removing the restriction on subdivision and allowing unit-titling on blocks greater than 600m^2.
- Residential Zones Policy:
    - redefining the naming and policy outcomes for all residential zones to differentiate the zones and better target suitable development and redevelopment outcomes within the zones
    - permitting co-housing to support increased population density
    - permit suitably designed apartments in RZ1 to increase housing choice
    - removal of assessment requirement that limits secondary residence to a block greater than 500m^2 to provide greater housing choice
    - removal of an assessment requirement that limits co-housing to blocks greater than 1050m^2 to facilitate more innovative missing middle development
    - adjusting assessment requirements for heights in metres and storeys across all zones. Height in storeys will be in the Territory Plan with height in metres moved to the technical specifications. This shift will control height while reducing pressure on floor-to ceiling heights of developments. The changes across all zones will support the appropriate scaling of height across zones.
    - standardise site coverage assessment requirements for single dwellings
    - removal of block density assessment requirements that limit the number of dwellings and minimum block sizes for redevelopment. This will largely be determined by how a proposal meets the relevant design provisions of the Territory Plan and design guides and supported by the dwelling density targets outlined in the Residential Zones Technical Specification.

The supporting report also provides further detail about the amendments and why they are needed.

For consequential amendments to the other documents, such as the technical specifications as a result of this DPA, see section 7 of this document.

5.1 Amendments to Part A – Administration and Governance

Substitute the 'Housing Design Guide' section under 'Applicability of design guides' with the following.

Applicability of design guides
Housing Design Guide
Development is required to consider and provide a design response to the Housing Design Guide where the development is a residential or mixed-use development that is: • four or more storeys and provides more than one residential dwelling, The following developments are excluded: • secondary residences • extensions and alterations to multi-unit housing (of no more than 50% increase in floor area).
Missing Middle Housing Design Guide
Development of missing middle housing (as defined in the Missing Middle Housing Design Guide) is required to consider and provide a design response to the Missing Middle Housing Design Guide where the development: • Is three storeys or less and provides more than 1 dwelling on a block. • Is for subdivision or consolidation of currently leased RZ1 and RZ2 blocks associated with a missing middle housing development proposal. *Note*: An assessment only needs to be undertaken against the applicable housing design guide, not both.

5.2 Amendments to the Subdivision Policy – Assessment Outcomes

Substitute assessment outcome 2 in the 'Urban Structure and Natural Systems' heading in the Subdivision Policy with the following.

Assessment outcome – Subdivision	
Urban Structure and Natural Systems	2. New blocks are appropriately located and are of a size and configuration that can accommodate the intended use for the site (for example an appropriately sized and configured site for single dwelling use).

5.3 Amendments to the Subdivision Policy – Assessment Requirements

Delete assessment requirement 6, shown below, of the assessment requirements in the Subdivision Policy.

Control	Assessment requirement
Subdivision of certain	6. Consolidation of suitable blocks (i.e. adjacent blocks with shared boundaries) are permitted for co-housing development.

Control	Assessment requirement
development types	

Substitute assessment requirements 7, 8 and 9 and notes of the assessment requirements in the Subdivision Policy with the following.

Control	Assessment requirement
Subdivision and consolidation – residential blocks generally	7. Subdivision or consolidation is only permitted where each subdivided or consolidated blocks are connected to utility services. 8. For blocks that are registered or provisionally registered under the *Heritage Act 2004*, subdivision or consolidation is only permitted where all the following apply: a) it is not specifically prohibited by a guideline, order or agreement made under the *Heritage Act 2004*. b) it complies with the relevant requirements relating to community uses. Note: For this provision, subdivision does not include a minor boundary adjustment, where no additional blocks are created.
Subdivision and consolidation – RZ2, RZ3, RZ4 and RZ5	9. Subdivision or consolidation is only permitted on RZ2, RZ3, RZ4 and RZ5 blocks where one or more of the following apply: a) a new dwelling is capable of being accommodated on the block in accordance with relevant parts of the Territory Plan b) if one dwelling on the land is lawfully constructed, the proposed development demonstrates that any building on a consequent lease is or can be designed in accordance with relevant parts of the Territory Plan.

Substitute assessment requirement 10 of the assessment requirements in the Subdivision Policy with the following.

Control	Assessment requirement
Consolidation – RZ1	10. This requirement applies to consolidation of blocks in RZ1 which proposes consolidation of: a) A standard block with unleased land. b) One or more standard blocks that are registered or provisionally registered under the *Heritage Act 2004*. Consolidation complies with all of the following: a) Not more than 2 blocks are consolidated. b) All blocks proposed to be consolidated have adjoining street frontages. c) None of the blocks proposed to be consolidated has been previously consolidated. 10a. In all other cases, block consolidation in RZ1 is permitted, unless one of the following apply: a) One or more block has been previously consolidated. b) The consolidated block is proposed to contain, or will contain, less than or equal the amount of dwellings on the unconsolidated blocks.

Control	Assessment requirement
	Example for 10a. b) – It is proposed to consolidate three blocks into one. All three original blocks contain one dwelling each. Consolidation of these three blocks would only be permitted if, as part of the consolidation proposal or in the future, four or more dwellings would be contained on the site.

Substitute assessment requirements 11, 12, 13 and 14 of the assessment requirements in the Subdivision Policy with the following.

Control	Assessment requirement
Subdivision – RZ1	11. In RZ1, subdivision under the *Planning Act 2023* to create one or more additional blocks is permitted where each subdivided block contains a lawfully constructed dwelling. 12. In RZ1, subdivision of multi-unit housing under the *Unit Titles Act 2001* is permitted where all dwellings have been lawfully constructed, and one of the following applies: a) On a standard block a minimum of 600m^2. b) On a non-standard block. Note 1: staged development under the *Unit Titles Act 2001* is not permitted for less than five units. Note 2: For this provision, subdivision does not include a minor boundary adjustment, where no additional blocks are created.

5.4 Amendments to the Residential Zones Policy – land use

Substitute the 'Co-housing' row of the Land Use table in the Residential Zones Policy with the following.

Land Use / Development Type	RZ1	RZ2	RZ3	RZ4	RZ5
Co-housing	Y	Y	Y	Y	Y

5.5 Amendments to the Residential Zones Policy – Policy Outcomes

Substitute the Policy Outcomes for 'RZ1 – Suburban Zone' in the Residential Zones Policy with the following.

RZ1 – Suburban Zone
1. Provide for a range of housing choices in a suburban setting which is primarily low density and low rise. 2. Housing development meets changing household and community needs and demonstrates good design outcomes. 3. Provide opportunities for redevelopment by enabling some change to residential density and subdivision pattern.

RZ1 – Suburban Zone

4. Development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.

Substitute the Policy Outcomes for 'RZ2 – Suburban Core Zone' in the Residential Zones Policy with the following.

RZ2 – Suburban Density Zone

1. Facilitate development or redevelopment of sites that are generally in reasonable proximity to local services and amenities.
2. Achieve a mix of low and medium density housing in a manner that demonstrates good design outcomes.
3. Provide for a range of housing choice that is primarily low rise multi-unit housing or more compact single dwelling housing.
4. Provide opportunities for redevelopment by enabling change, including to residential density and subdivision pattern.

Substitute the Policy Outcomes for 'RZ3 – Urban Residential Zone' in the Residential Zones Policy with the following.

RZ3 –Residential Transition Zone

1. Facilitate urban development or redevelopment to achieve primarily medium density, low-mid rise housing within close proximity to local services and amenities in a manner that demonstrates good design outcomes.
2. Provide for a range of housing choices, which are predominately multi-unit housing of various dwelling types or more compact single dwelling housing.
3. Provide opportunities for redevelopment by enabling change, including to the residential density and the original pattern of subdivision.

Substitute the Policy Outcomes for 'RZ4 – Medium Density Residential Zone' in the Residential Zones Policy with the following.

RZ4 – Urban Residential Zone

1. Facilitate urban development or redevelopment of sites to achieve medium to high density, mid-rise housing in a manner that demonstrates good design outcomes.
2. Provide for a range of housing choices, which are predominately medium to high density multi-unit housing of various dwelling types.
3. Provide opportunities for redevelopment by enabling change, including to residential density and the original pattern of subdivision.

Substitute the Policy Outcomes for 'RZ5 – High Density Residential' in the Residential Zones Policy with the following.

RZ5 – Urban Density Zone

1. Facilitate urban development or redevelopment of sites to achieve high density, medium rise housing in a manner that demonstrates good design outcomes.
2. Provide opportunities for the establishment and maintenance of residential housing that is generally high density.
3. Provide housing in areas with very good access to facilities and services and/or frequent public transport services.
4. Provide for a range of high density and larger scale housing choices of various dwellings types.
5. Provide opportunities for redevelopment by enabling changes, including to the original pattern of subdivision.

5.6 Amendments to the Residential Zones Policy – Assessment Requirements

Delete assessment requirement 1, shown below, of the assessment requirements in the Residential Zones Policy.

Control	Assessment requirement
Distribution of uses - apartments	1. No new apartments are permitted in RZ1.

Delete assessment requirement 4, shown below, of the assessment requirements in the Residential Zones Policy.

Control	Assessment requirement
Secondary residences	4. The minimum block size for a secondary residence is 500m^2.

Delete assessment requirement 6 and the 'co-housing' heading, shown below, of the assessment requirements in the Residential Zones Policy.

Control	Assessment requirement
Co-housing	6. The minimum block size for a co-housing development is 1,050m^2.

Delete assessment requirement 9, shown below, of the assessment requirements in the Residential Zones Policy.

Control	Assessment requirement
Height of buildings – RZ3, RZ4 and RZ5	9.Maximum height of building is: a) RZ3 – 10.5m. b) RZ4 – 12.5m. c) RZ5 – 21.5m

Substitute assessment requirement 10 and 11, and the 'number of storeys – RZ1 and RZ2' heading of the assessment requirements in the Residential Zones Policy with the following.

Control	Assessment requirement
Number of storeys	10. Maximum number of storeys is: a) RZ1 – 2 storeys b) RZ2 – i) for single dwelling housing and secondary residence – 2 storeys ii) for multi-unit housing – 3 storeys c) RZ3 - i) for secondary residence – 2 storeys ii) for single dwelling housing– 3 storeys iii) for multi-unit housing – 4 storeys d) RZ4 – i) for secondary residence – 2 storeys ii) for single dwelling housing– 3 storeys iii) for multi-unit housing – 6 storeys e) RZ5 – i) for secondary residence – 2 storeys ii) for single dwelling housing– 3 storeys iii) for multi-unit housing – 7 storeys

Substitute assessment requirements 12 and 13 of the assessment requirements in the Residential Zones Policy for the following.

Control	Assessment requirement
Site coverage – single dwellings	12 Site coverage for single dwelling housing is a maximum of: a) for blocks that do not have a street frontage or adjacent to an urban open space or the community path systems public open space – 40% of the block area b) for large blocks, unless mentioned in a) – 40% of the block area c) for mid-sized blocks, unless mentioned in a) – 60% of the block area d) for compact blocks, unless mentioned in a) – 70% of the block area Note: For this provision single dwelling housing site coverage includes secondary residence.

Delete assessment requirements 16, 17, 18, 19, 20 and 21, shown below, of the assessment requirements in the Residential Zones Policy for the following.

Control	Assessment requirement
Housing density and minimum block areas –	16. For multi-unit housing in RZ1 (excluding secondary residence developments): a) Minimum block area for more than one dwelling: 800m^2. b) Maximum number of dwellings per standard block: 2.

Control	Assessment requirement
multi-unit housing – RZ1	c) Maximum number of dwellings per non-standard blocks where the crown lease explicitly permits 2 dwellings: 2. Note: this does not apply to block for which the crown lease does not specify the number of dwellings permitted or permits more than 2 dwellings.
Housing density and minimum block areas – multi-unit housing on surrendered residential blocks – RZ1	17. For multi-unit housing on a surrendered residential block in RZ1 (excluding secondary residence developments): a) Minimum block area for more than one dwelling: 700m^2. b) Maximum number of dwellings per block: 2.
Housing density and minimum block areas – supporting housing and community housing – RZ1	18. For supportive housing and community housing in RZ1: a) Minimum block area for more than one dwelling: 600m^2. b) Maximum number of dwellings per block: 1 additional dwelling for every 250m^2 (or part thereof) over the minimum.
Housing density and minimum block areas – multi-unit housing on standard blocks – RZ2	19. For multi-unit housing on a standard block in RZ2 (excluding secondary residence developments): a) Minimum block area for more than one dwelling: 700m^2. b) Maximum number of dwellings per block: 1 additional dwelling for every 250m^2 (or part thereof) over the minimum. 20. For multi-unit adaptable housing on a standard block in RZ2 (excluding secondary residence developments): a) Minimum block area for more than one dwelling: 600m^2. b) Maximum number of dwellings per block: 1 additional dwelling for every 250m^2 (or part thereof) over the minimum and all dwellings are built to be adaptable. 21. Irrespective of the above requirements, for RZ2 blocks with a street frontage less than 20m wide (measured at the property boundary), the maximum number of dwellings per block is 3.

6.0 Interim effect

DPA-04 does not have interim effect as section 64 of the Planning Act does not apply to it. Therefore, the current provisions of the Territory Plan will continue to apply to development applications while the DPA remains in draft form.

More information about interim effect is available the EPSDD website.

7.0 Consequential amendments to other documents

Documents, such as the technical specifications and development controls, are not part of the Territory Plan and cannot be amended as part of this DPA. The amendments in this section will be undertaken to the relevant documents when/if DPA-04 is finalised and commences.

The Authority proposes to consequentially amend the Subdivision Technical Specifications and Residential Zones Technical Specifications to support the proposed amendments to the Subdivision Policy and Residential Zones Policy as part of DPA-04. These consequential amendments are summarised below.

- Subdivision Technical Specifications:
    - Reducing minimum block sizes for RZ1 to RZ4.
    - New RZ1 blocks to be either street facing or front a path or open space
    - Limit the location and size of consolidated RZ1 blocks based on location.
    - Adjusting minimum block size specifications across residential zones.
    - Other wording changes to clarify specifications that are intended to only apply to estate subdivisions.
- Residential Zones Technical Specifications:
    - Set target dwelling densities for different types of multi-unit housing in RZ1
    - Remove minimum dimensions of private open space of single dwelling developments.
    - Reduce the minimum private open space specifications for multi-unit developments in RZ1 and RZ2.
    - Align principal private open space requirements for multi-unit housing developments across all residential zones.
    - Alter building height limitations (in metres) across all residential zones to reflect changes in the Residential Zones Policy and a transition of height across zones.
    - Alter building envelopes by slightly increasing the starting point where measurements are taken.
    - Standardise upper floor level front setbacks with lower floor level front setbacks for single dwelling and multi-unit housing.
    - Reduce side setbacks and increasing rear setbacks for multi-unit housing in RZ1 and RZ2.
    - Increase the angle in which solar building envelopes are calculated for multi-unit housing from 31° to 45°.

- Amend building separation and privacy specifications for multi-unit housing across all residential zones to be more prescriptive on separation between walls with windows and to principal private open spaces.
- Reduce the minimum dwelling floor area of studios and 3+ bedroom dwellings.
- Reduce the minimum dimensions of secondary bedrooms.
- Remove maximum building depth specifications to provide greater flexibility in design outcomes.
- Remove minimum floor to floor height, to rely on the current ceiling height specifications.
- Consolidate storage requirements for multi-unit housing.
- Decrease minimum planting area requirements from multi-unit housing in RZ1 and RZ2.
- Increase minimum tree canopy coverage requirements for tree canopy coverage that applies to multi-unit housing developments in RZ1 and RZ2.
- Remove specification for a minimum of one car space per dwelling to be roofed.
- Adjust parking rates for multi-unit housing across all residential zones.

Separate documents have been prepared showing how the above amendments will be presented in the Residential Zones Technical Specifications and Subdivision Technical Specifications. These documents are also available on the EPSDD website.

Further discussion on the consequential amendments proposed by DPA-04 to the technical specifications are outlined in the supporting report.

General information about these other documents, such as how the technical specifications will be used by the proponent and Authority in determining a development application, can be found on the EPSDD website.

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ACT Government

Missing Middle Housing Reforms

Draft Plan Amendment 04

Supporting Report

DRAFT

Environment, Planning and Sustainable Development Directorate

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Table of contents

Executive summary 4
1. Introduction 5
1.1 Background to the proposal 5
1.2 Applicable land 5
2. Proposal 8
2.1 Need for the proposed amendment 8
2.2 Positive and negative impacts of the proposed amendment 8
2.3 Amendments to the Territory Plan 10
2.4 Changes required to the technical specifications 11
3. ACT planning context 13
3.1 Statement of Planning Priorities 13
3.2 ACT Planning Strategy 13
3.3 District Strategies 13
3.4 Other government strategies and policies 15
4. Consultation 16
4.1 Consultation on DPA-04 16
4.2 Consultation on draft MMHDG 16
4.3 Next steps 16
5. Conclusion 17

List of figures

Figure 1: Current distribution of RZ1: Suburban Zone within the ACT 6
Figure 2: Current distribution of RZ2: Suburban Core Zone within the ACT 7

List of tables

Table 1- Big drivers and target of the district strategies 15

Executive summary

This supporting report was prepared by the Territory Planning Authority (the Authority) to support Draft Major Plan Amendment 04 (DPA-04). DPA-04 proposes to amend the provisions of the Territory Plan that relate to subdivision, consolidation and redevelopment in the residential zones. This supporting report outlines the proposal, the proposed amendments to the Territory Plan and the relevant planning context.

This supporting report outlines a proposal to implement missing middle housing reform into the ACT's planning system.

'Missing middle' is a term used to describe the range of housing options between a detached single dwelling and high-rise apartment buildings. Australian cities, including Canberra, have traditionally provided the former and more recently the latter. This had led to a lack of housing choice, particularly for people who cannot afford or do not desire to live in a traditional home. For this reform proposal, missing middle is defined as multi-occupancy (dual and tri-occupancy), townhouses, terrace homes and low-rise apartments (up to three storeys).

Locally, the ACT Planning Strategy 2018 sets a target to provide 70% of new dwellings within the existing urban footprint. This will allow more people to live closer to services, employment and amenities. To continue to increase housing supply and provide greater choice for an expanding population, the ACT will need to densify existing residential areas. Missing middle housing is the best option as it increases housing choice whilst being compatible with existing residential development, and limits the need for new greenfield development and urban sprawl.

To achieve greater housing choice and supply within existing areas, two key reforms are proposed to the ACT planning system. The first is through DPA-04 which proposes amendments to the subdivision, consolidation and residential redevelopment provisions of the Territory Plan. The second is the introduction of a draft Missing Middle Housing Design Guide (draft MMHDG).

The ACT planning system seeks to deliver high-quality built form outcomes for the residents of Canberra by utilising flexibility to encourage design innovation. The Territory Plan is the key planning policy document that regulates all development in the ACT through zoning and setting requirements and outcomes.

Supporting the Territory Plan in the ACT planning system are the design guides. The design guides provide design guidance for proponents and the Authority in preparing and assessing development applications. As part of the implementation of the missing middle housing reform, the Authority has developed a draft Missing Middle Housing Design Guide (draft MMHDG).

The draft MMHDG, which provides design guidance to achieve best practice design for missing middle housing typologies, has informed the proposed changes proposed in DPA-04. These design-led amendments aim to encourage a diverse range of housing to be built and for high-quality design outcomes to be achieved, particularly in RZ1 and RZ2 residential zones.

In delivering this, DPA-04 proposes amendments to the Subdivision Policy and the Residential Zones Policy of the Territory Plan. Consequential amendments are also proposed to be made to the Subdivision Specifications and the Residential Zones Technical Specifications to provide guidance to proponents and the Authority when assessing development applications.

If approved, DPA-04 would remove barriers to development and redevelopment of missing middle housing, particularly in RZ1 and RZ2 zones. It would support a more flexible and responsive planning system, by providing additional development capacity within our existing suburbs. The changes will also support the

residential zones to respond quickly to population growth and market demand, and to be less reliant on land release in greenfield areas to provide land for new housing.

1. Introduction

Draft Plan Amendment 4 (DPA-04) is an Authority-initiated major plan amendment made under the section 60 of the *Planning Act 2023* (the Act). This supporting report addresses the requirements set out in section 55 the Act.

This supporting report provides background, planning context and supports the DPA for consideration by the public, government agencies and the Legislative Assembly. For context, please read this document in conjunction with DPA-04.

The report (including attachments) meets the requirements of the relevant documentation and accessibility standards, including Web Content Accessibility Guidelines.

1.1 Background to the proposal

The ACT's population is currently around 470,000 people and by 2050, the population is expected to reach almost 700,000 people. To support this anticipated population, it is anticipated that the ACT will need to provide 30,000 new homes by 2030 and up to 100,000 new homes by 2050.

In the context of greater demand for housing and housing choice, the community has expressed a strong desire for more choice in the way they live, including greater diversity of housing types, lifestyle and transport options to support a wider range of people and households. Currently, new homes in Canberra primarily comprise of low-density, separate housing and high-density apartments which does not align with these expectations. This leaves a gap for 'missing middle' housing, defined in the ACT context as multi-occupancy (dual and tri-occupancy), townhouses, terrace homes and low-rise apartments. Filling the missing middle gap is important to meet the needs of our diverse and growing population.

Consistent with the directives of the ACT Planning Strategy (2018), associated District Strategies (2023) and the Minister for Planning's Statement of Planning Priorities (2024-25), the Authority has initiated DPA-04 which seeks to enable the development of missing middle housing, focusing on the RZ1 and RZ2 Residential Zones. These changes will realise the Government's aims to enable the development of new housing, greater dwelling numbers, improved planning outcomes and other benefits to the community.

1.2 Applicable land

The ACT currently has 17,663.2ha of urban land (zoned community facilities, commercial and/or residential), of which 67.6% is zoned RZ1 (11,933.00Ha) and 9.5% is zoned RZ2 (1,686.90Ha).

DPA-04 proposes to amend the Subdivision Policy and the Residential Zones Policy of the Territory Plan. These amendments will apply to all residential zones (RZ1, RZ2, RZ3, RZ4 and RZ5). However, these primarily target RZ1 and RZ2 zones as the largest residential zones with the most restrictive controls currently presenting barriers to missing middle housing.

The Residential Zones Policy of the Territory Plan (2023) articulates the policy outcomes to be achieved in all and specific residential zones as well as assessment outcomes and assessment requirements when assessing development applications.

All Residential Zones

The residential zones account for over 75% of urban land in the ACT. The policy outcomes for all residential zones in the current Residential Zones Policy are

1. Residential zones are primarily for residential developments but permit other development that complements residential uses and streetscapes.
2. Development should be of a scale and nature that recognises and responds to the zone hierarchy.
3. Facilitate development that is resilient to climate change, is sensitive to biodiversity, has good solar access, is energy efficient and promotes sustainable water use and water sensitive urban design, as well as encouraging active living and active travel.

Suburban Zone (RZ1)

The RZ1: Suburban Zone accounts for 67.6% of all urban land (11,933.00Ha) and is broadly distributed amongst all nine districts (see Figure 1).

Currently, RZ1 is typified by very low density, predominately single storey development. The current policy outcomes for the RZ1 zone also provide that change, particularly with regard to density and subdivision pattern are limited.

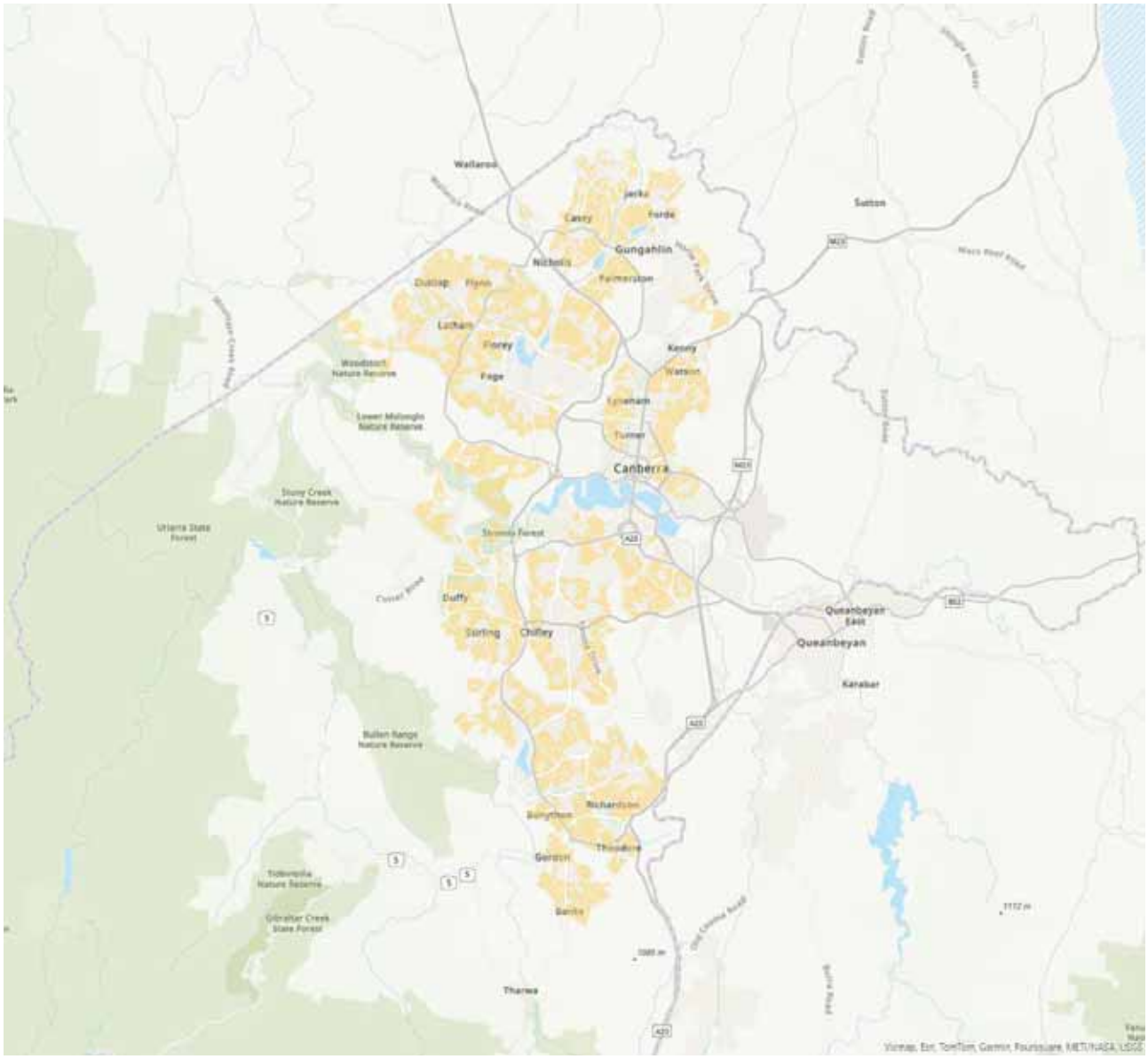


Figure 1: Current distribution of RZ1: Suburban Zone within the ACT

Suburban Core (RZ2)

The RZ2 zone accounts for 9.5% of all urban land and is in seven districts (See Figure 2). Currently there is no land within the districts of Gungahlin or Molonglo zoned RZ2.

Currently, RZ2 is typified largely as an extension of RZ1, primarily made up or low density, low rise developments. This is despite the policy outcomes seeking to deliver a range of housing choice of a mix of low and medium density housing close to local services.

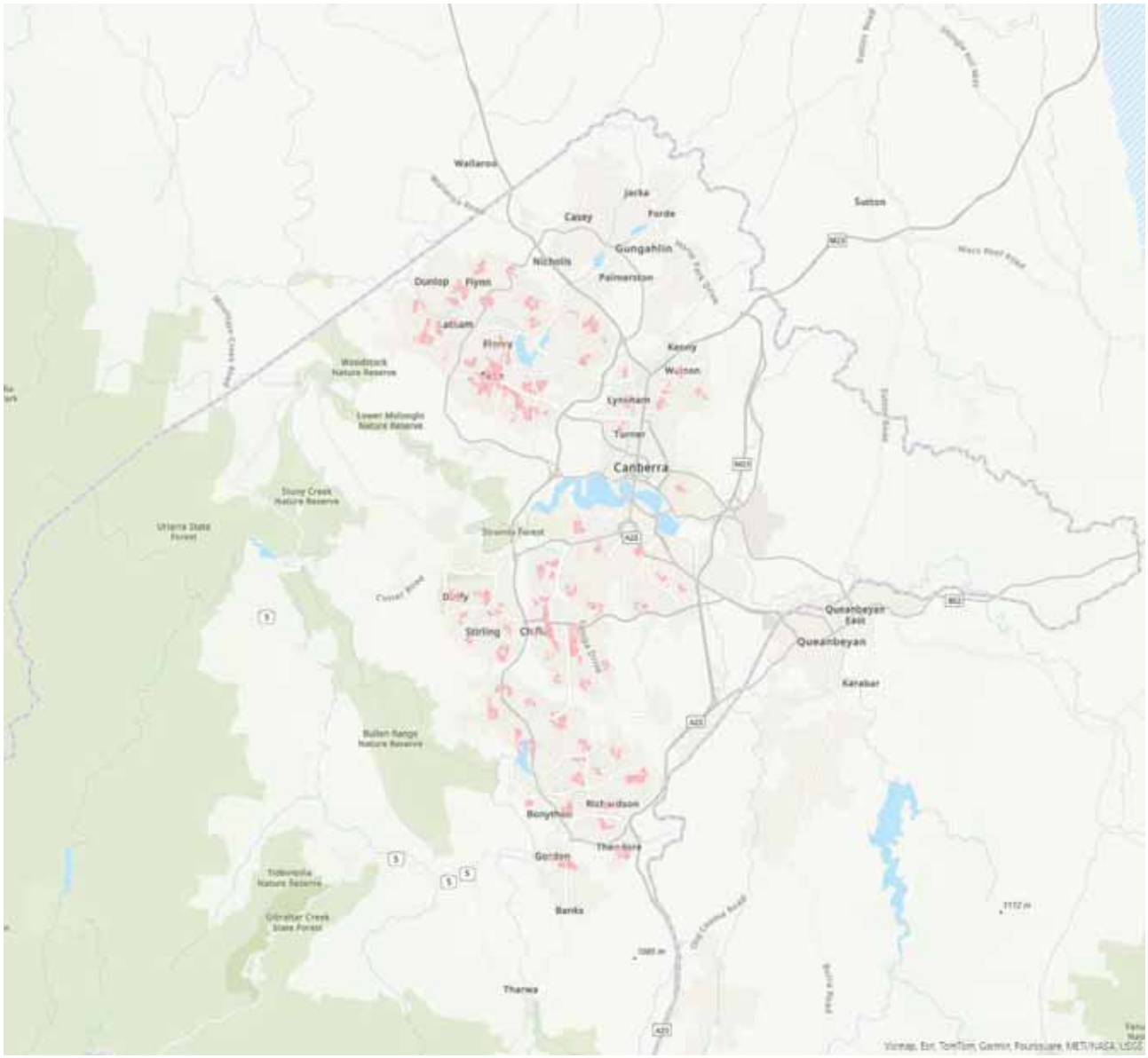


Figure 2: Current distribution of RZ2: Suburban Core Zone within the ACT

2. Proposal

This section of the report includes intent and details of the specific amendments proposed to the Territory Plan and why they are needed. The proposed amendments to the Territory Plan are detailed in the DPA document.

2.1 Need for the proposed amendment

The ACT's population is expected to reach almost 700 000 people by 2050 and to support this population growth up to 100 000 new homes will need to be built. The ACT Planning Strategy sets the aim for 70% of new housing should be built within the existing urban areas to ensure new housing is close to services, employment and public transport.

The Minister's Statement of Planning Priorities also foreshadows a need for more well located missing middle housing and the development of a missing middle design guide to guide this development. In addition, both documents state that the ACT must diversify its housing stock to provide more housing choice from the predominance of detached suburban single dwelling housing.

Underpinning this is the draft Missing Middle Housing Design Guide (MMHDG). The draft MMHDG has been developed as a new addition to the suite of existing design guides, including the Housing Design Guide (HDG), Urban Design Guide (UDG), City Centre Urban Design Guide (CCUDG) and Biodiversity Sensitive Urban Design Guide (BSUDG).

The draft MMHDG aims to clearly communicate what good design outcomes look like for missing middle housing typologies, and advocates for innovative approaches to development. The design guidance has a focus on the human scale of development, how street character and verge trees can be protected, and how denser development considers and mitigates impact on neighbours. The draft MMHDG also aims to support sustainable building practices and efficient land use, and to foster more lively and walkable communities with better access to existing amenities.

DPA-04 proposes several amendments to the Territory Plan and related technical specifications to give effect to the best practice design outcomes envisaged by the draft MMHDG. Together, they will enable well located and designed missing middle housing within the existing residential zones, particularly RZ1 and RZ2.

2.2 Positive and negative impacts of the proposed amendment

The positive and negative impacts of the proposal are outlined below.

Positive impacts

The proposal is anticipated to generate a wide range of direct and indirect benefits for the ACT community, including:

- *Increased housing choice* - Missing middle housing can cater more effectively to the needs of Canberra's population within existing residential areas by offering flexible and diverse living arrangements. This helps accommodate a wider range of household sizes, ages, and income levels. and allows for the community to select the 'best fit' housing for their life stage and personal circumstances.
- *Housing availability and affordability* - Missing middle housing provides more affordable living options compared to traditional single dwelling family homes. By increasing the variety of housing typologies closer to existing services, it can serve to increase overall supply and offer alternatives to detached homes.
- *Urban vitality* - Missing middle housing can reinvigorate older neighbourhoods with underutilised land or aging housing stock. By increasing the number of homes in existing suburbs, public spaces and businesses can benefit from increased patronage while preserving the character and scale of the area.

- *Environmental sustainability* - compact housing types promote more efficient land use, and reduces the need and environmental impact of urban sprawl. Smaller homes require less energy to heat and cool, and denser development patterns make public transportation more viable, helping to reduce greenhouse gas emissions.
- *Economic development* - removing barriers to missing middle housing will support development viability, providing opportunities for the building and construction sector and providing employment of design professionals, tradespeople and associated sectors.
- *Infrastructure and operational efficiencies* - A more compact urban environment will ensure more efficient public services can benefit the public through a reduction in per capita expenditure. Public funds are therefore able to be used to benefit the community in other ways, such as greater investment in public amenities, services and infrastructure.

Potential negative impacts

While the amendments are not anticipated to generate significant negative impacts, the proposed changes are likely to be discussed with regard to the following:

- *Increased infrastructure demand* - In the absence of appropriate planning and investment, significant increases in housing density in certain areas may place put a strain on existing infrastructure, such as roads, schools, parks and public services. This may cause impacts such as congestion, overcrowded schools, and overburdened public services. This is expected to be mitigated through appropriate planning and investment in infrastructure throughout the Territory.
- *Increased parking demand* - If not appropriately catered for by new development, higher density residential housing can lead to car parking shortages, especially in areas where public transportation options are limited. This can create conflicts between new and existing residents over available parking spaces, including greater load placed on residential streets with associated amenity impacts for nearby residents. This is expected to be effectively mitigated through the assessment process, where parking and traffic impacts are considered prior to approval being given.
- *Potential for unintended gentrification* – It could be perceived that the changes may result in unimproved land values and rates increasing. However, while the proposed reforms will increase the "option value" of properties, these reforms in isolation are marginal in the context of the suite of considerations made in the planning system. Noting rates are calculated based on a five-year average of unimproved land value, any increase will flow over a considerable period of time, unless the value is reset by a lease variation pursued by the leaseholder.
- *Impacts on local character and amenity* – a key concern often raised with densification of established suburbs is the impact on existing local character and amenity. The design-led approach to the reforms has put local character and amenity at the heart of the design principles, guiding sensitive redevelopment outcomes which contribute positively to the neighbourhood character and limit impacts on neighbours and the surrounding suburb.

Policy work, in partnership with the development application process where many Government agencies, such as Transport Canberra and City Services and Education Directorate are engaged, provides an opportunity to assess individual development applications and consider any potential impacts it may have. Therefore, these potential negative impacts are expected to be appropriately mitigated through the MMHDG and key protections in the Territory Plan and supporting documents.

2.3 Amendments to the Territory Plan

In addition to the introduction of the draft MMHDG, amendments will be required to the Subdivision Policy and the Residential Zones Policy of the Territory Plan. Supporting changes are also proposed to the technical specifications (see section 3.4 of this document).

Detail of the proposed amendments to the Territory Plan can be found in section 5 of the DPA document. In addition, a summary of amendments required to realise this proposal can be found below.

Residential Zones Policy

Changes to the Residential Zones Policy include:

- Redefining the naming and policy outcomes for all residential zones to differentiate the zones and better target suitable development and redevelopment outcomes within the zones
- Permit suitably designed apartments in RZ1 to increase housing choice
- Removal of assessment requirement that limits secondary residence to a block greater than 500m^2 to provide greater housing choice
- Removal of an assessment requirement that limits co-housing to blocks greater than 1050m^2 to facilitate more innovative missing middle development
- Adjusting assessment requirements for heights in metres and storeys across all zones. Height in storeys will be in the Territory Plan with height in metres moved to the technical specifications. This shift will control height while reducing pressure on floor-to ceiling heights of developments. The changes across all zones will support the appropriate scaling of height across zones.
- Standardise site coverage assessment requirements for single dwellings
- Removal of block density assessment requirements that limit the number of dwellings and minimum block sizes for redevelopment. This will largely be determined by how a proposal meets the relevant design provisions of the Territory Plan and design guides and supported by the dwelling density targets outlined in the Residential Zones Technical Specification

Importantly, changes to the naming of the residential zones are proposed, to better describe the types of residential development outcomes to be achieved, reflecting the housing typologies likely to be delivered in each zone. These naming changes are set out below.

Existing Residential Zone Names	Proposed Residential Zone Names
RZ1 – Suburban Zone	**RZ1** – Suburban Zone
RZ2 – Suburban Core Zone	**RZ2** – Suburban Density Zone
RZ3 – Urban Residential Zone	**RZ3** – Residential Transition Zone
RZ4 – Medium Density Residential Zone	**RZ4** – Urban Residential Zone
RZ5 – High Density Residential Zone	**RZ5** – Urban Density Zone

Figure 3 – Existing and proposed naming of residential zones

Subdivision Zones Policy

Changes to the Subdivision Policy include:

- Changes to the assessment outcomes to ensure blocks which subdivide are suitable for additional development

- Removal of assessment requirements that create barriers to consolidation for co-housing development
- Removal of assessment requirements which create barriers to subdivision and consolidation in RZ1, particularly removing the restriction on subdivision and allowing unit-titling on blocks greater than 600m^2.

2.4 Changes required to the technical specifications

The technical specifications are not part of the Territory Plan but are used as guidance by the proponent and the Authority in the preparation and assessment of development applications. The technical specifications describe one way in which the relevant Territory Plan provisions can be met or set out reasonable parameters for more subjective provisions.

As the technical specifications are not part of the Territory Plan, they are not amended by DPA-04.

Despite this, the consequential amendments proposed to the Subdivision Specifications and the Residential Zones Technical Specifications are summarised below and a detailed version of the amendments are provided to view with DPA-04.

Residential Zones Technical Specifications

The proposed changes to the Residential Zones Technical Specifications include:

- Set target dwelling densities for different types of multi-unit housing in RZ1.
- Remove minimum dimensions of private open space of single dwelling developments to rely on minimum proportion specifications.
- Reduce the minimum private open space specifications for multi-unit developments in RZ1 and RZ2 from 40% to 30%.
- Align principal private open space requirements for multi-unit housing developments across all residential zones.
- Alter building height limitations (in metres) across all residential zones to reflect changes in the Residential Zones Policy.
- Alter building envelopes by slightly increasing the starting point where measurements are taken.
- Standardise upper floor level front setbacks with lower floor level front setbacks for single dwelling and multi-unit housing.
- Reduce side setbacks and increasing rear setbacks for multi-unit housing in RZ1 and RZ2.
- Increase the angle in which solar building envelopes are calculated for multi-unit housing from 31° to 45°.
- Amend building separation and privacy specifications for multi-unit housing across all residential zones to be more prescriptive on separation between walls with windows and to principal private open spaces.
- Reduce the minimum dwelling floor area of studios (from 40 to 35m^2) and 3+ bedroom dwellings (from 95 to 90m^2).
- Reduce the minimum dimensions of secondary bedrooms (from 3m to 2.7m).
- Remove maximum building depth specifications to provide greater flexibility in design outcomes.
- Consolidate storage requirements for multi-unit housing.
- Decrease minimum planting area requirements from multi-unit housing in RZ1 and RZ2 (from 35% to 30%).
- Increase minimum tree canopy coverage requirements for tree canopy coverage that applies to multi-unit housing developments in RZ1 and RZ2 (from 15% to 20%).
- Remove specification for a minimum of one car space per dwelling to be roofed.

- Adjust parking rates for multi-unit housing to be:
  - In RZ1 and RZ2:
    - One car parking space per dwelling
    - Plus an additional car parking space for every five 2-bedroom dwellings
    - Plus an addition car parking space for every three 3+bedroom dwelling
    - Three motorcycle spaces per 100 car parking spaces.
  - In RZ3, RZ4 and RZ5:
    - One car parking space per dwelling
    - Plus an additional car parking space for every five 2-bedroom dwellings
    - Plus an addition car parking space for every three 3+bedroom dwelling
    - One visitor car parking space per five dwellings.
    - Three motorcycle spaces per 100 car parking spaces.

Subdivision Specifications

The proposed changes to the Subdivision Specification include:

- Reducing minimum block sizes for RZ1 (from 400 to 350m^2), RZ2 (from 350 to 300m^2), RZ3 (from 325 to 275m^2) and RZ4 (from 300 to 250m^2).
- New RZ1 blocks to be either street facing or front a path or open space
- Limit the location and size of consolidated RZ1 blocks, which varies between 2,000m^2, 2,500m^2 and 3,000m^2 based on location.
- Adjusting minimum block size specifications across residential zones to generally increase the proportion of mid-sized and compact blocks that are permitted.
- Other wording changes to clarify specifications that are intended to only apply to estate subdivisions rather than small-scale subdivisions.

3. ACT planning context

This section of the report addresses how this proposal and DPA-04 would give effect to the key documents of the ACT planning system, including the Minister's Statement of Planning Priorities, the ACT Planning Strategy, any relevant district strategy and how it would be consistent or inconsistent with relevant planning outcomes contained in other government strategies and policies.

3.1 Statement of Planning Priorities

The Minister for Planning and Sustainable Development's, 2024-2025 Statement of Planning Priorities serves as a guiding document for the Environment, Planning and Sustainable Development Directorate for the coming period. As one of the fastest growing cities, Canberra is estimated to reach a population of almost 700,000 by 2050. Strategic planning to meet the needs and demands of our growing community is essential to sustain and enhance the city's current quality of life.

The planning priorities focus on delivering diverse housing choices close to shopping centres and travel networks such as public transport and active travel infrastructure, to create a better-connected, accessible, and sustainable city.

This proposal directly responds to key priorities including:

- Enabling diverse housing choices and the missing middle
- Achieving a design focus and implementing the New Planning System

3.2 ACT Planning Strategy

The ACT Planning Strategy 2018 (the Planning Strategy) aims to recognise and incorporate the social, economic and environmental changes occurring in the city. The Planning Strategy reflects and integrates the vision and directions of the community and other ACT Government strategies, particularly housing, transport and climate change.

The proposal directly responds to the identification of this area for 'urban intensification' in the Planning Strategy, which also seeks to deliver 70% of new housing within the existing urban footprint. The proposal aligns with the Planning Strategy in this regard by increasing the flexibility and capacity of existing residential zones to deliver more diverse and efficient housing, in response to community preferences and anticipated demand for housing.

3.3 District Strategies

Introduced in 2023 as part of the ACT's new planning system, district strategies capture the distinctive character of each district and how the city will change and grow over time.

The District Strategies set out the community's views on future planning priorities to help manage growth and change in the district while protecting the things the community values most.

The District Strategies identifies change areas where urban change will occur. Planning for these areas will also be progressed to support the development, including high-quality transport-oriented development on public transport corridors and in close proximity to local amenities, such as centres.

The District Strategies has five big drivers and targets for the district and the proposal is considered against these in

Table 1 of the district strategy (Table 1 below).

Table 1- Big drivers and target of the district strategies

Big driver	Targets
Blue-green network	More nature and retaining water in the city Expand liveable blue-green network connections
Economic access and opportunity across the city	More jobs accessible to home
Strategic movement to support city growth	**Reduce car dependence** **More active transport**
Inclusive centres and communities	**Greater activation of group and local centres** **Improve community wellbeing**
Sustainable neighbourhoods	**Greater housing choice and affordability to meet community needs** **More inclusive and fair communities**

The proposed DPA would effectively respond to the targets articulated, principally for 'Sustainable Neighbourhoods', 'Inclusive Centres and Communities' and 'Strategic Movement to Support City Growth'.

3.4 Other government strategies and policies

The proposal also would respond to the following government strategies.

Canberra's Living Infrastructure Plan: Cooling the City (2019)

The proposal seeks to achieve the targets articulated in the *Living Infrastructure Plan* by ensuring new developments provide sufficient accommodation for canopy trees and other green infrastructure. By ensuring new development can contribute towards the ACT's urban forest, the proposal will serve the aims of the Plan to manage drought, heatwaves and urban heat, while also providing residential amenity and beneficial habitat.

ACT Climate Change Strategy 2019-25

The proposal will effectively contribute towards to the realisation of key priorities including planning for a compact and efficient city to improve access to public transport and active travel options, reduce travel distances and reliance on private car use.

4. Consultation

This section of the report outlines consultation undertaken with the local community and relevant entities who may have an interest in this proposal, and upcoming consultation on DPA-04.

4.1 Consultation on DPA-04

In the development of the missing middle reforms, extensive engagement has occurred with industry for the development of the draft MMHDG including engagement with a dedicated Technical Advisory Group (TAG) and Pool of Practitioners (POP). This has included consultation during the development of the proposed changes to the Territory Plan, which have been informed by the MMHDG.

The draft MMHDG and DPA-04 will be released concurrently for public consultation to ensure the Canberra community is appropriately informed to understand how the good design guidelines reflected in the MMHDG have informed the changes to the Territory Plan.

4.2 Consultation on draft MMHDG

Extensive industry and agency consultation has been undertaken in developing of the draft MMHDG.

External stakeholders

Co-Chaired by ACT Government and the ACT Government Architect, the TAG and POP consists of membership from peak construction industry organisations including ACT Property Council of Australia, Australian Institute of Architects, Australian Institute of Landscape Architects, Building Designers Association of Australia, Green Building Council of Australia, Planning Institute of Australia, Housing Industry Association, and the Master Builders Association of ACT.

Engagement with the groups has occurred in October and December 2024, with additional engagement planned for late-February 2025. This engagement with design and building professionals is assisting in finalising the proposed missing middle housing reform ahead of broad community engagement.

Feedback from the TAG and POP groups suggests a high level of support for the development of the MMHDG and for reform to the planning system to promote more missing middle housing across the ACT. However, industry advises that high interest rates, high construction costs, Lease Variation Charges, existing lease conditions and other regulatory approvals required are significant barriers to development.

ACT government agencies

A series of internal consultant-led stakeholder workshops has occurred that included representatives and technical experts from EPSDD, Transport Canberra and City Services, Suburban Land Agency and the ACT Government Architect.

The purpose of the workshops was to assemble the draft MMHDG, test the principles and guidance of the draft MMHDG, proposed planning system reform and to discuss potential assessment pathway options.

EPSDD has engaged closely with ACT Government colleagues with an interest in housing policy, including Treasury, Transport Canberra and City Services and the Suburban Land Agency in the development of the missing middle reforms.

4.3 Next steps

Following consultation, the Authority will consider all comments received on both DPA-04 and the draft MMHDG. The Authority will then consider any amendments to DPA-04 and, unless withdrawn, prepare a consultation report and provide it to the Minister for action and referral to the Legislative Assembly Standing Committee.

5. Conclusion

The missing middle reforms are proposed in response to a demonstrated need for increased housing supply and choice to provide housing for a growing population.

The relative impacts of the DPA were considered and the proposal is consistent with, among other things, the Planning Strategy, the District Strategies and the Minister's Statement of Planning Priorities. This supporting report also discussed potential positive and negative impacts, and outlined that many have already been or will be mitigated by current and future guidance, policy work and processes.

Ultimately, these reforms are key in allowing for a compact and efficient city that caters to the changing needs and demands of the community and makes efficient use of urban land for housing. This will provide the opportunity for more Canberrans to live closer to employment, services and amenities.

ACT Government

ZS1 – Residential Zones Specifications

CONSULTATION VERSION

Proposed amendments related to Draft Major Plan Amendment 04 – Missing Middle Housing Reforms

Amendments are shown in red text

Table of Contents

Table of Contents **2**

Residential Zones planning technical specifications **6**

Urban Structure and Natural Systems **7**

Assessment Outcome 1 ..... *7*

Assessment Outcome 2 ..... *7*

Assessment Outcome 3 ..... *7*

Site and Land Use **7**

Assessment Outcome 4 ..... *7*

Distribution of non-residential developments in all residential zones 7

Provisions for development other than single dwelling and multi-unit housing 7

Home business 7

Boarding houses 8

Early childhood education and care 8

Accessible and/or adaptable standards 8

Assessment Outcome 5 ..... *8*

Minimum floor area – Secondary residence and boarding house 8

Dwelling density – multi-unit housing – RZ1 8

Assessment Outcome 6 ..... *9*

Access and Movement **9**

Assessment Outcome 7 ..... *9*

Pedestrian access 9

Assessment Outcome 8 ..... *9*

Assessment Outcome 9 ..... *9*

Public Space and Amenity **9**

Assessment Outcome 10 ..... *9*

Assessment Outcome 11 ..... *10*

Private open space - single dwellings 10

Private and communal open space - multi-unit housing - RZ1 and R2 zones 10

Private and communal open space - multi-unit housing – RZ3, RZ4 and RZ5 10

Communal open space – all multi-unit housing 10

Principal private open space – single dwellings 10

Principal private open space – multi-unit housing 11

Assessment Outcome 12 ..... *12*

Assessment Outcome 13 ..... *12*

Signs 12

Built Form and Building Design 13

Assessment Outcome 14 13

Building height ~~and storeys~~ 13

Building envelope 13

Front boundary setbacks 14

Side and rear setbacks 14

Allowable setback encroachments 14

Tower footprint – RZ5 – apartments. 15

Tables 1 - 4 Front Boundary Setbacks 16

Table 1: Single dwelling front boundary setbacks – blocks in subdivisions approved originally before 18 October 1993 16

Table 2: Single dwelling front boundary setbacks –blocks in subdivisions approved on or after 18 October 1993 but before 31 March 2008 16

Table 3: Single dwelling front boundary setbacks – blocks in subdivisions approved on or after 31 March 2008 17

Table 4: Multi-unit housing front boundary setbacks – all residential zones 17

Tables 5 - 11 Side and Rear Setbacks 18

Table 5: Single dwelling side and rear setbacks – large blocks 18

Table 6: Single dwelling side and rear setbacks – mid sized blocks in subdivisions approved before 2 October 2009 18

Table 7: Single dwelling side and rear setbacks – mid sized blocks in subdivisions approved on or after 2 October 2009 19

Table 8: Single dwelling side and rear setbacks – compact blocks 19

Table 9: Multi-unit housing side and rear setbacks – RZ1 and RZ2 20

Table 10: Multi-unit housing side and rear setbacks – RZ3, RZ4 and RZ5 20

Table 11: Multi-unit housing side and rear setbacks – ~~RZ5~~ – buildings over 4 storeys 20

Assessment Outcome 15 21

Solar building envelope 21

Solar access – multi-unit housing 21

Assessment Outcome 16 22

Separation between walls and principal private open space – multi-unit housing – RZ1 and RZ2 22

Separation between walls and principal private open space – multi-unit housing – RZ3, RZ4 and RZ5 22

~~Privacy – multi-unit housing~~ 22

Assessment Outcome 17 23

Building entries – multi-unit housing 23

Dwelling mix – multi-unit housing 23

Minimum dwelling size – multi-unit housing 23

Minimum widths and area – multi-unit housing 23

~~Maximum building depth – apartments~~ 24

Habitable rooms – multi-unit housing 24

Ceiling heights – multi-unit housing 24
~~Internal~~ Storage – multi-unit housing 24
~~External storage – multi-unit housing~~ 24
~~Balustrades- multi-unit housing~~ 24
Units per floor – apartments 24
Stairwell features – multi-unit housing 24
Natural cross ventilation – apartments 25
Windows in common circulation spaces – apartments 25
Shading and glare control – multi-unit apartments 25
Assessment Outcome 18 ..... *25*
Front fences and walls 25
Courtyard walls 25
Sustainability and Environment 26
Assessment Outcome 19 ..... *26*
Planting area 26
Tree Planting 26
Tree canopy cover – multi-unit housing 27
Health of tree – multi-unit housing 27
Water sensitive urban design – single dwellings 27
Water sensitive urban design – all development other than single dwellings or secondary residences 28
Assessment Outcome 20 ..... *28*
Assessment Outcome 21 ..... *29*
Assessment Outcome 22 ..... *29*
Minimisation of cut and fill 29
Site disturbance 29
Assessment Outcome 23 ..... *29*
Assessment Outcome 24 ..... *29*
Noise management and acoustic treatment - dwellings 29
Noise management – community activity centre 30
Flood risk 30
Stormwater retention and detention 30
Stormwater quality 30
Site contamination 31
Hazardous materials 31
Parking, Services and Utilities 31
Assessment Outcome 25 ..... *31*
Electric vehicle ready parking 31

Assessment Outcome 26 ..... *31*
End of trip facilities – provision of facilities 31
Table 12: End of trip facilities – bicycle provision rates 32
End of trip facilities – design requirements of facilities 33
Assessment Outcome 27 ..... *33*
Number of car parking spaces 33
Accessible car parking spaces 33
Location of car parking spaces 33
Safety 34
Basement carparking 34
Garage and carport openings 34
Dimensions of car parking spaces - single dwelling 34
Access for car parking spaces – single dwelling 34
Dimensions and access for car parking spaces – multi-unit housing 34
Verge crossings 34
Internal driveways – multi-unit housing 34
Table 13: Parking provision rates for residential zones 36
Table 14: Parking locational requirements 37
Assessment Outcome 28 ..... *37*
Waste facilities – multi-unit housing 37
Assessment Outcome 29 ..... *38*
Servicing and infrastructure 38
Battery storage 38

Residential Zones planning technical specifications

The primary assessment consideration for a development application is the assessment outcomes in the Territory Plan. In demonstrating compliance with the assessment outcomes, consideration may be given to the relevant planning technical specifications which may serve as a benchmark. While all assessment outcomes are to be met, not all outcomes are covered by a specification.

Planning technical specifications are used as a possible solution or to provide guidance for identified aspects of a development proposal. The specifications may also be used as a reference or benchmark in the preparation and assessment of development proposals to demonstrate compliance with the assessment outcomes, and the Territory Plan.

Where a proposed development complies with a relevant provision in the planning technical specifications and the development comprehensively addresses the assessment outcome, further assessment regarding those specific provisions will not be required.

The Territory Planning Authority may consider advice or written support from a referral entity to demonstrate compliance with a relevant assessment outcome. Where endorsement from an entity is noted as a planning specification, entity referral may be required.

Consistent with the Residential Zones Policy, this Residential Zones Specification comprises specifications under seven categories:

- Urban Structure and Site;
- Access and Movement;
- Public Space and Amenity;
- Land Use and Development;
- Built Form and Building Form;
- Sustainability and Environment; and
- Parking, Services and Utilities.

These specifications will primarily be for development within residential zones. However, these specifications may also be used in other circumstances e.g., residential development in a proposed mixed-use development in other zones, or stand-alone residential developments where permissible in other zones.

Urban Structure and Natural Systems

The following specifications provide possible solutions that should be considered in the planning of a proposed development:

Assessment Outcome	**1. Biodiversity connectivity is maintained across the landscape.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**2. Loss of native habitat and biodiversity is avoided and/or minimised.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**3. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Site and Land Use

The following specifications provide possible solutions that should be considered in the planning of a proposed development:

Assessment Outcome	**4. The functionality and usability of the development is appropriate for its intended purpose/use.**
Specification	
Distribution of non-residential developments in all residential zones	4.1. Development complies with the following: a) No section has more than 2 of the following developments: i) Residential care accommodation. ii) Boarding house. iii) Guest house. iv) Early childhood education and care. v) Community activity centre. vi) Health facility. vii) Social enterprise. viii) Veterinary clinic. b) No section has more than 2 home businesses per ~~section~~ 20 dwellings. c) Guest house is only permitted where the block is adjacent to a commercial zone.
Provisions for development other than single dwelling and multi-unit housing	4.2. Secondary residences and developments that comprise of 1 dwelling comply with the requirements for a single dwelling. Developments that comprise 2 or more dwellings comply with the requirements for multi-unit housing.
Home business	4.3. A home business complies with all of the following:

	a) Not more than three people (including resident workers) are employed at any one time by the home business operating from the lease. b) The area of the lease used for the home business (including storage) is not more than 40m^2. c) Any vehicles at the lease for the purpose of the home business: i) Are parked in the allocated parking spaces for the site; and ii) Do not involve the parking or storage of a commercial vehicle exceeding 5 tonnes tare weight. d) Buildings intended to be used for home business attenuate noise from expected uses to a level that does not unreasonably diminish the residential amenity of dwellings in the vicinity. e) All goods and materials relating to the home business (other than goods or materials kept on the lease) must be kept: i) In buildings or structures that are lawfully on the lease; and ii) In a way that the goods and materials cannot be seen from outside the lease.
Boarding houses	4.4. Boarding houses comply with the following: a) the maximum number of bedrooms in the boarding house is: i) RZ1 – 4. ii) RZ2 – 10. b) If a boarding house is to be occupied by five or more adults, at least one communal living room of at least 16m² with a minimum dimension of 3 metres is provided.
Early childhood education and care	4.5. In multi-storey buildings, early childhood education and care services are to be located on the ground floor level.
Accessible and/or adaptable standards	4.6. The following development types meet *Australian Standard AS4299 Adaptable housing (Class C)*: a) Supportive housing. b) Retirement village. c) Residential care accommodation. For common and/or public spaces, the proposed development meets AS 1428, AS2890, AS4586 as applicable.

Assessment Outcome	**5. The proposed use and scale of development are appropriate to the site and zone.**
Specification	
Minimum floor area – Secondary residence and boarding house	5.1. The minimum gross floor area of a: a) Secondary residence is 40m². b) Boarding house boarding room is: i) For a single occupant - 12m². ii) For 2 or more occupants - 16m².
Dwelling density – multi-unit housing – RZ1	5.3. The target number of dwellings permitted on an RZ1 block is: a) Attached houses – 54 dwellings per hectare (more can be considered if parking is contained within a basement). b) Apartments – 67 dwellings per hectare (more can be considered if parking is contained within a basement). Note: To calculate the maximum number of dwellings: Divide block size (in m^2) by 10,000 and multiply the relevant dwelling per hectare figure above.

Assessment Outcome	6. Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised and residential amenity protected. This includes between residential uses and between non-residential and residential uses.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Access and Movement

The following specifications provide possible solutions that should be considered in relation to access, travel modes and movement to and within a proposed development:

Assessment Outcome	7. The functionality and layout of the development is accessible and adaptable, while achieving good connections with the surrounding area. This includes consideration of traffic flow and passive surveillance.
Specification	
Pedestrian access	7.1. For blocks with a boundary to a rear lane, pedestrian access is provided from the main street frontage.

Assessment Outcome	8. The development encourages active travel through safe and convenient access to the active travel network.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	9. Access to, from and within the site permits safe and legible movement while catering for all users (including pedestrians). This includes consideration of vehicle manoeuvrability and access routes.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Public Space and Amenity

The following specifications provide possible solutions that should be considered in relation to public areas (areas accessible to residents, visitors and community) and amenity outcomes associated with a proposed development:

Assessment Outcome	10. The development (including the design of outdoor spaces) achieves reasonable solar access and microclimate conditions to public areas and streets to support their use by the community.

No applicable specification for this assessment outcome. Application must respond to the assessment outcome.

Assessment Outcome	11. Private open space and communal open space provides sufficient space and facilities for residents and visitors to recreate and relax, as well as providing area for service functions. Spaces are readily accessible for a range of activities.
Specification	
Private open space - single dwellings	11.1. Minimum private open space for single dwellings is: a) For large blocks – i) 60% of the block area. ~~ii) Have a minimum dimension of 6m for an area not less than 10% of the block area.~~ b) For mid-sized blocks – i) 40% of the block area. ~~ii) Have minimum dimensions as follows:~~ ~~• For blocks less than 360m2 – 5m for an area not less than 10% of the block area.~~ ~~• In all other cases – 6m for an area not less than 10% of the block area.~~ c) For compact blocks - 30% of the block area. Note: Private open space includes principal private open space.
Private and communal open space - multi-unit housing - RZ1 and R2 zones	11.2. Minimum ~~40~~ 30% of the total site area is allocated to one or more of the following: a) Communal open space ~~that has a minimum dimension of 2.5m~~ meets specification 11.4; and/or b) Principal private open space ~~that has a minimum dimension of 2.5m and is associated with dwellings at the lower floor level~~ meets specification 11.6.
Private and communal open space - multi-unit housing – RZ3, RZ4 and RZ5	11.3. Multi unit housing in RZ3, RZ4 and RZ5 comply with the following: a) Developments for fewer than 20 dwellings that include apartments – no less than 20% of the total site area allocated to communal open space (that have a minimum dimension of 2.5m and are directly accessible from common entries and pathways). b) Developments for fewer than 20 dwellings that do not include apartments – no less than 20% of the total site area is allocated to one or more of the following: i) Communal open space that has a minimum dimension of 2.5m and is directly accessible from common entries and pathways. ii) Private open space that has a minimum dimension of 2.5m and is associated with dwellings at the lower floor level.
Communal open space – all multi-unit housing	11.4. Where provided on a site, communal open space achieves the following: a) Minimum dimension of 5m. b) No less than 3 hours of direct sunlight onto 50% of the minimum communal open space area between the hours of 9am and 3pm on the winter solstice (21 June). Note: Overshadowing from vegetation is not considered when assessing solar access.
Principal private open space – single dwellings	11.5. At least one area of principal private open space on the block complies with all of the following: a) Minimum area and dimensions specified in the table below. b) At ground level.

c) Directly accessible from, and adjacent to, a habitable room other than a bedroom.
d) Screened from adjoining public streets and public open space.
e) Located behind the building line, except where enclosed by a courtyard wall.
f) Is not located to the south, south-east or south-west of the dwelling, unless it achieves not less than 3 hours of direct sunlight onto 50% of the minimum principal private open space area between the hours of 9am and 3pm on the winter solstice (21 June).

Note: Overshadowing from vegetation is not considered when assessing solar access.

Zone	*Block* type	*Dwelling* Size*	Minimum Area	Minimum Dimension
All	Compact	all	16m^2	4m
RZ1 **RZ2**	Mid sized Large	up to 105m^2	28m^2	4m
	Mid sized Large	105m^2 or greater	36m^2	6m
RZ3 **RZ4**	Mid sized Large	all	24m^2	4m

* For the purpose of this table, *dwelling* size is defined as the sum of the area of all floors measured to the outside face of externals walls including internal walls between the living areas and *garage* (but excluding the *garage*).

Principal private open space – multi-unit housing

11.6. Each dwelling has at least one area of principal private open space that complies with all of the following:
a) Located on the site.
b) Minimum area and dimensions specified in the table below.
c) Directly accessible from, and adjacent to, a habitable room other than a bedroom.
d) Screened from adjoining public streets and public open space.
e) Is not located to the south, south-east or south-west of the dwelling, unless it achieves one or more of the following:
   i) Not less than 3 hours of direct sunlight onto 50% of the minimum required area between the hours of 9am and 3pm on the winter solstice (21 June).
   ii) Located at an *upper floor level* and overlooks a public street or public open space.

Note: Overshadowing from vegetation is not considered when assessing solar access.

		Dwellings wholly or partially at *Lower floor level*		*Dwellings* located entirely on an *Upper floor level*	
Zone	**Dwelling size**	**Minimum area**	**Minimum dimension**	**Minimum area**	**Minimum dimension**

~~RZ1~~ ~~RZ2~~	~~1 bedroom~~	~~28m²~~	~~5m~~	~~6m² plus 2m² for service functions*~~	~~1.8m~~
	~~2 or 3 bedrooms~~	~~36m²~~	~~6m~~	~~36m²~~	~~2.5m~~
	~~4 or more bedrooms~~	~~45m²~~	~~6m~~	~~45m²*~~	~~2.5m~~
All zones	Studio dwellings	4m²	-	4m²	-
RZ1 **RZ2** **RZ3** **RZ4**	1 or 2 bedrooms	24m²	4m	6m² plus 2m² for service functions*	1.8m
	3 or more bedrooms	36m²	6m	24m²	2.5m
RZ5 and commercial zones		24m²	4m	6m² plus 2m² for service functions*	1.8m

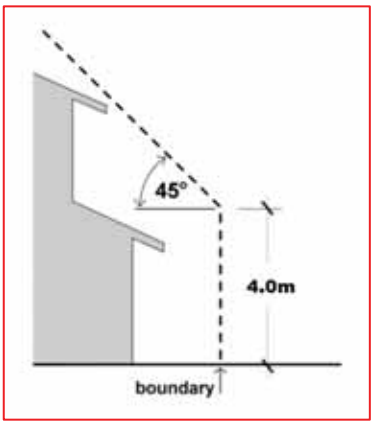
* Service functions include clothes drying and air conditioners and require screening from public areas. Service functions may be provided on a separate balcony to the *principal private open space*.

Assessment Outcome	**12. Reasonable levels of active ground floor interface and passive surveillance to public spaces and streets is achieved.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**13. Any advertising or signs are suitable for their context and do not have a detrimental impact on the surrounding area (for instance due to size or light emission).**
Specification	
Signs	13.1. Signs are not permitted in residential zones except if they are associated with: a) A home business. b) A non-residential use permitted in the zone. Permitted signs must meet the following: a) Limited to one per frontage. b) Are no higher than the first storey. c) Setback a minimum of 1200mm from the kerb. d) No larger than 2m² (except for home business where the maximum area is 1m²). e) Are not illuminated. f) Are not commercial-based or for third party advertising.

Built Form and Building Design

The following specifications provide possible solutions that should be considered in relation to building design and built form, including height, bulk and scale of buildings and structures associated with a proposed development:

Assessment Outcome	**14. The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes and the streetscape. This includes consideration of building envelope and setbacks.**
Specification	
Building height ~~and storeys~~	14.1. Buildings are a maximum of: a) RZ1 ~~and RZ2~~ – 8.5m above datum ground level. b) RZ2: i) Single dwelling housing – 8.5m above datum ground level. ii) Multi-unit housing – 10.5m above datum ground level. c) RZ3~~– 2 storeys:~~ i) Single dwelling housing – 10.5m above datum ground level. ii) Multi-unit housing – 14m above datum ground level. d) RZ4: ~~3 storeys~~ i) Single dwelling housing – 10.5m above datum ground level. ii) Multi-unit housing – 21m above datum ground level. e) RZ5: i) For single dwelling housing: 10.5m above datum ground level. ii) For that part of the building within 50m of the boundaries of blocks in RZ1, RZ2 or RZ3: 14m above datum ground level ~~3 storeys~~. iii) For that part of the building within 40m of the boundaries of blocks in CFZ, PRZ1 or PRZ2: 14m above datum ground level ~~3 storeys~~. iv) For that part of the building within 30m of the boundaries of blocks in RZ4: 17.5m above datum ground level ~~4 storeys~~. v) In all other cases: 24.5m above datum ground level ~~6 storeys~~. Note: There are additional building height and storey provisions in the Territory Plan.
Building envelope	14.2. Buildings are sited wholly within the building envelope formed by planes projected over the subject block at 45° to the horizontal from a height of ~~3.5~~ 4m above each side and rear boundary, except for side or rear boundaries where solar building envelope requirements apply. 

	Encroachments outside the building envelope are permitted for flues, chimneys, antennae, aerials, cooling appliances and heating appliances.
	
	Notes:
	• This specification does not apply to:
	  ○ Single dwellings on compact blocks.
	  ○ Building exceeding 3 storeys in RZ5.
	  ○ Any part of a building that is required to be built to a boundary of the block by a district policy or specification.
	• The reference to a building with more than 3 storeys is a reference to the whole building, not just that part of the building over 3 storeys.
	• For the purposes of this specification, all height measurements are taken from datum ground level.

Front boundary setbacks	14.3. Front setbacks comply with minimum dimensions in tables 1-4. Notes: • Where a block has more than one street frontage, such as corner blocks, and required front setbacks are not specified in the relevant district policy or specification, the secondary street frontage can be nominated by the applicant but must consider the front setback to existing buildings. • Public open space refers to unleased land that is accessible by the public. • On a block with existing buildings the minimum boundary setbacks are determined by existing buildings. • Chamfers may be included in the secondary street frontage, but only if the length of the chamfer is less than the length of the front boundary.

Side and rear setbacks	14.4. Side and rear setbacks comply with minimum dimensions in tables 5-11. For walls within 900mm of a side and rear boundary:
	a) Single dwelling garages and carports on large blocks - maximum length of all walls facing the boundary is 8m.
	b) No windows are permitted within any part of the wall.
	c) Single dwellings on mid sized blocks – wall
	  i) Is no more than 13m in length.
	  ii) Extends no more than 2.5m into the rear zone.
	
	Notes:
	• On a vacant block or a block with no residual buildings the minimum side boundary setbacks are nominated by the applicant or nominated in a district policy.
	• On a block with existing buildings the allocation of side boundary 1 and side boundary 2 must consider the side and rear setbacks of existing buildings or garage/carport.
	• Minimum setback and wall length requirements do not apply to the part of the building that is specified in a district technical specification to be built to the boundary.

Allowable setback encroachments	14.5. Encroachments into the minimum setback are permitted for: a) An eave or roof overhang with a horizontal width of not more than 600mm. b) Fascias, gutters, downpipes, light fittings and sun blinds. c) Landings, steps or ramps, none of which are more than 1m above finished ground level. d) For side and rear setbacks only - rainwater tanks, chimneys, flues, domestic fuel tanks, cooling or heating appliances, electricity and gas meters, aerials, antennae, unroofed pergolas, solar inverters and batteries. Note: noise from appliances must comply with the noise standards.

Tower footprint – RZ5 – apartments.	14.6. The tower element of an apartment building (or mixed use building containing apartments) complies with the following: a) Where the tower is above a podium, the podium is not more than 4 storeys. b) The tower has a maximum 750m^2 floorplate per floor. i) Floor plate includes all internal areas such as dwellings, indoor amenities, elevator cores, storage spaces, stairwells and hallways. ii) Inset or projecting balconies are excluded from the floor plate limit.

Tables 1 - 4 Front Boundary Setbacks

Link back to specification

Table 1: Single dwelling front boundary setbacks – blocks in subdivisions approved originally before 18 October 1993

	Block size	Primary front boundary setback	Exceptions		
			Front boundary setback to secondary street frontage	Front boundary setback to public open space or pedestrian paths wider than 6m at the widest point	Front boundary setbacks to public open space or pedestrian paths of 6m or less at the widest point
~~***Lower floor level***~~ ***Dwelling***	Large	Minimum of 6m Maximum of 8m	4m	4m	1.5m
	Mid-sized		3m		
	Compact				
~~***Upper floor level***~~	~~Large~~	~~6m~~	~~6m~~	~~4m~~	~~1.5m~~
	~~Mid-sized~~		~~3m~~		
	~~Compact~~				
Garage or carport		6m	5.5m	4m	0m

Note: A new subdivision does not reset the date in regard to these tables. It is based on the original block/estate creation.

Table 2: Single dwelling front boundary setbacks –blocks in subdivisions approved on or after 18 October 1993 but before 31 March 2008

	Block size	Primary front boundary setback	Exceptions		
			Front boundary setback to secondary street frontage	Front boundary setback to public open space or pedestrian paths wider than 6m at the widest point	Front boundary setbacks to rear lane, public open space or pedestrian paths of 6m or less at the widest point
~~***Lower floor level***~~ ***Dwelling***	Large	4m	4m	4m	1.5m
	Mid-sized		3m		
	Compact				
~~***Upper floor level***~~	~~Large~~	~~6m~~	~~6m~~	~~4m~~	~~1.5m~~
	~~Mid-sized~~		~~3m~~		
	~~Compact~~				
Garage or carport		5.5m with a minimum of 1.5 m behind the front building line	5.5m	4m	0m

Note: A new subdivision does not reset the date in regard to these tables. It is based on the original block/estate creation.

Table 3: Single dwelling front boundary setbacks – blocks in subdivisions approved on or after 31 March 2008

	Block size	Primary front boundary setback	Exceptions		
			Front boundary setback to secondary street frontage	Front boundary setback to public open space or pedestrian paths wider than 6m at the widest point	Front boundary setbacks to rear lane, public open space or pedestrian paths of 6m or less at the widest point
~~*Lower floor level*~~ *Dwelling*	Large	4m	3m	4m	0m
	Mid-sized	4m*	3m	3m	
	Compact	3m	2m	2m	
~~*Upper floor level*~~	~~Large~~	~~6m~~	~~3m~~	~~4m~~	~~0m~~
	~~Mid-sized~~	~~4m*~~		~~3m~~	
	~~Compact~~	~~3m~~			
Garage or carport		5.5m with a minimum of 1.5m behind the front building line except where there is a courtyard wall in the *front zone*		4m	0m

*Articulation elements can extend up to 1m into the front setback. Elements can include verandahs, porches, awnings, shade devices, pergolas and the like (a carport is not considered an articulation element).

Note: A new subdivision does not reset the date in regard to these tables. It is based on the original block/estate creation.

Table 4: Multi-unit housing front boundary setbacks – all residential zones

Floor level	Primary front boundary setback for blocks in subdivisions approved on or after 18 October 1993	Primary front boundary setback for blocks in subdivisions approved before 18 October 1993	Exceptions			
			Corner blocks		Front boundaries setback to pedestrian paths equal to or less than 6m at their widest point	Front boundaries setback to public open space, or pedestrian paths wider than 6m
			Secondary street frontage - mid-sized blocks	***Secondary street frontage- large blocks***		
~~*Lower floor level*~~ *Dwelling*	4m	6m	~~3m~~ 2m	~~4m~~ 2m	3m	4m
~~*Upper floor levels*~~	~~6m~~	~~6m~~	~~3m~~	~~6m~~	~~4m~~	~~4m~~
Garage or carport	5.5 m with a minimum of 1.5 m behind the front building line	6m	5.5m	5.5m	4m	4m

Note: A new subdivision does not reset the date in regard to these tables. It is based on the original block/estate creation.

Tables 5 - 11 Side and Rear Setbacks

Link back to specification

Table 5: Single dwelling side and rear setbacks – large blocks

	Minimum side boundary setback within the *primary building zone*	Minimum side boundary setback within the *rear zone*	Minimum rear boundary setback
	Side boundary	Side boundary	
Lower floor level* – external wall	1.5m	1.5m	3m
Upper floor level – external wall	3m	6m	6m
Upper floor level – unscreened element	6m	6m	6m
Garage* or carport	0m**	0m**	3m

* Includes basements
**A 0m setback is only permitted on one boundary

Table 6: Single dwelling side and rear setbacks – mid sized blocks in subdivisions approved before 2 October 2009

	Minimum side boundary setback within the *primary building zone*		Minimum side boundary setback within the *rear zone*		Minimum rear boundary setback
	Side boundary 1	Side boundary 2	Side boundary 1	Side boundary 2	
Lower floor level*	3m	>15m frontage 1.5m <15m frontage 0m	3m	1.5m	3m
Upper floor level – external wall	3m	3m	6m	6m	6m
Upper floor level – unscreened element	6m	6m	6m	6m	6m
Garage* or carport	3m	0m	3m	0m	3m

* Includes basements

Table 7: Single dwelling side and rear setbacks – mid sized blocks in subdivisions approved on or after 2 October 2009

	Minimum side boundary setback within the *primary building zone*		Minimum side boundary setback within the *rear zone*		Minimum rear boundary setback
	Side boundary 1	**Side boundary 2**	**Side boundary 1**	**Side boundary 2**	
Lower floor level*	1.5m	0m	3m	0.9m	3m 0m**
Upper floor level – external wall	3m	1.5m 0m**	6m	6m	6m 0m**
Upper floor level – unscreened element	6m	6m	6m	6m	6m

* Includes basements

** Only where specifically permitted under a district policy/specification.

Table 8: Single dwelling side and rear setbacks – compact blocks

	Minimum side boundary setback			Minimum rear boundary setback
	Side boundary 1 or longer side boundary of a corner block	**Side boundary 2**	**Shorter side boundary of a corner block**	
Lower floor level* – *external wall*	0m	0m	3m	3m 0m**
Lower floor level – *unscreened element*	1.5m	1.5m	3m	3m
Upper floor level – *external wall*	0m***	0m***	3m	4m 0m**
Upper floor level – *unscreened element*	1.5m	1.5m	3m	4m
Garage* or carport	0m	0m	0m	3m 0m**

* Includes basements

** Only where specifically permitted under a district policy/specification.

*** Only where the lower floor level is built to the boundary.

Table 9: Multi-unit housing side and rear setbacks – RZ1 and RZ2

RZ1 and RZ2 - Side and Rear Boundary Setbacks			
	Minimum side boundary setback within the *primary building zone*	**Minimum side boundary setback within the *rear zone***	**Minimum rear boundary setback**
Lower floor level – external wall, ~~unscreened element~~* and *basement	~~3m~~ 0m	3m	~~3m~~ 6m
Lower floor level – unscreened element	1m	3m	6m
Upper floor level – external wall	3m	6m	6m
Upper floor level – unscreened element	6m	6m	6m

Table 10: Multi-unit housing side and rear setbacks – RZ3, RZ4 and RZ5

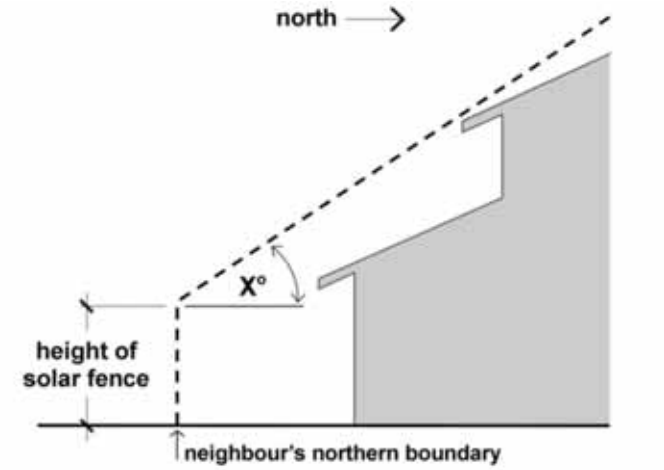
RZ3, RZ4, RZ5 - Side and Rear Boundary Setbacks			
	Minimum side boundary setback within the *primary building zone*	**Minimum side boundary setback within the *rear zone***	**Minimum rear boundary setback**
Lower floor level – external wall and basement	0m^	3m	3m
Lower floor level – unscreened element	1m	3m	3m
~~First~~Upper floor level – external wall	0m^	3m	6m
~~First~~Upper floor level – unscreened element	6m	6m	6m
~~Second upper floor level – external wall~~	~~0m^~~	~~6m~~	~~6m~~
~~Second upper floor level – unscreened element~~	~~6m~~	~~6m~~	~~6m~~

^ Does not apply to that part of a wall with a window of any sort.

Table 11: Multi-unit housing side and rear setbacks – ~~RZ5~~ – buildings over 4 storeys

Side and Rear Boundary Setbacks - buildings with 4 or more storeys		
Parts of buildings	**Minimum side boundary setback**	**Minimum rear boundary setback**
First 4 *storeys - external wall*	3m	3m
First 4 *storeys - unscreened element*	6m	6m
Between 5 and 8 *storeys - external wall*	4.5m	4.5m
Between 5 and 8 *storeys - unscreened element*	6m	6m

9 *storeys* or more - *external wall or unscreened element*	6m	6m

Assessment Outcome	**15. Reasonable solar access to dwellings and private open space within a block and on adjoining residential blocks is achieved. This includes solar access into main living spaces within a dwelling.**
Specification	
Solar building envelope	15.1. Buildings are sited wholly within the solar building envelope formed by planes projected over the subject block at ~~31~~X° to the horizontal from the height of the 'solar fence' on any northern boundary of an adjoining residential block. The height of the solar fence is: a) For single dwellings on large blocks: i) In the primary building zone – 2.4m. ii) All other parts of the boundary – 1.8m. b) For single dwellings on mid-sized and compact blocks: i) In the primary building zone – 3m. ii) All other parts of the boundary – 2.3m. c) For multi-unit housing except for buildings exceeding 3 storeys in RZ5: i) In the primary building zone – 3m. ii) All other parts of the boundary – 2.3m. X° is: a) For single dwelling housing – 31°. b) For multi-unit housing – 45°.  Notes: • This does not apply to those parts of a boundary where the adjacent part of the adjoining residential block comprises only an access driveway (i.e., a "battle-axe handle"). • This does not apply to the part of the building that is specified in a district technical specification to be built to the boundary.
Solar access – multi-unit housing	15.2. The minimum solar access to multi unit dwelling in an apartment, between the hours of 9am and 3pm on the winter solstice (21 June), is: a) The floor or internal wall of a daytime living area of not fewer than 70% of apartments on a site is exposed to not less than 3 hours of direct sunlight.

	b) No more than 15% of apartments on a site receive no direct sunlight. **Daytime living area** means a habitable room other than a bedroom. Note: Overshadowing from vegetation is not considered when assessing solar access.

Assessment Outcome	**16. Reasonable levels of privacy to dwellings and private open space within a block and on adjoining residential blocks is achieved.**
Specification	
Separation between walls and principal private open space – multi-unit housing – RZ1 and RZ2	16.1. ~~Unscreened elements and an external wall on the same block or an adjoining block are separated by 3m or more. External walls at the lower floor level on the same block or an adjoining block are separated by 1m or more~~ The minimum separation between walls and principal private open space to dwellings on the same block and adjoining blocks is: a) Between two external walls – 3m. b) Between an unscreened element of a non-habitable room and external wall – 3m. c) Between unscreened elements of two non-habitable rooms – 6m. d) Between an unscreened element of a habitable room and an unscreened element of a non-habitable room – 9m. e) Between an unscreened element of a habitable room and an external wall – 9m. f) Between unscreened elements of two habitable rooms – 12m. g) Between an unscreened element and the centre of any other dwelling's minimum principal private open space – 12m.
Separation between walls and principal private open space – multi-unit housing – RZ3, RZ4 and RZ5	16.2. Minimum separation between ~~buildings~~ walls and principal private open space is provided in the table below. Note: this specification is in addition to setback specifications.
~~Privacy – multi-unit housing~~	~~16.3.~~ ~~a) At a viewing height of 1.5m at any point on the extremity of an unscreened element of one dwelling, there is no direct line of sight~~

	External wall to external wall or unscreened element	**Unscreened element to unscreened element**	**Unscreened element to primary window**	**Unscreened element to the centre of any other dwelling's minimum principal private open space**
Up to 4 storeys	3m	6m	12m	12m
5 to 8 storeys	4.5m	9m	12m	12m
9+ storeys	6m	12m	12m	12m

	~~into a primary window of any other dwelling on the same block or an adjacent block. The direct line of sight is a minimum distance of 12m.~~ ~~b) At a viewing height of 1.5m at any point on the extremity of an unscreened element of one dwelling, there is no direct line to more than half of the minimum principal private open space of any other dwelling the same block or an adjacent block. The direct line of sight is a minimum distance of 12m.~~ ~~c) Upper floor windows, upper floor balconies and other upper floor elements that allow for potential privacy impacts to adjoining or nearby properties are set back 6.0m from the relevant boundary or greater.~~

Assessment Outcome	**17. The dwelling mix and the internal size, scale and layout of dwellings in multi-unit housing provide for a comfortable living environment that meets the changing needs of residents. This includes consideration of cross-ventilation and energy efficiency.**
Specification	
Building entries – multi-unit housing	17.1. Common entries to dwellings have all of the following: a) An external sheltered area outside the entrance. b) A direct line of sight between the front door and the public footpath or road. c) Separate access to any non-residential uses, which are clearly distinguishable and secured after hours.
Dwelling mix – multi-unit housing	17.2. For developments with 40 or more dwellings, a combination of studios or 1-bedroom dwellings, 2-bedroom dwellings and dwellings with 3 or more bedrooms are provided at the following rates: a) Studio or 1-bedroom – maximum 40%. b) 2-bedroom – maximum 40%. c) 3 or more bedrooms – minimum 10%.
Minimum dwelling size – multi-unit housing	17.3. Minimum dwelling floor areas are as follows: a) Studio dwellings - ~~40~~ 35m^2. b) One-bedroom dwellings - 50m^2. c) 2-bedroom dwellings - 70m^2. d) Dwellings with 3 or more bedrooms - ~~95~~ 90m^2. e) For all of the above: i) Extra bathrooms add 5m^2. ii) Extra bedrooms add 12m^2. Note: The minimum dwelling floor area excludes balconies and car parking facilities. Storage within dwellings is included in the area calculations.
Minimum widths and area – multi-unit housing	17.4. Minimum widths are as follows: a) Minimum width 3.6m for studio and 1-bedroom dwellings. b) Minimum width 4m for 2-bedroom and 3-bedroom dwellings or more. c) Master bedrooms have a minimum area of 10m^2 and other bedrooms 9m^2 (excluding wardrobe space). d) Bedrooms have a minimum dimension of: i) Master bedrooms – 3m (excluding wardrobe space). ii) All other bedrooms – 2.7m (excluding wardrobe space). e) Living rooms or combined living/dining rooms have a minimum width of: i) ~~3.6m~~3m for studio and 1-bedroom dwellings. ii) ~~4m~~3.6m for 2 and 3-bedroom dwellings. f) Cross-over or cross-through apartments have a minimum internal dimension of 4m.

~~**Maximum building depth – apartments**~~	~~17.5. The maximum depth of a building is 16m.~~
Habitable rooms – multi-unit housing	17.6. For environmental performance, habitable rooms for multi-unit housing: a) Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms. b) Habitable room depths are: i) Limited to a maximum of 2.5 x the ceiling height; or primary window-head height, whichever is lower; or ii) Where living and dining rooms are combined, limited to a maximum of 3 times the ceiling height or primary window-head height, whichever is lower. This excludes depth occupied by storage space or a kitchen benchtop on the room's farthest wall.
Ceiling heights – multi-unit housing	17.7. Ceiling Heights are as follows: a) Minimum floor to floor height of 3200mm. b) Ceiling heights for: i) A habitable room is a minimum of 2.7m ii) A non-habitable room or kitchen is a minimum of 2.4m. c) A minimum of 2.4 m for upper level of a 2 storey apartment, where the upper level area is less than 50% of the floor.
~~**Internal**~~ **Storage – multi-unit housing**	17.8. In addition to storage within kitchens, bathrooms and bedrooms, the following minimum storage area: a) Studio dwellings - ~~2 m²~~ 4m³. b) One-bedroom dwellings – ~~3 m²~~ 6m³. c) 2-bedroom dwellings - ~~4 m²~~ 8m³. d) Dwellings with 3 or more bedrooms - ~~5 m²~~ 10m³. At least 50% of this storage is required to be located within the dwelling.
~~**External storage – multi-unit housing**~~	~~17.9. For dwellings without an associated garage, an enclosed waterproofed storage area is provided that is all of the following:~~ ~~a) At least 2.1m in height and has at least one 0.6m internal dimension.~~ ~~b) Has an area of at least:~~ ~~i) in RZ1 and RZ2 zones – 4m²~~ ~~ii) in all other zones – 1.5m².~~ ~~c) Accessible externally from the dwelling or is adjacent to a dedicated car space.~~ ~~d) Easily and safely accessible, secure and clearly allocated to specific apartments.~~ ~~e) A functional shape and size to suit various needs, suitable for larger and less frequently used items.~~
~~**Balustrades -multi-unit housing**~~	~~17.10. For balconies that are both:~~ ~~a) Located on the first four storeys.~~ ~~b) Facing public streets or public open space.~~ ~~Balustrades are constructed of obscure glass panels and /or solid panels with a total of all openings or clear glass panels not more than 25% of the surface area of the balustrade.~~ ~~Note: For this specification, obscure glass prevents printed text of 10mm high characters from being read through the glass when positioned 1m from the glass.~~
Units per floor – apartments	17.11. For apartments with 4 or more storeys, no more than 6 apartments on each floor are accessible from a shared circulation space.
Stairwell features – multi-unit housing	17.12. For multi-unit housing with 4 or more storeys, stairwells achieve all of the following:

	a) Are open or visually permeable to facilitate natural surveillance. b) Are accessible and encourage physical activity by providing an attractive alternative to lifts. c) Are located in a position more prominent than lifts.
Natural cross ventilation – apartments	17.13. At least 60% of apartments in the first 9 storeys of a building achieve natural cross ventilation.
Windows in common circulation spaces – apartments	17.14. Minimum glazed area of 10% of the common circulation floor is served by 2 or more sources of natural ventilation and daylight where the floorplate has more than 6 apartments per floorplate
Shading and glare control – multi-unit apartments	17.15. For apartment façades facing from east through to west, glazing greater than 30% of the wall to have external shading to block 30% of sun on the summer solstice (21 December). Note: Performance glazing not considered substitute for shade.

Assessment Outcome	**18. Courtyard walls and fences do not have an adverse impact on the streetscape.**
Specification	
Front fences and walls	18.1. Fences or walls are not permitted forward of the building line except where: a) It has been previously approved under an estate development plan or subdivision design application. b) Is permitted in a relevant district policy. c) Satisfies the courtyard wall provisions below. d) Is exempt under the Planning Act 2023 or Planning (Exempt Development Regulation 2023.
Courtyard walls	18.2. Courtyard walls forward of the building line comply with all the following: a) Total length complies with one of the following: i) Not more than 50% of the width of the block. ii) Not more than 70% where the width of the block at the line of the wall is less than 12m. b) Minimum setback complies with the table below. c) A maximum height of 1.8m above datum ground level. d) Constructed of brick, block, stonework or rendered material, any of which may be combined with timber or metal panels that include openings not less than 25% of the surface area of the panel and clearly distinguishes itself from a panel or timber fence. e) Incorporate shrub planting between the wall and the front boundary. f) Do not obstruct sight lines for vehicles and pedestrians on public paths on driveways in accordance with Australian Standard AS2890.1- Off-Street Parking.

Block type		**Minimum courtyard wall setback**
Single dwelling		50% of the relevant front boundary setback
Multi unit housing	RZ1 and RZ2	2m
	RZ3, RZ4 and RZ5	0.7m

Sustainability and Environment

The following specifications provide possible solutions that should be considered in relation to the sustainability and environmental outcomes associated with a proposed development:

<table>
<tr><th>Assessment Outcome</th><th colspan="2">19. Sufficient planting area, canopy trees, deep soil zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff.</th></tr>
<tr><td colspan="3">Specification</td></tr>
<tr><td>Planting area</td><td colspan="2">19.1. Planting area meets the following minimum area. To be included in planting area, the area must have a minimum dimension of 2.5m.

<table>
<tr><th></th><th></th><th>% of block area</th></tr>
<tr><td rowspan="3">Single dwelling</td><td>Large block</td><td>30%</td></tr>
<tr><td>Mid sized block</td><td>20%</td></tr>
<tr><td>Compact block</td><td>15%</td></tr>
<tr><td rowspan="2">Multi unit housing</td><td>RZ1 and RZ2</td><td><s>35</s>30%</td></tr>
<tr><td>RZ3, RZ4 and RZ5</td><td>25%</td></tr>
</table>
Note: Structures, such as retaining walls, are not to be within the 2.5m area.</td></tr>
<tr><td>Tree Planting</td><td colspan="2">19.2. Provides a minimum level of tree planting in deep soil zones associated with the requirements in Table A, consistent with the following:
a) For compact blocks, at least one small tree.
b) For mid-sized blocks, at least two small trees.
c) For large blocks less than or equal to 800m^2, at least one small tree and one medium tree (or equivalent existing tree/s – see Table B.
d) For large blocks more than 800m^2, at least one medium tree and one large tree (or equivalent existing tree/s – see Table B); and one additional large tree or two additional medium trees for each additional 800m^2 block area (or equivalent existing tree/s – see Table B).

All new trees proposed are in accordance with utilities requirements.
For existing trees on the site, Table B provides tree size equivalents.</td></tr>
</table>

Table A: Tree sizes and associated planting requirements

Tree size	Mature height	Minimum canopy diameter***	Minimum soil surface area dimension	Minimum pot size (litres)*	Minimum soil volume
Small Tree	5-8m	4m	3m	45**	18m^3
Medium Tree	8-12m	6m	5m	75**	42m^3
Large Tree	>12m	8m	7m	75**	85m^3

Notes:
For the purposes of this table, a tree is defined as a woody perennial plant suitable for the Canberra climate. Any new trees cannot be a plant described in schedule 1 of the Pest Plants and Animals (Pest Plants) Declaration 2015 (No 1) or any subsequent declaration made under section 7 of the Pest Plants and Animals Act 2005, unless the tree is included on the ACT tree register.

*Minimum pot size refers to the container size of new trees prior to planting.
**The maximum pot size for small, medium and large *eucalyptus sp*. trees if selected is 45 litres, with maximum height at planting of 2.5m and maximum trunk caliper of 3cm.
***Provided the minimum canopy diameter of the respective tree size can be met, this can be counted as meeting the tree size requirement.

Table B: Tree sizes – equivalents for existing trees

Tree size	Tree sizes - Equivalent
Small Tree	An existing tree of a larger size category can also substitute for a planting requirement for a smaller tree
Medium Tree	2 small existing trees or 1 large existing tree
Large Tree	4 existing small trees or 2 existing medium trees or 1 existing medium tree plus 2 existing small trees

Tree canopy cover – multi-unit housing	19.3. All new and existing trees provide the following minimum canopy over to the block at maturity. All new trees are located in deep soil zones. RZ1 and RZ2: ~~15~~ 20% RZ3, RZ4 and RZ5: 25%
Health of tree – multi-unit housing	19.4. Where one or more existing canopy trees located within the subject block are to be retained as part of development to count towards canopy tree coverage requirements, development applications are supported by a report prepared by a suitably qualified person demonstrating how the development complies with all of the following: a) Shows the tree(s) are in good health and likely to actively grow at the completion of works. b) Details how the tree(s) will be suitably protected during construction works. c) Provides adequate deep soil area to ensure the tree(s) will remain viable. d) Confirms that the tree(s) to be retained are sited appropriately and will not detrimentally impact the development in the future.
Water sensitive urban design – single dwellings	19.5. Option A All new single *dwellings*, *secondary residences* and extensions and alterations (except *extensions* of a size 50% or less of existing gross floor area, or development where no new plumbing is proposed), meet one of the following options: a) On *compact blocks:* i) No minimum water storage requirement. ii) Minimum ★★★ Water Efficiency Labelling and Standards (WELS) rated plumbing fixtures.

	b) On mid-*sized blocks:* i) Minimum on-site water storage of water from roof harvesting is 2,000 litres. ii) 50% or 75m^2 of roof plan area, whichever is the lesser, is connected to the tank. iii) The tank is connected to at least a toilet, laundry cold water and external taps that are attached to the house. The connection will require a pump where it cannot be elevated sufficiently to give adequate pressure. c) On large *blocks* up to 800m^2: i) Minimum on-site water storage of water from roof harvesting is 4,000 litres. ii) 50% or 100m^2 of roof plan area, whichever is the lesser, is connected to the tank. iii) The tank is connected to at least a toilet, laundry cold water and external taps that are attached to the house. The connection will require a pump where it cannot be elevated sufficiently to give adequate pressure. d) On large *blocks* 800m^2 or greater: i) Minimum on site water storage of water from roof harvesting is 5,000 litres ii) 50% or 125m^2 of roof plan area, whichever is the lesser, is connected to the tank iii) The tank is connected to at least a toilet, laundry cold water and external taps that are attached to the house. The connection will require a pump where it cannot be elevated sufficiently to give adequate pressure. <u>Option B:</u> A greywater system capturing all bathroom and laundry greywater and treating it to Class A standard. The treated greywater is connected to all laundry cold water, toilet flushing and all external taps. <u>Option C:</u> Evidence is provided that the development achieves a minimum 40% reduction in mains water consumption compared to an equivalent development constructed in 2003, using the on-line assessment tool or another tool. The 40% target is met without any reliance on landscaping measures to reduce consumption. Note**:** The online Single Residential Waterways Calculator can be found at: https://www.planning.act.gov.au/professionals/regulation-and-responsibilities/responsibilities/water-efficiency.
Water sensitive urban design – all development other than single dwellings or secondary residences	19.6. Development complies with the *ACT Practice Guidelines for Water Sensitive Urban Design Module 2: Designing Successful WSUD Solutions in the ACT*

Assessment Outcome	**20. Urban heat island effects are reduced through limiting impervious surfaces and provision of canopy trees and plants.**

No applicable specification for this assessment outcome. Application must respond to the assessment outcome.

Assessment Outcome	**21. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**22. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.**
Specification	
Minimisation of cut and fill	22.1. The total change in ground level resulting from cut or fill does not exceed 1.5m within 1.5m of a side or rear boundary. This does not include a cut associated with a basement. Note: The change in ground level is the cumulative total of all level changes within 1.5m of the boundary taken from the Datum Ground Level (DGL) to the new Finished Ground Level (FGL).
Site disturbance	22.2. For sites less than 3,000m², the development complies with the Environment Protection Authority requirements regarding construction and land development. For sites 3,000m² or greater, the development prepares an erosion and sediment control plan and obtains endorsed by the ACT Environment Protection Authority.

Assessment Outcome	**23. The development considers and addresses site constraints, including heritage, natural features, topography, infrastructure and utilities.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**24. Environmental risks, including noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.**
Specification	
Noise management and acoustic treatment - dwellings	24.1. a) Where a block is located adjacent to a road carrying or forecast to carry traffic volumes greater than 12,000 vehicles per day: i) Dwellings are designed and constructed to comply with *AS/NZS 3671 - Acoustics – Road Traffic Noise Intrusion Building Siting and Design;* and ii) A noise management plan, prepared by a suitably qualified person, is endorsed by the government department responsible for road transport planning. b) Where a block is identified as being potentially noise affected in a district policy/specification: i) Dwellings are designed and constructed to comply with the relevant sections of *AS/NZS 2107:2000 - Acoustics – Recommended design sound levels and reverberation times for building interiors (the relevant satisfactory recommended interior design sound level);* and

	ii) A noise management plan, prepared by a suitably qualified person, is endorsed by the EPA.
Noise management – community activity centre	24.2. For a community centre, the design is in accordance with a noise management plan, prepared by a suitably qualified person, endorsed by Environment Protection Authority.
Flood risk	24.3. a) Residential and commercial buildings are to be excluded from flood liable areas up to the 1% Annual Exceedance Probability (AEP) Flood. b) Habitable floor levels are to be above the 1% AEP level plus a suitable freeboard (usually 300mm). c) In flood liable areas up to the 0.2% Annual Exceedance Probability (AEP) Flood, large developments and those with more sensitive uses* are to be referred to ESA, TCCS and EPSDD for endorsement. Note: *Sensitive uses include developments such as hospitals, nursing homes, childcare centres, prisons, archives, libraries and emergency response centres.
Stormwater retention and detention	24.4. For development on sites greater than 2,000m² (other than major roads) involving works that have the potential to alter the stormwater regime of the site, a report from a suitably qualified person is provided demonstrating that the development complies with: a) At least one of the following: i) Stormwater retention management measures are provided and achieve all of the following: A. Stormwater storage capacity of 1.4kl per 100m² of the total impervious area of the site is provided specifically to retain and reuse stormwater generated on site as a whole. B. Retained stormwater is used on site. ii) Development captures, stores and uses the first 15mm of rainfall falling on the site; and Note: on-site stormwater retention is defined as the storage and use of stormwater on site. b) Stormwater detention measures are provided and achieve all of the following: i) Capture and direct runoff from the entire site. ii) Stormwater storage capacity of 1kl per 100m² of impervious area is provided to specifically detain stormwater generated on site. iii) The detained stormwater is designed to be released over a period of 6 hours after the storm event. For this specification, on-site stormwater detention is defined as the short-term storage and release downstream of stormwater runoff. Note: Calculating on-site detention can include 50% of the volume of rainwater tanks where stormwater is used on-site.
Stormwater quality	24.5. For development on sites greater than 2,000m² (other than major roads) involving works that have the potential to alter the stormwater regime of the site, a MUSIC model prepared by a suitably qualified person is provided demonstrating the average annual stormwater pollutant export is reduced when compared with an urban catchment of the same area with no water quality management controls for all of the following: a) Gross pollutants by at least 90%. b) Suspended solids by at least 60%. c) Total phosphorous by at least 45%. d) Total nitrogen by at least 40%.

	Notes: • If a tool other than the MUSIC model is used then a report by an independent suitably qualified person must be submitted demonstrating and confirming compliance. • If parameters that are non-compliant are used then a report must also be submitted by an independent suitably qualified person stating how and why the parameters are appropriate.
Site contamination	24.6. Where development is proposed on a site impacted or potentially impacted by contamination, the development and proposed methods of responding to the contamination is endorsed by the ACT Environment Protection Authority.
Hazardous materials	24.7. Where development is proposed on a site impacted by hazardous materials, the development and proposed methods of managing the hazardous materials is endorsed by the ACT Environment Protection Authority.

Parking, Services and Utilities

The following specifications provide possible solutions that should be considered in relation to vehicle parking, access and site servicing (including possible requirements by utility providers) for a proposed development:

Assessment Outcome	**25. The development provides electric vehicle parking and access to charging locations in multi-unit housing.**
Specification	
Electric vehicle ready parking	25.1. At least one EV ready car parking space is provided for each unit in a new multi-unit housing development that is provided with car parking.

Assessment Outcome	**26. The development provides appropriate end-of-trip facilities in multi-unit housing which includes secure bicycle parking.**
Specification	
End of trip facilities – provision of facilities	26.1. This specification applies to: a) New developments. b) Major alterations and/or extensions to existing buildings (if the work affects more than 50% of the gross floor area of the whole of an existing building). c) Changes of use that require approval of a development application but does not apply to a single dwelling, secondary residence or dual occupancy. On-site bicycle parking must meet all of the following: a) Spaces for short and long-stay users are to be in accordance with the relevant rates shown in table 9. b) Bicycle parking facility must be security level a, b or c as set out in *as2890.3. Security levels for long- stay* must also be: i) Securely enclosed and separated from publicly accessible areas, including car parking areas. ii) Protected from the weather.

iii) Provided on a hard floor surface such as concrete or paving.

c) Be clearly visible, well-lit, secure, safe and well ventilated.
d) Located:
   i) Long stay - within one level of the building entrance and no more than 30m from this entrance.
   ii) Short stay - at-grade and on the main access route to the entrance and not more than 30m from a major entrance or destination.

e) Where bicycle parking devices are used:
   i) Access aisles adjacent to bicycle parking devices must be a minimum width of:
      - 1.5m for side-by-side bicycle parking; and
      - 2.0m for multi-tier bicycle parking or bicycle lockers.
   ii) Access aisles are designed in accordance with *as2890.3.*
   iii) Not more than 80% of all bicycle parking spaces are to be multi-tier, in accordance with *as2890.3.*
   iv) Bicycle parking devices must accommodate the bicycle space envelope nominated in *as2890.3.*

Net lettable area (NLA) is calculated in one of the following ways:
a) In accordance with the NLA definition.
b) 85% of a building's gross floor area.

Note: Wall-mounted bicycle parking devices located above the bonnet of car parking spaces must not be counted toward the provision of bicycle parking required to meet this specification.

Table 12: End of trip facilities – bicycle provision rates

Land use	Standard rates for end-of-trip facilities	
	Long-stay users (residents, employees, students)	**Short-stay users (customers, patrons, visitors)**
Community activity centre	1 space per 1500 seats or 1 space per 1500m^2 NLA	1 space per 15 seats or 1 space per 15m^2 NLA
Early childhood education and care	1 space per 600m^2 NLA	1 space per 65m^2 NLA
Health facility	1 space per 4 practitioners or 1 space per 1500m^2 NLA	1 space per 2 practitioners or 1 space per 75m^2 NLA
Multi-unit housing, including *Attached house*	1 space per one or two bedroom dwelling, 2 spaces per three or more bedroom dwelling with a car parking space AND 1 space per bedroom for dwellings not allocated a car parking space/	1 space per 10 dwellings
Residential care accommodation	1 space per 2000m^2 NLA	1 space per 1000m^2 NLA
Supportive housing	1 space per dwelling	1 space per 10 dwellings
Veterinary clinic	1 space per 300m^2 NLA	1 space per 300m^2 NLA

End of trip facilities – design requirements of facilities	26.2. This specification applies to: a) New developments. b) Major alterations and/or extensions to existing buildings (if the work affects more than 50% of the gross floor area of the whole of an existing building). c) Changes of use that require approval of a development application but does not apply to a single dwelling or secondary residence. The access path to end-of-trip facilities provides a minimum unobstructed width of: a) 1.5m where the number of bicycle movements is less than 30 per hour in peak periods. b) 2.5m where the number of bicycle movements is 30 or more per hour in peak periods. c) The access path to end-of-trip facilities must also be in accordance with *as2890.3*. d) Ramp gradients must not exceed 1:12 where they are to be ridden by a bicycle rider accessing end-of-trip facilities, in accordance with *as2890.3*. e) Bicycle parking facility users must not be required to walk up or down vehicular ramps to access bicycle parking.

Assessment Outcome	**27. Vehicle and bicycle parking sufficiently caters for the development while minimising visual impacts from the street or public space. This includes consideration of parking location, dimensions and number of spaces provided.**
Specification	
Number of car parking spaces	27.1. Parking spaces are provided at the following rate: a) Single dwellings – at least 2 car parking spaces are provided on site, unless the development is a single bedroom dwelling on a compact block, in which case at least 1 car parking space is provided. b) Secondary residence – at least 1 parking space is provided in addition to that required for the primary residence. c) Multi unit housing - Parking rates and location for the provision of parking are in tables 12 and 13. d) Co-housing - car parking spaces are provided in a single combined parking area screened from public view. e) Developments with 40 or more dwellings, at least one short stay parking space and associated access is provided for delivery trucks such as furniture delivery and removalist vans.
Accessible car parking spaces	27.2. Parking spaces for people with disabilities in public car parks of more than 10 spaces comprise a minimum of 3% (rounded up to the nearest whole number) of the total number of parking spaces required for the development. Note: Other legislation may require different rates
Location of car parking spaces	27.3. Car parking spaces are provided to meet the following: a) Are not located in the front zone; except on: i) Compact blocks. ii) Any part of a driveway in tandem with another car parking space that is located behind the front building line. ~~b) One car space per dwelling is roofed.~~ c) Can be in tandem only where they belong to the same dwelling. d) Do not encroach property boundaries. e) For multi-unit housing:

	i) No closer than 1.5m from windows or doors to habitable rooms of dwellings that are not associated with the parking space. ii) Located within 50m of the dwelling it serves or common entry point for visitor parking.
Safety	27.4. Verge crossings and Internal driveways are designed to be safely used by both pedestrians, cyclists and vehicles, such as through the use of vehicle speed reduction measures.
Basement carparking	27.5. For basement car parking: ~~a) In RZ1 and RZ2, where the block is less than 30 m wide as measured at the street frontage on standard blocks, ramps accessing basement car parking are not located within 50% of the minimum front setbacks.~~ b) The maximum total width of an entry and/or exit facing the street is 8m. c) For developments containing 10 or more dwellings with approaches to basements containing car parking that is less than 6m wide, the development includes sufficient areas for vehicles to wait to allow for an entering or leaving vehicle to pass or at least one waiting area and traffic signals.
Garage and carport openings	27.6. The maximum total width of garage door openings and external width of carports facing a street is 50% of the total length of the building façade facing that street. This does not apply to frontages to rear lanes.
Dimensions of car parking spaces - single dwelling	27.7. Dimensions* of car parking spaces are not less than the following: a) Single roofed space - 6m x 3m. b) Double roofed space - 6m x 5.5m. c) Single unroofed space - 5.5m x 3m. d) Multiple unroofed spaces side by side - 5.5m x 2.6m. e) Parallel parking spaces - 6.7m x 2.3m. f) 2.1m minimum clearance to any overhead structure. *Dimensions for roofed spaces are internal dimensions
Access for car parking spaces – single dwelling	27.8. Access for car parking spaces, driveways and vehicle manoeuvring areas meets relevant requirements in AS 2890.1, the Australian Standard for Parking Facilities, such as manoeuvring to and from and within the development, sightlines and gradients.
Dimensions and access for car parking spaces – multi-unit housing	27.9. Dimensions of car parking spaces, layout and vehicle manoeuvring meet: a) AS 2890.1:2004, the Australian Standard for Parking Facilities, Part 1: Off-street Car Parking including manoeuvring to and from and within the development, sightlines and gradients. The B99 vehicle template shall be used for all multi-unit housing developments. b) Australian Standard AS/NZS 2890.6:2009 Parking Facilities – Part 6: Off-street parking for people with disabilities.
Verge crossings	27.10. Verge crossings comply with the following: a) A single verge crossing per block is provided. b) No additional verge crossings are permitted. c) redundant driveway verge crossings are removed, and the verge and kerb restored. d) Changes to driveway verge crossings are endorsed by Transport Canberra and City Services.
Internal driveways – multi-unit housing	27.11. Internal driveways comply with all of the following: a) Are set back 1m from: i) External block boundaries. ii) External walls of building on the site. b) Windows to habitable rooms and exterior doors within 1.5 of an internal driveway have at least one of the following:

	i) An intervening fence or wall not less than 1.5m high. ii) For windows, a sill height not less than 1.5m above the driveway. c) Provide internal radius of at least 4m at changes in direction and intersections. d) Driveways that serve 4 or more car parking spaces provide turning spaces on the block to allow vehicles to leave in a forward direction. e) Driveways that serve more than 10 car parking spaces and connect to a public road are not less than 5m wide for not less than the first 7m of its length measured from the relevant block boundary.

Table 13: Parking provision rates for residential zones

Link back to specification

Development	Zone	Parking provision rates for residential zones
Apartment Attached house Detached house Dual occupancy Supportive Housing	RZ1 RZ2	**Resident:** • One parking space per dwelling • Plus an additional 1 space per five 2-bedroom dwellings • Plus an additional 1 space per three 3+ bedroom dwellings ~~• One parking space per single bedroom dwelling; and~~ ~~• A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one parking space and a maximum of two parking spaces; or~~ ~~• Two parking spaces per two bedroom dwelling; and~~ ~~• Two parking spaces for each dwelling with three or more bedrooms; plus~~ ~~**Visitor:** One visitor space per four dwellings or part thereof where a complex comprises four or more dwellings. A portion of short stay visitor parking is to be provided outside boom gates / roller doors. Accessible Visitor car parking is to compromise a minimum of 3% (rounded up) of the total number of required visitor parking spaces~~ **Motorcycles and motor scooters** - three dedicated spaces per 100 car parking spaces are required, with a minimum provision of one space for carparks with a minimum of 30 car parking spaces. These spaces are to be provided in addition to the number of car parking spaces required above. Provision of motorcycle parking spaces should comply with AS 2890 (both part 1 - Off-street and part 5 - On-street) Note: to clarify, the minimum average provision is across the development. Individual dwellings are not to be allocated 1.5 spaces.
	RZ3 RZ4 RZ5	**Resident:** • One parking space per dwelling • Plus an additional 1 space per five 2-bedroom dwellings • Plus an additional 1 space per three 3+ bedroom dwellings ~~• One parking space per single bedroom dwelling; and~~ ~~• A minimum average provision of 1.5 spaces per two bedroom dwelling, provided that each two bedroom dwelling is allocated a minimum of one parking space and a maximum of two parking spaces; or~~ ~~• Two parking spaces per two bedroom dwelling; and~~ ~~• Two parking spaces for each dwelling with three or more bedrooms; plus~~ ~~**Visitor:** One visitor space per four dwellings or part thereof where a complex comprises four or more dwellings. A portion of short stay visitor parking is to be provided outside boom gates / roller doors. Accessible Visitor car parking is to compromise a minimum of 3% (rounded up) of the total number of required visitor parking spaces~~ **Visitor:** One visitor space per ~~four~~ five dwellings or part thereof where a complex comprises four or more dwellings. A portion of short stay visitor parking is to be provided outside boom gates / roller doors. Accessible Visitor car parking is to compromise a minimum of 3% (rounded up) of the total number of required visitor parking spaces **Motorcycles and motor scooters**: Three dedicated spaces per 100 car parking spaces are required, with a minimum provision of one space for carparks with a minimum of 30 car parking spaces. These spaces are to be provided in addition to the number of car

Development	Zone	Parking provision rates for residential zones
		parking spaces required above. Provision of motorcycle parking spaces should comply with AS 2890 (both part 1 - Off-street and part 5 - On-street)
Boarding house	All RZs	**Employee:** 0.5 spaces / employee; plus **Resident:** 0.5 spaces / bedroom
Co-housing	All RZs	0.5 spaces / bedroom; plus 0.25 visitor spaces per bedroom.
Community activity centre	All RZs	4 spaces / 100m^2 GFA
Early childhood education and care	All RZs	**Employee**: 1 space / centre plus 2 spaces per 15 child care places; plus **Visitor:** 2 spaces: < 30 child care places and 1 additional space for every 30 additional child care places or part thereof; plus **Drop-off**: 1 pick-up/set-down bay per 10 child care places
Guest house	All RZs	**Employee**: 0.5 spaces/employee; plus **Guest**: 1 space/guestroom
Health facility	All RZs	4 spaces / practitioner
Home business	All RZs	Subject to individual assessment
Parkland	All RZs	Subject to individual assessment
Residential care accommodation	All RZs	0.25 spaces / bed or accommodation unit for visitor parking; plus 1 space / staff residential unit plus 1 space / non-resident peak shift employee
Retirement village	All RZs	1 space / self-care unit; plus 0.5 spaces / hostel or nursing home unit or bed plus 1 space / staff residential unit plus 0.5 spaces/non-resident peak shift employee Note: the above rates for include visitor car parking requirements.

Table 14: Parking locational requirements

Location or use	Long stay parking*	Short stay / Visitor parking*	Operational parking**
Residential use	On-site	On-site or within 100m	On-site
Early childhood education and care	On-site or adjacent	On-site or within 100m	On-site
Residential care accommodation	On-site	On-site or within 100m	On-site
All other uses excluding those listed above.	On-site or within 200 metres	On-site or within 100m	On-site

Note

*Where referred to, distances are actual **walking** distance, not radius or direct line distance.

**Operational parking is for vehicles used directly as part of the operation within the development.

Assessment Outcome	28. Waste is appropriately managed on site without having a detrimental impact on residents and the surrounding area.
Specification	
Waste facilities – multi-unit housing	28.1. Developments that propose post occupancy waste management facilities achieve endorsement from Transport Canberra and City Services (TCCS).

Assessment Outcome	29. The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.
Specification	
Servicing and infrastructure	29.1. Proposed development can be sufficiently serviced in terms of infrastructure and utility services. Endorsement is achieved from relevant utility providers (electricity, water, gas, sewerage and stormwater) to confirm that the location and nature of earthworks, utility connections, proposed buildings, pavements and landscape features comply with utility standards, access provisions and asset clearance zones.
Battery storage	29.2. Where development includes a battery over 30kW, the development is endorsed by the Emergency Services Agency.

ACT Government

SS1 – Subdivision Specifications

CONSULTATION VERSION

Proposed amendments related to Draft Major Plan Amendment 04 – Missing Middle Housing Reforms

Amendments are shown in red text

Table of Contents

Table of Contents **2**

Subdivision planning technical specifications **5**

Country and Place **6**

Assessment Outcome 1 6

Urban Structure and Natural Systems **6**

Assessment Outcome 2 6

Subdivision Design Application – New residential block configuration 6

Currently leased blocks – Residential block configuration 6

Blocks in industrial zones 7

Assessment Outcome 3 7

Subdivision Design Application – Land use zoning 7

Subdivision Design Application – Residential zoned blocks 7

Assessment Outcome 4 8

Assessment Outcome 5 8

Assessment Outcome 6 8

Assessment Outcome 7 8

Subdivision Design Application – Ongoing provisions 8

Site and Land Use **8**

Assessment Outcome 8 8

Access and Movement **9**

Assessment Outcome 9 9

Subdivision Design Application – Road hierarchy 9

Subdivision Design Application – Street network 9

Assessment Outcome 10 9

Subdivision Design Application – Shared paths 9

Assessment Outcome 11 10

Subdivision Design Application – Cul-de-sac blocks 10
Subdivision Design Application – Rear lanes 10
Public Space and Amenity 10
Assessment Outcome 12 10
Assessment Outcome 13 10
Subdivision Design Application – Recreation uses 10
Table 1 – Public spaces 11
Assessment Outcome 14 12
Sustainability and Environment 12
Assessment Outcome 15 12
Permeability – sites greater than 2000m^2 12
Landscaping – tree canopy cover 12
Subdivision Design Application – Reducing urban heat (cool paving) 13
Subdivision Design Application – Protection from heat 13
Assessment Outcome 16 13
Assessment Outcome 17 13
Assessment Outcome 18 13
Site disturbance 14
Assessment Outcome 19 14
Bushfire prone area 14
Flood risk 14
Stormwater retention and detention 14
Site contamination 15
Hazardous materials 15
Assessment Outcome 20 15
Assessment Outcome 21 15
Parking, Services and Utilities 15
Assessment Outcome 22 15

Subdivision Design Application – On-street parking 15

Assessment Outcome 23 15

Assessment Outcome 24 15

Battery storage 16

Subdivision technical specifications

The primary assessment consideration for a development application is the assessment outcomes in the Territory Plan. In demonstrating compliance with the assessment outcomes, consideration may be given to the relevant planning technical specifications. While all assessment outcomes are to be met, not all outcomes are covered by a specification.

Planning technical specifications are used as a possible solution or to provide guidance for identified aspects of a development proposal. The specifications may also be used as a reference or benchmark in the preparation and assessment of development proposals to demonstrate compliance with the assessment outcomes, and the Territory Plan.

Where a proposed development complies with a relevant provision in the planning technical specifications and the development comprehensively addresses the assessment outcome, further assessment regarding those specific provisions will not be required.

The Territory Planning Authority may consider advice or written support from a referral entity to demonstrate compliance with a relevant assessment outcome. Where endorsement from an entity is noted as a planning specification, entity referral may be required.

Consistent with the Subdivision Policy, this Subdivision Specification comprises specifications under eight categories:

- Country and Place;
- Urban Structure and Site;
- Access and Movement;
- Public Space and Amenity;
- Land Use and Development;
- Built Form and Building Form;
- Sustainability and Environment; and
- Parking, Services and Utilities.

These specifications will primarily be for subdividing land and for development of new subdivisions. Some of these specifications may be referred to in other circumstances, e.g., larger developments and developments that may require significant infrastructure.

Other planning technical specifications may be referred to as required, for example, to consider the requirements for proposed zones and development permitted in it.

Country and Place

The following specifications provide possible solutions that should be considered in the planning of a proposed development:

Assessment Outcome	**1. The subdivision design considers and responds appropriately to cultural significance and history or heritage.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Urban Structure and Natural Systems

The following specifications provide possible solutions that should be considered in the planning of a proposed development:

Assessment Outcome	**2. New blocks are appropriately located and are of a size and configuration that can accommodate the intended use for the site (for example an appropriately sized and configured site for single dwelling use).**
Specification	
Subdivision Design Application – New residential block configuration	2.1. For blocks created through a subdivision design application, new residential blocks comply with all of the following: a) Minimum block depth: i) For compact blocks: 17m. ii) For mid-sized blocks: 25m. iii) For large blocks: 28m. b) Minimum block width: i) For compact blocks: 6m. ii) For mid-sized blocks: 10m. iii) For large blocks: 14m. c) For compact blocks: slope is no greater than 10%. Note: Slope means the slope of land, expressed as a percentage, calculated using the difference in datum ground level from the highest to lowest points on the proposed block boundary and the horizontal distance between those points.
Currently leased blocks – Residential block configuration	2.2. For blocks created by the subdivision of a currently leased block, minimum block sizes are as follows: Zone: / Minimum block size RZ1 / ~~400~~ 350m² RZ2 / ~~350~~ 300m² RZ3 / ~~325~~ 275m² RZ4 / ~~300~~ 250m² RZ5 / 250m² Notes: • Minimum areas exclude any battle axe handle i.e., an access handle is not measured as part of the minimum area compliance.

	• Unit titling of blocks can rely on the above table however the table is not intended to address unit titling of individual units/dwellings.
Blocks in industrial zones	2.3. The slope across the frontage or length of the block does not exceed 10%.
Currently leased blocks – frontage of RZ1 block	2.4. RZ1 blocks created through the subdivision or consolidation of a currently leased block have one of the following: a) A street frontage. b) A frontage on to an urban open space or the community path system.
Currently leased blocks – scale and location of consolidated RZ1 blocks	2.5. Consolidation of currently leased RZ1 blocks that: a) Create an end of section block is limited to a consolidated area of 3,000m^2. b) Are adjacent to an urban open space or the community path systems is limited to a consolidated area of 2,500m^2. c) Consolidation of other RZ1 blocks* is limited to a consolidated block area of 2,000m^2. * Other RZ1 blocks includes mid-section blocks.

Assessment Outcome	**3. The proposed scale and range of uses in the subdivision are appropriate to the context and consistent with the Territory Plan Map, where applicable. This includes consideration of a range of block sizes to promote housing diversity and choice, and to meet a range of housing needs.**
Specification	
Subdivision Design Application – Land use zoning	3.1. New land use zones proposed in a subdivision design application comply with all of the following: a) Is in accordance with the Territory Plan Map under the future urban area overlay. b) Is compatible with the land use zoning adjacent to the subdivision. c) Proposed land use zoning generally intensifies in density closer to: i) Public transport routes and stops. ii) Commercial centres, particularly with community services and facilities. d) Lower density zoning is generally segregated from higher densities zoning. e) Creates a clear and logical configuration of zones and response to centres, services and connecting road and active travel networks.
Subdivision Design Application – Residential zoned blocks	3.2. Residential zoned blocks proposed in a subdivision design application for single dwelling housing comply with the following: a) RZ1 contains: i) No more than ~~10~~ 15% compact blocks. ii) No more than ~~30~~ 40% mid-size blocks. b) RZ2 contains: i) No more than ~~15~~ 20% compact blocks. ii) No more than ~~40~~ 50% mid-size blocks. c) RZ3~~, RZ4~~ contains: i) At least ~~25~~ 30% compact blocks. ii) At least ~~50~~ 60% mid-sized blocks. d) RZ4, RZ5 contains: i) At least ~~30~~ 40% compact blocks. ii) At least ~~60~~ 70% mid-sized blocks.

Assessment Outcome	4. Biodiversity connectivity is maintained across the landscape.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	5. Loss of native habitat and biodiversity is avoided and/or minimised.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	6. The health and functionality of waterways and catchments is maintained, including through application of water sensitive urban design principles.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	7. The subdivision is designed in a way to minimise the need for ongoing site-specific provisions (such as front or side boundary setbacks) to apply to blocks.
Specification	
Subdivision Design Application – **Ongoing provisions**	7.1. Ongoing provisions: a) Blocks to which ongoing provisions apply, are nominated on a planning control plan, with no more than 30% of the blocks within the subdivision subject to ongoing provisions. b) For blocks intended to accommodate single dwelling development, each ongoing provision must apply to at least 10% of the blocks within the estate. All ongoing provisions are to be in accordance with the *Planning Act 2023*.

Site and Land Use

The following specifications provide possible solutions that should be considered in the planning of a proposed development:

Assessment Outcome	8. The functionality and usability of the subdivision is appropriate for its intended purpose/use. This includes limiting future adverse impacts between permissible land uses and on surrounding areas.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Access and Movement

The following specifications provide possible solutions that should be considered in relation to access, travel modes and movement to and within a proposed development:

Assessment Outcome	**9. Road hierarchy, layout and design (including entry and egress points) enables the distribution of traffic in a legible, convenient and safe manner. This includes providing a high level of internal accessibility for pedestrians, cyclists and public transport.**
Specification	
Subdivision Design Application – Road hierarchy	9.1. The proposed road hierarchy, layout and design is endorsed by Transport Canberra and City Services (TCCS).
Subdivision Design Application – Street network	9.2. The street network within a subdivision complies with all of the following: a) Maximum driving distance between any dwelling and specified roads complies with the following: i) Minor or major collector street or higher order road: 700m. ii) Arterial road: 1200m. b) No more than three turning movements at intersections are required in order to travel from any dwelling to the nearest collector street or arterial road. c) For blocks with a front boundary less than 8m, no direct vehicular access is provided to either of the following: i) A major collector road. ii) Any minor collector road or access street that is adjacent to an address street boundary with a bearing between 70° and 120°. d) Intersection spacing is endorsed by Transport Canberra and City Services (TCCS).

Assessment Outcome	**10. Clear and high quality movement corridors enable effective external connections for local vehicle, pedestrian and cycle movements, while minimising through traffic from external areas (other than for pedestrians, cyclists and public transport) and 'rat runs'.**
Subdivision Design Application – Shared paths	10.1. The following applies to shared paths: a) Shared paths are provided in the following locations: i) The entire frontage of any block used or proposed to be used for one or more of the following: A. Schools. B. Shops. C. Community facilities. ii) The entire frontage of any block adjacent to an existing or proposed bus stop. iii) The entire frontage of any block used or proposed to be used for multi-unit housing containing 10 or more dwellings. iv) On both sides of endorsed bus routes. b) Shared paths are connected to one or more of the following: i) Any existing or proposed shared path networks. ii) Open space networks. iii) Community facilities such as educational establishments and local activity centres.

	iv) Public transport routes and bus stops.

Assessment Outcome	11. The use of rear lane accessways, cul-de-sac roadways and battle-axe blocks are minimised.
Specification	
Subdivision Design Application – **Cul-de-sac blocks**	11.1. No more than 15 per cent of blocks in a subdivision have vehicular access to cul-de-sac.
Subdivision Design Application – **Rear lanes**	11.2. Rear lanes are only permitted where the block has an alternate street frontage.

Public Space and Amenity

The following specifications provide possible solutions that should be considered in relation to public areas (areas accessible to residents, visitors and community) and amenity outcomes associated with a proposed development:

Assessment Outcome	12. The subdivision design achieves reasonable solar access and microclimate conditions for individual blocks to enable the design of sustainable buildings, and to public areas and streets to support their use by the community.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	13. Public spaces provided within a subdivision accommodates a range of uses, users and activities. This includes consideration of recreational opportunities, including facilities for pedestrians and cyclists
Specification	
Subdivision Design Application – **Recreation uses**	13.1. The following applies: a) The development comprises of public spaces consistent with Table 1. b) Recreation spaces meet the following: i) Local neighbourhood parks have an area not less than 0.5ha. ii) Central neighbourhood parks have an area of at least 1ha. iii) Blocks for residential use satisfy at least one of the following: A. Not more than 300m from at least one of the following: • A local neighbourhood park. • Town park or a pedestrian parkland containing. Recreational facilities such as picnic and barbeque areas and playgrounds. B. Not more than 500m from at least one of the following: • A central neighbourhood park. • Neighbourhood oval. • District park. • District sportsground.

Table 1 – Public spaces

PUBLIC SPACE TYPE	PRIMARY FUNCTIONS	MANAGEMENT INTENTIONS
Town park	***Located in a town centre*** A meeting place park, formal in character. With irrigated grass, paving, art, and street furniture. May have shrub or flower beds, pavilions and water features. May be associated with play facilities, lakes or ponds.	Managed to a high standard for intensive use with capacity to host special events.
District parks	***Recreational facilities*** Extensive, informal park or series of spaces, 4 -10 Ha Serving population catchment area of 25 - 50,000 minimum people. With grass and trees and a diversity of recreation facilities to cater for informal recreation for all age groups such as picnics, barbecues, adventure playgrounds and skateboard parks. May have natural or cultural heritage conservation or habitat creation purposes. May be associated with waterways, wetlands, lakes and ponds.	Managed to a high standard for intensive use with capacity to hold large gatherings.
District sportsgrounds	***Sportsground complex*** Training and competition venue for organised nominated sports at all levels, 8 ha minimum. Serving population catchment area of 25 - 50,000 minimum people. May be associated with high schools. With irrigated grass, public parking, training lights and a pavilion that includes change rooms, toilets and kiosk.	Managed to a high standard for intensive sports training and events. May be enclosed and leased.
***Neighbourhood ovals**	***Recreational or sporting activities*** (Not applicable to commercial and industrial *estates*) Ovals used for sporting purposes and recreational space for local residents. Generally located adjacent to primary schools and/or local shopping centres with shared or separate parking. Neighbourhood ovals are an integral part of surrounding parkland when not in use for sporting purposes. The area is irrigated and will require sufficient space for related amenities (small pavilion/toilet block and training lights).	Moderate intensity management with seasonal variability.

Assessment Outcome	14. Public spaces provide opportunities to link existing or proposed areas of open space and/or providing for shared use of public facilities by adjoining communities.
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Sustainability and Environment

The following specifications provide possible solutions that should be considered in relation to the sustainability and environmental outcomes associated with a proposed development:

Assessment Outcome	15. Urban heat island effects are reduced, stormwater run-off is minimised and ecosystem services are maintained through provision of planting area and canopy trees, limiting impervious surfaces, selection of building materials and design of outdoor spaces. This includes consideration of water sensitive urban design measures.
Specification	
Permeability – sites greater than 2000m²	15.1. For development on sites greater than 2,000m² involving works that have the potential to alter the stormwater regime of the site; or development within existing urban areas which increases impervious area by 100m², development achieves the following permeability: a) For new greenfield subdivision that is primarily residential use, all of the following: i) For each site in PRZ1: 50% of the site. ii) For each street: 20% of the street. iii) For each surface car park: 10% of the car park. iv) For the total area of all streets: 30% of the total area. v) For the total area of all PRZ1 and streets within the subdivision: 40% of the total area. b) For all other subdivision: i) 20% of the total site area. ii) 50% of the verge surface of each street.
Landscaping – tree canopy cover	15.2. Subdivisions, where a subdivision design application is required, meets the following requirements: a) New greenfield subdivision that is primarily residential use, Tree canopy cover at maturity is: i) For each PRZ1 block: 25% of the block. ii) For each street: 20% of the street. iii) For each surface car park: 30% of the car park. iv) For the total area of all streets: 30% of the total area. v) For the total area of all PRZ1 and streets within the estate: 35% of the total area. b) For all other subdivision, street tree canopy cover will, at maturity, shade not less than 30% of all footpaths and surrounding paths at noon on the summer solstice. c) Trees proposed to be planted are at least semi-mature stock (1.5m height) and have a minimum mature height of 4m. d) All new trees proposed are in accordance with utilities requirements.

Subdivision Design Application – Reducing urban heat (cool paving)	15.3. At least 75% of the non-exempt paved surface area is one or more of the following types of cool paving: a) Paving with light-coloured aggregates, pigments and binders (e.g. Fly ash, slag, chip, sand seals and reflective synthetic binders). This includes standard concrete that is uncoloured and has no exposed aggregate. b) High emittance and high albedo cement and asphalt (e.g. Slag and white cement). c) Resin-based concrete using natural clear-coloured tree resins in place of cement to bind the aggregate. d) Light-coloured coatings (e.g. Cementitious coating and elastomeric coating), infrared reflective coatings, high white coatings, or colour changing coatings. e) Thermochromic materials (intelligent coatings developed with nanotechnology that can applied to enhance the thermal and optical properties of pavements and reduced glare effect on pedestrians). f) Permeable paving (including porous asphalt cement, pervious Portland cement concrete, block pavements, reinforced grass pavements and vegetated pavements), providing it is installed on a subgrade with the capacity for infiltration or temporary storage of water below the pavement. The following areas of paved surface are exempt: a) Shaded areas. Shading is to be measured either at noon on the summer solstice (21 December). Shade may be provided by structures or vegetation (e.g. Eaves, shade sail and tree canopy). b) Road pavement. c) Areas where the municipal infrastructure standards, national construction code or other engineering standards preclude the use of these materials. d) Areas where heritage requirements preclude the use of these materials. e) Areas where it is demonstrated that undesirable glare or reflected heat would cause unavoidable negative impacts in the particular context. f) Areas that require particular surfaces to meet sporting needs (e.g. synthetic tennis courts and athletics tracks).
Subdivision Design Application – Protection from heat	15.4. 50% of public playgrounds and 50% of public seating are fully shaded in summer. Shading is to be measured either at noon on the summer solstice or assuming the sun is directly overhead. Shading may be provided by built and/or green infrastructure (e.g. shade structure, tree canopy).

Assessment Outcome	**16. Deep soil zones are provided on site to support healthy tree growth and provide adequate room for canopy trees.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**17. Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**18. Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.**

Specification	
Site disturbance	18.1. For sites less than 3,000m², the development complies with the Environment Protection Authority requirements regarding construction and land development. For sites 3,000m² or greater, the development prepares an erosion and sediment control plan and obtains endorsed by the ACT Environment Protection Authority.

Assessment Outcome	**19. The subdivision design considers, addresses and mitigates site constraints and environmental risks including existing natural features, topography, bushfire, flooding, contamination, air quality or hazardous materials.**
Specification	
Bushfire prone area	19.1. All development in the bushfire prone area (identified by the Emergency Services Authority) to comply with the ACT Bushfire Management Standards.
Flood risk	19.2. The following applies: a) Residential and commercial buildings are to be excluded from flood liable areas up to the 1% Annual Exceedance Probability (AEP) Flood. b) Habitable floor levels are to be above the 1% AEP level plus a suitable freeboard (usually 300mm). c) In flood liable areas up to the 0.2% Annual Exceedance Probability (AEP) Flood, large developments and those with more sensitive uses* are to be referred to ESA, TCCS and EPSDD for endorsement. Note: *Sensitive uses include developments such as hospitals, nursing homes, childcare centres, prisons, archives, libraries and emergency response centres.
Stormwater retention and detention	19.3. For development on sites greater than 2,000m² (other than major roads) involving works that have the potential to alter the stormwater regime of the site, a report from a suitably qualified person is provided demonstrating that the development complies with: a) At least one of the following: i) Stormwater retention management measures are provided and achieve all of the following: A. Stormwater storage capacity of 1.4kl per 100m² of the total impervious area of the site is provided specifically to retain and reuse stormwater generated on site as a whole. B. Retained stormwater is used on site. ii) Development captures, stores and uses the first 15mm of rainfall falling on the site; and Note: on-site stormwater retention is defined as the storage and use of stormwater on site. b) Stormwater detention measures are provided and achieve all of the following: i) Capture and direct runoff from the entire site. ii) Stormwater storage capacity of 1kl per 100m² of impervious area is provided to specifically detain stormwater generated on site. iii) The detained stormwater is designed to be released over a period of 6 hours after the storm event. For this specification, on-site stormwater detention is defined as the short-term storage and release downstream of stormwater runoff. Note: calculating on-site detention can include 50% of the volume of rainwater tanks where stormwater is used on-site.

Site contamination	19.4. Where development is proposed on a site impacted or potentially impacted by contamination, the development and proposed methods of responding to the contamination is endorsed by the ACT Environment Protection Authority.
Hazardous materials	19.5. Where development is proposed on a site impacted by hazardous materials, the development and proposed methods of managing the hazardous materials is endorsed by the ACT Environment Protection Authority.

Assessment Outcome	**20. Existing and significant vegetation is preserved where reasonable, and new landscaping responds to and integrates with preserved features where possible.**
There is no applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**21. Residents are provided a reasonable level of protection from known sources of noise, odour and light pollution.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Parking, Services and Utilities

The following specifications provide possible solutions that should be considered in relation to vehicle parking, access and site servicing (including possible requirements by utility providers) for a proposed development:

Assessment Outcome	**22. Appropriate vehicle and bicycle parking is provided to meet the needs of users that is safe and convenient for users and pedestrians.**
Specification	
Subdivision Design Application – On-street parking	22.1. Dimensions of designated on-street car spaces comply with Australian Standard AS 2890.5 Parking – on street.

Assessment Outcome	**23. Waste is appropriately managed within the subdivision without having a detrimental impact on the surrounding area.**
No applicable specification for this assessment outcome. Application must respond to the assessment outcome.	

Assessment Outcome	**24. The site is appropriately serviced in terms of infrastructure and utility services and the noise and visual amenity impact of these are minimised.**
Specification	

Battery storage	24.1. Where development includes a battery over 30kW, the development is endorsed by the Emergency Services Agency.

ACT Government

ACT Missing Middle Housing Design Guide





Acknowledgment of Country

Yuma
Dhawura Nguna Dhawura Ngunnawal
Yanggu ngalawiri dhunimanyin Ngunnawalwari dhawurawari
Nginggada Dindi yindumaralidjinyin
Dhawura Ngunnawal yindumaralidjinyin

Hello,
This is Ngunnawal Country
Today we are meeting on Ngunnawal country
We always respect Elders, male and female
We always respect Ngunnawal Country

The ACT Government acknowledges the Ngunnawal people as traditional custodians of the ACT and recognises any other people or families with connection to the lands of the ACT and region. We acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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Australian Capital Territory, Canberra 2024.

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Disclaimer: The projects and images contained within this document are not endorsed by the ACT Government and are included only for the purpose to illustrate design intent and context.

CONTENTS
MISSING MIDDLE HOUSING DESIGN GUIDE

PART ONE: INTRODUCTION AND PURPOSE 1

Key factors in developing missing middle 3
Missing middle housing in the act 4
Why the need for design guides 5
How to use this design guide 8
ACT Planning process 14
Territory plan assessment outcomes 15

PART TWO: CHARACTER AND SITE 19

Place-based design thinking 20
Urban character 22
UNDERSTANDING YOUR SITE 24

PART THREE: DESIGN GUIDELINES 27

Site and Land Use 28

3.1 Building typologies 30
3.2 Understanding your site 48
3.3 Land uses 52
3.4 Building envelope 56

Access and Movement 58

4.1 Site access and connectivity 60
4.2 Resident and visitor car parking 62
4.3 Integrated services 66

Public Space and Amenity 68

5.1 Communal Open Space 70
5.2 Private open space and balconies 72

Built Form and Building Design 76

6.1 Scale and building form 78
6.2 Orientation and street interface 82
6.3 Diverse housing choice and occupant amenity 90
6.4 Storage 94

Sustainability and Environment 96

7.1 Trees, landscaping and Natural Features 98
7.2 Building design performance 102
7.3 Natural resource capture and management 108
7.4 Climate change resilience 110

PART FOUR: APPENDICES 115

Missing middle housing checklist 116
Document references 122
Glossary 124

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Vision for Canberra

To be a sustainable, competitive and equitable city that respects Canberra's unique legacy as a city in the landscape and the National Capital, while being responsive to the future and resilient to change.



Haig Townhouses, Turner ACT. Architect: DNA Architects



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Part One: Introduction and purpose

The nation's housing affordability crisis is complex, stemming from various factors across the breadth of the national economy. The planning system has a critical role in responding by enabling the delivery of new housing supply in a way that safeguards the character and liveability of the city. With a range of ambitious housing targets being set nation-wide, the ACT is aiming to enable 30,000 new homes by 2030. The ACT's Planning Strategy 2018 aims to deliver 70% of new housing growth in existing urban areas, with District Strategies identifying key areas for growth.

The vision of the ACT Planning Strategy (2018) is to be a sustainable, competitive and equitable city that respects Canberra as a city in the landscape and the National Capital, while being responsive to the future and resilient to change. This vision continues the original plan for Canberra as a city within the landscape that celebrates its bushland setting. It protects and enhances the qualities that we value about Canberra while managing growth and change across the city.

The ACT has limited land available for new suburban development and therefore, new suburbs cannot be relied upon alone to cater for the growing population. Urban infill involves building new homes on existing residential blocks rather than expanding into undeveloped areas, known as greenfield development. Urban infill is preferred because it makes better use of land and resources, reduces urban sprawl, and helps protect natural areas and farmland.

Maximising the use of already identified urban renewal areas is crucial for meeting the ACT's growth targets. Yet, these growth areas alone might not suffice to provide the housing choices in locations where people want to live. Consequently, there is a need to focus on renewing some suburban residential areas with higher density housing types and typologies.

WHY THE NEED FOR MISSING MIDDLE HOUSING?

Missing middle housing, which includes options like duplexes, triplexes and townhouses, can be a key part of urban infill. These types of homes fit well into existing neighborhoods and provide more affordable housing choices. By adding missing middle housing, communities can enjoy more diverse and vibrant neighborhoods, better access to amenities, and improved overall housing outcomes.

Residential intensification is a means to provide for housing growth and choice, while ensuring that our land is used efficiently. This is because traditional housing often doesn't meet the diverse needs of the population in our growing cities. Modern lifestyles require homes to be safe, comfortable, and adaptable. Unlike previous generations, our needs for multi-functional and flexible living spaces have evolved.

Missing middle housing—such as multi-occupancy, duplexes, townhouses, terraces, and small apartment buildings—can address this by offering housing options that fill the gap between single-family homes and high-rise apartments. Embracing a variety of housing types recognises a cultural shift from traditional models, allowing cost savings to be invested in quality materials and innovative designs.

As urban areas continue to grow and population increases, using land efficiently within our cities becomes only more important. Missing middle housing provides denser living without the bulk of large apartment complexes, reducing sprawl and preserving open spaces. These housing types cater to various life stages and income levels, as well as multi-generational living, offering more flexibility and choice for different living arrangements.

They also promote walkable neighbourhoods by increasing residential living within existing communities, enhancing local amenity, and fostering vibrant, connected communities. In addition, higher-density housing supports sustainable communities by reducing resource use and improving public transportation.

Tip: These design guides, by their nature, use planning language. See the definitions in the glossary in the appendices.

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KEY FACTORS IN DEVELOPING MISSING MIDDLE

Understanding the unique opportunities, challenges and other key factors affecting the delivery of missing middle housing is key to developing the design guides. Some of these factors include:

DEVELOPMENT FEASIBILITY VERSUS HOUSING AFFORDABILITY

The development of missing middle housing is a unique opportunity to balance feasibility with affordability. By ensuring appropriate density in more locations, we can provide more affordable housing options across the ACT. These types of homes, such as duplexes, triplexes, and townhouses, are less expensive to build than large apartment buildings but offer more variety than traditional single-family homes. Expanding where it can be developed allows not only professional developers but also typical homeowners, such as “mum and dad” developers to participate. This can increase the supply of moderately priced homes, making it easier for people to find affordable places to live and easing the pressure on housing markets.

LEGACY OF BLOCK PATTERN AND STRUCTURE

Over time cities evolve, creating different housing types and structures. The Griffin Plan created large city blocks, while newer areas have smaller ones. By understanding and using these different block sizes, we can create housing that fits well in each area. This means we can develop missing middle housing that respects the unique character of different neighborhoods.

BLOCK CONSOLIDATION CHALLENGES

Creating missing middle housing may require the consolidation of multiple blocks. While this may open opportunities, it can also be complex and costly. Adjusting regulations to allow for missing middle housing on single blocks and targeting areas of consolidated ownership or larger sites can overcome this. Block consolidation can unlock significant opportunities for creating diverse, well-designed, efficient and and affordable housing options that may not be possible on individual blocks.

UPDATING PLANNING CONTROLS

Existing planning controls can make missing middle projects difficult. The ACT Government is exploring updates to planning controls, such as car parking requirements, block sizes and consolidation, and setbacks, to better support missing middle. By modernising zoning codes and standards, we can make it easier to build missing middle housing. These updates will make it easier to develop diverse housing options that meet the needs of our growing communities.

STREAMLINING PLANNING APPLICATION PROCESSES

Streamlining the planning application process can significantly enhance the feasibility of missing middle housing projects. By providing clear timelines, offering incentives for projects that meet specific criteria, and engaging with community stakeholders early on, we can reduce delays and foster a more supportive development environment. This proactive approach can encourage investment in missing middle housing.

DISTRICT STRATEGIES

The ACT’s District Strategies offer place-specific approaches to development and densification, aligning with the desired future character of each district. By incorporating strategies that enable missing middle housing, we can ensure that growth is balanced with the protection of local character and amenity. Strategies to deliver missing middle housing must consider these to support sustainable, community-focused development.

INVESTING IN INFRASTRUCTURE

Investing in infrastructure capacity to support increased density is crucial for the successful implementation of missing middle housing. By addressing community concerns and ensuring that infrastructure keeps pace with development, governments can create a supportive environment for new housing. This will help accommodate growth while maintaining quality of life for residents.

ENHANCING AMENITY IMPACTS

Renewing suburban areas for missing middle housing can enhance community amenity by carefully considering factors like driveway placement and street tree preservation. By addressing these elements, we can ensure that the implementation of missing middle housing is both successful and sustainable, contributing positively to the overall urban environment.

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MISSING MIDDLE HOUSING IN THE ACT

Canberra is one of Australia's fastest growing cities. With an ageing population and an increase in non-traditional family structures, there is a pressing need for diverse and adaptable housing options. To make sure Canberra continues to be a great place to live, work and enjoy, we must plan for this growth now.

The ACT's population is currently around 470,000 people. But by 2050, our population is expected to reach almost 700,000 people. Our growing population means we will need to build 30,000 new homes by 2030 and up to 100,000 new homes by 2050.

Not only do we need more homes in the ACT, but also more housing choice. Right now, homes in Canberra lean towards low-density, separate homes and high-density apartments. This leaves a gap for medium-density homes, like townhouses and terrace houses. This gap is often called the 'missing middle.' Filling this missing middle gap is important to meet the needs of our diverse population.

The ACT has only a limited amount of available land left for new suburbs. This means we cannot rely on new suburbs alone to fit our growing population. In the ACT, we have set a target for 70% of Canberra's future development to be within existing suburbs. This is called infill development. Infill development is important because it can limit urban expansion and create more housing options closer to existing shops, transport, schools and services.

The ACT Government recognises the need for 'missing middle' housing - multi- occupancy, townhouses, terraces and low-rise apartments - to meet the future growth and housing demands of this city.

Missing middle homes can be an attractive option for many Canberrans. This includes older people who are looking to downsize, young families, smaller households and even first-home buyers. They can also be a more affordable, accessible and flexible housing choice for people.

The development of this type of housing options, however, requires careful consideration of zoning rules and design guidelines to ensure high-quality, sustainable, and affordable housing that respects Canberra's garden city character.

The current planning system inhibits the development of some missing middle housing in existing residential areas, limiting housing choices and flexibility.

This guide will be instrumental in informing potential changes to zoning rules and planning controls, and in delivering diverse, affordable, and sustainable housing options for Canberra's evolving community.

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Figure 1: This figure illustrates the concept of missing middle infill development in an existing suburb over time.

WHY THE NEED FOR DESIGN GUIDES

The ACT Government is addressing housing needs through the Missing Middle Housing Design Guide, which aims to increase the availability of diverse and affordable housing options and choice.

This guide encourages the development of housing types like multi-occupancies, townhouses, terraces and low-rise apartment buildings that fit seamlessly into existing neighborhoods. By promoting these more moderately priced housing options in existing suburbs, the government is working to ease the pressure on the housing market, making it easier for families to find suitable homes. The guidelines also support sustainable and efficient land use, fostering more lively and walkable communities with better access to existing amenities.

AIM OF THE DESIGN GUIDELINES

Design guides help proponents interpret and apply the Territory Plan's assessment outcomes when proposing development across Canberra. The design guides and design evaluation processes are critical in supporting the design and assessment processes, particularly those planning provisions that are less prescriptive and leave more room for interpretation and innovation.

This Missing Middle Housing Design Guide adds to the suite of existing ACT Design Guides.

The reasoning for the design guides, which support the Territory Plan are outlined below:

Community benefit and value

Guiding best practice design can lead to social, environmental and economic benefits to the community, government and private business. Social benefits include supporting people's quality of life and overall health and wellbeing. Environmental benefits encompass the protection and enhancement of environmental assets and the inclusion of sustainable design features and travel. Economic benefits include reduced infrastructure and delivery costs as a result of efficient land-use patterns through greater density near activity centres, employment areas and active travel.

Greater clarity and flexibility in process

Design guides can provide greater clarity, flexibility and consistency for the community, authority officers and industry. In supporting the Territory Plan, they help people interpret statutory policy, and guide proponents and statutory officers (including development assessment staff, courts and tribunals) within an outcomes-based planning system paradigm; clear writing is supported by images and graphics. These guides give all stakeholders the confidence to fully participate in the planning and development process.

Responsive to contemporary challenges

Our urban environments need to be responsive and adaptable to environmental challenges such as climate change. natural hazards and the build-up of urban heating, and societal challenges such as pandemics. Design guides can help public space and housing designs consider and be responsive to these challenges. By encouraging development to be designed in a responsive manner and of a high-quality, the guides contribute to improvements in community health and wellbeing.

High-quality and place-based outcomes

An outcomes focused planning system puts the focus on achieving high quality design outcomes. The design guides support the Territory Plan to ensure the planning system adequately considers design quality and development appropriateness, leading to improved design quality and overall planning and design outcomes. These outcomes can enable more distinctive places that have strong community identities.

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Location: Turner Townhouses, Gould St

WHAT IS GOOD DESIGN?

Good design is not just about how a place looks, but how it works and makes people feel. It fosters better environments that enhance public value and support individual and community well-being. Achieving good design involves a thoughtful process that considers the specific context, including neighbourhood dynamics, street characteristics, and site features.

As we look to increasing density within urban areas, we must recognise the responsibility that comes with transforming communities and the important role good design plays in the future character and functionality of our neighbourhoods. Good design also contributes to affordability and prioritises liveability and the natural environment, utilising existing site features and taking a conscientious approach to resource use.

- **Context and character -** Buildings define the quality of our neighbourhoods, shaping perception and functionality. Well-designed structures should integrate with their surroundings, reflecting local culture and history in architectural styles, creating a sense of identity and enhancing usability and diversity.
- **Access, movement and place –** Prioritising pedestrian movement and reducing the reliance on vehicles will create more accessible neighbourhoods, encourage active transportation and foster community interaction.
- **Built form and scale -** Buildings and streets should be designed to address the street and consider the human experience, creating inviting and comfortable environments.
- **Materials and building quality -** Quality materials are crucial for functionality and sustainability. They should be durable and visually appealing, minimising environmental impacts and enhancing integration with surroundings.
- **Public realm amenity -** The public realm should prioritise user needs, fostering walkable, inviting spaces, while promoting social connections and diverse activities through enhancing urban character.
- **Safety and security -** Design should incorporate elements that enhance safety through visibility and well-lit spaces, using principles like Crime Prevention Through Environmental Design (CPTED) to protect vulnerable groups.
- **Sustainability -** Urban ecosystems are vital for healthy communities. Developments should adopt sustainable practices and incorporate green spaces and sustainable materials to optimise resources and energy efficiency.

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Good buildings exhibit qualities like those that we appreciate in good people: they are polite and well mannered, contribute to the community, are good neighbours and it's a pleasure to spend time in their company.

As our city grows in maturity and population, social performance characteristics are a measure of the qualities of this place and this community.

Good design ensures that enduring strength and resilience attributes are 'baked into' the city fabric.

- Catherine Townsend, ACT Government Architect



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MISSING MIDDLE DESIGN PRINCIPLES

To support the development of missing middle housing in the ACT, the following overarching design principles have been developed to support and encourage high-quality housing and comfortable environments for the community.

Principle one:

Respond to neighbourhood context and character to create a sense of identity and reflect local styles.

Principle two:

Contribute to healthy and safe communities through well designed streets and communal spaces.

Principle three:

Encourage sustainable design practices that optimise resource and energy efficiencies and minimise impact on the natural environment.

Principle four:

Support housing diversity and community needs by providing a mix of different housing typologies.

HOW TO USE THIS DESIGN GUIDE

WHO IS THIS DESIGN GUIDE FOR?

This design guide is intended for both small and large-scale developers, design industry professionals, government officials, institutions, community advocates and generally anyone involved or interested in the planning, design and delivery of built environment projects in Canberra.

The Missing Middle Housing Design Guide has been prepared to:

- Assist first time small-scale developers wanting to expand and build multiple homes on their block if size permits.
- Assist developers, planners, urban designers, architects, building designers, landscape architects, builders and other professionals when designing and preparing Development Applications (DAs) for missing middle housing.
- Assist government planning professionals with preparing development controls and assessing development applications for missing middle housing.
- Inform the community of what is required to achieve good design and planning practice for missing middle housing.

Missing middle housing includes:

- **Multiple occupancy housing** where two or three dwellings are located on an existing block of land. These can be side-by-side, one behind the other, or located on corner blocks.
- **Townhouse** developments typically consisting of four or more dwellings which may be attached, detached or a combination of the two. Depending on the number of townhouses, there are many possible arrangements, though often as single or two storey dwellings sited perpendicular to the street.
- **Terrace** development typically consisting of four or more attached dwellings with shared side walls which have a continuous frontage to the street.
- **Low-rise apartments** are residential buildings made up of two or more residential apartments, up to three storeys. Typically, dwellings are single level, which have shared access and circulation.

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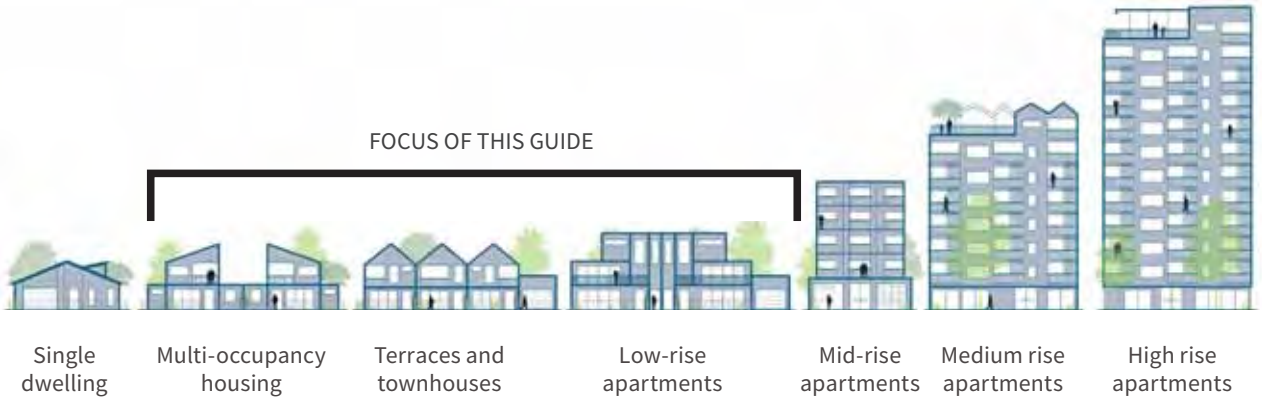
WHAT BUILDING TYPOLOGIES DOES THIS DESIGN GUIDE APPLY TO?



MISSING MIDDLE DEVELOPMENT PROCESS

Below is a step-by-step guide for property owners in the ACT who want to develop their existing property into missing middle housing in Residential Zone 1 and 2 (RZ1 and RZ2). This document provides guidance related to steps 1 to 4 below.

1. Understand missing middle housing

- → Learn that missing middle housing includes options like multi occupancy, townhouses, terraces, and low rise apartment buildings.
- → These housing types and typologies are designed to be more affordable and to fit well within existing neighborhoods.

2. Assess your property

- → Evaluate your property to determine its suitability for missing middle housing development.
- → Check the size, shape, and current use of your land to see if it can accommodate additional housing units.

3. Research zoning and regulations

- → Review local zoning laws and regulations for Residential Zone 1 and 2 (RZ1, RZ2) to ensure your proposal is permissible.
- → Understand any restrictions or requirements that may apply to your proposed development.

4. Develop a concept plan

- → Hire an architect or designer to help create a concept plan that fits neighborhood character and meets local regulations.
- → Design homes that are affordable, sustainable, accessible, appeal to future dwellers and use modern methods of construction.
- → Engage a qualified energy assessor to embed energy efficiency into the design process.

5. Secure financing

- → Explore different financing options such as home equity loans, personal savings, or small business loans.
- → Prepare a detailed budget that includes all costs, from design and planning to construction and marketing.

6. Obtain necessary approvals

- → Submit your development application to the ACT Planning and Land Authority for assessment.
- → Ensure you get all the necessary permits and approvals before starting construction.

7. Hire contractors

- → Find builders and contractors to carry out construction work.
- → Get multiple quotes and check references to ensure you hire reliable professionals.
- → Consider modern methods of construction, including prefabricated, modular building technology and building with sustainable materials.

8. Monitor construction

- → Hire a construction manager or prepare to monitor the construction with regular site visits, to ensure the work is progressing on schedule and within your budget
- → Address any issues that arise promptly to avoid delays

9. Complete the project

- → Conduct final inspections to ensure everything meets the required standards and regulations.
- → Address any final touch-ups or issues before handing over the homes to future dwellers.

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HOW IS THIS DESIGN GUIDE STRUCTURED?

The Missing Middle Housing Design Guide is organised in four parts as outlined below.

The more technical nature design guidance can be found in PART THREE: DESIGN GUIDELINES which is structured according to the design themes as outlined on the opposite page. The design themes relating to County and Place, and Urban Structure and Natural Systems, as represented in the other ACT design guides is not included in this guide, as these assessment outcomes do not apply to missing middle housing.



PART ONE: INTRODUCTION AND PURPOSE

Sets the scene and provides an overview of the purpose and structure of the guidelines. It provides and understanding of what good design is and how the design guide can achieve this, as well as providing an understanding on who this design guide is for, how to use the guide and how the design guide connects back to the existing Territory Plan.



PART TWO: CHARACTER AND SITE

Describes the process of preparing a thoughtful context analysis of the neighbourhoods, streetscape and site scales to set the foundation and understanding for which missing middle housing options are recommended and how you can make best use of the site. This section also describes the different building types and typologies, and identifies specific characteristics and guidance on where they differ from the general design guidance.



PART THREE: DESIGN GUIDELINES

Provides best practice design guidance for missing middle housing based on the founding design principles and organised in the following themes - Site and Land Use, Access and Movement, Public Space and Amenity, Built Form and Building Design, Sustainability and Environment. These theme chapters provide a direct link and connection back to the Territory Plan and assessment outcomes.



PART FOUR: APPENDICES AND CHECKLIST

Includes tools to support the design guidance and development process including missing middle housing development checklist, built form control metrics, document references, and a glossary.

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DESIGN PRINCIPLES

Four overarching design principles have been developed to guide the overall intent and encourage high quality missing middle housing development outcomes and support community integration.

Principle one:

Respond to neighbourhood context and character to create sense of identity and reflect local styles.

Principle two:

Contribute to healthy and safe communities through well designed streets and communal spaces.

Principle three:

Encourage sustainable design practices that optimise resource and energy efficiencies and minimise impacts on the natural environment.

Principle four:

Support housing diversity and community needs by providing a mix of different housing typologies.

DESIGN THEMES

General design guidelines have been organised around seven key themes that align with the assessment outcomes of the Territory Plan and provide clear reference to support the development application.



Country and Place

*Refer to **Housing Design Guide***



Urban Structure and Natural Systems

*Refer to **Housing Design Guide***



Site and Land Use

Understanding your site
Land uses
Building envelope
Typologies



Access and Movement

Site access and connectivity
Resident and visitor parking
Integrated Services



Public Space and Amenity

Communal open space
Private open space and balconies
Landscaping



Built Form and Building Design

Scale and building form
Orientation and street interface
Diverse housing choices
Storage



Sustainability and Environment

Building design performance
Natural resource management
Climate change resilience

DESIGN ELEMENTS

Within the design themes, guidelines for specific design elements has been identified and should be addressed except where more specific outcomes have been identified per typology.

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HOW DOES THIS GUIDE RELATE TO OTHER DESIGN GUIDES?

The Missing Middle Housing Design Guide is complementary to other ACT Design Guides.

Design guides help proponents consider how their developments can achieve better designed buildings and shared spaces that benefit the community. This system is focused on delivering best practice outcomes.

ACT Design Guides require proponents to think about the design of buildings and spaces, and their impact on the environment and community. It also gives the assessment team more information about a proposal. This ensures that the new development is beneficial to the community and that it is innovative in its design.

There may be some instances where proposals will a proponent them to consider multiple guides together.

There are development thresholds for when a proponent will need to consider the design guides and provide a response:

The triggers for when the **Missing Middle Housing Design Guide** (MMHDG) is used:

- Development of missing middle housing (as defined in this guide) is required to consider and provide a design response to the Missing Middle Housing Design Guide where the development:
  - Provides more than 1 dwelling on a block.
  - Is for subdivision or consolidation of currently leased RZ1 and RZ2 blocks associated with a missing middle housing development proposal.

The triggers for when the **Housing Design Guide** (HDG) is used if the below criteria is met:

- Development is required to consider and provide a design response to the Housing Design Guide where the development is a residential or mixed-use development that provides more than one residential dwelling, excluding any of the following:
  - Secondary residences.
  - Extensions and alterations to multi-unit housing (of no more than 50% increase in floor area).
  - Development of missing middle housing (as defined in the Missing Middle Housing Design Guide).

The triggers for when the **Urban Design Guide** (UDG) is used if one of the below criteria is met:

- it is precinct scale with a site area greater than one hectare;
- the combined development gross floor area exceeds 10,000m^2;
- comprises more than 1,000m^2 of public or common space; or
- required to seek advice from the National Capital Design Review Panel.

The **Biodiversity Sensitive Urban Design Guide** does not apply to single dwelling housing or secondary residences. It also does not apply on developments where the increase in impermeable surfaces is 500m^2 or less.

Developers will still need to meet their minimum requirements in the Territory Plan.

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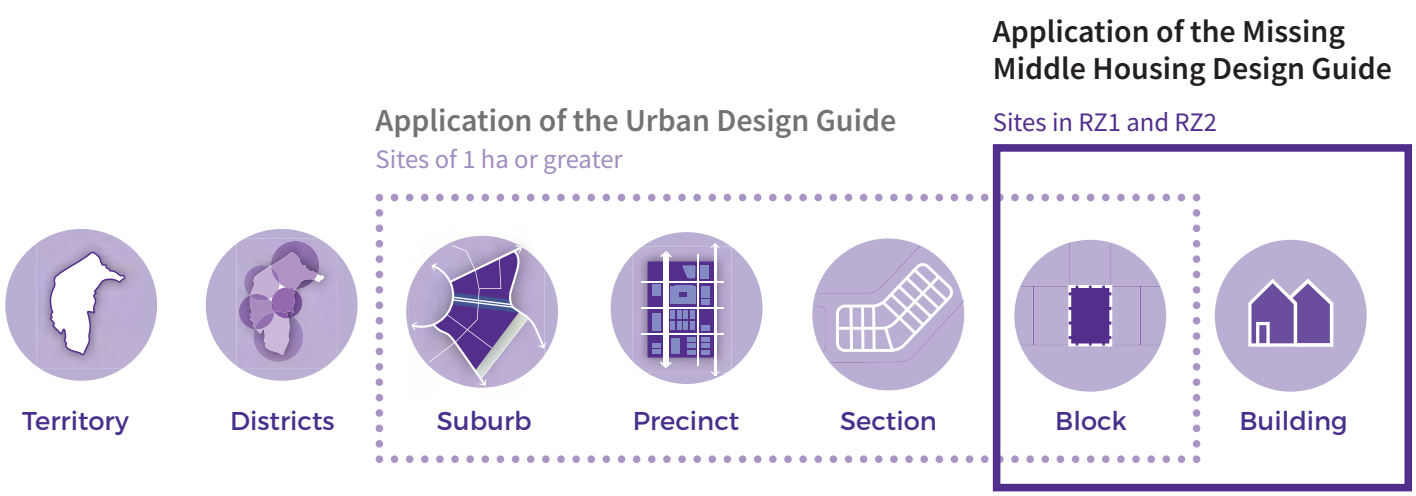



Illustrations in this guide

The building examples and conceptual drawings presented in this design guide are not to be taken literally. They are aimed at demonstrating particular concept and not necessarily a holistic design outcome, and will not guarantee a development approval

ACT PLANNING PROCESS

The ACT population is increasingly growing. With more people living and working in the ACT, a clear and easy to use planning system is required so we can accommodate future growth without compromising the valued characteristics of the city. The ACT Planning System now promotes better outcomes for development, the environment and, most importantly, Canberrans.

HOW THESE DESIGN GUIDES RELATE TO THE TERRITORY PLAN

A modern planning system is fundamental to the city's vision of a liveable and sustainable city. The planning system focuses on delivering high-quality built outcomes for the residents of Canberra, with embedded flexibility to encourage innovation. The long-term goals for Canberra have changed in the past 15 years, reflecting the significance of coping with climate change, providing critical infrastructure for our expanding population, and increasing housing choice and accessibility.

The ACT planning system introduced design guides to help the interpretation and application of the Territory Plan's assessment outcomes. The assessment outcomes specify ways that the desired policy outcomes for districts and zones in the ACT can be met. The design guides demonstrate ways the assessment outcomes can be met and provide general best practice design guidance.

DEVELOPMENT APPLICATION PROCESS

The Missing Middle Housing Design Guide provides consistent planning and design guidance for missing middle residential dwelling within the ACT. The design guide aims to provide best practice for various forms of missing middle housing and can be used as tool for government to use to assess these housing types and typologies.

Those developing should consider the Territory Plan assessment outcomes when preparing plans and DA documentation, including for pre-DA matters. To help with this process, developers should consider the Missing Middle Housing Design Guide at the very beginning of the design process, to allow flexibility in addressing key recommendations from the guide.

When preparing any plans and documentation, developers must demonstrate their approach and how they have addressed the relevant elements of the Design Guide where required.

BUILDING APPROVALS

Most building projects in the ACT involving new builds, alterations, additions and demolition require building approval (BA).

You'll need development approval (DA) before you get BA.

You must have a BA in place to ensure your proposed building work complies with relevant building laws and regulations and the National Construction Code (NCC, also known as the building code).

To ensure that a Territory waste collection service can be provided, the BA must comply with the Development Control Code for Best Practice Waste Management in the ACT 2019 or its successor.

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TERRITORY PLAN ASSESSMENT OUTCOMES

The Territory Plan outlines assessment outcomes for proposed development that align to each of the key chapters in this document. Proponents must address these assessment outcomes and provide clear plans and documentation to support how these have been achieved through the development application. The design guides provide clear guidance to support the proponent in delivering great design that achieves the assessment outcomes.

In demonstrating **consistency** with the **assessment outcomes**, proposed development must demonstrate consideration of the design guidance provided in the Missing Middle Housing Design Guide for each of the themes. This includes consistency with the assessment outcomes.

Technical planning specifications provide measurable and quantitative guidance, and if met, will be taken to achieve the stated assessment outcome. Note, not all assessment outcomes are covered by a design guide and/or a technical planning specification.

The following pages refer to assessment outcomes specific to the Missing Middle Housing Design Guide.

Please also refer to associated documentation required by the design response at the development application stage. This includes any relevant tables that provide further details of assessment outcomes supported across multiple design elements which may need to be considered in providing a response.

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TERRITORY PLAN ASSESSMENT OUTCOMES

TERRITORY PLAN ASSESSMENT OUTCOMES	
SITE AND LAND USE	
 SITE AND LAND USE	The functionality and usability of the development is appropriate for its intended purpose/use.
	The proposed use and scale of development are appropriate to the site and zone.
	Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised and residential amenity protected. This includes between residential uses and between non-residential and residential uses.
ACCESS AND MOVEMENT	
 ACCESS AND MOVEMENT	The functionality and layout of the development is accessible and adaptable, while achieving good connections with the surrounding area. This includes consideration of passive surveillance.
	The development encourages active travel through safe and convenient access to the active travel network.
	Access to, from and within the site permits safe and legible movement while catering for all users (including pedestrians). This includes consideration of vehicle manoeuvrability and access routes.
PUBLIC SPACE AND AMENITY	
 PUBLIC SPACE AND AMENITY	The development achieves reasonable solar access and microclimate conditions to public areas and streets to support their use by the community.
	Private open space and communal open space provides sufficient space and facilities for residents and visitors to recreate and relax, as well as providing area for service functions. Spaces are readily accessible for a range of activities.
	Reasonable levels of active ground floor interface and passive surveillance to public spaces and streets is achieved.
	Any advertising or signs are suitable for their context and do not have a detrimental impact on the surrounding area (for instance due to size or light emission).
BUILT FORM AND BUILDING DESIGN	
 BUILDING DESIGN AND BUILT FORM	The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes and the streetscape. This includes consideration of building envelope and setbacks.
	Reasonable solar access to dwellings and private open space within a block and on adjoining residential blocks is achieved. This includes solar access into main living spaces within a dwelling.
	Reasonable levels of privacy to dwellings and private open space within a block and on adjoining residential blocks is achieved.
	The dwelling mix and the internal size, scale and layout of dwellings in multi-unit housing provide for a comfortable living environment that meets the changing needs of residents.
	Courtyard walls and fences do not have an adverse impact on the streetscape.

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TERRITORY PLAN ASSESSMENT OUTCOMES	
SUSTAINABILITY AND ENVIRONMENT	
 SUSTAINABILITY AND ENVIRONMENT	Sufficient planting area, canopy trees, deep soil planting zones and water sensitive urban design measures are provided to enhance living infrastructure, support healthy tree growth and minimise stormwater runoff.
	Urban heat island effects are reduced through limiting impervious surfaces and provision of canopy trees and plants.
	Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.
	Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.
	The development considers and addresses site characteristics, including heritage, natural features, topography, infrastructure and utilities.
	Environmental risks, including noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the development on the site.
PARKING, SERVICES AND UTILITIES	
 ACCESS AND MOVEMENT	The development provides electric vehicle parking and access to charging locations in multi-unit housing.
	The development provides appropriate end-of-trip facilities in multi-unit housing which includes secure bicycle parking.
 BUILT FORM AND BUILDING DESIGN	Vehicle and bicycle parking sufficiently caters for the development while minimising visual impacts from the street or public space. This includes consideration of parking dimensions, the number of spaces provided.
 SUSTAINABILITY AND ENVIRONMENT	Waste is appropriately managed on site without having a detrimental impact on residents and the surrounding area.
	The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.

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Throsby Court, Narrabundah, ACT. Photo: Will Neill.



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Part Two: Character and site

PLACE-BASED DESIGN THINKING

Canberra is made up of many different places and districts, each with its own combination of people, culture, built form, landscaping and natural features. The distinct character of each district helps to define it, and helps planners and developers create places that are memorable, with distinct identities and functions. Good design focuses on these aspects, noting that the way a place makes people feel is significantly more important than merely how it looks.

What is place-based design?

A placed-based approach to design builds upon a place's character to create places are responsive to their context and create a desirable sense of place. Designing for place requires a deep understanding of the physical, environmental, social and cultural attributes that make a place desirable, recognising that solutions that work in one place, may not work in another.

Place-based design recognises current values and patterns while enabling change, as envisaged by the planning reform, to create a compact, sustainable, affordable, vibrant and equitable city.

Why is public space important?

Public space and amenity plays a crucial role in achieving successful urban outcomes. The design guides specifically call out public space as a key element for consideration. Well designed public spaces provides places for interaction and activity, including culture, entertainment, sport and recreation.

Street interface contributes to a significant percentage of public space and the role and function of the street is important in creating urban life and vitality. Street interface comes in many typologies and takes on a variety of functions such as movement, commerce, events, servicing and socialising. Built form also plays a fundamental role in defining the character and quality of streets by forming the edges that define these public spaces, shaping places for pedestrians and creating an urban environment.

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Holmes Crescent, Campbell

URBAN CHARACTER

Canberra has a distinct urban character that is uniquely connected to Country. The 'bush capital' identity is a fusion of sweeping native landscapes with garden city geometry. Historically, urban form has been nestled into Country, sometimes very sensitively, providing opportunities for connection, recreation and wellbeing whilst maintaining and preserving the bush landscape. Canberra's dry, continental climate creates an arid, wild bush setting that has defined much of the city and particularly the suburbs. The bush setting makes Canberra a sought-after place to live.

The well known name 'bush capital' has new meaning as we explore opportunities for connecting to Country and to better understand and be informed by indigenous culture and practices which care for Country. As Canberra becomes more densely populated and compact, in keeping with the growth strategy to limit urban sprawl, there is an opportunity to continue this connection with the landscape, creating a city like no other.

Our ability to weave new development into preserved and regenerated landscapes will define Canberra's urban future and enable the bush capital to evolve in a sustainable way. There are a number of defining characteristics which make Canberra's residential neighbourhoods so special. These characteristics can inform the design of future neighbourhoods including missing middle projects. These include:

Landscape Presence

Making landscape a priority is central to maintaining Canberra's urban character. No matter how small the project, there is always space for the smallest gesture of native landscaping contributing to the overall biodiversity of the city.

Some of Canberra's leading examples of middle scale residential development in suburban settings have a modest architecture which blends with the landscape, providing a backdrop to the natural landscape, rather than looking out of place. In this way the landscape is front of stage, the architecture humble and receding.

Bush Preservation and Regeneration

The quality and success of rich bio-diverse landscapes includes both preservation and regeneration. New development may require the removal of some existing landscapes but can promote regeneration through new native landscapes.

Modesty of Scale

Canberra's residential urban form has maintained a modesty of scale for many decades. Recent growth has seen an increase in the scale of larger buildings, however medium scale development is peppered throughout the Canberra landscape, particularly in the inner north and inner south. The certain modesty of scale perpetuates through the existing middle scale housing supply, demonstrating how density and continuity can be achieved with limited budgets.

Palette and Place

Architectural design can connect to place through materials and colours. In Canberra's unique setting, infill buildings should reflect the character of their surroundings by incorporating local materials, textures, and colours that resonate with the existing context including the natural landscape. Sensitive material and color choices can strengthen connections to Country, honouring cultural narratives and environmental significance while harmonising with the city's distinct bushland context.

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Sense of Openness

Canberra's residential neighbourhoods maintain a sense of openness that is achieved through undefined boundaries and open landscapes that blur with public space. Canberra streetscapes are traditionally defined by open and inviting gardens which are not gated or defined by dominant courtyard walls. This heightens the sense of a bush capital and city closely connected to the landscape.

Tree-lined streets

The design of many Canberra streets celebrates their distinctive bushland character by integrating native vegetation and preserving Canberra's connection to its natural landscape. In many of the older areas the streets are celebrated with exotic tree lined streets.

Native streetscapes can incorporate locally endemic plant species, ensuring resilience to the climate and enhancing biodiversity. Thoughtful planning maintains open vistas, natural corridors and the interplay between urban development and the surrounding environment.

Streets should act as extensions of the bush, fostering a sense of place while reflecting the cultural and ecological significance of the land.

By prioritising soft landscaping, permeable surfaces, and low-impact materials, Canberra's native streets can uphold the city's identity as a bush capital.



Photo 1: A sense of openness, modesty of scale and large canopy planting that is distinctly Canberra. Throsby Court, Narrabundah, ACT. Photo: Will Neill

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Changing character over time

Although Canberra as a city has a unique character and feel, the characteristic elements are not the same across all areas, suburbs and streets. Different periods of urban expansion brought with it different urban paradigms and architectural styles. We can interpret the unique local character and consider a design that respectfully and harmoniously contributes to the experience of a street. This approach is essential when designing missing middle housing that meets the contemporary needs of our population.

The illustrations below show street elevations typical of some of the characteristic areas found in Canberra.



Early suburban sub-division



Suburban expansion



New suburban growth areas

UNDERSTANDING YOUR SITE

Understanding your site is the first step in identifying your development potential and typology.

The city presents a diverse array of site conditions that could potentially support the development of missing middle housing. The following list outlines key characteristics to consider when evaluating the development or redevelopment of existing suburban blocks for this purpose.

SITE CONDITIONS

i. Block consolidation - Consolidation of multiple blocks enables greater development opportunities, including when individual blocks may not be large enough, efficiently shaped or have appropriate public realm frontages or access.

ii. Limited block depth or width - Smaller dimensions encourage compact development.

iii. Inefficient block shape - Encourages irregular site layouts and lower-scale development.

iv. Battle-axe blocks - Promote typologies that have flexible access requirements and do not need to relate to the public realm.

v. Corner sites - Have a prominence that enables a greater level of densification than front or rear blocks as they have two street interfaces and may provide the opportunity for 'marker buildings.

vi. Open space interface - Can provide a high level of amenity for both residents and park visitors.

vii. Transport corridors - Tend to be wider than normal streets and enable access to the rest of the city, making densification highly appropriate on interfaces with them.

viii. Laneway access - Driveways and servicing may be located away from the primary frontage, enabling greater density due to a higher level of amenity and access.

ix. Pedestrian connections - Between streets and open space can provide an additional public amenity.

x. Easements - Are common at the rear of blocks in ACT and it is important that access to these is preserved when densification is proposed.

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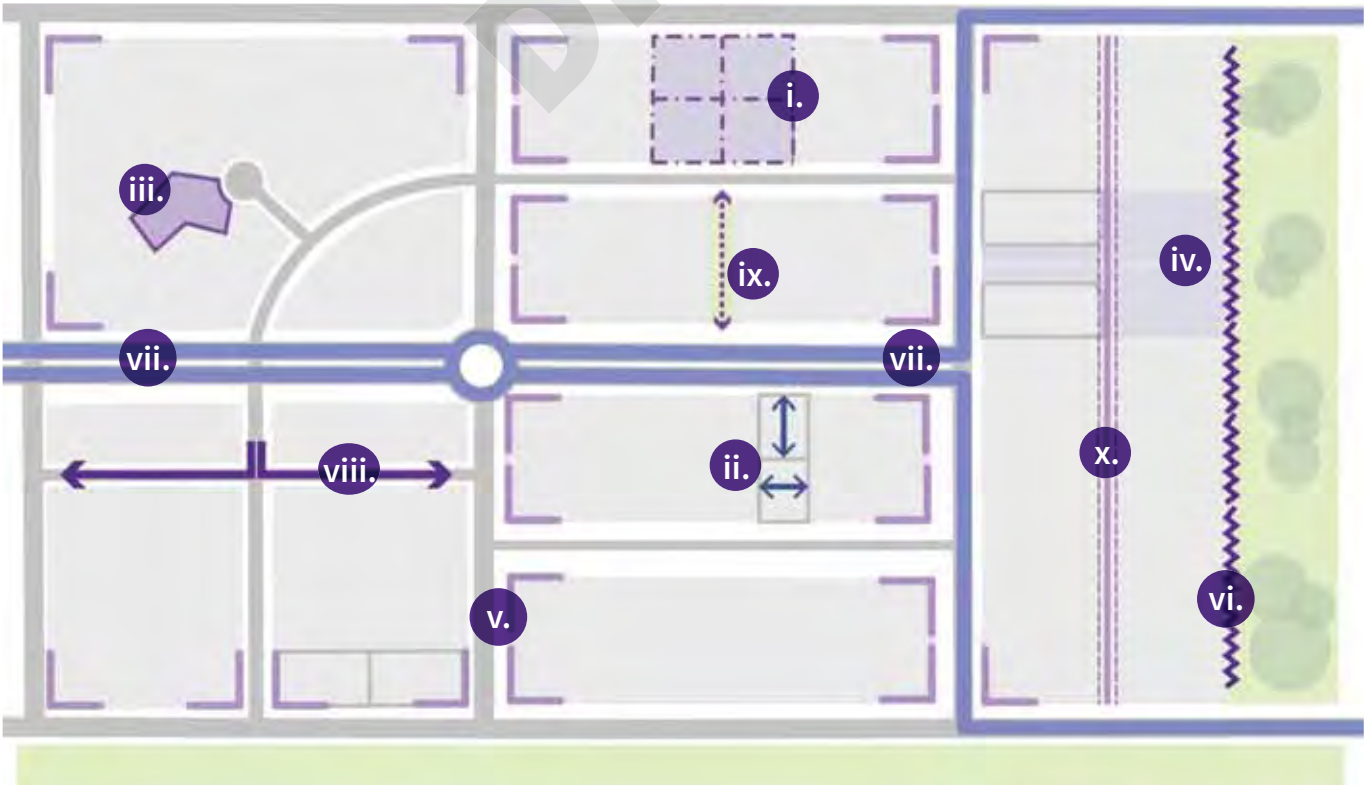

Figure 2: This figure illustrates a plan view of a fictional urban section with common site conditions that are found in Canberra. These should be identified and considered when planning your site development.

Site scenario matrix

The matrix table below shows various typology scenarios based on different site conditions. The aim is to give a general overview of how site conditions might help determine the appropriate typology for the site.

Note that this is non-exclusive table and actual site conditions and typology feasibility may vary. Further testing and refinement of block sizes is required.

Typology	Block size		Site conditions	
	RZ1	RZ2		
Secondary Dwelling (no unit titling)	No minimum block size		i. Block consolidation ii. Limited block depth or width ii. Irregular shaped blocks iii. Battle-axe blocks iv. Corner sites	vi. Open space interface vii. Transport corridors viii. Laneway access ix. Pedestrian connection x. Easements
Dual Occupancy	>600 sqm	>550 sqm	i. Block consolidation ii. Limited block depth or width ii. Irregular shaped blocks iii. Battle-axe blocks iv. Corner sites	vi. Open space interface vii. Transport corridors viii. Laneway access ix. Pedestrian connection x. Easements
Tri Occupancy	>700 sqm		i. Block consolidation ii. Limited block depth or width ii. Irregular shaped blocks iii. Battle-axe blocks iv. Corner sites	vi. Open space interface vii. Transport corridors viii. Laneway access ix. Pedestrian connection x. Easements
Townhouse	>800 sqm		i. Block consolidation ii. Limited block depth or width ii. Irregular shaped blocks iii. Battle-axe blocks iv. Corner sites	vi. Open space interface vii. Transport corridors viii. Laneway access ix. Pedestrian connection x. Easements
Terrace	>800 sqm		i. Block consolidation ii. Limited block depth or width ii. Irregular shaped blocks iii. Battle-axe blocks iv. Corner sites	vi. Open space interface vii. Transport corridors viii. Laneway access ix. Pedestrian connection x. Easements
Apartment	>1200 sqm		i. Block consolidation ii. Limited block depth or width ii. Irregular shaped blocks iii. Battle-axe blocks iv. Corner sites	vi. Open space interface vii. Transport corridors viii. Laneway access ix. Pedestrian connection x. Easements

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Aranda Townhouses,
Aranda ACT.



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Part Three: Design Guidelines

This section provides detailed guidance for all missing middle dwellings and should be considered in the design process.

SITE AND LAND USE

The proposed use and scale of development needs to be appropriate to the character of an area, site and zone.

The planning, design and delivery of the urban environment, public space and built form should be informed by the direction for the city and planning outcomes that respond to the city form, character, landscape setting, climate and amenity. The design response must focus on place-led outcomes that are guided by the Territory's overarching principles and objectives.

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DESIGN ELEMENTS

3.1 TYPOLOGIES

3.1A Siting

3.1B Multi-occupancy

3.1C Townhouses

3.1D Terrace houses

3.1E Low-rise apartments

3.2 UNDERSTANDING YOUR SITE

3.2A Site conditions

3.2B Slope and topograpy

3.2C Water drainage

3.2D Tree retention

3.2E Prevailing winds and cross ventilation

3.3 LAND USES

3.3A Residential use

3.3B Non-residential uses

3.3C Block consolidation and sub-division

3.4 BUILDING ENVELOPE

3.4A Height and transitions

3.4B Orientation and outlook

3.4C Overshadowing



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Location: Hope Street Housing, OWA Architects and MDC Architects. Photo: Robert Frith

DESIGN ELEMENT:

3.1 BUILDING TYPOLOGIES

Different locations and site conditions require different building responses. Appropriately identifying your site conditions is an important step in determining the appropriate building type.

The typical building types for Canberra's missing middle housing are outlined on the following pages, described as typologies. Some larger sites might have a mix of multiple typologies. (See Understanding Your Site in Part 2 of this document). All together the typologies will deliver more housing choice and appropriate living options for the city as the population increases.

DESIGN GUIDANCE

3.1A SITING

i. Identify site size, site-specific conditions (see 3.2A), utilities, tree retention and other site constraints such as topography and solar access.

ii. Identify the relevant front, side and rear setbacks.

iii. Siting primary garden area and deep soil areas.

iv. Orient the primary outlook to the front and rear of the block where possible to avoid poor-amenity primary outlooks to side boundaries.

v. Ensure that primary outlooks do not compromise the privacy of neighbouring properties by considering sufficient setbacks and building separation.

vi. Ensure that the front setback allows for safe pedestrian access and visibility for vehicles entering and exiting the property as well as easy access to services such as waste collection and utilities.

vii. Analyse and respond to the site orientation, solar access and prevailing wind conditions by allowing solar access to dwellings (particularly in living areas) and open spaces and considering mitigating cold winds and catching warm breezes (3.2E).

viii. Determine requirement and location of private open spaces, communal open spaces and tree canopy cover. On larger development sites and corner blocks, consider creating a "courtyard type" to give spatial definition to the communal open space that is defined and separated from the street.

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Photo 2: Apartment typology with separate pedestrian and vehicle access from the street. The ground level is slightly elevated from the street to increase the privacy of residents.

Typology illustrations

The typology layout diagrams illustrated on the following pages are for diagrammatic purposes only. While they illustrate a range of potential site configurations, further refinement would be required in relation to access, car parking and site coverage requirements..

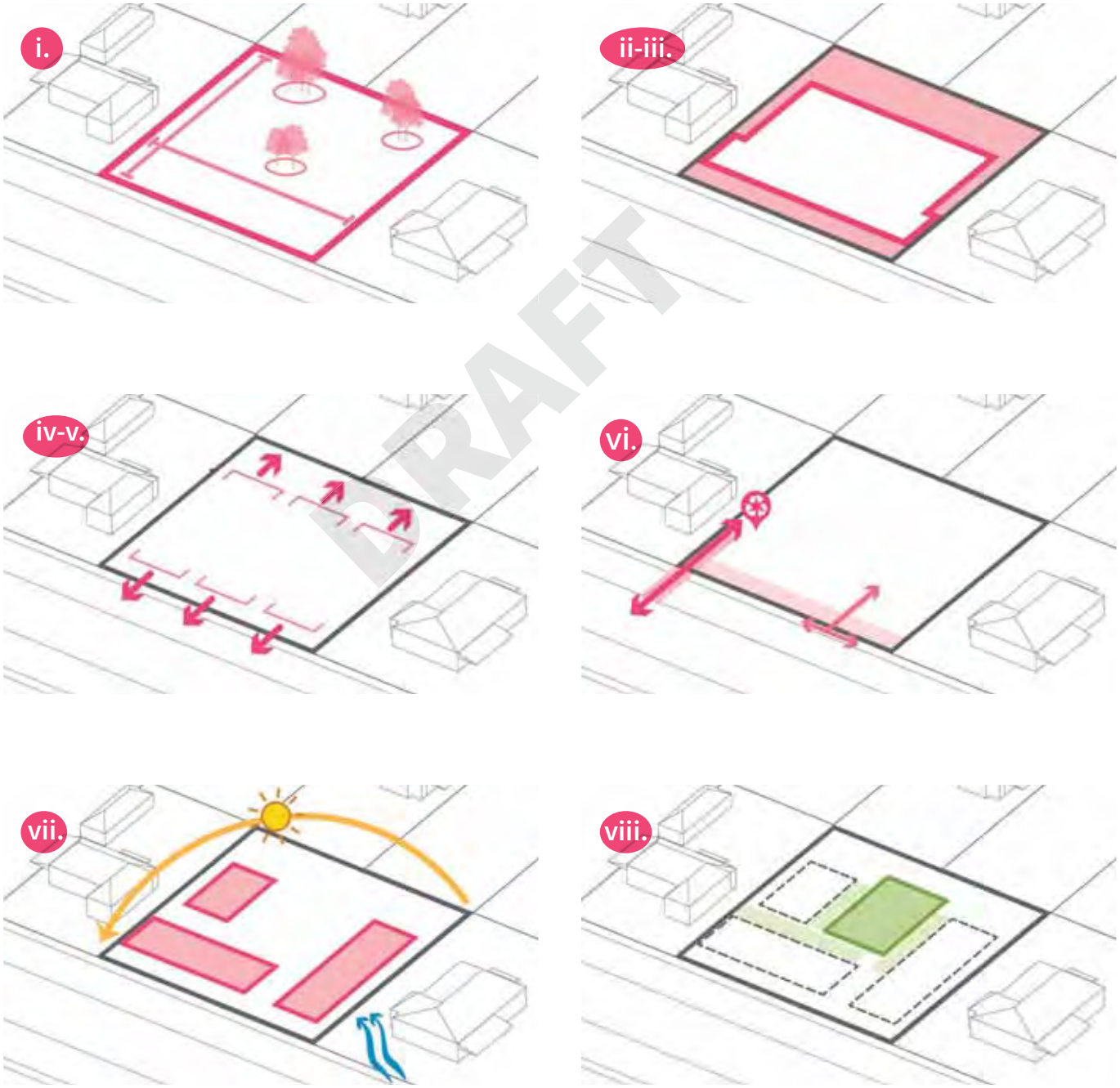

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Figure 3: The above shows a step-by-step process for siting, corresponding to the elements in 3.4A.

3.1B MULTI-OCCUPANCY

Multiple occupancy housing is where two (dual occupancy) or three (tri-occupancy) dwellings are located on a single block of land. These can be side-by-side, one behind the other, or located on corner blocks.



Figure 4: Typical 2 storey dual occupancy on a corner block

Other names:

Two dwellings: semi-detached, duplex, dual-occupancy.

Three dwellings: semi-detached, triplex, tri-occupancy.

Key characteristics

Height:

1-2 storeys

Open Space Provision:

Typically, private yards, with some common landscaping if there is a shared driveway.

Parking arrangement:

Individual car parking associated with each dwelling.

Where to use

Multi-occupancy housing developments are especially appropriate in a low-density areas where the retention of single-family dwelling character is important.

Block characteristics: Dual occupancy is typically suited to mid-section blocks and single corner blocks without block consolidation. Tri occupancy is typically suitable on larger single corner blocks or with the amalgamation of two smaller blocks.

Block size: >600 sqm (dual occupancy), >800 sqm (tri-occupancy)

Zone: RZ1 and RZ2

Benefits

- → Opportunity to sensitively increase dwellings density
- → Can offer more relatively affordable housing options compared to single-family homes, making it easier for people to live in the suburbs they want
- → Provide more diverse living arrangements, catering to different family sizes and lifestyles within the same neighbourhood.
- → Increased population density in established areas can enhance vibrancy, and support local businesses and services.

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Built examples of multi-occupancy dwellings



Photo 5: A dwelling with a strong relationship to the street, including a second level with glazing integrated into the roof.



Photo 6: A high quality productive garden is integrated into the landscaping and is accessible from the buildings.



Photo 3: Articulation provides visual interest and glazing creates surveillance of the streetscape.



Photo 7: Dwellings fronting public open space have low fences, access and an adjoining private open space.



Photo 4: Parking access is sensitive to the topography and recessed from the street.



Photo 8: The ground level interface creates visibility to the streetscape and a relationship between both dwellings.

Typical layouts for multi-occupancy dwellings

There are a range of alternative siting layouts for the multi-occupancy housing that may be used depending on specific conditions such as planning controls, solar orientation, site slope, adjoining buildings, block dimensions and shape.

Some typical layout examples for multi-occupancy housing are outlined below and on the following pages. While they illustrate a range of potential site configurations, further refinement would be required in relation to access, car parking and site coverage requirements. They are aimed at demonstrating various concepts and not necessarily a holistic design outcome, and will not guarantee a development approval.

MID-SECTION BLOCK

Dual Occupancy



Figure 5: Attached dual occupancy with parking access from primary road creates clear address to street and generous rear gardens.

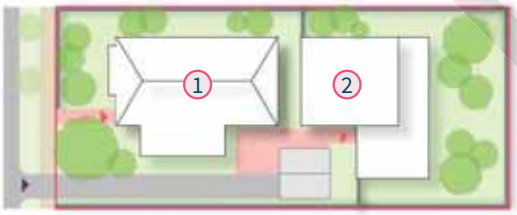

Figure 6: Detached dual occupancy with consolidated parking access from primary road. Buildings placed to allow for generous private open spaces.



Figure 7: Attached dual occupancy with parking access from rear laneway creates good active frontage to the street.

Tri- Occupancy



Figure 8: Attached tri-occupancy with parking access from primary road with parking within the building. Dwellings are placed to maximise private open space.



Figure 9: Detached tri-occupancy with parking access from primary road. The free-standing buildings allows daylight from multiple sides and generous private open spaces.

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CORNER BLOCK

Dual Occupancy



Figure 10: Attached dual occupancy on corner block with individual car parking access. Buildings are placed to allow for both front and rear gardens and good street frontages.



Figure 11: Detached dual occupancy on corner block with individual access. The free-standing buildings allows daylight from multiple sides and generous private open spaces.

Tri- Occupancy



Figure 12:Attached tri-occupancy on corner block with individual parking access. Buildings are places to allow front and rear gardens and good street frontages.



Figure 13:Detached tri-occupancy on corner block with two parking access locations. The buildings are places to provide a centrally located shared open space and smaller private gardens.

IRREGULAR BLOCKS



Figure 14:Dual-occupancy on a ‘battle-axe’ block with frontage to a public open space. The buildings are positions to allow for front gardens and direct access to the public open space. This supports the activation and passive surveillance to the public open space.

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3.1C TOWNHOUSES

Townhouse developments typically consist of four or more dwellings which may be attached, detached or a combination of the two. Depending on the number of townhouses, there are many possible arrangements, though often as single or two storey dwellings sited perpendicular to the street.

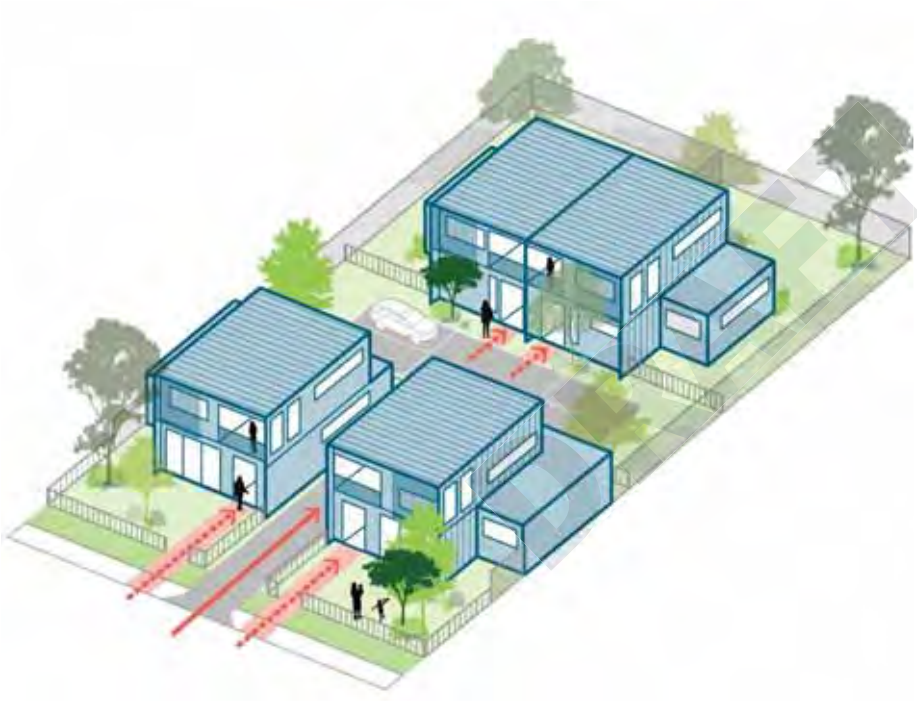

Figure 15:Typical 2 storey townhouses.

Other names:
Villas, cluster homes, grouped housing, courtyard homes.

Key characteristics

Height:
1 and/or 2 storeys. On large sites up to 3 storeys.

Open Space Provision:
Typically, private yards, with some common landscaping including common open space areas and/or facilities as well as around a shared driveway.

Parking arrangement:
Co-located together above or under ground, or associated with individual dwellings.

Where to use

Townhouses are especially appropriate in low-scale areas where small building volumes are appropriate and existing built form character is to be retained.

Block Characteristics: Typically suited to large mid-section blocks, irregular shaped blocks and consolidated blocks (2-3 consolidated blocks)

Block size: >800 sqm

Zone: RZ1 and RZ2

Benefits

- → Providing higher density living while maintaining characteristics of single-family dwellings with amenity such as private front or rear gardens.
- → Can offer more relatively affordable housing options compared to single-family homes, making it easier for people to live in the suburbs they want
- → Provide more diverse living arrangements, catering to different family sizes and lifestyles within the same neighbourhood.

Built examples of townhouses



Photo 9: Integrated landscaping can enhance communal and circulation spaces for townhouse developments.



Photo 10:A range of heights and materials ensure the townhouses complement the streetscape.



Photo 11:Permeable fencing, gates and architectural variation mean that the townhouses complement the open space.



Photo 12:Louvres, screening and fencing maintain the privacy of the dwellings while ensuring a level of visibility.



Photo 13:Effective placement of windows create a strong relationship to the adjacent park.



Photo 14:A simple use of articulation and materiality creates visual interest.

Typical layouts for townhouses

There are a range of alternative siting layouts for townhouses that may be used depending on specific conditions such as planning controls, solar orientation, site slope, adjoining buildings, block dimensions and shape.

Some typical layout examples for townhouses are outlined below and on the following pages. While they illustrate a range of potential site configurations, further refinement would be required in relation to access, car parking and site coverage requirements. They are aimed at demonstrating various concepts and not necessarily a holistic design outcome, and will not guarantee a development approval.

MID-BLOCK

Parking in the centre of site



Figure 16: Small block with shared parking in the centre of the site maximises private open spaces .



Figure 17: Large block with shared parking in the centre of the site maximises private open spaces.

Shared parking to the side



Figure 19: Site with shared parking along side boundary. Buildings emphasise the streetscape and private open space is maximised.

Shared Parking in basement

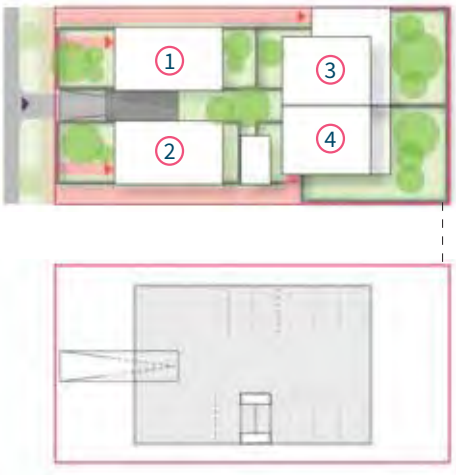

Figure 21: Small block with shared parking in basement. This minimises any negative effects associated with surface-level car parking and access.



Figure 18: Consolidated blocks with individual parking in the centre of the site. This means that buildings emphasise the streetscape while allowing for garaging.

Shared parking to the rear



Figure 20: Site with shared parking to the rear of the site. This means that parking does not dominate the streetscape.



Figure 22: Large block with shared parking in basement. This minimises negative effects from with surface-level car parking and access.

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CORNER-BLOCK

Shared parking to the side



Figure 23: Corner site with shared parking along side boundary and central green space. This enhances the prominence of the street corner and the feasibility of a communal space.

Shared Parking in basement

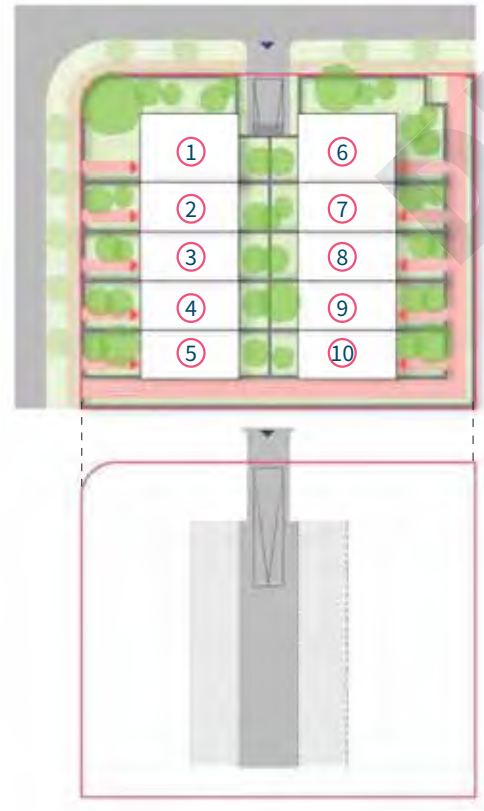

Figure 24: Consolidated blocks corner block with shared parking in basement (or half basement to create a split-level townhouses). This provides a high level of internal amenity while reducing the prominence of parking.

IRREGULAR BLOCKS



Figure 25: Three consolidated blocks along a pedestrian connection between a street and a cul-de-sac. Provides 10 townhouses and shared parking area on three existing blocks, with a high level of open space.

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3.1D TERRACE HOUSES

Townhouse developments typically consist of four or more attached dwellings sharing side walls which have a continuous frontage to the street .

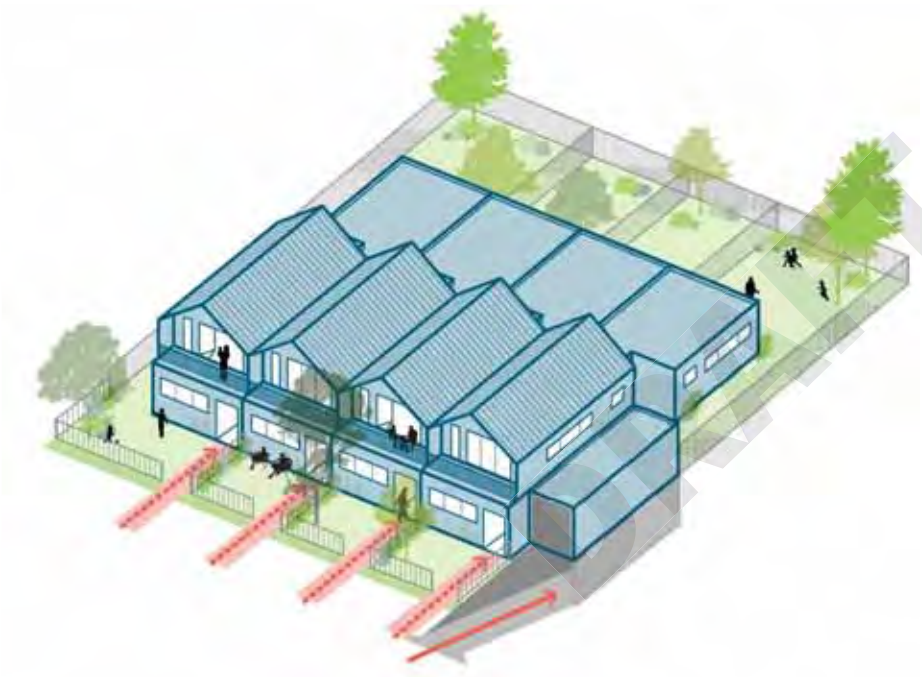

Figure 26:Typical 2 storey terrace houses.

Other names:

Row houses

Key characteristics

Height:

2 storeys. On large sites up to 3 storeys.

Open Space Provision:

Typically, private yards, with some common landscaping in larger development or around a shared driveway.

Parking arrangement:

Co-located together above or under ground, or individual rear access from laneway. Front parking access is generally to be avoided as it creates inactive frontages and many vehicular cross-overs

Where to use

Terraces are especially appropriate on residential streets with slightly higher vehicular traffic volume as they provide a large part of the dwelling that is acoustically separated and oriented towards the rear garden compared to other types. They are also appropriate where fronting onto open space where rear access can be provided.

Block Characteristics: Typically suited to wider mid-section blocks with wide frontages or consolidated sites of two or more blocks wider than 25m. They are also appropriate where fronting onto open space and pedestrian connections where rear access can be provided.

Block size: >800 sqm with frontage >25m

Zone: RZ1 and RZ2

Benefits

- → A classic typology that offer many benefits for street activation and neighbourliness.
- → Offers clear separation between ground floor living and upper level bedrooms.
- → Clear separation between front garden and rear garden
- → Can offer more relatively affordable housing options compared to single-family homes, making it easier for people to live in the suburbs they want
- → Provide more diverse living arrangements, catering to different family sizes and lifestyles within the same neighbourhood.

Built examples of terrace houses



Photo 15: Terrace houses with a good quality ground floor interface can contribute to the safety and vitality of streets.



Photo 16: Architectural articulation and varied materiality can help to avoid a repetitive frontage.



Photo 17: Balconies activate the streetscape and a consistent architectural language creates a integrated built form.



Photo 18: The use of fencing creates a clear differentiation between public and private space.



Photo 19: Using the roof form as an additional storey maximises internal amenity while minimising height and visual bulk.



Photo 20: Landscaping in the front yard helps to soften the built form and benefits the streetscape.

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Typical layouts for terrace houses

There are a range of alternative siting layouts for terrace houses that may be used depending on specific conditions such as planning controls, solar orientation, site slope, adjoining buildings, block dimensions and shape.

Some typical layout examples for terrace are outlined below and on the following pages. These examples may not be compliant with zoning specifications and regulations such as parking requirements, setbacks, easement clearance and site coverage. They are aimed at demonstrating various concepts and not necessarily a holistic design outcome, and will not guarantee a development approval

MID-BLOCK INDIVIDUAL PARKING

Front loaded terraces with parking in front



Figure 27: Terraces with individual parking from street. Individual parking from street can be appropriate on terraces with wide street frontages where dominance of garages on the frontage can be avoided. The site layout creates high amenity backyards for all dwellings.

Rear loaded terraces



Figure 28: Terraces with individual car parking in laneway. This ensures a high quality street front with private backyards.

MID-BLOCK SHARED PARKING

Front loaded terraces with parking it the rear

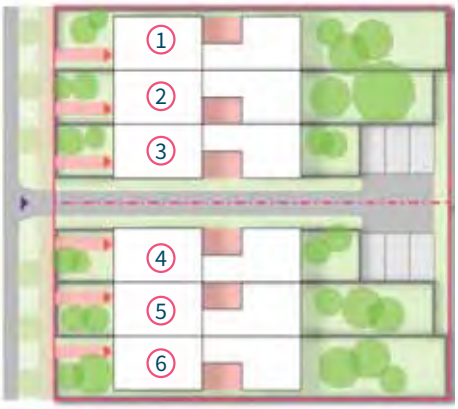

Figure 29: Terraces with shared access to consolidated parking area at the rear maximises the quality and size of private of open space for each dwelling.

Terraces with basement parking

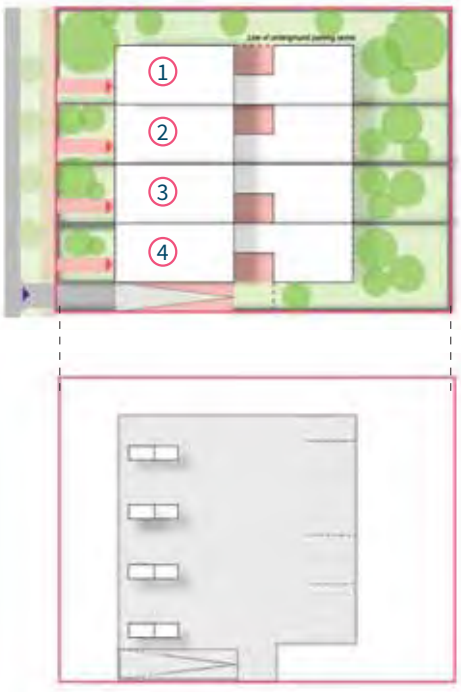

Figure 30: Terraces with underground parking from primary street. Minimises the negative impact of parking on each dwelling and on the streetscape.

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IRREGULAR BLOCKS



Figure 31: Nine townhouses provided on three consolidated blocks along a pedestrian connection. The terraces have direct access to the pedestrian connection. Vehicular access is provided between the street and the cul-de-sac. The townhouses activate the connection and add to the movement network of the neighbourhood.

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3.1E LOW-RISE APARTMENTS

Low-rise apartments are residential buildings made up of two or more apartments in up to three storey development. Typically, dwellings are single level with horizontal property boundary and have shared access, circulation and communal open space.



Figure 32:A typical 3 storey low-rise apartment building.

Other names:
Apartments, manor house, triplex, tri-occupancy, quad-housing, quadruplex.

Key characteristics

Height:
2 storeys. On large sites up to 3 storeys.

Open Space Provision:
Typically, private courtyards for ground floor apartments and balconies for upper floor levels. Large sites may also include common open space areas and facilities.

Parking arrangement:
Co-located parking areas above ground or in basement.

Where to use

Low-rise apartment buildings are especially appropriate where higher residential density is a priority, Such as near smaller town centres, open space, community facilities and public transport.

Block Characteristics: Typically suited to large and consolidated sites of two or more blocks. This type is especially appropriate for mid-section and consolidated blocks on section ends. Three storeys may be appropriate on wider blocks (>25m) where stepped transition of building height is achievable or where adjoining development is constructed or permitted for greater than two storeys.

Block size: 1200 sqm and above

Zone: RZ1 and RZ2

Benefits

- These developments can be designed to provide significantly higher dwelling density with high level of shared amenity and convenience.
- This typology is especially attractive for people who want to live with less maintenance and more shared amenity.
- Can offer more relatively affordable housing options compared to single-family homes, making it easier for people to live in the suburbs they want
- Provide more diverse living arrangements, catering to different family sizes and lifestyles, such as ‘down sizers’ within the same neighbourhood.

Built examples of low-rise apartment buildings



Photo 21: The use of an upper level setback minimises the visual bulk associated with the height of the building.



Photo 22: Balconies and glazing provide surveillance of the street at all levels.



Photo 23: Parking access is recessed from the enclosing built form, minimising its visual impact.



Photo 24: Landscaping and built form architectural provide a clearly identifiable building entrance.



Photo 25: A stepped transition to the street provides a usable balcony for the ground floor dwellings.



Photo 26: The positioning of the development on the street corner allows for a greater height and prominence.

Typical layouts for low-rise apartment buildings

There are a range of alternative siting layouts for terrace houses that may be used depending on specific conditions such as planning controls, solar orientation, site slope, adjoining buildings, block dimensions and shape.

Some typical layout examples for low-rise apartment buildings are outlined below and on the following pages. These examples may not be compliant with zoning specifications and regulations such as parking requirements, setbacks, easement clearance and site coverage. They are aimed at demonstrating various concepts and not necessarily a holistic design outcome, and will not guarantee a development approval

MID BLOCK

Apartment with shared underground parking



Figure 33: Apartments on consolidated block with shared basement parking from street. This layout maximises ground-level open space.

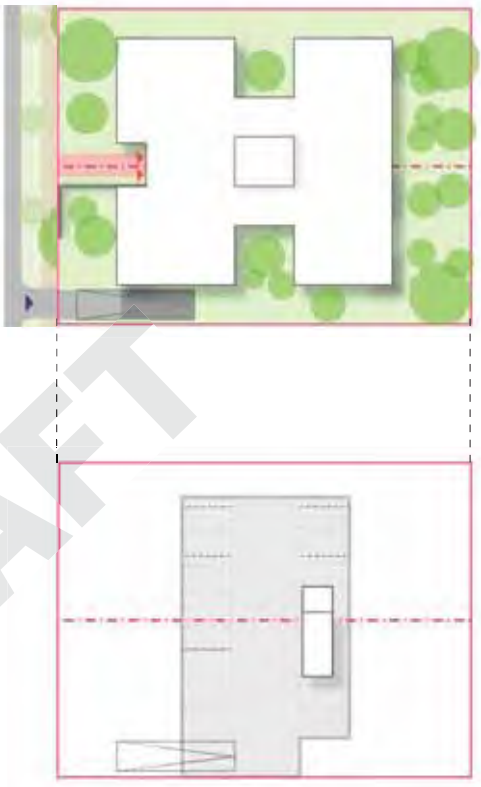

Figure 34: Apartments on consolidated block with shared basement parking from street. This layout maximises the opportunities for outlook and solar access for apartments.

Apartment with single lane access to shared parking



Figure 35: Apartments on consolidated block with shared parking in central courtyard accessed from the street. This maximises the efficiency and cost of car parking.



Figure 36: Apartments on single block with shared parking to the rear accessed from the street, ensuring a strong relationship to the street.

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CORNER BLOCK

Apartment buildings with co-located parking



Figure 37: Apartment on large corner site with shared parking to side boundary. This maintains the prominence of the street corner.

Manor House with two parking entries



Figure 38: Small corner block with individual car parking from street. This creates a high level of internal amenity and a suburban character.

IRREGULAR BLOCKS

Apartment buildings with shared basement parking



Figure 39: Apartment on three consolidated lots at a block end with rear communal open space and basement parking. This creates a large communal space with a high level of amenity.

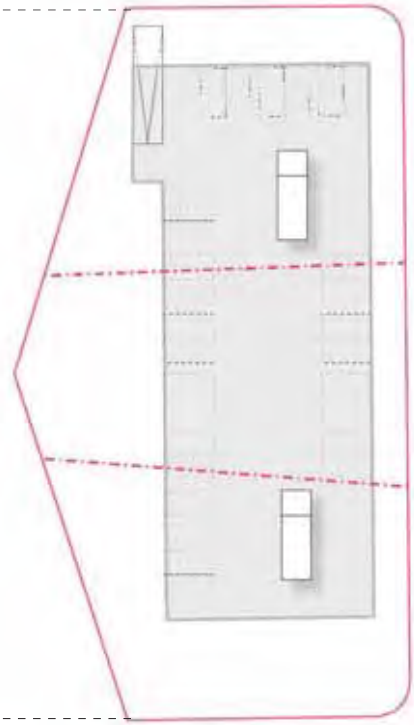

Figure 40: Indicative basement of apartment building on the figure 7.

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DESIGN ELEMENT:

3.2 UNDERSTANDING YOUR SITE

Understanding your site is the first step in identifying development potential and exploring feasibility.

Site conditions and other environmental characteristics, such as slope and topography, water drainage, tree retention and winds, provide key opportunities and constraints for potential development sites. Understanding and integrating these at an early stage ensures that design concepts are responsive to them.

DESIGN GUIDANCE

3.2A SITE CONDITIONS

i. Identify site-specific conditions that should be considered in your development such as: block depth and width, corner site, laneway access, pedestrian connection, open space, battle-axe blocks or easements.

ii. Block depth and width: Ensure the appropriate typology and yield is utilised for the size and scale of your site.

iii. Corner sites: Take advantage of dual frontage by creating visually appealing façades on both street fronts and assess suitability for a higher density outcome.

iv. Laneway access: Utilise laneways for servicing, such as waste collection, deliveries and car parking access to reduce congestion on main streets, and assess suitability for a higher density outcome.

v. Integrate pedestrian connections into the overall design using landscaping and architectural responses and treatment to enhance the appearance and pedestrian experience.

vi. Design buildings fronting open space to be active and engaging. Create visual connection with windows, terraces, balconies and gardens.

vii. Ensure access drive ways to rear blocks, such as battle-axe blocks, are wide enough to accommodate emergency vehicles, construction machinery and provide safe entry and exit.

viii. Easements at rear and side of blocks should be identified early so site layouts can be designed to enable access for maintenance.

Note:

→ Read 3.2A Site Conditions in conjunction with the site conditions and associated scenarios identified in Part 2: Understanding Your Site of the Missing Middle Housing Design Guide.

3.2B SLOPE AND TOPOGRAPY

i. Assess slope stability by conducting a thorough geo-technical survey to understand soil stability and slope conditions. Consider the need for specialised engineering solutions on steep slopes (typically more than 15%)

ii. Minimise disturbance by designing the layout to follow natural contours of the land as much as possible to minimise grading and earthworks.

iii. Aim to balance cut and fill operations to minimise the need for importing or exporting soil, and to reduce costs and environmental impact.

iv. For steep sites, consider terracing to create level building platforms. Where significant cut and fill is necessary, use retaining walls or other stabilisation methods to ensure slope stability and prevent erosion.

v. Ensure that driveways and access paths are designed with appropriate gradients to ensure safe and convenient access and circulation (typically less than 10%).

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For guidance on siting and layout:

→ Refer to 3.1 Typologies of the Missing Middle Housing Design Guide.

For information on character:

→ Refer to Part 2: Urban Character of the Missing Middle Housing Design Guide.

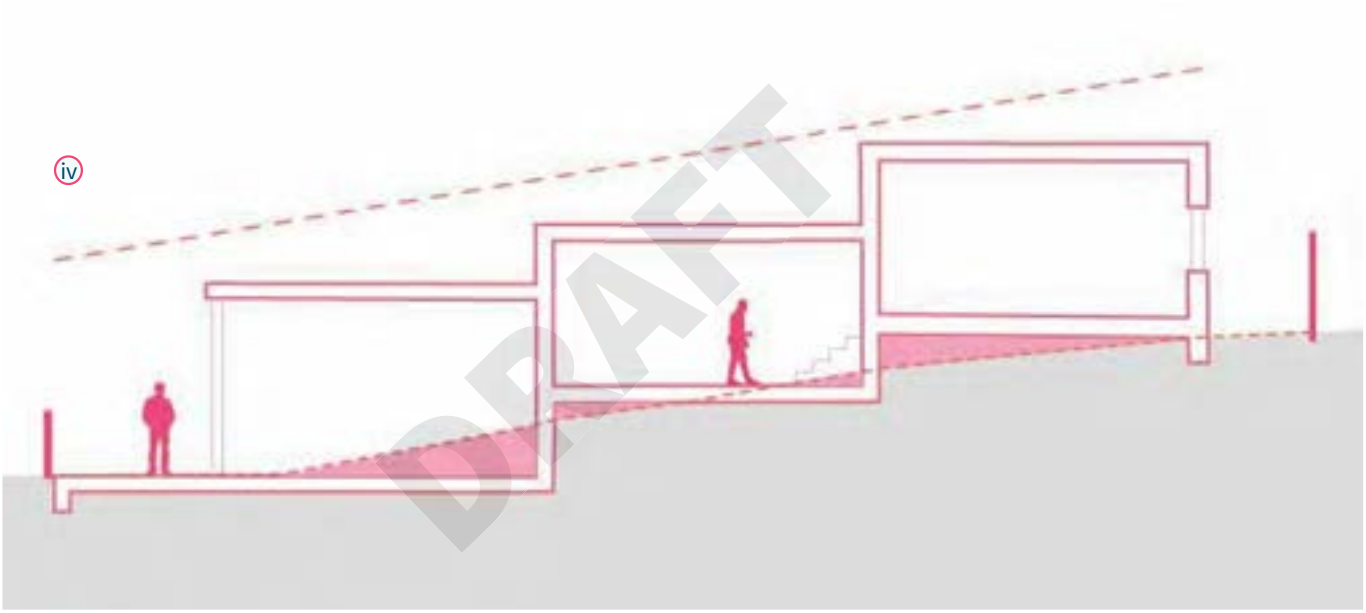

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Figure 41: A stepped /terraced approach to development, along with balanced cut and fill, ensures that cost and environmental impact are minimised.



Photo 27: Working with the natural contours of the land by positioning development at the front of the site with parking to the rear minimises grading and earthworks.



Photo 28: Terraced development creates an attractive form that is sensitive to the topography on steep sites, and can help to maintain a consistent relationship to the public realm.

3.2C WATER DRAINAGE

i. Consider preserving the natural drainage pattern and integrating them into the site design to manage stormwater effectively.

ii. Consider allocating space for stormwater management such as green infrastructure, retention systems, and permeable pavements to manage runoff and reduce flooding risks.

iii. Encourage the use of rainwater harvesting systems to reduce the demand for central water supplies and manage rainfall surge events.

Why this is important:

Effective water drainage planning is vital to prevent flooding and erosion. Understanding natural drainage patterns and incorporating sustainable drainage systems ensures that stormwater is managed efficiently, protecting both the development and the surrounding environment.



Photo 30: Rainwater harvesting systems should be designed into developments to maximise their efficiency and appearance.



Photo 29: Permeable paving combined with green infrastructure, such as rain gardens, can help to manage runoff (reducing pollution) and reduce the risks associated with flooding and rainfall surge events.

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3.2D TREE RETENTION

i. Conduct a tree survey to identify significant trees and vegetation that should be preserved on the site, including verge trees, consistent with the relevant ACT tree protection provisions.

ii. Incorporate trees into the design by integrating existing trees into the site layout as focal points in public spaces, streetscapes and private gardens.

iii. Establish buffer zones in accordance with arborist advice around retained trees to protect their root systems during construction. Avoid heavy machinery and storage of material within these zones.

iv. Develop and implement tree protection plans that include measures such as fencing, mulching and regular monitoring to ensure the health of retained trees during and after construction.

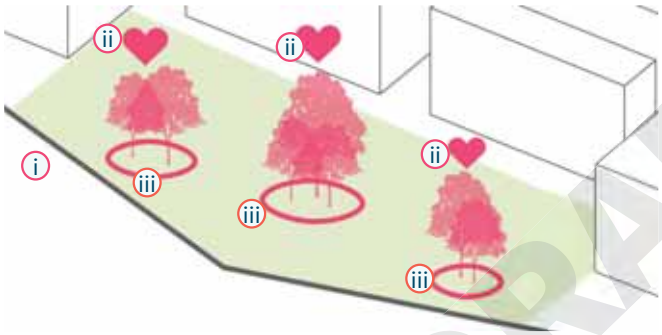

Figure 42: Tree retention ensures that significant trees are preserved during construction and provide focal points for the completed development.

Why this is important:

Preserving existing trees not only enhances the aesthetic appeal of a development but also provides environmental benefits such as improved air quality and reduced urban heat island effects. Understanding which trees to retain and how to protect them during construction is key to maintaining the ecological balance of the site and a leafy neighbourhood character.



Photo 31: A retained tree can help to provide a focal point for the access-way, as well as reducing the urban heat island effect.

3.2E WINDS AND NATURAL CROSS VENTILATION

i. Capture prevailing summer breezes through the building form to create more sustainable and comfortable living environments.

ii. Locate and position communal and private open spaces to be protected from downdrafts and the wind tunnel effect during winter.

iii. Include balconies and operable windows that can capture prevailing winds where possible.

iv. Consider the size and shape of the built form to capture or block prevailing winds depending on the season.

v. Ensure building separation is adequate to capture prevailing summer breezes and enable natural cross-ventilation to dwellings.

vi. Consider the orientation and spacing of buildings on site to avoid creating wind tunnels.

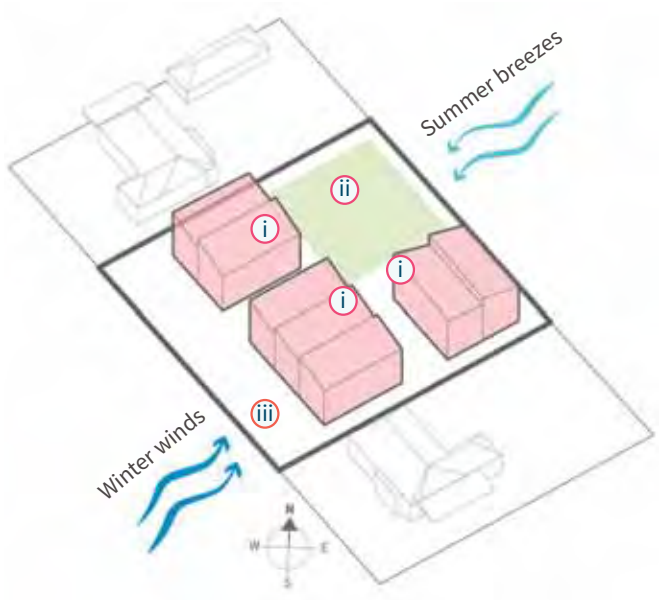

Figure 43: Designing for the dominant winds ensures that private open spaces and communal areas are sheltered during winter and experience gentle breezes during summer.

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DESIGN ELEMENT:

3.3 LAND USES

Land uses encompass a variety of housing types, from single-family homes to multi-storey apartment buildings, each contributing to the diverse fabric of our city.

Effective planning of residential land uses ensures that housing developments are well-integrated with essential amenities, infrastructure and green spaces, fostering vibrant and sustainable neighbourhoods.

DESIGN GUIDANCE

3.3A RESIDENTIAL USES

i. To improve diversity in housing choice, provide a greater range of housing types such as multiple occupancy, townhouses, terraces and low rise apartments, as well as providing a varying of dwelling sizes and innovative spatial configurations across a development.

ii. Provide for a greater range of housing types such as community housing (affordable rental) and build-to-rent development to assist in addressing housing affordability.

For further guidance on 3.3A Residential uses:

→ Refer to 3.1 Typologies of the Missing Middle Housing Design Guide.



Photo 33:A mix of residential typologies and configurations are shown in the images above.



Photo 32:A mix of residential types, sizes and configurations provides a rich built environment with housing choice to suit a variety of housing preferences, life stages and household sizes across the community.

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3.3B NON-RESIDENTIAL USES

i. When planning controls permit, consider integrating a variety of non-residential uses, such as micro-retail or a cafe), which promote functionality and liveability of the suburb into the building design, or allowing for the future adaptation of such uses.

ii. Appropriate non-residential uses may include:
   - residential care accommodation
   - boarding house
   - guest house
   - early childhood education and care
   - community activity centre
   - health facility
   - guest house (adjacent to a commercial zone)
   - micro-retail or café space
   - co-working spaces
   - home businesses

iii. Ensure that non-residential uses are appropriate to future residential density and do not hinder the development of nearby sites.

iv. Consider the transport needs of non-residential uses and identify the required capacity for parking, public transport access and cycling/micro-mobility to avoid traffic congestion.

v. Consider the contextual and surrounding demand for non-residential uses and social infrastructure in the design process and provide for the existing and future community's needs.



Photo 34: Generous ground floor ceiling heights allow for flexible uses such as micro-retail or a cafe.



Photo 35: Communal buildings can provide a range of uses for events, co-working and home businesses.



Exemplar:
A pop-up cafe started out of a suburban house in Lawson has become a permanent community hub. The lack of hospitality venues in the suburb became particularly noticeable during COVID-19 lockdowns and led to the establishment of SV Coffee & Bakery by a local barista out of their own home. Today, the extensive front yard space has been retrofitted with a permanent cafe structure and outdoor seating that provides activation and vibrancy to the streetscape. The success of this intiative shows the potential for non-residential uses to enrich suburban areas around Canberra.

Photo 36: SV Coffee & Bakery, Lawson, ACT.

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3.3C BLOCK CONSOLIDATION AND SUB-DIVISION

Consolidation:

i. Consider developing in collaboration with neighbouring property owners to achieve more cohesive and efficient land uses through block consolidation.

ii. Consider the number of dwellings suitable for the consolidated block, referring to zoning specifications for dwellings and block sizes.

iii. Consider and ensure that block consolidation aligns with the area's broader strategic planning goals, such as increasing density or creating larger development parcels.

iv. Assess the capacity of existing infrastructure (roads, utilities, services) to support the increased development potential resulting from block consolidation.

v. Ensure that the design of new development on consolidated blocks integrates harmoniously with the existing neighbourhood character and scale.

vi. Ensure that all dwellings meet the minimum size requirement, consistent with residential zoning specifications.

vii. Ensure efficient and safe access for vehicles and pedestrians to the consolidated block.

viii. Consider providing pedestrian cross-section links and connections on consolidated blocks fronting two streets to increase permeability and access.

For further guidance on 3.3C(vii):

→ Refer to 3.4B Orientation and outlook and 4.1C Cross block links of the Missing Middle Housing Design Guide.

Why this is important:

Strategic block consolidation and subdivision can optimise land use potential, increase development viability, and support the creation of more fit-for-purpose buildings in a neighbourhood. Understanding the implications of these processes, including compliance with zoning regulations and infrastructure capacity, ensures that the development is feasible, practical and sustainable.

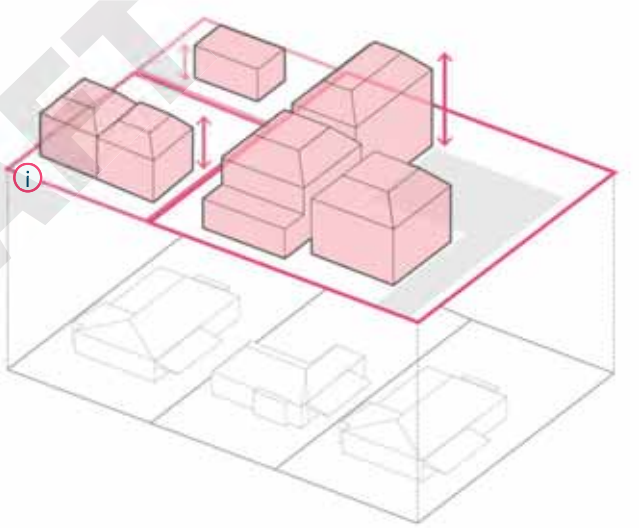

Figure 44: Considered block consolidation can deliver high quality outcomes such as efficient land use, density, pedestrian and vehicle access, and increased on-site amenity, while achieving a greater yield.

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Subdivision:

i. Ensure that the subdivision complies with local planning regulations, zoning requirements, and minimum block standards.

ii. Consider the number of dwellings suitable for each subdivided block, referring to zoning specifications for dwellings and block sizes.

iii. Ensure that all dwellings on subdivided blocks can reasonably meet the minimum dwelling size requirements, consistent with residential zoning specifications.

iv. Design the subdivision layout to maximise the efficient use of land, providing well-proportioned blocks that are functional and marketable.

v. Plan for safe and convenient access to each block, including the design of internal roads, driveways and pedestrian pathways.

vi. Ensure that all subdivided blocks have access to necessary utilities and services, such as water, sewer, electricity and telecommunications.

vii. Design the subdivision with flexibility in mind, allowing for potential future changes or expansions in response to evolving community needs.

Tip:

Block subdivision and unit titling are two distinct methods of dividing property in the ACT, each serving different purposes and offering unique benefits.

Block Subdivision involves dividing a larger parcel of land into smaller, individual blocks, each with its own title. This process is typically used for creating separate, standalone properties such as houses or commercial buildings. Each block owner has full ownership and control over their parcel of land, including any structures on it. This method is ideal for developments where individual ownership and autonomy are desired.

Unit titling, on the other hand, is a system of property ownership commonly used for multi-unit developments like apartments, townhouses, or commercial complexes. Under this system, individual units or “blocks” within a building or complex are owned separately, while common areas such as gardens, driveways, and recreational facilities are collectively owned by all unit owners through a body corporate. Unit titling allows for shared maintenance responsibilities and communal decision-making, making it suitable for high-density living and mixed-use developments.

In summary, block subdivision is best for creating independent properties with individual ownership, while unit titling is designed for shared ownership of common areas within a multi-unit development.

Exemplar:

1 De Burgh St is a 9-unit townhouse development on a corner site. Its design takes advantage of the irregular block shape and emphasises its prominent corner location through locating the built form along the street frontage and vehicle access to the side. It is also features underground parking, which enables a large courtyard area for communal use. This is an example of a highly efficient and responsive site layout that produces a great outcome for both residents and neighbours.

Photo 37:1 De Burgh Street, Lyneham, ACT.

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DESIGN ELEMENT:

3.4 BUILDING ENVELOPE

The building envelope is crucial in suburban development as it defines the physical limits of a structure, ensuring it fits harmoniously within its context and surroundings.

Appropriate height and transition in building form maintains neighbourhood character and prevents abrupt changes in scale and streescape. Thoughtful orientation and outlook maximises access to natural light and views, enhancing livability. Addressing overshadowing protects sunlight access for neighboring properties, promoting a balanced and pleasant environment.

DESIGN GUIDANCE

3.4A HEIGHT AND TRANSITIONS

i. Adhere to zoning height regulations to ensure the building fits within the planned character of the area.

ii. Design building massing to transition smoothly with the scale and height of neighbouring properties, avoiding abrupt changes, with consideration for permissible building heights and desired urban density.

iii. Use step-down design or graduated heights to reduce the visual impact of larger buildings on smaller adjacent properties.

iv. Break up the bulk of the building with architectural features, such as balconies, recesses, material changes and varied roof lines, to create visual interest and reduce perceived mass.

v. Exceeding established heights or street datums should be justified by demonstrating a positive contribution to the street experience.

vi. Respond architecturally in form, scale and detail to important urban interfaces, such as street corners or park frontages.

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Figure 46: Corner sites have dual public realm (street) interfaces with the opportunity for greater variation in scale due to their prominence.

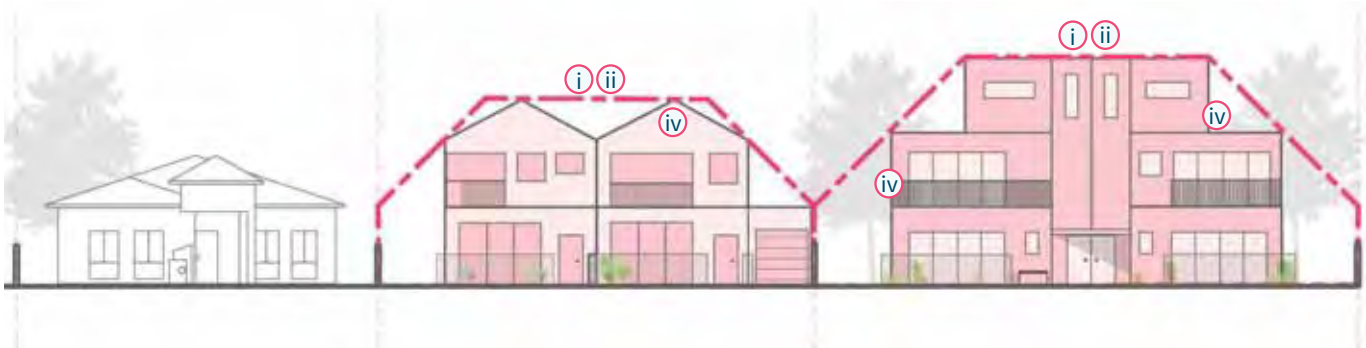

Figure 45: Larger block widths and depths enable a greater building envelope while maintaining a consistent neighbourhood feel and character.

3.4B ORIENTATION AND OUTLOOK

i. Orient primary outlook and provide visual connections to street frontages, rear gardens, public spaces and pedestrian cross-block connections, to provide passive surveillance and engaging building edges to minimise the impact on neighbouring sites and properties.

ii. Avoid overlooking to and from neighbour's private open spaces.

iii. Orient balconies and habitable spaces to minimise direct overlooking into adjacent buildings.

iv. Orient floor plates away from adjacent development sites and buildings, and to maximise views.

v. Orient and site buildings to maximise long views from dwellings and new private open spaces.

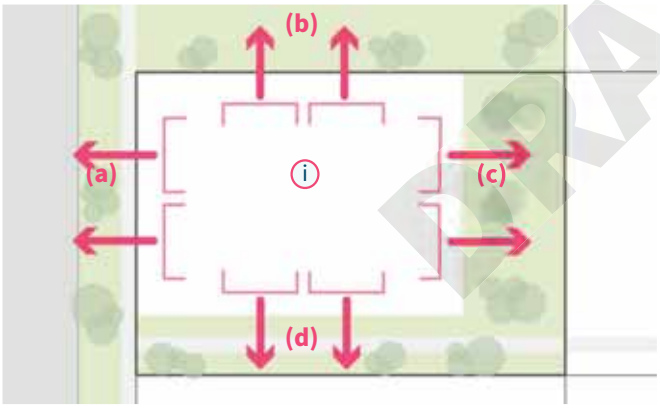

Figure 47: Orientating primary outlooks over (a) street frontages, (b) public spaces, (c) rear gardens and (d) pedestrian cross-block connections, minimises the potential impact of overlooking and maximises internal amenity.

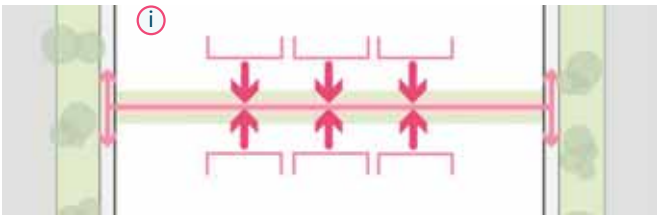

Figure 48: Orientating primary outlooks over pedestrian cross-block connections ensures that internal blocks are integrated into the wider urban form.

3.4C OVERSHADOWING

i. Minimise overshadowing of primary open spaces and primary habitable rooms on adjacent properties on the southern boundary. Adhere to local zoning requirements to ensure appropriate building heights and setbacks provide adequate solar access for adjoining development.

ii. Minimise overshadowing to adjacent public open space.

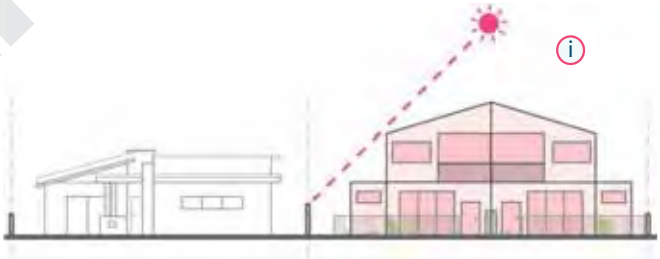

Figure 49: Adhering to setbacks ensures that the risk of overshadowing is minimised.

For further guidance:

→ On 3.4B Orientation and outlook refer to 5.2C Privacy and outlook of the Missing Middle Design

→ On 3.4C Overshadowing, refer to 6.2A Setbacks and separation of the Missing Middle Design

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ACCESS AND MOVEMENT

Streets are important places for people to come together and interact.

The interface between buildings and the public space must allow for appropriate levels of movement and activity that meet the demands and needs of all ages and abilities. Streets must be adaptable and responsive to future changes in society, climate and technology, while unlocking efficiencies in using and managing resources. New housing should allow residents to easily connect with their surrounding community and environment, while providing pedestrian permeability from within the site, to the street and the broader precinct.

DESIGN ELEMENTS

Refer to the relevant themes of the Missing Middle Housing Design Guide as listed below for guidance around Access and Movement.

4.1 SITE ACCESS AND CONNECTIVITY

4.1A Vehicle access, driveways and laneways

4.1B Safe pedestrian and cycle access

4.1C Cross-block links

4.2 RESIDENT AND VISITOR CAR PARKING

4.2A Off-street and surface car parking

4.2B Garages and carports

4.2C Basement and sleeved podium car parking

4.3 INTEGRATED SERVICES

4.3A Waste collection, loading and delivery areas

4.3B Ground floor services and infrastructure

4.3C External storage and bulky items

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4

Haig Townhouses,
Canberra. DNA architects

DESIGN ELEMENT:

4.1 SITE ACCESS AND CONNECTIVITY

Visible, legible and accessible entrances can provide a sense of address and promote activation at street level. Prioritising pedestrian, micro-mobility and considered parking provisions supports active travel and improves convenience for the community.

Effective access and connectivity ensure that a site is well-integrated with its surrounding infrastructure, enhancing its accessibility for pedestrians, cyclists and vehicles. Prioritising pedestrian and micro-mobility access and car parking makes it easy and convenient to choose active mobility options to move around the city.

DESIGN GUIDANCE

4.1A VEHICLE ACCESS, DRIVEWAYS AND LANEWAYS

i. Consolidate driveways, where possible, within the property boundary to reduce the impact of driveways on the street frontage.

ii. Minimise length of driveway to reduce dominance of cars in the development and provide additional opportunity for open space and landscaping.

iii. Incorporate deep soil planting zones and greenery along driveways and laneways to increase visual amenity and usability in addition to any required space for street waste collection.

iv. Provide permeable surfaces for driveways and car parking areas where possible and reduce impermeable surfaces such as concrete and tarmac.

v. Locate vehicle entrances clear of busy pedestrian crossings and paths.

vi. Design driveways and laneways as shared spaces with pedestrian and cycle priority through elements such as paved surfaces and traffic calming elements.

vii. Consider the location of driveways to maximise green verges and on-street car parking. Typically allow for one on-street car parking space to be available in front of each development.

viii. Locate vehicle access points and surface car parking spaces away from habitable rooms to prevent headlight glare into dwellings.

ix. Ensure doorways or services located adjacent to driveways have adequate and safe spatial provisions to reduce pedestrian and vehicular conflicts.

x. Consider the relationship between building to driveway. Apply strategies to reduce visual impact and improve dwelling amenity and outlook.

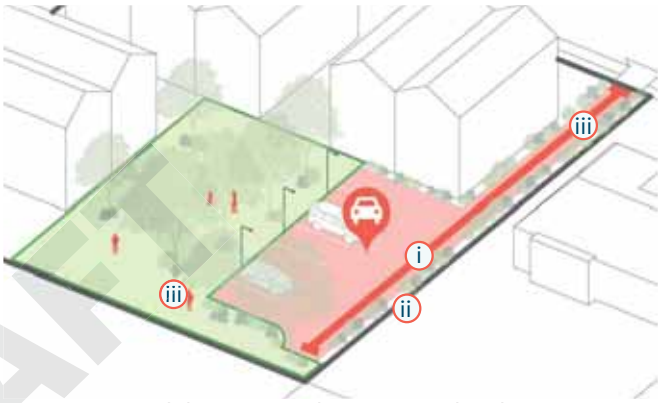

Figure 50: Consolidating car parking areas within the development reduces the number of vehicle crossovers to the street and provides more on-site open space.



Photo 38: Permeable paving for driveways can effectively manage stormwater, reduce runoff, filter pollutants, mitigate urban heat island and enhance aesthetics.

Note:
Works outside the site boundary are subject to TCCS standards and assessment.

Additional guidance:

→ For information on typology-specific driveway outcomes, see 3.1 Typologies of the Missing Middle Housing Design Guide.

→ For design strategies on the built form and its relationship to the driveway, see 6.2D Ground Floor Edge Conditions of the Missing Middle Housing Design Guide.

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4.1B SAFE PEDESTRIAN AND CYCLE ACCESS

i. Provide clearly marked pedestrian entrances separated from vehicles and cycle access to ensure clear sight lines and safe pedestrian circulation.

ii. Ensure common circulation areas are well lit, accessible and easy to identify from building entries.

iii. Provide accessible and generously sized footpaths to entrances to allow for pedestrians, prams, wheelchairs and mobility scooters to pass each other.

iv. Provide secure and under-cover parking for bicycles, prams, and mobility scooters adjacent to dwelling entrances and/or streets where possible to make it easy and convenient to use active transport.

v. Allow for the provision of electric bike charging in secure undercover bike parking areas.

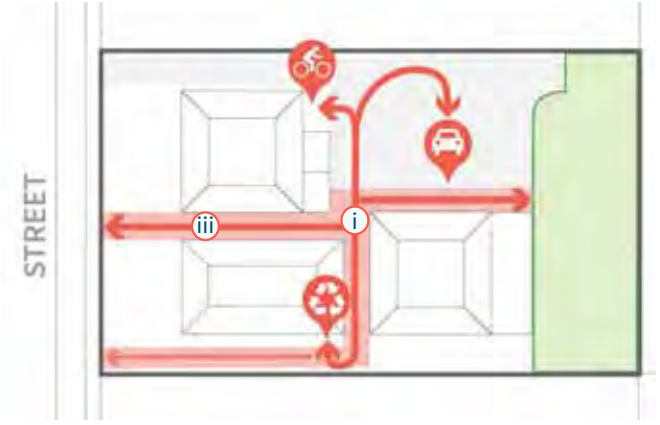

Figure 52: The pedestrian layout should allow for legible and safe movement between dwellings, on-site amenities and the street.

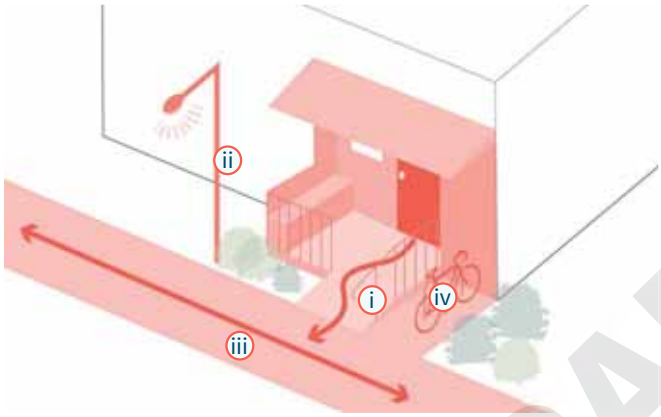

Figure 51: Common circulation areas should be well-lit and legible from building entries.



Figure 53: Bicycle storage and charging should be placed in secure locations accessible from dwellings, on-site amenities and the street.

4.1C CROSS-BLOCK LINKS

i. Incorporate cross-section links where possible to increase pedestrian permeability and amenity on sites fronting multiple streets.

ii. Provide dwelling entries along pedestrian links where entries cannot be located on the street.

iii. Include appropriately sized and articulated front courtyards along pedestrian links where possible to accommodate landscaping. (See 6.2D Ground Floor Edge Conditions).

Why is this important:
Cross-block links can enhance connectivity and safety, promote walkability and reduce traffic congestion. They create more direct routes for pedestrians and cyclists, improving access to local amenities, parks and public transport, ultimately contributing to a safer and more sustainable urban environment.

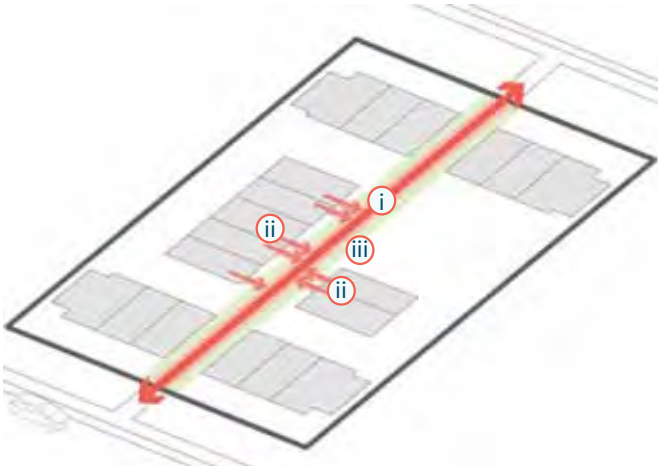

Figure 54: Cross-block links can provide additional permeability, access to amenity and link rear dwellings to the public realm.

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DESIGN ELEMENT:

4.2 RESIDENT AND VISITOR CAR PARKING

Integrating car parking sensitively into new development is critical to ensure lively streets are established with space for people and planting. Clever location of car parking can improve overall dwelling amenity while maintaining convenience.

Adequate and well-planned parking solutions are essential for meeting the needs of both residents and visitors. When increasing density, and maintaining parking requirements, this can limit the ability to provide appropriate landscaping. Good car parking and garage outcomes cleverly considers a design that is discreet and does not dominate street frontages where possible. This will improve the overall dwelling amenity while still ensuring convenience and high-quality streets.

DESIGN GUIDANCE

4.2A OFF-STREET AND SURFACE CAR PARKING

i. Locate car parking and car parking entrances away from the primary street frontage to reduce visual impact.

ii. Reduce driveway length and consolidate or cluster car parking areas to allow for additional landscaping and other uses.

iii. Locate car parking entry via laneway where possible to reduce conflict with the street and create a safer pedestrian environment.

iv. Incorporate medium and large canopy trees or shading structures around surface car parking areas to reduce urban heat island effect and to add visual amenity.

v. Car parking spaces should incorporate semipermeable materials and plantings. Low-level landscaping should be used on two to three sides to soften, screen and reduce visual dominance.

vi. Construct all footpaths, car parks and non-service vehicle driveways from permeable surface materials where possible.

vii. Consider the terminating views from vehicular driveways. The use of permeable or flared fencing, appropriate setbacks for garages to allow for pause and pavement treatments to distinguish the pedestrian environment will provide clear visual endpoints, reduce clutter and create a more visually appealing environment.

viii. Locate guest car parking on street where possible along low-use residential streets.

ix. Implement appropriate lighting and passive surveillance to achieve Crime Prevention Through Environmental Design (CPTED) principles.

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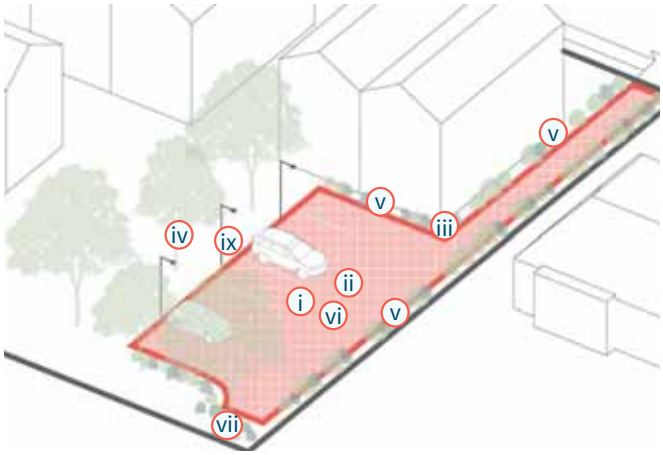

Figure 55: Consolidated car parking minimises the negative impacts on the street and creates an identifiable zone for vehicular movement.

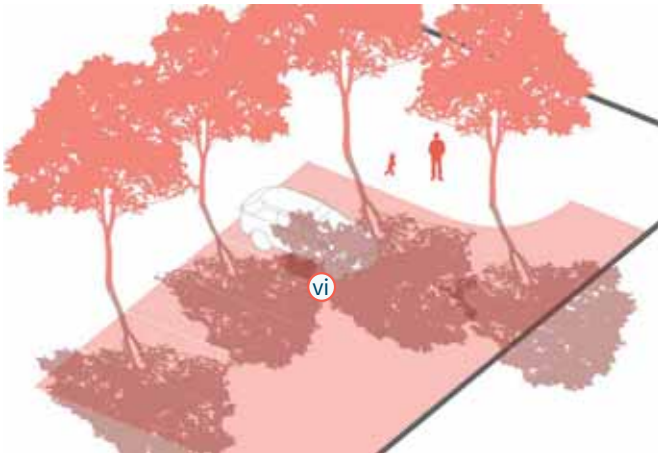

Figure 56: Canopy trees can provide shade and beautification for car parking, reducing the urban heat island effect and making them more pleasant environments.

4.2B GARAGES AND CARPORTS

i. Consolidate car parking garages where possible in multi-unit developments to minimise garage frontage on façades.

ii. Garages and carports should be setback from the front façade and predominant building line to reduce visibility from the street create an attractive street frontage to the public streetscape.

iii. Locate garages and carports away from frontages where possible to create more engaging streets.

iv. Design individual garages with access to natural light and ventilation to prioritise future adaptability for conversion into habitable spaces.

v. Consider the future conversion of garages and carports into habitable spaces or garden areas.

vi. Include step-free access from attached garages to the associated dwelling to enable universal accessibility.

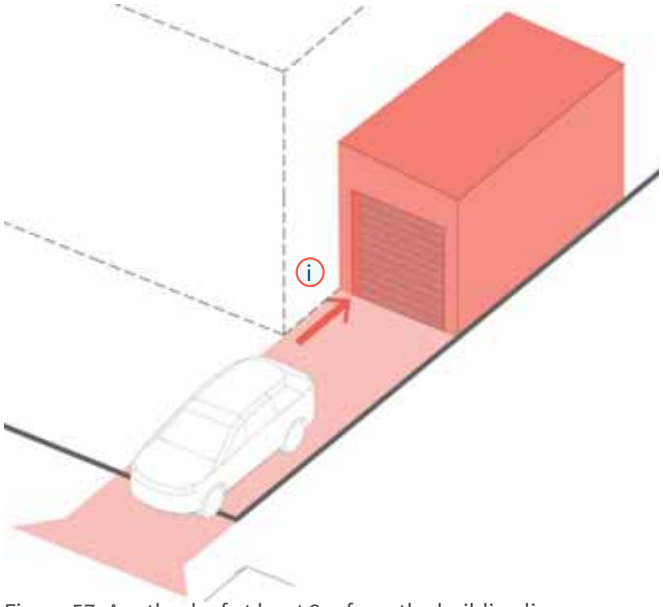

Figure 57: A setback of at least 2m from the building line ensures that garaging does not detract from the streetscapes.



Photo 39: Garages without natural light and landscaping creates an unattractive and hostile urban environment which does not encourage other uses.



Photo 40:An internal driveway in larger townhouse development and associated parking that includes a combination of canopy trees and low-level landscaping to soften and naturally shade the environment.



Photo 41:Setting individual garages back from the front building line reduces the visual dominance of garage doors and prioritise integrating dwellings to maintain a cohesive streetscape.



Photo 42:A shared garage between each townhouse resident has been integrated into the secondary facade of one dwelling to reduce the number of driveway crossovers and hard stand to allow for additional landscaping to soften edges.

4.2C BASEMENT AND SLEEVED PODIUM CAR PARKING

i. Consolidate vehicle entries/exits and servicing areas to avoid back-of-house character of streets.

ii. Position basements under the building footprint to maximise the potential for deep soil planting.

iii. Where basement parking is utilised, ensure adequate and dispersed provision of deep soil planting space to support adequate tree canopy cover.

iv. Design car parking entrances and exits that prioritise pedestrian and cycle safety. This may include using clear markings, continuous path surfaces signaling pedestrian priority and reduced vehicle speeds.

v. Provide natural cross ventilation to basement and sub-basement car parking areas, where possible.

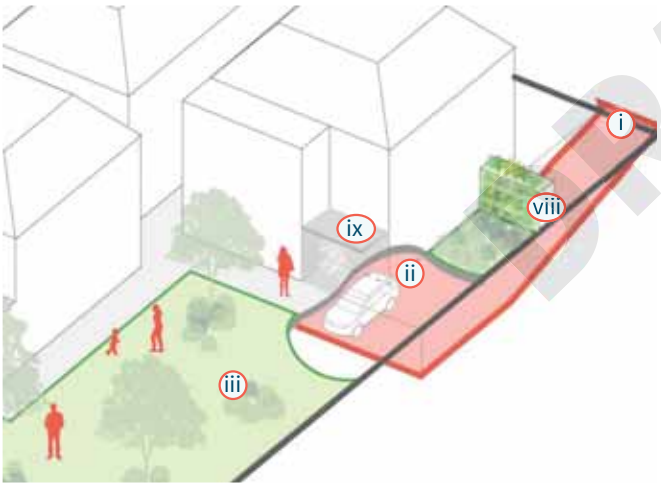

Figure 58: The placement of parking under the building footprint can provide space for more valuable land uses and deep soil planting. Effectively placed screening can reduce the visibility of vehicle entrances from both inside and outside the site.

vi. Integrate ventilation grills or screening devices for car parking openings into the façade and landscape design to minimise impacts to façades.

vii. Locate living areas at ground level to streets where sleeved basements and half-underground basements are provided to allow for passive surveillance and street activation.

viii. Provide planting along the façade of car parking where sleeving is not possible to create a green interface. Consider integrating cross ventilation as an additional priority.

ix. Provide sufficient space in garages for bicycle parking for all members of a household.

x. Avoid right-hand turns into car parking entries where possible to promote pedestrian safety.

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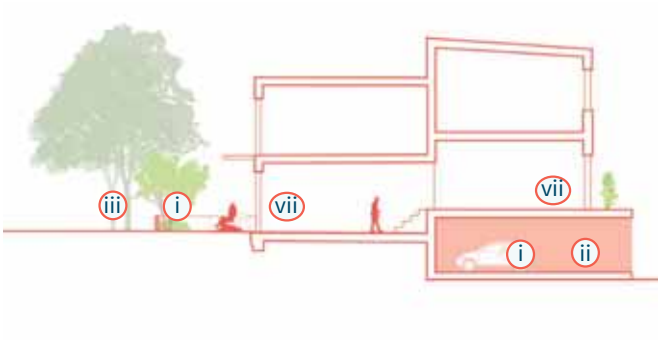

Figure 59: Sleeved parking predominately contained within the building line enables alternate uses above as well as maximising deep soil planting space.

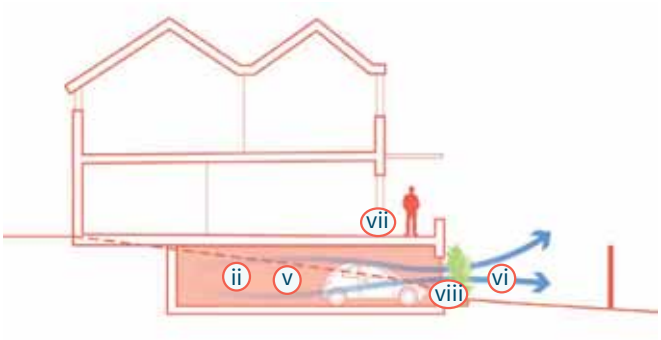

Figure 60: For basement and sub-basement car parking, using landscape screening at openings facilitates natural cross ventilation.

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Photo 43:A sleeved driveway leading to a shared underground car parking area for the townhouse tenants.

DESIGN ELEMENT:

4.3 INTEGRATED SERVICES

Services and infrastructure are important elements to making our dwellings safe and habitable. Strategically integrate services to reduce negative impacts on public, private and communal space.

Strategically integrating services, utilities and back of house functions to promote accessibility and efficiency while reducing the impact on open space and street appeal. This helps provide a more consistent and pedestrian-friendly environment while contributing to great places and streets for people.

DESIGN GUIDANCE

4.3A WASTE COLLECTION, LOADING AND DELIVERY AREAS

i. Provide appropriate space for all bin types including recycling, general and garden waste in line with local authority guidelines. These areas should be located discreetly away from the front of the development or, if possible, consolidated in the basement car park to reduce their spatial footprint and impact to the street.

ii. Ensure there is adequate access for waste collection services. Access waste collection via rear lane as an alternative solution if possible.

iii. Integrate bin enclosures into the dwelling design and located away from habitable room windows.

iv. Ensure internal communal waste and recycling rooms are well ventilated, pest proof and in convenient and accessible locations.

v. Provide structures to screen waste collection, loading and servicing areas and integrate them into the overall building design.

vi. Locate servicing areas on large developments, such as waste collection, loading areas and delivery areas, to the rear of buildings, away from primary frontages and pedestrian streets, to reduce the impact to on-street amenity.

vii. Waste travel paths and gradients need to be accessible, including where site and driveways exceeded accessible gradients.

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Photo 45: Accessibly placing bins in a screened location away from sensitive uses means that waste disposal is convenient and minimises potential negative impacts.



Photo 46: Not providing dedicated and screened bin storage can result in visual clutter and poor outcomes.

4.3B GROUND FLOOR SERVICES AND INFRASTRUCTURE

i. Co-locate building services on the least active portions of the façade as discreetly as possible. This could be at the rear of the building, near loading and waste collection points or within the basement when appropriate.

ii. Where services infrastructure must be located to address the street (e.g. fire hydrant boosters), avoid consolidating these elements to reduce their impact to the street and aesthetic quality of the building.

iii. Reduce the impact to the building façade by locating services infrastructure such as substations in laneways, within buildings or when appropriate in basements.



Photo 47: Co-locating infrastructure elements on the least active facade away from the street can be an efficient design outcome as this minimises negative impacts on the public realm.



Photo 48: Consolidating services infrastructure to the street without any landscaping or architectural screening reduces the visual amenity and can be dangerous to the general public.

4.3C EXTERNAL STORAGE AND BULKY ITEMS

i. Provide enclosures within garages or adjacent to allocated car parking spaces for additional storage of larger items where possible.

ii. Allow for a convenient storage location outside of the main dwelling for bulky items and less frequently used equipment; this location should accommodate items of various shapes and sizes and be weatherproof, secure and allocated to specific dwellings.

iii. Provide visual screening to storage enclosures for improved security and functionality.

iv. Consider adding extra length to garage and car park areas to provide flexibility to residents for the storage of items.

v. Provide private storage of garden tools that is easily accessible from the garden area for dwellings with courtyards or lawns.

vi. If communal storage rooms are provided, these areas should be accessible from common circulation spaces of the building.

Additional guidance:

→ For more information on providing internal storage space, see 6.4A Within dwelling of the Missing Middle Housing Design Guide.

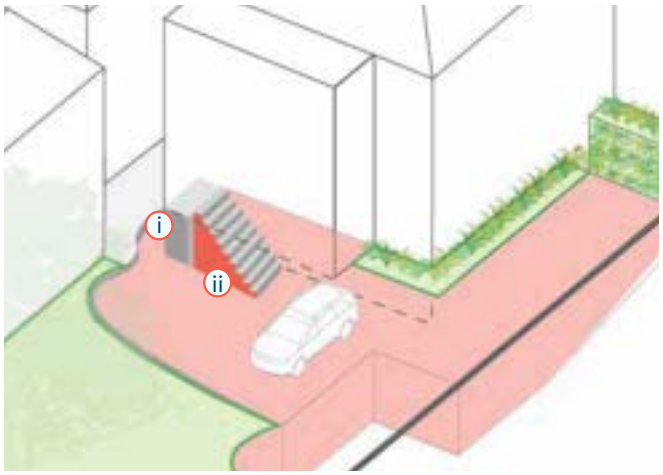

Figure 61: Under-utilised spaces that can be enclosed and covered, such as under staircases, can be used efficiently for the storage of bulky items.

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PUBLIC SPACE AND AMENITY

Public spaces and open spaces are key drivers of livability and amenity. They should reflect the desires and needs of its users by creating welcoming, sociable, walkable environments.

Open spaces foster a sense of community, encourage social interaction, and provide residents with accessible areas for relaxation and physical activity. Private open spaces can cater to diverse lifestyle needs and balance privacy and communal interaction. These spaces contribute to mental well-being and create vibrant, cohesive neighbourhoods where people want to live.

DESIGN ELEMENTS

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5.1 COMMUNAL OPEN SPACE

5.1A Use, size and location

5.1B Integrated landscaping

5.2 PRIVATE OPEN SPACE AND BALCONIES

5.2A Principal private open space

5.2B Public realm interface and passive surveillance

5.2C Privacy and outlook



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5

Location: Dockside Kingston, Kingston Foreshore ACT. Design: Stewart Architecture

DESIGN ELEMENT:

5.1 COMMUNAL OPEN SPACE

Generous and high quality communal open spaces boost the amenity and liveability for missing middle living with shared spaces.

Communal open spaces in multi-dwelling development enhance quality of life and community cohesion. They provide essential green areas for physical activity, relaxation, recreation, and social interaction, fostering wellbeing and a sense of belonging. Considered design choices and endemic planting species in communal spaces also strengthen connection to Country. In addition, they increase amenity and attract a diverse range of residents, contributing to a more inclusive and vibrant community.

DESIGN GUIDANCE

5.1A USE, SIZE AND LOCATION

i. Complement the dwelling's private open spaces with shared communal spaces designed to provide high levels of amenity for residents of all ages and abilities such as courtyards, roof tops, lawns and gardens.

ii. Provide for activities in the communal open spaces that facilitate social interaction between residents such as veggie patches, herb gardens, exercise areas, spa or communal kitchen/entertaining areas.

iii. Locate communal open space where it is directly accessible from common entries and pathways and has a high degree of visual connection.

Tip:
Communal spaces boost the amenity, diversity, inclusivity and liveability of higher density urban living. They promote social interactions by creating shared spaces where residents can get to know each other.

iv. Design communal spaces that are versatile and usable throughout the year by incorporating both enclosed spaces that capture winter sun and protect from wind, and open, breezy spaces that cater to active uses in summer.

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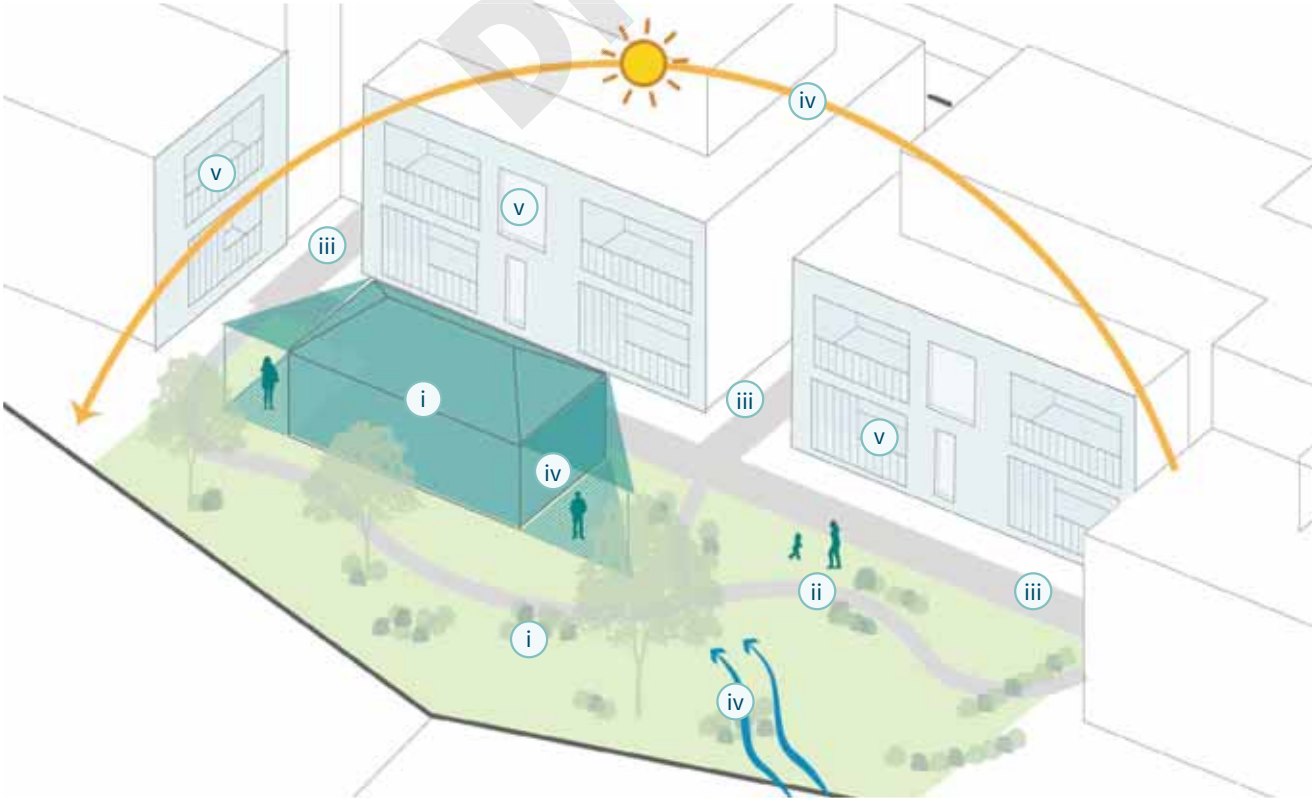

Figure 62: Communal spaces should be accessible and visible throughout the development, ensuring they are safe and usable for all residents. They should also a range of spaces for different uses and seasons, including both indoor and outdoor spaces.

v. Consider the retention of privacy for private dwellings facing communal open spaces. Mitigate privacy through planting, setbacks, level changes and window positioning when necessary.

vi. Consider providing pet-friendly communal spaces on site.

vii. Where appropriate and feasible, incorporate rooftop gardens to enhance green spaces, improve the aesthetics of dwellings and support the physical and mental health of residents. Consider factors such as structural capacity, exposure to weather elements, accessibility and resident needs.

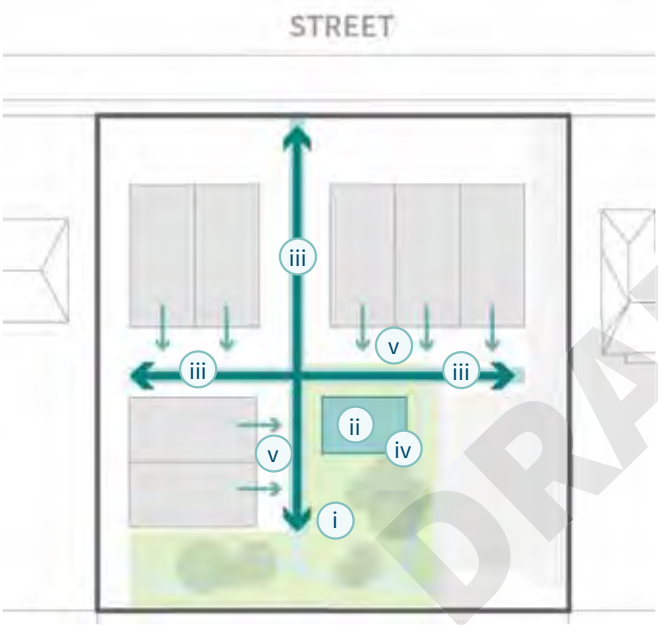

Figure 63: Locating communal open space that is easily accessible for all dwellings ensures shared enjoyment and privacy.

5.1B INTEGRATED LANDSCAPING

i. Integrate landscaping and planting within communal open spaces to enhance comfort, animate and soften the space, while also reducing the urban heat island effect.

ii. Locate mature and large canopy trees in communal open spaces in the front and rear garden of the block for easier maintenance and to allow residents to enjoy the benefits of shade and connection to nature that may not be possible in private spaces.

iii. Use landscaping to provide privacy and amenity between communal and private areas.

iv. Use communal areas for environmental opportunities such as urban agriculture, habitat biodiversity, improved water cycle and reducing stormwater runoff.



Photo 49: Elements such as playground facilities, seating, shade and amenity grassland can help to create vibrant communal open spaces that are used year-round.



Photo 50: Framing communal space with built form and private open spaces ensures that it is well-used and surveilled.



Photo 51: A mix of planting, including community gardens, can help to soften the environment while providing activity and amenity for residents.

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DESIGN ELEMENT:

5.2 PRIVATE OPEN SPACE AND BALCONIES

Private open spaces and balconies connect people to the landscape and natural surroundings, offering significant benefits to enhance quality of life and personal well-being.

Private open spaces provide a personal retreat for relaxation, outdoor dining, and gardening, allowing individuals to enjoy fresh air and nature from the comfort of their homes. They offer a sense of privacy and ownership, contributing to mental health and stress reduction. Outdoor living is generally desirable, and can attract a diverse mix of residents and increase overall liveability.

DESIGN GUIDANCE

5.2A PRINCIPAL PRIVATE OPEN SPACE

i. Locate principal private open space and balconies adjacent to the living room, dining room or kitchen to extend the living space.

ii. Orientate private open spaces and balconies north, east or west, where possible, to maximise solar access.

iii. Provide private open spaces that are proportional to the size of the dwelling and intended use.

iv. Ensure that a reasonable portion of private open space is covered to offer protection from the elements.

v. Orient private open spaces and balconies so that their longer side runs along the building's façade or is open to the sky, optimising daylight access to adjacent rooms.

Additional guidance:

→ For more information, see 7.2A Solar access, shading and thermal performance of the Missing Middle Housing Design Guide.



Photo 52: Extending private open space from the kitchen and living areas in private internal open spaces allows fresh air, light and landscaping within the confines of the home.



Small: Studio and 1-bedroom dwellings should allow space for two people to sit comfortably.

Medium: 2-bedroom dwellings should allow for a 4-person table, BBQ, clothes drying area and planting.

Large: 3 + bedroom dwellings should allow for a 6-person table, lounge, BBQ, clothes drying area and planting.

Figure 64:Private open spaces should allow for a level of amenity proportionate to the size of the dwelling they are for.

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Photo 53:Covered balconies can ensure a comfortable level of access to sunlight while limiting the exposure of open spaces to the elements and filtering privacy.



Photo 54:Fencing, planted areas, gates and slightly elevated ground floor level helps to balance privacy and street activation.

5.2B PUBLIC REALM INTERFACE AND PASSIVE SURVEILLANCE

i. Maximise street activation and passive surveillance through the design of ground-floor dwellings (see 6.2D Ground Floor Edge Conditions).

ii. Design balconies to address and engage with the streets and the public space to contribute to the broader sense of activation and passive surveillance of public spaces.

iii. Create clear transitions between public and private open spaces through fencing, planting, paths and gates.

iv. Incorporate a slight change in level (e.g. step up or ramping) between the street and private front terraces to enable surveillance, while enhancing privacy for ground-level dwellings and maintaining accessibility.

v. Establish a street frontage setback that contributes to the intended character and amenity of the street or public open space.

vi. Provide semi-transparent fencing to courtyards and terraces that are within the front setback to allow for passive surveillance and engagement with the street.

vii. Front setback depths should consider the retention and support of healthy verge trees.

viii. Where possible, use front setback areas to incorporate deep soil planting zones that allows for large canopy, long-lived shade trees providing privacy for ground and upper floor residents and enhancing the street's green amenity.

ix. Provide a secondary open space for utilitarian uses, such as clothes drying, in dwellings where the front garden is the primary private open space to avoid cluttering the front garden to the street.

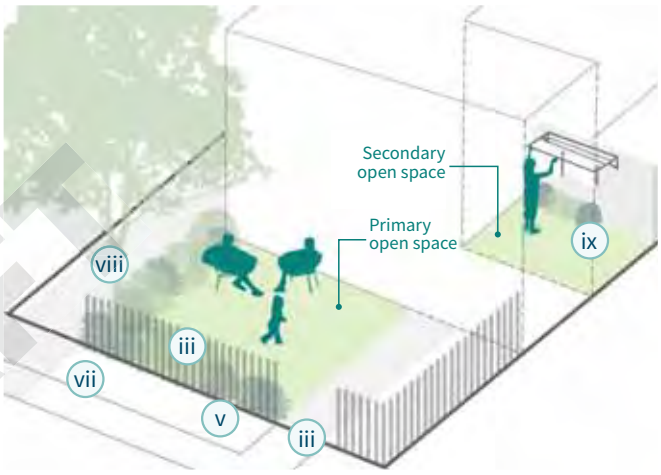

Figure 65: A secondary open space provides significant utility value while allowing for the full enjoyment of the primary front garden open space.



Figure 66:A range of fence heights between front, back, side and internal boundaries allow for a connection to the public realm and a strong sense of privacy for residents.

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5.2C PRIVACY AND OUTLOOK

i. Elevate private open space such as terraces or balconies above street level to enable passive surveillance and connection to the street, without compromising privacy.

ii. Provide variation in size and position of private open space and balconies to minimise overlooking and create diverse dwelling design.

iii. Orient private open space to the street and rear garden to improve outlook and minimise the impact on neighbouring properties and avoid overlooking neighbouring private open spaces where possible.

iv. Position buildings to capture desirable views of natural features, such as lakes, peaks, ranges and landmarks to enhance residents' outlook and connection to the context.

v. Consider incorporating planter boxes into balconies. Design to provide private planting and natural planted screening when possible.

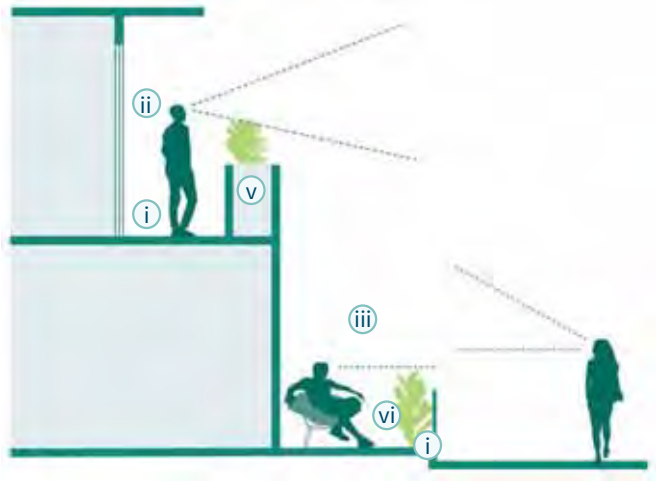
vi. Use low height screening with visual permeability that balances privacy and passive surveillance towards front garden.

vii. Use rear fences to balance privacy and solar amenity between neighboring properties and within the development.

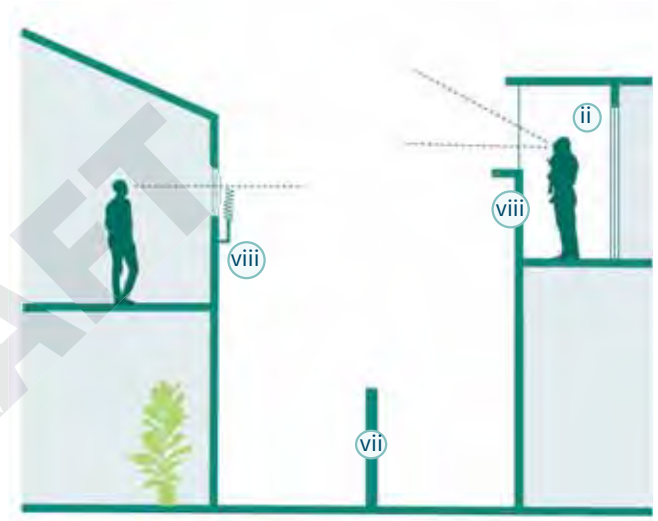
viii. Use architectural elements such as vertical screens, louvers, battens and opaque finishes on balcony balustrades improves privacy by redirecting or reducing views.



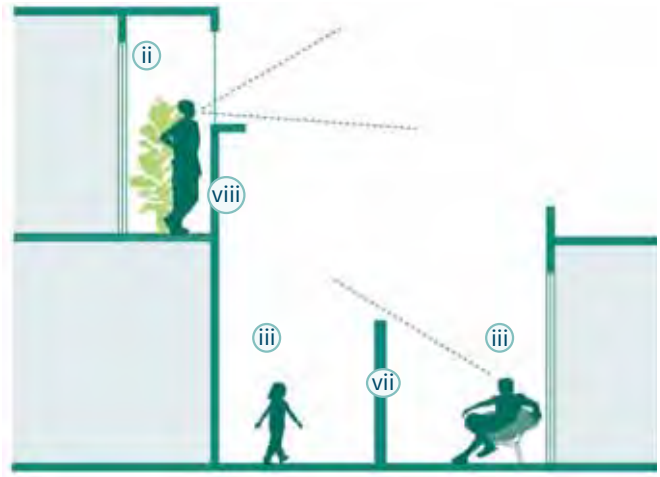
Photo 55: Planting can be highly effective at maintaining a level of privacy to dwellings facing communal areas. However, this needs to be balanced to maintain passive surveillance.



Planting and landscaping are excellent natural privacy screens at the ground level and, where possible, on balconies.



Carefully locating private open space and balconies that are positioned differently to neighbouring dwellings will redirect views and reduce overlooking. If required, external architectural screens can be useful for additional privacy.



High rear fences must consider balancing privacy without overshadowing neighbouring or own private open space.

Figure 67: Intelligent planter box placement ensures that adjoining open spaces and balconies facing the public realm can retain an appropriate level of privacy.

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Location: Deakin, ACT. Design: Stewart Architecture

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BUILT FORM AND BUILDING DESIGN

Design high quality housing to meet the needs of residents and catering for diversity in housing choice.

High-quality housing should be designed to meet the growing needs of residents, while catering for a diversity in housing choice, living arrangements, stages of life and working life. Higher density living increases amenity for residents by enhancing liveability and access to open space, transport opportunities and activity. Attractive and well-designed buildings bolster and strengthen a sense of community and ownership that has a positive impact on the broader streetscape and precinct.

DESIGN ELEMENTS

6.1 SCALE AND BUILDING FORM

6.1A Building heights and scale

6.1B Building visual form and appearance

6.2 ORIENTATION AND STREET INTERFACE

6.2A Setbacks and separation

6.2B Building entries

6.2C Building to street interface

6.2D Ground floor edge conditions

6.3 DIVERSE HOUSING CHOICE AND OCCUPANT AMENITY

6.3A Housing mix

6.3B Size and layout

6.3C Housing accessibility

6.3D Ceiling heights

6.4 STORAGE

6.4A Within dwellings

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6

Tarakan Street, Victoria.
Design: NH Architecture

DESIGN ELEMENT:

6.1 SCALE AND BUILDING FORM

The proposed use and scale of development should be appropriate to the local character and site context.

Through increasing housing densities, buildings should remain flexible and include high amenity spaces for residents and their changing needs. Building scale refers to the size and proportion of the buildings, while form pertains to the shape, structure and overall architectural expression. Maintaining a sense of place and ensuring that new developments integrate seamlessly with the existing urban fabric is important to create street continuity and continuous experiences with consistent street patterns.

DESIGN GUIDANCE

6.1A BUILDING HEIGHT AND SCALE

i. Ensure scale responds to the existing context and desired character of the street and locality, including natural landforms and existing built form.

ii. Respect the rhythm of the streetscape through built form scale and texture by referencing datums, floor-to-floor heights, setbacks and massing of adjacent built form outcomes.

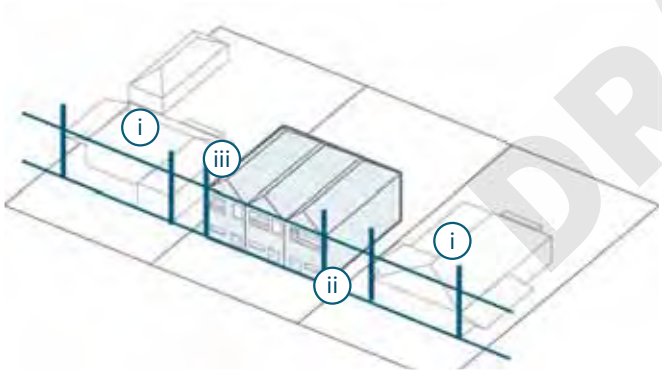

Figure 68: New development should retain the prominent building form and rhythm in the street with regards to height, levels and setbacks to ensure new development responds and fit within the local context.

iii. Consider enhancing articulation by breaking the building down to help blend larger new developments into any existing finer grain streetscapes. This can be achieved using recesses, stepping back, changes to materials and texture, to break down the apparent scale of new development.

iv. Consider the size and placement of windows and glazing that allows for adequate daylight and solar access for dwellings, neighbouring dwellings and open spaces (public or private), while capturing key views from dwellings and common spaces.

v. Consider and respect neighbour's privacy to avoid overlooking with appropriate building height, setbacks and siting.

vi. Accommodate all building programs including rooftop communal space, lift overrun, plant and articulated roof forms within the permissible building height limit outlined in residential zoning specification.

vii. Consider using attic and roof spaces as an affordable opportunity to maximise usable space, providing options for additional living areas, storage, or functional lofts

Additional guidance:

→ For more information, see 3.4 Building Envelope of the Missing Middle Housing Design Guide.

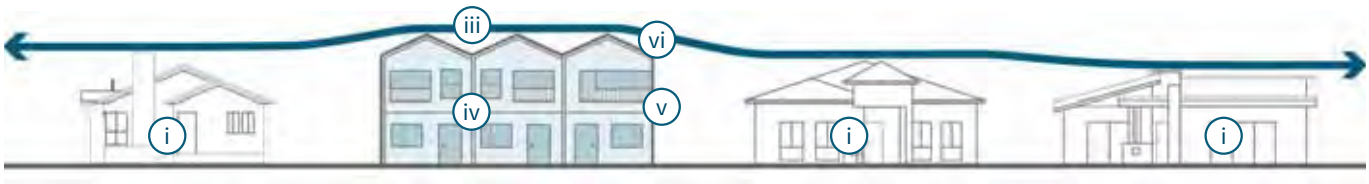

Figure 69: New development can propose an increased height while retaining the prominent building form and rhythm .

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6.1B BUILDING FORM AND VISUAL APPEARANCE

Form and roof design

i. Design roof forms that are simple, uncluttered and visually appealing, that integrate well into the building design and respond positively to the streetscape.

ii. Design roof lines to allow for natural light entry through skylights or dormer windows without compromising energy efficiency.

iii. Define the top of the building by setting back upper levels behind the front building façade or expressing the shadow of an overhanging roof. A different treatment here also provides interest and variation.

iv. Select roof profiles that reduce the perceived mass of the buildings.

v. Utilise repeated patterns and rhythms in major building elements such as roof forms, material variations and rebates or projections in the façade line to create visual interest and reduce overall built form bulk and scale.

vi. Incorporate appropriate insulation and ventilation to improve thermal performance, particularly given Canberra's seasonal temperature extremes.



Photo 56: Simple pitched roof forms provide visual interest and reduce the perceived mass of the dwellings.



Photo 57: Simple saddle roof form. The skylights indicate a usable attic space in the roof.



Photo 58: Repeated patterns and rhythms reflected in the built form and materials used reduce dwelling bulk and scale.



Photo 59: Articulation in roof form at the second floor. The upper level setback and modulation in form reduce the visual bulk of the third floor.

Materials, textures and finishings

i. Consider the immediate context and built form when selecting materials to add to the identity and local character of the place. This can be achieved by referencing local materials, colours and/or finishes.

ii. Provide variations in materials, colours and key elements, such as doors, windows and balconies, to provide scale, proportion and articulation which responds to the local character of the area.

iii. Choose robust, durable and low maintenance materials to ensure longevity of the finish, reduce ongoing maintenance costs and provide a high-quality design outcome.

iv. Use colour to provide accent and texture changes for visual interest of the building.

v. Use double glazing or high-performance laminated glass to improve thermal performance of the building envelope without compromising outlook and access to natural light.



Photo 60: The use of simple materials such as brick and details such as black finishes and trimmings creates visual interest.



Photo 61: The excessive use of materials of a similar colour does not provide a quality visual outcome. Instead, the facade is too busy and dominates the streetscape.



Photo 62: The contrast of timber and white brick helps to differentiate the levels of the building and is consistent with the use of setbacks and articulation.



Photo 63: The excessive use of materials and a lack of clear setbacks and articulation fail to successfully define the building.

Building façade and articulation

i. Provide building depth to optimise cross-ventilation, daylight access, building separation, landscaping and views. For more information, see 7.2B Natural cross ventilation of the Missing Middle Housing Design Guide.

ii. Consider the aesthetic balance, proportions, shadow play and glazing ratio and facade depths to create a harmonious facade expression.

iii. Articulate street walls and podiums on long, wide street frontages to create finer-grain massing and modulation of the built form.

iv. Integrate or screen services and utilities so as not to dominate the façade design or roof silhouette. Ensure adequate air flow is maintained to services.

v. Articulate built form to respond to and indicate important building elements such as pedestrian entries and corners.

vi. Consider locating balconies and common circulation on frontages that can activate the streetscape.

vii. Establish and maintain horizontal and vertical datum lines in elements such as glazing and door set-outs, façade articulations and material patterning.



Photo 64: The contrast of materials provides a clean facade that helps define the building massing.



Photo 65: The excessive use of upper level setbacks and a single material makes the facade appear messy from the street.



Photo 66: The contrast of brick, glazing and metal is considered with regards to the massing and street interface.



Photo 67: No windows provided in the facade which is mainly taken up by the garage door. Allowing no passive surveillance and street activation.

DESIGN ELEMENT:

6.2 ORIENTATION AND STREET INTERFACE

The orientation of a site or building, it's length of street frontage, shape and size all determine the layout of a development.

Houses should engage with the street through architectural elements, balconies and building openings to create an active and vibrant street edge. A well-designed street interface enhances the urban experience by promoting walkability, safety and social interactions for the broader community.

DESIGN GUIDANCE

6.2A SETBACKS AND SEPARATION

Front and street setbacks

i. Ensure that the new building front and street setbacks respect the existing urban pattern, adjacent buildings, desired streetscape and neighbourhood character and make efficient use of the site.

ii. Front setbacks should maintain relative consistency where it positively contributes to the streetscape.

iii. On streets with large predominant front setbacks, articulate new buildings front setback to create a harmonious transition with adjacent buildings, using techniques such as stepped setbacks, articulated facades, and landscaping.

iv. Consider upper storey setbacks to ensure appropriate frontage to the street and to reduce the visual intensity of taller buildings.

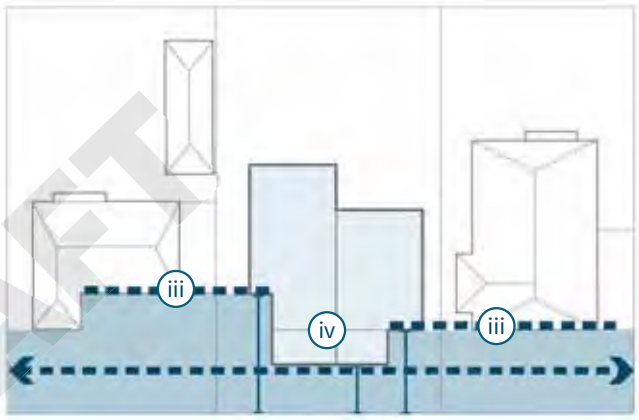

Figure 70:Where neighbouring sites have different setbacks from each other, development should be offset to allow for a good relationship to both.

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Additional guidance:

→ For more information on maximising solar access and daylight in setback areas, see 7.2A Solar access, shading and thermal performance of the Missing Middle Housing Design Guide.



Figure 71: Missing middle development integrating into and becoming part of the streetscape.

Side setbacks

i. Upper floor built form should be setback from the side boundary of adjacent neighbouring properties.

ii. Incorporate smaller courtyards, light wells and steps in building lines along the side setback to improve solar access and daylight amenity into the building.

iii. Use side setback zones to create courtyards for utility facilities such as water storage tanks, AC units and clothes drying.

iv. Side setbacks zones can be used for planting and smaller gardens that can improve the amenity and outlook from interior rooms.

v. Use side setbacks to provide access for maintenance of easements.

Rear setbacks

i. Both ground floor and upper level built form should be setback from the rear boundary towards neighbouring properties.

ii. Provide large consolidated garden areas and planted zones in the rear setback area including large canopy trees where possible.

iii. The visual and spatial amenity of rear setback areas should be high quality as this can be the primary outlook for residents facing away from the street.

iv. The rear setback can be a good location for communal garden areas for all residents in any multi-dwelling development.

Related planning strategies and tools:

i. Refer to Planning specifications ZS1 - 14.3 and 14.4 providing minimum front boundary, side and rear setbacks.



Figure 72: Side setback: 1-storey built form within the front building zone should be constructed up to the building line and upper floors should be setback.



Figure 73: Rear setback: 1-storey built form outside of the front building zone should be setback appropriately from the rear boundary.

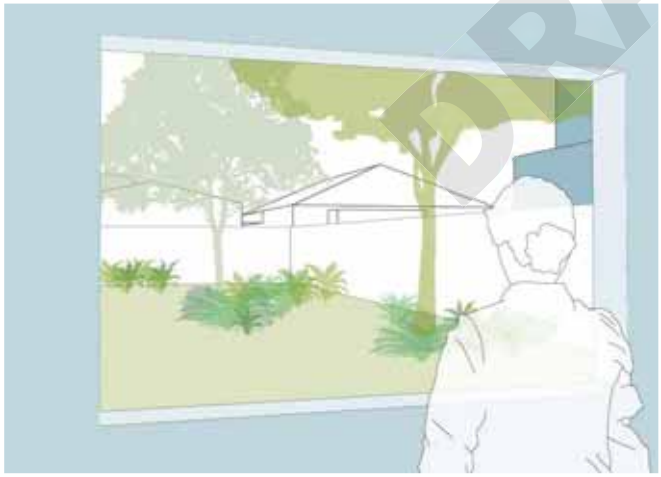

Figure 74: Visualisation showing anticipated built form massing to a side neighbour as viewed from an existing rear window.

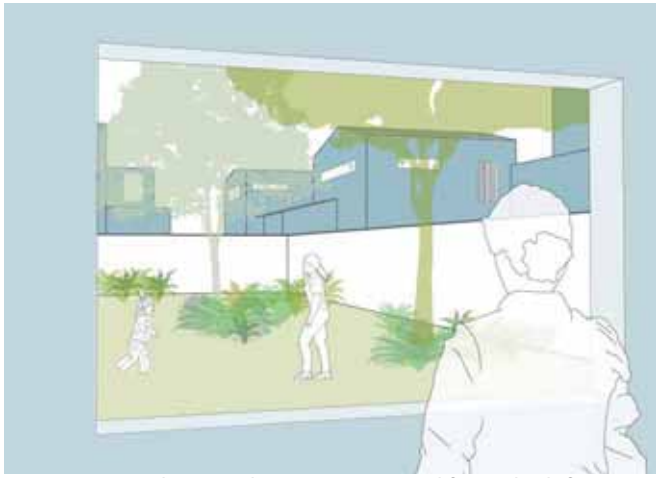

Figure 75: Visualisation showing anticipated future built form massing to rear neighbours as viewed from an existing rear window.



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Building separation

i. Building separation between dwellings within a site should consider privacy, solar access and uses of rooms within the dwelling.

ii. Where appropriate and possible, building separation and setbacks may need to be increased to maximise solar access, avoid unreasonable overshadowing of private open space and overlooking of neighbouring properties.

iii. Where sufficient separation between dwellings as demonstrated below cannot be achieved, additional privacy mitigating devices such as deep window reveals, louvres, fences or dense planting should be considered. Alternatively, consider offsetting window locations between neighbouring buildings to avoid direct sight lines into primary or private living spaces.

iv. Building separation distances should ensure solar access and views to the sky.

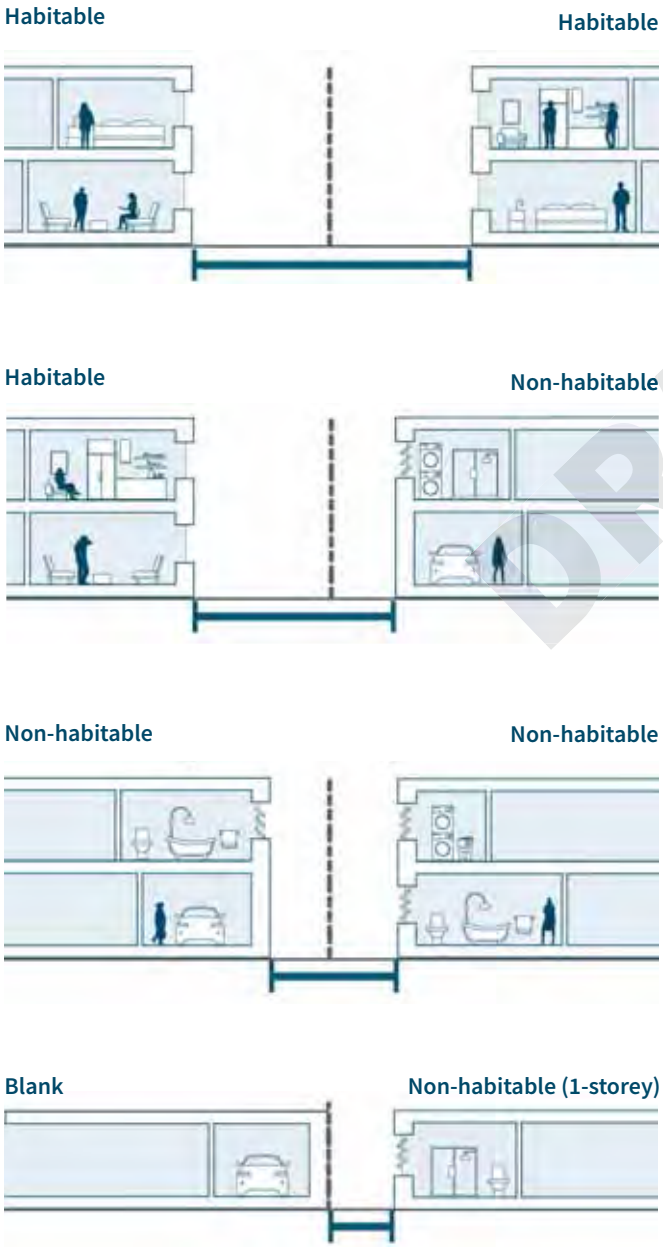

Figure 76: Indicative building separation distances between habitable and non-habitable rooms at single and multi-storeys.

Additional guidance:

→ For more information, see 5.2C Privacy and outlook of the Missing Middle Housing Design Guide.

Tip:

The greatest separation between dwellings should be proportional to the internal uses. In particular, habitable rooms require the largest building separation compared to non-habitable rooms.

Habitable rooms refer to spaces used as living rooms and primary bedrooms.

Non-habitable rooms refer to spaces used as bathrooms, laundry and garages.

Related planning strategies and tools:

→ Refer to Planning specifications ZS1 - 16 providing minimum separation between buildings.

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6.2B BUILDING ENTRIES

i. Locate and design entrances to create building identity, distinguish between individual residences, and create visual interest for pedestrians.

ii. Consider the use of architectural detail and landscape treatment to emphasise primary entrances and to provide punctuation in the overall streetscape treatment.

iii. Provide clearly identifiable building entries to the street and communal spaces with architectural treatment of awnings for weather protection and defining private vs public realm.

iv. Provide a clear sense of address through clearly defined building entries, including at least one step free entrance, that are easily visible and identifiable from the street.

v. Have clearly defined and separate access for both pedestrians and vehicles to prioritise pedestrians and safety within the site.

vi. Provide visual connections from the street into ground floor so entries are safe, comfortable and user friendly.

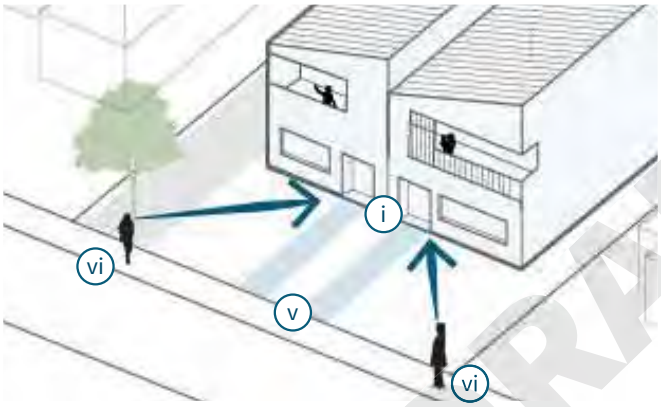

Figure 77: Main doors should be visible from the street, provide direct access from the public realm and contribute to street activation.

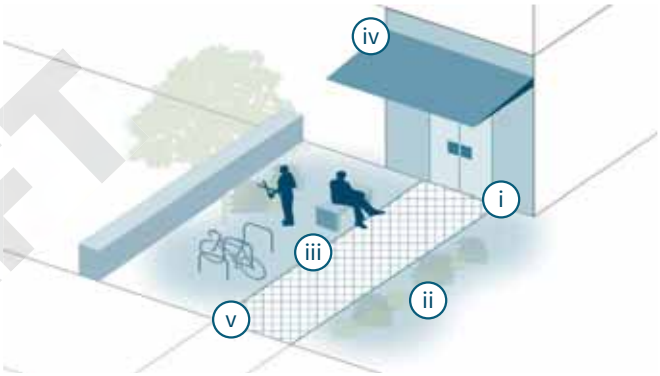

Figure 78: Apartment entrances should provide articulation, landscaping and amenity, ensuring a welcoming experience for residents and visitors.

Exemplar:
The dwelling maintains a strong building identity with a planted fence creating visual interest and clearly defined separation to the public realm.

Turner, ACT.



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6.2C BUILDING TO STREET INTERFACE

i. Detail ground floor setbacks with high-quality materials and urban furniture to create visual interest and positively contribute to the public space.

ii. Ensure new front setbacks maintain and enhance existing patterns of landscaping within the street. This can include landscape in the front yard and landscape between properties.

iii. Use front setback areas to incorporate a deep soil planting zones that allows for large, long-lived shade trees that provide privacy for ground floor residents and contribute to the green amenity of the street.

iv. Consider secondary upper-level building setbacks and separation to reinforce the desired streetscape and building scale for the public space.

v. Maximise street activation and passive surveillance through active street frontages and the design of ground floor dwellings.

vi. Create permeable edges at the ground level to improve passive surveillance of the streets and public areas while creating a more inviting and activated frontage.

vii. Provide a legible transition from public space to private spaces.

viii. Include public amenity, landscaping and active uses on street frontages to animate street life and soften interface with new development.

ix. Consider the use of architectural detail and landscape treatment to emphasise primary entrances and to provide punctuation in the overall streetscape treatment. This is especially important for internal driveways and entrances to residential units.

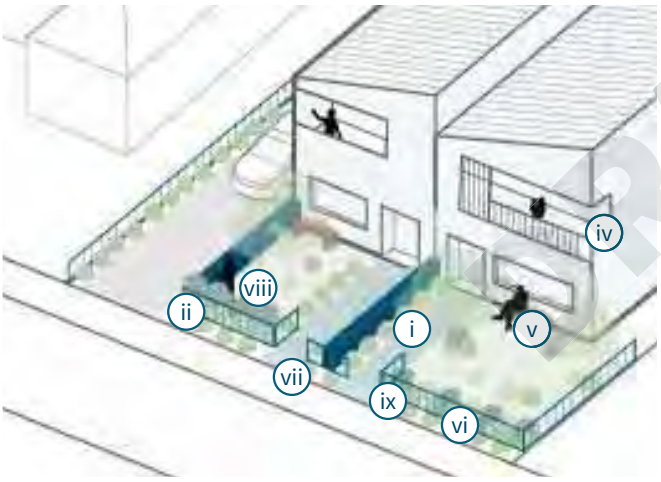

Figure 79:Front garden interface with driveway

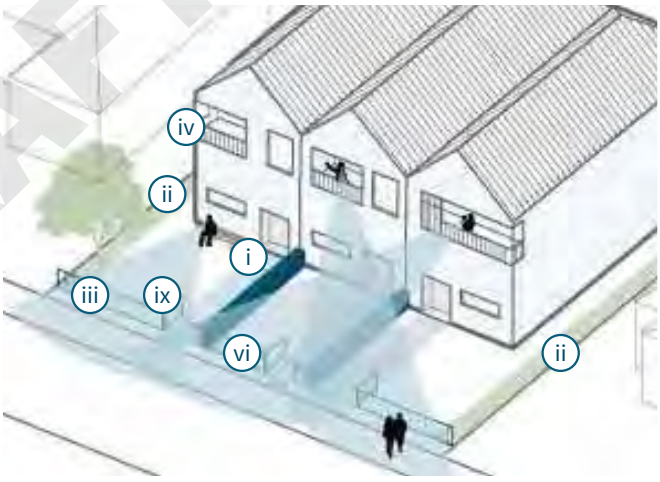

Figure 80:Passive surveillance

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Photo 68:A building to open space creating a highly legible transition where the street is surveilled while residential privacy is maintained. Image: Social and affordable housing, Tarakan Street, VIC. NH Architects.

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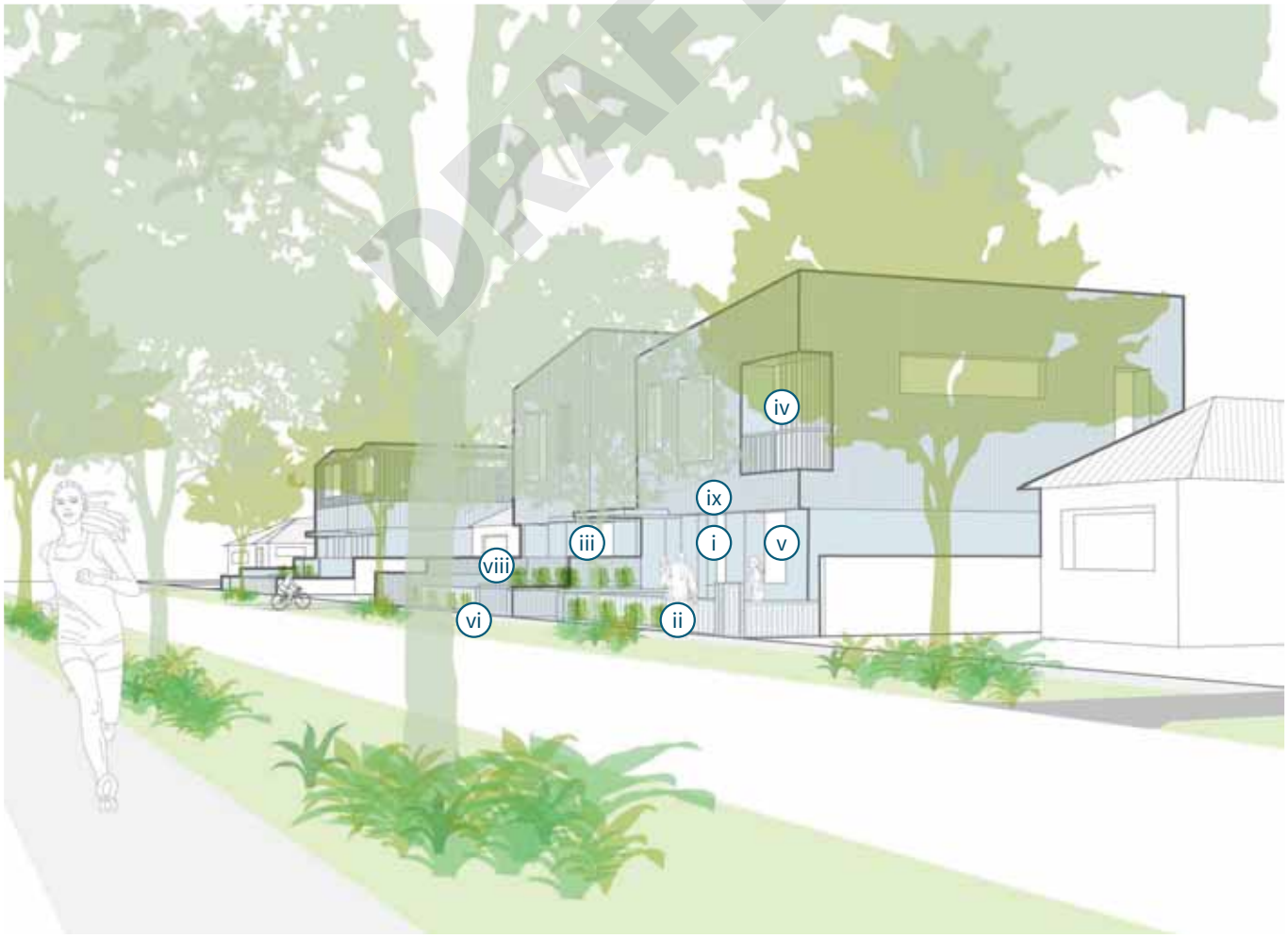

Figure 81: A typical Canberra street that has seen the development of missing middle housing. . Providing a balance between passive surveillance onto the street and privacy into the dwelling contributes to a positive public realm. Consider how to layer the front garden to improve legibility and create a more activated frontage to the street.

6.2D GROUND FLOOR EDGE CONDITIONS

Primary street frontages

i. Provide at-grade front-facing courtyard/garden in building front setback with planting to balance passive surveillance of the street,and privacy of the ground floor residences.

ii. Incorporate deep planting zones that allows for large, long-lived shade trees that provide privacy for ground floor residents and contribute to the green amenity of the street.

iii. Use low height screening with more permeability on front-facing courtyards and balcony balustrades.

iv. Additional elements such as verandas, awnings and columns can provide additional and subtle privacy.

v. Prevent extensively large front setbacks that lose the connection between dwelling and street.

Narrow front setbacks (laneway or driveway)

i. For ground floor residential units facing an internal laneway or driveway, provide narrow front-facing courtyards, elevated above the street, to maintain a sense of privacy for ground floor residences.

ii. Provide individual private entries to ground floor units that ensure rhythm to the street edge and interact with the street where appropriate.

iii. Provide landscaping closer to the street to ensure that deep soil planting zones are achievable.

iv. Use higher window sills and glazing to enable outlook while retaining good levels of privacy.

v. Provide a narrow planted zone along building façade to allow for screening plants to filter privacy and buffer connection between driveway/path and interior of the dwelling.

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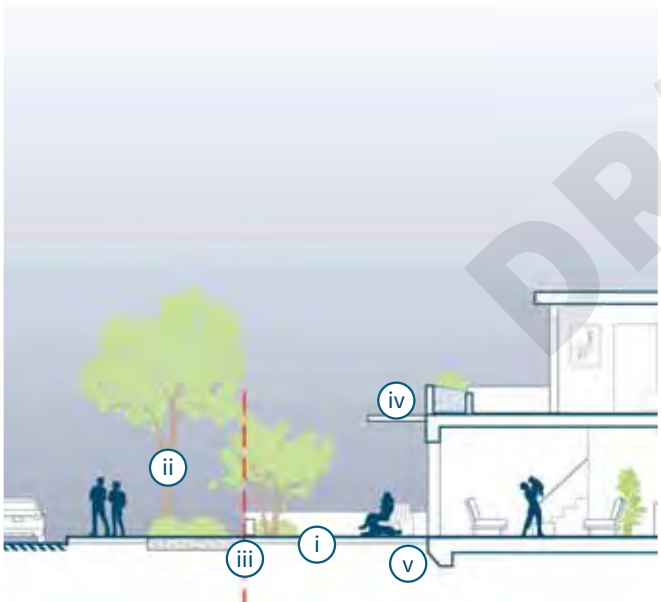



Figure 82: Front garden setback with veranda and planted garden area improve privacy and avoid overlooking from the street.

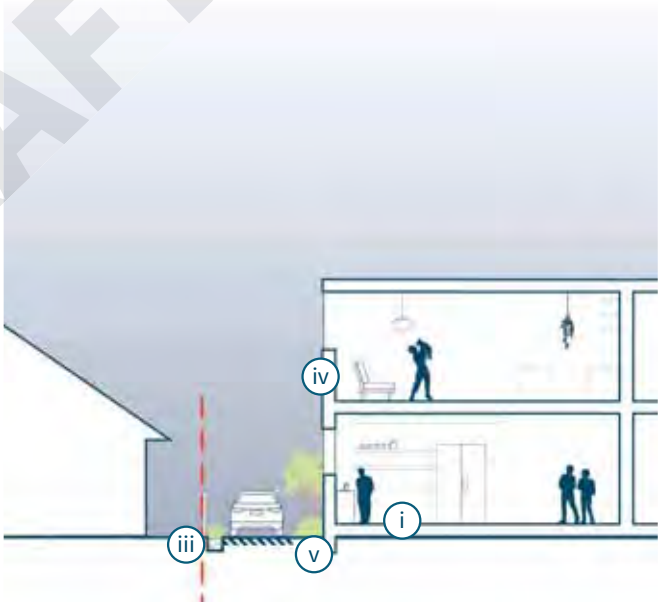



Figure 83: Narrow front setback with planted area in front of glazed windows and high window sills to mitigate privacy risk on ground floor level.

Public open space

i. Provide planted garden area along public open spaces to provide activation, passive surveillance and the grading of slopes to and from public and private space interfaces.

ii. Provide planted areas in front of the garden fence towards the public open space to soften the transition of built form and green open space.

iii. Connect habitable rooms to the open space-facing garden to ensure activity, passive surveillance to the open space.

iv. Consider raising the ground floor level facing the public open space to mitigate privacy risk and overlooking into private open spaces. Ensure level changes remain accessible for people with special mobility needs.

Private courtyard

i. Consider using taller fences around private courtyards that are half permeable to balance privacy and allow airflow. Consider providing additional privacy at the base of fences through planting.

ii. Floor to ceiling height glass doors and windows are appropriate to private courtyard spaces where overlooking from other properties is not an issue.

iii. Private courtyards should provide deep soil planting zones for tree planting where possible. Provide raised planters where deep soil areas are not possible.

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Figure 84: Raised front setback entry to public open space with planting in front of the fence minimises overlooking into private spaces.



Figure 85: When private courtyards are located along the side or rear of the dwelling, higher fencing can improve privacy and allow for floor to ceiling operable doors.

DESIGN ELEMENT:

6.3 DIVERSE HOUSING CHOICE AND OCCUPANT AMENITY

A range of sizes and types of housing encourages mixed neighbourhoods and diverse living opportunities that consider social and affordable demand and the needs of different life stages and socioeconomic groups.

Providing diverse housing choices is paramount to fostering inclusive, resilient and vibrant communities. Balancing community needs with appropriate housing options is essential in creating communities that are socially and economically balanced, where individuals and families can find suitable and affordable homes at different stages of their lives. A mix of housing typologies will enhance social cohesion and foster a sense of community.

DESIGN GUIDANCE

6.3A HOUSING MIX

i. Provide a mix of housing types and sizes that support the future needs of the community and provide housing choice and affordability to households of all shapes and sizes.

ii. Include dual occupancy and/or attached housing for developments in a low-density context. These developments can be designed to mediate between low-density detached housing and medium-density apartment buildings.

iii. Use different types of housing to create articulation and a mixture of scale in building forms. Use the spaces between different buildings or housing types to provide private or communal open space and landscape areas.

iv. Design for flexible configurations to support diverse household types and stages of life including single person households, families, multi-generational families and group households.

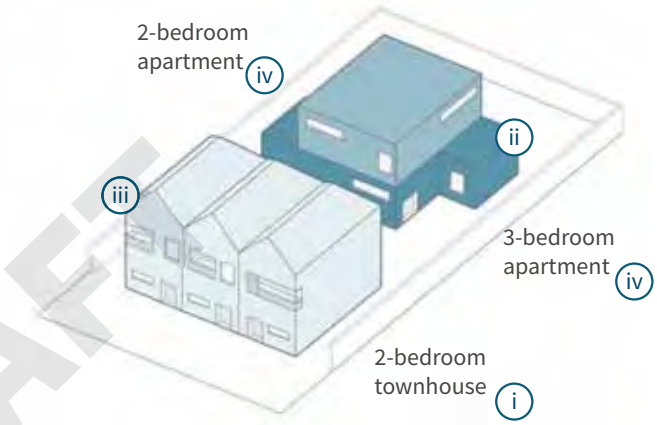

Figure 86: Developments should provide an appropriate mix of typologies and dwelling sizes to support a diverse range of households.

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Additional guidance:

→ For information on the different housing typologies, see 3.4 Typologies of the Missing Middle Housing Design Guide.

Exemplar:
Cohaus is a modern co-living community comprising diverse living options including a two-storey terrace building and three-storey apartment building centred around a communal shared courtyard.

Auckland, New Zealand. Architect: Westergaard Gill Architecture. Photograph: Adam Luxton





Figure 87: Varying internal sizes and layouts across different missing middle housing typologies designed to cater to the needs of all residents as in 6.3B Size and layout below.

6.3B SIZE AND LAYOUT

i. Prioritise north-facing dwellings and actively minimise south-facing dwellings.

ii. Locate all living areas and bedrooms on the external perimeter of the building. (Also see 7.2D)

iii. Minimise and combine circulation space with study nooks and storage areas to efficiently use internal spaces.

iv. Design flexible interiors that can accommodate changing household needs, such as spaces that transition between living, working, and sleeping areas.

v. Utilise roof space as an attic, ancillary to the floor below that provides an additional flexible space.

vi. Include provisions for future modifications, such as non-load bearing walls or convertible layouts, to adapt to residents' evolving lifestyles

vii. Consider innovative options which allows garaging to provide additional high-quality living space where residents do not require car ownership.

Additional guidance: Low-rise apartments

viii. Include a range of dwellings sizes in all new apartment buildings, ranging from studio apartments to larger family homes, to encourage a diverse mix of residents.

ix. Design floor plates so dwelling types are mixed throughout the apartment development. This will mean dwelling types can also enjoy the best outlook and view while some larger apartments can be more affordable due to a less premium location.

x. Prioritise larger apartments on the ground floor or roof level where there is the potential for more open space.

Additional guidance: Family-sized apartments

xi. Consider locating family-sizes apartments adjacent to potential shared open space and play space.

xii. Consider grouping family-friendly dwellings together to encourage social interaction and sense of community between families and children.

xiii. Provide bedrooms that allow for a range of configurations including bunk beds, space for study desks and play space.

xiv. Consider additional storage spaces within the dwelling for storing larger items such as prams, scooters and toys. Provide the opportunity to converting storage areas to a study in the future.

xv. Provide for generous floor space in living areas for play activities.

xvi. Consider generous and social circulation areas for residents that facilitates social interaction.

Related planning strategies and tools:

- → LHA Livable Housing Design Guidelines
- → NSW Healthy Higher Density Living for Families with Children
- → National Construction Code

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6.3C HOUSING ACCESSIBILITY

i. Design new developments to be accessible to people of all ages and abilities, to promote inclusivity and attract more diverse residents.

ii. Apply Liveable Housing Australia (LHA) Universal Design principles to a LHA Silver standard in 100% of dwellings.

iii. Provide generous clearances in corridors, kitchens, laundries and bathrooms and make provision for grab rails and stair adaptation to ensure varying levels of accessibility.

Tip:
Liveable Housing Australia (LHA) provides guidance on detailed measures to ensure varying levels of accessibility. LHA Silver is a set standard for new housing in the ACT.



Figure 88: Universal design includes the use of grab rails, ramps and flat entrances to dwellings and communal facilities and access to amenities and accessible carparks.

Related planning strategies and tools:
→ Municipal Infrastructure Design Standards (MIS)

6.3D CEILING HEIGHTS

i. Design ceiling heights to have good access to daylight and natural cross ventilation.

ii. In lower-level apartments, consider greater height than the required minimum to allow for better access to daylight and natural cross ventilation.

iii. Design ceiling heights to allow for sufficient daylight penetration into the room. Where room depth exceeds ceiling height by 2.5 times, increases in ceiling height and window height can increase daylight access.



Figure 89: Determine ceiling heights in consideration of the depth and function of the space

iv. Allow for ceiling heights that are proportional to room size. Smaller rooms can feel more spacious with higher ceilings.

v. Provide sufficient ceiling heights that create high quality spatial experiences and enable flexibility of use.

vi. Where reductions in ceiling heights are required to accommodate services such as drainage and mechanical ventilation, ensure steps are localised and relate to internal planning considerations.

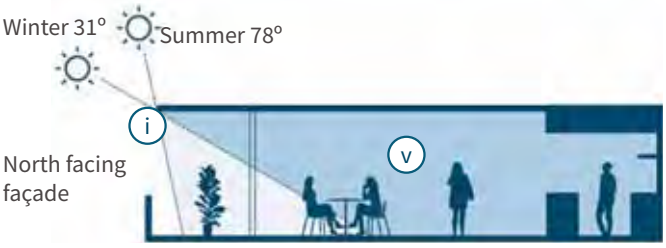

Figure 90: Design apartments with appropriate ceiling heights to ensure good access to daylight

Why this is important:

Higher ceilings can indirectly improve airflow, allowing hot air to rise and enhancing thermal comfort. Ceiling height impacts on ventilation and plays a supporting role.

Additional guidance:
→ For information on the different housing typologies, see 7.2 Natural cross ventilation of the Missing Middle Housing Design Guide.

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Tip:

Utilise the opportunity to create moments of higher ceiling heights in key spaces throughout the dwelling. This will increase the feeling of generosity in the space and increase the daylight.

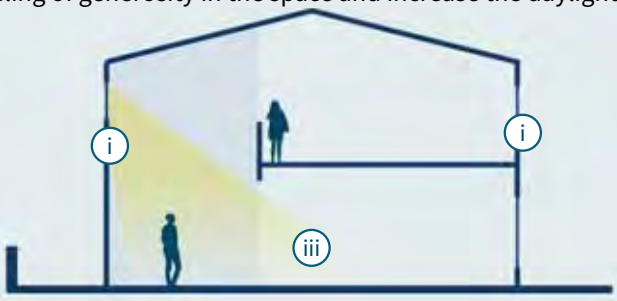

Figure 91: High placement of windows in double-height spaces can provide daylight deep into the building, and provide outlook from the upper level but privacy at the lower level.

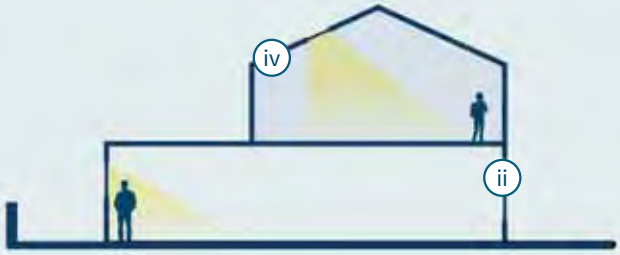

Figure 92: Skylight in cathedral ceilings can provide good daylight conditions when outlook from upper levels are compromised.



Figure 93: Introducing floor-to-ceiling windows with an increased ceiling height to the living space can provide daylight deep into the building while retaining outlook from upper levels.



Figure 94: Raked ceilings with windows can provide spaciousness, daylight and sky views in spaces with confined outlook.

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Exemplar: Austin Maynard, Terracotta house

You can draw additional daylight into a space with a saw-tooth roof.



Exemplar: Double height space

You can increase the spaciousness of a dwelling from a double-height ceiling to the living room and the opportunity for a mezzanine level..

DESIGN ELEMENT:

6.4 STORAGE

It is important to provide adequate and generous storage areas to maximise usability of living spaces in higher density living environments.

Storage should be provided proportionately to the size of the dwelling and should be for both small and large items. Storage should be provided both internally within the dwellings, as well as externally within the garage or common car parking areas for multi-unit dwellings. Storage provides convenience and allows residents to live more comfortably.

DESIGN GUIDANCE

6.4A WITHIN DWELLINGS

i. Provide wardrobes, linen and broom cupboards as essential elements of liveable housing at practical sizes for all dwelling types.

ii. Provide appropriate storage for household goods in kitchens and laundries.

iii. Use the height of rooms for elevated storage above wardrobes for such things as blankets, suitcases and seasonal items. This minimises floor area impact of practical storage.

iv. Consider at least 50% of dedicated storage space to be located within the dwelling, accessed from either circulation or living areas.

v. Any storage located on balconies, or in courtyards / rear gardens, is additional to the minimum private open space and should be integrated into the design of the building, be weather-proof and screened from view from the street.

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Additional guidance:

→ For information on storage outside the dwelling, see 4.3C External storage and bulky items of the Missing Middle Housing Design Guide.

Why this is important:

Convenient storage is often one of the main challenges to overcome in the perceived desirability of apartment living. Adequate storage for activity-based equipment such as bicycles, golf clubs or kayaks encourages active lifestyles and improves resident wellbeing .

Related planning strategies and tools:

→ Refer to Planning specifications ZS1 - 17.8 providing minimum storage areas where within a dwelling.

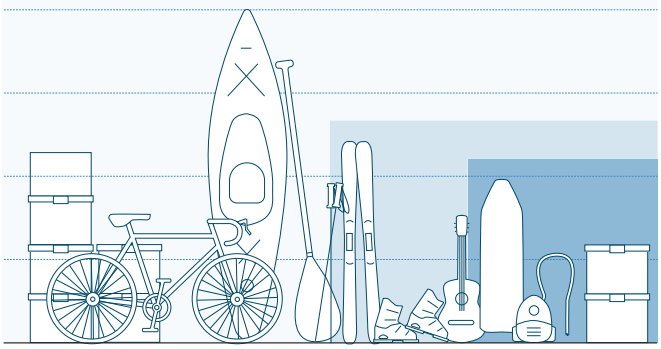

Figure 95: Suitable storage should be provided to meet the needs of residents and increase to reflect the size of the apartment.



Location: Ann St Garden Villas, Southport, Gold Coast. Design by Anna O'Gorman. Photography by Christopher Frederick Jones.

SUSTAINABILITY AND ENVIRONMENT

Create healthy and sustainable communities that are resilient, adaptable and minimise resource consumption.

Existing and new development should be designed to respond to Canberra's climate and integrate sustainable building technologies. Buildings should be designed for a long lifespan to spread their embodied energy over a longer time, and be adaptable, consume less energy, produce less waste and manage water responsibly. Modernising and re-purposing existing assets to achieve better environmental outcomes should be a priority.

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DESIGN GUIDANCE

7.1 TREES, LANDSCAPING AND NATURAL FEATURES

7.1A Planting areas

7.1B Tree planting and tree canopy

7.1C Plant selection

7.1D Integrated green infrastructure

7.1E Reduced hardstand

7.2 BUILDING DESIGN PERFORMANCE

7.2A Solar access, shading and thermal performance

7.2B Natural cross ventilation

7.2C Noise and acoustic comfort

7.2D Air tightness of building envelope

7.2E Embodied carbon

7.3 NATURAL RESOURCE CAPTURE AND MANAGEMENT

7.3A Water sensitive urban design

7.3B Electrification

7.4 CLIMATE CHANGE RESILIENCE

7.4A Flood resilience

7.4B Urban heat island

7.4C Robust, low maintenance materials and planting



St Georges Grove Townhouses.
Design: Fieldwork Architecture

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7

DESIGN ELEMENT:

7.1 TREES, LANDSCAPING AND NATURAL FEATURES

Reduce the impact of urban heat island effects, minimising stormwater runoff, maintaining ecosystem services, sufficient planting areas and providing large canopy trees.

Deep soil planting zones and canopy cover support healthy tree growth, enhance urban greenery and provide essential shade, reducing urban heat island effects and improving comfort and energy usage. Selecting climate-specific plant species that thrive in Canberra conditions creates resilient and water-sensitive gardens. The integration of landscaping will foster healthier, more resilient urban communities, contribute to resident's well-being, and create a more sustainable community.

DESIGN GUIDANCE

7.1A PLANTING AREAS

i. Provide deep soil planting zones to maximise tree canopy coverage of larger, long-lived shade trees as per Living Infrastructure Plan targets.

ii. Planting areas should be free of structures such as retention walls to provide intentional planting areas.

iii. Locate larger consolidated planting areas in the front and rear garden setback, avoiding areas requiring easement maintenance. Narrower planting areas can be provided in the side setback.

iv. Consider the location of planting areas and the location of trees and planting to contribute visual amenity and shade to the built form.

v. Provide vegetated buffers and swales where appropriate between pedestrian and vehicle movement to boost greenery and improve sustainability outcomes and pedestrian safety.

vi. Access requirements for persons with a disability should be considered when designing communal open space planting areas in multi-dwelling developments.

vii. Planting areas exclude any areas under the roof or with impermeable surfaces such as driveways, decks and protruding balconies.

Why is this important:
Deep soil planting areas are designated portions of land within a development that is free from any built structures, such as buildings, basements, or impermeable surfaces. These areas are specifically reserved for the growth of large canopy trees and vegetation, allowing their roots to penetrate deeply into the soil. Deep soil planting areas are crucial for maintaining healthy ecosystems, as they support robust tree growth, enhance stormwater infiltration, reduce urban heat island effects, and contribute to overall biodiversity. By providing ample space for root systems, deep soil planting areas ensure that trees and plants can thrive, offering long-term environmental benefits and improving the quality of urban living spaces.



Figure 96: Deep soil planting is most viable in the front and rear yards and verges and ensures healthier trees.



Figure 97: Landscaping should maximise planting areas and tree canopy while avoiding areas required for hardscaping and easement maintenance.

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7.1B TREE PLANTING AND TREE CANOPY

i. At a minimum, provide tree planting in deep soil planting zones associated with the requirements of the zone technical specification and block size.

ii. Ensure deep soil planting zones provide the minimum soil volumes for different tree sizes at maturity to support the growth of healthy trees.

iii. Planted trees should provide a minimum of the block area for canopy cover at maturity in multi-unit housing developments, as specific in the zoning specifications.

iv. Place trees where they can grow to a large size while minimising conflict with other infrastructure, both underground and overhead.

v. Retained existing mature trees on a block can contribute towards canopy tree coverage requirements according to the tree size requirements of the zone specification.

vi. Demonstration that retained existing trees are in good health, are protected during construction works and are appropriately sited in deep soil planting areas should be prepared by an appropriately qualified person.

vii. All trees / shrubs proposed within the block boundary must be set back adequately so that they won't encroach beyond the boundary and create obstruction for the pedestrian network.

Why is this important:
Tree canopy cover is the spread of shading on the ground formed from the leaves, branches and crowns of trees. Tree canopy cover in urban environments supports community health and wellbeing, provides positive visual amenity, reduces urban heat islands, reduces storm water runoff, provides habitats and enhances air quality. Retaining existing trees, planting new trees (with considered species selection and placement) and ongoing care to improving tree health can all contribute to enhancing tree canopies and shade cover. Increasing tree canopy cover can take some time as newer, smaller trees establish themselves on a site.

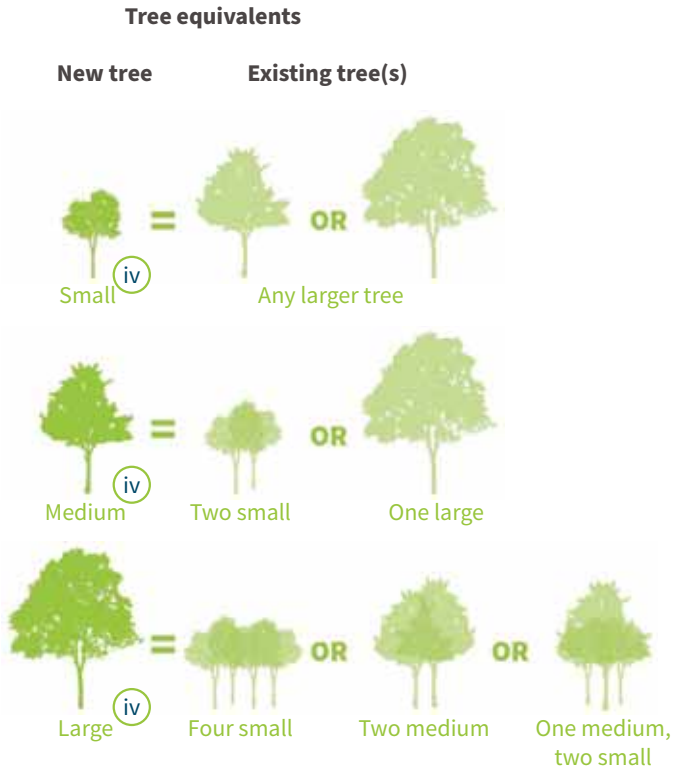

Figure 98:Approximate equivalents for new and existing trees are shown above.

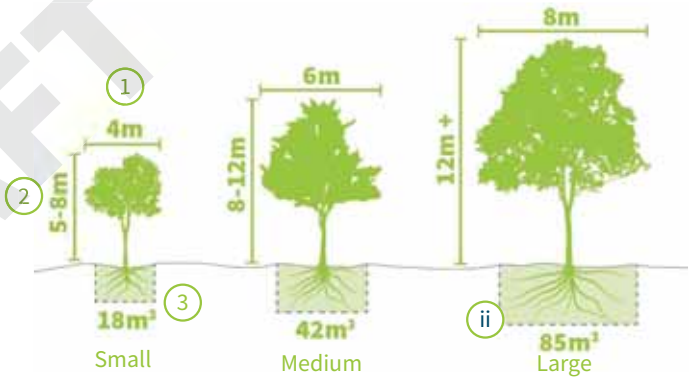

Figure 99:Approximate soil volumes and heights of trees are shown in the figure above.

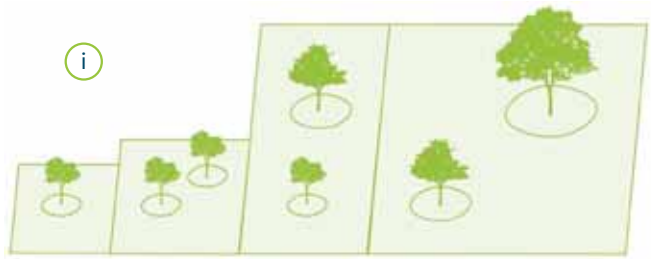

Figure 100: Ensure that the amount and size of tree canopy is proportionate to the site of the block that is being developed.

Related planning strategies and tools:
- → Urban Forest Strategy
- → Canberra's Living Infrastructure Plan: Cooling the city
- → The ACT Government must approve any activity to a protected tree through a tree activity application, available on the ACT City Services website.

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7.1C PLANT SELECTION

i. Plant a diverse range of endemic and native species and minimise exotic species to reduce maintenance and support biodiversity in the ACT's changing climate.

ii. Prioritise preserving existing endemic and native trees, especially mature and hollow-bearing ones to support their role in the ecosystems in urban areas.

iii. Layer planting to enhance vegetation complexity and maximise the value of habitats for biodiversity.

iv. Choose tree species that provide dense, continuous canopy coverage in summer to reduce the urban heat island effect.

v. Consider planting deciduous trees close to glazed opening in buildings for summer shading and access to winter sun light.

vi. Use the Canberra Plant Selector Tool to choose plants based on sun/shade tolerance, frost tolerance, water needs, fire resistance, and endemic and native status.

Related planning strategies and tools:

→ ACT Government Canberra Plant selector Website: actsmart-plantselector.com.au

7.1D INTEGRATED GREEN INFRASTRUCTURE

i. Utilise permeable pavements and green parking areas to manage stormwater runoff and reduce urban heat island effect.

ii. Incorporate planting and greenery on podium spaces and car parking basements, to capture stormwater runoff and for aesthetic benefit.

iii. Include planter beds with visible greenery on communal balconies, shared spaces and entries facing the street to enhance the urban landscape.

iv. Incorporate productive gardens and urban farming in communal areas and rooftops to enhance urban resilience, reduce waste, and foster social connections among neighbours.

v. Where possible, embed sustainable planting elements into the built form, such as rooftop gardens, to enhance building insulation, manage stormwater, and provide urban green spaces.

vi. Consider incorporating living walls and façades to improve air quality, reduce building temperatures, support biodiversity and add aesthetic value.

Related planning strategies and tools:

→ Canberra's Living Infrastructure Plan: Cooling the city

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Photo 69:Vegetated buffers provide additional green space and tree canopy.

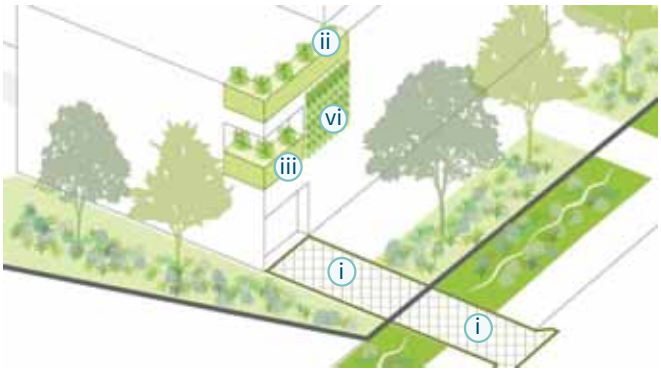

Figure 101: A mix of green infrastructure helps to enhance sustainability outcomes and add amenity value.

7.1E REDUCED HARDSTAND

i. Minimise hardstand surfaces to reduce the urban heat island effect by using permeable surfaces like mulch, gravel, permeable pavers, and grass in driveways and landscaped areas, as per Living Infrastructure Plan targets.

ii. Use building setbacks and separation to reduce the urban heat island effect by incorporating permeable surfaces, minimising hardstand areas, and limiting driveways and vehicle circulation spaces

iii. Incorporate sustainable planting elements like rooftop gardens, living walls, ground-level gardens, and balcony planters to mitigate the urban heat island effect and add greenery to urban areas.



Photo 71: Using a mix of permeable pavement types creates visual interest and a natural finish.



Photo 70: Native grasses or lawn can be an excellent alternative to hard stand pavement.

DESIGN ELEMENT:

7.2 BUILDING DESIGN PERFORMANCE

Create spaces that provide residents with access to light, air, and passive living conditions without compromising privacy.

Access to natural light is essential to support a healthy lifestyle, provide comfortable living conditions and reduce the energy demands for artificial lighting. Natural cross-ventilation allows for the circulation and exchange of fresh air which contributes to thermal comfort, passive cooling opportunities and a comfortable and healthy indoor environment. Reducing the impacts of noise and sound from neighbouring properties also improves the overall functionality, comfort, and liveability of a community.

DESIGN GUIDANCE

7.2A SOLAR ACCESS, SHADING AND THERMAL PERFORMANCE

i. A building's orientation should maximise and capture the use of prevailing breezes for natural cross ventilation of habitable rooms.

ii. Optimise thermal mass in building materials, such as concrete or brick, to store and release heat, balancing Canberra's warm days and cool nights.

iii. Include effective thermal breaks in construction, particularly around windows, balconies, and roofing, to reduce heat transfer and enhance energy efficiency.

iv. Combine thermal mass with passive solar design, utilising orientation and shading to regulate indoor temperatures year-round.

v. Introduce slab breaks to mitigate thermal bridging, improving the energy performance of the building envelope.

vi. Orient living spaces and bedrooms towards the north wherever possible to allow for direct solar access in winter, with shaded glazing in summer.

vii. Minimise direct sunlight to the interior during summer to reduce energy required for cooling.

viii. Allow direct sunlight access to the interior during winter to reduce energy required for heating.

ix. Increase the height of windows for deeper floor plates to allow more daylight into dwellings.

x. Provide all habitable rooms with operable windows with sufficient area of glazing to allow for quality of light and natural ventilation.

xi. Consider using architectural elements such as protruding balconies, lintels, columns and window recesses to create self-shading elements appropriate to the façade orientation to reduce unwanted heat gains from direct sunlight.

xii. Locate balconies, windows and sun shading devices to capture sunlight through the winter, and temper sunlight in the summer, to main a comfortable living environment.

xiii. Use horizontal shading elements on northern facing elevations and vertical or adjustable elements to the east and west facing elevations to temper direct sunlight throughout the day.

xiv. Include heavier materials in floors and walls reached by direct sunlight in winter to create thermal mass that can store and release warmth after the sun sets.

xv. Create spaces that provide residents with access to light, air, and energy efficient living conditions without compromising privacy.



Photo 72:The use of architectural elements can be used to produce shade.

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Why is this important:
The biggest carbon and cost savings are in designing and building smaller. Engaging design professionals helps to achieve efficient floor plan designs on a smaller footprint with efficient use of space and climatically responsive layout.

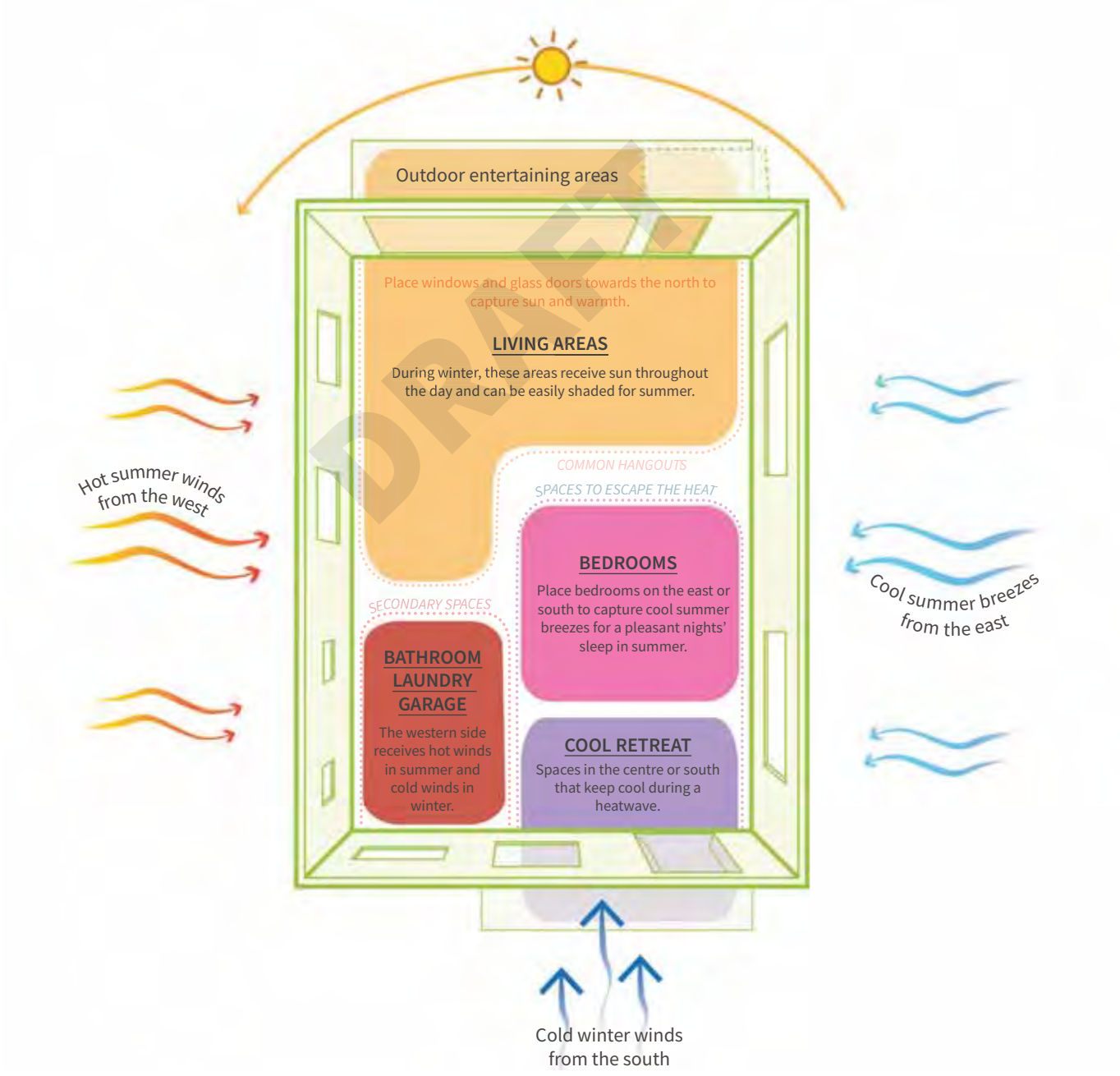

Figure 102: Strategic placement of living spaces, bedrooms and secondary spaces to maximise airflow through all seasons.

7.2B NATURAL CROSS VENTILATION

i. Consider the direction of prevailing breezes and provide openings configured to create natural cross ventilation and air movement between different rooms and through buildings.

ii. Include dual aspect dwellings, cross-through dwellings, corner dwellings and limited dwelling depths to allow for natural cross ventilation.

iii. Provide natural cross ventilation between rooms for the benefit of the entire dwelling. Ventilation between openings within a single room does not meet the definition of natural cross ventilation.

iv. Design buildings so that windows can be left partially open and secure during rainy weather to allow for maximum airflow and ventilation.

v. Make sure enclosed balconies do not obstruct airflow to a degree that prevents natural cross ventilation within the dwelling.

vi. Install ceiling fans to help create and assist air movement.

Why is this important:

Natural cross ventilation is when building openings are arranged on adjacent or opposite walls, encouraging air to enter and exit by flowing through the space. Maximising natural cross ventilation allows bringing outdoor air in and distributing throughout the home. This is crucial for creating a comfortable internal environment and create constant air renewal, improving air quality, removing moisture, and naturally reducing the internal temperature of the dwelling. As a result, this reduces energy consumption and promotes a more sustainably-designed dwelling all year round.

Additional guidance:

→ For more information, the Suburban Land Agency has developed a climate-resilient home design guide Your Resilient Home Guide.

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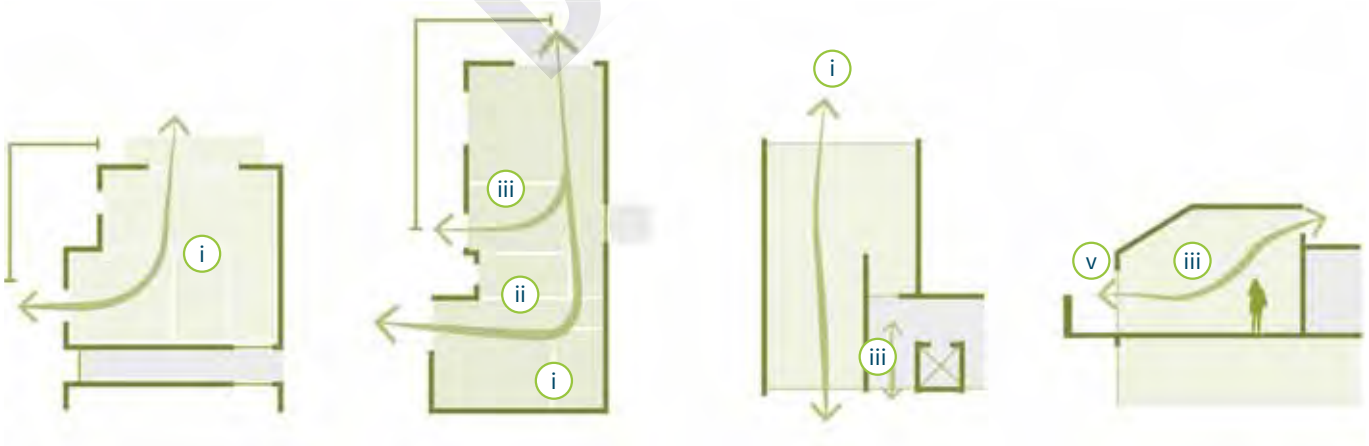

Cross-ventilation on corner dwelling

Dwelling with cross-through ventilation

Cross-ventilation on corner dwelling

Dwelling with cross-ventilation through high window

Figure 103: Examples of cross ventilation.

7.2C NOISE AND ACOUSTIC COMFORT

i. Undertake a noise management plan, prepared by a suitably qualified consultant, on sites adjacent to a road carrying high volumes of traffic (12,000 vehicles per day) or affected by other significant noise sources to ensure comfort, health and compliance with planning and building regulations.

ii. Design party walls between adjacent attached housing or apartments to reduce noise and low frequency noise impacts between adjacent dwellings.

iii. Use winter gardens with noise reducing design for private outdoor space instead of open balconies in noisy locations.

iv. Orient windows and door openings away from noise sources.

v. Balance ventilation requirements with acoustic privacy, including considering the placement of electric heat pumps to minimise noise impacts on bedrooms, including on neighbouring sites.

vi. Locate and screen mechanical equipment that produces noise to minimise negative noise and visual impacts on site and to adjacent properties.

vii. Locate noise sensitive areas, such as as bedrooms and living rooms, away from noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment (including heat pumps), active communal open spaces and circulation areas.

viii. The internal dwelling layout should be designed to separate noisy spaces from quiet spaces.

ix. Provide landscaping to reduce the perception of noise and act as a filter for air pollution generated by traffic and industry.

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Why is this important:
The perception of noise and acoustic comfort differs from person to person, making conscious design decisions crucial for providing a balanced and comfortable living experience that is adaptable to diverse needs. A dwelling with good acoustics minimises echo, allows for private conversations and controls excess noise from both outside and within. Improved acoustic design can enhance mental wellbeing by creating peaceful living environments, reducing stress and promoting relaxation. Incorporating soundproofing materials and strategic layout choices maintains privacy between neighbours, ensuring residents can enjoy their personal sanctuary without disruption. Acoustic comfort can boost productivity levels, particularly as work-from-home offices and study spaces become more common and important multi-functional living spaces.



Exemplar:
Acoustic design is utilised in this dwelling, including insulated glass and sound-proof materials, to mitigate noise pollution from an adjacent railway station. This ensures that a high level of internal amenity is achieved while being in close proximity to transport infrastructure.

Photo 73: Passive Pleat, Melbourne, Victoria.

7.2D AIRTIGHTNESS OF BUILDING ENVELOPE

i. Externally wrap the building envelope with a protective barrier between the frame and walls for greater airtightness and to avoid air leakages to make the most of good insulation and ensure lowered energy use during operation.

ii. Undertake air leakage testing of the building to ensure the construction quality meets design specifications.

iii. The NCC requires a maximum air permeability of 10 m3/hr.m2 (@50Pa). With external wrapping and high construction quality to avoid air leakages, conventional construction techniques can readily achieve an air permeability of 5 air changes per hour (ACH).

iv. For airtightness at or below a permeability of 5 ACH, mechanical ventilation must be provided to maintain a healthy indoor air climate.

v. At air permeabilities of 2 or below, “balanced” mechanical ventilation systems, such as heat recovery ventilation units, will be required.

Related planning strategies and tools:

→ Green Building Council of Australia’s Building Air Tightness resource

→ Suburban Land Agency’s Your Resilient Home Guide

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7.2E EMBODIED CARBON

i. Consider engaging design professionals to achieve floorplans that make efficient use of materials and provide flexible designs for multi-purpose spaces.

ii. Choose building materials and design for lower embodied carbon, including:

- Green concrete, including mixes with a high proportion of recycled aggregate
- Biax Pod System underneath slabs, a plastic void forming system for foundations, made from 100 per cent recycled plastic (polypropylene) which minimise transport costs and emissions through stackable design and waste compared to conventional alternatives (polystyrene pods) as they are completely re-recyclable on demolition.
- Renewable lightweight cladding systems, e.g. Weathertex external cladding – 100% natural, made from 97% hardwood and 3% paraffin wax., or similar that contain no added silica, glues, resins or formaldehydes.
- Recycled bricks.
- Marmoleum flooring, which is comprised of 97% natural raw materials (linseed oil, jute, rosin, wood flour, limestone) and has a CO2 neutral lifecycle.
- Paperock bench tops and joinery units for kitchen and laundry spaces .
- ECO+ Carpet, a partially plant-based, extra heavy duty product, 100% recyclable and made from 98% recycled materials.
- Up-cycled materials for landscaping, e.g. recycled concrete pavers, bricks, recycled timber.

Tip:
Modern methods of construction (MMC), including prefabricated and modular building technologies, have the potential to support the delivery of higher quality buildings as they are assembled in an off-site environment, or on-site using advanced methods such as additive manufacturing like 3D printing concrete. They have the potential to increase productivity in the construction sector by producing buildings with greater speed and accuracy.

Further information on materials, construction and compliance can be found in the ABCB Prefabricated, modular, and off-site construction handbook.

Related planning strategies and tools:

→ For further information on measuring embodied carbon, see NABERS framework

→ Examples of Life Cycle Assessment tools to decarbonise buildings include *Cerclos eTool* and *eToolglobal.com*

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DESIGN ELEMENT:

7.3 NATURAL RESOURCE CAPTURE AND MANAGEMENT

The urban and built environment offers opportunities to implement sustainable resources and energy production to improve the resilience and longevity of our human environments. Integrating renewable energy technologies will improve building performance.

DESIGN GUIDANCE

7.3A WATER SENSITIVE URBAN DESIGN

i. Improve water resource capture and management by incorporating rain gardens and tree trenches with storm-water infiltration soil pit systems that manage stormwater while maintaining tree health.

ii. Incorporate rainwater reuse into ancillary functions that do not require potable water such as toilets and washing machines. Use grey water to irrigate landscaped areas and bio-sensitively treat before discharging from a development site.

iii. Equip all new dwellings with water-efficient fixtures and fittings, such as low-flow toilets, shower heads, and faucets to reduce water consumption.

iv. Provide on-site water storage of roof harvesting in accordance with the zone specifications.

v. Where appropriate, use captured rainwater for individual use, such as watering plants, cleaning or for use in laundries and toilets.

vi. Incorporate drought tolerant, low water plants to minimise water requirements.

vii. Use permeable systems and materials in shared spaces such as car parks and open space.

References:

→ Development complies with the *ACT Practice Guidelines for Water Sensitive Urban Design Module 2: Designing Successful WSUD Solutions in the ACT*

Related planning strategies and tools:

→ Renewable Energy Transformation Agreement (RETA)

→ ACT 2024-2030 Integrated Energy Plan: Our Pathway to Electrification

→ Powering Canberra: Our pathway to electrification and Make Your Next Choice Electric web tool

7.3B ELECTRIFICATION

i. De-carbonise buildings' energy usage by deploying renewable energy technology and using all-electric systems and appliances such as induction cook-tops.

ii. Do not include a natural gas distribution network connection. For blocks with an existing gas connection, abolish the gas connection.

iii. Ensure electrical infrastructure has sufficient capacity for all-electric heating and cooling load, future electric vehicle uptake and solar panel uptake.

iv. Connect solar panels to each individual dwelling's power meter to enable greater flexibility and discretion in utilising solar power.

v. Orient solar panels to maximise efficiency while mitigating any negative impact from overshadowing and glare.

vi. Residents' parking spaces in shared basements and garages must be 'EV ready'. Dwellings with a private garage with power supply through the dwelling's meter don't need 'EV ready' provision.

vii. Install energy-efficient lighting systems and appliances, including LED lighting, smart thermostats, and Energy Star-rated appliances to reduce energy consumption and emissions.

viii. Where battery storage is incorporated, establish energy demand management systems, including grid-integrated battery storage, to allow batteries to feed excess energy back into the grid. Battery storage must also consider fire safety and noise requirements.

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The Village: Three homes, three generations.
Sustainable materials and resource capture
Rivett, ACT. Light House ArchiScience.

DESIGN ELEMENT:

7.4 CLIMATE CHANGE RESILIENCE

Prepare for climate instability by designing dwellings to withstand extreme weather events such as floods, droughts, bushfires and heatwaves.

Incorporating climate change resilience into the design of housing creates sustainable and liveable communities. With the impacts of climate change becoming more severe and frequent, homes must be able to withstand extreme weather events such as floods, droughts, bushfires and heatwaves. Building resilience into housing can also reduce the environmental impact of homes and lower energy costs, while ensuring that homes are able to serve as a long-term investment for homeowners.

DESIGN GUIDANCE

7.4A FLOOD RESILIENCE

i. Provide a stormwater retention management report undertaken by a suitably qualified person on large sites where a stormwater regime is altered (above 2,000 sqm).

ii. Design buildings with elevated habitable rooms, using elements such as stilts and raised floors to help keep living spaces above projected flood prone levels.

iii. Consider using flood resistant materials for exterior walls, such as brick or stone, that can help reduce the risk of permanent flood damage in flood prone areas.

iv. Detail façades with multiple, physical fail-safes in flood prone areas to prevent water ingress.

v. Incorporate waterproof coatings and sealants to vulnerable exterior roofs, walls and foundations to prevent staining of surfaces.

vi. Elevate electrical utilities and heating ventilation and air conditioning (HVAC systems) above projected flood levels to prevent damage to critical systems infrastructure during a flood.

vii. Install high-capacity drainage systems such as gutters and downpipes to divert water away from the building and reduce the risk of flooding during a heavy rain event.

viii. Maximise site permeability through use of permeable surface paving to reduce the impact of flood and water run-off.

7.4B URBAN HEAT ISLAND

The following hierarchy of urban heat mitigation measures should be used to design an urban heat approach. Where high reliance is placed on medium and low value measures, more of these measures should be undertaken.

i. Best
   - Retained trees – large and medium
   - New large trees
   - New medium trees - with irrigated underplanting or dense underplanting of tall shrubs

ii. High
   - Retained trees – small (4m+ in height)
   - New medium trees
   - New small trees and tall shrubs – irrigated, dense plantings that are 4m+ in height
   - ‘Cool’/reflective roof materials with a high Solar Reflectance Index or low Solar Absorptance

iii. Medium
   - New small trees and tall shrubs
   - Grass, ground covers and low shrubs – irrigated
   - Green roofs and green walls
   - Water features such as small ponds or fountains

iv. Low
   - Grass, ground covers and low shrubs - unirrigated
   - Permeable paving or decking
   - ‘Cool’ paving (low heat capacity and/or high solar reflectance)

v. Minimise
   - Artificial grass
   - Dark coloured, impermeable paving (e.g. standard asphalt)

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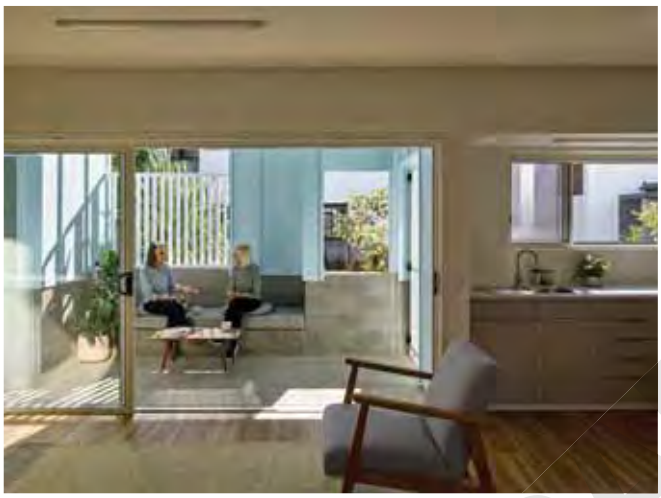

Photo 74:Shading devices help to reduce heat in the courtyard and in the adjacent home.

Why is this important:
The urban heat island effect is heat accumulation within an urban area caused by surfaces that absorb and retain heat and a lack of plants and water to enable cooling. The urban heat island effect can exacerbate the health impacts of heatwaves, increase cooling costs and make outdoor activities more unpleasant or even a risk to health in hot weather.



Exemplar:
The design and development of six townhouses includes private gardens that are comprised of native, drought-resistant plants. Using endemic and native plants creates a high-level amenity, stronger resilience and reduced water consumption, as well as supporting local biodiversity.

Photo 75:57 Martin Street, Thornbury, Victoria.

Related planning strategies and tools:

- → ACT Climate Change Strategy 2019-2025
- → ACT Government City Renewal Authority Sustainability Strategy 2021-2025 (applies to Dickson, Braddon, Civic, Northbourne Avenue, Haig Park and West Basin, but offers information relevant for the whole of the ACT)
- → Canberra's Living Infrastructure Plan: Cooling the city
- → ACT Well being Framework 2020
- → ACT Regional Fire Management Plan 2019-2028
- → ACT Strategic Busfire Management Plan and Standards
- → ACT Flood Sub-Plan 2023

Tip: Climate modeling
The ACT is included in the NSW Government's NARCLiM regional climate modeling. The ACT Government recommends you use NARCLiM when considering the ACT's future climate in engineering, urban design and planning projects.

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7.4C ROBUST, LOW MAINTENANCE MATERIALS AND PLANTING

i. Use resilient and durable elements and materials that reflect quality, performance, permanence and have visual and functional quality over time, while considering ongoing maintenance costs.

ii. Re-use and recycle materials where possible and appropriate.

iii. Choose building materials that have high insulation properties and are sustainable and attractive, while still creating individuality in design.

iv. Incorporate modular pavement that is easy to install, adapt and maintain, allowing paths and access ways to evolve over time, while reducing ongoing installation and maintenance costs.

v. Design buildings, streets and spaces to be resource efficient, durable and low maintenance to reduce energy consumption and construction and maintenance costs.

vi. When selecting exterior materials, consider the maintenance and climate to ensure they can withstand natural elements and age well in terms of aesthetics.

vii. When specifying window framing, consider materials that are sustainable, low maintenance, durable, energy-efficient, resistant to corrosion and available in a broad range of colours.

viii. Consider choice of materials and finishes throughout which align with total maintenance life of interrelated components to avoid unnecessary or repetitive replacement of materials.

ix. During material specification, consider the entire material life cycle and circular economy processes to reduce embodied carbon emissions.



Exemplar:
The adaptive reuse of an existing mid-century apartment block into a new community meant that embodied carbon was minimised and the existing character of the neighbourhood was enhanced.

Photo 76: Park Street, Brunswick, Victoria.

TIP: Circular economy principles for the built environment in ACT Circular Economy Strategy and Action Plan 2023-2030

Creating a circular economy goes beyond waste to embed circular concepts across the economy. It expands on the prevention (reduce) and reuse measures to reduce the need in the first place and focuses on keeping materials in circulation for as long as possible before they need to be recycled.

Keep materials circulating in the economy at their highest value through purposeful design that consider durability, repairability, reuse and recycling.

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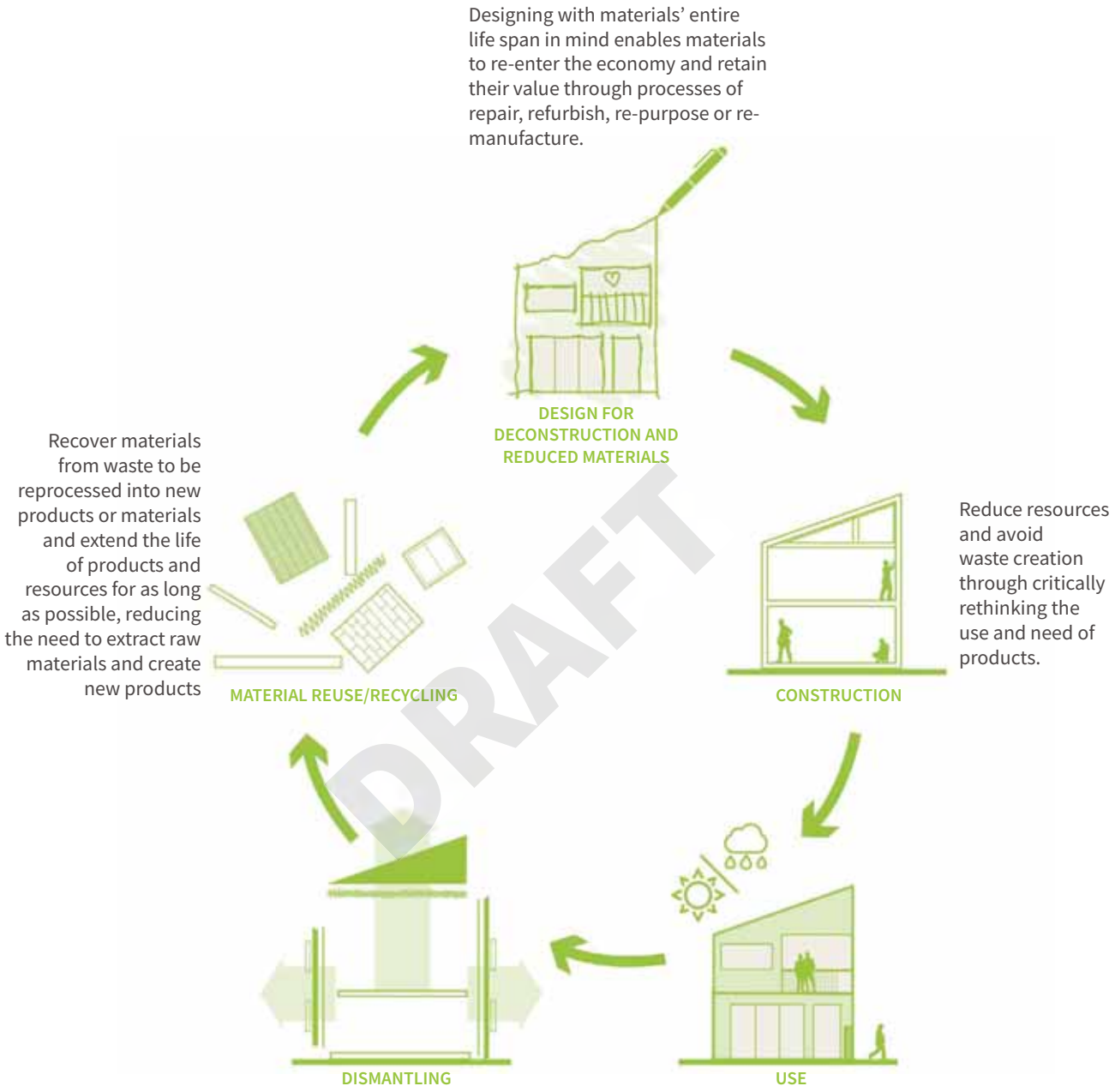

Figure 104: Up-cycling and circular economy processes

Related planning strategies and tools:

- → ACT Circular Economy Strategy and Action Plan 2023-2030
- → ACT Climate Change Strategy 2019-2025
- → ACT Sustainable Building Pathway



Haig Townhouses, Turner ACT. Architect: DNA Architects



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Part Four: Appendices

MISSING MIDDLE HOUSING CHECKLIST

This design criteria checklist is an evaluation tool for those involved in the planning, design and delivery of built environment projects to demonstrate that a given project achieves good design outcomes in the ACT context. It could be used at several stages throughout a project, from early design concepts, to detailed proposals and completed works.

SITE AND LAND USE	NOTES

This theme supports the interpretation, application and assessment of the following assessment outcomes as outlined in the Territory Plan.

- → The functionality and usability of the development is appropriate for its intended purpose/use.
- → The proposed use and scale of development are appropriate to the site and zone.
- → Adverse impacts of development on surrounding uses (both within a site and on adjoining sites) is minimised and residential amenity protected. This includes between residential uses and between non-residential and residential uses.

3.1 TYPOLOGIES

3.1A Siting	☐
3.1B Multi-occupancy	☐
3.1C Townhouses	☐
3.1D Terrace houses	☐
3.1E Low-rise apartments	☐

3.2 UNDERSTANDING YOUR SITE

3.2A Site conditions	☐
3.2B Slope and topography	☐
3.2C Water drainage	☐
3.2D Tree retention	☐
3.2E Prevailing winds and cross ventilation	☐

3.3 LAND USES

3.3A Residential use	☐
3.3B Non-residential uses	☐
3.3C Block consolidation and sub-division	☐

3.4 BUILDING ENVELOPE

3.4A Height and transitions	☐
3.4B Orientation and outlook	☐
3.4C Overshadowing	☐

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ACCESS, MOVEMENT AND PLACE NOTES

This theme supports the interpretation, application and assessment of the following assessment outcomes as outlined in the Territory Plan.

- → The functionality and layout of the development is accessible and adaptable, while achieving good connections with the surrounding area. This includes consideration of passive surveillance.
- → The development encourages active travel through safe and convenient access to the active travel network.
- → The development provides electric vehicle parking and access to charging locations in multi-unit housing.
- → The development provides appropriate end-of-trip facilities in multi-unit housing which includes secure bicycle parking.
- → The site is appropriately serviced in terms of infrastructure and utility services and any associated amenity impacts are minimised.

4.1 SITE ACCESS AND CONNECTIVITY

4.1A Vehicle access, driveways and laneways ☐

4.1B Safe pedestrian and cycle access ☐

4.1C Cross-block links ☐

4.2 RESIDENT AND VISITOR CAR PARKING

4.2A Off-street and surface car parking ☐

4.2B Garages and carports ☐

4.2C Basement and sleeved podium car parking ☐

4.3 INTEGRATED SERVICES

4.3A Waste collection, loading and delivery areas ☐

4.3B Ground floor services and infrastructure ☐

4.3C External storage and bulky items ☐

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PUBLIC SPACE AND AMENITY NOTES

This theme supports the interpretation, application and assessment of the following assessment outcomes as outlined in the Territory Plan:

- → The development achieves reasonable solar access and microclimate conditions to public areas and streets to support their use by the community.
- → Private open space and communal open space provides sufficient space and facilities for residents and visitors to recreate and relax, as well as providing area for service functions. Spaces are readily accessible for a range of activities.
- → Reasonable levels of active ground floor interface and passive surveillance to public spaces and streets is achieved.
- → Any advertising or signs are suitable for their context and do not have a detrimental impact on the surrounding area (for instance due to size or light emission).

5.1 COMMUNAL OPEN SPACE

5.1A Use, size and location	☐
5.1B Integrated landscaping	☐

5.2 PRIVATE OPEN SPACE AND BALCONIES

5.2A Principal private open space	☐
5.2B Public realm interface and passive surveillance	☐
5.2C Privacy and outlook	☐

5.3 GENERAL LANDSCAPING

5.3A Deep soil planting and canopy cover	☐
5.3B Plant selection	☐
5.3C Integrated green infrastructure	☐
5.3D Reduced hardstand	☐

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BUILDING DESIGN AND BUILT FORM NOTES

This theme supports the interpretation, application and assessment of the following assessment outcomes as outlined in the Territory Plan.

- → The height, bulk and scale of the development is appropriate, noting the desired zone policy outcomes and the streetscape. This includes consideration of building envelope and setbacks.
- → Reasonable solar access to dwellings and private open space within a block and on adjoining residential blocks is achieved. This includes solar access into main living spaces within a dwelling.
- → Reasonable levels of privacy to dwellings and private open space within a block and on adjoining residential blocks is achieved.
- → The dwelling mix and the internal size, scale and layout of dwellings in multi-unit housing provide for a comfortable living environment that meets the changing needs of residents.
- → Courtyard walls and fences do not have an adverse impact on the streetscape.
- → Vehicle and bicycle parking, access and egress sufficiently caters for the development while permitting safe and legible movement for all users (including pedestrians) and minimising visual impacts from the street or public space. This includes consideration of parking dimensions, the number of spaces provided, vehicle manoeuvrability and access routes.

6.1 SCALE AND BUILDING FORM

6.1A Building heights and scale ☐

6.1B Building visual form and appearance ☐

6.2 ORIENTATION AND STREET INTERFACE

6.2A Setbacks and separation ☐

6.2B Building entries ☐

6.2C Building to street interface ☐

6.2D Ground floor edge conditions ☐

6.3 DIVERSE HOUSING CHOICE AND OCCUPANT AMENITY

6.3A Housing mix ☐

6.3B Size and layout ☐

6.3C Housing accessibility ☐

6.3D Ceiling heights ☐

6.4 STORAGE

6.4A Within dwellings ☐

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SUSTAINABILITY AND ENVIRONMENT NOTES

This theme supports the interpretation, application and assessment of the following assessment outcomes as outlined in the Territory Plan:

- → Sufficient planting area and canopy trees are provided, and roofed areas and hard surfaces limited, to reduce urban heat island effects, minimise stormwater run-off and maintain ecosystem services. This includes consideration of water sensitive urban design measures.
- → Deep soil zones are provided to support healthy tree growth and provide adequate room for canopy trees.
- → Threats to biodiversity such as noise, light pollution, invasive species incursion or establishment, chemical pollution, or site disturbance are avoided or minimised through good design.
- → Minimise cut and fill to protect natural hydrological function and limit soil erosion and site disturbance.
- → The development considers, addresses and mitigates site constraints and environmental risks, including natural features, topography, noise, bushfire, flooding, contamination, air quality or hazardous materials are appropriately considered for the site.
- → Waste is appropriately managed on site without having a detrimental impact on residents and the surrounding area.

7.1 TREES, LANDSCAPING AND NATURAL FEATURES

7.1A Planting areas ☐

7.1B Tree planting and tree canopy ☐

7.2 BUILDING DESIGN PERFORMANCE

7.2A Solar access, shading and thermal performance ☐

7.2B Natural cross ventilation ☐

7.2C Noise and acoustic comfort ☐

7.2D Air tightness of building envelope ☐

7.2E Embodied carbon ☐

7.3 NATURAL RESOURCE CAPTURE AND MANAGEMENT

7.3A Water sensitive urban design ☐

7.3B District energy system ☐

7.4 CLIMATE CHANGE RESILIENCE

7.4A Flood resilience ☐

7.4B Heatwave and urban heat island resistance ☐

7.4C Robust, low maintenace materials and planting ☐

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DOCUMENT REFERENCES

A literature review was undertaken and the relevant policies and documents listed below are referenced throughout this design guide. In addition, earlier review work engaged by the Planning Review and Reform Project provided a clear baseline for what constitutes good design.

POLICY

Territory Plan

Resiential zone Policy

Planning technical specifications

GOVERNMENT PLANS

National Capital Plan

The Griffin Legacy

A blueprint for the future development of the central national areas, ACT Government 2006

ACT Infrastructure plan

ACT Canberra's Living Infrastructure Plan: Cooling the City

ACT Powering Canberra our Pathway to Electrification

ACT Conservation Effectiveness Monitoring Plan

ACT STRATEGIES

District strategies

2022 draft planning strategies for each of the ACT districts: East Canberra, Belconnen, Gunghlin, Inner North and City, Inner South, Molonglo Valley,Tuggeranong, Weston Creek, and Woden

ACT Planning Strategy 2018

ACT Transport Strategy 2020

ACT Climate Change Strategy 2019-2025

ACT Digital Strategy 2020

ACT Water Strategy

ACT Sustainable Building Pathway

ACT Urban Forest Strategy

ACT City Plan

ACT Nature Conservation Strategy 2012-2023

ACT Native Woodland Conservation Strategy and Action Plans

ACT Native Grassland Conservation Strategy and Action Plans

Zero Emissions Vehicles Strategy 2022-2023

CRA Sustainability Strategy 2019-2025

ACT Circular Economy Strategy and Action Plan 2023-2030; and

ACT Waste Management Strategy 2011 - 2025

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GUIDES

Gawari Ngilanmanyin. Remembering the Bush.
A Climate-wise Landscape Guide for the ACT

ACT Microclimate Assessment Guide (Forthcoming)

ACT Practice Guidelines for Ecologically Sensitive Urban Design (to be developed)

ACT Separation Distance Guidelines for Air Emissions

Practice Guidelines for Water Sensitive Urban Design in the ACT and Water Sensitive Urban Design General Code
National Capital Design Review Panel

ACT National Capital Design Review Panel: Design Principles for the ACT

Practitioner's guide, Preparing for design review

A practical guide to electrification for new buildings

Green Building Council Australia

Bringing embodied carbon upfront

World Green Building Council

FRAMEWORKS

ACT Wellbeing Framework

ACT Economic Development Priorities 2022-2025: CBR Switched on

ACT Gender Sensitive Urban Design Framework

City Gateway Urban Design Framework

City Centre Urban Design Framework

ACT Gender Sensitive Urban Design Framework

ACT Living Infrastructure Plan

The Griffin Legacy

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GLOSSARY

This glossary identifies the words and acronyms that appear frequently throughout the Urban Design Guide, to help the reader identify unfamiliar words and industry specific terminology.

The terms in the glossary do not replace defined terms or uses in the Territory Plan, refer to Territory plan definitions for any development applications.

ACT – Australian Capital Territory

Accessibility – The ease of reaching destinations. In a highly accessible location, a person, regardless of age, ability or income, can reach many activities or destinations quickly, whereas people in places with low accessibility can reach fewer places in the same amount of time.

Activations – A place with the appropriate facilities that invite people to spend time in that space, thereby activating it, making it lively.

Active frontages – Occurs where there is active visual or tactile engagement between the ground and upper floor of buildings and the adjacent street/public space.

Active travel – Any form of transport involving physical activity, e.g. cycling and walking.

Active use – Active uses are uses that generate many visits, in particular pedestrian visits, over an extended period of the day.

Adaptive reuse – Projects that give new life to an existing place, building or structure through sympathetic alterations, conversions and additions that enable compatible new uses and functions, while maintaining the heritage significance where applicable.

Affordable housing – Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs. It differs to social housing which is provided and/or managed by the government (public housing) or by a not-for-profit organisation (community housing). Housing is often defined as affordable when a household spends less than 30% of their income on housing costs, and that household falls within the lowest 40% of household incomes.

Amenity – The features of an area, street or building, that provide facilities and services that contribute to physical or material comfort and benefit, and are valued by users. Amenity is important in the public, communal and private domains.

Articulation – Primarily the stepping and recessing of external walls on visible frontages but also includes expression of horizontal elements and variation in the roof form. This includes porticos, balconies, bay windows, decks, patios, pergolas, terraces, verandahs, window box treatments, window bays, awnings and sun-shading features.

Attached housing – means any dwelling, within a building containing two or more dwellings, which has within its curtilage open space at ground level and separate private access for each dwelling for the exclusive use of the occupants of the dwelling. Attached housing may incorporate communal basement car parking. Attached housing includes row house, semi-detached house, terrace house, townhouse.

Battle axe block – A rear block with no street interface other than for a vehicle access/driveway, creating a 'battle-axe'-like shape.

Block ratio – block ratio means the gross floor area in a building divided by the area of the site.

Building depth – The overall cross-section dimension of a building envelope. It includes the internal floorplate, external walls, balconies, external circulation and articulation such as recesses and steps in plan and section.

Building edges – The façade plane of a building's ground floor faces the outer perimeter of a site.

Café - The use of land the principal purpose of which is the preparation and serving, on a retail basis, of food and drink to people for consumption on the premises, take away meals and drinks or entertainment are also provided.

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City Centre – The area broadly defined by Canberra's civic centre and bordered by the outer hexagonal road (Cooyong Street and extensions) radiating from City Hill, ANU and Lake Burley Griffin (map included in Commercial Zones Policy).

City Plan/CP – ACT Government document establishing the long-term vision for Canberra City Centre.

Community garden – The use of land for the cultivation of produce primarily for personal use by those people undertaking the gardening, including demonstration gardening or other environmental activities which encourage the involvement of schools, youth groups and citizens in gardening activities.

Communal open space – Communal open space means common outdoor open space within an easily accessible location on the subject site for recreation and relaxation of residents of a housing development.

Connectivity – The number of connecting routes and intersections within an area. An area with high connectivity provides multiple routes to and from destinations.

Corner apartment – Cross ventilating apartments on one level with aspects at least 90 degrees apart. Corner apartments are commonly located on the outermost corners of buildings.

Courtyard – Communal space at ground level or on a structure (podium or roof) that is open to the sky, formed by the building and enclosed on 3 or more sides.

CRA – City Renewal Authority.

Cross-over apartment – A cross ventilating apartment with two opposite aspects and with a change in level between one side of the building and the other.

Cross-through apartment – A cross ventilating apartment on one level with two opposite aspects

CPTED – Crime Prevention Through Environmental Design.

Datum – A significant point or line in space established by the existing or desired context, often defined as an Australian Height Datum. For example, the top of significant trees or the cornice of a heritage building.

Daylight – light generated from the sun(Often measured in Lux).

Deep soil zone – An area of soil within a development that is unimpeded by buildings or structures below ground, and which has adequate dimensions to allow for the growth of healthy trees. Deep soil planting zones exclude basements, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways, podium, and roof areas.

Density – Average number of residents, households, dwellings, or habitable space in a given area, usually expressed as dwellings/ people per hectare or floor area ratio.

Dense urban environment – an area characterised by a relatively a high concentration of dwellings, buildings and people.

Desired Character - means the form of development in terms of siting, building bulk and scale, and the nature of the resulting streetscape that is consistent with the relevant desired outcomes, and any statement of desired character in a relevant district code. It does not necessarily reflect the existing character of the area.

Detached dwelling - means a dwelling that does not share any walls with any abutting dwelling.

Dual aspect apartment – Apartments which have at least 2 major external walls facing in different directions, including corner, cross-over and cross-through apartments, which provide for and improve ventilation.

Dual occupancy – means the use of land that was originally used or leased for the purposes of single dwelling housing for two dwellings.

Dual key apartment – An apartment layout with a common internal corridor and lockable doors to sections within the apartment so that it is able to be separated into 2 independent units. Dual key apartments are regarded as two dwellings.

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GLOSSARY

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Embodied Emissions – Attributable to development, means the greenhouse gas emissions resulting from the materials used to construct a building that forms part of the development, including emissions from:

- the extraction of raw materials that are used to construct the building,
- transportation of materials,
- the manufacture of the materials used to construct the building.

Enclosure – Where building height and open space width created a feeling of contained space .

EPSDD – Environment, Planning and Sustainable Development Directorate.

Façade – The external face of a building, generally the principal face, facing a public street or space.

Floor plate – The total floor area of a storey within a building or structure.

GBCA – Green Building Council of Australia

Good design – Architectural and urban design outcomes are expected to comply with good practice design principles as a minimum ambition.

Green roof – A roof surface that supports the growth of vegetation, comprised of a waterproofing membrane, drainage layer, organic growing medium (soil) and vegetation.

Habitable – habitable (including habitable room) means a room within a dwelling capable of being lawfully used for the normal domestic activities of living, sleeping, cooking, or eating, and:

i. includes a bedroom, study, living room, family room, kitchen, dining room, home theatre, rumpus room; but

ii. does not include a bathroom, laundry, hallway, garage, or other spaces of a specialised nature occupied neither frequently or for extended periods.

Habitable Spaces – Comfortable external spaces and places for people to spend time.

Heritage Place – Any place from a building to a monument, natural area, landmark or viewpoint that has special cultural or natural heritage significance. Can be identified at a local, state, federal or global level.

Infrastructure – The basic systems, facilities or framework that support a community's population, e.g. roads, transport, utilities, water, sewage

Juliet balcony – a type of balcony that does not protrude from the building's façade, but in stead, a decorative railing in front of an openable door.

Key Public Space – May be located in parks, plazas or streets. They are public places of significance, with high levels of amenity.

Legibility – The ease with which a person is able to see, understand and find their way around an area, building or development.

Living Infrastructure – The vegetation, soils and water systems that are sometimes referred to as blue or green infrastructure.

Local character/local identity– Local character makes an area distinctive and contributes to the identity of the place. This includes the natural, cultural and historic characteristics of an area that are intrinsic to the locality, and which the local community relate to. Local character and local identity is subject to change over time.

Micro-mobility – Refers to a wide range of lightweight movement options, including bicycles and powered options such as electric scooters and e-bikes.

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Missing middle – An umbrella term that is used to describe housing types that fall between single dwellings and apartments. Dwelling types within this category are generally low rise, missing middle, and designed to meet the needs of a diverse range household types and demographics, across different life stages. Missing middle housing types may include granny flats, dual-occupancy, tri-occupancy, townhouses, terrace housing and manor houses.

Mixed-use – Mixing residential, commercial, retail, entertainment and community uses in same building, site or precinct.

Modal Interchange – Co-locating multiple public transport modes to allow for enhanced connections between alternative transport modes (eg bus and tram).

Natural cross ventilation – Wind-driven ventilation that provides ventilation rates at least 7 times greater than a single-aspect apartment in the same location, due to 2 or more openings on separate façade aspects being exposed to a wide range of unobstructed wind directions. The improvement in ventilation rates is to be achieved over a year.

Non-habitable room – A space of a specialised nature not occupied frequently or for extended periods, including a bathroom, laundry, water closet, pantry, walk-in wardrobe, corridor, hallway, lobby, photographic darkroom or clothes drying room.

Operable walls – (moveable walls) are partitions or room dividers that can easily be moved and adjusted to change the layout of a space.

Passive Surveillance – Observation from the street or adjacent buildings provided by ordinary people as they go about their daily activities.

Performance glass – Typically referring to windows. Glass with high thermal performance due to double or triple glazing.

Permeability (In the context of built form) – The extent to which the urban structure allows or restricts movement of people or vehicles through an area.

Permeability (In the context of landscape) – The quantity of pervious surfaces that allow for water to penetrate into and be retained by the landscape.

Planting area – Planting area means an area of land within a block that is available for landscape planting and that is not covered by buildings, structures, vehicle parking and manoeuvring areas or any other form of impermeable element that impacts permeability of the ground surface (i.e., terraces, pergolas, patios, decks, or pools).

Podium – The base of a building upon which taller (tower) elements are positioned.

Potable water – Water which conforms to Australian Standards for drinking quality.

Precinct – Is defined as:

iii. development on land that forms part of a centre – group centre, town centre, local centre

development that forms part of a corridor

Primary private open space (PPOS) – means private open space that is directly accessible from a habitable room other than a bedroom.

Public space (ACT) – General term for an open area or place for public use. It is the collective, communal part of cities and towns, with shared access for all. It is the space of movement, recreation, gathering, events, contemplation and relaxation. The public space includes streets, pathways, rights of way, parks, accessible open spaces, plazas and waterways that are physically and visually accessible regardless of ownership.

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GLOSSARY

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Rights holder – Ngunnawal people.

Scale – The apparent size of a building in relation to its surroundings and to the scale of a person.

Solar access– The ability of a building to receive direct sunlight without obstruction from other buildings or impediments, not including trees.

Storey – Storey means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor level above, the ceiling or roof above but does not include an attic or a basement or a space that contains only a lift shaft or stairway.

Street setback – means the horizontal distance between a block boundary and the outside face of any building or structure on the block.

Studio apartment – a small dwelling unit with no separate bedroom from the living area.

Sustainability – An approach that considers the environmental, social and economic aspects (such as of a building) so it can meet the needs of the present, without compromising the ability of future generations to meet their needs.

TCCS – Transport Canberra and City Services.

TGSI – Tactile ground service indicators to support people with visual impairment to navigate streets and public space.

TP / Territory Plan – Provides statutory planning guidance for development in the ACT.

Universal design – a design approach that aims to create buildings and environments that can be used by all people of all ages, abilities and backgrounds, without the need for adaptation or specialised design.

Urban design development – Urban design development is defined as:

i. development on land that is not in an industrial zone that has a site area greater than 1 hectare; or

ii. development in relation to which a planning instrument requires a planning and response report to be prepared for the land before development consent may be granted for the development.

In an industrial zone this only applies to a development that has a capital investment value of $30 million or more and a site area of greater than 1 hectare.

Urban Fabric– The make-up of an urban area. Refers to characteristics such as movement network, block structure, building heights and grain.

Visual/ Temporary Activation Frontage – Engaging activation of otherwise blank frontages on buildings, fences or hoarding during construction periods.

Water Sensitive Urban Design (WSUD) – A set of design elements and on-ground solutions that aim to minimise impacts on the water cycle from our built environment and enhance our city's livability.

TCCS – Transport Canberra and City Services.

TGSI – Tactile ground service indicators to support people with visual disability to navigate streets and public space.

TP / Territory Plan – Providing statutory planning guidance for future development in the ACT.

Typology – Means types of development, including multi-occupancy, townhouses, terraces and low-rise apartments.

Urban Fabric– The make-up of an urban area. Refers to characteristics such as movement network, block structure, building heights and grain.

Visual/temporary Activation Frontage – Engaging activation of otherwise blank frontages on buildings, fences or hording during construction periods.

Water Sensitive Urban Design (WSUD) – A set of design elements and on-ground solutions that aim to minimise impacts on the water cycle from our built environment and enhance our city's livability.

Wintergardens – An enclosed balcony attached to a dwellings unit.

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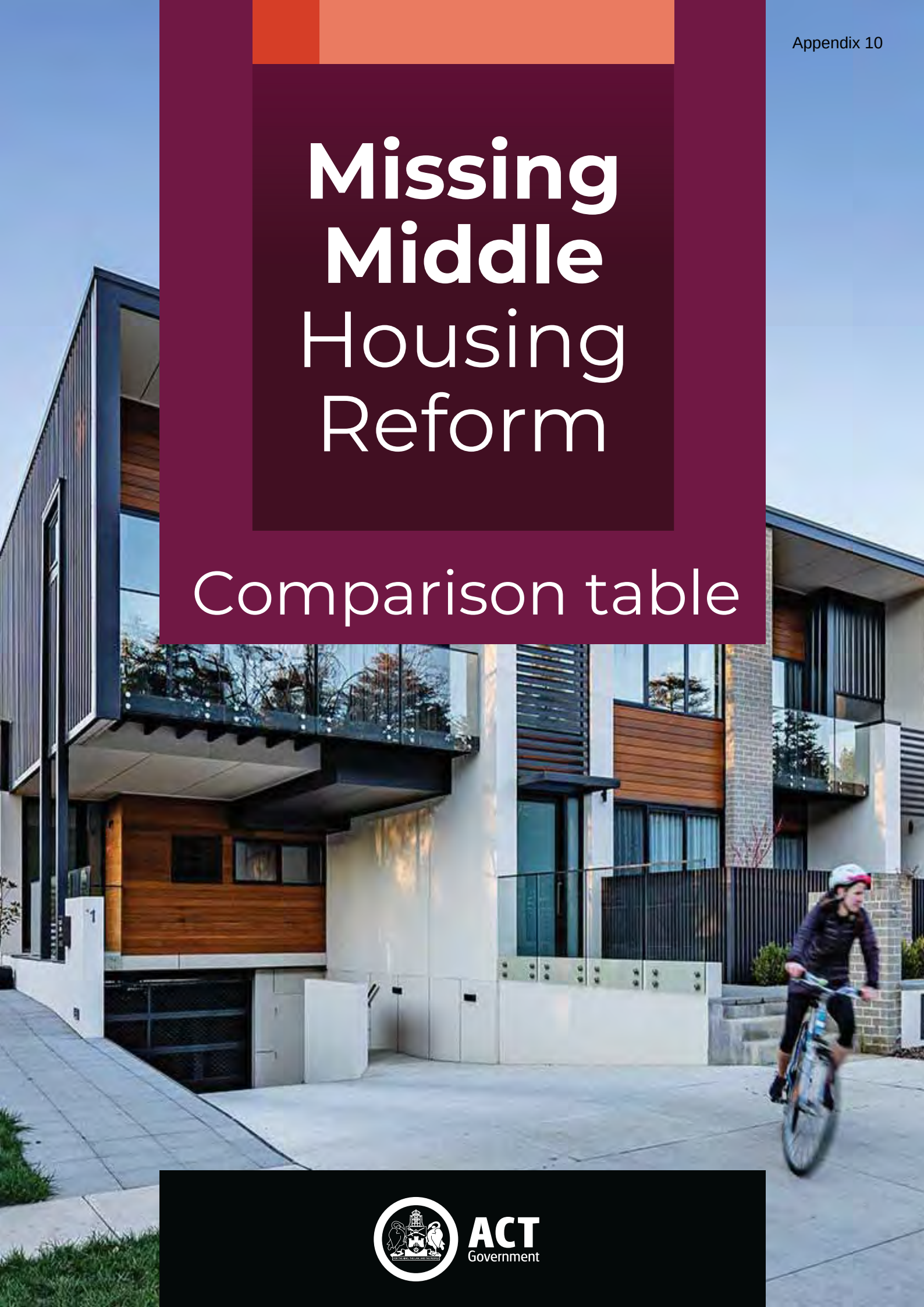
Missing Middle Housing Reform

Comparison table



ACT Government

Comparison table RZ1

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ1 – Suburban Zone**	**RZ1 – Suburban Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Achieve and/or maintain low density residential neighbourhoods in suburban areas. 2. Provide for a range of housing choices that meet changing household and community needs. 3. Limit the extent of change that can occur particularly with regard to the residential density and original pattern of subdivision. 4. Ensure development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.	1. Provide for a range of housing choices in a suburban setting which is primarily low density and low rise. 2. Housing development meets changing household, and community needs and demonstrates good design outcomes. 3. Provide opportunities for redevelopment by enabling some change to residential density and subdivision pattern. 4. Development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.	These changes reflect that the main residential zone needs to provide a range of housing choices, that are low-rise. This will require some change within the RZ1 zone to housing density, whilst retaining the lower density character and valuing neighbourhood and landscape character.
Maximum height: (Residential Zones Policy)	2 storeys + attic	2 storeys + attic	No change.
Maximum site coverage: (Residential Zones Policy)	45% for MUH	45% for MUH	No change This provision works closely with other important planning rules, such as setbacks, building envelopes and canopy cover requirements to limit the size and scale of development.
Minimum block area for 2 dwellings: (Residential Zones Policy)	800m^2 (or 600m^2 for supportive/ community housing)	Minimum block area for 2 dwellings no longer specified.	The minimum block area has been removed to enable more missing middle housing in RZ1. These provisions previously sought to limit density, which is now being relaxed. Other requirements, such as those relating to site coverage and living infrastructure, will provide limitations on the size of developments.
Maximum dwellings: (Residential Zones Policy)	2	Appropriate number of dwellings is guided by site context and dwelling density targets in the Residential Zones Technical Specifications	Dwelling densities have been developed and are located in the Residential Zones Technical Specification. These have been increased from the previous maximum to enable the delivery of missing middle housing. The dwelling density targets balance providing more housing with important amenity outcomes such as living infrastructure, private open space, on-site parking and suburban character.

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ1 – Suburban Zone**	**RZ1 – Suburban Zone**	
Apartments (Residential Zones Policy)	No apartments permitted in RZ1	Apartments permitted in RZ1	Apartment developments are proposed to be allowed in RZ1. Apartment developments are limited to 2 storeys. This will allow walk-up apartments and manor house style developments (i.e. separate dwellings on the ground floor and upper floor).
Secondary residences (Residential Zones Policy)	> Associated with a single dwelling. > Maximum dwelling size of 90m^2 > Minimum block size – 500m^2 > 1 secondary residence per block	> Associated with a single dwelling. > Maximum dwelling size of 90m^2 > 1 secondary residence per block	Removed minimum block size to allow secondary residences on smaller blocks, where all other requirements are met. Overall size and scale of secondary residence is primarily controlled by site coverage and other key outcomes such as planting areas, canopy coverage and other living infrastructure considerations. This has been relaxed to allow for different living arrangements on the same block (such as granny flats for multi-generational living). Other provisions allow for blocks to be subdivided to provide a separate dwelling.
Co-housing (Residential Zones Policy)	Limited to blocks of 1,050m^2 or more	Minimum block area removed	To allow co-housing developments on all blocks, where all other requirements are met. Overall size and scale of co-housing is primarily controlled by site coverage and other key outcomes such as planting areas, canopy coverage and other living infrastructure considerations. This will contribute to the housing choice available to residents who may wish to live in this type of housing model.
Car parking rates (Technical Specification)	One parking space per single bedroom dwelling 1.5 spaces per 2-bedroom dwelling 2 parking spaces for each dwelling with 3 or more bedrooms 1 visitor space per 4 dwellings	One parking space per dwelling Plus an additional 1 space per five 2-bedroom dwellings Plus an additional 1 space per three 3+ bedroom dwellings No requirement for on-site visitor parking	A reduction in minimum car parking rates intends to balance the desire to achieve more housing, achieve on-site amenity and limit unreasonable impacts to the street and neighbourhood. Car parking is considered through the development assessment process, with the acceptable rate of parking considered on a case-by-case basis, involving consideration of factors such as proximity to public transport and active travel corridors, and capacity of the existing street and parking network to support off-site car parking. It is also important to note that the provision of car parking is often driven by location, such as proximity to public transport routes, and market preferences.

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ1 – Suburban Zone**	**RZ1 – Suburban Zone**	
Planting area (MUH) (Technical Specification)	35%	30%	A reduction in planting area for MUH is intended to be offset by an increase in canopy cover, to support Government's 30% canopy cover target.
Tree canopy coverage (MUH) (Technical Specification)	15%	20%	An increase in canopy cover is intended to be balanced by a decrease in planting area, to support Government's 30% canopy cover target.
Other Residential Zones Technical Specification changes	> Private open space for MUH – 40% of site > Principal private open space (at lower level) for MUH 28m²-45m² minimum area and 5m-6m minimum dimension > Building envelope – measurement taken from 3.5m above boundaries > Front setbacks for MUH – 6m > Side and rear setbacks for MUH – 3m-6m > Solar building envelope angle for MUH – 31°	> Private open space for MUH – 30% of site > Principal private open space (at lower level) for MUH –24m2-36m2 minimum area and 4m-6m minimum dimension > Building envelope – measurement taken from 4m above boundaries > Front setbacks for MUH – 4m-6m > Side and rear setbacks for MUH – 0m-6m > Solar building envelope angle for MUH – 45°	Private open space requirements have reduced in site percentage however the quality of space that contributes to the private open space area has increased. This is intended to see improvements in usable, high amenity spaces for residents. Setbacks, building and solar envelopes have been modified to enable increased building area where impacts to neighbours is minimised. Solar access and privacy requirements for neighbours continue to apply.
Subdivision: (Subdivision Policy)	Unit titling above 800m², max 120m² for size of second dwelling Block subdivision not permitted	Unit titling above 600m², no maximum size limit for second or subsequent dwellings Block subdivision permitted where a dwelling has been lawfully constructed	This is to allow subdivision of RZ1 blocks, but only where the blocks already contain a dwelling. This has been included to: > Avoid land banking. > Disincentivise the creation of ad hoc mid-sized and compact single dwelling in favour of the creation of larger blocks for appropriate missing middle housing. Site cover, setbacks, planting area and solar access requirements will control the overall size of additional dwellings.
Consolidation: (Subdivision Policy)	2 blocks for supportive housing only	Permissible for all development that will result in more dwellings – the Subdivision Technical Specifications guide suitable consolidation outcomes. General limit of 2000m², 2500m² for consolidations adjoining urban open space/community path network, and 3000m² for end of section consolidations.	Block consolidation will support efficient land use for missing middle developments and will support higher quality development outcomes. It will also enable the delivery of more housing and will also contribute to a range of missing middle outcomes. Limits on consolidation outcomes for RZ1 blocks are provided to limit over-development and to maintain the low-rise, lower density character of RZ1 areas compared to RZ2 outcomes.

Comparison table RZ2

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ2 – Suburban Core Zone**	**RZ2 – Suburban Density Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites within reasonable proximity to local services to achieve a mix of low to medium density housing. 2. Provide for a range of housing choices where the housing is low rise and contains a mix of single dwelling and multi-unit housing. 3. Provide opportunities for redevelopment by enabling a limited extent of change in density.	1. Facilitate development or redevelopment of sites that are generally in reasonable proximity to local services and amenities. 2. Achieve a mix of low and medium density housing in a manner that demonstrates good design outcomes. 3. Provide for a range of housing choice that is primarily low-rise multi-unit housing or more compact single dwelling housing. 4. Provide opportunities for redevelopment by enabling change, including to residential density and subdivision pattern.	Name change and policy outcome changes are proposed to reflect the aim for more development and redevelopment opportunity and a greater mix of housing to be provided. It is noted that these will still be low rise (up to 3 storeys) and more compact single dwellings.
Maximum height: (Residential Zones Policy)	2 storeys + attic	Single dwellings / secondary residences: 2 storeys + attic Multi-unit housing: 3 storeys + attic	Building heights for multi-unit housing in RZ2 have been increased to better reflect the transition in scale between RZ1 and RZ3 zones. This change provides a relaxation of height restrictions for RZ2 development to allow more homes to be provided, however there are important requirements around setbacks, building envelopes and over-shadowing that must be met to limit impacts on neighbours.
Maximum site coverage: (Residential Zones Policy)	45% for MUH	45% for MUH	No change. This provision works closely with other important planning rules, such as setbacks, building envelopes and canopy cover requirements to limit the size and scale of development.
Minimum block area for 2 dwellings: (Residential Zones Policy)	700m^2 (or 600m^2 for multi-unit adaptable housing)	Minimum block area for 2 dwellings no longer specified	The minimum block area has been removed to enable the uptake of missing middle housing in RZ2. Other requirements, such as those relating to site coverage and living infrastructure, will provide limitations on the size of developments.

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ2 – Suburban Core Zone**	**RZ2 – Suburban Density Zone**	
Maximum dwellings: (Residential Zones Policy)	1 additional for every 250m^2 over the minimum	No maximum	To incentivise missing middle housing developments in RZ2, where they can be proposed and constructed to meet the other relevant Assessment Outcomes and guidance.
Subdivision: (Subdivision Policy)	Permitted	Permitted	No change
Consolidation: (Subdivision Policy)	Permitted	Permitted	No change
Other Residential Zones Technical Specification changes			
Car parking rates	Same as RZ1 information above	Same as RZ1 information above	
Planting area (MUH)			
Tree canopy coverage (MUH)			

Comparison table RZ3

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ3 – Urban Residential Zone**	**RZ3 – Residential Transition Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites to achieve medium density housing. 2. Provide for a range of housing choices where the housing contains a mix of single dwelling and multi-unit housing. 3. Provide opportunities for redevelopment by enabling changes to the residential density and original pattern of subdivision. 4. Provide opportunities for redevelopment by enabling change.	1. Facilitate urban development or redevelopment to achieve primarily medium density, low-mid rise housing within close proximity to local services and amenities in a manner that demonstrates good design outcomes. 2. Provide for a range of housing choices, which are predominately multi-unit housing of various dwelling types or more compact single dwelling housing. 3. Provide opportunities for redevelopment by enabling change, including to the residential density and the original pattern of subdivision.	Name change and policy outcome changes are proposed to align RZ3 to be the 'transition' residential zone between the suburban zones and the urban zones. This acknowledges that RZ3 may play a role in predominately accommodating more compact single dwellings (such as the case through Gungahlin), or as more of a medium density and mid-rise zone (as is the case in more of the established suburbs).
Maximum height: (Residential Zones Policy)	10.5m	Secondary residence: 2 storeys Single dwelling housing: 3 storeys Multi-unit housing: 4 storeys	The gradation of heights across the different housing typologies is designed to incentivise multi-unit housing redevelopment to provide more housing in an efficient manner in this zone.

Comparison table RZ4

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ4 – Medium Density Residential Zone**	**RZ4 – Urban Residential Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites to achieve a distinctively medium density housing character in a manner that demonstrates design excellence. 2. Provide for a range of housing choices where the housing contains a mix of single dwelling and multi-unit housing. 3. Provide opportunities for redevelopment by enabling changes to residential density and the original pattern of subdivision. 4. Provide opportunities for redevelopment by enabling change.	1. Facilitate urban development or redevelopment of sites to achieve medium to high density, mid-rise housing in a manner that demonstrates good design outcomes. 2. Provide for a range of housing choices, which are predominately medium to high density multi-unit housing of various dwelling types. 3. Provide opportunities for redevelopment by enabling change, including to residential density and the original pattern of subdivision.	Name change and policy outcome changes are proposed to reflect that RZ4 does not often contain housing that is of a density and height that would be considered 'medium density'. While these reforms will step RZ4 closer to medium density, this name change reflects that RZ4 is practically the start of the more 'urban' residential zones.
Maximum height: (Residential Zones Policy)	12.5m	Secondary residence: 2 storeys Single dwelling housing: 3 storeys Multi-unit housing: 6 storeys	The gradation of heights across the different housing typologies is designed to incentivise multi-unit housing redevelopment to provide more housing in an efficient manner in this zone.

Comparison table RZ5

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ5 – High Density Residential Zone**	**RZ5 – Urban Density Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites to achieve high density housing in a manner that demonstrates design excellence. 2. Provide for the establishment and maintenance of residential areas where the housing is generally high density in character, particularly in areas with very good access to facilities and services and/or frequent public transport services. 3. Provide for a range of housing choices where multi-unit housing, typically of a larger scale, are provided for a range of dwelling types. 4. Provide opportunities for redevelopment by enabling changes to the original pattern of subdivision. 5. Provide opportunities for redevelopment by enabling change.	1. Facilitate urban development or redevelopment of sites to achieve high density, medium rise housing in a manner that demonstrates good design outcomes. 2. Provide opportunities for the establishment and maintenance of residential housing that is generally high density. 3. Provide housing in areas with very good access to facilities and services and/or frequent public transport services. 4. Provide for a range of high density and larger scale housing choices of various dwelling types. 5. Provide opportunities for redevelopment by enabling changes, including to the original pattern of subdivision.	Name change and policy outcome changes are proposed to reflect that RZ5 does not often contain housing that is of a density and height that would be considered 'high density' which are typically contained in the commercial zones, such as town centres, in the ACT. While these reforms will step RZ5 closer to high density, this name change reflects that RZ5 is just the densest of the residential zones, rather than always delivering high-density apartment tower style developments.
Maximum height: (Residential Zones Policy)	21.5m	Secondary residence: 2 storeys Single dwelling housing: 3 storeys Multi-unit housing: 7 storeys	The gradation of heights across the different housing typologies is designed to incentivise multi-unit housing redevelopment to provide more housing in an efficient manner in this zone.

More homes, more choices. Built for your lifestyle.

Missing Middle Housing Reform

Missing Middle Housing Reform

Snapshot



ACT Government

Planning for more housing choice in Canberra

Canberra is growing quickly. By 2050 we expect nearly 700,000 people to call our city home. Because of this growth, it's estimated that there will be a need for 30,000 new homes in the next five years.

Meeting this goal isn't just about expanding the city and building more houses – it's about making sure new homes that get built include a variety of housing choice. With limited undeveloped greenfield land, we need to make better use of our existing suburbs and plan for a more compact, efficient and sustainable Canberra.

Currently, new homes in Canberra are mostly single houses or high-density apartment buildings. This leaves a 'gap' in the housing market - typically referred to as 'missing middle' housing - with potential for more low and medium density housing options.

In Canberra, missing middle housing includes:

> dual or tri-occupancies (2 or 3 houses on one block),
> townhouses and terrace homes
> low-rise apartments.

This isn't a new concept for Canberra – we already have some great examples of this type of housing in some of our oldest (as well as newest) suburbs. But we need to make sure that more Canberrans across the whole city have access to a range of housing options. While we have pockets where middle housing occurs, there isn't enough and it's not available in all suburbs. Providing more housing options can help meet the needs of our diverse and growing population.



Missing Middle Housing Reforms

The ACT Government is responding to the demand for greater housing choice by reforms to our planning system, including draft changes to the Territory Plan through a Major Plan Amendment, and a new Missing Middle Housing Design Guide:

- **The Missing Middle Housing Design Guide** will provide best practice guidance for creating well-designed homes that respect local character and contribute positively to our streets and neighbourhoods
- **Changes to the Territory Plan** will remove barriers in the planning system and allow more housing options (including more townhouses, terraces, and duplexes) in residential areas. These changes will make it easier to build well-designed, sustainable homes in our existing suburbs.

The reforms have been developed with local architects, designers and technical experts to balance the needs of new and existing residents, aiming to supply more well-designed, sustainable housing in existing residential areas while maintaining Canberra's unique amenity and suburban character.

By allowing more and different types of homes across Canberra, the Missing Middle housing reforms will:

- **Provide more housing choices for Canberrans** including opportunities for multi-generational living, to age in place, and first home buyers
- **Remove barriers** to make it easier for people to build and purchase different types of homes
- **Allow people to live in the communities they love** with housing that meets their needs at different life stages
- **Revitalise** our older suburbs by adding new homes which make a positive contribution to the street and suburb
- **Limit urban sprawl and increase the availability of land and housing** in our existing urban footprint
- **Support vibrant and walkable neighbourhoods**.

Draft Major Plan Amendment to the Territory Plan

The Territory Plan focuses on delivering high-quality buildings for residents while encouraging new design and planning ideas.

The proposed changes to the Territory Plan include updates to key policies and supporting documents including the Residential Zones and Subdivision Policy and associated technical specifications. The changes include:

- Minimum block area for 2 dwellings or secondary residence
- maximum dwelling numbers on a block
- setbacks and building envelope
- allowable subdivision and block consolidation

A comparison table of the draft changes is provided with this snapshot.

These changes will enable well-designed, low-rise sustainable and comfortable homes that blend into our existing suburbs without too much change to the character of these areas, helping individuals, couples and families to find homes in existing suburbs, and making it easier for older Canberrans to stay in their communities as they age.

The reforms will help the planning system to quickly respond to population growth and market demand, reducing the need for new housing in undeveloped areas and creating a more compact and efficient city.



Residential zones in Canberra

Most land in the ACT suitable for buildings (urban land) is zoned for residential use, or RZ, meaning it is land for housing (including houses and multi-units). RZ1 the 'Suburban Zone', makes up 79.7% of Canberra's residential land, and has typically included mainly single houses. RZ2, the 'Suburban Core', (around 12.9% of the city's residential land) is usually located closer to local shops or services and allows for a greater mix of single houses and denser housing. RZ3, RZ4 and RZ5 zones allow higher medium density buildings (like apartments).

The Missing Middle Housing Design Guide

The draft Missing Middle Housing Design Guide (the draft guide) will be a new addition to the existing suite of design guidance documents that help create better buildings and public spaces across our city. Based on key Design Principles, the document provides guidance on how to achieve best practice design outcomes for new 'missing middle' homes to be built in existing suburbs by:

- supporting building different types of 'missing middle' housing in a way that fits well with existing neighbourhood context and character
- encouraging sustainable building practices, efficient land use and minimal negative impact on the natural environment
- promoting designs that deliver lively, safe and walkable communities.



The draft guide explains what good design for different housing types looks like and encourages new ideas for developing low-rise 'missing middle' housing - assisting design professionals, builders and landowners in achieving well designed missing middle housing projects. The draft guide focuses on buildings that are of a height and scale that feels comfortable for pedestrians and residents ('human scale' development), designs that protect and enhance street character and verge trees, and ensuring that denser housing developments don't impact negatively on neighbours.

The main features of the draft Missing Middle Housing Design Guide are to:

- encourage new housing types like multi-occupancies, townhouses, terraces and low-rise apartment buildings that blend into existing neighbourhoods
- help the community, landowners and developers understand and apply the Territory Plan's assessment requirements when planning for new buildings in Canberra's suburbs
- offer guidance on how to achieve best practice outcomes in sustainable buildings and liveable communities
- show how change can happen in existing suburbs while protecting and improving street character through good design.

Having your say on missing middle housing reforms

The ACT Government is consulting with the community and asking for feedback on the proposed Missing Middle Housing Reforms, including feedback on the draft Missing Middle Housing Design Guide and the Major Plan Amendment to the Territory Plan.

Information about the proposed reforms, including a full copy of the draft design guide and proposed Territory Plan amendment supporting documentation, is available during the consultation period via the YourSay website and at a number of events, including online and face to face presentations and workshops, district 'pop up' information stalls and listening spaces.

You can find out more information about the proposed reforms and upcoming engagement events, and provide your comments or detailed submissions by visiting the YourSay website.

The Territory Plan – how does it work

When someone is looking to design a new building in Canberra they need to show that they have considered the requirements and guidance of the ACT's planning documents including:

- The Territory Plan
- Technical Specifications
- Design Guides.

The Territory Plan is a legislative document that includes District Policies, Zone Policies and Policies for Subdivision and Leasing. The documents within the Plan include desired built outcomes and specific requirements for new developments. New developments must demonstrate that they are consistent with the assessment outcomes and meet the mandatory assessment requirements:

- District Policies include desired policy outcomes and assessment outcomes and requirements for new developments in each specific district
- Zone Policies list the types of developments and uses that can be built in specific zones, the policy outcomes for different zones as well as the relevant assessment outcomes and requirements.

New developments also need to consider other documents to ensure the best built outcome for our city. These include technical specifications and design guides:

- Technical specifications provide more clarity about the expectations for new developments in particular areas, including for elements like building height and density. They are not 'rules', but rather give detailed guidance about the community and Territory Planning Authority's expectations for that area
- Design guides offer guidance on how to achieve the assessment outcomes required by the District and Zone Policies for new developments. The guides use clear writing, images and diagrams to demonstrate best practice approaches and examples of good design. The guides must be considered and responded to when seeking development approval. Current design guides include the:
  - Housing Design Guide
  - Urban Design Guide
  - Biodiversity Sensitive Urban Design Guide
  - City Centre Urban Design Guide

Comparison table RZ1

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ1 – Suburban Zone**	**RZ1 – Suburban Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Achieve and/or maintain low density residential neighbourhoods in suburban areas. 2. Provide for a range of housing choices that meet changing household and community needs. 3. Limit the extent of change that can occur particularly with regard to the residential density and original pattern of subdivision. 4. Ensure development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.	1. Provide for a range of housing choices in a suburban setting which is primarily low density and low rise. 2. Housing development meets changing household, and community needs and demonstrates good design outcomes. 3. Provide opportunities for redevelopment by enabling some change to residential density and subdivision pattern. 4. Development respects valued features of the neighbourhood and landscape character of the area and does not have unreasonable negative impacts on neighbouring properties.	These changes reflect that the main residential zone needs to provide a range of housing choices, that are low-rise. This will require some change within the RZ1 zone to housing density, whilst retaining the lower density character and valuing neighbourhood and landscape character.
Maximum height: (Residential Zones Policy)	2 storeys + attic	2 storeys + attic	No change.
Maximum site coverage: (Residential Zones Policy)	45% for MUH	45% for MUH	No change This provision works closely with other important planning rules, such as setbacks, building envelopes and canopy cover requirements to limit the size and scale of development.
Minimum block area for 2 dwellings: (Residential Zones Policy)	800m^2 (or 600m^2 for supportive/ community housing)	Minimum block area for 2 dwellings no longer specified.	The minimum block area has been removed to enable more missing middle housing in RZ1. These provisions previously sought to limit density, which is now being relaxed. Other requirements, such as those relating to site coverage and living infrastructure, will provide limitations on the size of developments.
Maximum dwellings: (Residential Zones Policy)	2	Appropriate number of dwellings is guided by site context and dwelling density targets in the Residential Zones Technical Specifications	Dwelling densities have been developed and are located in the Residential Zones Technical Specification. These have been increased from the previous maximum to enable the delivery of missing middle housing. The dwelling density targets balance providing more housing with important amenity outcomes such as living infrastructure, private open space, on-site parking and suburban character.

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ1 – Suburban Zone**	**RZ1 – Suburban Zone**	
Apartments (Residential Zones Policy)	No apartments permitted in RZ1	Apartments permitted in RZ1	Apartment developments are proposed to be allowed in RZ1. Apartment developments are limited to 2 storeys. This will allow walk-up apartments and manor house style developments (i.e. separate dwellings on the ground floor and upper floor).
Secondary residences (Residential Zones Policy)	> Associated with a single dwelling. > Maximum dwelling size of 90m^2 > Minimum block size – 500m^2 > 1 secondary residence per block	> Associated with a single dwelling. > Maximum dwelling size of 90m^2 > 1 secondary residence per block	Removed minimum block size to allow secondary residences on smaller blocks, where all other requirements are met. Overall size and scale of secondary residence is primarily controlled by site coverage and other key outcomes such as planting areas, canopy coverage and other living infrastructure considerations. This has been relaxed to allow for different living arrangements on the same block (such as granny flats for multi-generational living). Other provisions allow for blocks to be subdivided to provide a separate dwelling.
Co-housing (Residential Zones Policy)	Limited to blocks of 1,050m^2 or more	Minimum block area removed	To allow co-housing developments on all blocks, where all other requirements are met. Overall size and scale of co-housing is primarily controlled by site coverage and other key outcomes such as planting areas, canopy coverage and other living infrastructure considerations. This will contribute to the housing choice available to residents who may wish to live in this type of housing model.
Car parking rates (Technical Specification)	One parking space per single bedroom dwelling 1.5 spaces per 2-bedroom dwelling 2 parking spaces for each dwelling with 3 or more bedrooms 1 visitor space per 4 dwellings	One parking space per dwelling Plus an additional 1 space per five 2-bedroom dwellings Plus an additional 1 space per three 3+ bedroom dwellings No requirement for on-site visitor parking	A reduction in minimum car parking rates intends to balance the desire to achieve more housing, achieve on-site amenity and limit unreasonable impacts to the street and neighbourhood. Car parking is considered through the development assessment process, with the acceptable rate of parking considered on a case-by-case basis, involving consideration of factors such as proximity to public transport and active travel corridors, and capacity of the existing street and parking network to support off-site car parking. It is also important to note that the provision of car parking is often driven by location, such as proximity to public transport routes, and market preferences.

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ1 – Suburban Zone**	**RZ1 – Suburban Zone**	
Planting area (MUH) (Technical Specification)	35%	30%	A reduction in planting area for MUH is intended to be offset by an increase in canopy cover, to support Government's 30% canopy cover target.
Tree canopy coverage (MUH) (Technical Specification)	15%	20%	An increase in canopy cover is intended to be balanced by a decrease in planting area, to support Government's 30% canopy cover target.
Other Residential Zones Technical Specification changes	> Private open space for MUH – 40% of site > Principal private open space (at lower level) for MUH 28m²-45m² minimum area and 5m-6m minimum dimension > Building envelope – measurement taken from 3.5m above boundaries > Front setbacks for MUH – 6m > Side and rear setbacks for MUH – 3m-6m > Solar building envelope angle for MUH – 31°	> Private open space for MUH – 30% of site > Principal private open space (at lower level) for MUH –24m2-36m2 minimum area and 4m-6m minimum dimension > Building envelope – measurement taken from 4m above boundaries > Front setbacks for MUH – 4m-6m > Side and rear setbacks for MUH – 0m-6m > Solar building envelope angle for MUH – 45°	Private open space requirements have reduced in site percentage however the quality of space that contributes to the private open space area has increased. This is intended to see improvements in usable, high amenity spaces for residents. Setbacks, building and solar envelopes have been modified to enable increased building area where impacts to neighbours is minimised. Solar access and privacy requirements for neighbours continue to apply.
Subdivision: (Subdivision Policy)	Unit titling above 800m², max 120m² for size of second dwelling Block subdivision not permitted	Unit titling above 600m², no maximum size limit for second or subsequent dwellings Block subdivision permitted where a dwelling has been lawfully constructed	This is to allow subdivision of RZ1 blocks, but only where the blocks already contain a dwelling. This has been included to: > Avoid land banking. > Disincentivise the creation of ad hoc mid-sized and compact single dwelling in favour of the creation of larger blocks for appropriate missing middle housing. Site cover, setbacks, planting area and solar access requirements will control the overall size of additional dwellings.
Consolidation: (Subdivision Policy)	2 blocks for supportive housing only	Permissible for all development that will result in more dwellings – the Subdivision Technical Specifications guide suitable consolidation outcomes. General limit of 2000m², 2500m² for consolidations adjoining urban open space/community path network, and 3000m² for end of section consolidations.	Block consolidation will support efficient land use for missing middle developments and will support higher quality development outcomes. It will also enable the delivery of more housing and will also contribute to a range of missing middle outcomes. Limits on consolidation outcomes for RZ1 blocks are provided to limit over-development and to maintain the low-rise, lower density character of RZ1 areas compared to RZ2 outcomes.

Comparison table RZ2

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ2 – Suburban Core Zone**	**RZ2 – Suburban Density Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites within reasonable proximity to local services to achieve a mix of low to medium density housing. 2. Provide for a range of housing choices where the housing is low rise and contains a mix of single dwelling and multi-unit housing. 3. Provide opportunities for redevelopment by enabling a limited extent of change in density.	1. Facilitate development or redevelopment of sites that are generally in reasonable proximity to local services and amenities. 2. Achieve a mix of low and medium density housing in a manner that demonstrates good design outcomes. 3. Provide for a range of housing choice that is primarily low-rise multi-unit housing or more compact single dwelling housing. 4. Provide opportunities for redevelopment by enabling change, including to residential density and subdivision pattern.	Name change and policy outcome changes are proposed to reflect the aim for more development and redevelopment opportunity and a greater mix of housing to be provided. It is noted that these will still be low rise (up to 3 storeys) and more compact single dwellings.
Maximum height: (Residential Zones Policy)	2 storeys + attic	Single dwellings / secondary residences: 2 storeys + attic Multi-unit housing: 3 storeys + attic	Building heights for multi-unit housing in RZ2 have been increased to better reflect the transition in scale between RZ1 and RZ3 zones. This change provides a relaxation of height restrictions for RZ2 development to allow more homes to be provided, however there are important requirements around setbacks, building envelopes and over-shadowing that must be met to limit impacts on neighbours.
Maximum site coverage: (Residential Zones Policy)	45% for MUH	45% for MUH	No change. This provision works closely with other important planning rules, such as setbacks, building envelopes and canopy cover requirements to limit the size and scale of development.
Minimum block area for 2 dwellings: (Residential Zones Policy)	700m^2 (or 600m^2 for multi-unit adaptable housing)	Minimum block area for 2 dwellings no longer specified	The minimum block area has been removed to enable the uptake of missing middle housing in RZ2. Other requirements, such as those relating to site coverage and living infrastructure, will provide limitations on the size of developments.

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ2 – Suburban Core Zone**	**RZ2 – Suburban Density Zone**	
Maximum dwellings: (Residential Zones Policy)	1 additional for every 250m^2 over the minimum	No maximum	To incentivise missing middle housing developments in RZ2, where they can be proposed and constructed to meet the other relevant Assessment Outcomes and guidance.
Subdivision: (Subdivision Policy)	Permitted	Permitted	No change
Consolidation: (Subdivision Policy)	Permitted	Permitted	No change
Other Residential Zones Technical Specification changes			
Car parking rates	Same as RZ1 information above	Same as RZ1 information above	
Planting area (MUH)			
Tree canopy coverage (MUH)			

Comparison table RZ3

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ3 – Urban Residential Zone**	**RZ3 – Residential Transition Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites to achieve medium density housing. 2. Provide for a range of housing choices where the housing contains a mix of single dwelling and multi-unit housing. 3. Provide opportunities for redevelopment by enabling changes to the residential density and original pattern of subdivision. 4. Provide opportunities for redevelopment by enabling change.	1. Facilitate urban development or redevelopment to achieve primarily medium density, low-mid rise housing within close proximity to local services and amenities in a manner that demonstrates good design outcomes. 2. Provide for a range of housing choices, which are predominately multi-unit housing of various dwelling types or more compact single dwelling housing. 3. Provide opportunities for redevelopment by enabling change, including to the residential density and the original pattern of subdivision.	Name change and policy outcome changes are proposed to align RZ3 to be the 'transition' residential zone between the suburban zones and the urban zones. This acknowledges that RZ3 may play a role in predominately accommodating more compact single dwellings (such as the case through Gungahlin), or as more of a medium density and mid-rise zone (as is the case in more of the established suburbs).
Maximum height: (Residential Zones Policy)	10.5m	Secondary residence: 2 storeys Single dwelling housing: 3 storeys Multi-unit housing: 4 storeys	The gradation of heights across the different housing typologies is designed to incentivise multi-unit housing redevelopment to provide more housing in an efficient manner in this zone.

Comparison table RZ4

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ4 – Medium Density Residential Zone**	**RZ4 – Urban Residential Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites to achieve a distinctively medium density housing character in a manner that demonstrates design excellence. 2. Provide for a range of housing choices where the housing contains a mix of single dwelling and multi-unit housing. 3. Provide opportunities for redevelopment by enabling changes to residential density and the original pattern of subdivision. 4. Provide opportunities for redevelopment by enabling change.	1. Facilitate urban development or redevelopment of sites to achieve medium to high density, mid-rise housing in a manner that demonstrates good design outcomes. 2. Provide for a range of housing choices, which are predominately medium to high density multi-unit housing of various dwelling types. 3. Provide opportunities for redevelopment by enabling change, including to residential density and the original pattern of subdivision.	Name change and policy outcome changes are proposed to reflect that RZ4 does not often contain housing that is of a density and height that would be considered 'medium density'. While these reforms will step RZ4 closer to medium density, this name change reflects that RZ4 is practically the start of the more 'urban' residential zones.
Maximum height: (Residential Zones Policy)	12.5m	Secondary residence: 2 storeys Single dwelling housing: 3 storeys Multi-unit housing: 6 storeys	The gradation of heights across the different housing typologies is designed to incentivise multi-unit housing redevelopment to provide more housing in an efficient manner in this zone.

Comparison table RZ5

	Current Territory Plan provision	*Proposed Territory Plan provision*	*Reason for change*
Zone name:	**RZ5 – High Density Residential Zone**	**RZ5 – Urban Density Zone**	
Policy Outcomes: (Residential Zones Policy)	1. Facilitate development or redevelopment of sites to achieve high density housing in a manner that demonstrates design excellence. 2. Provide for the establishment and maintenance of residential areas where the housing is generally high density in character, particularly in areas with very good access to facilities and services and/or frequent public transport services. 3. Provide for a range of housing choices where multi-unit housing, typically of a larger scale, are provided for a range of dwelling types. 4. Provide opportunities for redevelopment by enabling changes to the original pattern of subdivision. 5. Provide opportunities for redevelopment by enabling change.	1. Facilitate urban development or redevelopment of sites to achieve high density, medium rise housing in a manner that demonstrates good design outcomes. 2. Provide opportunities for the establishment and maintenance of residential housing that is generally high density. 3. Provide housing in areas with very good access to facilities and services and/or frequent public transport services. 4. Provide for a range of high density and larger scale housing choices of various dwelling types. 5. Provide opportunities for redevelopment by enabling changes, including to the original pattern of subdivision.	Name change and policy outcome changes are proposed to reflect that RZ5 does not often contain housing that is of a density and height that would be considered 'high density' which are typically contained in the commercial zones, such as town centres, in the ACT. While these reforms will step RZ5 closer to high density, this name change reflects that RZ5 is just the densest of the residential zones, rather than always delivering high-density apartment tower style developments.
Maximum height: (Residential Zones Policy)	21.5m	Secondary residence: 2 storeys Single dwelling housing: 3 storeys Multi-unit housing: 7 storeys	The gradation of heights across the different housing typologies is designed to incentivise multi-unit housing redevelopment to provide more housing in an efficient manner in this zone.



More homes, more choices. Built for your lifestyle.

Missing Middle Housing Reform

YOURSAY CONTENT

MAIN YOURSAY PAGE: https://yoursayconversations.act.gov.au/missing-middle-housing-reforms

Project status: This project is open for feedback

We are accepting long form submissions until 5 August 2025. You can provide your submission by clicking here or emailing EPSDDcomms@act.gov.au.

About the project

Canberra is growing quickly. By 2050, we expect nearly 700,000 people to call our city home.

That's why we have a plan to enable 30,000 new homes across Canberra in the next five years. These new homes will support more housing choice in new and existing suburbs across the ACT.

Meeting this goal is not just about building more houses – it's about making sure the new homes that get built include a variety of housing choice.

The ACT has only a limited amount of available land left for new suburbs which means we can't rely on new suburban developments alone to fit our growing population. We need to make better use of our existing suburbs and plan for a more compact, efficient and sustainable Canberra.

Currently, new homes in Canberra are mostly single houses or high-density apartments in our town and city centres. This leaves a 'gap' or 'missing middle' in the housing market.

Missing middle housing includes:

- **dual or tri-occupancies (2 or 3 homes on one block),**
- **townhouses and terrace homes**
- **low-rise apartments.**

To make more of this type of housing possible, the ACT Government is updating our planning system with:

- The Missing Middle Housing Design Guide which will provide good practice guidance for creating well-designed homes that respect local character and contribute positively to our existing streets and neighbourhoods.
- Changes to the Territory Plan which will remove barriers in the planning system and allow more housing options (including more townhouses, terraces, duplexes and low-rise apartments) in RZ1 and RZ2 areas. These changes will make it easier to build well-designed, sustainable homes in our existing suburbs.
- These two elements have been carefully considered and are closely linked to one another.

These changes will help our city change over time, responding to housing demand and ensuring Canberra has a strong supply of well-designed, diverse, affordable and sustainable housing options for our growing community.

For more information about the Missing Middle Housing Reforms you can download the Snapshot document.

Watch our video on Missing Middle Housing Reforms

<VIDEO>

What are we looking at

The ACT Government is seeking comments and submissions on the proposed Missing Middle Housing Reforms, including feedback on the draft Missing Middle Housing Design Guide and the draft Major Plan Amendment to the Territory Plan. The reforms will help the planning system to quickly respond to population growth and market demand, reducing the need for housing in undeveloped areas or green spaces and creating a more compact and efficient city.

The community's input is vital in shaping well-designed and sustainable housing options that can be delivered to enhance our neighbourhoods and meet the needs of current and future residents.

Draft Major Plan Amendment

To formalise this change, we need to amend the Territory Plan which is the overarching planning document and which sets out what you can do in each land use zone. Without this change, missing middle housing will remain limited in the ACT. The **draft Major Plan Amendment** includes updates to key policies and supporting documents in the Territory Plan including the Residential Zones and Subdivision policies and associated technical specifications. The reforms include changes to:

- residential zone policy outcomes
- building heights
- minimum block area for 2 dwellings
- maximum dwelling numbers on a block
- allowable subdivision and block consolidation.

More detail about the proposed changes is provided in the **Supporting Report to the Draft Plan Amendment**. Key proposed changes are summarised in this comparison table within the snapshot document.

Draft Missing Middle Housing Design Guide

The ACT Government has worked with expert consultants as well as local design and architecture experts to develop the **draft Missing Middle Housing Design Guide** (the draft guide). This will be a new addition to the existing suite of design guidance documents that help us create better buildings and public spaces across our city. The document provides guidance on how to achieve best practice design outcomes for new 'missing middle' homes built in existing suburbs by:

- supporting building different types of ‘missing middle’ housing in a way that fits well with existing neighbourhood context and character.
- encouraging sustainable building practices, efficient land use and minimal negative impact on the natural environment
- promoting designs that deliver lively, safe and walkable communities with better access to local amenities.

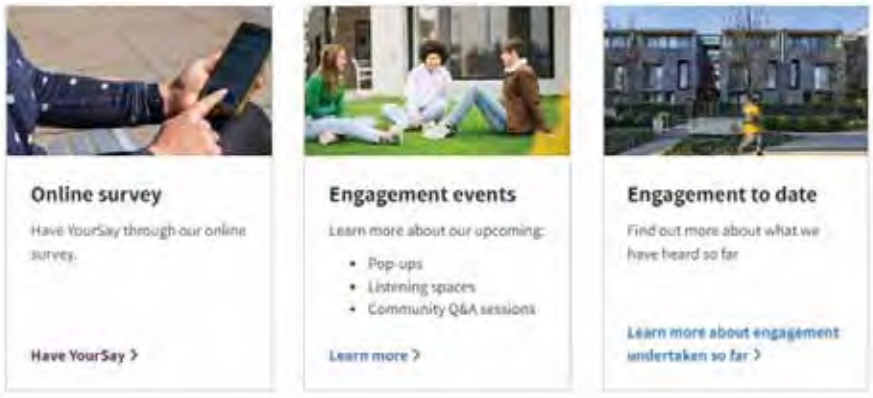
The draft guide includes four parts that can be used by design professionals, builders and landowners to achieve good design for missing middle housing projects:

- Part one: Introduction and Purpose
- Part two: Character and Site
- Part three: Design Guidelines for
    - Site and Land Use
    - Access and Movement
    - Public Space and Amenity
    - Built Form and Building Design
    - Sustainability and Environment
- Part four: Appendices including a missing middle housing checklist.

How to have Your Say

We’re inviting you to consider the draft Missing Middle Housing Design Guide and draft Major Plan Amendment to the Territory Plan and to let us know what you think. Your feedback will inform the final version of the Missing Middle Housing Design Guide and the changes to the Territory Plan and relevant technical specifications.

The YourSay online survey and quick comment functions have now closed however we are receiving long form submission until 5 August 2025.



What are RZ zones?

Most land in the ACT suitable for buildings (urban land) is zoned for residential use, or RZ, meaning it is land for housing (including houses and multi-units).

RZ1 the 'Suburban Zone', makes up 79.7% of Canberra's residential land, and typically includes mainly single houses.

RZ2, the 'Suburban Core', (around 12.9% of the city's residential land) is usually located closer to local shops or services and allows for a greater mix of single houses and low density.

RZ3, RZ4 and RZ5 zones allow higher medium density and taller buildings (like apartments). These are often close to our town centres and core commercial centres, or main transport corridors.

If you would like to find out more about your zone, visit **ACTmapi** and click on the 'Territory Plan' map.

What might new missing middle housing look like?

Move the slider to see an example of how some typical Canberra streets might adapt over time as more housing types are built.

Leave us a quick comment on Missing Middle Housing Reforms

FAQ

Don't we already have this type of housing in Canberra? Why do we need more?

Yes, this type of housing already exists in Canberra, however, the ACT's population is currently around 470,000 people and by 2050, the population is expected to reach almost 700,000 people. The growing ACT population means there will be a need to provide 30,000 new homes by 2030 and up to 100,000 new homes by 2050.

There is a need for more homes in the ACT, but also more housing choice. Currently, new homes in Canberra primarily comprise low-density, separate housing and high-density apartments.

While we have pockets where middle housing occurs, there isn't enough and it's not available in all suburbs. Providing more housing options can help meet the needs of our diverse and growing population

Will this mean more apartments in my suburb?

Missing middle multi-unit housing includes low rise apartment development, such as walk-up apartments, that look and feel very similar to terrace homes. It is proposed to allow these smaller scale apartments in the RZ1 and RZ2 zones.

Medium and higher-rise apartment development, which are not included in the definition of 'missing middle' housing, are not permitted in RZ1 and RZ2 zones, but can continue to be developed in other more appropriate residential zones, such as RZ3, RZ4 and RZ5 **Will this housing type change the character of my street?**

Many areas within Canberra and the RZ1 and RZ1 residential zones already have ‘missing middle’ homes on them, such as dual occupancies, townhouses and terrace homes, for example.

While the types and numbers of buildings may change, the street character, often guided by the public land verge and street trees, must be protected.

The Missing Middle Housing Design Guide shows how new development should consider and integrate with the existing street character, reduce impacts on neighbours and contribute positively to the character of the suburb

RIGHT HAND SIDE NAVIAGTION

Timeline

Engagement satisfaction quick poll

ALL FAQS

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There is a need for more homes in the ACT, but also more housing choice. Currently, new homes in Canberra primarily comprise low-density, separate housing and high-density apartments.

While we have pockets where middle housing occurs, there isn't enough and it's not available in all suburbs. Providing more housing options can help meet the needs of our diverse and growing population.

How is missing middle housing better for the environment?

In addition to enabling more housing choice, missing middle housing such as duplexes and townhouses helps the environment by reducing urban sprawl, lowering greenhouse gas emissions and making efficient use of existing residential land. This type of housing aims to promote more walkable neighbourhoods and better access to public transport, contributing to more sustainable and resilient urban areas.

The proposed changes to the Territory Plan also increase the tree canopy cover requirements on residential blocks which will help reduce urban heat, support biodiversity and improve air quality.

Will missing middle housing be built on green spaces or community land in existing suburbs?

No. Missing middle housing reform applies to existing residential zoned land only and is not intended for urban open space areas or land zoned for community uses. The ACT Government's long-term strategic planning policy has been to deliver 70% of new housing within the existing urban area. More recently, the ACT Government has also committed to address the current housing supply crisis by promoting a greater diversity of housing, including more townhouses, terraces, and duplexes in the existing RZ1 and RZ2 Residential Zones.

What does this mean for Canberra's character as a city in the landscape?

Canberra's unique landscape character will remain. As Canberra grows, our urban character will evolve, as it has done so since the early days of our city. New housing development will be required to contribute positively to street and neighbourhood character, and the Missing Middle Housing Design Guide talks about the importance of understanding and designing for the local site context. Missing middle housing reform aims to enable more housing that blends into our existing suburbs while also respecting the unique character of these areas.

What does this mean for me as a homeowner looking to develop my block?

Proposed changes to the Territory Plan aim to reduce current barriers for missing middle housing within existing RZ1 and RZ2 residential zones. For example, this includes increasing the number of dwellings per block and also allowing more block consolidation to occur, which in

turn allows more sites to be available and suitable for this type of development. Those wanting to develop for missing middle housing will need to demonstrate how the proposal aligns with the relevant design provisions of the policies and guidelines, including how a proposal responds to its site context and local character, how amenity provisions are achieved on site and how impacts to neighbours are mitigated.

What does this mean for me as a neighbour of someone with a missing middle housing block?

The Territory Plan contains important provisions that guide how missing middle housing development can occur. These provisions balance the need for new housing with the need to respect existing residents and avoid unreasonable impacts.

Key provisions include:

- limiting the size of new developments (site coverage),
- guiding where new development can be placed on the block, including setbacks and building envelopes to limit overlooking and overshadowing,
- requiring planting area and tree canopy to be provided on the block, and
- requiring some parking to be provided on the block.

Missing middle development proposals will need to meet the requirements of the *Planning Act 2023* and the Territory Plan. This includes assessment against the key planning rules outlined above, as well as the need to consider and respond to the Missing Middle Housing Design Guide during the development application process. A development proposal will be required to respond to its local site context and provide a positive contribution to the local streetscape. It will also need to demonstrate how impacts to neighbouring sites, such as shadow impacts and overlooking, are managed and/or mitigated When a development application is submitted, it is publicly notified, and neighbours can provide comments to the Territory Planning Authority during the assessment process.

Will this housing type change the character of my street?

Many areas within Canberra and the RZ1 and RZ2 residential zones already have ‘missing middle’ homes on them, such as dual occupancies, townhouses and terrace homes, for example.

While the types and numbers of buildings may change, the street character, often guided by the public land verge and street trees, must be protected.

The Missing Middle Housing Design Guide shows how new development should consider and integrate with the existing street character, reduce impacts on neighbours and contribute positively to the character of the suburb.

How tall can new missing middle housing be?

Missing middle housing reform proposes to retain the cap on building heights to two (2) storeys within existing RZ1 residential zones. It is proposed to allow for three (3) storeys within existing RZ2 residential zones for multi-unit residential development (i.e. missing middle development).

Will this mean more apartments in my suburb?

Missing middle multi-unit housing includes low rise apartment development, such as walk-up apartments, that look and feel very similar to terrace homes. It is proposed to allow these smaller scale apartments in the RZ1 and RZ2 residential zones.

Medium and higher-rise apartment development, which are not included in the definition of 'missing middle' housing, are not permitted in RZ1 and RZ2 residential zones, but can continue to be developed in other more appropriate residential zones, such as RZ3, RZ4 and RZ5.

How will the extra cars and traffic be managed in suburban streets?

Missing middle housing reforms interact with how car parking can be managed on residential blocks and within existing suburbs. A reduction in the overall provision of car parking and parking for visitors associated with missing middle housing development is proposed, however this will need to be carefully assessed through a development application.

Car parking is considered through the Development Application process, with the acceptable rate of parking considered on a case-by-case basis. This involves consideration of factors such as proximity to public transport and active travel corridors, and capacity of the existing street and parking network to support off-site car parking. Traffic generation is also an important consideration in the Development Application process. It is also important to note that the provision of car parking is often driven by location, such as proximity to public transport routes, and market preferences.

Can I object if I don't like the design for new housing in my suburb?

Yes, you will continue to have the opportunity to provide comments on a development application for a missing middle development during the public notification period.

What does this mean for me as a developer?

The missing middle reforms enable greater housing opportunities within existing RZ1 and RZ2 residential zones. The reforms enable greater dwelling density, block consolidation, and block subdivision. You will need to consider the Territory Plan requirements and design your developments in accordance with the Missing Middle Housing Design Guide.

What does this mean for me as a design professional?

Design professionals will be required to respond to the requirements within the Missing Middle Housing Design Guide, and the Territory Plan, when preparing a missing middle housing design proposal for a development site.

What planning application process will apply to missing middle housing?

The planning application process will be similar to current processes, with the consideration of the applicable design guides included.

Before you start any building or renovation project, you may need approvals. If you are building a new development, you may need to make a development application (DA). A DA looks at your project's design to make sure it suits the area by meeting a few requirements:

- Territory Plan policies
- Considers any applicable design guides, including the Missing Middle Housing Design Guide

- Crown lease requirements
- Planning legislation, and
- other specific conditions to develop on that land.

Development of missing middle housing is required to consider and provide a design response to the Missing Middle Housing Design Guide where the development:

- Provides more than 1 dwelling on a block.
- Is for subdivision or consolidation of currently leased RZ1 and RZ2 blocks associated with a missing middle housing development proposal.

Will there be re-zoning of residential land?

This phase of missing middle housing reforms does not propose re-zoning of residential land. The proposed reforms aim to reduce the current barriers to missing middle housing within the existing RZ1 and RZ2 residential zones.

How will development intensity be managed?

Missing middle development proposals will be assessed against the requirements of the *Planning Act 2023,* the Territory Plan and associated supporting documents, such as the Technical Specifications. A design proposal will be required to respond to its established context and provide a positive contribution to the local character. The missing middle reform includes guidance on housing density that is recommended for this type of development. This is contained within the residential zones technical specifications.

How will the reforms protect against too much density in our suburbs?

Increased density is expected through the missing middle housing reform, however there are key protections included in the Territory Plan, supported by housing density guidance in the technical specifications. Each proposal will need to consider the Missing Middle Housing Design Guide which provides best practice design guidance for how development is integrated into existing RZ1 and RZ2 residential zones.

It is also important to note that changes within streets and suburbs are likely to be incremental and occur over a long period.

Are other financial levers being considered as part of this housing reform (eg changes to LVC or rates)?

No. This phase of the Missing middle housing reform includes proposed changes to the planning framework that includes the development of the new Missing Middle Housing Design Guide and associated changes to the Territory Plan. Reforms to tax and financial settings are not included.

How will Government invest in infrastructure to support additional development?

The ACT Government will work closely with utility services providers, such as ICON Water and EvoEnergy, to monitor development activity within existing suburbs and consider the need for investment and upgrades to maintain infrastructure capacity.

The ACT Government also carefully monitors the need for city services and facility upgrades through existing programs and will consider the need for new investment as suburbs are regenerated through redevelopment.

Will Government undertake precinct planning to identify redevelopment areas?

In 2023, the ACT Government introduced district strategies. The district strategies highlight areas for change that may be available to support growth and residential development in each of the ACT's 9 districts. Each district has change areas that may be suitable for future housing. They may provide greater housing choice in areas that are well located to current or future transport and where local amenity may be further enhanced by development.

The current reform proposals apply to all RZ1 and RZ2 residential blocks across Canberra.

Where do the changes apply and where will redevelopment happen?

The proposed changes apply to all RZ1 and RZ2 residential zones across the city, enabling missing middle housing development in existing suburbs where people may want to live. This allows existing residents to age in place within their community or to move to areas close to friends, family, or amenities they enjoy. Additionally, it provides missing middle housing at various price points throughout the city.

Redevelopment will occur in areas influenced by several factors. Homeowners might add dwellings for multigenerational living, while builders or developers may seek market gaps and viable opportunities. Generally, missing middle housing redevelopment will occur close to public transport and shops, and where older housing stock is suitable for redevelopment.

Has there been any planning and economic feasibility assessment undertaken for the missing middle reforms?

In 2024, planning consultants Purdon undertook a planning and economic feasibility assessment to inform the ACT Government on the feasibility of integrating missing middle housing in some residential zones (RZ1 and RZ2) in the ACT. 'Planning and Economic Feasibility Analysis – Integrating the Missing Middle in RZ1 and RZ2'

The purpose of the study was to identify opportunities and constraints for government consideration for integrating missing middle development in RZ1 and RZ2 areas to increase the diversity of housing typologies and increase the number of homes closer to shops and services.

The study looked at strategic and statutory planning policy factors to determine if a development is feasible and non-planning factors like incentives, market and economic matters. This study was not a feasibility assessment of the reform proposal. Rather, the study has informed the missing middle housing reforms and other policy work.